City Council Meeting & Public Hearing
FEBRUARY 25, 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. PROCLAMATIONS & PRESENTATIONS

A. Alpharetta Business Association Proclamation

B. Alpharetta Rotary Club to Present Donation to the Alpharetta Public Safety Foundation

V. CONSENT AGENDA

A. Council Meeting Minutes (Meeting of 2-18-2019)

B. Alcoholic Beverage License Applications
PH-19-AB-05 BP Alpharetta USA INC
d/b/a BP Food Mart
11425 Haynes Bridge Road
Alpharetta, GA 30009

Retail Package Sales
Beer, Wine, Sunday Sales

Owner: Sadruddin Surani
Registered Agent: Sadruddin Surani

C. Appointment of Cris Randall as Director of Human Resources

VI. PUBLIC HEARING

A. MP-18-07 / Z-18-10 / CU-18-08 / V-18-10: Brookfield/North Point Mall
Consideration of a request to rezone approximately 83.67 acres from PSC (Planned Shopping Center) to MU (Mixed-Use) to allow for the redevelopment of the Sears with 300 'Dwelling, 'For-Rent' Residential' units and 24,000 square feet of retail/restaurant space. A master plan amendment to the North Point Mall Master Plan is requested to allow the proposed development and a conditional use is requested to allow 'For-Rent' use. Variances are requested to eliminate the required neighborhood grocery associated with 'For-Rent' use, to reduce requirement for ground-floor non-residential uses in the 'For-Rent' building, to allow enclosed amenity space in North Point Mall to count toward required amenity space and to modify mix of use percentages in the MU district. The property is located at 1000 North Point Circle and is legally described as being located in Land Lots 688, 689, 700, 701, 702, 742 & 743, 1st District, 2nd Section, Fulton County, Georgia.

B. MP-18-12 / CU-18-14 / V-18-19: ECCO Park/North Point Business Center Master Plan

Consideration of a request to amend the North Point Business Center Master Plan to add 'Dwelling, 'For-Sale', Attached' as a permitted use in Pod 1 to allow for the construction of 159 'For-Sale' condominium units on 9.2 acres. A conditional use is requested to allow 'Dwelling, 'For-Sale', Attached' and to allow a density in excess of 8 dwelling units per acre. Variances are requested to modify site design and streetscape standards, to increase the maximum block size, to remove the requirement for certain buildings to have a street-facing pedestrian entrance and to allow required parking to be unenclosed. The property is located at 1275 North Point Drive, just west of Haynes Bridge Road and is legally described as being located in Land Lots 743 & 754, 1st District, 2nd Section, Fulton County, Georgia.

VII. NEW BUSINESS

A. Resolution: In Opposition To House Bill 302, Preemption Of Local Building Design Standards

B. Safe Hotels Ordinance (1st Reading)

VIII. PUBLIC COMMENT

IX. REPORTS

X. ADJOURNMENT

City Council Meeting & Public Hearing
STAFF REPORT

Submitting Department: City Clerk
Submitted By:
Meeting Date: February 25, 2019

I. AGENDA ITEM TITLE: COUNCIL MEETING MINUTES (MEETING OF 2-18-2019)

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:

ACCOUNT TITLE/NUMBER	DOLLAR AMOUNT

EXTERNAL FUNDING SOURCES:

ACCOUNT TITLE/NUMBER	DOLLAR AMOUNT

IV. REPORT IN BRIEF:

V. ALTERNATIVES:

VI. ATTACHMENTS:

City Council Meeting draft minutes 2-18-19

City Council Meeting
February 18, 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
  - Scott Hastey, City Attorney
  - Erin Cobb, City Clerk
  - James Drinkard, Asst. City Administrator
  - Peter Sewczwicz, Director of Public Works
  - Morgan Rodgers, Director of Recreation, Parks & Cultural Services
  - Tom Harris, Director of Finance

III. PLEDGE TO THE FLAG

IV. CONSENT AGENDA

A. Council Meeting Minutes (Meeting of 2-4-2019)

B. Alcoholic Beverage License Applications

PH-19-AB-04 Alpha Bites, LLC
d/b/a Never Enough Thyme
8 South Main St. Ste. 1BW
Alpharetta, GA 30009

Consumption on Premises
Beer, Wine, Liquor, Catering
Sunday Sales

Owner: Alpha Bites, LLC
Registered Agent: Michael Doyle

- Council Member Merkel offered a motion to approve the Consent Agenda
  - The motion received a second from Council Member Burnett
  - The motion was approved unanimously (7-0)

V. NEW BUSINESS

A. Park Plaza at Academy Street Intersection Improvement, ITB 19-010

- Director of Public Works, Pete Sewczwicz, came forward to present this item.
- Staff recommends Mayor and Council award ITB 19-010 to GTG Traffic Signals for the intersection improvement at Park Plaza and Academy Street in the amount of $185,250.00, and authorize the Mayor to execute all necessary documents.
- This bid award is for intersection improvements at Park Plaza and Academy Street.
- Elements of the project include:
  - Signal upgrade from temporary to permanent
  - Installation of decorative mast arm poles (already purchased by City)
  - Upgrade of ADA ramps for pedestrian crossings at the intersection

- Department of Public Works staff worked with Pond & Company to prepare plans and specifications for this project. The project advertised for competitive bids during December 2018 and January 2019, On January 24, 2019, the City received a total of 3 bids from the following:
    - $185,250,00 GTG Traffic Signals
    - $191,814.57 CMEC LLC
    - $199,989.50 OHMSHIV Construction
- The low bidder GTG Traffic Signals, is an experienced signal contractor which has worked on several projects with similar elements in Cherokee County and statewide for the Georgia Department of Transportation. Additionally, they have completed a number of signal projects throughout the City, including the temporary signal located at Park Plaza and Academy Street.
- Staff met with representatives of GTG on January 28, 2019 to review scope of work and the City's expectations. GTG assured staff they could complete the project for the bid amount and within the allocated time frame. GTG also understood the sensitivity of the area of the project and assured staff they would maintain a high level of traffic control determined GTG to be the lowest responsive and responsible bidder.
- Signal poles for the project were previously purchased by the City and are expected to be delivered on March 8th. GTG will begin work after contracts are executed and poles are delivered. They are expected to complete the project within 30 days of starting work.
- No Public Comment
    - ❖ Mayor Pro Tem Mitchell offered a motion to approve the ITB 19-010 to GTG Traffic Signals for the intersection improvement at Park Plaza and Academy Street in an amount not to exceed $185,250.00, and authorize the Mayor to execute all necessary documents.
        - The motion received a second from Council Member Burnett
        - The motion was approved unanimously (7-0)

VI. WORKSHOP

A. HB 184 Streamlining Wireless Facilities and Antennas Act

- City Attorney, Scott Hastey came forward to present this item
- The State House recently approved HB 184 Streamlining Wireless Facilities and Antennas Act
- HB 184 is intended to streamline the deployment of wireless broadband in the public rights of way throughout the State
- HB 184 will provide a permit application process that will place certain limitations on an authority's use and administration of the right of way. Additionally, making it difficult for the City to enforce standards and regulations that have been previously adopted
- Mayor Gilvin spoke in opposition to HB 184
- Council Member Burnett spoke in opposition to HB 184
- Mayor Pro Tem Mitchell spoke in opposition to HB 184

- Council Member Richard agreed with the Mayor and other Council Members who spoke on this item

VII. PUBLIC COMMENT

- **No Public Comment**

VIII. REPORTS

- Council Member Hipes appointed Jill Bernard for the Natural Resources Commission
- Council Member Binder and Council Member Richard will be holding a Town Hall at 6:30 PM on Wednesday, February 20th at the Alpharetta YMCA. Additionally, City Hall will be hosting a Community Food Forum on Wednesday, February 27th at 6:00 – 8:00 PM
- Council Member Binder recommended the Safe Hotels Ordinance be presented at the next two Council Meetings
- Council Member Richard appointed Trevor Casey for the Board of Zoning Appeals and thanked Eamon Keegan for his service on the Board for the last 5 years

IX. ADJOURNMENT TO EXECUTIVE SESSION

❖ Council Member Binder offered a motion to adjourn to Executive Session

- The motion received a second from Mayor Pro Tem Mitchell
- The motion was passed unanimously (7-0)

❖ With no further business to discuss or items to be heard, Mayor Gilvin adjourned the meeting at 6:55 PM

Respectfully submitted,

Erin Cobb

Erin Cobb, City Clerk

City Council Meeting & Public Hearing
STAFF REPORT

Submitting Department: Administration
Submitted By:
Meeting Date: February 25, 2019

I. AGENDA ITEM TITLE: ALCOHOLIC BEVERAGE LICENSE APPLICATIONS

PH-19-AB-05 BP ALPHARETTA USA INC
D/B/A BP FOOD MART
11425 HAYNES BRIDGE ROAD
ALPHARETTA, GA 30009

RETAIL PACKAGE SALES
BEER, WINE, SUNDAY SALES

OWNER: SADRUDDIN SURANI
REGISTERED AGENT: SADRUDDIN SURANI

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 & Public Hearing
STAFF REPORT

Submitting Department: Administration
Submitted By:
Meeting Date: February 25, 2019

I. AGENDA ITEM TITLE: APPOINTMENT OF CRIS RANDALL AS DIRECTOR OF HUMAN RESOURCES

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

I. **AGENDA ITEM TITLE:** MP-18-07/Z-18-10/CU-18-08/V-18-10 BROOKFIELD/NORTH POINT MALL

CITY COUNCIL: FEBRUARY 25, 2019

This item was heard at the 2/7/2019 Planning Commission meeting. Staff recommended approval of the item subject to 28 conditions. There were several public comments on this item all in support of the applicant's proposal. After discussion, Planning Commission recommended approval subject to staff's recommended conditions and accepting some of the applicant's markups. Vote 6-0

II. **RECOMMENDATION:**

Approve MP-18-07/Z-18-10/CU-18-08/V-18-10 Brookfield/North Point Mall Redevelopment, subject to the following conditions (Planning Commission changes in RED):

1. Property depicted in Exhibit A, approximately 30 acres, shall be rezoned to MU and developed substantially similar to plan submitted by Kimley-Horn & Associates, Inc, dated 2/6/2019 ~~1/8/2019~~, and renderings, except as modified by these conditions. Applicant shall provide a legal description of the 30-acre property prior to issuance of the LDP.
2. 'Dwelling, 'For-Rent' shall be added as a conditional use in the North Point Mall Master Plan.
3. Active uses, including service retail, restaurant and office, shall be required in the 'For-Rent' building ground-floor space along the new Storefront street and shall have a first floor height of 14' ~~18'~~ and depth of 30' ~~40'~~. Ground-floor residential walkouts shall be similar to Exhibit B. At-grade walkouts also are allowed.
4. Development regulations shall be as follows:
    a. Commercial – Maximum ~~24,000~~ 30,000 square feet of retail/restaurant use in freestanding buildings and in a minimum of 16,000 square feet of non-residential uses on the ground-floor of the 'For-Rent' building. Freestanding buildings shall be 2-stories or 40', whichever is less. Drive-through restaurants shall be prohibited. Rooftops and outdoor dining patios are encouraged and shall not count against the retail/restaurant development maximum. Remaining retail/restaurant entitlement for North Point Mall Master Plan shall be 1,237,246 square feet for outparcels and space within North Point Mall.
    b. Office – Maximum 30,000 square feet within North Point Mall.
    c. Residential – After July 1, 2020 ~~January 1, 2021~~, up to 50% of the maximum 300 'For-Rent' units shall be permitted a Certificate of Occupancy (CO) in accordance with UDC 'For-Rent' requirements, except as approved below. The remaining 'For-Rent' units shall be permitted a CO after January 1, 2021. 'For-Rent' buildings shall be no greater than 4 stories or 60', whichever is less, and all units shall be one (1) and two (2) bedrooms. A maximum of sixty percent (60%) of units shall be studios or one bedroom and no 3-bedroom units shall be permitted. Studio units shall have a minimum square footage of 550 square feet. One-bedroom units shall have a minimum size of 700 square feet and two-bedroom units shall have a minimum size of 1,050 square feet. 'For-Rent' block shall be as depicted in Exhibit C, Current Proposed. 'For-Rent' units shall be constructed concurrently with all required open space areas, infrastructure and freestanding retail/restaurant uses. A CO shall not be issued for 'For-Rent' use until onsite open space and infrastructure have been constructed and inspected ~~accepted~~ by the City. Offsite improvements must be under construction. 'For-Rent' units shall have first class amenities and shall include a private pool, fitness center, secured parking,

resident's lounge, business center, on-site management office and secure elevator access. Surface parking and garages associated with 'For-Rent' use shall be heavily screened from North Point Circle. If construction does not commence by February 25, 2021, residential units shall revert to 'For-Sale' only.

5. The Master Plan area shall be limited to the following uses and further restricted by conditions of zoning:
    a. Retail
    b. Restaurant (no drive-thru)
    c. Office
    d. Residential
6. Retail uses shall be those customarily accessory to or amenities for residential and office uses, restricted to the following:
    a. Art Gallery
    b. Bakery
    c. Barber Shop
    d. Beauty Shop
    e. Book Store
    f. Brewery or Distillery
    g. Copy Center/Print Shop
    h. Dry Cleaning Pick-up Station
    i. Fitness or Dance Studio
    j. Florist, Retail without Greenhouse
    k. Neighborhood Grocery (min. 3,000 SF)
    l. Office Supply Store (not to exceed 2,000 SF)
    m. Package Shipping/Mail Box Store
    n. Pet grooming/pet day care
    o. Restaurant (no drive-thru)
    p. Retail Sales and Services Establishment (Includes financial services, special event space, live music and other performance venues and technology-based entertainment)
    q. Shop or Studio, Craftsman/Artist
    r. School, Commercial (Includes Day Care)
    s. Spa Services (with approval of a conditional use permit)
    t. Sport event space
    u. Uses similar to above as approved by Staff
7. The 2 new internal streets shall meet the Type 'D' Corridor regulations, as approved by the City's Traffic Engineer, and streets shall be private. Pedestrian bridges, stairs, elevators and escalators may encroach over and into public spaces provided that they do not impede pedestrian circulation or safety.
8. Minimum 14.67 acres of open space (8.37 acres civic space and 6.30 acres amenity space), consisting of trails, park overlooks, community gardens, passive recreation areas, event space, parks, etc. shall be provided, as depicted on the 2/6/2019 ~~1/8/2019~~ zoning plan. 4.02 acres of common area inside North Point Mall shall be counted as amenity space, if those areas are renovated/improved, including a new playground area, food court and other internal activated courtyard spaces, prior to final Certificate of Occupancy (CO) for 'For-Rent' buildings.
9. Trail depicted along North Point Circle shall be striped and painted for a 2-way bicycle path, including min. 3' wide protective buffer (striping with delineators ~~bollards~~ every 25') between the vehicular travel lane and the bicycle path, with final design approved by Staff similar to Exhibit D.
10. Developer shall construct a City approved MARTA bus shelter on public right-of-way at existing bus stop at corner of North Point Parkway and at the northernmost access road to the Mall ~~at first entrance at stormwater park~~.

11. Developer shall accommodate ~~set aside~~ a 30' access area through the civic space for a possible future private roadway extension. Area shall be depicted on LDP plans and may be used until development of the balance of the property ~~in the interim~~ for green space or open space.

Design Conditions:

12. Site access driveway at the intersection of North Point Drive and North Point Circle requires special attention to pedestrian and bicycle access. Geometrics, lighting, and materials shall provide emphasis on the pedestrian environment and safety, as approved by the City Transportation Engineer. Assuming the City owns the right-of-way, this Plan shall include a 10' sidewalk, 6' planting strip and decorative pedestrian lighting with the right-of-way spanning the distance to the storm water park on the south side and to the hotel curb cut on the north side. Applicant will receive impact fee credits for off-site work within the City right-of-way.
13. Developer shall meet EcoDistrict measures as requested on Page 6 of the applicant's letter of intent, dated December 21, 2018 (Exhibit E). Developer shall provide detailed information at LDP and building permit regarding compliance with each requested EcoDistrict measure. Total EcoDistrict points to be confirmed by Staff.
14. Applicant shall construct Phase 1 of the stormwater park improvements that are shown on Exhibit F, including trails, landscaping and overlooks with final approval by Staff. ~~Permanent easements~~ Other than the detention ponds themselves and waterways which feed it, the balance of the Phase 1 tract shall be dedicated to and maintained by the City ~~for public access to and within the stormwater park~~. ~~Developer shall maintain park however impact~~. Developer and other pond owner shall remain solely and exclusively responsible for maintenance of the detention ponds and waterways which feed it. Impact fee credits will be provided for the off-site public park improvements.
15. At-grade pedestrian and bicycle connections shall be provided throughout the site, including between buildings and recreational facilities within the development and across North Point Circle. Pedestrian crossings throughout development shall be ramped and the surface materials shall be brick pavers, cobblestones or architecturally treated concrete products, as approved by DRB.
16. ~~Entrance off North Point Drive~~ The greenspace denominated as Plaza 3 on the Plan shall be designed ~~with a minimum 5,000 SF greenspace~~ to incorporate a water feature, sculpture or similar focal point feature, as approved by DRB and prior to LDP. Approval and construction of the focal point feature shall be required concurrent with the CO.
17. Retaining walls shall receive architectural façade treatment and be heavily landscaped. Retaining walls visible from developed areas exceeding 16' in height shall be terraced with landscaping to break up large expanse of retaining wall.
18. Developer shall provide bicycle racks, benches, trash receptacles, decorative crosswalks, planters, kiosks and other street furniture, where appropriate, throughout the development.
19. Prior to LDP, applicant shall submit for approval a document to be entitled 'North Point Mall Redevelopment Design Standards'. 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 2018 application, as amended. Design standards will be presented to Staff and the DRB for review and approval. This document also shall detail entrance treatment for the North Point Drive/North Point Circle intersection with the new private road.
20. Architecture shall require DRB approval. All buildings must be oriented to ~~face~~ the new street aligned with North Point Drive or green or other open space. Backside of buildings or 'back of house' functions (such as loading or dumpster area) shall ~~not~~ be ~~visible~~ screened from new streets or North Point Circle. Parapet walls shall be used as needed to screen roof-top mechanical equipment and views.
21. Prior to the first LDP, 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:
    a. Approved specifications and standards identified for each use within the total development.
    b. Pedestrian network.

c. Overall planned open space areas.

22. Alcohol license distance requirements from residential development shall be waived.
23. Rooftop signs are encouraged and shall be permitted, with approval by DRB.
24. 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-18-07/Z-18-10/CU-18-08/V-18-10 Brookfield/North Point Mall"
25. Minimum 10' landscape strip shall be required along North Point Circle adjacent to the ~~proposed development and shall~~ 'For-Rent' tract and provide a visual screen of the 'For-Rent' surface parking lot. Shall include the required landscape strip materials, as well as parking lot screening materials.

Other Conditions:

26. Developer shall try to include at least 1 roof-top amenity ~~shall be required~~ within the non-residential portion of the development.
27. Provide detailed street planting for North Point Circle and new private streets. Landscape plan shall be approved prior to issuance of a LDP and shall retain landscape trees, if possible, as approved by DRB.
28. ~~Developer shall dedicate a permanent easement to the City and construct multi-use trail as depicted on the plan prepared by Kimley-Horn & Associates, Inc., dated 1/8/2019, with final design/materials approved by Staff and construction completed prior to the first CO for residential units. Multi-use trail shall including protected crossings at intersections, seating/gathering areas, lighting, landscape, hardscape, trail entrance gateways, wayfinding signage, bike share station and public parking. Trail shall be maintained by the developer.~~ Developer's financial responsibility for offsite improvements shall not exceed its impact fees, nor shall credits be given for submitted EcoDistrict improvements or meeting minimum open space requirements.
29. It is acknowledged that the approved Site Plan may 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 the Developer. 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.

III. REPORT IN BRIEF:

The applicant, North Point Mall, LLC, requests a master plan amendment to add 'Dwelling, 'For-Rent' as a conditional use in the North Point Mall Master Plan. A rezoning is requested from PSC (Planned Shopping Center) to MU (Mixed Use) for 83.67 acres to allow for the redevelopment of the former Sears Department Store with 300 'For-Rent' units and 24,000 square feet of freestanding retail/restaurant use. A conditional use is requested to allow the proposed 'For-Rent' use. Variances are requested to eliminate the neighborhood grocery associated with 'For-Rent' use, to reduce ground-floor non-residential uses in the 'For-Rent' building and to allow enclosed amenity space in North Point Mall to count toward required amenity space. The subject property is located at 1000 North Point Circle.

DISCUSSION

The submitted request, if approved, would allow for redevelopment of the former Sears anchor with 300 'For-Rent' units and 24,000 square feet of freestanding retail/restaurant use. The applicant proposes an amendment to the North Point Mall Master Plan, a rezoning of 83.67 acres from PSC (Planned Shopping Center) to MU (Mixed Use), conditional use to allow 'For-Rent' use, as well as variances to eliminate the neighborhood grocery, reduce ground-floor non-residential uses in the For-Rent building and to allow enclosed space inside the Mall to count toward amenity space. The proposed residential density is 3.59 dwelling units per acre. The subject property is located at 1000 North Point Circle.

The property is zoned PSC subject to the North Point Mall Master Plan. Surrounding properties are also zoned PSC, with properties to the south and west subject to the North Point Mall Master Plan and properties to the north and east subject to the North Point Business Center Master Plan. Surrounding properties are Residence Inn by Marriott to the northeast, regional stormwater facility to the east, North Point Mall and JC Penney to the south and west and Georgia 400 to the north. The Comprehensive Land Use Plan designation of the property is 'Mixed Use', which allows the proposed use.

The North Point Mall Master Plan (MP-90-04) was approved on March 19, 1990, allowing a 1,392,132 square foot regional shopping mall and outparcels on 100 acres. As shown in the table below, the Master Plan has been amended from time-to-time, including a recent amendment to add 'Office' use for SPACES inside North Point Mall.

File#	Location	Request
MP-90-04/Z-90-03/V-90-01/V-90-02	Master Plan	Original Mall Master Plan to allow regional shopping mall
MP-93-03	North Point Mall and Outparcels 1A, 1B, 1C	Amendment to reflect Mall as-built condition and address specific uses for 3 outparcels on North Point Pkwy
MP-95-02	Outparcel 1A	Change of use from restaurant to retail sales
MP-08-05/CU-08-04	Outparcel	Allow Liquor Store for Total Wine
MP-12-02/CU-12-01	Mall	Add Theater use for AMC Theaters
MP-18-04	Mall	Add Office use for SPACES inside the Mall

The property is located in the North Point Activity Center LCI, which was initially adopted in 2008 with a 10-year major update adopted by Council in 2018. The LCI envisions the North Point area as a walkable, mixed-use environment with a focus on sustainability, greenspace and connectivity. The recent LCI update identified a market demand potential of 357 – 454 'For-Rent' units over the next 5 years. The demand analysis is intended to be a measure of market viability, not a prediction or recommendation for North Point development. Since the adoption of the LCI update in 2018, there have been no residential approvals south of Georgia 400 in the North Point LCI.

A rezoning is requested for 83.67 acres from PSC to MU and a conditional use is requested to allow 'Dwelling, 'For-Rent' Residential' use. If approved, it is recommended that approximately 30 acres be rezoned to MU and residential density capped at ten (10) dwelling units per acre on the MU property. The subject property is located within Priority Area 1 on the LCI Density Priority Map, which is designated in the North Point Overlay as an appropriate area for higher densities. The table below provides a comparison between the applicant's zoning proposal and the current development approvals in the North Point Mall Master Plan.

Use	Applicant's Proposal	Current Master Plan	Change
Site Acreage	83.67 acres	100 acres	-16.33 acres
Residential	300 'For-Rent' Units	0	300 'For-Rent' Units
Retail/Restaurant	24,000 SF (freestanding) -154,886 SF (Sears)	1,392,132 SF	1,261,246 SF
Office	N/A	30,000 SF	30,000 SF

The applicant requests the following variances to the Unified Development Code (UDC):

1. Subsection 2.7.0(b)(9) – Eliminate the minimum 3,000 square foot Neighborhood Grocery in conjunction with the 'For-Rent' use. The applicant states that the use would not be supported until such time that more people are living in the North Point area. If the variance is approved, it is recommended that the developer make reasonable efforts to provide the minimum 3,000 square foot Neighborhood Grocery.
2. Subsection 2.7.0(b)(3) – Allow 'For-Rent' dwellings on the ground-floor along a Storefront Street. The applicant's site plan depicts ground-floor 'For-Rent' units along the new Storefront street, except that leasing and fitness amenities are shown in the corner of the 'For-Rent' building nearest North Point Circle and within a 5,902 square foot space. Staff does not support this variance request, as active ground-floor uses are necessary to promote a walkable environment.
3. Subsection 2.10.10(D) – Allow common space within North Point Mall to count toward amenity space for the proposed development. The UDC defines amenity space as an 'unenclosed, outdoor area'. According to the applicant's letter of intent, the Mall is scheduled for extensive interior renovations over the next two (2) years, including a new playground area, food court and other internal activated courtyard spaces. If the variance is approved, it is recommended that a condition be added requiring interior common space improvements inside the Mall in order to count the area as amenity space.

SITE PLAN

The submitted site plan depicts removal of the 154,886 square foot former Sears Department Store and replacement with 300 'For-Rent' units in three (3), 4-story buildings, 24,000 square feet of retail/restaurant use in three (3) freestanding buildings, as well as open space. A new Storefront street is depicted extending west toward the Mall from the intersection at North Point Drive and North Point Circle, as well as a new street extending north along the western side of the 'For-Rent' use. 'For-Rent' buildings are depicted north of the new Storefront street with retail/restaurant buildings and open space south of the new street.

Access to the site is depicted from a new street aligning with North Point Drive and a new street on the west side of the development, forming a 2,400' block. The North Point Overlay requires a maximum block perimeter of 1,600'. If approved and as shown in the exhibits below, it is recommended that the block be cut in half to reduce the overall block size.

Applicant Block Size – 2,400'



Recommended Block Sizes – 1,850' & 1,700'



Sidewalks are depicted along the new Storefront street and interior to the property, but not along the new street on the west side of the development. Building setbacks are not called out on the applicant's site plan; however, setbacks are established in the North Point Overlay as it relates to each Corridor Type. A total of 492 parking spaces are provided in surface parking at the rear of the 'For-Rent' buildings, of which 30 spaces are proposed to be enclosed within four (4) garages flanking the surface parking lot. An additional 16 on-street, parallel parking spaces are proposed along the new Storefront street. The UDC requires 684 parking spaces for the 'For-Rent' use and retail/restaurant use, after the 20% reduction required in the North Point Overlay. Nearly 4,500 parking spaces are provided to serve the entire master plan.

The applicant's letter of intent states that the luxury apartments will include a swimming pool, courtyards, fitness center, business center, dog wash, clubroom, garages, leasing office and pet park. Ground-floor 'For-Rent' units are depicted on all sides of the building, except that leasing and fitness amenities are depicted at the corner of one building in a 5,902 square foot space. A minimum 3,000 square foot Neighborhood Grocery and active ground-floor uses on Storefront streets are required in conjunction with 'For-Rent' use. The applicant has requested variances to eliminate the Neighborhood Grocery requirement and to allow 'For-Rent' units on the ground-floor along the Storefront street.

The applicant's open space plan depicts 21.12 acres (25.5%) of open space, of which 14.82 acres is civic space and 6.30 acres is amenity space. The table below provides a breakdown of the applicant's open space plan, which includes a variety of improvements such as a rock climbing wall, Spanish Steps, athletic fields, parks, overlooks, playgrounds (interior and exterior), event lawn/space, bocce garden, splash pad and a multi-use trail. The North Point Overlay requires 10% of the site, or 8.367 acres, be set aside as civic space and 5%, or 4.184 acres, be set aside as amenity space. Approximately 4.02 acres of amenity space is provided in common areas inside North Point Mall, of which the applicant has requested a variance to allow this area to count as amenity space. According to the applicant, the Mall is scheduled for extensive interior renovations over the next two (2) years, including a new playground area, food court and other activated courtyard spaces. The plan also depicts the 6.45-acre Georgia 400 buffer as civic space, but no improvements are shown within the buffer. The applicant's plan would meet the minimum amount of civic space, if the Georgia 400 buffer were removed from the calculation. However, the plan would not meet the minimum amount of amenity space, if the variance is not approved to allow mall interior space to count as amenity space.

Open Space	Area	Description/Notes
CIVIC SPACE		
GA 400 Buffer	6.45 acres	*No improvements proposed, recommend remove from calculation
10' Multi-use Trail	1.13 acres	
MARTA Walkway	0.27 acres	10' walkway w/4' landscape strip through parking lot
Pocket Parks	1.98 acres	8 areas from 0.05 – 0.66 acres
Plaza Areas	2.00 acres	3 areas from 0.26 – 0.97 acres
Playground	0.10 acres	
Pond	2.88 acres	2 Overlook platforms
TOTAL Civic Space	14.82 acres	
AMENITY SPACE		
Balconies	0.47 acres	
Surrounding For-Rent Bldg	0.60 acres	
Pool Courtyard	0.30 acres	

Mall Interior Space	4.02 acres	***Variance requested to allow enclosed space to count as amenity**
Outdoor Dining Areas	0.19 acres	4 areas from 0.04 – 0.07
Courtyard	0.27 acres	
Event Lawn & Sport Field	0.45 acres	2 areas from 0.28 – 0.17
TOTAL Amenity Space	**6.30 acres**	
TOTAL OPEN SPACE	**21.12 acres**	

The property is developed as a large surface parking lot and former Sears Department Store. Therefore, the only trees on the subject property are required landscape trees in conjunction with parking lot islands and landscape strips along North Point Circle. If approved, it is recommended that the applicant assess existing landscaping to determine if any trees can be spaded and relocated on-site. Stormwater facilities are not depicted on the applicant's site plan; however, a regional stormwater facility exists to the east of the property and is proposed to be improved as a multi-use stormwater park.

ELEVATIONS

The applicant submitted renderings of the proposed development, which reflect a modern architectural style. Building materials appear to consist of brick, siding, natural wood planks and stucco/EIFS with metal and glass accents.

'FOR-RENT' RESIDENTIAL

The applicant requests master plan amendment, rezoning and conditional use to allow 300 'For-Rent' units in three (3), 4-story buildings. Ground-floor active uses, consisting of leasing office and fitness center are proposed within the 'For-Rent' building nearest North Point Circle and limited to 5,902 square feet. Remaining ground-floor uses are proposed to be For-Rent' use. Residents would have access to parking and amenities, such as a pool and private outdoor amenity areas. According to the applicant, 175 units will be 1-bedroom with the remaining 125 units being 2-bedrooms. 1 bedroom units are proposed to be between 700 – 900 square feet with rents starting in the $1,400/month range and 2-bedroom units are proposed to be between 1,050 – 1,250 square feet with rents starting in the $1,900/month range.

Careful consideration should be given to maintaining a balance between 'For-Rent' versus 'For-Sale' product in the City. The 2035 Comprehensive Land Use Plan identifies the following policy as it relates to maintaining a balance of 'For-Sale' versus 'For-Rent' housing in the City:

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

There are several factors that should be considered with requests for apartments, such as mix of uses, design, long-term viability, impacts to City facilities and services, as well as traffic and school impacts. Office space already exists, or is proposed, within the LCI and high density housing should be tied to office space were jobs exist and are created and service uses are available to limit vehicular trips. The 561,575 square feet of existing office (along Encore Parkway) and 30,000 square feet of proposed office (SPACES inside North Point Mall) generates approximately 3,000 employees (1 employee per 200 square feet) to support the proposed residential and retail/restaurant uses.

The City's Rental Housing Study, which was prepared in May 2015 and updated in 2016, recommends that the City target an entitlement of between 93 and 159 'For-Rent' units per year in order to achieve a goal of 32% rental housing in the City. It should be noted that this annual target recommendation is not an approved City policy; however, the minimum 68% 'For-Sale' policy is included in the 2035 Comprehensive Land Use Plan. Current US Census 5-year estimates (2013 – 2017) show that the City is at 64% owner-occupied housing units, which is approximately 4% below the minimum 68% owner-occupied in Housing Policy 2 of the City's Comprehensive Plan. Since 2017, the City has approved 416 'For-Rent' units (see table below). These approvals exhaust the targeted 'For-Rent' goal through the Year 2020. If the City decides to allow 2021 'For-Rent' approvals, a condition is recommended prohibiting a Certificate of Occupancy (CO) until 2021 in order to meet the rental policy.

Project	'For-Rent' Units	'For-Rent' Status
Perling/Devore	-129 du	Rights extinguished on 12/4/17
360 Tech Village	276 du	Rights revert to For-Sale after 5/27/19, tied to building permit.
Northwinds Summit	140 du	Rights revert to For-Sale after 6/19/20, if construction has not commenced.
Total	416 du	

ECODISTRICT

The North Point Overlay requires that EcoDistrict measures be incorporated into all new developments. Since the applicant's proposal represents redevelopment of the Sears with a new development, the applicant must achieve at least seven (7) EcoDistrict points. According to the applicant's letter of intent, they intend to request 26 EcoDistrict points for the proposed development. EcoDistrict points are requested for Green Building, Water Efficiency in Building Design, Bio-retention, Transportation Demand Management, Consolidated Open Space, Sustainable Landscaping, Enhanced Bicycle Amenities, Alternative Transportation, Additional Civic Space, and Alternative measures, including park overlooks, walkway to future MARTA bridge and multi-use trail along North Point Circle. If approved, the developer should provide the EcoDistrict measures as requested in the applicant's letter of intent, as determined by Staff at LDP and building permit.

EcoDistrict Measure	Description	Points Available	Requested Points
Green Building		3-5	5
Water Efficiency Building Design		2	2
Bio-retention		2	2
Transportation Demand Mgm't	Provide bicycle rental, electric vehicle charging stations and accommodate future MARTA BRT station	2-3	3
Consolidated Open Space	Plaza, fountain, event space, Spanish steps, sports fields	2	2
Sustainable Landscaping		1	1
Enhanced Bicycle Amenities	Provide storage and 200% bicycle parking	1-2	1
Alternative Transportation	Provide 2 designated Uber stops	1-2	2
Additional Civic Space	7.71%, or 6.45 acres, excess civic space	1-5	5
Alternate Measures	Provide Park Overlooks, Walkway to future MARTA bridge, multi-use trail on ring road	1-3	3
TOTAL		20-31	26

An EcoDistrict encourages incorporating water into civic and amenity areas. The mall currently has an eleven (11) acre detention area that has a permanent pool that is hidden at the corner of North Point Drive and North Point Circle. The applicant is proposing improvements to the pond area that include constructing pond overlooks, raised trails and additional landscaping. The North Point pond could add features similar to the Old Fourth Ward detention area in Atlanta (see photograph below).

Old Fourth Ward – Stormwater Park



TRAFFIC

The applicant submitted a trip generation report for the proposed change of use. As shown in the table below, the proposed redevelopment of Sears with 'For-Rent' and retail/restaurant uses would result in a reduction of 186 PM Peak Hour trips generated from the site. The applicant has reduced the overall number of 'For-Rent' units from 328 to 300, which further reduces the trips generated from the subject property.

Table 1: Trip Generation Comparison
North Point Mall Sears Parcel Redevelopment

Land Use	ITE Code	Density	Daily Traffic			AM Peak Hour	PM Peak Hour
			Total	Enter	Exit	Total	Total
Existing Development to be Demolished							
Shopping Center (occupied Sears)	*820*	*154,886 SF*	5,846	2,923	2,923	146	590
Total			**5,846**	**2,923**	**2,923**	**146**	**590**
Proposed Redevelopment							
Multifamily Housing (Low-Rise)	*220*	*328 units*	2,400	1,200	1,200	147	170
High-Turnover (Sit-Down) Restaurant	*932*	*24,000 SF*	2,692	1,346	1,346	239	234
Total			**5,092**	**2,546**	**2,546**	**386**	**404**

The applicant proposes to access the site by adding a forth leg to North Point Drive/North Point Circle intersection. In addition, a road diet is proposed to North Point Circle, adding a two-way cycle track. Based on the assumptions from the traffic impact study, these changes can be managed with all-way stop sign control. The operations plan also assumes free flow right-turns northbound onto North Point Drive and westbound onto North Point Circle from North Point Drive. Careful design of the intersection will be needed in order to provide safe pedestrian and bicycle options.

SCHOOLS

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

FULTON COUNTY SCHOOLS – 300 'For-Rent' Units

School	Estimated # New FCS Students Generated
Northwood Elementary School	14 – 49
Haynes Bridge Middle School	0 – 12
Centennial High School	8 – 34
Total	22 – 95

Based on the total figure for all three school levels, it can be assumed that the proposed development could house approximately 22 – 95 school age children. All three schools are shown to be over capacity.

STANDARDS FOR MASTER PLAN AMENDMENT/ZONING CHANGES

The Planning Commission and the City Council shall consider the following standards in considering a master plan amendment and 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 permit a mixed-use development, which is consistent with the vision in the North Point Activity Center LCI, Comprehensive Plan and North Point Overlay.

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

Response: The zoning proposal would permit a mixed-use development, which is consistent with the vision in the North Point Activity Center LCI, Comprehensive Plan and North Point Overlay.

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

Response: The proposed development represents redevelopment of an existing Sears Department Store and surface parking lot and would not negatively impact the natural environment.

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

Response: Traditional regional shopping malls are struggling across the country. If a new vision is not implemented at North Point Mall, the Mall and retail area could rapidly decline. A mixed-use development at this location is consistent with the vision in the North Point LCI and would reduce impacts on City facilities and services.

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 purpose of a mixed-use development is to reduce impacts on public facilities and services by providing a place to live, work and play. The zoning proposal is consistent with the vision in the North Point LCI.

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

Response: A mix of uses, including residential use, was not originally contemplated in the PSC zoning district. The North Point LCI established the vision for the area in the 2008 and 2018 LCI documents, which now contemplate adding residential uses to the area.

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: Traditional regional shopping malls are rapidly declining across the country. If a new vision is not implemented at North Point Mall, the Mall and retail area could rapidly decline. A mixed-use development at this location is consistent with the vision in the North Point LCI and would reduce impacts on City facilities and services.

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

Response: Traditional regional shopping malls are going dark across the country. If a new vision is not implemented at North Point Mall, the Mall and retail area could rapidly decline. A mixed-use development at this location is consistent with the vision in the North Point LCI and would reduce impacts on City facilities and services.

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

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

CONDITIONAL USE REVIEW CRITERIA

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

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

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

Response: The project has sufficient access from North Point Drive and North Point Circle.

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 proposed mixed-use development can sufficiently address the above-mentioned development requirements.

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 applicant proposes 'For-Rent' use in association with a mixed-use development, which is consistent with the Comprehensive Land Use Plan designation of the property, which is Mixed Use. The property is also located within Priority Area 1 on the residential density map in the North Point overlay, which is appropriate for higher residential densities.

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 conditional use should not impact the normal and orderly development of surrounding properties.

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 uses are consistent with the vision of the Comprehensive Plan and North Point LCI and North Point Overlay, which identify the Georgia 400 corridor, and specifically the North Point area, as an appropriate location to establish mixed-use activity centers at higher densities and intensities.

VARIANCE REVIEW CRITERIA

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

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

Response: There are not exceptional conditions pertaining to the subject property that would prohibit the applicant from complying with UDC regulations due to the size, shape or topography of the property. However, market conditions may not warrant a Neighborhood Grocery at this time due to the lack of people living in the North Point area currently. Active, ground-floor uses along a Storefront street are important to promote a walkable environment. Allowing common space within the Mall to count toward amenity space could be supported because it provides an alternative to outdoor amenity space, which is also being provided on-site.

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

Response: Market conditions may not warrant a Neighborhood Grocery at this time due to the lack of people living in the North Point area currently. Active, ground-floor uses along a Storefront street are important to promote a walkable environment. Allowing common space within the Mall to count toward amenity space could be supported because it provides an alternative to outdoor amenity space, which is also being provided on-site.

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

Response: The subject property is unique in that the vision for the area has changed from regional shopping mall to a mixed use environment. Market conditions may not warrant a Neighborhood Grocery at this time due to the lack of people living in the North Point area currently. Active, ground-floor uses along a Storefront street are important to promote a walkable environment. Allowing common space within the Mall to count toward amenity space could be supported because it provides an alternative to outdoor amenity space, which is also being provided on-site.

(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: Relief from the Neighborhood Grocery requirement and amenity space definition should not cause a substantial detriment to the public good. However, active, ground-floor uses in the 'For-Rent' building along the Storefront street are important to promote a walkable environment. The Mall is surrounded by many outparcels that could potentially provide a larger grocery than the 3,000 SF required.

CONCURRENCES

Staff has reviewed the applicant's proposal and finds that it can generally support the request for master plan amendment, rezoning, conditional use and certain variances. Variances to eliminate the Neighborhood Grocery requirement and allow common area within North Point Mall to count as amenity space can be supported. However, ground-floor active uses in the 'For-Rent' building and along the new Storefront street are important to promote a walkable environment.

The property is located in the North Point Activity Center LCI, which envisions a mixed-use, walkable environment with an emphasis on sustainability, greenspace and connectivity. The applicant's proposed uses would add to the mix of uses in and around North Point Mall while adding a customer base to patronize the Mall's existing retail and restaurant establishments during non-typical hours. This is important as traditional regional shopping malls are going dark across the country. The proposed redevelopment of the Sears with 'For-Rent' units, freestanding retail/restaurant uses and open space should not generate significant changes in demand on public facilities and services and the proposed use would produce fewer vehicular trips. More importantly, the proposed uses are consistent with the Comprehensive Land Use Plan designation of the property, which is 'Mixed Use'.

Additionally, although the developer is adding residential density they are adding substantial recreational opportunities within the development to minimize impacts to existing City services.

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.

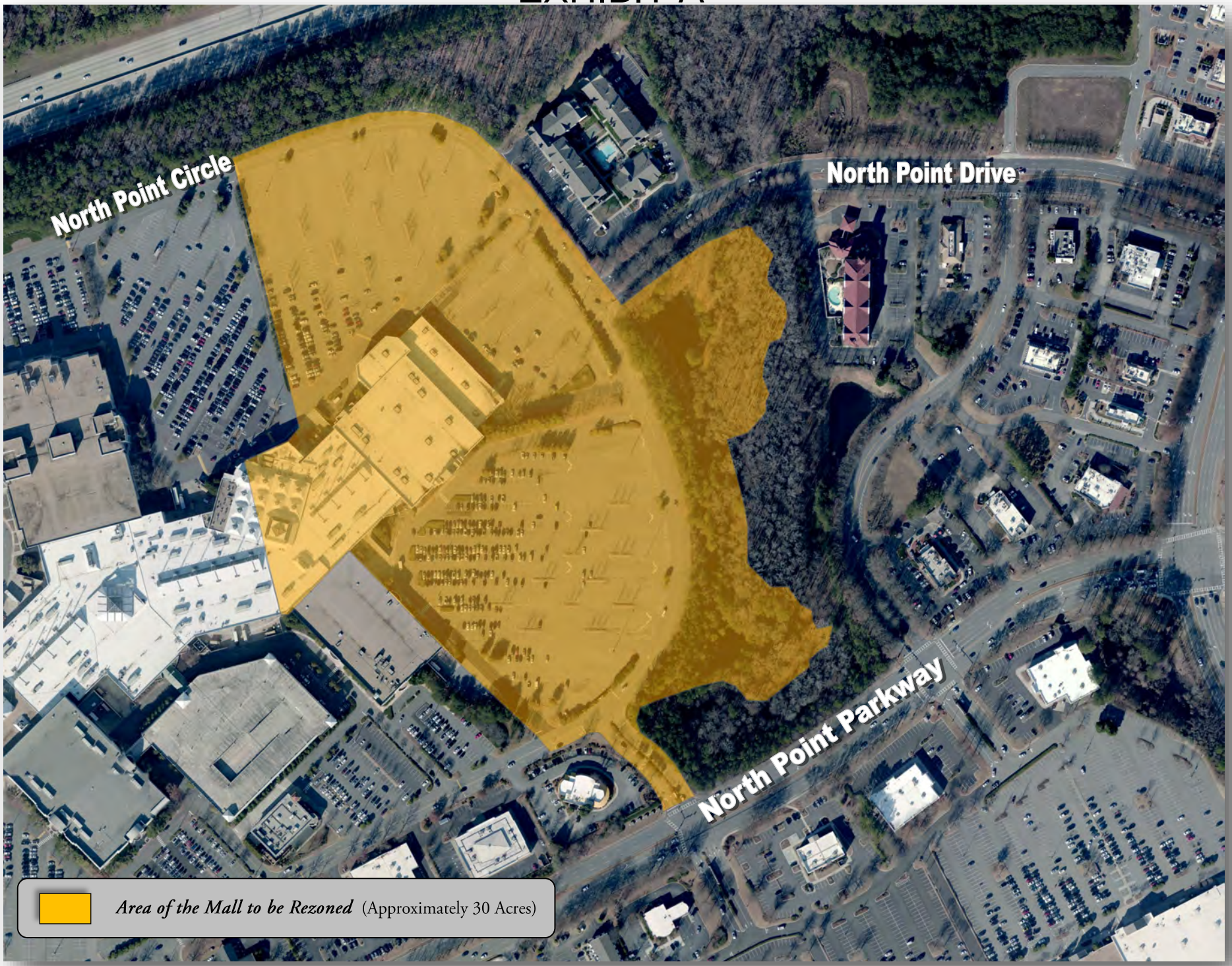
COMMUNITY ZONING INFORMATION MEETING

The CZIM was held on September 12, 2018, October 10, 2018, November 14, 2018, December 12, 2018 and January 9, 2019. Public comments were left on the sign-in sheets generally supporting the redevelopment effort at the Mall. However, there were some concerns over multi-family density, rentals, traffic, proximity to grocery store, traffic signal or roundabout at North Point Drive and North Point Circle and need for Mall to increase security.

IV. ATTACHMENTS:

- Site Plan
- Renderings

EXHIBIT A


North Point Circle
North Point Drive
North Point Parkway
Area of the Mall to be Rezoned (Approximately 30 Acres)

EXHIBIT

B


3 HOUR LIMIT
PARKING
ALL STREET PARKING
TRAFFIC ENFORCEMENT
POLICE
ALPHARETTA
01.28.2019


2109
01.28.2019


2109
01.28.2019


2107
2105
01.28.2019


2103
01.28.2019


2103
2101
01.28.2019


2101
01.28.2019


01.28.2019

EXHIBIT C

Current Proposed



EXHIBIT C

Conceptual

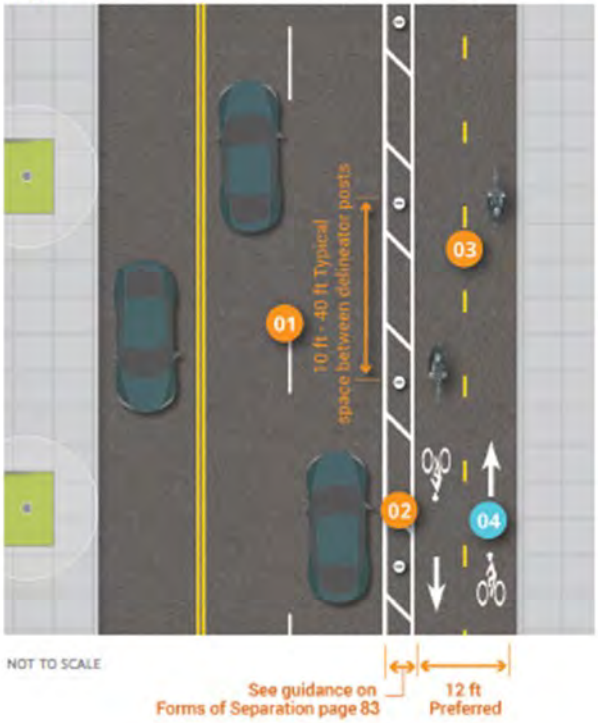


EXHIBIT D





Figure 12



01 Due to operational and user expectations, this design is best used when there is no room for separated bike lanes on both sides of the street.

02 For further guidance on buffer selection and installation, see page 83.

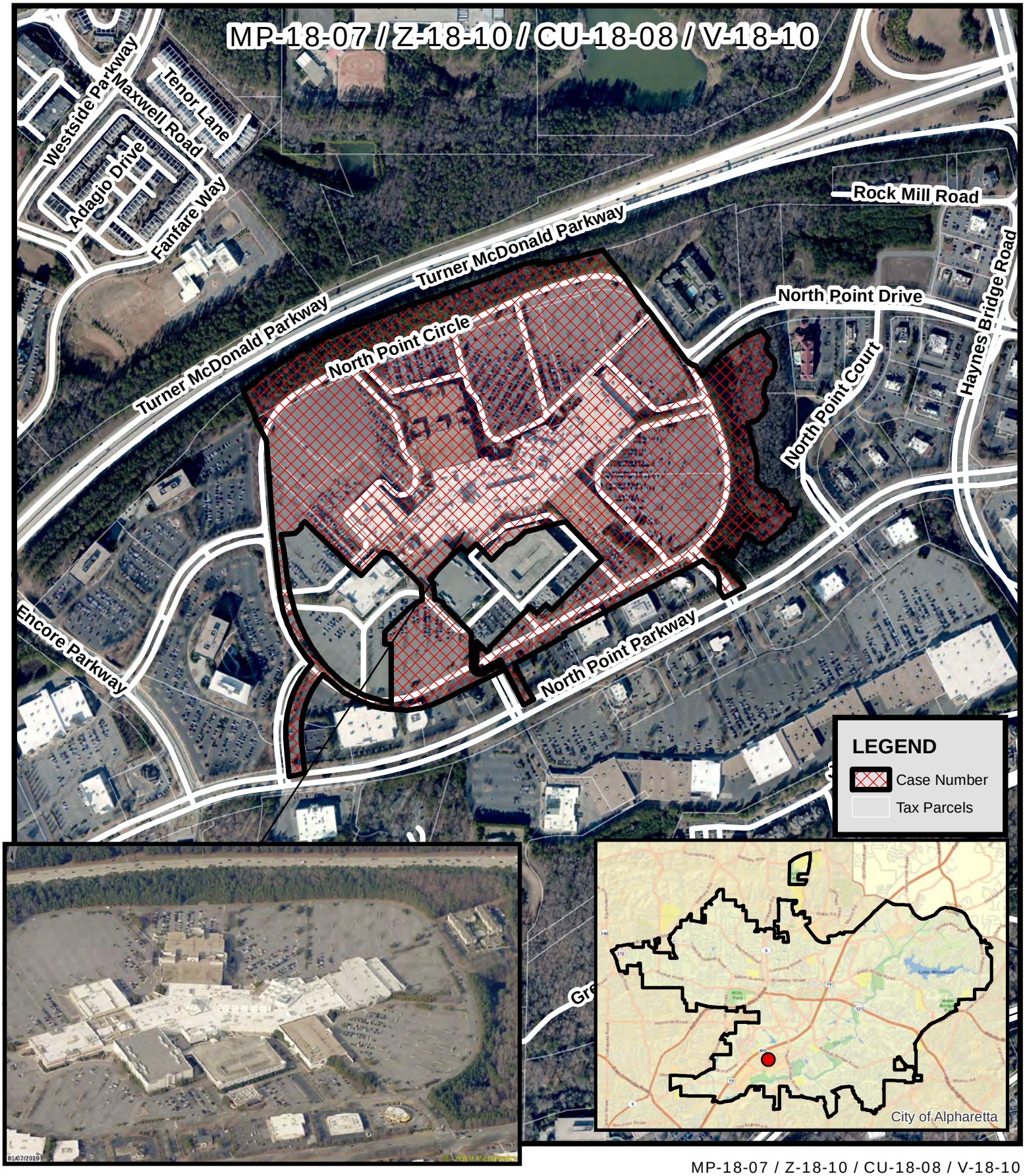
03 A centerline to separate the two-way bicycle traffic marked in accordance with the MUTCD (2009).

04 For further guidance on typical signs and markings for separated bike lanes, see page 127

C. EcoDistrict Point Calculation/Ecopoints Analysis

The Northpoint LCI Overlay requires every new development to have a certain number of eco-points, i.e. measures which are environmentally sensitive or protective. A project of this size requires at least ten eco-points. These points are summarized as follows:

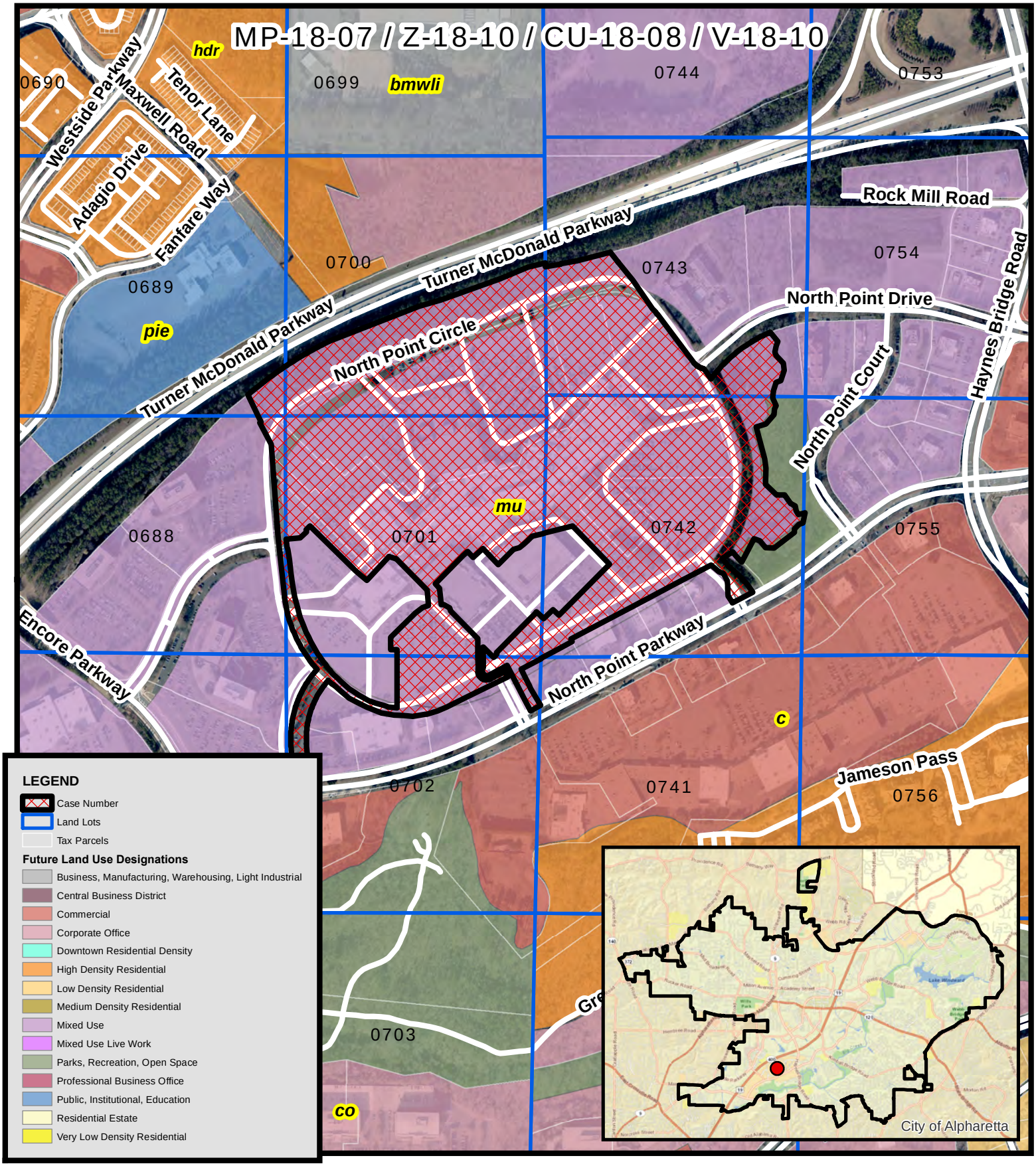
	Measures	range allowed	requested
1.	Green Building (all)	3-5 points	5
2.	Water efficiency in Building Design	2	2
3.	Bio-retention	2	2
4.	Transportation Demand Mgt (provision of bicycle rentals, electric vehicle charging stations, and accommodation of future MARTA Bus rapid transit station)	2-3	3
5.	Consolidated Open Space (plaza, fountain, event space, spanish steps, sports fields)	2	2
6.	Sustainable Landscaping	1	1
7.	Enhanced bicycle Amenities (storage & 200% bicycle parking requirements	1-2	1
8.	Alternative Transportation measure (designated Uber stop x 2)	1-2	2
9.	Additional Landscaped Civic space (11.3% in excess of requirement)	1-5	5
10.	Alternative measures: Park overlooks, Walkway to future MARTA bridge, multiuse pedestrian and bicycle trail.	1-3	3
TOTALS		20-31	26



Aerial Map
Brookfield
North Point Mall

MP-18-07 / Z-18-10 / CU-18-08 / V-18-10
D/LL: 1/2/688, 689, 700, 701, 702, 743, 744
PC Date: 2/07/19
CC Date: 2/25/19

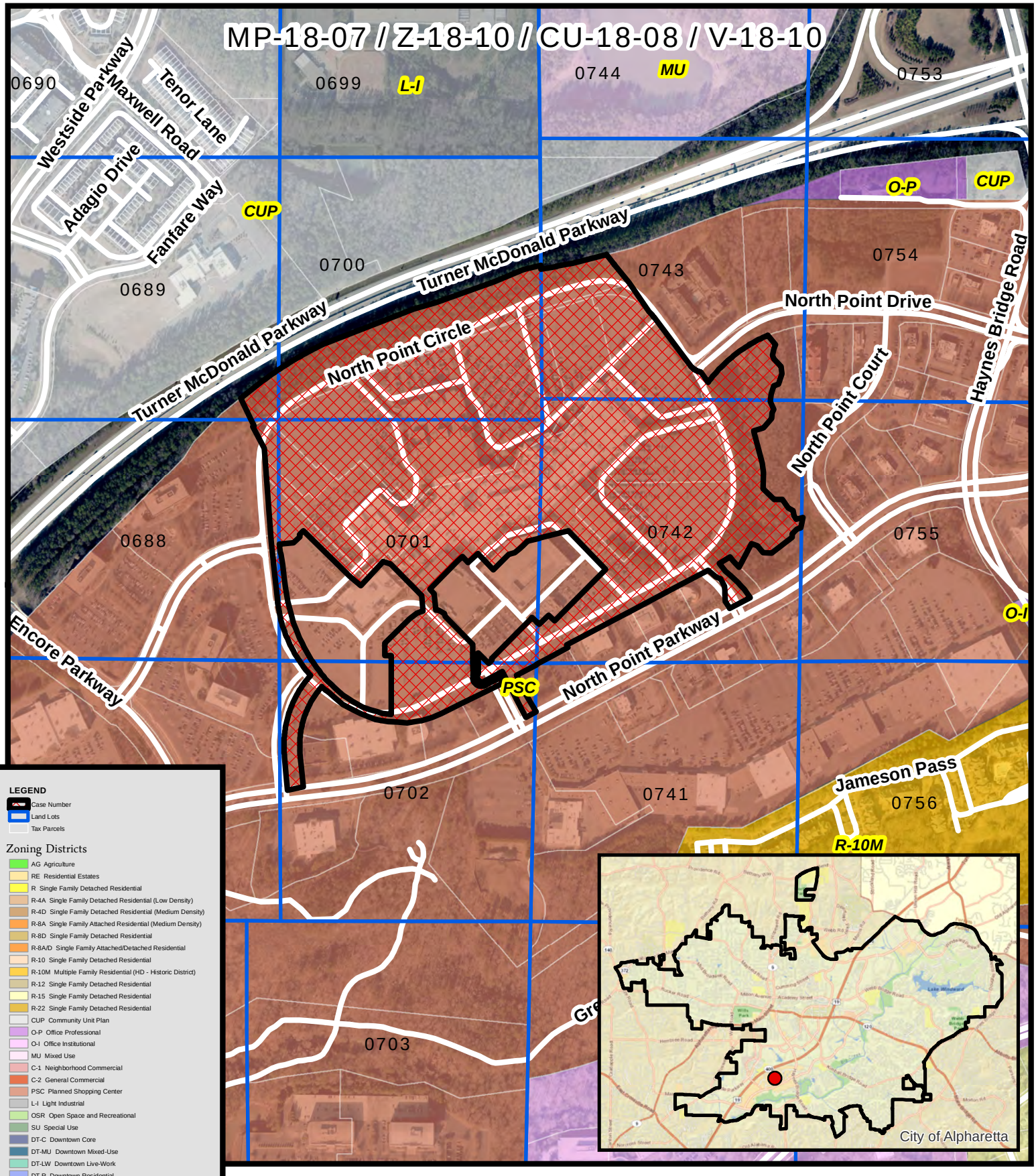
Location Map Provided by:
Community Development - GIS



Future Land Use
Brookfield
North Point Mall

MP-18-07 / Z-18-10 / CU-18-08 / V-18-10
D/LL: 1/2/688, 689, 700, 701, 702, 743, 744
PC Date: 2/07/19
CC Date: 2/25/19

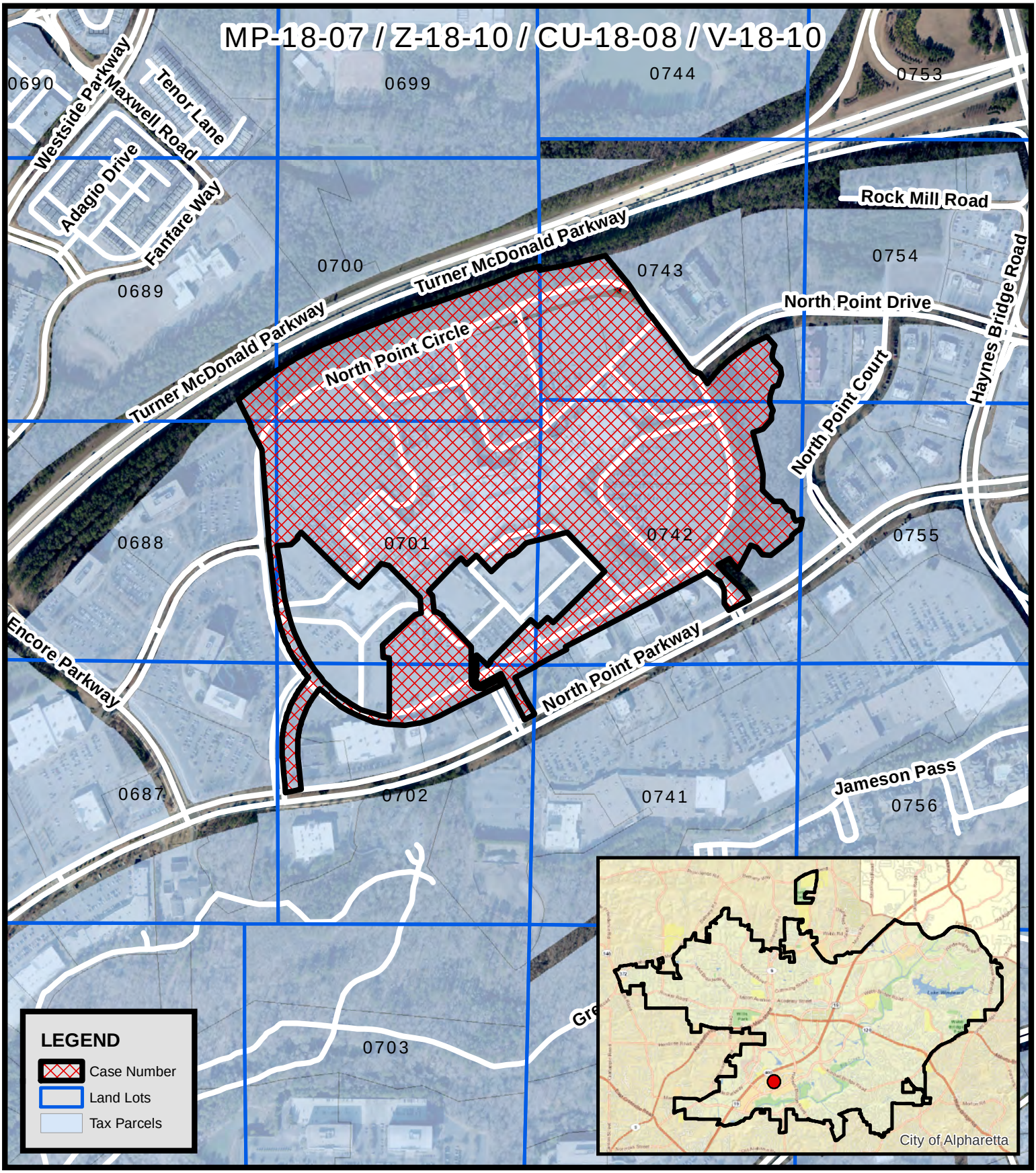
Location Map Provided by:
Community Development - GIS



Zoning Map
Brookfield
North Point Mall

MP-18-07 / Z-18-10 / CU-18-08 / V-18-10
D/LL: 1/2/688, 689, 700, 701, 702, 743, 744
PC Date: 2/07/19
CC Date: 2/25/19

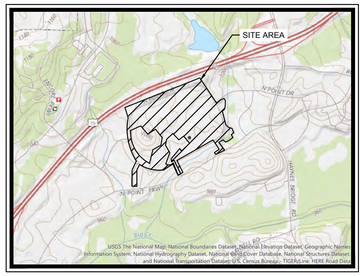
Location Map Provided by:
Community Development - GIS



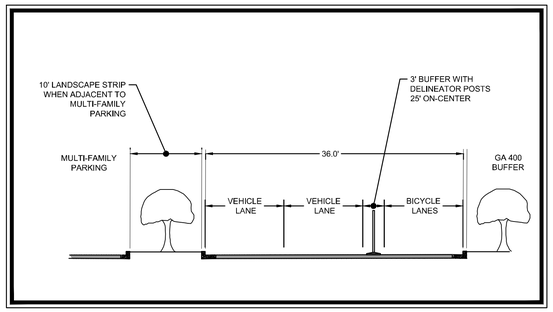
Location Map
Brookfield
North Point Mall

MP-18-07 / Z-18-10 / CU-18-08 / V-18-10
D/LL: 1/2/688, 689, 700, 701, 702, 743, 744
PC Date: 2/07/19
CC Date: 2/25/19

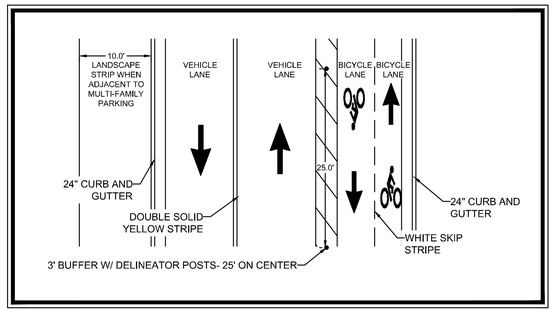
Location Map Provided by:
Community Development - GIS



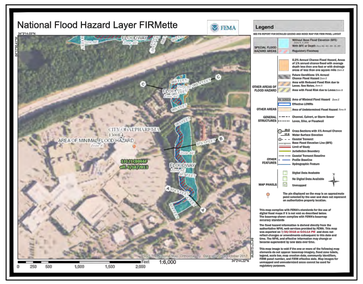
VICINITY MAP
N.T.S



SECTION A-A
N.T.S

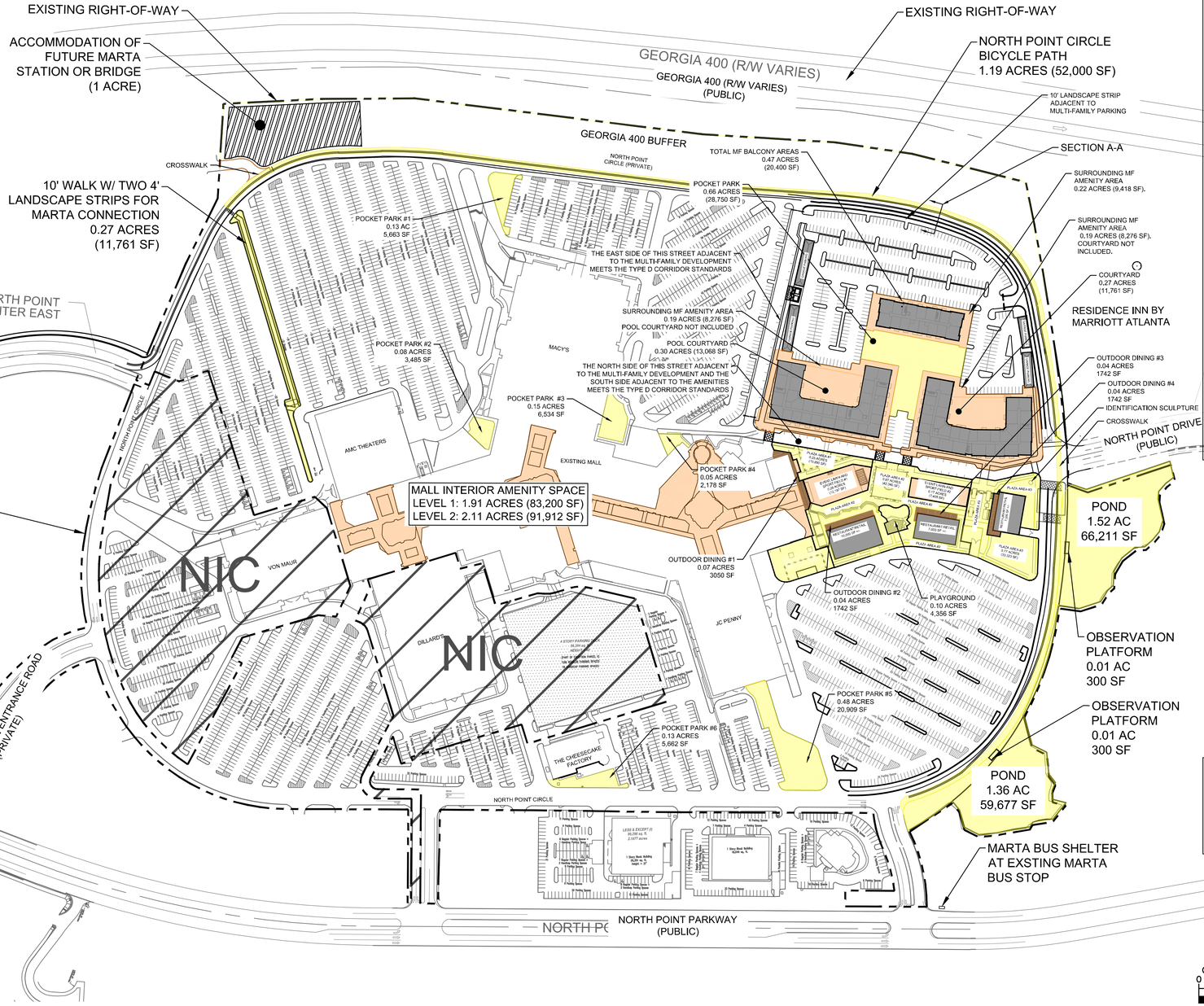


NORTH POINT CIRCLE BICYCLE PATH STRIPING
N.T.S



FEMA MAP

THE PROJECT SITE DOES LIE WITHIN A FLOOD HAZARD AREA PER FIRM PANEL 13121C0066F DATED 09/18/2013



OPEN SPACE LEGEND

CIVIC SPACE

AMENITY SPACE

NORTH POINT MALL SITE DATA TABLE:

ZONING: MU W/ MASTER PLAN, CONDITIONAL USE PERMITS AND VARIANCES WITHIN NORTH POINT OVERLAY

Existing Mall Total Area (includes Dillard's and Von Maur):	4,293,709.2 SF or 98.57 acres
Proposed Area to be Rezoned:	3,644,718.2 SF or 83.67 acres

EXISTING
Note: Areas exclude Dillard's and Von Maur

Total Gross Leasable Area:	886,502 SF
Total Entertainment Area (Theatre):	46,080 SF
Total Mall Non-Public Areas (back of house, etc.):	29,862 SF
Total Mall Office Areas:	14,289 SF
Total Public Space (common areas, food court and restrooms):	175,112 SF
Total Mall Interior Area:	1,151,845 SF
Total Restaurant Area (Cheesecake Factory):	10,300 SF
Total Gross Floor Area:	1,162,145 SF
Existing Parking:	5,210 spaces

Proposed
Note: Excludes Dillard's, Von Maur and Sear's. All areas are gross areas.

Total Mall Leasable Retail Area:	706,348 SF
Total Entertainment Area (Theatre):	46,080 SF
Total Mall Non-Public Areas (back of house, etc.):	29,862 SF
Total Proposed Office Space:	39,557 SF
Total Public Space (common areas, food court and restrooms):	175,112 SF
Total Mall Interior Area:	996,959 SF
Total Restaurant Area (Cheesecake Factory):	10,300 SF
Total Proposed Detached Restaurant/Retail Areas:	24,000 SF
Total Proposed Multifamily Area (300 Units):	341,236 SF
Total Gross Floor Area:	1,372,495 SF

Parking
Note: Excludes Dillard's, Von Maur and Sear's.

Existing Parking Remaining:	3,922 spaces
Proposed	
Multifamily:	492 spaces
Additional Parallel Parking:	16 spaces
Total Proposed:	508 spaces
Required	
Multifamily - 300 Units (2 spaces/unit + 1 space for every 20 units @ 20 % reduction per North Point Overlay):	492 spaces
Restaurant/Retail - Assuming 24,000 sf Restaurant (1 space/100sf @20% reduction per North Point Overlay):	192 spaces
Total Minimum Required:	684 spaces
Total Parking on Site:	4,430 spaces

2-6-2019

GRAPHIC SCALE IN FEET
0 75 150 300

No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			

Kimley»Horn
© 2018 KIMLEY-HORN AND ASSOCIATES, INC.
11720 AMBER PARK DRIVE, SUITE 600
ALPHARETTA, GEORGIA 30009
PHONE (770) 619-4280
WWW.KIMLEY-HORN.COM

GEORGIA REGISTERED No. PE042335 PROFESSIONAL ENGINEER DANIEL KERR

2/6/2019

SCALE:	DRAWN BY:	DESIGNED BY:	CHECKED BY:
AS SHOWN	ANM	IDK	GW

CLIENT:
BROOKFIELD PROPERTIES
350 N ORLEANS ST. SUITE 300,
CHICAGO, IL 60654

PROJECT:
6000 NORTH POINT CIRCLE
ALPHARETTA, GA 30022

TITLE:
ZONING SITE PLAN

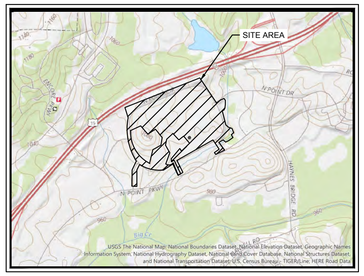
DATE
2/6/2019

PROJECT NO.
013166000

SHEET NUMBER
RZ-1

Drawing name: K:\ALP_PRJ\013166000 GGP North Point\CAD\Exhibits\Zoning Plans\2019-01-07 Updated Zoning Plan\RZ-1.dwg REZONING SITE PLAN R1.1 Feb 06, 2019 3:22pm by: mark.putnam
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

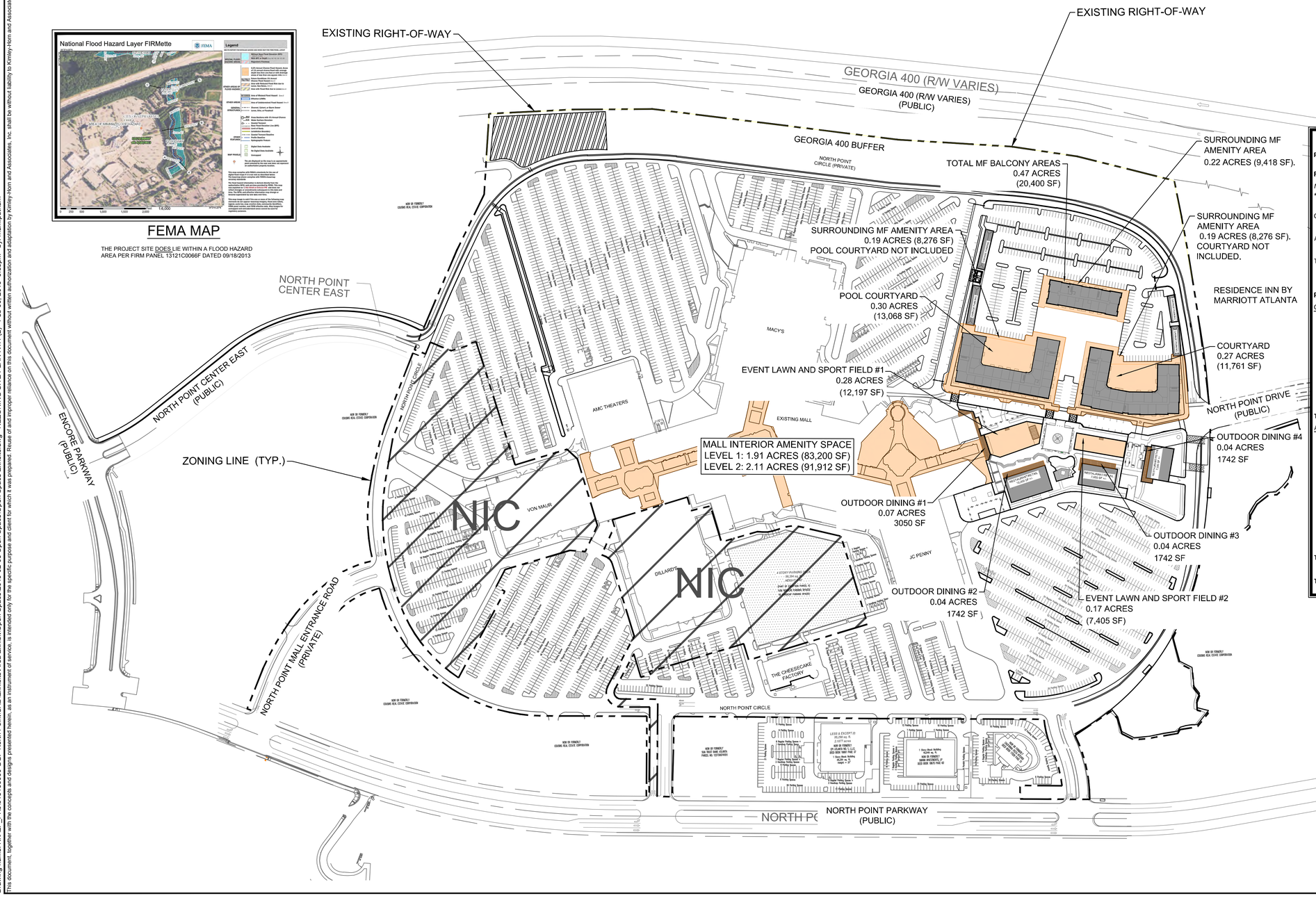
OPEN SPACE AMENITY



VICINITY MAP
N.T.S

FEMA MAP

THE PROJECT SITE DOES LIE WITHIN A FLOOD HAZARD AREA PER FIRM PANEL 13121C0066F DATED 09/18/2013



GRAPHIC SCALE IN FEET
0 75 150 300

OPEN SPACE LEGEND

AMENITY SPACE

OPEN SPACE DATA

PROPOSED AREA TO BE REZONED: 83.67 AC

REQUIRED OPEN SPACE CALCULATIONS

MULTIFAMILY DENSITY = 300 UNITS
**300 UNITS/83.67 AC = 3.58 UNITS/ACRE*

CIVIC SPACE: 10% MIN OF GROSS ACREAGE
0.1 X 83.67 AC= **8.37 ACRES (364,597 SF)**
AMENITY SPACE: 5% OF GROSS ACREAGE
0.05 X 83.67 AC = **4.18 ACRES (182,081 SF)**
TOTAL OPEN SPACE: 15% OF GROSS ACREAGE
0.15 X 83.67 AC = **12.55 ACRES (546,678 SF)**

PROPOSED OPEN SPACE

CIVIC SPACE
- PARK/PARK OVERLOOKS
  - PONDS/OBSERVATION PLATFORM: 2.90 ACRES (126,488 SF)
- 10' WALK FROM MARTA TO AMC: 0.27 ACRES (11,761 SF)
- NORTH POINT CIRCLE BICYCLE PATH: 1.19 ACRES (52,000 SF)
- PLAZAS/POCKET PARKS/PLAYGROUND
  - NON-RESIDENTIAL: 2.39 ACRES (103,978 SF)
  - RESIDENTIAL: 0.66 ACRES (28,750 SF)
  - POCKET PARKS SURROUNDING MALL: 1.02 ACRES (44,431 SF)

TOTAL: 8.43 ACRES; 367,408 SF

AMENITY SPACE
- MF BALCONIES: 0.47 ACRES (20,400 SF)
- OUTDOOR DINING: 0.19 ACRES (8,276 SF)
- EVENT LAWN AND SPORT FIELDS: 0.45 ACRES (19,602 SF)
- POOL AREAS/HARDSCAPE
  - POOL COURTYARD/COURTYARD: 0.57 ACRES (24,829 SF)
- MF AMENITY AREA: 0.60 ACRES (25,971 SF)
- EXISTING MALL INTERIOR (PLAYGROUND, WALKING/COMMON AREAS, FOOD COURT)
  - LEVEL 1: 1.91 ACRES (83,200 SF)
  - LEVEL 2: 2.11 ACRES (91,911 SF)

TOTAL: 6.30 ACRES; 274,190 SF

TOTAL OPEN SPACE: 14.73 ACRES; 641,598 SF (17.60%; 2.60% OVER REQUIRED PERCENTAGE)

2-6-2019

No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			

Kimley»Horn
© 2018 KIMLEY-HORN AND ASSOCIATES, INC.
11720 AMBER PARK DRIVE, SUITE 600
ALPHARETTA, GEORGIA 30009
PHONE (770) 619-4280
WWW.KIMLEY-HORN.COM

GEORGIA REGISTERED No. PE042335 PROFESSIONAL ENGINEER DANIEL KERR
2/6/2019

SCALE: AS SHOWN | DRAWN BY: ANM | DESIGNED BY: ANM | CHECKED BY: GW

CLIENT:
BROOKFIELD PROPERTIES
350 N ORLEANS ST. SUITE 300,
CHICAGO, IL 60654

PROJECT:
6000 NORTH POINT CIRCLE
ALPHARETTA, GA 30022

TITLE:
ZONING SITE PLAN
AMENITY SPACE

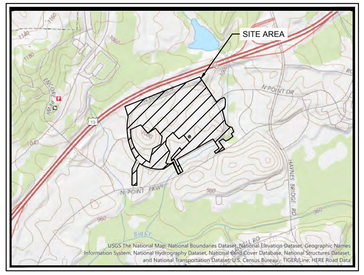
DATE
2/6/2019

PROJECT NO.
013166000

SHEET NUMBER
RZ-2

Drawing name: K:\ALP_PRJ\013166000 GGP North Point\CAD\Exhibits\Area Exhibit\Open Space\2019-02-05 Open Space\Open Space Exhbits.dwg REZONING SITE PLAN R1.1 (2) Feb 06, 2019 3:35pm by: mark.putnam
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

OPEN SPACE CIVIC



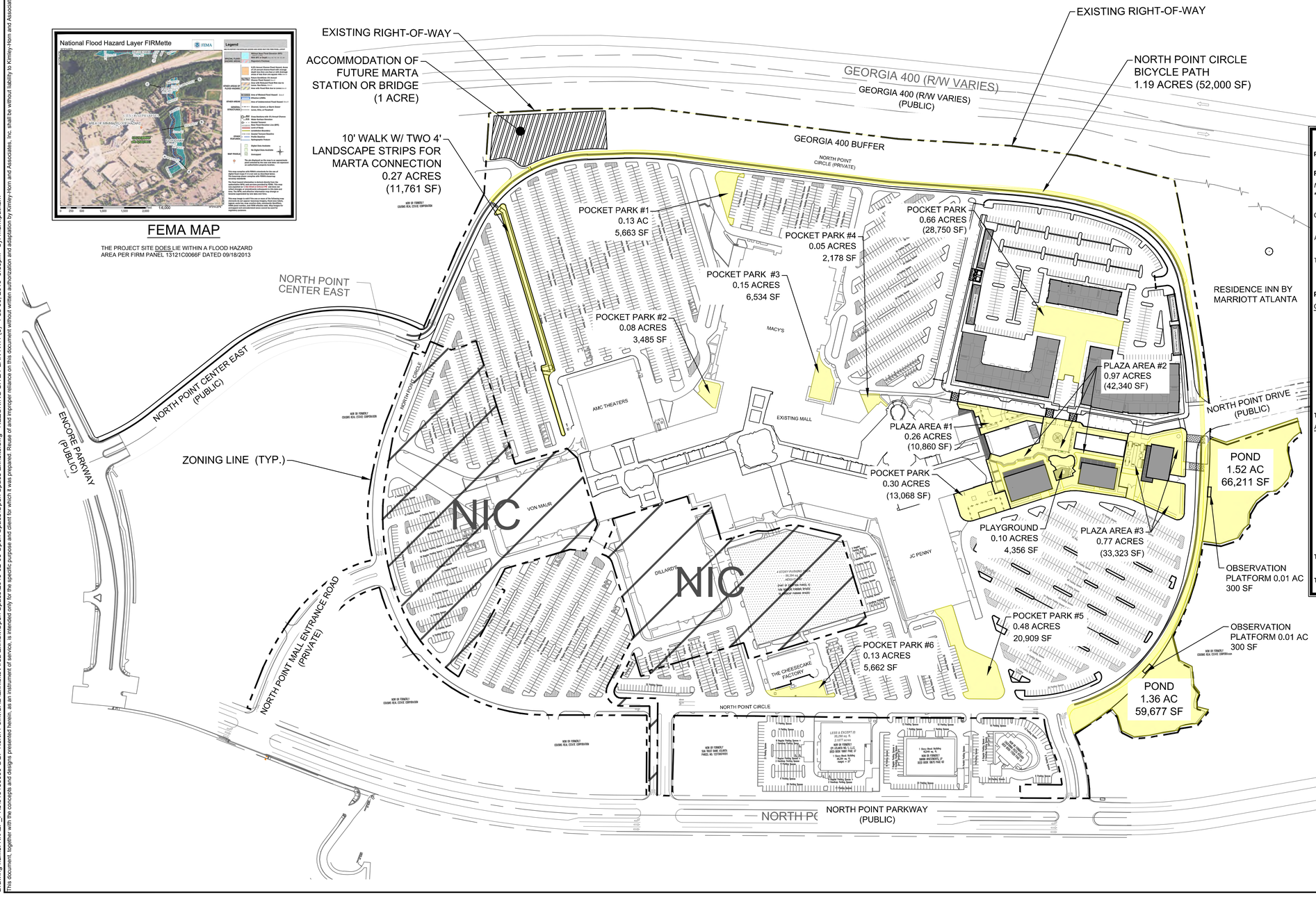
VICINITY MAP
N.T.S

FEMA MAP

THE PROJECT SITE DOES LIE WITHIN A FLOOD HAZARD AREA PER FIRM PANEL 13121C0066F DATED 09/18/2013

OPEN SPACE LEGEND

CIVIC SPACE



OPEN SPACE DATA

PROPOSED AREA TO BE REZONED: 83.67 AC

REQUIRED OPEN SPACE CALCULATIONS

MULTIFAMILY DENSITY = 300 UNITS
**300 UNITS/83.67 AC = 3.58 UNITS/ACRE*

CIVIC SPACE: 10% MIN OF GROSS ACREAGE
0.1 X 83.67 AC= **8.37 ACRES (364,597 SF)**
AMENITY SPACE: 5% OF GROSS ACREAGE
0.05 X 83.67 AC = **4.18 ACRES (182,081 SF)**
TOTAL OPEN SPACE: 15% OF GROSS ACREAGE
0.15 X 83.67 AC = **12.55 ACRES (546,678 SF)**

PROPOSED OPEN SPACE

CIVIC SPACE
- PARK/PARK OVERLOOKS
  - PONDS/OBSERVATION PLATFORM: 2.90 ACRES (126,488 SF)
- 10' WALK FROM MARTA TO AMC: 0.27 ACRES (11,761 SF)
- NORTH POINT CIRCLE BICYCLE PATH: 1.19 ACRES (52,000 SF)
- PLAZAS/POCKET PARKS/PLAYGROUND
  - NON-RESIDENTIAL: 2.39 ACRES (103,978 SF)
  - RESIDENTIAL: 0.66 ACRES (28,750 SF)
  - POCKET PARKS SURROUNDING MALL: 1.02 ACRES (44,431 SF)

TOTAL: 8.43 ACRES; 367,408 SF

AMENITY SPACE
- MF BALCONIES: 0.47 ACRES (20,400 SF)
- OUTDOOR DINING: 0.19 ACRES (8,276 SF)
- EVENT LAWN AND SPORT FIELDS: 0.45 ACRES (19,602 SF)
- POOL AREAS/HARDSCAPE
  - POOL COURTYARD/COURTYARD: 0.57 ACRES (24,829 SF)
- MF AMENITY AREA: 0.60 ACRES (25,971 SF)
- EXISTING MALL INTERIOR (PLAYGROUND, WALKING/COMMON AREAS, FOOD COURT)
  - LEVEL 1: 1.91 ACRES (83,200 SF)
  - LEVEL 2: 2.11 ACRES (91,911 SF)

TOTAL: 6.30 ACRES; 274,190 SF

TOTAL OPEN SPACE: 14.73 ACRES; 641,598 SF (17.60%; 2.60% OVER REQUIRED PERCENTAGE)

2-6-2019

No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			

Kimley»Horn
© 2016 KIMLEY-HORN AND ASSOCIATES, INC.
11720 AMBER PARK DRIVE, SUITE 600
ALPHARETTA, GEORGIA 30009
PHONE (770) 619-4280
WWW.KIMLEY-HORN.COM

GEORGIA REGISTERED No. PE042335 PROFESSIONAL ENGINEER V. DANIEL KERR
2/6/2019

SCALE: AS SHOWN | DRAWN BY: ANM | DESIGNED BY: ANM | CHECKED BY: GW

CLIENT:
BROOKFIELD PROPERTIES
350 N ORLEANS ST. SUITE 300,
CHICAGO, IL 60654

PROJECT:
6000 NORTH POINT CIRCLE
ALPHARETTA, GA 30022

TITLE:
ZONING SITE PLAN
CIVIC SPACE

DATE
2/6/2019

PROJECT NO.
013166000

SHEET NUMBER
RZ-3

Drawing name: K:\ALP_PRJ\013166000 GGP North Point\CAD\Exhibits\Area Exhibit\Open Space\2019-02-05 Open Space\Open Space Exhibits.dwg REZONING SITE PLAN R1.1 (3) Feb 06, 2019 3:36pm by: mark.putnam
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

MASTER PLAN CONCEPT

ADA ACCESS

A3 SHADE / PICNIC AREA PAVILION

B8 ENHANCED POND ACCESS
- NON ADA ACCESSIBLE

ACTIVITY AREA 1

ENHANCED PAVING WITH B2 "HAWK "SIGNAL

CANOPY WALK A1

ACTIVITY AREA 2

HEALTH / FITNESS / EXERCISE AREA 1 A4

HAMMOCK GROVE A6

A3 SHADE PAVILION / ART OPPORTUNITY

ACTIVITY AREA 3

ACTIVITY AREA 4

FISHING PIER B6

TRAIL/BOARDWALK A2 & A6



ACTIVITY AREA ANNEX

PLAY AREA A5

B3 & B4 WIDEN SIDEWALK ALONG NORTH POINT DR.

B5 OVERLOOK DECK. SELECT TREE PRUNING TO OPEN VIEWS TO POND

B1

PROPERTY LINE

25' WIDE STATE STREAM BUFFER

BIKE PATH

A4 HEALTH / FITNESS / EXERCISE AREA 2

B9 BUS STOP

NORTH POINT MALL PARK

ALPHARETTA, GEORGIA

FEBRUARY 06, 2019

SITE solutions

0 30 60 120 180

N

February 14, 2019

North Point Park - Brookfield Property

Alpharetta, Georgia

LANDSCAPE AND HARDSCAPE IMPROVEMENTS

	DESCRIPTION	QUANTITY	UNIT
B1	Stamped Vehicular Concrete at Speed Table including Concrete ramp	12,530	SF
B2	Stamped Vehicular Concrete at crosswalk across North Point Dr.	5,221	SF
B3	10' wide Pedestrian Concrete Sidewalk widen along North Point Drive	5,700	SF
B4	Planting	622	LF
B5	Overlook (Metal support/wood deck) w/ Decorative Metal Railing at Corner of North Point Drive and North Point Circle	1	LS
B6	8' wide Wooden Pier @ South Detention Pond	431	SF
B7	10' wide Wood Bridges with handrails	1	LS
B8	Mulched path	9,500	SF
B9	Bus Stop Shelter	1	LS
B10	Benches	3	EA
B11	Trash Receptacles	2	EA
B12	Demolition (Existing Asphalt & Sidewalks)	30,000	SF
B13	HAWK Signal	2	LS
B14	Selective Plant Material Removal and Pruning	3	Acres
B15	Ground Covers 1 gal at 12" o.c.	1951	EA
B16	Irrigation	1951	SF

February 14, 2019

North Point Park

Alpharetta, Georgia

LANDSCAPE AND HARDSCAPE IMPROVEMENTS

SITE solutions

	DESCRIPTION	QUANTITY	UNIT
A1	12' wide Canopy Walk (Metal support /wood deck) (ie. Fernbank / ATL. Botanical Garden)	625	LF
A2	8' wide Wooden Boardwalk (elevated 12" max.)	14,900	SF
A3	Shade Pavilions (Metal support & roof) (elevated 12" max.)	2	LS
A4	Health and fitness equipment	2	LS
A5	Outdoor Play equipment	1	LS
A6	Hammock Grove (Hammocks anchored to existing trees)	1	LS
A7	10' wide Wood Bridges with handrails	2	SF
A6	Mulch path / activity areas	32,395	SF
A7	Benches	12	EA
A8	Trash Receptacles	2	EA
A9	Pole Lights (fixtures only)	30	EA
A10	Site Electrical	1	LS
A11	Selective Plant Material Removal and Pruning	9	Acres

Kimley»Horn

CONCEPT STRATEGY

CONCEPTUAL FRAMEWORK

Drawing on information from the Core Team and public workshops and utilizing North Point area's existing market potential and projected demand as a basis, conceptual frameworks were created to help organize public priorities. One framework, the Green Space Network, was created to identify opportunities regarding the lack of accessibility to green space coupled with a desire to transform the area into a more walkable place. Two more framework diagrams delineate Opportunity Areas, that identify 1st tier priority and 2nd Tier priority sites for reinvestment and redevelopment.

EXPANDING GREEN SPACE

Building from the Big Creek Greenway, there is a significant opportunity to develop a green space network that can distinguish and enhance the district. This includes potential ecological features along the North Point corridor, pocket parks, and pathway connections that can provide much needed connectivity and bicycle/pedestrian accessibility. This green space network can provide both passive spaces and innovative active uses, including art, sculpture, and play elements.

Specifically, green space projects envisioned include:

- Creating pocket parks in parking lots of businesses susceptible to change or redeveloping in the near or mid-term future to re-green the area
- Transforming the existing stormwater detention facility directly northeast of North Point Mall into an expansive park with dedicated event space and an approachable stormwater pond
- Locating green pathway connections to strategically break-up retail strips and provide greater connectivity and access to the Big Creek Greenway
- Continuing to add green connections where appropriate to develop an ecological fabric that complements North Point's retail focus

GUIDING PRINCIPLES

PROJECT SITE IN CONTEXT

NORTHPOINT
LIVABLE CENTERS INITIATIVE PLAN

3

GREEN SPACE NETWORK



EXISTING AND POTENTIAL GREEN SPACES
EXISTING GREENWAY TRAILS
PROPOSED PATHWAY CONNECTIONS
PLANNED ALPHA LOOP TRAIL

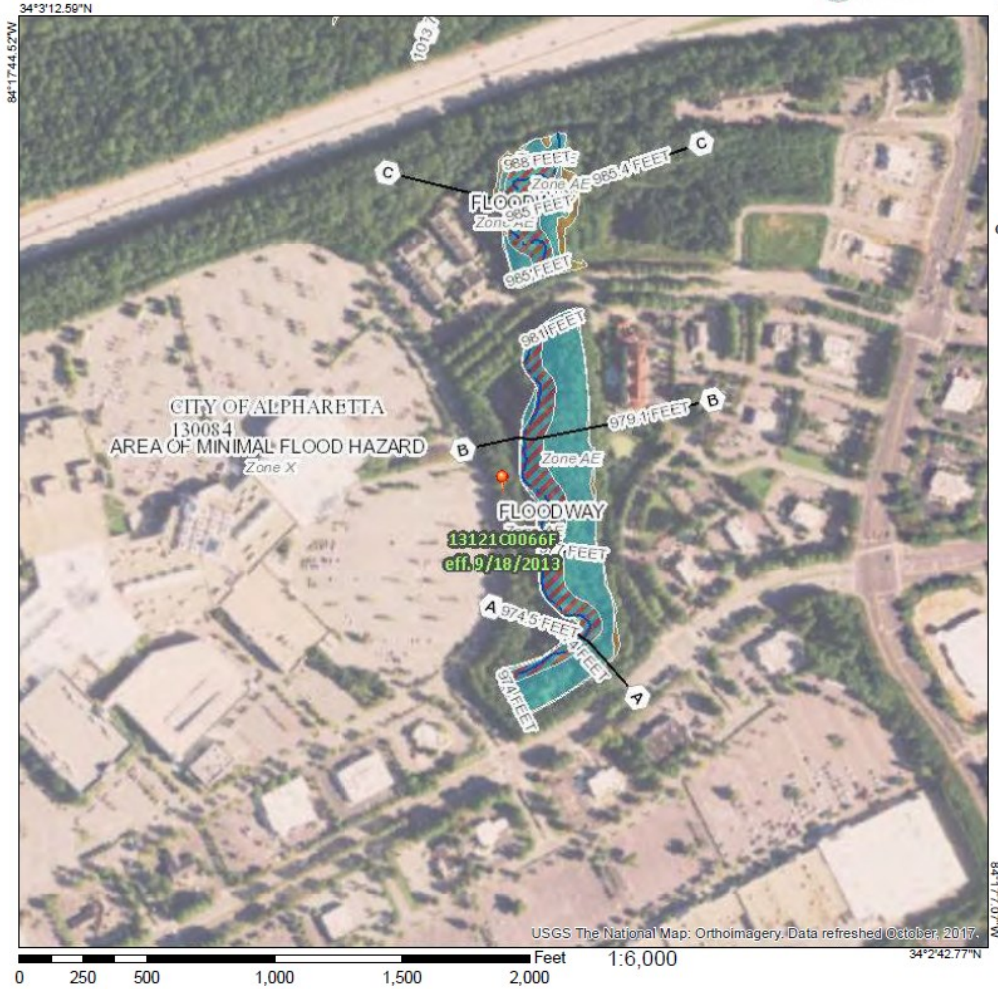
SITE solutions

NORTH POINT MALL PARK

ALPHARETTA, GEORGIA

FEBRUARY 06, 2019

National Flood Hazard Layer FIRMette



Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

- SPECIAL FLOOD HAZARD AREAS
  - Without Base Flood Elevation (BFE) Zone A, V, A99
  - With BFE or Depth Zone AE, AO, AH, VE, AR
  - Regulatory Floodway
- OTHER AREAS OF FLOOD HAZARD
  - 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
  - Future Conditions 1% Annual Chance Flood Hazard Zone X
  - Area with Reduced Flood Risk due to Levee. See Notes. Zone X
  - Area with Flood Risk due to Levee Zone D
- OTHER AREAS
  - NO SCREEN Area of Minimal Flood Hazard Zone X
  - Effective LOMRs
  - Area of Undetermined Flood Hazard Zone D
- GENERAL STRUCTURES
  - Channel, Culvert, or Storm Sewer
  - Levee, Dike, or Floodwall
- OTHER FEATURES
  - 20.2 / 17.5 Cross Sections with 1% Annual Chance Water Surface Elevation
  - Coastal Transect
  - 513 Base Flood Elevation Line (BFE)
  - Limit of Study
  - Jurisdiction Boundary
  - Coastal Transect Baseline
  - Profile Baseline
  - Hydrographic Feature
- MAP PANELS
  - Digital Data Available
  - No Digital Data Available
  - Unmapped

N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 2/1/2019 at 10:09:26 AM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

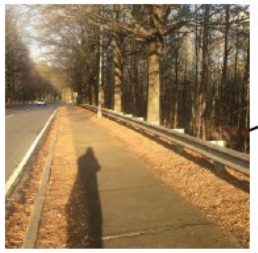
This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

SITE solutions

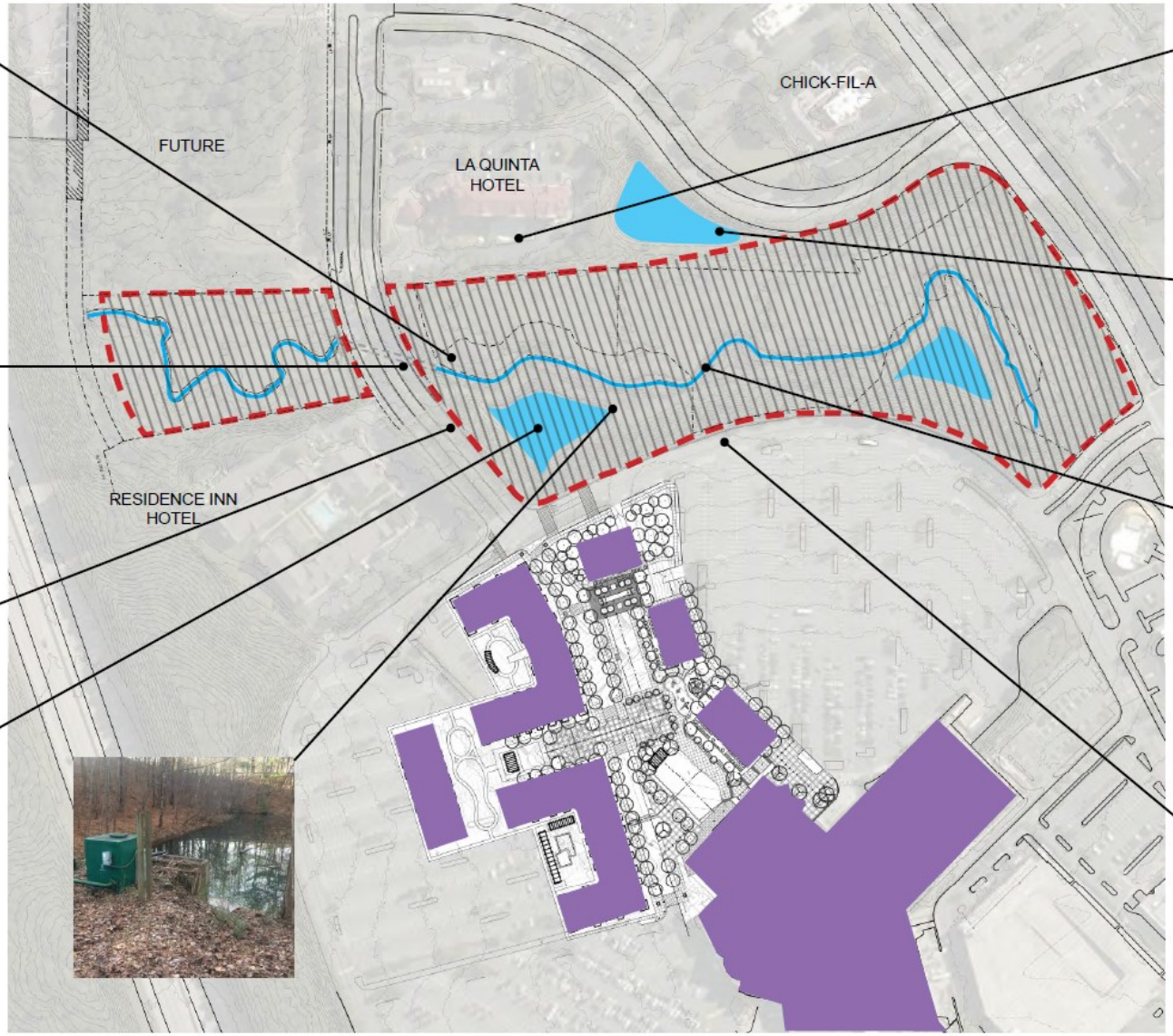
NORTH POINT MALL PARK















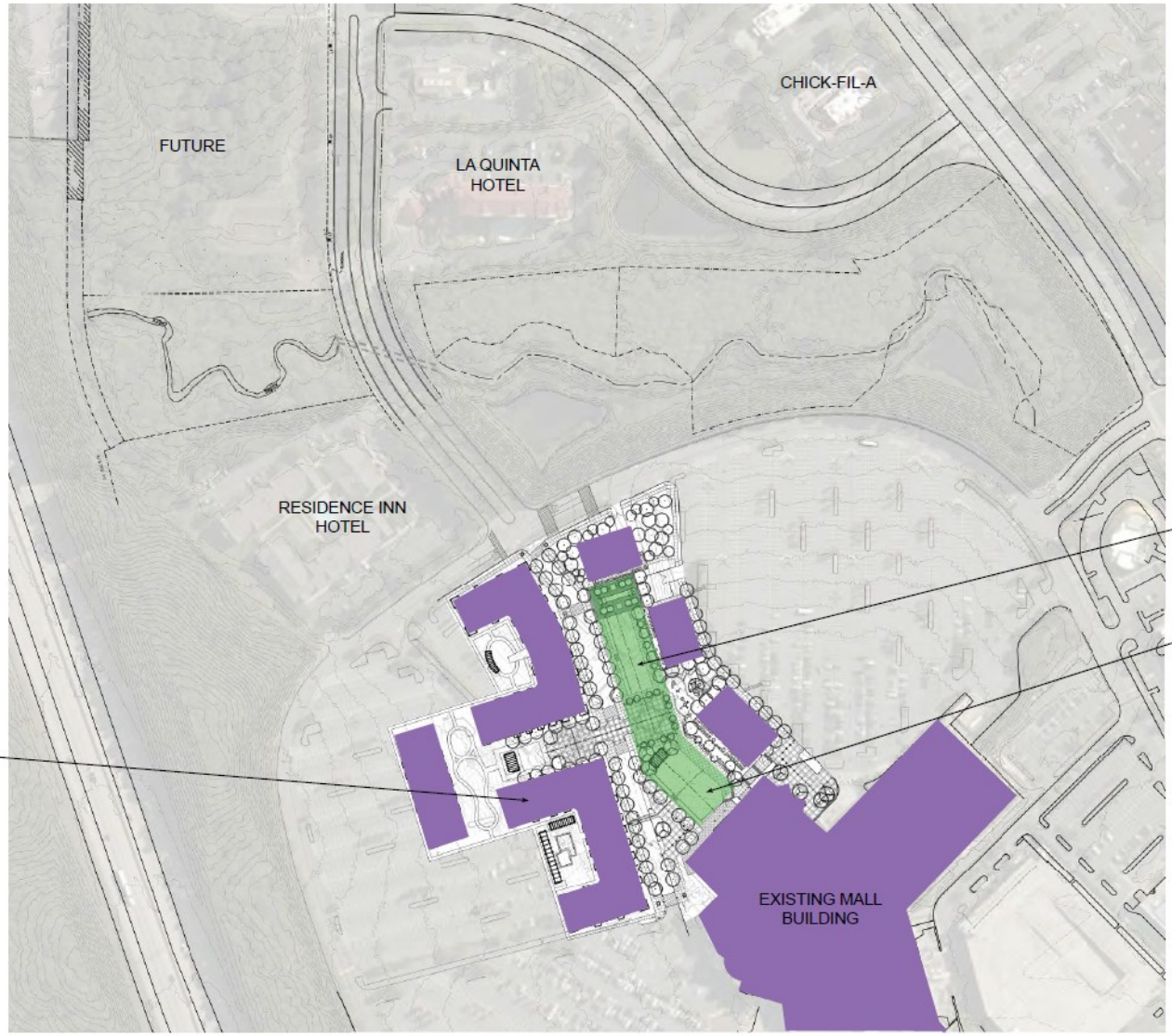




NORTH POINT MALL PARK

ALPHARETTA, GEORGIA

FEBRUARY 06, 2019



PHASE ONE ACTIVE RECREATION / ENTERTAINMENT ZONE

PHASE ONE RESTAURANT / PARK ZONE

PHASE ONE RESIDENCES

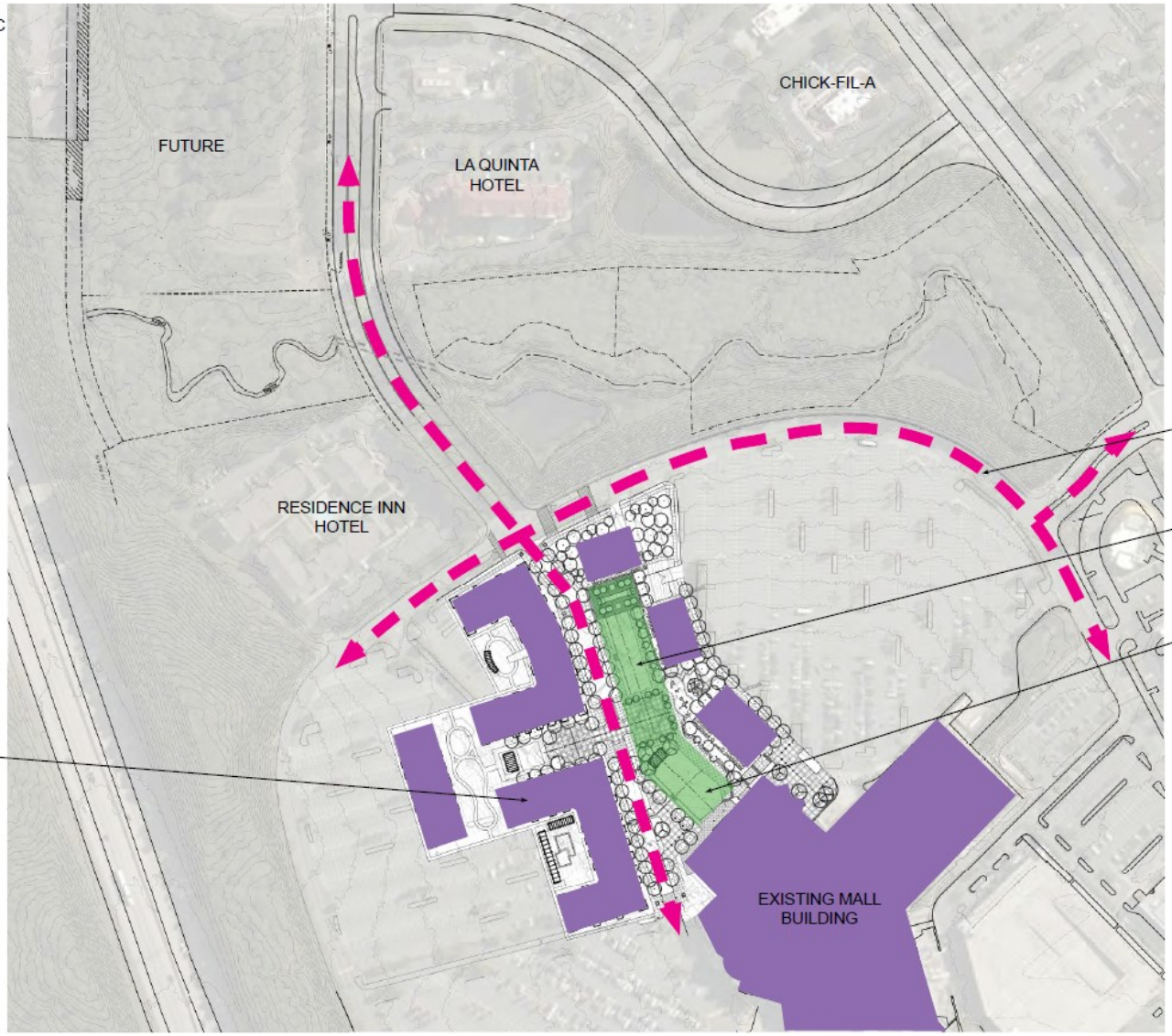
NORTH POINT MALL PARK

ALPHARETTA, GEORGIA

FEBRUARY 06, 2019

LEGEND:

VEHICULAR TRAFFIC



NORTH POINT MALL PARK

ALPHARETTA, GEORGIA

FEBRUARY 06, 2019

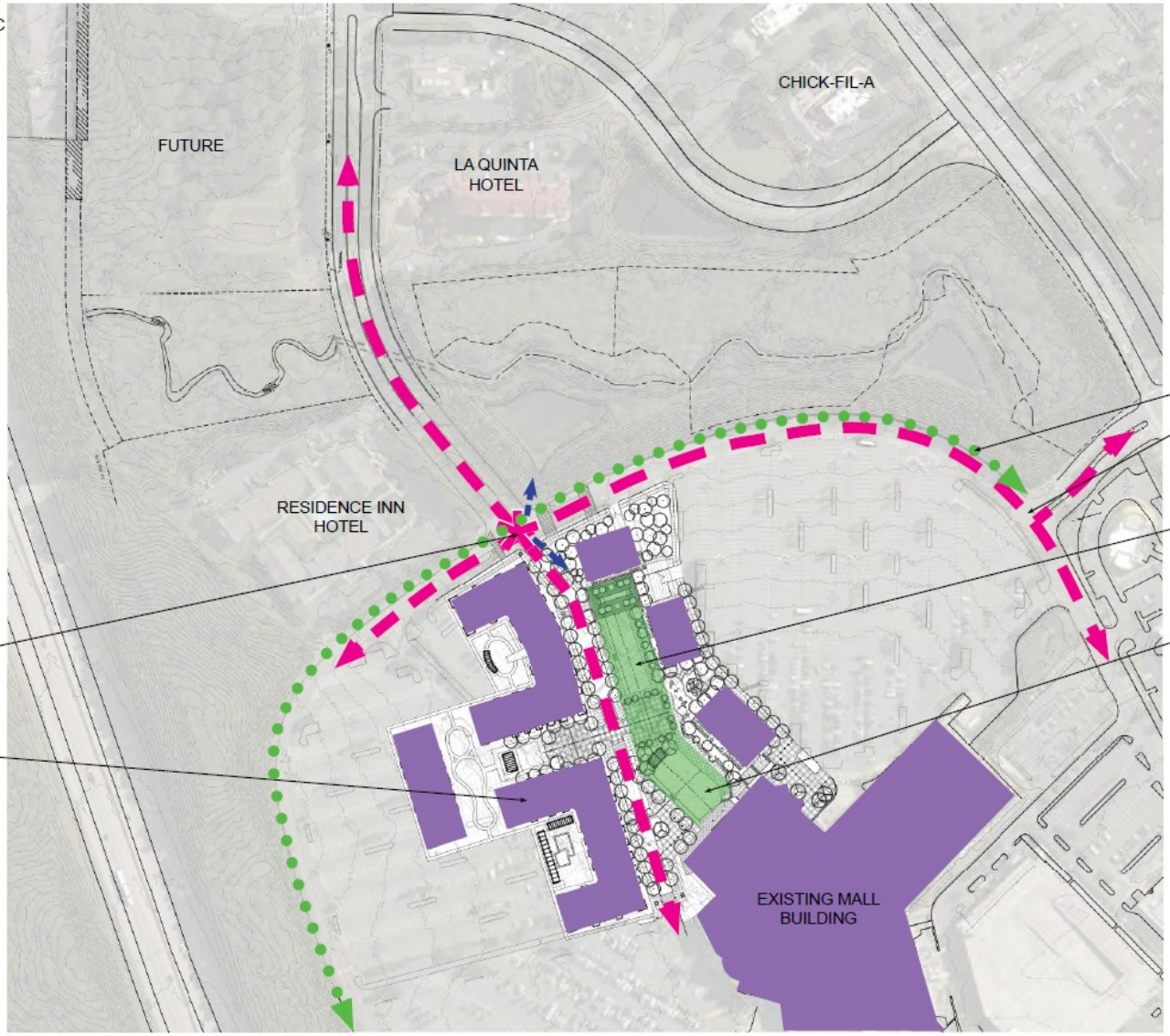
SITE ANALYSIS
• OPPORTUNITIES AND CONSTRAINTS

LEGEND:

VEHICULAR TRAFFIC

PROPOSED BIKE PATH

PEDESTRIAN CROSSING



BIKE PATH

VEHICULAR TRAFFIC

PHASE ONE ACTIVE RECREATION / ENTERTAINMENT ZONE

PHASE ONE RESTAURANT / PARK ZONE

FUTURE PEDESTRIAN LINK
• TRAFFIC SIGN / LIGHT

PHASE ONE RESIDENCES

SITE solutions

NORTH POINT MALL PARK

ALPHARETTA, GEORGIA

FEBRUARY 06, 2019

SITE ANALYSIS

• OPPORTUNITIES AND CONSTRAINTS



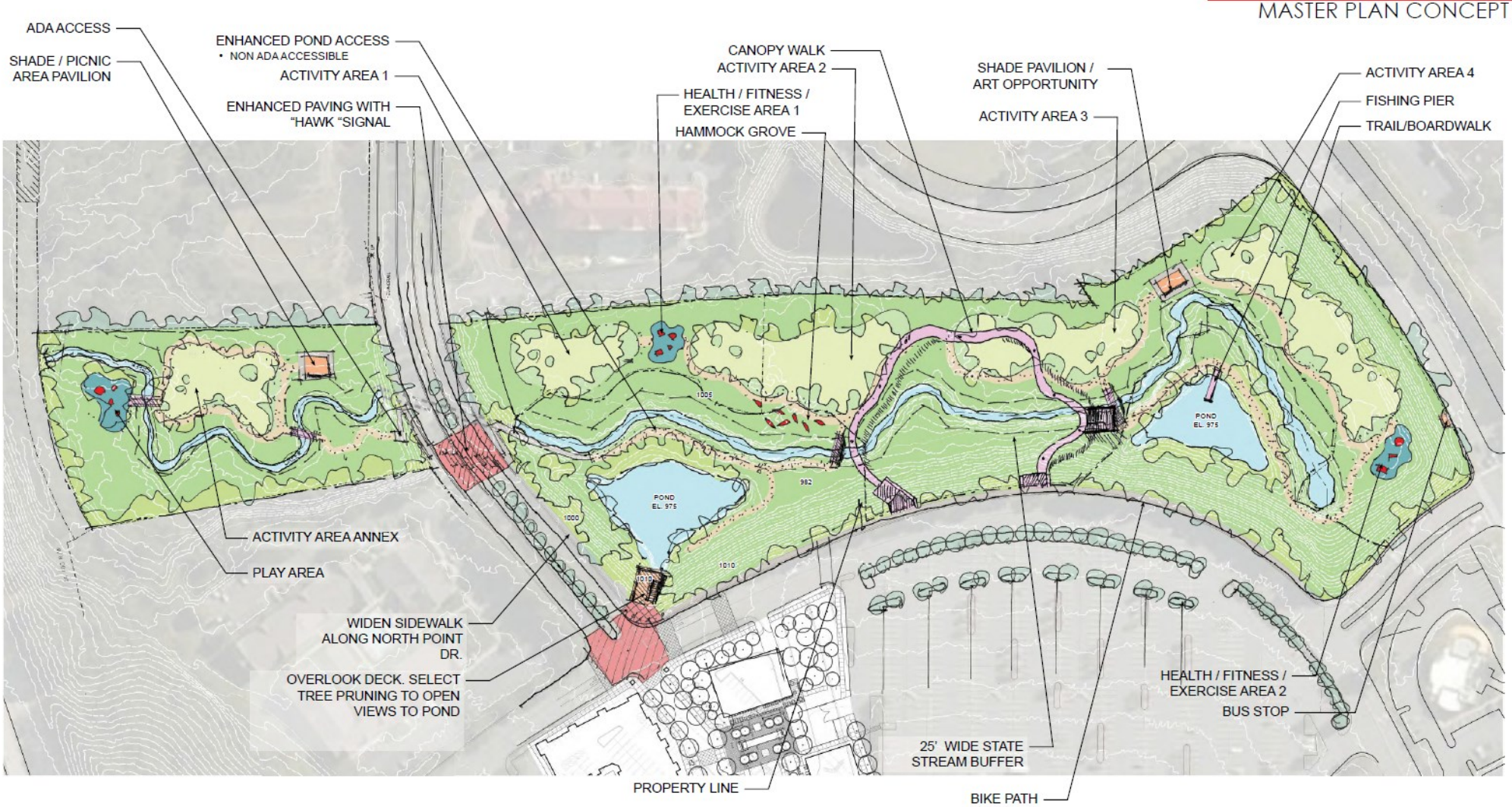
SITE solutions

NORTH POINT MALL PARK

ALPHARETTA, GEORGIA

FEBRUARY 06, 2019

MASTER PLAN CONCEPT



NORTH POINT MALL PARK

ALPHARETTA, GEORGIA

FEBRUARY 06, 2019



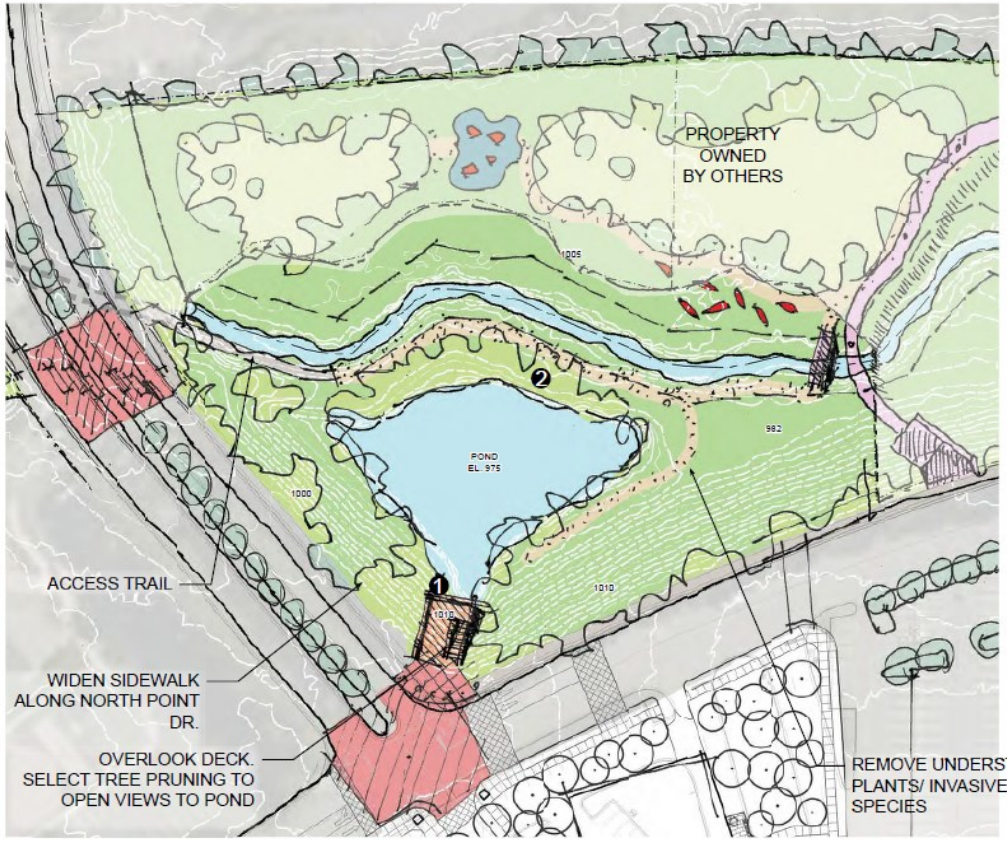
SITE solutions

NORTH POINT MALL PARK

ALPHARETTA, GEORGIA

0 30 60 120 180 N

FEBRUARY 06, 2019

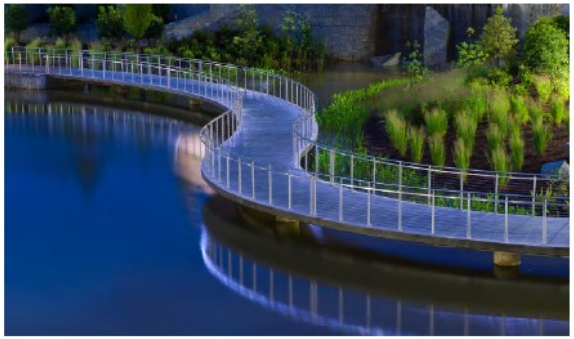




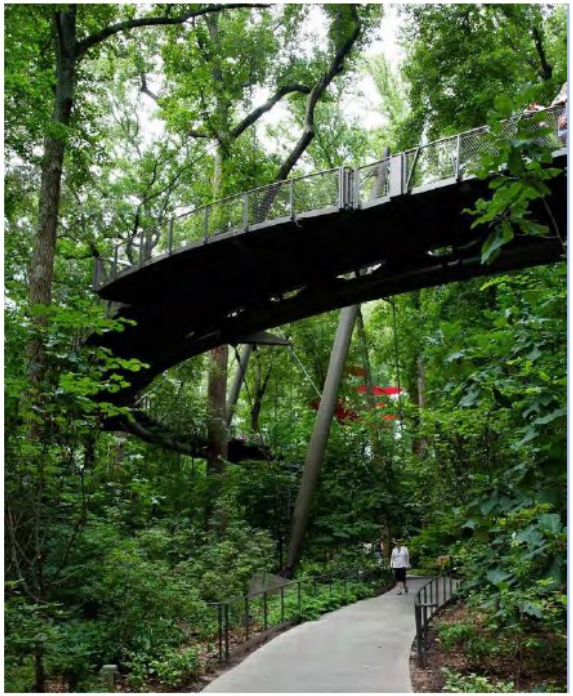
NORTH POINT MALL PARK

ALPHARETTA, GEORGIA

FEBRUARY 06, 2019







SITE solutions

NORTH POINT MALL PARK

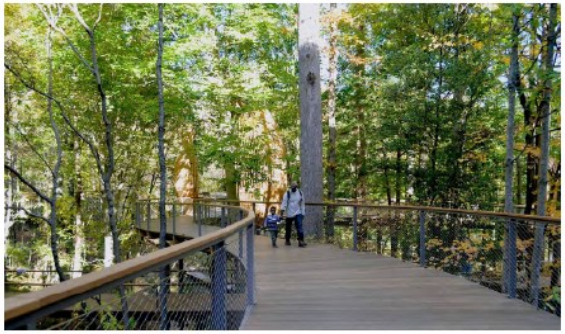
ALPHARETTA, GEORGIA

FEBRUARY 06, 2019











SITE solutions

NORTH POINT MALL PARK

ALPHARETTA, GEORGIA

FEBRUARY 06, 2019

NORTH POINT
ALPHARETTA, GA

CONCEPTUAL DESIGN
PRESENTATION

www.dwelldesignstudio.com
dwell design studio

2/7/19



OVERALL SITE PLAN

1823502

Brookfield
Properties

CONCEPTUAL DESIGN PRESENTATION
NORTH POINT
ALPHARETTA, GA

SITE *solutions*

www.dwelldesignstudio.com
dwell design studio

©dwell design studio -ALL RIGHTS RESERVED

2/7/19



SITE PLAN

1823502

© dwell design studio -ALL RIGHTS RESERVED

Brookfield Properties

CONCEPTUAL DESIGN PRESENTATION

NORTH POINT

ALPHARETTA, GA

SITE solutions

www.dwelldesignstudio.com dwell design studio

2/7/19

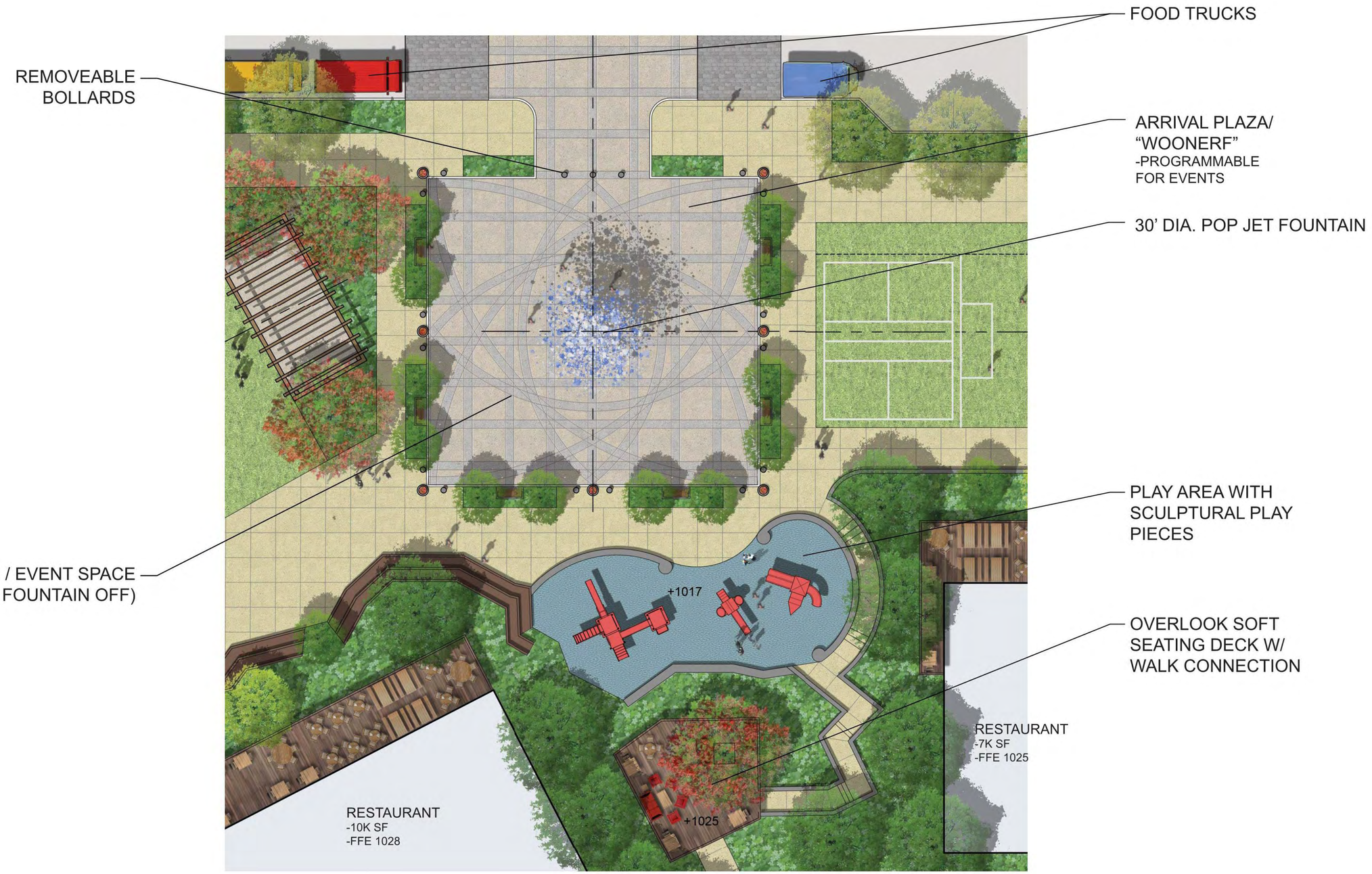


ENLARGED DETAIL PLAN 1

1823502

©dwell design studio -ALL RIGHTS RESERVED

2/7/19



ENLARGED DETAIL PLAN 2

1823502

© dwell design studio -ALL RIGHTS RESERVED

2/7/19



FUNCTION / SPORTS PLAY LAWN
-50'X150'
-FFE 1015

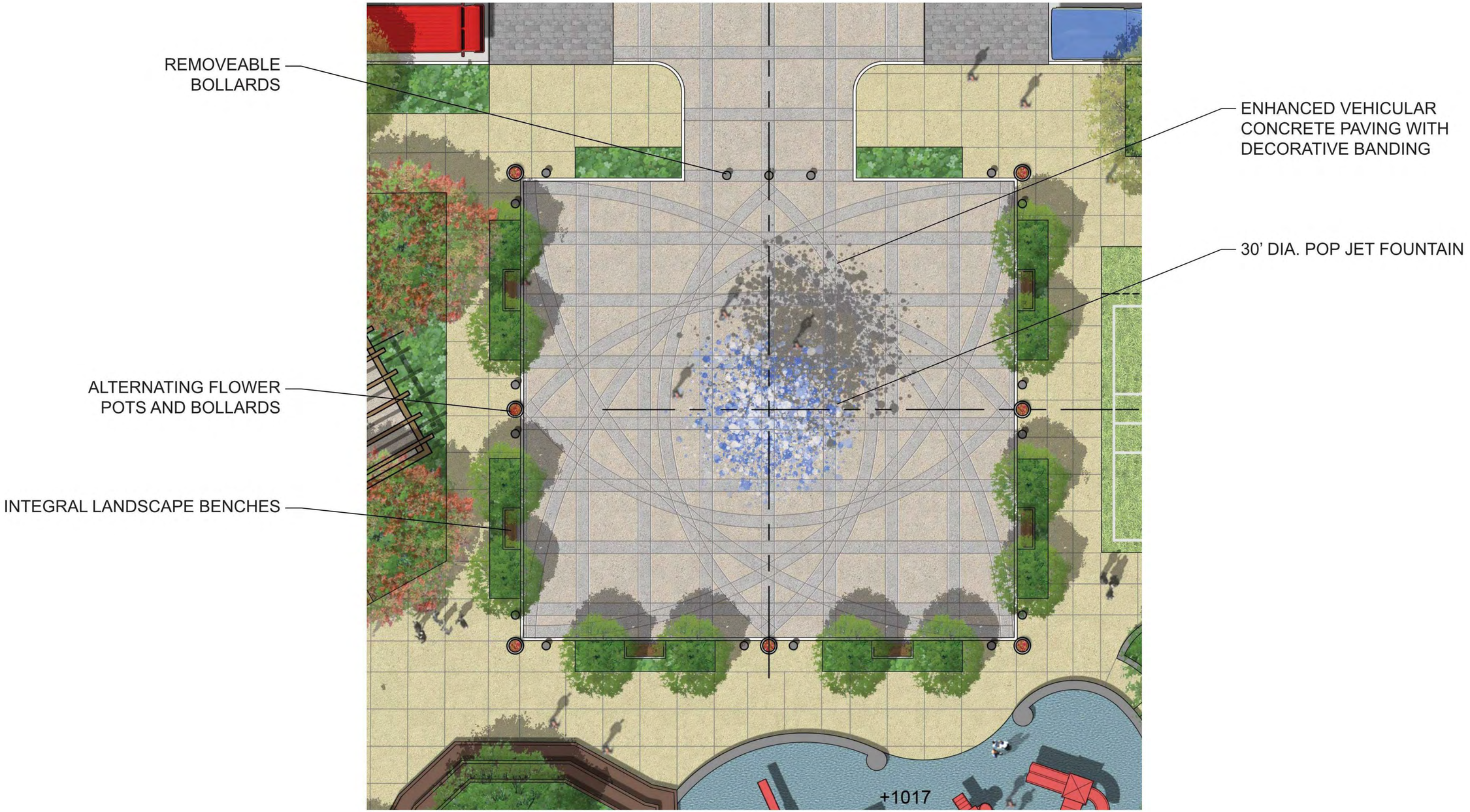
BOCCE GARDEN

EVERGREEN SHRUBS TO SCREEN SERVICE COURT

ENLARGED DETAIL PLAN 3

1823502

© dwell design studio -ALL RIGHTS RESERVED



ENLARGED DETAIL PLAN 4

1823502

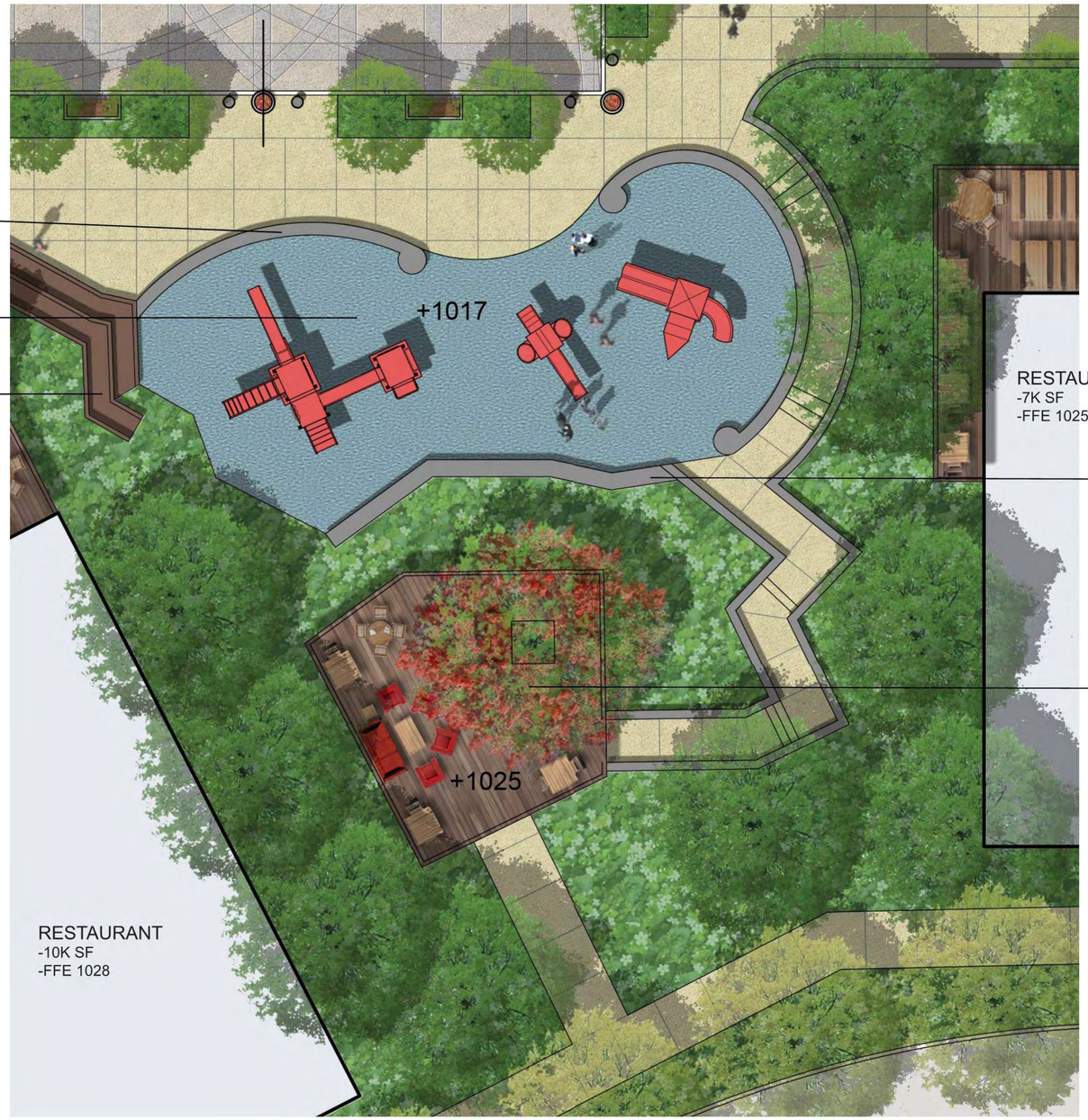
Brookfield Properties

CONCEPTUAL DESIGN PRESENTATION
NORTH POINT
ALPHARETTA, GA

SITE solutions

www.dwelldesignstudio.com
dwell design studio

©dwell design studio -ALL RIGHTS RESERVED

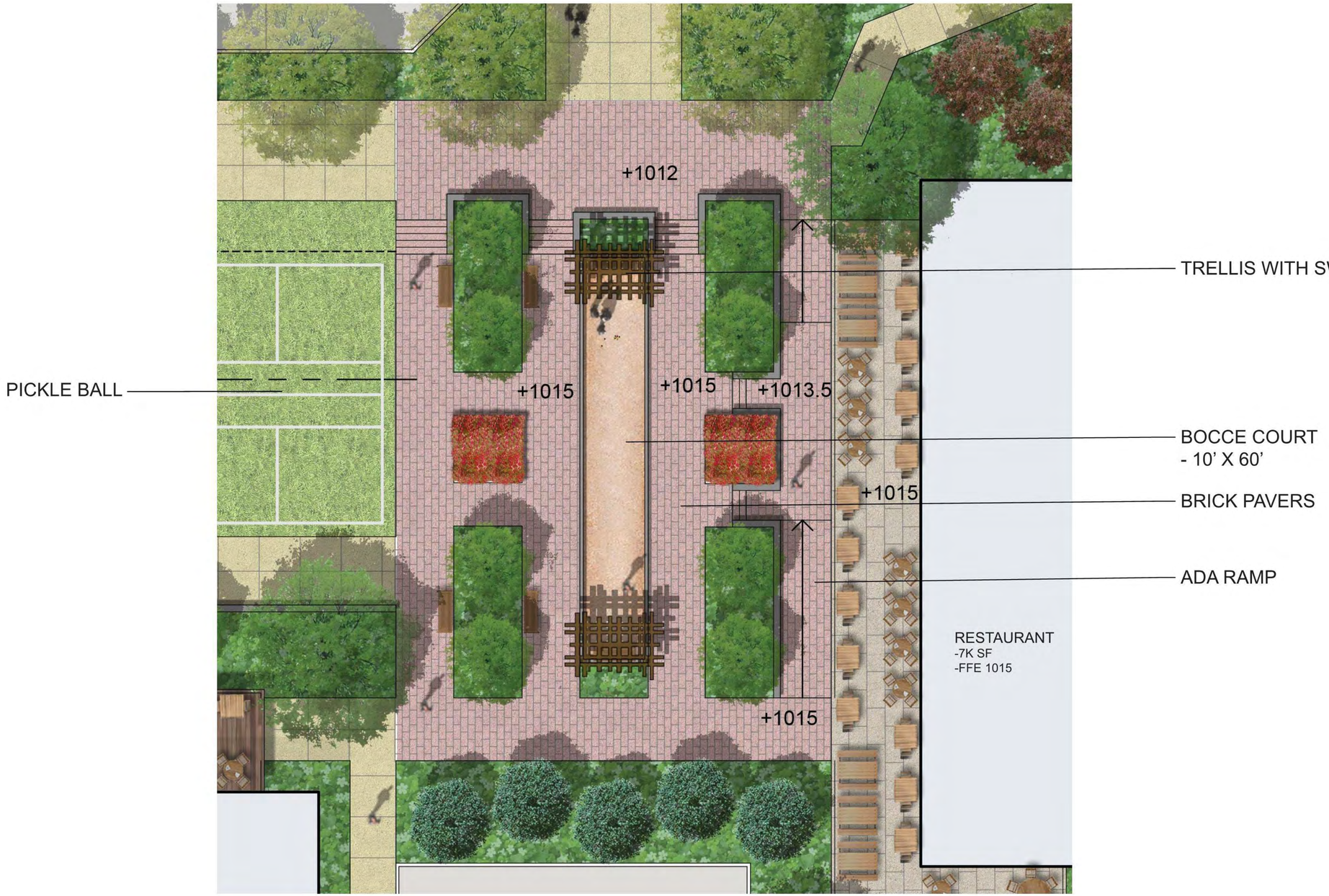


ENLARGED DETAIL PLAN 5

1823502

© dwell design studio -ALL RIGHTS RESERVED

2/7/19



ENLARGED DETAIL PLAN 6

1823502

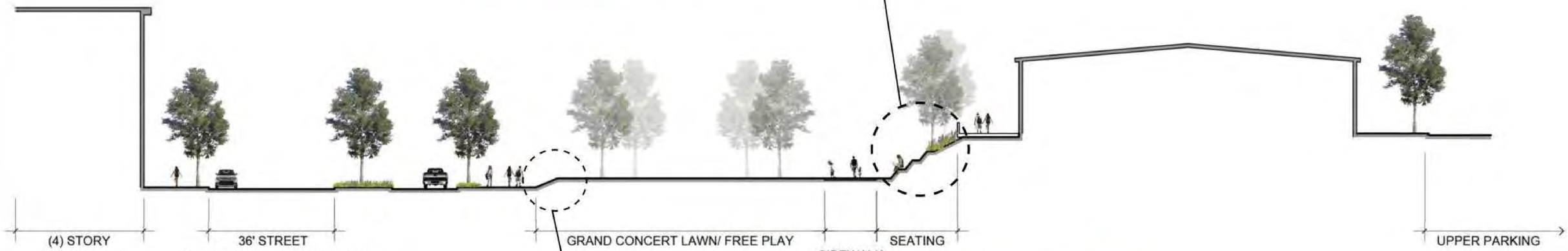
©dwell design studio -ALL RIGHTS RESERVED







ENLARGEMENT B



ENLARGEMENT A





SITE SECTION

1823502

Brookfield
Properties

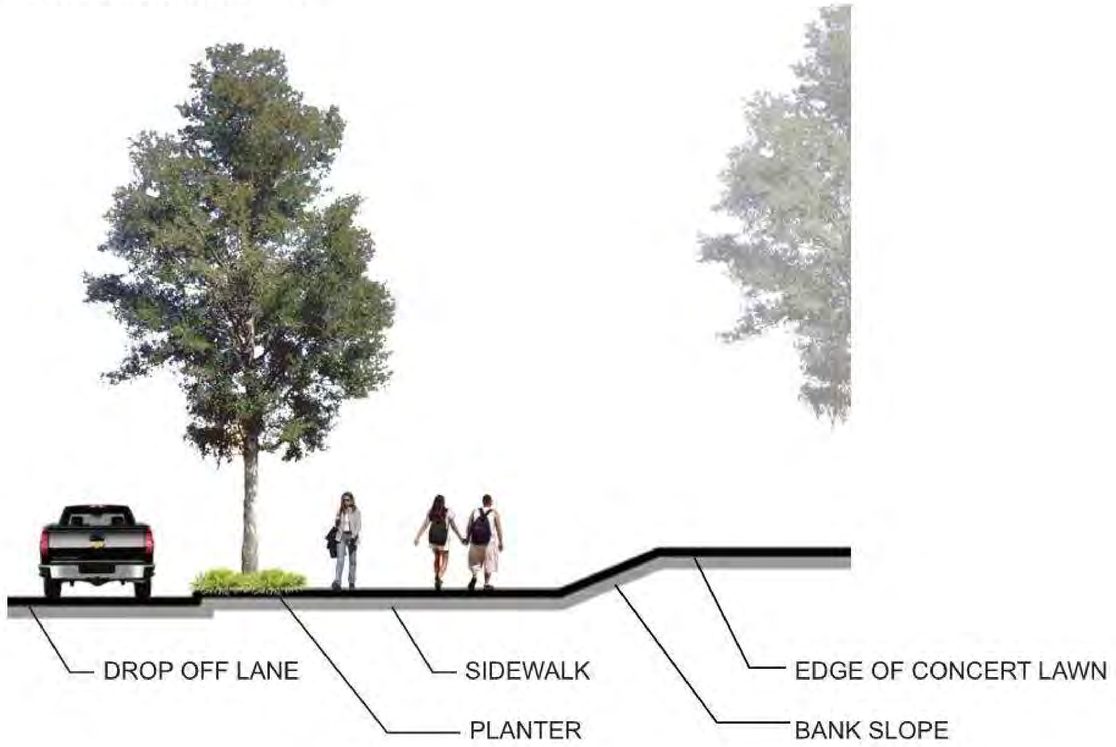
CONCEPTUAL DESIGN PRESENTATION
NORTH POINT
ALPHARETTA, GA

SITE solutions

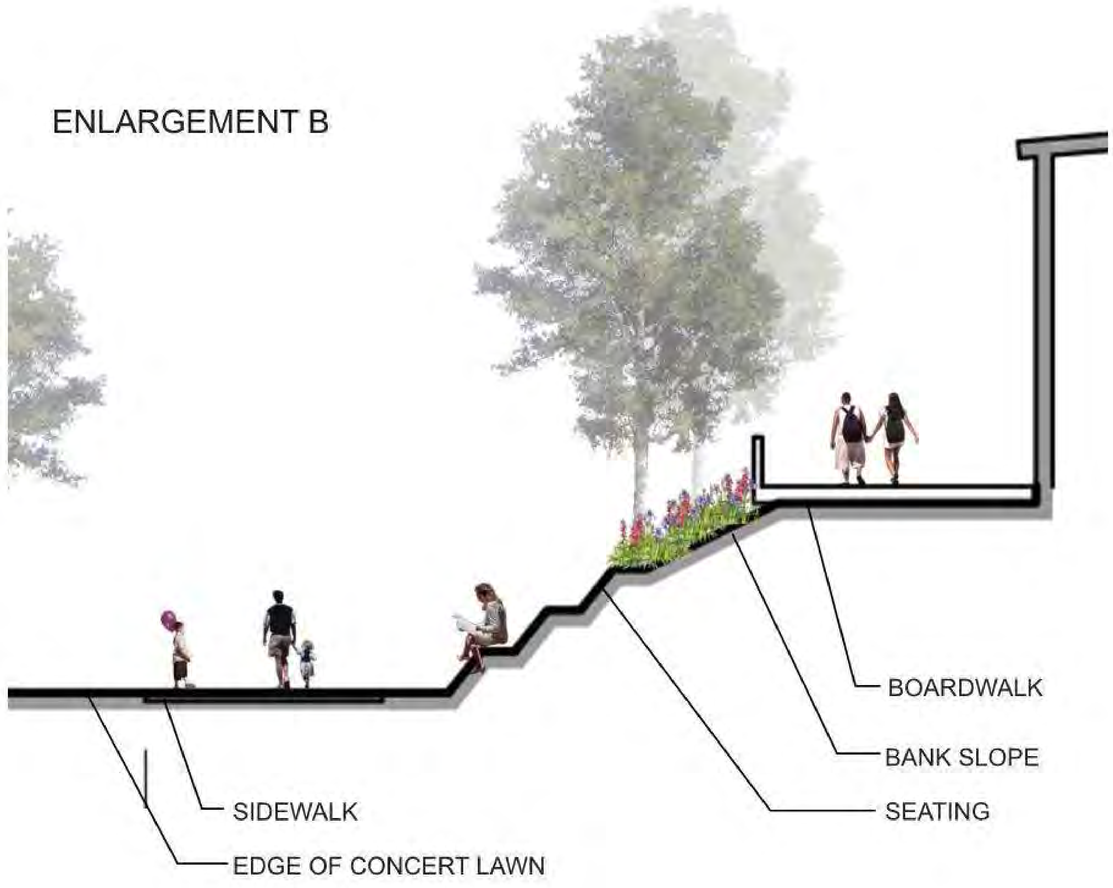
www.dwelldesignstudio.com
dwell design studio

©dwell design studio -ALL RIGHTS RESERVED

ENLARGEMENT A



ENLARGEMENT B



ENLARGED SECTIONS

1823502

Brookfield Properties

CONCEPTUAL DESIGN PRESENTATION
NORTH POINT
ALPHARETTA, GA

SITE *solutions*

www.dwelldesignstudio.com
dwell design studio

© dwell design studio -ALL RIGHTS RESERVED

2/7/19



RENDERING - VIEW 1

1823502

©dwell design studio -ALL RIGHTS RESERVED

Brookfield Properties

CONCEPTUAL DESIGN PRESENTATION
NORTH POINT
ALPHARETTA, GA

SITE solutions

www.dwelldesignstudio.com
dwell design studio

2/7/19



RENDERING - VIEW 2

1823502

Brookfield Properties

CONCEPTUAL DESIGN PRESENTATION
NORTH POINT
ALPHARETTA, GA

SITE solutions

www.dwelldesignstudio.com
dwell design studio

©dwell design studio -ALL RIGHTS RESERVED

2/7/19



RENDERING - VIEW 3

1823502

Brookfield Properties

CONCEPTUAL DESIGN PRESENTATION
NORTH POINT
ALPHARETTA, GA

SITE solutions

www.dwelldesignstudio.com
dwell design studio

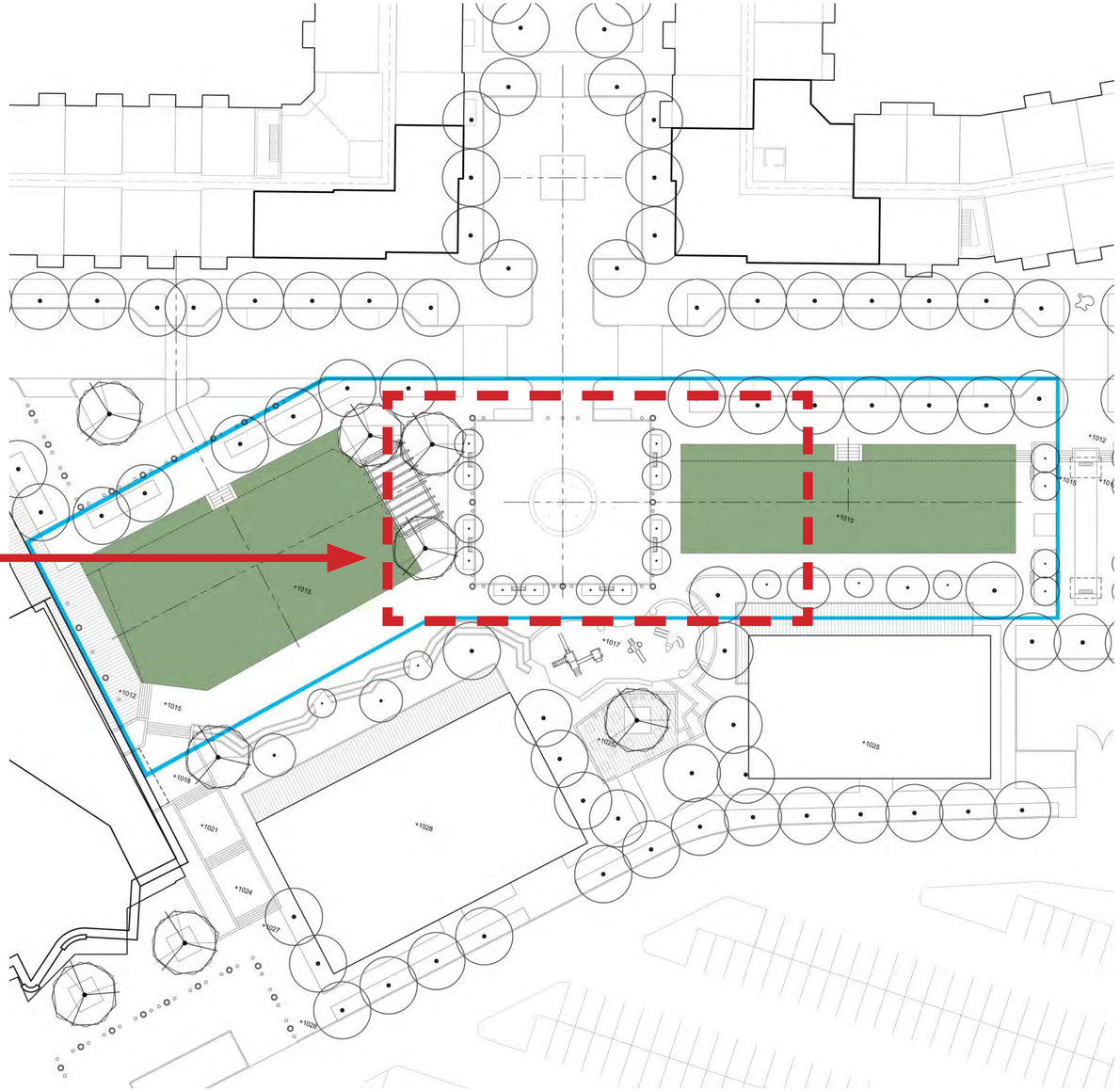
©dwell design studio -ALL RIGHTS RESERVED

2/7/19

AVALON - OPEN AREA



PROPOSED NORTH POINT - OPEN AREA



OPEN SPACE DIAGRAMS

1823502

Brookfield
Properties

CONCEPTUAL DESIGN PRESENTATION
NORTH POINT
ALPHARETTA, GA

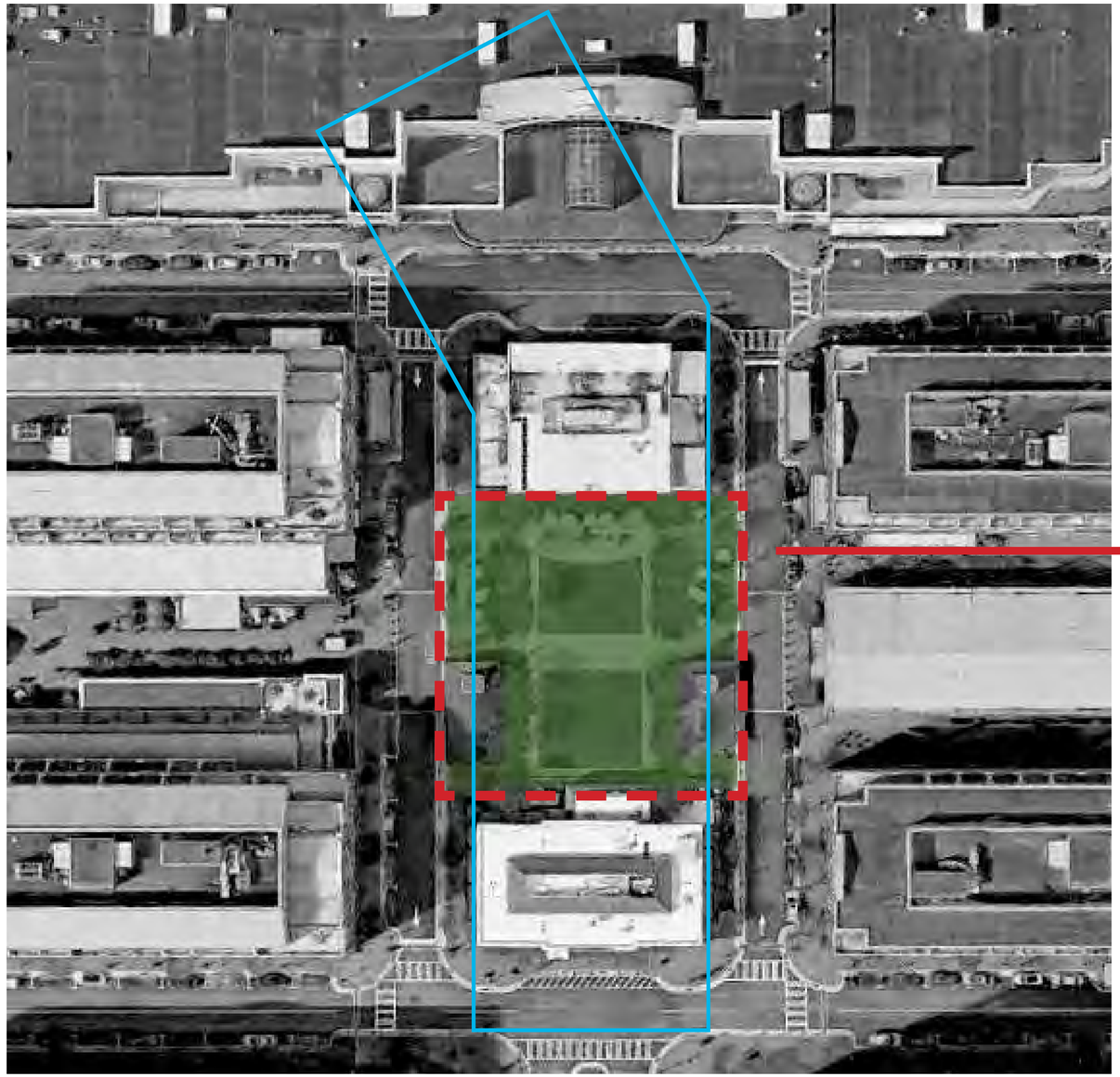
SITE solutions

www.dwelldesignstudio.com
dwell design studio

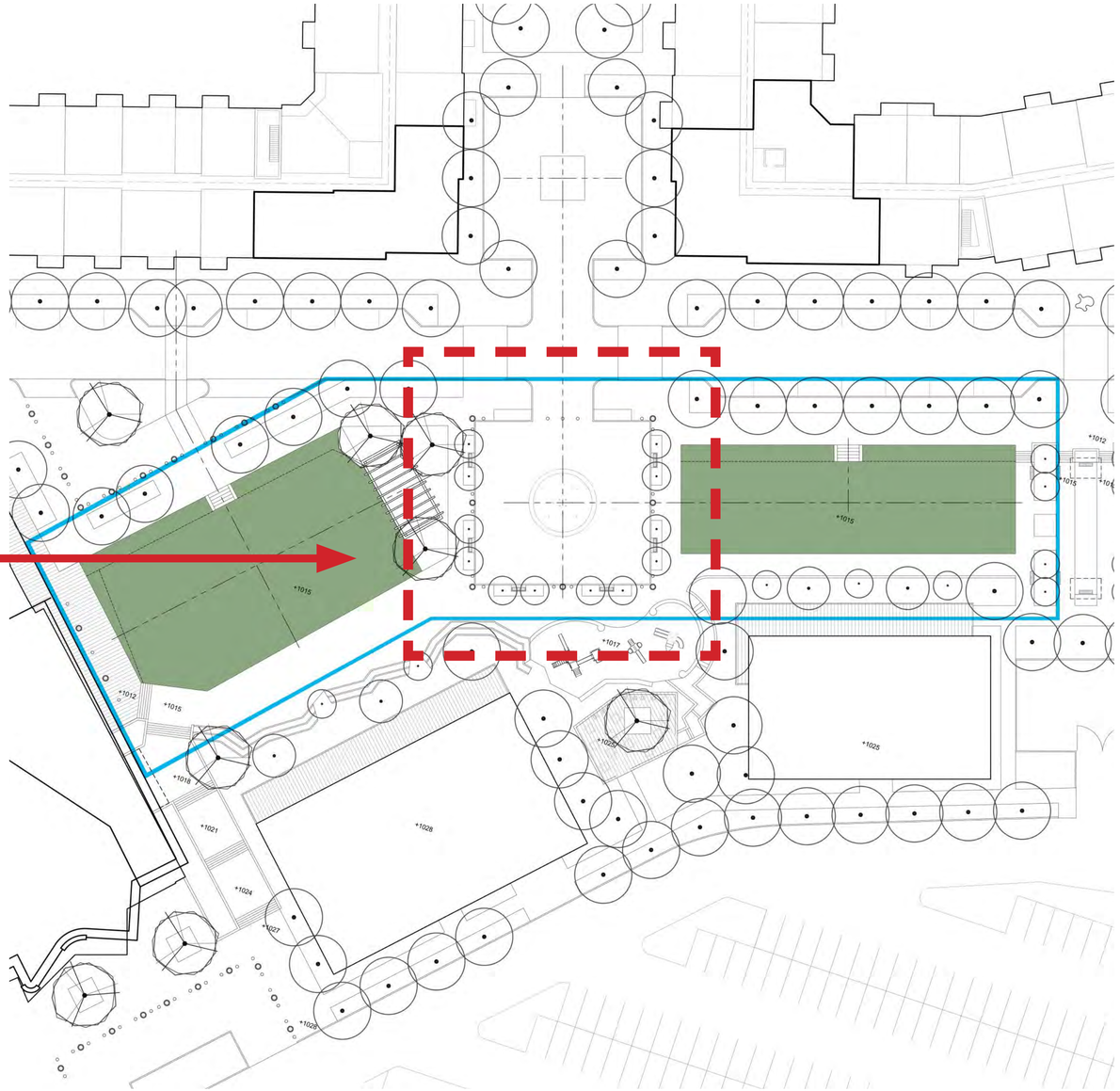
©dwell design studio -ALL RIGHTS RESERVED

2/7/19

ATLANTIC STATION - OPEN AREA



PROPOSED NORTH POINT - OPEN AREA



OPEN SPACE DIAGRAMS

1823502

Brookfield Properties

CONCEPTUAL DESIGN PRESENTATION
NORTH POINT
ALPHARETTA, GA

SITE solutions

www.dwelldesignstudio.com
dwell design studio

© dwell design studio -ALL RIGHTS RESERVED

Traffic Impact Study

North Point Mall Sears Parcel Redevelopment

City of Alpharetta, Georgia

Report Prepared:

January 2019

Prepared for:

Brookfield Properties

Prepared by:

Kimley-Horn and Associates, Inc.
11720 Amber Park Drive, Suite 600
Alpharetta, GA 30009
January 2019
013166000

Traffic Impact Study

North Point Mall Sears Parcel Redevelopment

City of Alpharetta, Georgia

Report Prepared:

January 2019

Prepared for:

Brookfield Properties

Prepared by:

Kimley»Horn

Kimley-Horn and Associates, Inc.
11720 Amber Park Drive, Suite 600
Alpharetta, GA 30009
January 2019
013166000



Kimley»Horn

CONTENTS

1.0 Introduction 1

2.0 Study Area Determination 1

3.0 Existing Traffic Conditions 5

4.0 Projected Background (Non-Project) Traffic 7

4.1 Future Roadway/Intersection Projects 7

5.0 Project Traffic 7

5.1 Project Site Access 7

5.2 Trip Generation 7

5.3 Trip Distribution and Assignment 9

6.0 Level-Of-Service Analysis 14

7.0 Conclusion 16

7.1 Site-Access Recommendations 17

7.2 Additional considerations 17

Kimley»Horn

FIGURES

Figure 1: Site Location Map 2
Figure 2: Site Aerial (Zoomed Out) 3
Figure 3: Site Aerial (Zoomed In) 4
Figure 4: Existing 2018 Traffic Conditions 6
Figure 5: Projected 2021 No-Build Traffic Conditions 8
Figure 6: Residential Trip Distribution and Assignment 10
Figure 7: Retail Trip Distribution and Assignment 11
Figure 8: Project Trips 12
Figure 9: Projected 2021 Build Traffic Conditions 13

TABLES

Table 1: Peak Hour Summary 5
Table 2: Project Trip Generation Summary 9
Table 3: Level-of-Service Summary 15
Table 4: Projected 2021 Build Improved Analysis Results 15

APPENDICES

Appendix A: Site Plan
Appendix B: Intersection Volume Worksheets
Appendix C: *Synchro* Analysis Reports
Appendix D: Raw Traffic Counts
Appendix E: Project Fact Sheets

1.0 INTRODUCTION

This report presents the analysis of the anticipated traffic impacts associated with the proposed *North Point Mall Sears Parcel Redevelopment*, which is expected to be completed in 2021 (referred to herein as "build-out year"). This study evaluates the impact of developing approximately 300 multifamily housing units and 24,000 SF of restaurant space.

The approximate 13.47-acre site is located north of North Point Parkway, south of SR 400, west of Haynes Bridge Road, and east of Encore Parkway in the City of Alpharetta, Georgia.

This report will summarize the analyses of the following three (3) scenarios:

1. Existing 2018 Traffic Conditions
2. Projected 2021 No-Build Traffic Conditions (Existing 2018 Traffic Conditions, plus background traffic growth).
3. Projected 2021 Build Traffic Conditions (Projected 2021 No-Build Traffic Conditions, plus traffic associated with the proposed *North Point Sears Parcel Redevelopment*).

Figure 1 provides a location map of the project site. **Figure 2** provides an aerial imagery of the project site. **Figure 3** provides a closer aerial view of the project site. Additionally, a copy of the proposed site plan is provided in Appendix A.

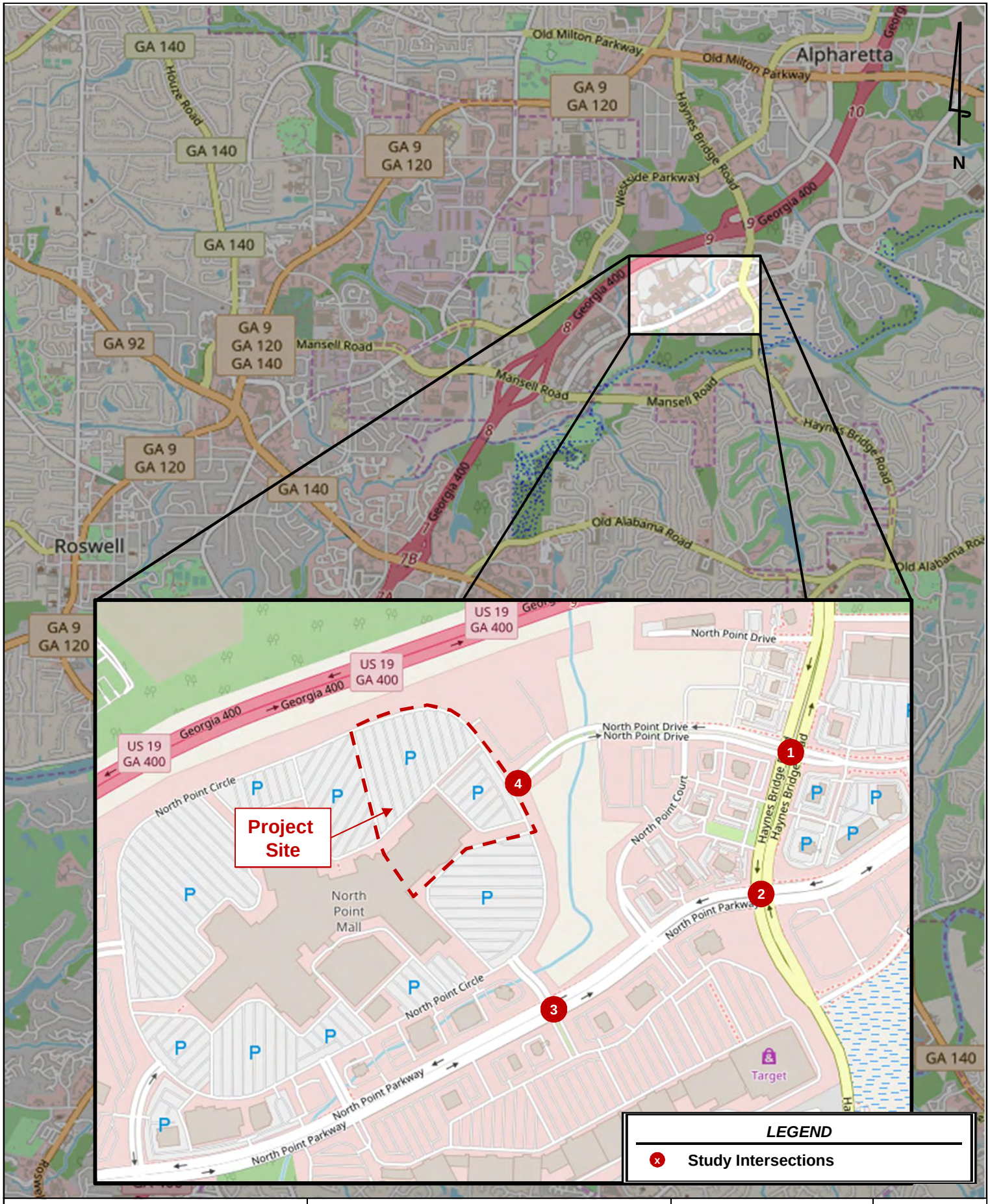
2.0 STUDY AREA DETERMINATION

The study area consists of the following existing intersections:

1. Haynes Bridge Road at North Point Drive (signalized)
2. Haynes Bridge Road at North Point Parkway (signalized)
3. North Point Parkway at North Point Mall Entrance Road (signalized)
4. North Point Circle at North Point Drive (unsignalized)

Parking for the proposed project ties into North Point Circle at several locations. A fourth leg will be constructed at the western end of the intersection of North Point Circle at North Point Drive (Intersection 4).

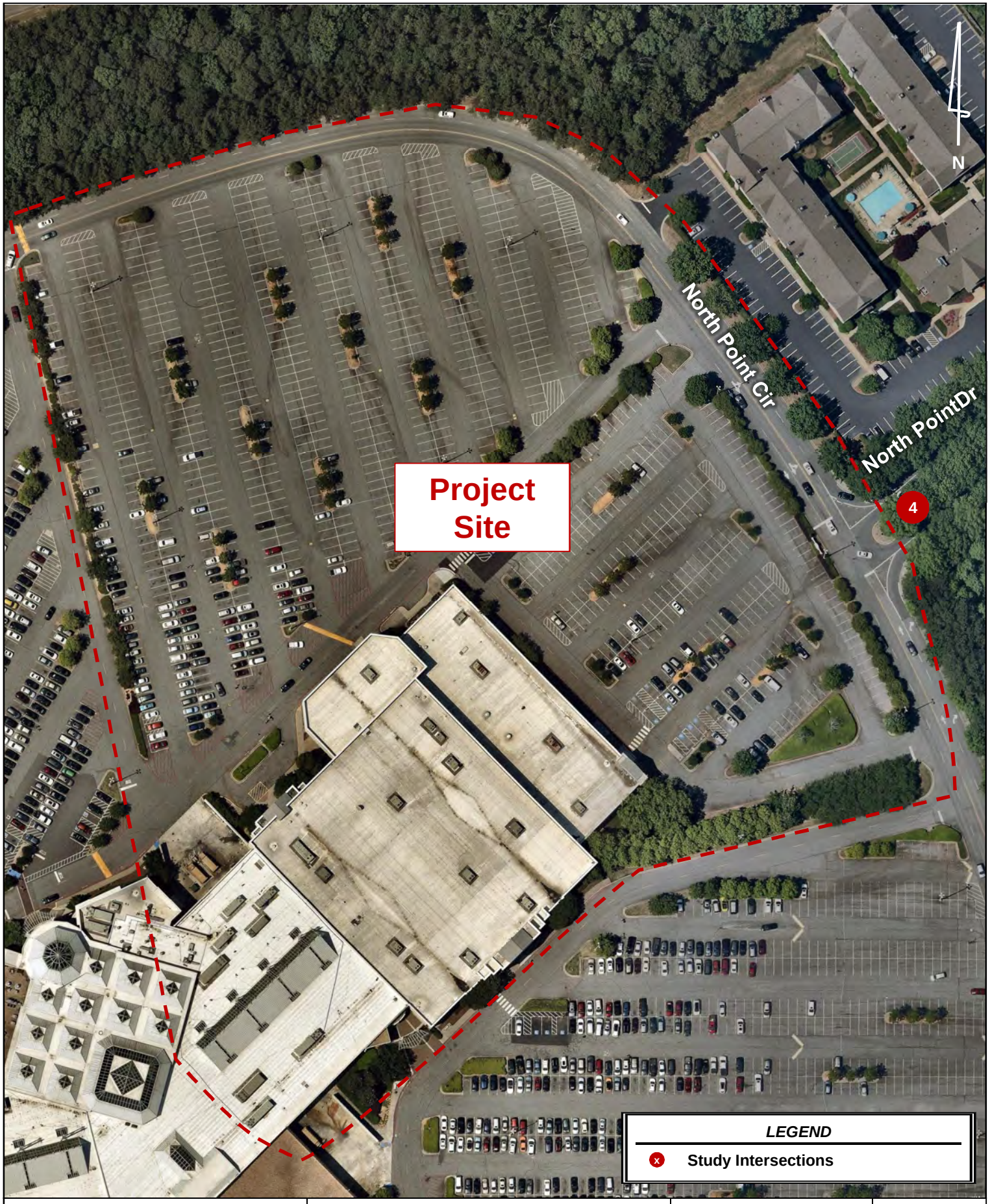
This analysis considers North Point Drive and North Point Parkway as having an east-west orientation, and Haynes Bridge Road, North Point Mall Entrance Road, and North Point Circle as having a north-south orientation.



Kimley»Horn	*North Point Mall Sears Parcel Redevelopment* Traffic Impact Study	Site Location Map	Figure 1
			Page 2



Kimley»Horn	*North Point Mall Sears Parcel Redevelopment* Traffic Impact Study	Site Aerial (Zoomed Out)	Figure 2 Page 3



Kimley»Horn	*North Point Mall Sears Parcel Redevelopment* Traffic Impact Study	Site Aerial (Zoomed In)	Figure 3
			Page 4

3.0 EXISTING TRAFFIC CONDITIONS

The roadways within the study network have the following characteristics:

Haynes Bridge Road is a six-lane, divided roadway with turn lanes and a posted speed limit of 45 MPH. GDOT counts taken south of North Point Parkway indicated an estimated AADT of 20,300 vehicles per day in 2016.

North Point Drive is a four-lane, divided roadway with turn lanes and a posted speed limit of 30 MPH. There are no GDOT count stations along North Point Drive.

North Point Parkway is a six-lane, divided roadway with turn lanes and a posted speed limit of 35 MPH. There are no GDOT count stations along North Point Parkway.

North Point Mall Entrance Road is a four-lane, divided roadway north with combined through and turn lanes and a posted speed limit of 15 MPH. There are no GDOT count stations along North Point Mall Entrance Road.

North Point Circle is a four-lane, undivided roadway with combined through and turn lanes and a posted speed limit of 15 MPH. There are no GDOT count stations along North Point Circle.

Vehicle peak hour turning movement counts were performed at the following study intersections:

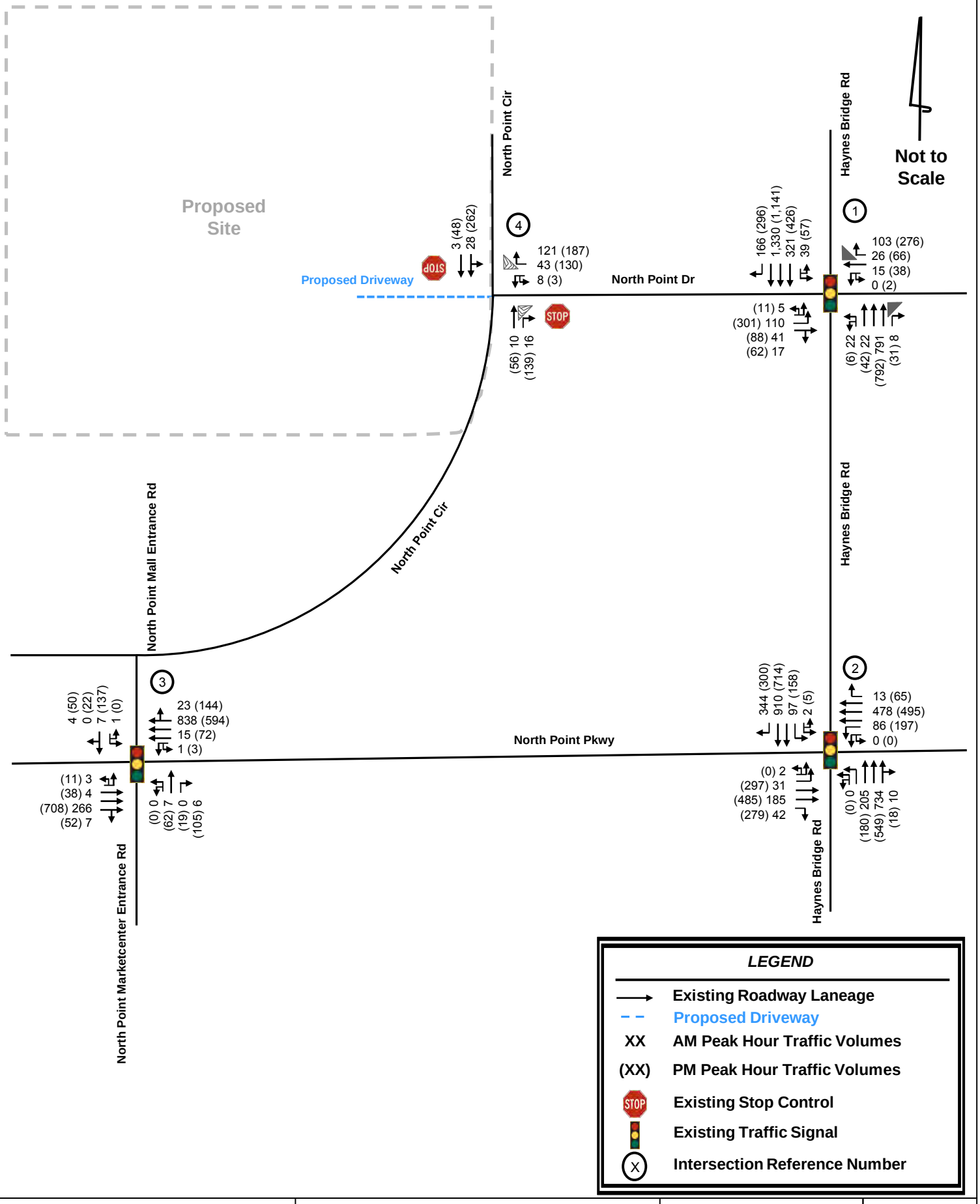
1. Haynes Bridge Road at North Point Drive (signalized)
2. Haynes Bridge Road at North Point Parkway (signalized)
3. North Point Parkway at North Point Mall Entrance Road (signalized)
4. North Point Circle at North Point Drive (unsignalized)

The vehicle peak hour turning movement counts for the study intersection were collected on Thursday, May 10, 2018. The counts were performed during the AM period (7:00 AM to 9:00 AM) and the PM period (4:00 PM to 6:00 PM). Complete traffic count data is provided in Appendix D. Peak hours for all the study intersections are shown in **Table 1**.

Table 1: Peak Hour Summary

Intersection	AM Peak Hour	PM Peak Hour
1. Haynes Bridge Road at North Point Drive	7:45 AM – 8:45 AM	4:45 PM – 5:45 PM
2. Haynes Bridge Road at North Point Parkway	7:15 AM – 8:15 AM	5:00 PM – 6:00 PM
3. North Point Parkway at North Point Mall Entrance Road	7:30 AM – 8:30 AM	5:00 PM – 6:00 PM
4. North Point Circle at North Point Drive	8:00 AM – 9:00 AM	5:00 PM – 6:00 PM

Figure 4 illustrates the Existing 2018 traffic conditions for the AM and PM peak hours.



Kimley»Horn	*North Point Mall Sears Parcel Redevelopment* Traffic Impact Study	Existing 2018 Traffic Conditions	Figure 4
			Page 6

4.0 PROJECTED BACKGROUND (NON-PROJECT) TRAFFIC

Projected background (non-project) traffic is defined as the expected traffic on the roadway network in the future year(s) absent the construction and opening of the proposed *North Point Mall Sears Parcel Redevelopment* development. The Existing 2018 peak hour traffic volumes were increased by 2.0% per year for three (3) years to account for the expected background growth to 2021.

4.1 FUTURE ROADWAY/INTERSECTION PROJECTS

The Atlanta Regional Commission's *Atlanta Region's Plan* was researched for programmed transportation projects within the vicinity of the proposed development. Fact sheets are included in Appendix E.

1. **AR-ML-300**: A proposed construction of two express lanes (in each direction) on SR 400 between I-285 and McGinnis Ferry Road and one Express lane (in each direction) from McGinnis Ferry Rad to McFarland Parkway.
2. **FN-175**: A proposed roadway widening of Haynes Bridge Road from two through lanes to four through lanes between Old Alabama Road and Mansell Road.

5.0 PROJECT TRAFFIC

Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the proposed *North Point Mall Sears Parcel Redevelopment* development, and the distribution and assignment of that traffic through the study roadway network. This traffic impact study evaluated the impacts of developing 300 multifamily housing units and 24,000 SF of restaurant space.

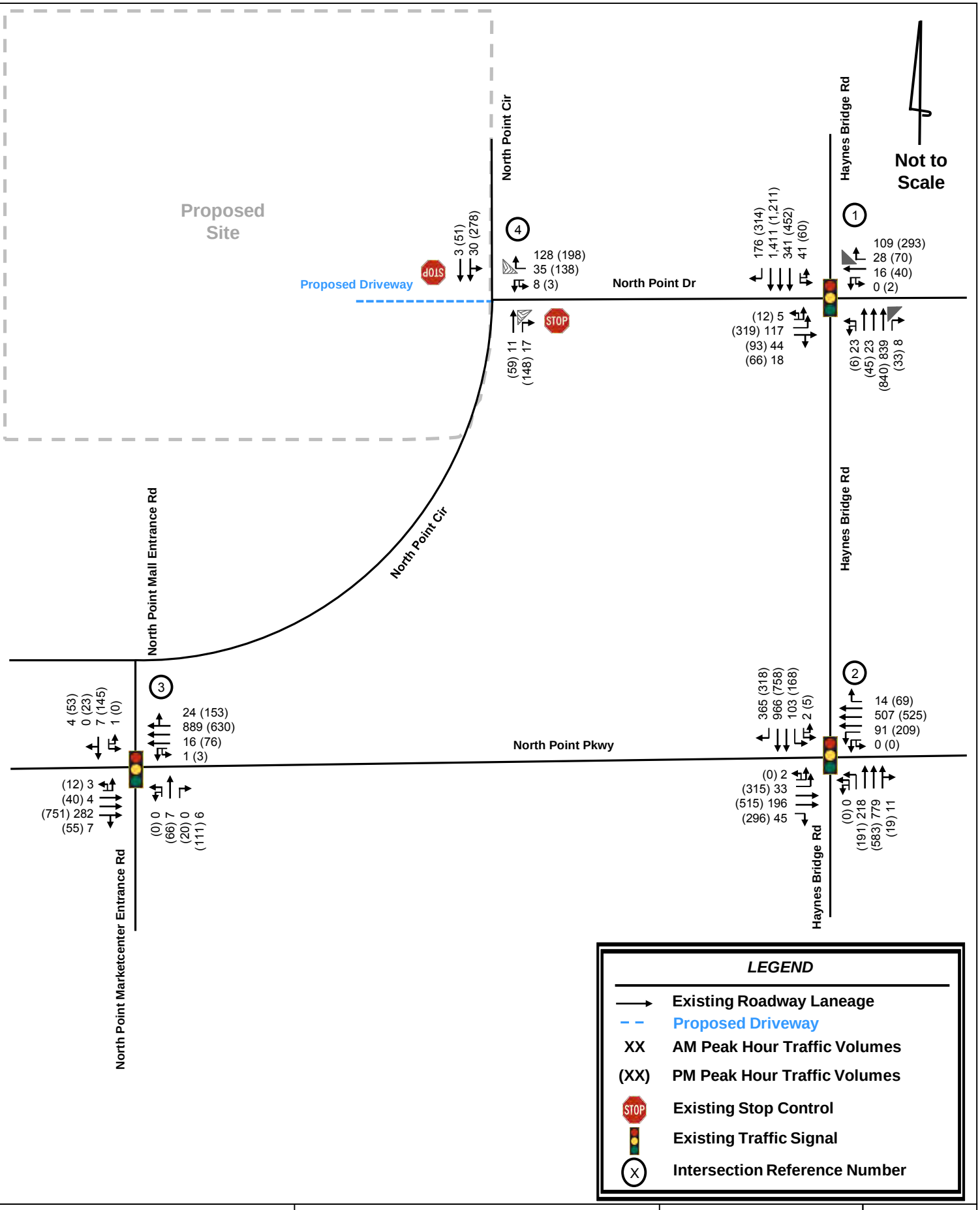
5.1 PROJECT SITE ACCESS

Access to the proposed *North Point Mall Sears Parcel Redevelopment* development will be provided at one (1) location, which is shown on the site plan in Appendix A. A brief description of the vehicle access location follows:

- Proposed Driveway - a proposed full-movement driveway at the existing three-legged intersection of North Point Drive at North Point Circle to create a four-legged intersection. The intersection is proposed to operate as a two-way stop-control intersection, where North Point Circle will operate freely.

5.2 TRIP GENERATION

Traffic for the proposed development was calculated using equations contained in the Institute of Transportation Engineers (ITE) *Trip Generation Manual,* Tenth Edition, 2017. The trip generation was calculated assuming low-rise multifamily housing (Land Use 220) and high-turnover restaurant (Land Use 932). **Table 2** summarizes the trip generation for the proposed development under full build-out year (2021).



Kimley»Horn	*North Point Mall Sears Parcel Redevelopment* **Traffic Impact Study**	**Projected 2021 No-Build Traffic Conditions**	**Figure 5**
			Page 8

Table 2: Project Trip Generation Summary								
Land Use	**Density**	**ITE Code**	**Daily Traffic**		**AM Peak Hour**		**PM Peak Hour**	
			Enter	**Exit**	**Enter**	**Exit**	**Enter**	**Exit**
Proposed Development								
Multifamily Housing (Low Rise)	300 units	*220*	1,098	1,098	31	104	99	58
High-Turnover (Sit-Down) Restaurant	24,000 SF	*932*	1,346	1,346	131	108	145	89
Mixed-Use Reduction			-270	-270	-23	-23	-28	-28
Pass-by Reduction			-521	-521	-0	-0	-44	-44
Total New Trips			**1,653**	**1,653**	**139**	**189**	**172**	**75**

Due to the location of the proposed development, alternative mode reductions were assumed to be zero.

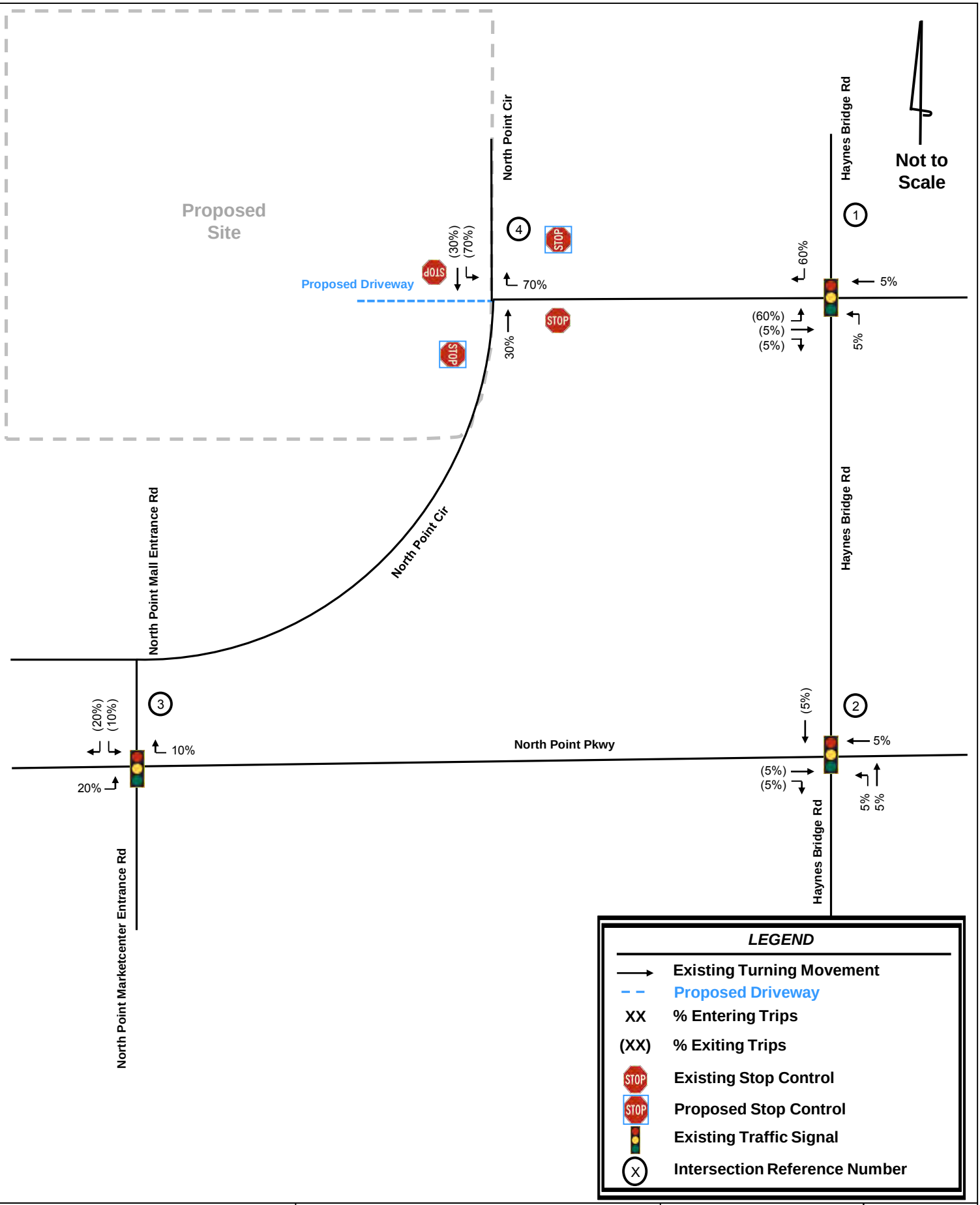
Mixed-use vehicle trip reductions were taken according to the *ITE Trip Generation Handbook*, Third Edition, 2014, for the AM and PM peak hour volumes and the *ITE Trip Generation Handbook*, Second Edition, 2004, for daily volumes. Total internal capture and vehicle trip reduction between the land uses is expected to be 11.1% daily, 12.3% for the AM peak hour, and 14.3% for the PM peak hour as a result of the anticipated interaction between the residential and restaurant land uses within the proposed development.

Pass-by reductions were determined according to the *ITE Trip Generation Handbook*, *Third Edition*, *2014*. Per ITE guidance, the pass-by trip reduction rate for the proposed restaurant land use is 43% for the PM peak hour. It should be noted that pass-by trips are not new trips to the roadway network, rather, they are vehicles already travelling along the existing roadway network that stop to visit the retail and restaurant land uses. No pass-by reductions were taken for the AM peak hour as pass-by trips are minimal in the morning for retail and restaurant land uses.

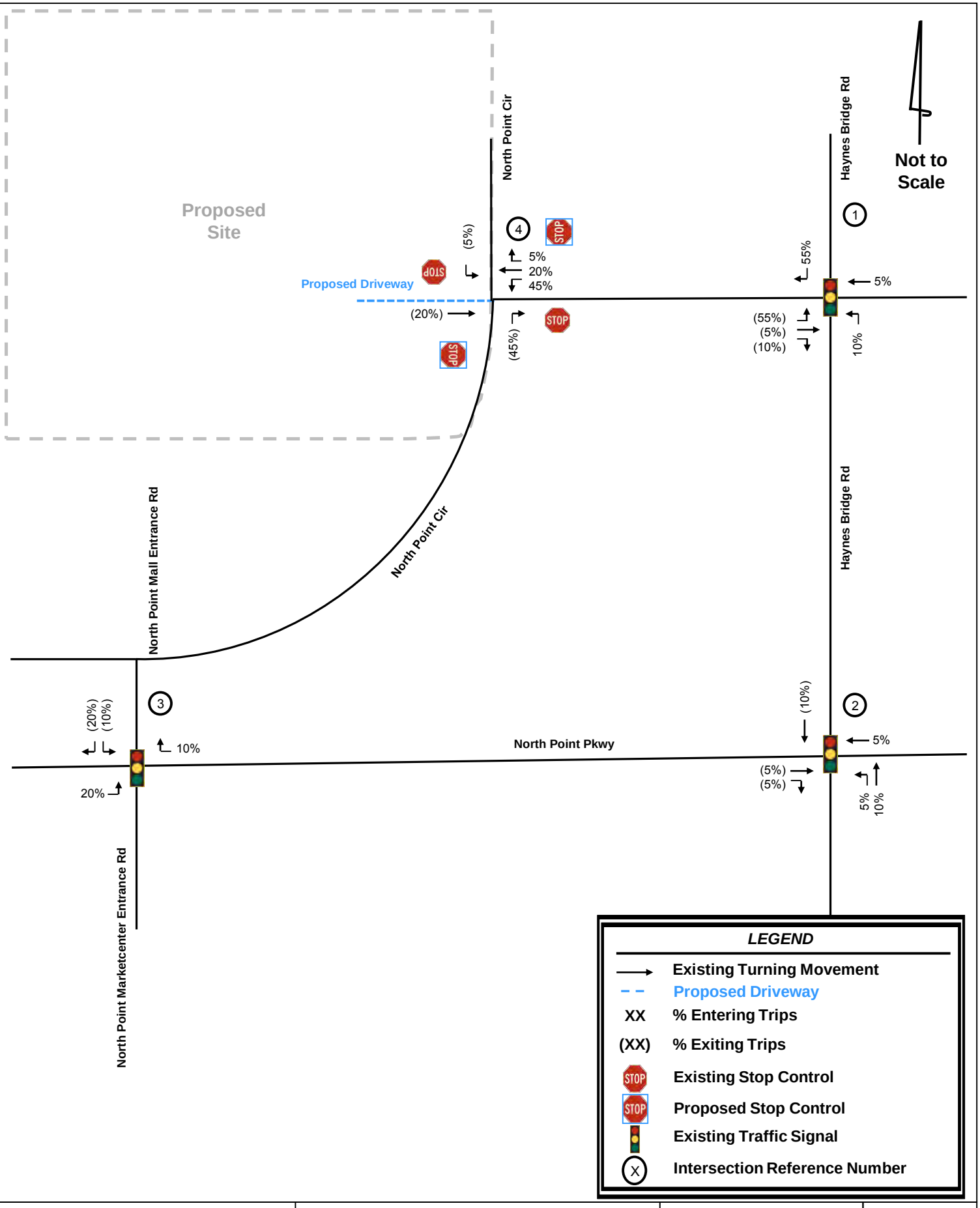
5.3 TRIP DISTRIBUTION AND ASSIGNMENT

The directional distribution and assignment of new project trips was based on a review of land uses and population densities in the area; and the existing peak hour turning movement counts. Detailed residential trip distributions are illustrated in **Figure 6**. Detailed restaurant trip distributions are illustrated in **Figure 7**.

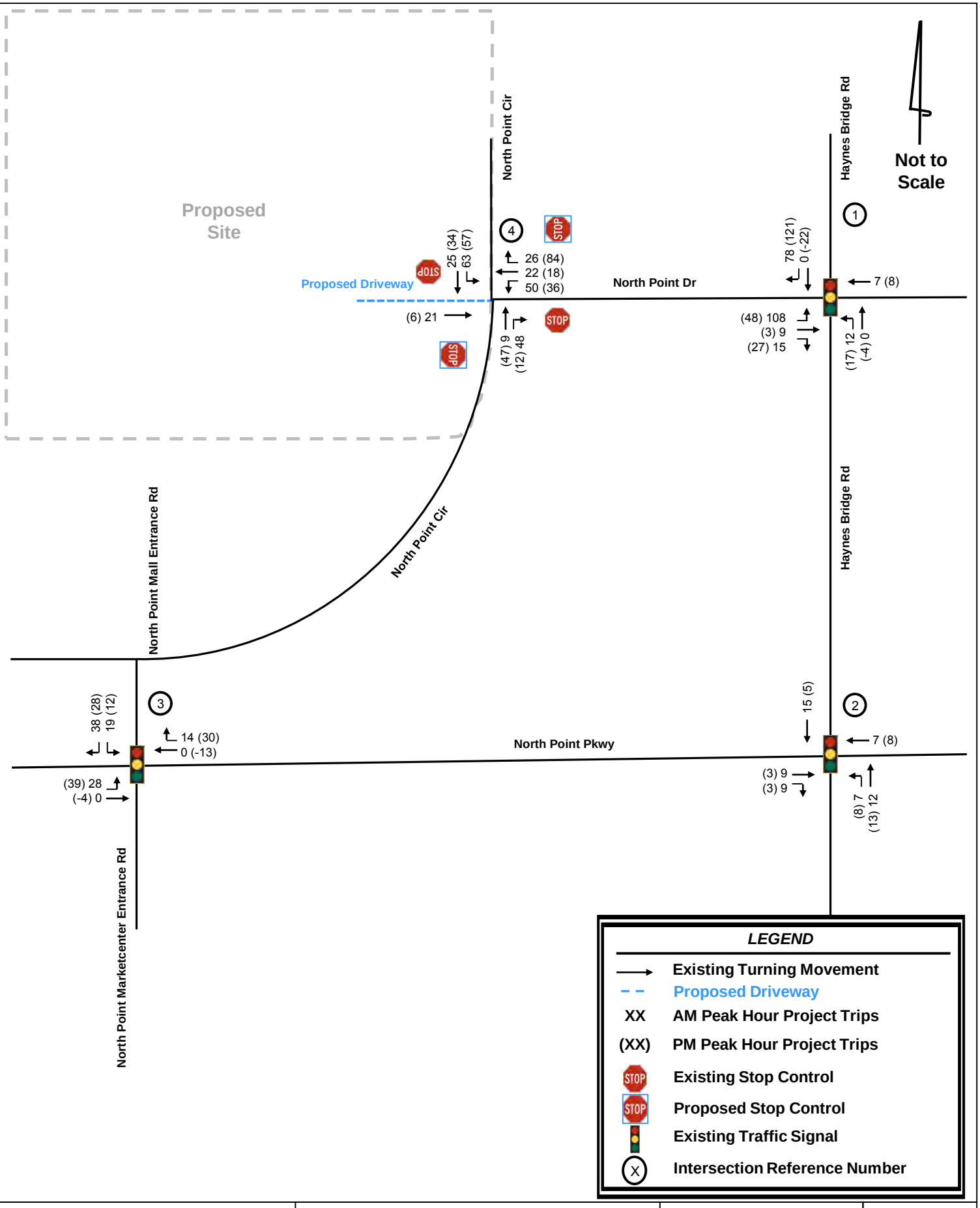
Based on the trip generation from **Table 2** and the anticipated trip distribution, net new project trips were assigned to the study roadway network and are illustrated on **Figure 8** for the Build scenario. **Figure 9** illustrates the Projected 2021 Build traffic conditions for the AM and PM peak hours. Appendix B provides intersection volume worksheets for all intersections and driveways within the study network.



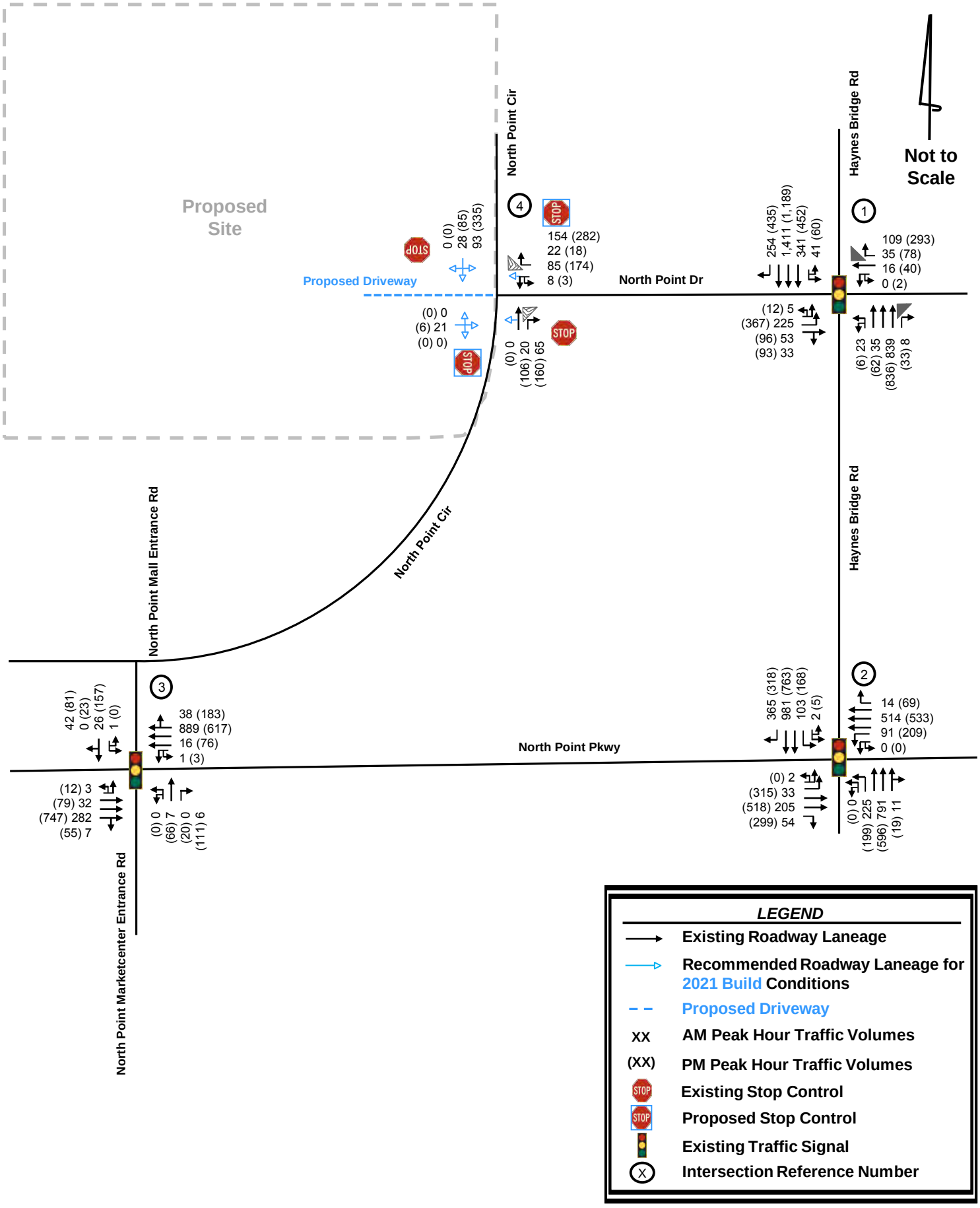
Kimley»Horn	*North Point Mall Sears Parcel Redevelopment* Traffic Impact Study	Residential Trip Distribution and Assignment	Figure 6
			Page 10



Kimley»Horn	*North Point Mall Sears Parcel Redevelopment* Traffic Impact Study	Restaurant Trip Distribution and Assignment	Figure 7 Page 11



Kimley»Horn	*North Point Mall Sears Parcel Redevelopment* Traffic Impact Study	Project Trips	Figure 8 Page 12



Kimley»Horn	*North Point Mall Sears Parcel Redevelopment* Traffic Impact Study	Projected 2021 Build Traffic Conditions	Figure 9
			Page 13

6.0 LEVEL-OF-SERVICE ANALYSIS

Level-of-service (LOS) determinations were made for the weekday AM and PM peak hours for the existing study network intersections and proposed access intersections using *Synchro Professional, Version 10.0*. The program uses methodologies contained in the *2010 Highway Capacity Manual* to determine the operating characteristics of an intersection. Capacity is defined as the maximum number of vehicles that can pass over a particular road segment or through a particular intersection within a specified period under prevailing roadway, traffic, and control conditions.

LOS is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists' perceptions of a traffic stream. The *Highway Capacity Manual* defines six levels of service, LOS A through LOS F, with A being the best and F the worst.

LOS for unsignalized intersections, with stop control on the minor street(s) only, are reported for the side street approaches. Low LOS for the side street approaches are not uncommon, as vehicles may experience a delay turning onto a major roadway.

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

In addition to the Existing 2018 traffic conditions, an analysis was performed for the AM and PM peak hours for the Projected 2021 No-Build and Build traffic conditions. The results of the LOS analysis for the Existing 2018 and the Projected 2021 traffic conditions are summarized in **Table 3**. A detailed set of analyses from Synchro is available in Appendix C.

Table 3: Level-of-Service Summary *LOS (Delay, in seconds)*							
Intersection	**Approach / Movement**	**Existing 2018**		**Projected 2021 No-Build**		**Projected 2021 Build**	
		AM Peak	**PM Peak**	**AM Peak**	**PM Peak**	**AM Peak**	**PM Peak**
1. Haynes Bridge Road at North Point Drive* (Signalized)	Overall	C (21.3)	C (33.8)	C (22.4)	D (36.1)	C (32.3)	D (38.9)
2. Haynes Bridge Road at North Point Parkway (Signalized)	Overall	C (30.7)	D (51.7)	C (31.4)	D (53.0)	C (31.7)	D (53.8)
3. North Point Mall Entrance at North Point Parkway (Signalized)	Overall	B (10.6)	C (23.3)	B (10.6)	C (23.7)	B (14.3)	C (24.8)
4. North Point Circle at North Point Drive (Unsignalized)	NBL	-	-	-	-	A (0.0)	A (0.0)
	SBL	A (9.1)	B (11.7)	A (8.9)	B (12.1)	A (7.5)	A (8.2)
	EB	-	-	-	-	B (12.0)	C (22.2)
	WB	A (0.0)	A (0.0)	A (0.0)	A (0.0)	B (11.5)	E (47.9)

**Assumes optimized signal timings for Intersection 1*

As shown in **Table 3**, all study intersections currently operate at acceptable LOS during both the AM and PM peak hours. Under the Projected 2021 No-Build conditions, all study intersections are projected to continue to operate at acceptable LOS during both the AM and PM peak hours.

Under the Projected 2021 Build conditions, all but one (1) study intersections are projected to operate at acceptable LOS during both the AM and PM peak hours. The westbound approach at the intersection of North Point Circle and North Point Drive (Intersection 4) is projected to operate at LOS E during the PM peak hour. It should be noted that low and failing levels-of-service for side street approaches are not uncommon, as vehicles may experience significant delay turning onto a major roadway.

Table 4 provides results for the Projected 2021 Build Improved traffic conditions as an all-way stop. In order for Intersection 4 to operate most efficiently under the Projected 2021 Build traffic conditions an all-way stop should be considered.

Table 4: Projected 2021 Build Improved Analysis Results			
Intersection	**Approach / Movement**	**All-Way Stop-Control**	
		AM Peak	**PM Peak**
4. North Point Circle at North Point Drive	Overall	A (9.9)	C (18.8)

7.0 CONCLUSION

As currently envisioned, the proposed *North Point Mall Sears Parcel Redevelopment* development is expected to be completed in 2021 (referred to herein as "build-out year"). This study evaluates the impact of developing approximately 300 multifamily housing units and 24,000 SF of restaurant space.

The approximate 13.47-acre site is located north of North Point Parkway, south of SR 400, west of Haynes Bridge Road, and east of Encore Parkway in the City of Alpharetta, Georgia. .

This report summarized the analyses of the following three (3) scenarios:

1. Existing 2018 Traffic Conditions
2. Projected 2021 No-Build Traffic Conditions (Existing 2018 Traffic Conditions, plus background traffic growth).
3. Projected 2021 Build Traffic Conditions (Projected 2021 No-Build Traffic Conditions, plus traffic associated with the proposed *North Point Mall Sears Parcel Redevelopment*).

Based on the results of this traffic impact study, all study intersections currently operate at acceptable LOS during both the AM and PM peak hours. Under the Projected 2021 No-Build conditions, all study intersections are projected to continue to operate at acceptable LOS during both the AM and PM peak hours.

Under the Projected 2021 Build conditions, all but one (1) study intersections are projected to operate at acceptable LOS during both the AM and PM peak hours. The southbound approach at the intersection of North Point Circle and North Point Drive (Intersection 4) is projected to operate at LOS E during the PM peak hour. It should be noted that low and failing levels-of-service for side street approaches are not uncommon, as vehicles may experience significant delay turning onto a major roadway.

With the installation of an all-way stop at the intersection of North Point Circle and North Point Drive (Intersection 4), the intersection is projected to operate at an acceptable LOS during both the AM and PM peak hours under the Projected 2021 Build traffic conditions.

7.1 SITE-ACCESS RECOMMENDATIONS

Based on the results of this study, Kimley-Horn and Associates, Inc. recommends the following intersection improvements to serve the Projected 2021 Build traffic conditions (note: this would be the improvements needed to serve the traffic associated with the *North Point Mall Sears Parcel Redevelopment* development).

Intersection 4: North Point Circle at North Point Drive

- With the addition of the fourth leg to this intersection, convert the intersection to an all-way stop by adding stop-control to the eastbound and westbound approaches
- On the site, constuct one (1) eastbound egress lane exiting the site and one (1) ingress lane – this new drive should align with North Point Drive

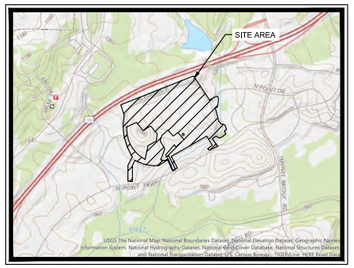
No intersection improvements are recommended at any of the off-site intersections.

7.2 ADDITIONAL CONSIDERATIONS

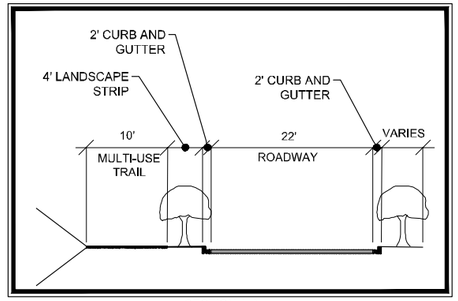
It should be noted that future developments in and around North Point Mall may occur in the future. To plan for this possible future development and the increase in projected traffic, the intersection of North Point Circle and North Point Drive should be designed to accommodate additional turn lanes and future traffic signalization if warranted (to be installed by others).

APPENDIX A

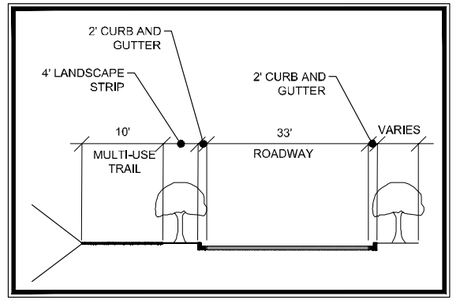
Site Plan



VICINITY MAP
N.T.S



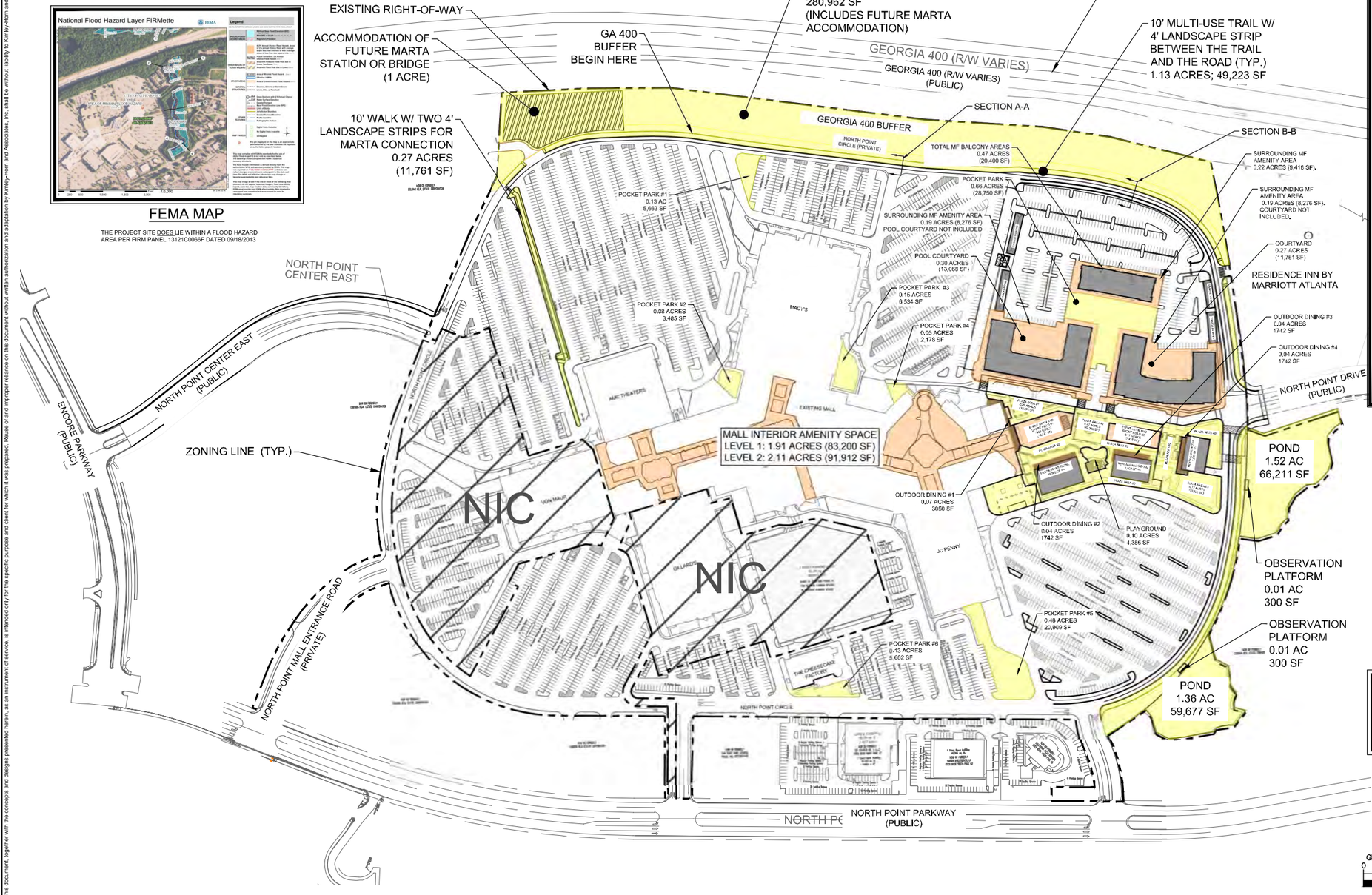
SECTION A-A
N.T.S



SECTION B-B
N.T.S

FEMA MAP

THE PROJECT SITE DOES LIE WITHIN A FLOOD HAZARD AREA PER FIRM PANEL 13121C0066F DATED 09/18/2013



GRAPHIC SCALE IN FEET
0 75 150 300

OPEN SPACE LEGEND

CIVIC SPACE

AMENITY SPACE

NORTH POINT MALL SITE DATA TABLE:

ZONING: MU W/ MASTER PLAN, CONDITIONAL USE PERMITS AND VARIANCES WITHIN NORTH POINT OVERLAY

Existing Mall Total Area (includes Dillard's and Von Maur):	4,293,709.2 SF or 98.57 acres
Proposed Area to be Rezoned:	3,644,718.2 SF or 83.67 acres

EXISTING

Note: Areas exclude Dillard's and Von Maur

Total Gross Leasable Area:	886,502 SF
Total Entertainment Area (Theatre):	46,080 SF
Total Mall Non-Public Areas (back of house, etc.):	29,862 SF
Total Mall Office Areas:	14,289 SF
Total Public Space (common areas, food court and restrooms):	175,112 SF
Total Mall Interior Area:	1,151,845 SF
Total Restaurant Area (Cheesecake Factory):	10,300 SF
Total Gross Floor Area:	1,162,145 SF
Existing Parking:	5,210 spaces

Proposed

Note: Excludes Dillard's, Von Maur and Sear's. All areas are gross areas.

Total Mall Leasable Retail Area:	706,348 SF
Total Entertainment Area (Theatre):	46,080 SF
Total Mall Non-Public Areas (back of house, etc.):	29,862 SF
Total Proposed Office Space:	39,557 SF
Total Public Space (common areas, food court and restrooms):	175,112 SF
Total Mall Interior Area:	996,959 SF
Total Restaurant Area (Cheesecake Factory):	10,300 SF
Total Proposed Detached Restaurant/Retail Areas:	24,000 SF
Total Proposed Multifamily Area (300 Units):	341,236 SF
Total Gross Floor Area:	1,372,495 SF

Parking

Note: Excludes Dillard's, Von Maur and Sear's.

Existing Parking Remaining:	3,940 spaces
Proposed	
Multifamily:	492 spaces
Additional Parallel Parking:	16 spaces
Total Proposed:	508 spaces
Required	
Multifamily - 300 Units (2 spaces/unit + 1 space for every 20 units @ 20 % reduction per North Point Overlay):	492 spaces
Restaurant/Retail - Assuming 24,000 sf Restaurant (1 space/100sf @20% reduction per North Point Overlay):	192 spaces
Total Minimum Required:	684 spaces
Total Parking on Site:	4,448 spaces

1-8-2019

No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			

Kimley»Horn
© 2018 KIMLEY-HORN AND ASSOCIATES, INC.
11720 AMBER PARK DRIVE, SUITE 600
ALPHARETTA, GEORGIA 30009
PHONE (770) 619-4280
WWW.KIMLEY-HORN.COM

GEORGIA REGISTERED No. PE042335 PROFESSIONAL ENGINEER DANIEL KERR
1/8/2019

SCALE:	DRAWN BY:	DESIGNED BY:	CHECKED BY:
AS SHOWN	ANM	IDK	GW

CLIENT:
BROOKFIELD PROPERTIES
350 N ORLEANS ST, SUITE 300,
CHICAGO, IL 60654

PROJECT:
6000 NORTH POINT CIRCLE
ALPHARETTA, GA 30022

TITLE:
ZONING SITE PLAN

DATE
1/8/2019

PROJECT NO.
013166000

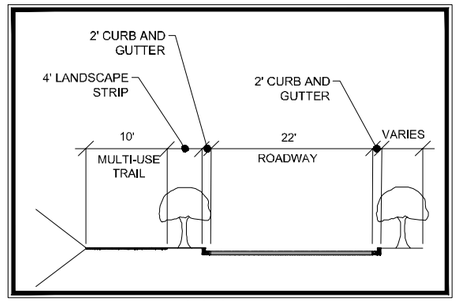
SHEET NUMBER
RZ-1

Drawing name: \\kimley-horn.com\SE_ALP\ALP_PRJ\013166000 GGP North Point\CAD\Exhibits\Zoning Plans\2019-01-07 Updated Zoning Plan\RZ-1.dwg REZONING SITE PLAN R1:1 Jan 08, 2019 10:49am by: DanielKerr
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

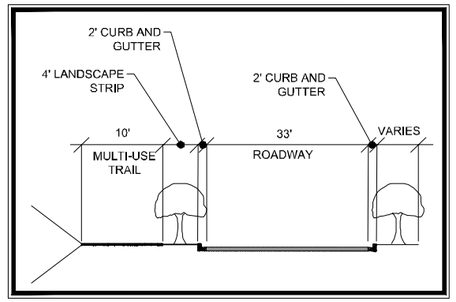
OPEN SPACE AMENITY



VICINITY MAP
N.T.S



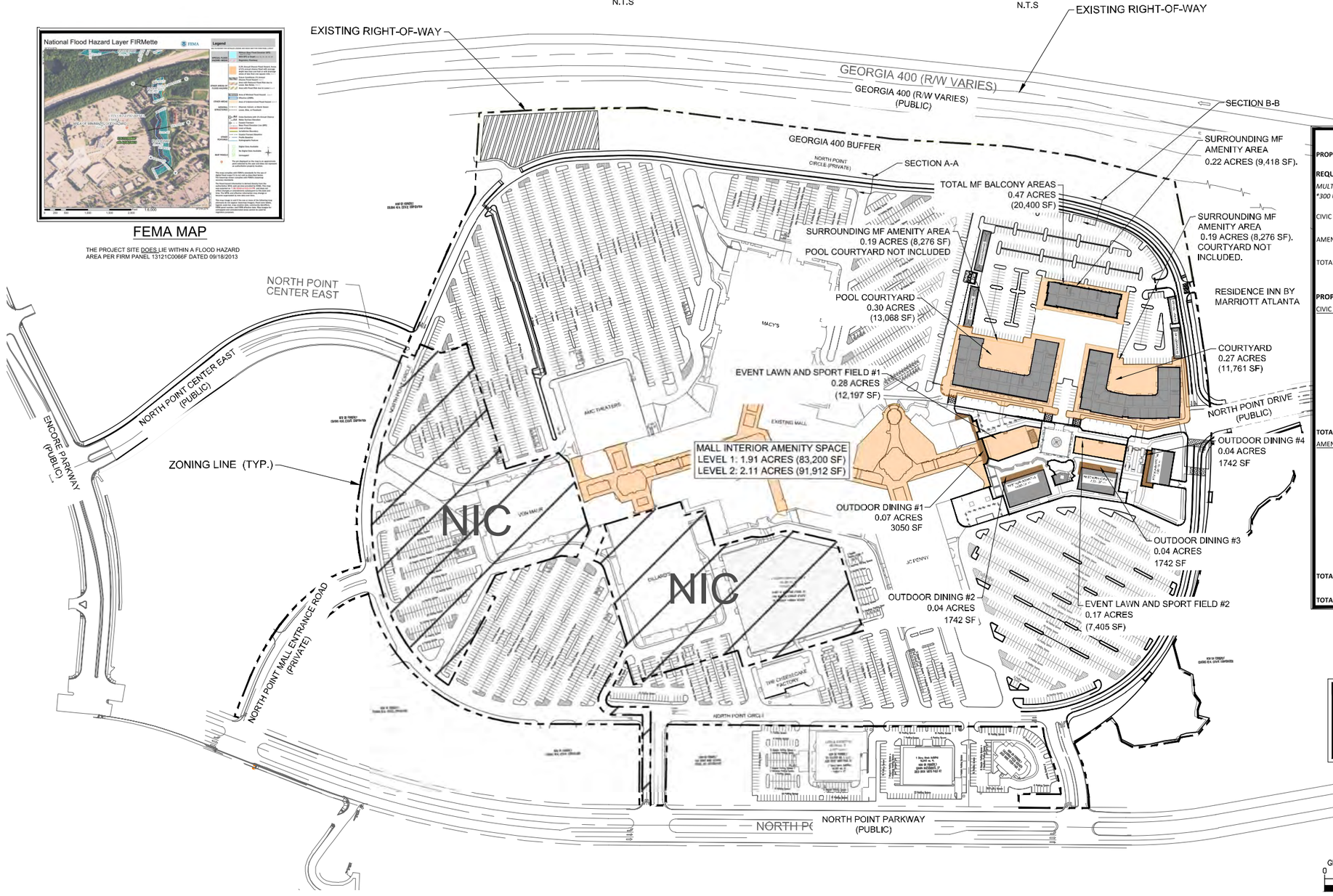
SECTION A-A
N.T.S



SECTION B-B
N.T.S

FEMA MAP

THE PROJECT SITE DOES LIE WITHIN A FLOOD HAZARD AREA PER FIRM PANEL 13121C0066F DATED 09/18/2013



OPEN SPACE LEGEND

AMENITY SPACE

OPEN SPACE DATA

PROPOSED AREA TO BE REZONED: 83.67 AC

REQUIRED OPEN SPACE CALCULATIONS

MULTIFAMILY DENSITY = 300 UNITS
**300 UNITS/83.67 AC = 3.58 UNITS/ACRE*

CIVIC SPACE: 10% MIN OF GROSS ACREAGE
0.1 X 83.67 AC= **8.37 ACRES (364,597 SF)**
AMENITY SPACE: 5% OF GROSS ACREAGE
0.05 X 83.67 AC = **4.18 ACRES (182,081 SF)**
TOTAL OPEN SPACE: 15% OF GROSS ACREAGE
0.15 X 83.67 AC = **12.55 ACRES (546,678 SF)**

PROPOSED OPEN SPACE

CIVIC SPACE
- PARK/PARK OVERLOOKS
  - PONDS/OBSERVATION PLATFORM: 2.90 ACRES (126,488 SF)
- MULTI-USE TRAIL: 1.13 ACRES (49,223 SF)
- 10' WALK FROM MARTA TO AMC: 0.27 ACRES (11,761 SF)
- GA 400 BUFFER AND MARTA ACCOMMODATION: 6.45 ACRES (280,962 SF)
- PLAZAS/POCKET PARKS/PLAYGROUND
  - NON-RESIDENTIAL: 2.39 ACRES (103,978 SF)
  - RESIDENTIAL: 0.66 ACRES (28,750 SF)
  - POCKET PARKS SURROUNDING MALL: 1.02 ACRES (44,431 SF)

TOTAL: 14.82 ACRES; 645,593 SF (17.71%; 7.71% OVER REQUIRED PERCENTAGE)

AMENITY SPACE
- MF BALCONIES: 0.47 ACRES (20,400 SF)
- OUTDOOR DINING: 0.19 ACRES (8,276 SF)
- EVENT LAWN AND SPORT FIELDS: 0.45 ACRES (19,602 SF)
- POOL AREAS/HARDSCAPE
  - POOL COURTYARD/COURTYARD: 0.57 ACRES (24,829 SF)
- MF AMENITY AREA: 0.60 ACRES (25,971 SF)
- EXISTING MALL INTERIOR (PLAYGROUND, WALKING/COMMON AREAS, FOOD COURT)
  - LEVEL 1: 1.91 ACRES (83,200 SF)
  - LEVEL 2: 2.11 ACRES (91,911 SF)

TOTAL: 6.30 ACRES; 274,190 SF (7.52%; 2.52% OVER REQUIRED PERCENTAGE)

TOTAL OPEN SPACE: 21.12 ACRES; 919,783 SF (25.24%; 10.24% OVER REQUIRED PERCENTAGE)

1-8-2019

NORTH

GRAPHIC SCALE IN FEET
0 75 150 300

No.	REVISIONS	DATE	BY
7			
6			
5			
4			
3			
2			
1			

Kimley»Horn
© 2018 KIMLEY-HORN AND ASSOCIATES, INC.
11720 AMBER PARK DRIVE, SUITE 600
ALPHARETTA, GEORGIA 30009
PHONE (770) 619-4280
WWW.KIMLEY-HORN.COM

GEORGIA REGISTERED No. PE042335 PROFESSIONAL ENGINEER KENNETH L. KERR
12/20/2018

SCALE: AS SHOWN | DRAWN BY: ANM | DESIGNED BY: ANM | CHECKED BY: GW

CLIENT:
BROOKFIELD PROPERTIES
350 N ORLEANS ST. SUITE 300,
CHICAGO, IL 60654

PROJECT:
6000 NORTH POINT CIRCLE
ALPHARETTA, GA 30022

TITLE:
ZONING SITE PLAN
AMENITY SPACE

DATE
12/20/2018

PROJECT NO.
013166000

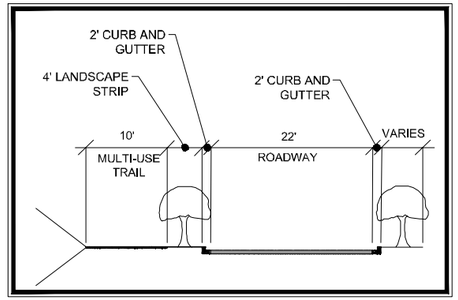
SHEET NUMBER
RZ-2

Drawing name: K:\ALP_PRJ\013166000 GGP North Point\CAD\Exhibits\Area Exhibit\Open Space\2018-12-19 OPEN SPACE\REZONING SITE PLAN.dwg REZONING SITE PLAN R1.1 (2) Dec 20, 2018 8:15am by: Asia.Mosee
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

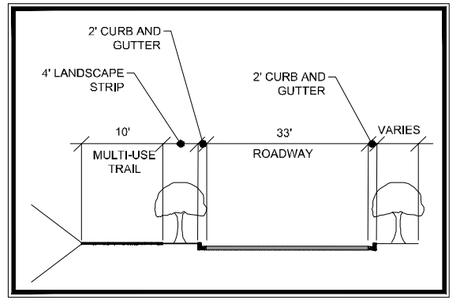
OPEN SPACE CIVIC



VICINITY MAP
N.T.S



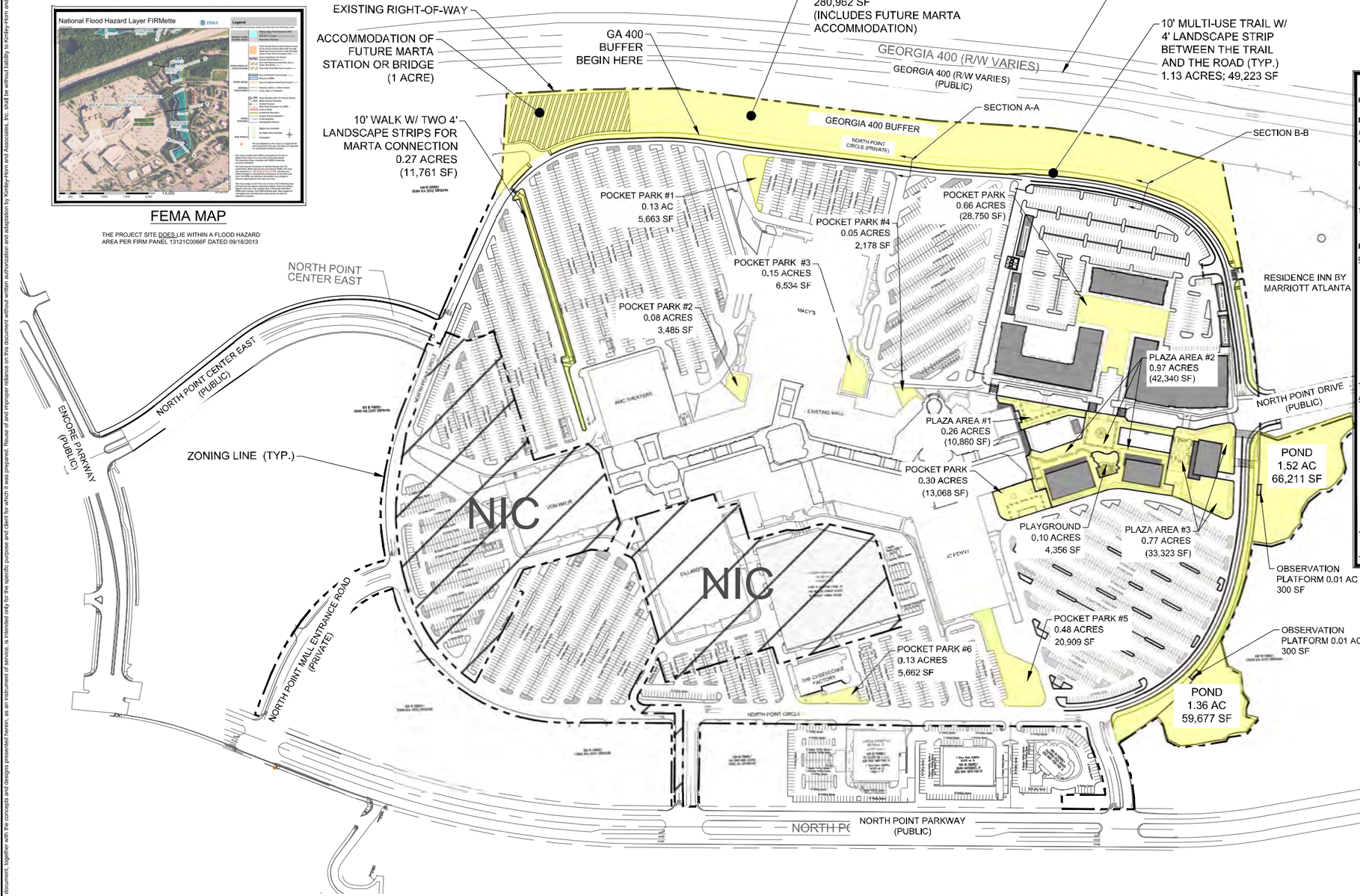
SECTION A-A
N.T.S



SECTION B-B
N.T.S

FEMA MAP

THE PROJECT SITE DOES LIE WITHIN A FLOOD HAZARD AREA PER FIRM PANEL 13121C0066F DATED 09/18/2013



OPEN SPACE LEGEND

CIVIC SPACE

OPEN SPACE DATA

PROPOSED AREA TO BE REZONED: 83.67 AC

REQUIRED OPEN SPACE CALCULATIONS

MULTIFAMILY DENSITY = 300 UNITS
**300 UNITS/83.67 AC = 3.58 UNITS/ACRE*

CIVIC SPACE: 10% MIN OF GROSS ACREAGE
0.1 X 83.67 AC= **8.37 ACRES (364,597 SF)**
AMENITY SPACE: 5% OF GROSS ACREAGE
0.05 X 83.67 AC = **4.18 ACRES (182,081 SF)**
TOTAL OPEN SPACE: 15% OF GROSS ACREAGE
0.15 X 83.67 AC = **12.55 ACRES (546,678 SF)**

PROPOSED OPEN SPACE

CIVIC SPACE
- PARK/PARK OVERLOOKS
  - PONDS/OBSERVATION PLATFORM: 2.90 ACRES (126,488 SF)
- MULTI-USE TRAIL: 1.13 ACRES (49,223 SF)
- 10' WALK FROM MARTA TO AMC: 0.27 ACRES (11,761 SF)
- GA 400 BUFFER AND MARTA ACCOMMODATION: 6.45 ACRES (280,962 SF)
- PLAZAS/POCKET PARKS/PLAYGROUND
  - NON-RESIDENTIAL: 2.39 ACRES (103,978 SF)
  - RESIDENTIAL: 0.66 ACRES (28,750 SF)
  - POCKET PARKS SURROUNDING MALL: 1.02 ACRES (44,431 SF)

TOTAL: 14.82 ACRES; 645,593 SF (17.71%; 7.71% OVER REQUIRED PERCENTAGE)

AMENITY SPACE
- MF BALCONIES: 0.47 ACRES (20,400 SF)
- OUTDOOR DINING: 0.19 ACRES (8,276 SF)
- EVENT LAWN AND SPORT FIELDS: 0.45 ACRES (19,602 SF)
- POOL AREAS/HARDSCAPE
  - POOL COURTYARD/COURTYARD: 0.57 ACRES (24,829 SF)
- MF AMENITY AREA: 0.60 ACRES (25,971 SF)
- EXISTING MALL INTERIOR (PLAYGROUND, WALKING/COMMON AREAS, FOOD COURT)
  - LEVEL 1: 1.91 ACRES (83,200 SF)
  - LEVEL 2: 2.11 ACRES (91,911 SF)

TOTAL: 6.30 ACRES; 274,190 SF (7.52%; 2.52% OVER REQUIRED PERCENTAGE)

TOTAL OPEN SPACE: 21.12 ACRES; 919,783 SF (25.24%; 10.24% OVER REQUIRED PERCENTAGE)

1-8-2019

GRAPHIC SCALE IN FEET
0 75 150 300

No.	REVISIONS	DATE	BY
7			
6			
5			
4			
3			
2			
1			

Kimley»Horn
© 2018 KIMLEY-HORN AND ASSOCIATES, INC.
11720 AMBER PARK DRIVE, SUITE 600
ALPHARETTA, GEORGIA 30009
PHONE (770) 619-4260
WWW.KIMLEY-HORN.COM

GEORGIA REGISTERED No. PE042335 PROFESSIONAL ENGINEER DANIEL KERR
12/20/2018

SCALE: AS SHOWN | DRAWN BY: ANM | DESIGNED BY: ANM | CHECKED BY: GW

CLIENT:
BROOKFIELD PROPERTIES
350 N ORLEANS ST. SUITE 300,
CHICAGO, IL 60654

PROJECT:
6000 NORTH POINT CIRCLE
ALPHARETTA, GA 30022

TITLE:
ZONING SITE PLAN
CIVIC SPACE

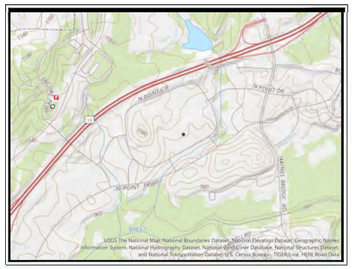
DATE
12/20/2018

PROJECT NO.
013166000

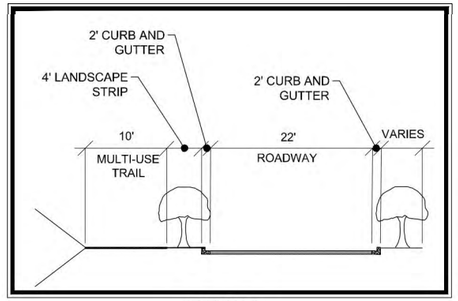
SHEET NUMBER
RZ-3

Drawing name: K:\ALP_PRJ\013166000 GGP North Point\CAD\Exhibits\Area Exhibit\Open Space\2018-12-19 OPEN SPACE\REZONING SITE PLAN.dwg REZONING SITE PLAN R1:1 (3) Dec 20, 2018 8:15am by: Asia.Mosee
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

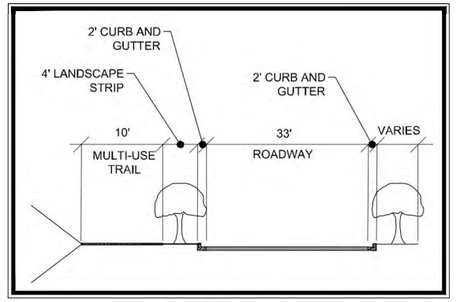
GREEN SPACE



VICINITY MAP
N.T.S



SECTION A-A
N.T.S



SECTION B-B
N.T.S

FEMA MAP

THE PROJECT SITE DOES LIE WITHIN A FLOOD HAZARD AREA PER FIRM PANEL 13121C0066F DATED 09/18/2013



GRAPHIC SCALE IN FEET
0 75 150 300

	GREEN SPACE
	PROPOSED CONCRETE

NOTE

SEE PLANS RZ-1 THROUGH RZ-3 FOR DETAILS ON OPEN SPACE

1-8-2019

No.	REVISIONS	DATE	BY
7			
6			
5			
4			
3			
2			
1			

Kimley»Horn
© 2018 KIMLEY-HORN AND ASSOCIATES, INC.
11720 AMBER PARK DRIVE, SUITE 600
ALPHARETTA, GEORGIA 30009
PHONE (770) 619-4280
WWW.KIMLEY-HORN.COM

GEORGIA REGISTERED No. PE042335 PROFESSIONAL ENGINEER DANIEL KERR
12/20/2018

SCALE: AS SHOWN
DRAWN BY: ANM
DESIGNED BY: ANM
CHECKED BY: GW

CLIENT:
BROOKFIELD PROPERTIES
350 N ORLEANS ST. SUITE 300,
CHICAGO, IL 60654

PROJECT:
6000 NORTH POINT CIRCLE
ALPHARETTA, GA 30022

TITLE:
REZONING GREEN SPACE EXHIBIT

DATE
12/20/2018

PROJECT NO.
013166000

SHEET NUMBER
RZ-4

Drawing name: K:\ALP_PRJ\013166000 GGP North Point\CAD\Exhibits\Area Exhibit\Open Space\2018-12-19 OPEN SPACE\REZONING SITE PLAN.dwg Green Space exhibit Dec 20, 2018 8:14am by: Asia.Mosee
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

APPENDIX B

Intersection Volume Worksheets

Trip Generation Analysis (10th Ed. with *2nd Edition Handbook* Daily IC & *3rd Edition* AM/PM IC)
North Point Mall Sears Parcel Redevelopment
City of Alpharetta, GA

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Site Traffic								
220 Multifamily Housing (Low-Rise) - General Urban/Suburban	300 d.u.	2,196	135	31	104	157	99	58
932 High-Turnover (Sit-Down) Restaurant	24,000 s.f.	2,692	239	131	108	234	145	89
Gross Trips		**4,888**	**374**	**162**	**212**	**391**	**244**	**147**
Residential Trips		2,196	135	31	104	157	99	58
Mixed-Use Reductions		*-270*	*-23*	*-2*	*-21*	*-28*	*-16*	*-12*
Alternative Mode Reductions		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Adjusted Residential Trips		1,926	112	29	83	129	83	46
Restaurant Trips		2,692	239	131	108	234	145	89
Mixed-Use Reductions		*-270*	*-23*	*-21*	*-2*	*-28*	*-12*	*-16*
Alternative Mode Reductions		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Pass By Reductions (Based on ITE Rates)		*-1,042*	*0*	*0*	*0*	*-88*	*-44*	*-44*
Adjusted Restaurant Trips		1,380	216	110	106	118	89	29
Mixed-Use Reductions - TOTAL		*-540*	*-46*	*-23*	*-23*	*-56*	*-28*	*-28*
Alternative Mode Reductions - TOTAL		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Pass-By Reductions - TOTAL		*-1,042*	*0*	*0*	*0*	*-88*	*-44*	*-44*
New Trips		**3,306**	**328**	**139**	**189**	**247**	**172**	**75**
Driveway Volumes		**4,348**	**328**	**139**	**189**	**335**	**216**	**119**

k:\alp_tpto\013166000_north point mall traffic - alpharetta - may 2018\analysis\[north point mall traffic analysis.xls]trip generation

INTERSECTION VOLUME DEVELOPMENT

Intersection #1: Haynes Bridge Rd @ North Point Dr
AM PEAK HOUR

Description	Haynes Bridge Rd Northbound				Haynes Bridge Rd Southbound				North Point Dr Eastbound				North Point Dr Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2018 Traffic Volumes	22	22	791	8	39	321	1,330	166	5	110	41	17	0	15	26	103
Pedestrians		2				0				1				1		
Conflicting Pedestrians		1		1		1		1		0		2		2		0
Heavy Vehicles	0	0	6	0	0	0	7	0		1	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	0%	2%	2%	2%
Peak Hour Factor		0.91				0.91				0.91				0.91		
U-turn to Left-Turn Adjustments	-22	22			-39	39			-5	5			0	0		
Adjusted 2018 Volumes	0	44	791	8	0	360	1330	166	0	115	41	17	0	15	26	103
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
2021 No Build w U-Turns	23	23	839	8	41	341	1411	176	5	117	44	18	0	16	28	109
2021 Background Traffic	0	47	839	8	0	382	1,411	176	0	122	44	18	0	16	28	109
Project Trips																
Trip Distribution IN		5%						60%							5%	
Trip Distribution OUT										60%	5%	5%				
Residential Trips	0	1	0	0	0	0	0	17	0	50	4	4	0	0	1	0
Trip Distribution IN		10%						55%							5%	
Trip Distribution OUT										55%	5%	10%				
Restaurant Trips	0	11	0	0	0	0	0	61	0	58	5	11	0	0	6	0
Pass-By Trips	0	0	0	0		0	0	0		0	0	0		0	0	0
Total Project Trips	0	12	0	0	0	0	0	78	0	108	9	15	0	0	7	0
2021 Buildout Total w U-Turns	23	35	839	8	41	341	1,411	254	5	225	53	33	0	16	35	109
2021 Buildout Total	0	59	839	8	0	382	1,411	254	0	230	53	33	0	16	35	109

PM PEAK HOUR

Description	Haynes Bridge Rd Northbound				Haynes Bridge Rd Southbound				North Point Dr Eastbound				North Point Dr Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2018 Traffic Volumes	6	42	792	31	57	426	1,141	296	11	301	88	62	2	38	66	276
Pedestrians		4				0				0				2		
Conflicting Pedestrians		0		2		2		0		0		4		4		0
Heavy Vehicles	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.98				0.98				0.98				0.98		
U-turn to Left-Turn Adjustments	-6	6			-57	57			-11	11			-2	2		
Adjusted 2018 Volumes	0	48	792	31	0	483	1141	296	0	312	88	62	0	40	66	276
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
2021 No Build w U-Turns	6	45	840	33	60	452	1211	314	12	319	93	66	2	40	70	293
2021 Background Traffic	0	51	840	33	0	513	1,211	314	0	331	93	66	0	42	70	293
Project Trips																
Trip Distribution IN		5%						60%							5%	
Trip Distribution OUT				0						60%	5%	5%				
Residential Trips	0	4	0	0	0	0	0	50	0	28	2	2	0	0	4	0
Trip Distribution IN		10%						55%							5%	
Trip Distribution OUT										55%	5%	10%				
Restaurant Trips	0	9	0	0	0	0	0	49	0	16	1	3	0	0	4	0
Distribution		10%	-10%				-50%	50%		10%		50%				
Pass-By Trips	0	4	-4	0	0	0	-22	22	0	4	0	22	0	0	0	0
Total Project Trips	0	17	-4	0	0	0	-22	121	0	48	3	27	0	0	8	0
2021 Buildout Total w U-Turns	6	62	836	33	60	452	1,189	435	12	367	96	93	2	40	78	293
2021 Buildout Total	0	68	836	33	0	513	1,189	435	0	379	96	93	0	42	78	293

INTERSECTION VOLUME DEVELOPMENT

Intersection #2: Haynes Bridge Rd @ North Point Pkwy
AM PEAK HOUR

Description	Haynes Bridge Rd Northbound				Haynes Bridge Rd Southbound				North Point Pkwy Eastbound				North Point Pkwy Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2018 Traffic Volumes	0	205	734	10	2	97	910	344	2	31	185	42	0	86	478	13
Pedestrians		0				1				0				1		
Conflicting Pedestrians		0		1		1		0		1		0		0		1
Heavy Vehicles	0	0	1	1	0	0	4	1		1	0	0	0	0	0	0
Heavy Vehicle %	0%	2%	2%	10%	2%	2%	2%	2%	2%	3%	2%	2%	0%	2%	2%	2%
Peak Hour Factor		0.90				0.90				0.90				0.90		
U-turn to Left-Turn Adjustments	0	0			-2	2			-2	2			0	0		
Adjusted 2018 Volumes	0	205	734	10	0	99	910	344	0	33	185	42	0	86	478	13
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
2021 No Build w U-Turns	0	218	779	11	2	103	966	365	2	33	196	45	0	91	507	14
2021 Background Traffic	0	218	779	11	0	105	966	365	0	35	196	45	0	91	507	14
Project Trips																
Trip Distribution IN		5%	5%												5%	
Trip Distribution OUT							5%				5%	5%				
Residential Trips	0	1	1	0	0	0	4	0	0	0	4	4	0	0	1	0
Trip Distribution IN		5%	10%												5%	
Trip Distribution OUT							10%				5%	5%				
Restaurant Trips	0	6	11	0	0	0	11	0	0	0	5	5	0	0	6	0
Pass-By Trips	0	0	0	0		0	0	0		0	0	0		0	0	0
Total Project Trips	0	7	12	0	0	0	15	0	0	0	9	9	0	0	7	0
2021 Buildout Total w U-Turns	0	225	791	11	2	103	981	365	2	33	205	54	0	91	514	14
2021 Buildout Total	0	225	791	11	0	105	981	365	0	35	205	54	0	91	514	14

PM PEAK HOUR

Description	Haynes Bridge Rd Northbound				Haynes Bridge Rd Southbound				North Point Pkwy Eastbound				North Point Pkwy Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2018 Traffic Volumes	0	180	549	18	5	158	714	300	0	297	485	279	0	197	495	65
Pedestrians		1				1				0				1		
Conflicting Pedestrians		0		1		1		0		1		1		1		1
Heavy Vehicles	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	2%	2%	2%	2%	2%	2%	2%	0%	2%	2%	2%	0%	2%	2%	2%
Peak Hour Factor		0.95				0.95				0.95				0.95		
U-turn to Left-Turn Adjustments	0	0			-5	5			0	0			0	0		
Adjusted 2018 Volumes	0	180	549	18	0	163	714	300	0	297	485	279	0	197	495	65
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
2021 No Build w U-Turns	0	191	583	19	5	168	758	318	0	315	515	296	0	209	525	69
2021 Background Traffic	0	191	583	19	0	173	758	318	0	315	515	296	0	209	525	69
Project Trips																
Trip Distribution IN		5%	5%												5%	
Trip Distribution OUT							5%				5%	5%				
Residential Trips	0	4	4	0	0	0	2	0	0	0	2	2	0	0	4	0
Trip Distribution IN		5%	10%												5%	
Trip Distribution OUT							10%				5%	5%				
Restaurant Trips	0	4	9	0	0	0	3	0	0	0	1	1	0	0	4	0
Distribution																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	8	13	0	0	0	5	0	0	0	3	3	0	0	8	0
2021 Buildout Total w U-Turns	0	199	596	19	5	168	763	318	0	315	518	299	0	209	533	69
2021 Buildout Total	0	199	596	19	0	173	763	318	0	315	518	299	0	209	533	69

INTERSECTION VOLUME DEVELOPMENT

Intersection #3: North Point Pkwy @ North Point Mall Entrance
AM PEAK HOUR

Description	North Point Mall Entrance Northbound				North Point Mall Entrance Southbound				North Point Pkwy Eastbound				North Point Pkwy Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2018 Traffic Volumes	0	7	0	6	1	7	0	4	3	4	266	7	1	15	838	23
Pedestrians		1				4				0				0		
Conflicting Pedestrians		0		0		0		0		4		1		1		4
Heavy Vehicles	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0
Heavy Vehicle %	0%	2%	0%	2%	2%	2%	0%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.95				0.95				0.95				0.95		
U-turn to Left-Turn Adjustments	0	0			-1	1			-3	3			-1	1		
Adjusted 2018 Volumes	0	7	0	6	0	8	0	4	0	7	266	7	0	16	838	23
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
2021 No Build w U-Turns	0	7	0	6	1	7	0	4	3	4	282	7	1	16	889	24
2021 Background Traffic	0	7	0	6	0	8	0	4	0	7	282	7	0	17	889	24
Project Trips																
Trip Distribution IN										20%						10%
Trip Distribution OUT						10%		20%								
Residential Trips	0	0	0	0	0	8	0	17	0	6	0	0	0	0	0	3
Trip Distribution IN										20%						10%
Trip Distribution OUT						10%		20%								
Restaurant Trips	0	0	0	0	0	11	0	21	0	22	0	0	0	0	0	11
Pass-By Trips	0	0	0	0		0	0	0		0	0	0		0	0	0
Total Project Trips	0	0	0	0	0	19	0	38	0	28	0	0	0	0	0	14
2021 Buildout Total w U-Turns	0	7	0	6	1	26	0	42	3	32	282	7	1	16	889	38
2021 Buildout Total	0	7	0	6	0	27	0	42	0	35	282	7	0	17	889	38

PM PEAK HOUR

Description	North Point Mall Entrance Northbound				North Point Mall Entrance Southbound				North Point Pkwy Eastbound				North Point Pkwy Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2018 Traffic Volumes	0	62	19	105	0	137	22	50	11	38	708	52	3	72	594	144
Pedestrians		1				3				0				1		
Conflicting Pedestrians		0		1		1		0		3		1		1		3
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	2%	2%	2%	0%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.97				0.97				0.97				0.97		
U-turn to Left-Turn Adjustments	0	0			0	0			-11	11			-3	3		
Adjusted 2018 Volumes	0	62	19	105	0	137	22	50	0	49	708	52	0	75	594	144
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
2021 No Build w U-Turns	0	66	20	111	0	145	23	53	12	40	751	55	3	76	630	153
2021 Background Traffic	0	66	20	111	0	145	23	53	0	52	751	55	0	80	630	153
Project Trips																
Trip Distribution IN										20%						10%
Trip Distribution OUT						10%		20%								
Residential Trips	0	0	0	0	0	5	0	9	0	17	0	0	0	0	0	8
Trip Distribution IN										20%						10%
Trip Distribution OUT						10%		20%								
Restaurant Trips	0	0	0	0	0	3	0	6	0	18	0	0	0	0	0	9
Distribution						10%		30%		10%	-10%				-30%	30%
Pass-By Trips	0	0	0	0	0	4	0	13	0	4	-4	0	0	0	-13	13
Total Project Trips	0	0	0	0	0	12	0	28	0	39	-4	0	0	0	-13	30
2021 Buildout Total w U-Turns	0	66	20	111	0	157	23	81	12	79	747	55	3	76	617	183
2021 Buildout Total	0	66	20	111	0	157	23	81	0	91	747	55	0	80	617	183

INTERSECTION VOLUME DEVELOPMENT

Intersection #4: North Point Circle @ North Point Dr
AM PEAK HOUR

Description	North Point Circle Northbound				North Point Circle Southbound				North Point Dr Eastbound				North Point Dr Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2018 Traffic Volumes	0	0	10	16	0	28	3	0	0	0	0	0	8	33	0	121
Pedestrians			1				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		1		1		0
Heavy Vehicles	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	2%	2%	0%	2%	2%	0%	0%	0%	0%	0%	2%	2%	0%	2%
Peak Hour Factor			0.71				0.71				0.71				0.71	
U-turn to Left-Turn Adjustments	0	0			0	0			0	0			-8	8		
Adjusted 2018 Volumes	0	0	10	16	0	28	3	0	0	0	0	0	0	41	0	121
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
2021 No Build w U-Turns	0	0	11	17	0	30	3	0	0	0	0	0	8	35	0	128
2021 Background Traffic	0	0	11	17	0	30	3	0	0	0	0	0	0	44	0	128
Project Trips																
Trip Distribution IN			30%													70%
Trip Distribution OUT						70%	30%									
Residential Trips	0	0	9	0	0	58	25	0	0	0	0	0	0	0	0	20
Trip Distribution IN														45%	20%	5%
Trip Distribution OUT				45%		5%					20%					
Restaurant Trips	0	0	0	48	0	5	0	0	0	0	21	0	0	50	22	6
Pass-By Trips	0	0	0	0		0	0	0		0	0	0		0	0	0
Total Project Trips	0	0	9	48	0	63	25	0	0	0	21	0	0	50	22	26
2021 Buildout Total w U-Turns	0	0	20	65	0	93	28	0	0	0	21	0	8	85	22	154
2021 Buildout Total	0	0	20	65	0	93	28	0	0	0	21	0	0	94	22	154

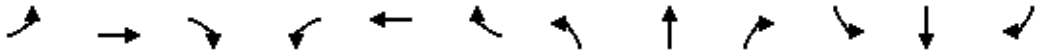
PM PEAK HOUR

Description	North Point Circle Northbound				North Point Circle Southbound				North Point Dr Eastbound				North Point Dr Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2018 Traffic Volumes	0	0	56	139	0	262	48	0	0	0	0	0	3	130	0	187
Pedestrians			3				1				0				1	
Conflicting Pedestrians		0		1		1		0		1		3		3		1
Heavy Vehicles	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	2%	2%	0%	2%	2%	0%	0%	0%	0%	0%	2%	2%	0%	2%
Peak Hour Factor			0.97				0.97				0.97				0.97	
U-turn to Left-Turn Adjustments	0	0			0	0			0	0			-3	3		
Adjusted 2018 Volumes	0	0	56	139	0	262	48	0	0	0	0	0	0	133	0	187
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
2021 No Build w U-Turns	0	0	59	148	0	278	51	0	0	0	0	0	3	138	0	198
2021 Background Traffic	0	0	59	148	0	278	51	0	0	0	0	0	0	141	0	198
Project Trips																
Trip Distribution IN			35%													65%
Trip Distribution OUT						65%	35%									
Residential Trips	0	0	29	0	0	30	16	0	0	0	0	0	0	0	0	54
Trip Distribution IN														40%	20%	5%
Trip Distribution OUT				40%		5%					20%					
Restaurant Trips	0	0	0	12	0	1	0	0	0	0	6	0	0	36	18	4
Distribution			40%			60%	40%									60%
Pass-By Trips	0	0	18	0	0	26	18	0	0	0	0	0	0	0	0	26
Total Project Trips	0	0	47	12	0	57	34	0	0	0	6	0	0	36	18	84
2021 Buildout Total w U-Turns	0	0	106	160	0	335	85	0	0	0	6	0	3	174	18	282
2021 Buildout Total	0	0	106	160	0	335	85	0	0	0	6	0	0	177	18	282

Kimley»Horn

APPENDIX C

Synchro Analysis Reports



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	41	17	15	26	103	44	791	8	360	1330	166
Future Volume (veh/h)	115	41	17	15	26	103	44	791	8	360	1330	166
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	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	1900	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	126	45	19	16	29	0	48	869	0	396	1462	182
Adj No. of Lanes	2	1	0	1	1	1	1	3	1	1	3	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	167	90	38	19	58	49	265	3278	1021	623	3673	1143
Arrive On Green	0.05	0.07	0.07	0.01	0.03	0.00	0.04	1.00	0.00	0.10	0.72	0.72
Sat Flow, veh/h	3442	1241	524	1774	1863	1583	1774	5085	1583	1774	5085	1583
Grp Volume(v), veh/h	126	0	64	16	29	0	48	869	0	396	1462	182
Grp Sat Flow(s),veh/h/ln	1721	0	1765	1774	1863	1583	1774	1695	1583	1774	1695	1583
Q Serve(g_s), s	5.8	0.0	5.6	1.4	2.5	0.0	1.5	0.0	0.0	11.4	17.9	5.8
Cycle Q Clear(g_c), s	5.8	0.0	5.6	1.4	2.5	0.0	1.5	0.0	0.0	11.4	17.9	5.8
Prop In Lane	1.00		0.30	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	167	0	128	19	58	49	265	3278	1021	623	3673	1143
V/C Ratio(X)	0.75	0.00	0.50	0.82	0.50	0.00	0.18	0.27	0.00	0.64	0.40	0.16
Avail Cap(c_a), veh/h	170	0	204	128	250	213	322	3278	1021	742	3673	1143
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	0.95	0.95	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	75.2	0.0	71.4	79.0	76.3	0.0	9.2	0.0	0.0	6.3	8.7	7.0
Incr Delay (d2), s/veh	16.4	0.0	2.3	56.5	4.9	0.0	0.1	0.2	0.0	1.8	0.3	0.3
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(50%),veh/ln	3.1	0.0	2.8	1.0	1.3	0.0	0.7	0.1	0.0	5.7	8.5	2.6
LnGrp Delay(d),s/veh	91.5	0.0	73.7	135.5	81.2	0.0	9.4	0.2	0.0	8.2	9.0	7.3
LnGrp LOS	F		E	F	F		A	A		A	A	A
Approach Vol, veh/h		190			45			917			2040	
Approach Delay, s/veh		85.5			100.5			0.7			8.7	
Approach LOS		F			F			A			A	

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	22.2	110.4	8.3	19.1	9.8	122.9	14.9	12.5
Change Period (Y+Rc), s	7.0	* 7.3	6.5	7.5	* 6.7	* 7.3	7.1	7.5
Max Green Setting (Gmax), s	26.0	* 76	11.5	18.5	* 8.3	* 94	7.9	21.5
Max Q Clear Time (g_c+I1), s	13.4	2.0	3.4	7.6	3.5	19.9	7.8	4.5
Green Ext Time (p_c), s	1.9	14.6	0.0	0.1	0.0	37.6	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	12.2
HCM 2010 LOS	B

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	185	42	86	478	13	205	734	10	99	910	344
Future Volume (veh/h)	33	185	42	86	478	13	205	734	10	99	910	344
Number	3	8	18	7	4	14	5	2	12	1	6	16
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	1727	1863	1863	1863	1845	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	37	206	47	96	531	14	228	816	11	110	1011	382
Adj No. of Lanes	2	2	1	2	3	1	2	3	0	2	2	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	10	2	2	2	3	2	2	2	2	2
Cap, veh/h	87	748	425	137	1139	498	269	2427	33	312	1726	811
Arrive On Green	0.03	0.21	0.21	0.04	0.22	0.22	0.08	0.47	0.47	0.18	0.98	0.98
Sat Flow, veh/h	3442	3539	1466	3442	5085	1581	3408	5171	70	3442	3539	1582
Grp Volume(v), veh/h	37	206	47	96	531	14	228	535	292	110	1011	382
Grp Sat Flow(s),veh/h/ln	1721	1770	1466	1721	1695	1581	1704	1695	1850	1721	1770	1582
Q Serve(g_s), s	1.7	7.8	2.8	4.4	14.5	0.1	10.6	15.9	15.9	4.5	2.7	1.8
Cycle Q Clear(g_c), s	1.7	7.8	2.8	4.4	14.5	0.1	10.6	15.9	15.9	4.5	2.7	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	87	748	425	137	1139	498	269	1591	869	312	1726	811
V/C Ratio(X)	0.43	0.28	0.11	0.70	0.47	0.03	0.85	0.34	0.34	0.35	0.59	0.47
Avail Cap(c_a), veh/h	419	748	425	194	1139	498	279	1591	869	312	1726	811
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92
Uniform Delay (d), s/veh	76.8	52.8	24.4	75.9	53.8	22.1	72.7	26.7	26.7	61.4	1.1	0.9
Incr Delay (d2), s/veh	7.3	0.9	0.5	6.6	1.4	0.1	20.6	0.6	1.0	0.6	1.3	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	3.9	1.4	2.2	6.9	0.3	5.7	7.6	8.4	2.1	1.2	0.8
LnGrp Delay(d),s/veh	84.1	53.8	24.9	82.4	55.2	22.2	93.4	27.3	27.8	62.0	2.4	2.7
LnGrp LOS	F	D	C	F	E	C	F	C	C	E	A	A
Approach Vol, veh/h		290			641			1055			1503	
Approach Delay, s/veh		53.0			58.5			41.7			6.8	
Approach LOS		D			E			D			A	

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	22.4	83.0	11.5	43.0	19.5	85.9	13.6	41.0
Change Period (Y+Rc), s	7.9	* 7.9	7.5	7.2	6.9	7.9	7.2	* 7.2
Max Green Setting (Gmax), s	13.2	* 75	19.5	22.8	13.1	75.1	9.0	* 34
Max Q Clear Time (g_c+I1), s	6.5	17.9	3.7	16.5	12.6	4.7	6.4	9.8
Green Ext Time (p_c), s	0.1	12.8	0.1	2.3	0.0	27.7	0.1	2.0

Intersection Summary	
HCM 2010 Ctrl Delay	30.7
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	266	7	16	838	23	7	0	6	8	0	4
Future Volume (veh/h)	7	266	7	16	838	23	7	0	6	8	0	4
Number	1	6	16	5	2	12	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	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	7	280	7	17	882	24	7	0	6	8	0	4
Adj No. of Lanes	1	3	0	1	3	0	1	1	1	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	13	1638	41	601	3335	91	129	37	31	131	0	40
Arrive On Green	0.01	0.32	0.32	0.34	0.66	0.66	0.01	0.00	0.02	0.01	0.00	0.03
Sat Flow, veh/h	1774	5103	127	1774	5090	138	1774	1863	1583	1774	0	1583
Grp Volume(v), veh/h	7	186	101	17	587	319	7	0	6	8	0	4
Grp Sat Flow(s),veh/h/ln	1774	1695	1840	1774	1695	1838	1774	1863	1583	1774	0	1583
Q Serve(g_s), s	0.3	3.2	3.2	0.5	5.8	5.9	0.3	0.0	0.3	0.4	0.0	0.2
Cycle Q Clear(g_c), s	0.3	3.2	3.2	0.5	5.8	5.9	0.3	0.0	0.3	0.4	0.0	0.2
Prop In Lane	1.00		0.07	1.00		0.08	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	13	1088	591	601	2221	1204	129	37	31	131	0	40
V/C Ratio(X)	0.55	0.17	0.17	0.03	0.26	0.26	0.05	0.00	0.19	0.06	0.00	0.10
Avail Cap(c_a), veh/h	201	1088	591	601	2221	1204	309	260	221	300	0	221
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	0.83	0.83	0.83	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.1	19.8	19.8	17.9	5.8	5.8	38.5	0.0	39.1	38.5	0.0	38.6
Incr Delay (d2), s/veh	32.0	0.3	0.6	0.0	0.2	0.4	0.2	0.0	3.0	0.2	0.0	1.1
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(50%),veh/ln	0.3	1.5	1.7	0.3	2.8	3.1	0.2	0.0	0.2	0.2	0.0	0.1
LnGrp Delay(d),s/veh	72.0	20.1	20.4	17.9	6.1	6.3	38.7	0.0	42.0	38.6	0.0	39.6
LnGrp LOS	E	C	C	B	A	A	D		D	D		D
Approach Vol, veh/h		294			923			13			12	
Approach Delay, s/veh		21.4			6.4			40.2			39.0	
Approach LOS		C			A			D			D	

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	6.4	59.1	6.8	8.8	33.5	32.0	7.3	8.3
Change Period (Y+Rc), s	* 5.8	6.0	* 6.2	* 6.7	6.0	6.0	6.6	* 6.7
Max Green Setting (Gmax), s	* 6.2	27.0	* 8.8	* 11	9.0	26.0	8.4	* 11
Max Q Clear Time (g_c+I1), s	2.3	7.9	2.3	2.2	2.5	5.2	2.4	2.3
Green Ext Time (p_c), s	0.0	5.7	0.0	0.0	0.0	1.6	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	10.6
HCM 2010 LOS	B

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

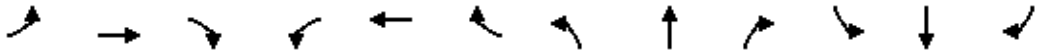
Intersection	
Int Delay, s/veh	8.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	41	0	121	0	10	16	28	3	0
Future Vol, veh/h	0	0	0	41	0	121	0	10	16	28	3	0
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	Yield
Storage Length	0	-	0	0	-	0	-	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	71	92	71	92	71	71	71	71	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	58	0	170	0	14	23	39	4	0

Major/Minor	Major1			Minor1			Minor2				
Conflicting Flow All	0	0	0	-	2	2	8	2	-		
Stage 1	-	-	-	-	2	-	0	0	-		
Stage 2	-	-	-	-	0	-	8	2	-		
Critical Hdwy	4.12	-	-	-	6.52	6.22	7.12	6.52	-		
Critical Hdwy Stg 1	-	-	-	-	5.52	-	-	-	-		
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-		
Follow-up Hdwy	2.218	-	-	-	4.018	3.318	3.518	4.018	-		
Pot Cap-1 Maneuver	-	-	-	0	894	1082	1011	894	0		
Stage 1	-	-	-	0	894	-	-	-	0		
Stage 2	-	-	-	0	-	-	1013	894	0		
Platoon blocked, %		-	-								
Mov Cap-1 Maneuver	-	-	-	-	893	1081	978	893	-		
Mov Cap-2 Maneuver	-	-	-	-	893	-	978	893	-		
Stage 1	-	-	-	-	893	-	-	-	-		
Stage 2	-	-	-	-	-	-	976	893	-		

Approach	EB	NB	SB
HCM Control Delay, s	0	8.7	8.8
HCM LOS		A	A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	SBLn1	SBLn2
Capacity (veh/h)	893	1081	-	-	-	978	893
HCM Lane V/C Ratio	0.016	0.021	-	-	-	0.04	0.005
HCM Control Delay (s)	9.1	8.4	0	-	-	8.8	9.1
HCM Lane LOS	A	A	A	-	-	A	A
HCM 95th %tile Q(veh)	0	0.1	-	-	-	0.1	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	312	88	62	40	66	276	48	792	31	483	1141	296
Future Volume (veh/h)	312	88	62	40	66	276	48	792	31	483	1141	296
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	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	1900	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	318	90	63	41	67	0	49	808	0	493	1164	302
Adj No. of Lanes	2	1	0	1	1	1	1	3	1	1	3	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	104	73	53	136	116	281	2782	866	575	3411	1061
Arrive On Green	0.06	0.10	0.10	0.03	0.07	0.00	0.01	0.18	0.00	0.14	0.67	0.67
Sat Flow, veh/h	3442	1016	711	1774	1863	1583	1774	5085	1583	1774	5085	1582
Grp Volume(v), veh/h	318	0	153	41	67	0	49	808	0	493	1164	302
Grp Sat Flow(s),veh/h/ln	1721	0	1727	1774	1863	1583	1774	1695	1583	1774	1695	1582
Q Serve(g_s), s	8.9	0.0	14.0	3.7	5.5	0.0	2.0	22.0	0.0	18.3	15.6	12.4
Cycle Q Clear(g_c), s	8.9	0.0	14.0	3.7	5.5	0.0	2.0	22.0	0.0	18.3	15.6	12.4
Prop In Lane	1.00		0.41	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	191	0	177	53	136	116	281	2782	866	575	3411	1061
V/C Ratio(X)	1.66	0.00	0.87	0.77	0.49	0.00	0.17	0.29	0.00	0.86	0.34	0.28
Avail Cap(c_a), veh/h	191	0	275	261	460	391	334	2782	866	719	3411	1061
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	0.91	0.91	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	75.5	0.0	70.7	77.0	71.3	0.0	15.5	38.7	0.0	16.5	11.3	10.7
Incr Delay (d2), s/veh	319.5	0.0	13.7	20.9	2.0	0.0	0.1	0.2	0.0	9.4	0.3	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.7	0.0	7.3	2.1	2.9	0.0	1.0	10.4	0.0	13.4	7.4	5.6
LnGrp Delay(d),s/veh	395.0	0.0	84.4	98.0	73.4	0.0	15.6	38.9	0.0	25.9	11.5	11.4
LnGrp LOS	F		F	F	E		B	D		C	B	B
Approach Vol, veh/h		471			108			857			1959	
Approach Delay, s/veh		294.1			82.7			37.6			15.1	
Approach LOS		F			F			D			B	

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	94.8	11.3	23.9	10.2	114.6	16.0	19.2
Change Period (Y+Rc), s	7.0	* 7.3	6.5	7.5	* 6.7	* 7.3	7.1	7.5
Max Green Setting (Gmax), s	36.0	* 47	23.5	25.5	* 8.3	* 75	8.9	39.5
Max Q Clear Time (g_c+I1), s	20.3	24.0	5.7	16.0	4.0	17.6	10.9	7.5
Green Ext Time (p_c), s	2.7	9.3	0.1	0.4	0.0	26.8	0.0	0.3

Intersection Summary	
HCM 2010 Ctrl Delay	61.7
HCM 2010 LOS	E

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	297	485	279	197	495	65	180	549	18	163	714	300
Future Volume (veh/h)	297	485	279	197	495	65	180	549	18	163	714	300
Number	3	8	18	7	4	14	5	2	12	1	6	16
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	1900	1863	1863	1863
Adj Flow Rate, veh/h	313	511	294	207	521	68	189	578	19	172	752	316
Adj No. of Lanes	2	2	1	2	3	1	2	3	0	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	405	1102	599	237	1325	579	233	1647	54	364	1309	771
Arrive On Green	0.12	0.31	0.31	0.07	0.26	0.26	0.07	0.33	0.33	0.07	0.25	0.25
Sat Flow, veh/h	3442	3539	1582	3442	5085	1582	3442	5058	166	3442	3539	1582
Grp Volume(v), veh/h	313	511	294	207	521	68	189	387	210	172	752	316
Grp Sat Flow(s),veh/h/ln	1721	1770	1582	1721	1695	1582	1721	1695	1833	1721	1770	1582
Q Serve(g_s), s	14.1	18.6	15.3	9.5	13.5	1.2	8.7	13.9	14.0	7.7	29.8	22.6
Cycle Q Clear(g_c), s	14.1	18.6	15.3	9.5	13.5	1.2	8.7	13.9	14.0	7.7	29.8	22.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	405	1102	599	237	1325	579	233	1104	597	364	1309	771
V/C Ratio(X)	0.77	0.46	0.49	0.87	0.39	0.12	0.81	0.35	0.35	0.47	0.57	0.41
Avail Cap(c_a), veh/h	807	1102	599	237	1325	579	282	1104	597	370	1309	771
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Upstream Filter(I)	0.94	0.94	0.94	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94
Uniform Delay (d), s/veh	68.5	44.4	18.5	73.8	48.7	14.0	73.6	41.1	41.1	70.1	49.1	32.0
Incr Delay (d2), s/veh	6.5	1.3	2.7	28.5	0.9	0.4	14.0	0.9	1.6	0.9	1.7	1.5
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(50%),veh/ln	7.1	9.3	7.1	5.5	6.4	1.2	4.6	6.6	7.3	3.7	14.9	10.2
LnGrp Delay(d),s/veh	75.0	45.7	21.2	102.3	49.6	14.4	87.6	41.9	42.7	71.0	50.9	33.5
LnGrp LOS	E	D	C	F	D	B	F	D	D	E	D	C
Approach Vol, veh/h		1118			796			786			1240	
Approach Delay, s/veh		47.5			60.3			53.1			49.2	
Approach LOS		D			E			D			D	

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	24.8	60.0	26.3	48.9	17.7	67.1	18.2	57.0
Change Period (Y+Rc), s	7.9	* 7.9	7.5	7.2	6.9	7.9	7.2	* 7.2
Max Green Setting (Gmax), s	17.2	* 52	37.5	22.8	13.1	57.1	11.0	* 50
Max Q Clear Time (g_c+I1), s	9.7	16.0	16.1	15.5	10.7	31.8	11.5	20.6
Green Ext Time (p_c), s	0.3	7.8	2.7	2.7	0.2	12.3	0.0	7.2

Intersection Summary	
HCM 2010 Ctrl Delay	51.7
HCM 2010 LOS	D

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	708	52	75	594	144	62	19	105	137	22	50
Future Volume (veh/h)	49	708	52	75	594	144	62	19	105	137	22	50
Number	1	6	16	5	2	12	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	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	51	730	54	77	612	148	64	20	108	141	23	52
Adj No. of Lanes	1	3	0	1	3	0	1	1	1	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	65	1551	114	324	1926	458	289	173	146	355	74	167
Arrive On Green	0.04	0.32	0.32	0.18	0.47	0.47	0.04	0.09	0.09	0.09	0.15	0.15
Sat Flow, veh/h	1774	4833	356	1774	4104	975	1774	1863	1578	1774	508	1149
Grp Volume(v), veh/h	51	511	273	77	504	256	64	20	108	141	0	75
Grp Sat Flow(s),veh/h/ln	1774	1695	1799	1774	1695	1689	1774	1863	1578	1774	0	1657
Q Serve(g_s), s	2.3	9.8	9.8	3.0	7.5	7.7	2.6	0.8	5.4	5.7	0.0	3.3
Cycle Q Clear(g_c), s	2.3	9.8	9.8	3.0	7.5	7.7	2.6	0.8	5.4	5.7	0.0	3.3
Prop In Lane	1.00		0.20	1.00		0.58	1.00		1.00	1.00		0.69
Lane Grp Cap(c), veh/h	65	1088	577	324	1591	793	289	173	146	355	0	241
V/C Ratio(X)	0.79	0.47	0.47	0.24	0.32	0.32	0.22	0.12	0.74	0.40	0.00	0.31
Avail Cap(c_a), veh/h	201	1088	577	324	1591	793	404	260	220	377	0	241
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	0.89	0.89	0.89	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.7	22.0	22.0	28.3	13.4	13.4	31.3	33.7	35.8	29.3	0.0	31.0
Incr Delay (d2), s/veh	18.4	1.5	2.8	0.3	0.5	1.0	0.4	0.3	7.1	0.7	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	4.8	5.3	1.5	3.6	3.8	1.3	0.4	2.6	2.9	0.0	1.5
LnGrp Delay(d),s/veh	57.1	23.4	24.8	28.6	13.9	14.4	31.7	34.0	42.9	30.0	0.0	31.7
LnGrp LOS	E	C	C	C	B	B	C	C	D	C		C
Approach Vol, veh/h		835			837			192			216	
Approach Delay, s/veh		25.9			15.4			38.2			30.6	
Approach LOS		C			B			D			C	

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	8.8	44.0	9.8	18.5	20.8	32.0	14.0	14.2
Change Period (Y+Rc), s	* 5.8	6.0	* 6.2	* 6.7	6.0	6.0	6.6	* 6.7
Max Green Setting (Gmax), s	* 3.2	27.0	* 8.8	* 11	9.0	26.0	8.4	* 11
Max Q Clear Time (g_c+I1), s	4.3	9.7	4.6	5.3	5.0	11.8	7.7	7.4
Green Ext Time (p_c), s	0.0	4.6	0.0	0.1	0.1	4.2	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	23.3
HCM 2010 LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

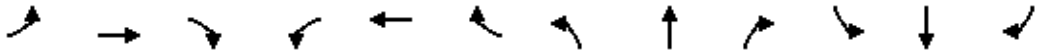
Intersection	
Int Delay, s/veh	10.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	133	0	187	0	56	139	262	48	0
Future Vol, veh/h	0	0	0	133	0	187	0	56	139	262	48	0
Conflicting Peds, #/hr	1	0	3	3	0	1	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	Free	-	-	Yield	-	-	None
Storage Length	0	-	0	0	-	0	-	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	97	92	97	92	97	97	97	97	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	137	0	193	0	58	143	270	49	0

Major/Minor	Major1			Minor1			Minor2				
Conflicting Flow All	1	0	-	-	2	2	32	2	-		
Stage 1	-	-	-	-	1	-	1	1	-		
Stage 2	-	-	-	-	1	-	31	1	-		
Critical Hdwy	4.12	-	-	-	6.52	6.22	7.12	6.52	-		
Critical Hdwy Stg 1	-	-	-	-	5.52	-	-	-	-		
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-		
Follow-up Hdwy	2.218	-	-	-	4.018	3.318	3.518	4.018	-		
Pot Cap-1 Maneuver	1622	-	0	0	894	1082	976	894	0		
Stage 1	-	-	0	0	895	-	-	-	0		
Stage 2	-	-	0	0	-	-	986	895	0		
Platoon blocked, %		-									
Mov Cap-1 Maneuver	1621	-	-	-	893	1082	804	893	-		
Mov Cap-2 Maneuver	-	-	-	-	893	-	804	893	-		
Stage 1	-	-	-	-	895	-	-	-	-		
Stage 2	-	-	-	-	-	-	800	895	-		

Approach	EB	NB	SB
HCM Control Delay, s	0	8.9	11.3
HCM LOS		A	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	SBLn1	SBLn2
Capacity (veh/h)	893	1082	1621	-	804	893
HCM Lane V/C Ratio	0.065	0.132	-	-	0.336	0.055
HCM Control Delay (s)	9.3	8.8	0	-	11.7	9.3
HCM Lane LOS	A	A	A	-	B	A
HCM 95th %tile Q(veh)	0.2	0.5	0	-	1.5	0.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	41	17	15	26	103	44	791	8	360	1330	166
Future Volume (veh/h)	115	41	17	15	26	103	44	791	8	360	1330	166
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	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	1900	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	126	45	19	16	29	0	48	869	0	396	1462	182
Adj No. of Lanes	2	1	0	1	1	1	1	3	1	1	3	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	170	91	38	19	58	49	264	3249	1011	537	3668	1142
Arrive On Green	0.05	0.07	0.07	0.01	0.03	0.00	0.01	0.21	0.00	0.10	0.72	0.72
Sat Flow, veh/h	3442	1241	524	1774	1863	1583	1774	5085	1583	1774	5085	1583
Grp Volume(v), veh/h	126	0	64	16	29	0	48	869	0	396	1462	182
Grp Sat Flow(s),veh/h/ln	1721	0	1765	1774	1863	1583	1774	1695	1583	1774	1695	1583
Q Serve(g_s), s	5.8	0.0	5.6	1.4	2.5	0.0	1.5	22.9	0.0	11.4	18.0	5.8
Cycle Q Clear(g_c), s	5.8	0.0	5.6	1.4	2.5	0.0	1.5	22.9	0.0	11.4	18.0	5.8
Prop In Lane	1.00		0.30	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	170	0	129	19	58	49	264	3249	1011	537	3668	1142
V/C Ratio(X)	0.74	0.00	0.49	0.82	0.50	0.00	0.18	0.27	0.00	0.74	0.40	0.16
Avail Cap(c_a), veh/h	321	0	259	94	192	163	333	3249	1011	947	3668	1142
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	0.95	0.95	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	75.0	0.0	71.3	79.0	76.3	0.0	9.8	31.8	0.0	11.5	8.7	7.0
Incr Delay (d2), s/veh	4.6	0.0	2.2	56.7	4.9	0.0	0.1	0.2	0.0	2.9	0.3	0.3
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(50%),veh/ln	2.9	0.0	2.8	1.0	1.3	0.0	0.7	10.8	0.0	7.5	8.5	2.6
LnGrp Delay(d),s/veh	79.6	0.0	73.4	135.7	81.2	0.0	10.0	32.0	0.0	14.4	9.0	7.3
LnGrp LOS	E		E	F	F		A	C		B	A	A
Approach Vol, veh/h		190			45			917			2040	
Approach Delay, s/veh		77.6			100.6			30.9			9.9	
Approach LOS		E			F			C			A	

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	23.0	109.5	8.3	19.2	9.8	122.7	15.0	12.5
Change Period (Y+Rc), s	7.0	* 7.3	6.5	7.5	* 6.7	* 7.3	7.1	7.5
Max Green Setting (Gmax), s	53.0	* 47	8.5	23.5	* 9.3	* 91	14.9	16.5
Max Q Clear Time (g_c+I1), s	13.4	24.9	3.4	7.6	3.5	20.0	7.8	4.5
Green Ext Time (p_c), s	2.6	9.9	0.0	0.2	0.0	36.8	0.2	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	21.3
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	185	42	86	478	13	205	734	10	99	910	344
Future Volume (veh/h)	33	185	42	86	478	13	205	734	10	99	910	344
Number	3	8	18	7	4	14	5	2	12	1	6	16
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	1727	1863	1863	1863	1845	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	37	206	47	96	531	14	228	816	11	110	1011	382
Adj No. of Lanes	2	2	1	2	3	1	2	3	0	2	2	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	10	2	2	2	3	2	2	2	2	2
Cap, veh/h	87	748	425	137	1139	498	269	2427	33	312	1726	811
Arrive On Green	0.03	0.21	0.21	0.04	0.22	0.22	0.08	0.47	0.47	0.12	0.65	0.65
Sat Flow, veh/h	3442	3539	1466	3442	5085	1581	3408	5171	70	3442	3539	1582
Grp Volume(v), veh/h	37	206	47	96	531	14	228	535	292	110	1011	382
Grp Sat Flow(s),veh/h/ln	1721	1770	1466	1721	1695	1581	1704	1695	1850	1721	1770	1582
Q Serve(g_s), s	1.7	7.8	2.8	4.4	14.5	0.1	10.6	15.9	15.9	4.7	25.9	19.0
Cycle Q Clear(g_c), s	1.7	7.8	2.8	4.4	14.5	0.1	10.6	15.9	15.9	4.7	25.9	19.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	87	748	425	137	1139	498	269	1591	869	312	1726	811
V/C Ratio(X)	0.43	0.28	0.11	0.70	0.47	0.03	0.85	0.34	0.34	0.35	0.59	0.47
Avail Cap(c_a), veh/h	419	748	425	194	1139	498	279	1591	869	312	1726	811
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Uniform Delay (d), s/veh	76.8	52.8	24.4	75.9	53.8	22.1	72.7	26.7	26.7	66.0	19.0	16.2
Incr Delay (d2), s/veh	7.3	0.9	0.5	6.6	1.4	0.1	20.6	0.6	1.0	0.6	1.3	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	3.9	1.4	2.2	6.9	0.3	5.7	7.6	8.4	2.3	12.9	8.6
LnGrp Delay(d),s/veh	84.1	53.8	24.9	82.4	55.2	22.2	93.4	27.3	27.8	66.7	20.3	18.0
LnGrp LOS	F	D	C	F	E	C	F	C	C	E	C	B
Approach Vol, veh/h		290			641			1055			1503	
Approach Delay, s/veh		53.0			58.5			41.7			23.1	
Approach LOS		D			E			D			C	

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	22.4	83.0	11.5	43.0	19.5	85.9	13.6	41.0
Change Period (Y+Rc), s	7.9	* 7.9	7.5	7.2	6.9	7.9	7.2	* 7.2
Max Green Setting (Gmax), s	13.2	* 75	19.5	22.8	13.1	75.1	9.0	* 34
Max Q Clear Time (g_c+I1), s	6.7	17.9	3.7	16.5	12.6	27.9	6.4	9.8
Green Ext Time (p_c), s	0.1	12.8	0.1	2.3	0.0	23.6	0.1	2.0

Intersection Summary	
HCM 2010 Ctrl Delay	37.7
HCM 2010 LOS	D

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	266	7	16	838	23	7	0	6	8	0	4
Future Volume (veh/h)	7	266	7	16	838	23	7	0	6	8	0	4
Number	1	6	16	5	2	12	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	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	7	280	7	17	882	24	7	0	6	8	0	4
Adj No. of Lanes	1	3	0	1	3	0	1	1	1	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	13	1638	41	601	3335	91	129	37	31	131	0	40
Arrive On Green	0.01	0.32	0.32	0.34	0.66	0.66	0.01	0.00	0.02	0.01	0.00	0.03
Sat Flow, veh/h	1774	5103	127	1774	5090	138	1774	1863	1583	1774	0	1583
Grp Volume(v), veh/h	7	186	101	17	587	319	7	0	6	8	0	4
Grp Sat Flow(s),veh/h/ln	1774	1695	1840	1774	1695	1838	1774	1863	1583	1774	0	1583
Q Serve(g_s), s	0.3	3.2	3.2	0.5	5.8	5.9	0.3	0.0	0.3	0.4	0.0	0.2
Cycle Q Clear(g_c), s	0.3	3.2	3.2	0.5	5.8	5.9	0.3	0.0	0.3	0.4	0.0	0.2
Prop In Lane	1.00		0.07	1.00		0.08	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	13	1088	591	601	2221	1204	129	37	31	131	0	40
V/C Ratio(X)	0.55	0.17	0.17	0.03	0.26	0.26	0.05	0.00	0.19	0.06	0.00	0.10
Avail Cap(c_a), veh/h	201	1088	591	601	2221	1204	309	260	221	300	0	221
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	0.83	0.83	0.83	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.1	19.8	19.8	17.9	5.8	5.8	38.5	0.0	39.1	38.5	0.0	38.6
Incr Delay (d2), s/veh	32.0	0.3	0.6	0.0	0.2	0.4	0.2	0.0	3.0	0.2	0.0	1.1
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(50%),veh/ln	0.3	1.5	1.7	0.3	2.8	3.1	0.2	0.0	0.2	0.2	0.0	0.1
LnGrp Delay(d),s/veh	72.0	20.1	20.4	17.9	6.1	6.3	38.7	0.0	42.0	38.6	0.0	39.6
LnGrp LOS	E	C	C	B	A	A	D		D	D		D
Approach Vol, veh/h		294			923			13			12	
Approach Delay, s/veh		21.4			6.4			40.2			39.0	
Approach LOS		C			A			D			D	

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	6.4	59.1	6.8	8.8	33.5	32.0	7.3	8.3
Change Period (Y+Rc), s	* 5.8	6.0	* 6.2	* 6.7	6.0	6.0	6.6	* 6.7
Max Green Setting (Gmax), s	* 6.2	27.0	* 8.8	* 11	9.0	26.0	8.4	* 11
Max Q Clear Time (g_c+I1), s	2.3	7.9	2.3	2.2	2.5	5.2	2.4	2.3
Green Ext Time (p_c), s	0.0	5.7	0.0	0.0	0.0	1.6	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	10.6
HCM 2010 LOS	B

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

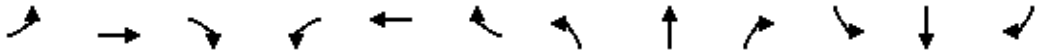
Intersection	
Int Delay, s/veh	8.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	41	0	121	0	10	16	28	3	0
Future Vol, veh/h	0	0	0	41	0	121	0	10	16	28	3	0
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	Yield
Storage Length	0	-	0	0	-	0	-	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	71	92	71	92	71	71	71	71	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	58	0	170	0	14	23	39	4	0

Major/Minor	Major1					Minor1			Minor2		
Conflicting Flow All	0	0	0			-	2	2	8	2	-
Stage 1	-	-	-			-	2	-	0	0	-
Stage 2	-	-	-			-	0	-	8	2	-
Critical Hdwy	4.12	-	-			-	6.52	6.22	7.12	6.52	-
Critical Hdwy Stg 1	-	-	-			-	5.52	-	-	-	-
Critical Hdwy Stg 2	-	-	-			-	-	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-			-	4.018	3.318	3.518	4.018	-
Pot Cap-1 Maneuver	-	-	-			0	894	1082	1011	894	0
Stage 1	-	-	-			0	894	-	-	-	0
Stage 2	-	-	-			0	-	-	1013	894	0
Platoon blocked, %		-	-								
Mov Cap-1 Maneuver	-	-	-			-	893	1081	978	893	-
Mov Cap-2 Maneuver	-	-	-			-	893	-	978	893	-
Stage 1	-	-	-			-	893	-	-	-	-
Stage 2	-	-	-			-	-	-	976	893	-

Approach	EB	NB	SB
HCM Control Delay, s	0	8.7	8.8
HCM LOS		A	A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	SBLn1	SBLn2
Capacity (veh/h)	893	1081	-	-	-	978	893
HCM Lane V/C Ratio	0.016	0.021	-	-	-	0.04	0.005
HCM Control Delay (s)	9.1	8.4	0	-	-	8.8	9.1
HCM Lane LOS	A	A	A	-	-	A	A
HCM 95th %tile Q(veh)	0	0.1	-	-	-	0.1	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	312	88	62	40	66	276	48	792	31	483	1141	296
Future Volume (veh/h)	312	88	62	40	66	276	48	792	31	483	1141	296
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	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	1900	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	318	90	63	41	67	0	49	808	0	493	1164	302
Adj No. of Lanes	2	1	0	1	1	1	1	3	1	1	3	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	365	131	92	53	91	78	268	2577	802	571	3271	1017
Arrive On Green	0.11	0.13	0.13	0.03	0.05	0.00	0.01	0.17	0.00	0.16	0.64	0.64
Sat Flow, veh/h	3442	1017	712	1774	1863	1583	1774	5085	1583	1774	5085	1582
Grp Volume(v), veh/h	318	0	153	41	67	0	49	808	0	493	1164	302
Grp Sat Flow(s),veh/h/ln	1721	0	1729	1774	1863	1583	1774	1695	1583	1774	1695	1582
Q Serve(g_s), s	14.6	0.0	13.5	3.7	5.7	0.0	2.1	22.3	0.0	19.9	16.9	13.5
Cycle Q Clear(g_c), s	14.6	0.0	13.5	3.7	5.7	0.0	2.1	22.3	0.0	19.9	16.9	13.5
Prop In Lane	1.00		0.41	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	365	0	223	53	91	78	268	2577	802	571	3271	1017
V/C Ratio(X)	0.87	0.00	0.69	0.77	0.73	0.00	0.18	0.31	0.00	0.86	0.36	0.30
Avail Cap(c_a), veh/h	450	0	375	103	262	223	296	2577	802	868	3271	1017
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	0.91	0.91	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	70.4	0.0	66.6	77.1	75.0	0.0	18.5	42.2	0.0	18.5	13.2	12.6
Incr Delay (d2), s/veh	13.6	0.0	2.8	21.7	8.2	0.0	0.1	0.3	0.0	7.3	0.3	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.6	0.0	6.6	2.1	3.1	0.0	1.0	10.6	0.0	12.5	8.0	6.1
LnGrp Delay(d),s/veh	84.1	0.0	69.3	98.8	83.2	0.0	18.6	42.4	0.0	25.8	13.5	13.3
LnGrp LOS	F		E	F	F		B	D		C	B	B
Approach Vol, veh/h		471			108			857			1959	
Approach Delay, s/veh		79.3			89.1			41.1			16.6	
Approach LOS		E			F			D			B	

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	32.2	88.4	11.3	28.2	10.4	110.2	24.1	15.3
Change Period (Y+Rc), s	7.0	* 7.3	6.5	7.5	* 6.7	* 7.3	7.1	7.5
Max Green Setting (Gmax), s	52.0	* 36	9.3	34.7	* 6.2	* 82	20.9	22.5
Max Q Clear Time (g_c+I1), s	21.9	24.3	5.7	15.5	4.1	18.9	16.6	7.7
Green Ext Time (p_c), s	3.3	6.0	0.0	0.6	0.0	27.9	0.4	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	33.8
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	297	485	279	197	495	65	180	549	18	163	714	300
Future Volume (veh/h)	297	485	279	197	495	65	180	549	18	163	714	300
Number	3	8	18	7	4	14	5	2	12	1	6	16
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	1900	1863	1863	1863
Adj Flow Rate, veh/h	313	511	294	207	521	68	189	578	19	172	752	316
Adj No. of Lanes	2	2	1	2	3	1	2	3	0	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	405	1102	599	237	1325	579	233	1647	54	364	1309	771
Arrive On Green	0.12	0.31	0.31	0.07	0.26	0.26	0.07	0.33	0.33	0.03	0.12	0.12
Sat Flow, veh/h	3442	3539	1582	3442	5085	1582	3442	5058	166	3442	3539	1582
Grp Volume(v), veh/h	313	511	294	207	521	68	189	387	210	172	752	316
Grp Sat Flow(s),veh/h/ln	1721	1770	1582	1721	1695	1582	1721	1695	1833	1721	1770	1582
Q Serve(g_s), s	14.1	18.6	15.3	9.5	13.5	1.2	8.7	13.9	14.0	7.8	32.1	24.4
Cycle Q Clear(g_c), s	14.1	18.6	15.3	9.5	13.5	1.2	8.7	13.9	14.0	7.8	32.1	24.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	405	1102	599	237	1325	579	233	1104	597	364	1309	771
V/C Ratio(X)	0.77	0.46	0.49	0.87	0.39	0.12	0.81	0.35	0.35	0.47	0.57	0.41
Avail Cap(c_a), veh/h	807	1102	599	237	1325	579	282	1104	597	370	1309	771
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.94	0.94	0.94	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	0.93
Uniform Delay (d), s/veh	68.5	44.4	18.5	73.8	48.7	14.0	73.6	41.1	41.1	72.8	58.3	38.0
Incr Delay (d2), s/veh	6.5	1.3	2.7	28.5	0.9	0.4	14.0	0.9	1.6	0.9	1.7	1.5
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(50%),veh/ln	7.1	9.3	7.1	5.5	6.4	1.2	4.6	6.6	7.3	3.8	16.1	11.0
LnGrp Delay(d),s/veh	75.0	45.7	21.2	102.3	49.6	14.4	87.6	41.9	42.7	73.8	60.1	39.5
LnGrp LOS	E	D	C	F	D	B	F	D	D	E	E	D
Approach Vol, veh/h		1118			796			786			1240	
Approach Delay, s/veh		47.5			60.3			53.1			56.7	
Approach LOS		D			E			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.8	60.0	26.3	48.9	17.7	67.1	18.2	57.0
Change Period (Y+Rc), s	7.9	* 7.9	7.5	7.2	6.9	7.9	7.2	* 7.2
Max Green Setting (Gmax), s	17.2	* 52	37.5	22.8	13.1	57.1	11.0	* 50
Max Q Clear Time (g_c+I1), s	9.8	16.0	16.1	15.5	10.7	34.1	11.5	20.6
Green Ext Time (p_c), s	0.3	7.8	2.7	2.7	0.2	11.7	0.0	7.2

Intersection Summary	
HCM 2010 Ctrl Delay	54.1
HCM 2010 LOS	D

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	708	52	75	594	144	62	19	105	137	22	50
Future Volume (veh/h)	49	708	52	75	594	144	62	19	105	137	22	50
Number	1	6	16	5	2	12	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	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	51	730	54	77	612	148	64	20	108	141	23	52
Adj No. of Lanes	1	3	0	1	3	0	1	1	1	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	65	1551	114	324	1926	458	289	173	146	355	74	167
Arrive On Green	0.04	0.32	0.32	0.18	0.47	0.47	0.04	0.09	0.09	0.09	0.15	0.15
Sat Flow, veh/h	1774	4833	356	1774	4104	975	1774	1863	1578	1774	508	1149
Grp Volume(v), veh/h	51	511	273	77	504	256	64	20	108	141	0	75
Grp Sat Flow(s),veh/h/ln	1774	1695	1799	1774	1695	1689	1774	1863	1578	1774	0	1657
Q Serve(g_s), s	2.3	9.8	9.8	3.0	7.5	7.7	2.6	0.8	5.4	5.7	0.0	3.3
Cycle Q Clear(g_c), s	2.3	9.8	9.8	3.0	7.5	7.7	2.6	0.8	5.4	5.7	0.0	3.3
Prop In Lane	1.00		0.20	1.00		0.58	1.00		1.00	1.00		0.69
Lane Grp Cap(c), veh/h	65	1088	577	324	1591	793	289	173	146	355	0	241
V/C Ratio(X)	0.79	0.47	0.47	0.24	0.32	0.32	0.22	0.12	0.74	0.40	0.00	0.31
Avail Cap(c_a), veh/h	201	1088	577	324	1591	793	404	260	220	377	0	241
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	0.89	0.89	0.89	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.7	22.0	22.0	28.3	13.4	13.4	31.3	33.7	35.8	29.3	0.0	31.0
Incr Delay (d2), s/veh	18.4	1.5	2.8	0.3	0.5	1.0	0.4	0.3	7.1	0.7	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	4.8	5.3	1.5	3.6	3.8	1.3	0.4	2.6	2.9	0.0	1.5
LnGrp Delay(d),s/veh	57.1	23.4	24.8	28.6	13.9	14.4	31.7	34.0	42.9	30.0	0.0	31.7
LnGrp LOS	E	C	C	C	B	B	C	C	D	C		C
Approach Vol, veh/h		835			837			192			216	
Approach Delay, s/veh		25.9			15.4			38.2			30.6	
Approach LOS		C			B			D			C	

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	8.8	44.0	9.8	18.5	20.8	32.0	14.0	14.2
Change Period (Y+Rc), s	* 5.8	6.0	* 6.2	* 6.7	6.0	6.0	6.6	* 6.7
Max Green Setting (Gmax), s	* 3.2	27.0	* 8.8	* 11	9.0	26.0	8.4	* 11
Max Q Clear Time (g_c+I1), s	4.3	9.7	4.6	5.3	5.0	11.8	7.7	7.4
Green Ext Time (p_c), s	0.0	4.6	0.0	0.1	0.1	4.2	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	23.3
HCM 2010 LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

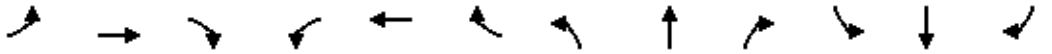
Intersection	
Int Delay, s/veh	10.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	133	0	187	0	56	139	262	48	0
Future Vol, veh/h	0	0	0	133	0	187	0	56	139	262	48	0
Conflicting Peds, #/hr	1	0	3	3	0	1	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	Free	-	-	Yield	-	-	None
Storage Length	0	-	0	0	-	0	-	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	97	92	97	92	97	97	97	97	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	137	0	193	0	58	143	270	49	0

Major/Minor	Major1					Minor1			Minor2		
Conflicting Flow All	1	0	-			-	2	2	32	2	-
Stage 1	-	-	-			-	1	-	1	1	-
Stage 2	-	-	-			-	1	-	31	1	-
Critical Hdwy	4.12	-	-			-	6.52	6.22	7.12	6.52	-
Critical Hdwy Stg 1	-	-	-			-	5.52	-	-	-	-
Critical Hdwy Stg 2	-	-	-			-	-	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-			-	4.018	3.318	3.518	4.018	-
Pot Cap-1 Maneuver	1622	-	0			0	894	1082	976	894	0
Stage 1	-	-	0			0	895	-	-	-	0
Stage 2	-	-	0			0	-	-	986	895	0
Platoon blocked, %		-									
Mov Cap-1 Maneuver	1621	-	-			-	893	1082	804	893	-
Mov Cap-2 Maneuver	-	-	-			-	893	-	804	893	-
Stage 1	-	-	-			-	895	-	-	-	-
Stage 2	-	-	-			-	-	-	800	895	-

Approach	EB	NB	SB
HCM Control Delay, s	0	8.9	11.3
HCM LOS		A	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	SBLn1	SBLn2
Capacity (veh/h)	893	1082	1621	-	804	893
HCM Lane V/C Ratio	0.065	0.132	-	-	0.336	0.055
HCM Control Delay (s)	9.3	8.8	0	-	11.7	9.3
HCM Lane LOS	A	A	A	-	B	A
HCM 95th %tile Q(veh)	0.2	0.5	0	-	1.5	0.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	122	44	18	16	28	109	47	839	8	382	1411	176
Future Volume (veh/h)	122	44	18	16	28	109	47	839	8	382	1411	176
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	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	1900	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	134	48	20	18	31	0	52	922	0	420	1551	193
Adj No. of Lanes	2	1	0	1	1	1	1	3	1	1	3	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	170	89	37	22	58	49	246	3241	1009	610	3662	1140
Arrive On Green	0.05	0.07	0.07	0.01	0.03	0.00	0.04	1.00	0.00	0.10	0.72	0.72
Sat Flow, veh/h	3442	1247	519	1774	1863	1583	1774	5085	1583	1774	5085	1583
Grp Volume(v), veh/h	134	0	68	18	31	0	52	922	0	420	1551	193
Grp Sat Flow(s),veh/h/ln	1721	0	1766	1774	1863	1583	1774	1695	1583	1774	1695	1583
Q Serve(g_s), s	6.2	0.0	5.9	1.6	2.6	0.0	1.7	0.0	0.0	12.3	19.7	6.2
Cycle Q Clear(g_c), s	6.2	0.0	5.9	1.6	2.6	0.0	1.7	0.0	0.0	12.3	19.7	6.2
Prop In Lane	1.00		0.29	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	170	0	127	22	58	49	246	3241	1009	610	3662	1140
V/C Ratio(X)	0.79	0.00	0.54	0.81	0.54	0.00	0.21	0.28	0.00	0.69	0.42	0.17
Avail Cap(c_a), veh/h	170	0	204	128	250	213	301	3241	1009	718	3662	1140
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	0.94	0.94	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	75.2	0.0	71.7	78.8	76.4	0.0	9.6	0.0	0.0	6.5	9.0	7.1
Incr Delay (d2), s/veh	20.9	0.0	2.6	49.8	5.6	0.0	0.2	0.2	0.0	2.8	0.4	0.3
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(50%),veh/ln	3.4	0.0	3.0	1.1	1.4	0.0	0.8	0.1	0.0	6.3	9.3	2.8
LnGrp Delay(d),s/veh	96.1	0.0	74.3	128.6	82.0	0.0	9.8	0.2	0.0	9.3	9.4	7.5
LnGrp LOS	F		E	F	F		A	A		A	A	A
Approach Vol, veh/h		202			49			974			2164	
Approach Delay, s/veh		88.8			99.1			0.7			9.2	
Approach LOS		F			F			A			A	

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	23.3	109.3	8.5	19.0	10.0	122.5	15.0	12.5
Change Period (Y+Rc), s	7.0	* 7.3	6.5	7.5	* 6.7	* 7.3	7.1	7.5
Max Green Setting (Gmax), s	26.0	* 76	11.5	18.5	* 8.3	* 94	7.9	21.5
Max Q Clear Time (g_c+I1), s	14.3	2.0	3.6	7.9	3.7	21.7	8.2	4.6
Green Ext Time (p_c), s	1.9	15.9	0.0	0.1	0.0	40.7	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	12.8
HCM 2010 LOS	B

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	196	45	91	507	14	218	779	11	105	966	365
Future Volume (veh/h)	35	196	45	91	507	14	218	779	11	105	966	365
Number	3	8	18	7	4	14	5	2	12	1	6	16
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	1727	1863	1863	1863	1845	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	39	218	50	101	563	16	242	866	12	117	1073	406
Adj No. of Lanes	2	2	1	2	3	1	2	3	0	2	2	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	10	2	2	2	3	2	2	2	2	2
Cap, veh/h	89	748	430	142	1144	497	279	2426	34	307	1709	805
Arrive On Green	0.03	0.21	0.21	0.04	0.23	0.23	0.08	0.47	0.47	0.18	0.97	0.97
Sat Flow, veh/h	3442	3539	1466	3442	5085	1581	3408	5169	72	3442	3539	1582
Grp Volume(v), veh/h	39	218	50	101	563	16	242	568	310	117	1073	406
Grp Sat Flow(s),veh/h/ln	1721	1770	1466	1721	1695	1581	1704	1695	1850	1721	1770	1582
Q Serve(g_s), s	1.8	8.3	3.0	4.6	15.4	0.1	11.2	17.1	17.1	4.8	4.2	2.7
Cycle Q Clear(g_c), s	1.8	8.3	3.0	4.6	15.4	0.1	11.2	17.1	17.1	4.8	4.2	2.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	89	748	430	142	1144	497	279	1591	868	307	1709	805
V/C Ratio(X)	0.44	0.29	0.12	0.71	0.49	0.03	0.87	0.36	0.36	0.38	0.63	0.50
Avail Cap(c_a), veh/h	419	748	430	194	1144	497	279	1591	868	307	1709	805
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90
Uniform Delay (d), s/veh	76.8	53.0	24.1	75.7	54.0	22.2	72.6	27.1	27.1	61.8	1.5	1.3
Incr Delay (d2), s/veh	7.5	1.0	0.5	7.5	1.5	0.1	23.9	0.6	1.1	0.7	1.6	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	4.2	1.4	2.4	7.4	0.4	6.2	8.1	9.0	2.3	1.8	1.3
LnGrp Delay(d),s/veh	84.3	54.0	24.6	83.3	55.5	22.3	96.5	27.7	28.2	62.6	3.1	3.3
LnGrp LOS	F	D	C	F	E	C	F	C	C	E	A	A
Approach Vol, veh/h		307			680			1120			1596	
Approach Delay, s/veh		53.1			58.9			42.7			7.5	
Approach LOS		D			E			D			A	

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	22.2	83.0	11.6	43.2	20.0	85.2	13.8	41.0
Change Period (Y+Rc), s	7.9	* 7.9	7.5	7.2	6.9	7.9	7.2	* 7.2
Max Green Setting (Gmax), s	13.2	* 75	19.5	22.8	13.1	75.1	9.0	* 34
Max Q Clear Time (g_c+I1), s	6.8	19.1	3.8	17.4	13.2	6.2	6.6	10.3
Green Ext Time (p_c), s	0.2	13.9	0.1	2.1	0.0	30.4	0.1	2.1

Intersection Summary	
HCM 2010 Ctrl Delay	31.4
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	282	7	17	889	24	7	0	6	8	0	4
Future Volume (veh/h)	7	282	7	17	889	24	7	0	6	8	0	4
Number	1	6	16	5	2	12	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	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	7	297	7	18	936	25	7	0	6	8	0	4
Adj No. of Lanes	1	3	0	1	3	0	1	1	1	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	13	1641	38	601	3337	89	129	37	31	131	0	40
Arrive On Green	0.01	0.32	0.32	0.34	0.66	0.66	0.01	0.00	0.02	0.01	0.00	0.03
Sat Flow, veh/h	1774	5111	120	1774	5093	136	1774	1863	1583	1774	0	1583
Grp Volume(v), veh/h	7	197	107	18	623	338	7	0	6	8	0	4
Grp Sat Flow(s),veh/h/ln	1774	1695	1841	1774	1695	1838	1774	1863	1583	1774	0	1583
Q Serve(g_s), s	0.3	3.4	3.4	0.5	6.3	6.3	0.3	0.0	0.3	0.4	0.0	0.2
Cycle Q Clear(g_c), s	0.3	3.4	3.4	0.5	6.3	6.3	0.3	0.0	0.3	0.4	0.0	0.2
Prop In Lane	1.00		0.07	1.00		0.07	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	13	1088	591	601	2221	1205	129	37	31	131	0	40
V/C Ratio(X)	0.55	0.18	0.18	0.03	0.28	0.28	0.05	0.00	0.19	0.06	0.00	0.10
Avail Cap(c_a), veh/h	201	1088	591	601	2221	1205	309	260	221	300	0	221
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	0.80	0.80	0.80	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.1	19.8	19.8	17.9	5.9	5.9	38.5	0.0	39.1	38.5	0.0	38.6
Incr Delay (d2), s/veh	32.0	0.4	0.7	0.0	0.3	0.5	0.2	0.0	3.0	0.2	0.0	1.1
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(50%),veh/ln	0.3	1.6	1.8	0.3	3.0	3.3	0.2	0.0	0.2	0.2	0.0	0.1
LnGrp Delay(d),s/veh	72.0	20.2	20.5	17.9	6.2	6.4	38.7	0.0	42.0	38.6	0.0	39.6
LnGrp LOS	E	C	C	B	A	A	D		D	D		D
Approach Vol, veh/h		311			979			13			12	
Approach Delay, s/veh		21.5			6.4			40.2			39.0	
Approach LOS		C			A			D			D	

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	6.4	59.1	6.8	8.8	33.5	32.0	7.3	8.3
Change Period (Y+Rc), s	* 5.8	6.0	* 6.2	* 6.7	6.0	6.0	6.6	* 6.7
Max Green Setting (Gmax), s	* 6.2	27.0	* 8.8	* 11	9.0	26.0	8.4	* 11
Max Q Clear Time (g_c+I1), s	2.3	8.3	2.3	2.2	2.5	5.4	2.4	2.3
Green Ext Time (p_c), s	0.0	6.0	0.0	0.0	0.0	1.7	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	10.6
HCM 2010 LOS	B

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

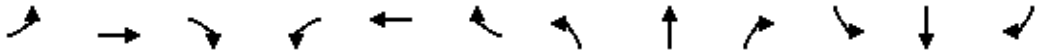
Intersection	
Int Delay, s/veh	8.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	44	0	128	0	11	17	30	3	0
Future Vol, veh/h	0	0	0	44	0	128	0	11	17	30	3	0
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	Free	-	-	Yield	-	-	None
Storage Length	0	-	0	0	-	0	-	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	71	92	71	92	71	71	71	71	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	62	0	180	0	15	24	42	4	0

Major/Minor	Major1			Minor1			Minor2				
Conflicting Flow All	0	0	-	-	1	1	9	1	-		
Stage 1	-	-	-	-	1	-	0	0	-		
Stage 2	-	-	-	-	0	-	9	1	-		
Critical Hdwy	4.12	-	-	-	6.52	6.22	7.12	6.52	-		
Critical Hdwy Stg 1	-	-	-	-	5.52	-	-	-	-		
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-		
Follow-up Hdwy	2.218	-	-	-	4.018	3.318	3.518	4.018	-		
Pot Cap-1 Maneuver	-	-	0	0	895	1084	1010	895	0		
Stage 1	-	-	0	0	895	-	-	-	0		
Stage 2	-	-	0	0	-	-	1012	895	0		
Platoon blocked, %		-									
Mov Cap-1 Maneuver	-	-	-	-	895	1084	975	895	-		
Mov Cap-2 Maneuver	-	-	-	-	895	-	975	895	-		
Stage 1	-	-	-	-	895	-	-	-	-		
Stage 2	-	-	-	-	-	-	973	895	-		

Approach	EB	NB	SB
HCM Control Delay, s	0	8.7	8.9
HCM LOS		A	A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	SBLn1	SBLn2
Capacity (veh/h)	895	1084	-	-	975	895
HCM Lane V/C Ratio	0.017	0.022	-	-	0.043	0.005
HCM Control Delay (s)	9.1	8.4	0	-	8.9	9
HCM Lane LOS	A	A	A	-	A	A
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.1	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	331	93	66	42	70	293	51	840	33	513	1211	314
Future Volume (veh/h)	331	93	66	42	70	293	51	840	33	513	1211	314
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	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	1900	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	338	95	67	43	71	0	52	857	0	523	1236	320
Adj No. of Lanes	2	1	0	1	1	1	1	3	1	1	3	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	109	77	56	148	126	261	2683	835	567	3369	1048
Arrive On Green	0.06	0.11	0.11	0.03	0.08	0.00	0.01	0.17	0.00	0.16	0.66	0.66
Sat Flow, veh/h	3442	1013	714	1774	1863	1583	1774	5085	1583	1774	5085	1582
Grp Volume(v), veh/h	338	0	162	43	71	0	52	857	0	523	1236	320
Grp Sat Flow(s),veh/h/ln	1721	0	1727	1774	1863	1583	1774	1695	1583	1774	1695	1582
Q Serve(g_s), s	8.9	0.0	14.8	3.8	5.8	0.0	2.2	23.6	0.0	20.3	17.3	13.7
Cycle Q Clear(g_c), s	8.9	0.0	14.8	3.8	5.8	0.0	2.2	23.6	0.0	20.3	17.3	13.7
Prop In Lane	1.00		0.41	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	191	0	186	56	148	126	261	2683	835	567	3369	1048
V/C Ratio(X)	1.77	0.00	0.87	0.77	0.48	0.00	0.20	0.32	0.00	0.92	0.37	0.31
Avail Cap(c_a), veh/h	191	0	275	261	460	391	311	2683	835	688	3369	1048
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	0.90	0.90	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	75.5	0.0	70.3	76.9	70.5	0.0	16.9	40.9	0.0	19.6	12.0	11.4
Incr Delay (d2), s/veh	365.0	0.0	16.1	20.1	1.8	0.0	0.2	0.3	0.0	17.1	0.3	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.9	0.0	7.9	2.2	3.1	0.0	1.1	11.2	0.0	15.2	8.2	6.2
LnGrp Delay(d),s/veh	440.5	0.0	86.4	97.0	72.2	0.0	17.0	41.2	0.0	36.7	12.3	12.2
LnGrp LOS	F		F	F	E		B	D		D	B	B
Approach Vol, veh/h		500			114			909			2079	
Approach Delay, s/veh		325.8			81.6			39.8			18.5	
Approach LOS		F			F			D			B	

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	32.0	91.7	11.6	24.7	10.5	113.3	16.0	20.2
Change Period (Y+Rc), s	7.0	* 7.3	6.5	7.5	* 6.7	* 7.3	7.1	7.5
Max Green Setting (Gmax), s	36.0	* 47	23.5	25.5	* 8.3	* 75	8.9	39.5
Max Q Clear Time (g_c+I1), s	22.3	25.6	5.8	16.8	4.2	19.3	10.9	7.8
Green Ext Time (p_c), s	2.7	9.5	0.1	0.4	0.0	28.8	0.0	0.3

Intersection Summary	
HCM 2010 Ctrl Delay	68.5
HCM 2010 LOS	E

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	315	515	296	209	525	69	191	583	19	173	758	318
Future Volume (veh/h)	315	515	296	209	525	69	191	583	19	173	758	318
Number	3	8	18	7	4	14	5	2	12	1	6	16
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	1900	1863	1863	1863
Adj Flow Rate, veh/h	332	542	312	220	553	73	201	614	20	182	798	335
Adj No. of Lanes	2	2	1	2	3	1	2	3	0	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	426	1102	605	237	1294	570	244	1648	53	364	1297	776
Arrive On Green	0.12	0.31	0.31	0.07	0.25	0.25	0.07	0.33	0.33	0.07	0.25	0.25
Sat Flow, veh/h	3442	3539	1582	3442	5085	1581	3442	5060	164	3442	3539	1582
Grp Volume(v), veh/h	332	542	312	220	553	73	201	411	223	182	798	335
Grp Sat Flow(s),veh/h/ln	1721	1770	1582	1721	1695	1581	1721	1695	1834	1721	1770	1582
Q Serve(g_s), s	15.0	19.9	16.4	10.2	14.6	1.3	9.2	14.9	15.0	8.2	32.1	24.0
Cycle Q Clear(g_c), s	15.0	19.9	16.4	10.2	14.6	1.3	9.2	14.9	15.0	8.2	32.1	24.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	426	1102	605	237	1294	570	244	1104	597	364	1297	776
V/C Ratio(X)	0.78	0.49	0.52	0.93	0.43	0.13	0.82	0.37	0.37	0.50	0.62	0.43
Avail Cap(c_a), veh/h	807	1102	605	237	1294	570	282	1104	597	370	1297	776
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Upstream Filter(I)	0.93	0.93	0.93	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	0.93
Uniform Delay (d), s/veh	68.0	44.8	18.5	74.1	49.9	14.2	73.3	41.4	41.4	70.3	50.3	32.0
Incr Delay (d2), s/veh	6.3	1.5	2.9	39.8	1.0	0.5	15.9	1.0	1.8	1.0	2.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.5	9.9	7.6	6.2	6.9	1.3	4.9	7.1	7.9	3.9	16.1	10.8
LnGrp Delay(d),s/veh	74.3	46.3	21.4	113.9	50.9	14.7	89.2	42.4	43.2	71.3	52.4	33.7
LnGrp LOS	E	D	C	F	D	B	F	D	D	E	D	C
Approach Vol, veh/h		1186			846			835			1315	
Approach Delay, s/veh		47.6			64.2			53.9			50.2	
Approach LOS		D			E			D			D	

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	24.8	60.0	27.3	47.9	18.3	66.5	18.2	57.0
Change Period (Y+Rc), s	7.9	* 7.9	7.5	7.2	6.9	7.9	7.2	* 7.2
Max Green Setting (Gmax), s	17.2	* 52	37.5	22.8	13.1	57.1	11.0	* 50
Max Q Clear Time (g_c+I1), s	16.2	17.0	17.0	16.6	11.2	34.1	12.2	21.9
Green Ext Time (p_c), s	0.4	8.3	2.8	2.5	0.1	12.4	0.0	7.6

Intersection Summary	
HCM 2010 Ctrl Delay	53.0
HCM 2010 LOS	D

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	751	55	80	630	153	66	20	111	145	23	53
Future Volume (veh/h)	52	751	55	80	630	153	66	20	111	145	23	53
Number	1	6	16	5	2	12	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	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	54	774	57	82	649	158	68	21	114	149	24	55
Adj No. of Lanes	1	3	0	1	3	0	1	1	1	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	69	1552	114	310	1881	451	298	180	152	366	76	173
Arrive On Green	0.04	0.32	0.32	0.17	0.46	0.46	0.05	0.10	0.10	0.10	0.15	0.15
Sat Flow, veh/h	1774	4835	354	1774	4096	982	1774	1863	1578	1774	503	1153
Grp Volume(v), veh/h	54	542	289	82	535	272	68	21	114	149	0	79
Grp Sat Flow(s),veh/h/ln	1774	1695	1799	1774	1695	1687	1774	1863	1578	1774	0	1657
Q Serve(g_s), s	2.4	10.5	10.5	3.2	8.2	8.4	2.8	0.8	5.7	6.0	0.0	3.4
Cycle Q Clear(g_c), s	2.4	10.5	10.5	3.2	8.2	8.4	2.8	0.8	5.7	6.0	0.0	3.4
Prop In Lane	1.00		0.20	1.00		0.58	1.00		1.00	1.00		0.70
Lane Grp Cap(c), veh/h	69	1088	577	310	1557	775	298	180	152	366	0	249
V/C Ratio(X)	0.78	0.50	0.50	0.26	0.34	0.35	0.23	0.12	0.75	0.41	0.00	0.32
Avail Cap(c_a), veh/h	201	1088	577	310	1557	775	408	260	220	380	0	249
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	0.86	0.86	0.86	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.6	22.2	22.3	28.9	14.1	14.1	30.9	33.4	35.6	28.9	0.0	30.7
Incr Delay (d2), s/veh	17.2	1.6	3.1	0.4	0.5	1.1	0.4	0.3	8.0	0.7	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	5.1	5.7	1.6	3.9	4.2	1.4	0.4	2.8	3.0	0.0	1.6
LnGrp Delay(d),s/veh	55.8	23.9	25.3	29.3	14.6	15.2	31.3	33.7	43.7	29.6	0.0	31.4
LnGrp LOS	E	C	C	C	B	B	C	C	D	C		C
Approach Vol, veh/h		885			889			203			228	
Approach Delay, s/veh		26.3			16.1			38.5			30.2	
Approach LOS		C			B			D			C	

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	9.0	43.2	10.0	18.9	20.2	32.0	14.3	14.5
Change Period (Y+Rc), s	* 5.8	6.0	* 6.2	* 6.7	6.0	6.0	6.6	* 6.7
Max Green Setting (Gmax), s	* 3.2	27.0	* 8.8	* 11	9.0	26.0	8.4	* 11
Max Q Clear Time (g_c+I1), s	4.4	10.4	4.8	5.4	5.2	12.5	8.0	7.7
Green Ext Time (p_c), s	0.0	4.8	0.0	0.1	0.1	4.4	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	23.7
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

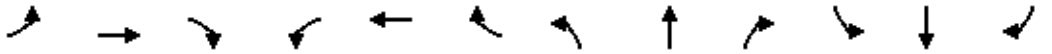
Intersection	
Int Delay, s/veh	10.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	141	0	198	0	59	148	278	51	0
Future Vol, veh/h	0	0	0	141	0	198	0	59	148	278	51	0
Conflicting Peds, #/hr	1	0	3	3	0	1	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	Free	-	-	Yield	-	-	None
Storage Length	0	-	0	0	-	0	-	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	97	92	97	92	97	97	97	97	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	145	0	204	0	61	153	287	53	0

Major/Minor	Major1					Minor1			Minor2		
Conflicting Flow All	1	0	-			-	2	2	34	2	-
Stage 1	-	-	-			-	1	-	1	1	-
Stage 2	-	-	-			-	1	-	33	1	-
Critical Hdwy	4.12	-	-			-	6.52	6.22	7.12	6.52	-
Critical Hdwy Stg 1	-	-	-			-	5.52	-	-	-	-
Critical Hdwy Stg 2	-	-	-			-	-	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-			-	4.018	3.318	3.518	4.018	-
Pot Cap-1 Maneuver	1622	-	0			0	894	1082	973	894	0
Stage 1	-	-	0			0	895	-	-	-	0
Stage 2	-	-	0			0	-	-	983	895	0
Platoon blocked, %		-									
Mov Cap-1 Maneuver	1621	-	-			-	893	1082	792	893	-
Mov Cap-2 Maneuver	-	-	-			-	893	-	792	893	-
Stage 1	-	-	-			-	895	-	-	-	-
Stage 2	-	-	-			-	-	-	787	895	-

Approach	EB	NB	SB
HCM Control Delay, s	0	9	11.7
HCM LOS		A	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	SBLn1	SBLn2
Capacity (veh/h)	893	1082	1621	-	792	893
HCM Lane V/C Ratio	0.068	0.141	-	-	0.362	0.059
HCM Control Delay (s)	9.3	8.9	0	-	12.1	9.3
HCM Lane LOS	A	A	A	-	B	A
HCM 95th %tile Q(veh)	0.2	0.5	0	-	1.7	0.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	122	44	18	16	28	109	47	839	8	382	1411	176
Future Volume (veh/h)	122	44	18	16	28	109	47	839	8	382	1411	176
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	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	1900	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	134	48	20	18	31	0	52	922	0	420	1551	193
Adj No. of Lanes	2	1	0	1	1	1	1	3	1	1	3	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	179	93	39	22	58	49	245	3197	995	523	3648	1135
Arrive On Green	0.05	0.07	0.07	0.01	0.03	0.00	0.01	0.21	0.00	0.11	0.72	0.72
Sat Flow, veh/h	3442	1247	519	1774	1863	1583	1774	5085	1583	1774	5085	1583
Grp Volume(v), veh/h	134	0	68	18	31	0	52	922	0	420	1551	193
Grp Sat Flow(s),veh/h/ln	1721	0	1766	1774	1863	1583	1774	1695	1583	1774	1695	1583
Q Serve(g_s), s	6.1	0.0	5.9	1.6	2.6	0.0	1.7	24.5	0.0	12.5	19.8	6.3
Cycle Q Clear(g_c), s	6.1	0.0	5.9	1.6	2.6	0.0	1.7	24.5	0.0	12.5	19.8	6.3
Prop In Lane	1.00		0.29	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	179	0	131	22	58	49	245	3197	995	523	3648	1135
V/C Ratio(X)	0.75	0.00	0.52	0.81	0.54	0.00	0.21	0.29	0.00	0.80	0.43	0.17
Avail Cap(c_a), veh/h	321	0	237	83	157	134	311	3197	995	931	3648	1135
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	0.94	0.94	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	74.8	0.0	71.3	78.8	76.4	0.0	10.4	33.2	0.0	13.8	9.2	7.3
Incr Delay (d2), s/veh	4.7	0.0	2.3	50.1	5.6	0.0	0.2	0.2	0.0	4.3	0.4	0.3
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(50%),veh/ln	3.0	0.0	3.0	1.1	1.4	0.0	0.8	11.6	0.0	10.4	9.3	2.8
LnGrp Delay(d),s/veh	79.5	0.0	73.7	128.9	82.0	0.0	10.6	33.4	0.0	18.0	9.6	7.6
LnGrp LOS	E		E	F	F		B	C		B	A	A
Approach Vol, veh/h		202			49			974			2164	
Approach Delay, s/veh		77.5			99.2			32.2			11.0	
Approach LOS		E			F			C			B	

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	24.2	107.9	8.5	19.4	10.0	122.1	15.4	12.5
Change Period (Y+Rc), s	7.0	* 7.3	6.5	7.5	* 6.7	* 7.3	7.1	7.5
Max Green Setting (Gmax), s	54.0	* 49	7.5	21.5	* 9.3	* 94	14.9	13.5
Max Q Clear Time (g_c+I1), s	14.5	26.5	3.6	7.9	3.7	21.8	8.1	4.6
Green Ext Time (p_c), s	2.8	10.6	0.0	0.2	0.0	40.6	0.2	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	22.4
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	196	45	91	507	14	218	779	11	105	966	365
Future Volume (veh/h)	35	196	45	91	507	14	218	779	11	105	966	365
Number	3	8	18	7	4	14	5	2	12	1	6	16
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	1727	1863	1863	1863	1845	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	39	218	50	101	563	16	242	866	12	117	1073	406
Adj No. of Lanes	2	2	1	2	3	1	2	3	0	2	2	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	10	2	2	2	3	2	2	2	2	2
Cap, veh/h	89	748	430	142	1144	497	279	2426	34	307	1709	805
Arrive On Green	0.03	0.21	0.21	0.04	0.23	0.23	0.08	0.47	0.47	0.09	0.48	0.48
Sat Flow, veh/h	3442	3539	1466	3442	5085	1581	3408	5169	72	3442	3539	1582
Grp Volume(v), veh/h	39	218	50	101	563	16	242	568	310	117	1073	406
Grp Sat Flow(s),veh/h/ln	1721	1770	1466	1721	1695	1581	1704	1695	1850	1721	1770	1582
Q Serve(g_s), s	1.8	8.3	3.0	4.6	15.4	0.1	11.2	17.1	17.1	5.1	36.0	27.1
Cycle Q Clear(g_c), s	1.8	8.3	3.0	4.6	15.4	0.1	11.2	17.1	17.1	5.1	36.0	27.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	89	748	430	142	1144	497	279	1591	868	307	1709	805
V/C Ratio(X)	0.44	0.29	0.12	0.71	0.49	0.03	0.87	0.36	0.36	0.38	0.63	0.50
Avail Cap(c_a), veh/h	419	748	430	194	1144	497	279	1591	868	307	1709	805
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	0.90	0.90	0.90
Uniform Delay (d), s/veh	76.8	53.0	24.1	75.7	54.0	22.2	72.6	27.1	27.1	68.7	30.7	26.0
Incr Delay (d2), s/veh	7.5	1.0	0.5	7.5	1.5	0.1	23.9	0.6	1.1	0.7	1.6	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	4.2	1.4	2.4	7.4	0.4	6.2	8.1	9.0	2.5	18.0	12.2
LnGrp Delay(d),s/veh	84.3	54.0	24.6	83.3	55.5	22.3	96.5	27.7	28.2	69.4	32.3	28.0
LnGrp LOS	F	D	C	F	E	C	F	C	C	E	C	C
Approach Vol, veh/h		307			680			1120			1596	
Approach Delay, s/veh		53.1			58.9			42.7			33.9	
Approach LOS		D			E			D			C	

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	22.2	83.0	11.6	43.2	20.0	85.2	13.8	41.0
Change Period (Y+Rc), s	7.9	* 7.9	7.5	7.2	6.9	7.9	7.2	* 7.2
Max Green Setting (Gmax), s	13.2	* 75	19.5	22.8	13.1	75.1	9.0	* 34
Max Q Clear Time (g_c+I1), s	5.1	19.1	3.8	17.4	13.2	38.0	6.6	10.3
Green Ext Time (p_c), s	0.1	13.9	0.1	2.1	0.0	22.3	0.1	2.1

Intersection Summary	
HCM 2010 Ctrl Delay	42.7
HCM 2010 LOS	D

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	282	7	17	889	24	7	0	6	8	0	4
Future Volume (veh/h)	7	282	7	17	889	24	7	0	6	8	0	4
Number	1	6	16	5	2	12	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	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	7	297	7	18	936	25	7	0	6	8	0	4
Adj No. of Lanes	1	3	0	1	3	0	1	1	1	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	13	1641	38	601	3337	89	129	37	31	131	0	40
Arrive On Green	0.01	0.32	0.32	0.34	0.66	0.66	0.01	0.00	0.02	0.01	0.00	0.03
Sat Flow, veh/h	1774	5111	120	1774	5093	136	1774	1863	1583	1774	0	1583
Grp Volume(v), veh/h	7	197	107	18	623	338	7	0	6	8	0	4
Grp Sat Flow(s),veh/h/ln	1774	1695	1841	1774	1695	1838	1774	1863	1583	1774	0	1583
Q Serve(g_s), s	0.3	3.4	3.4	0.5	6.3	6.3	0.3	0.0	0.3	0.4	0.0	0.2
Cycle Q Clear(g_c), s	0.3	3.4	3.4	0.5	6.3	6.3	0.3	0.0	0.3	0.4	0.0	0.2
Prop In Lane	1.00		0.07	1.00		0.07	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	13	1088	591	601	2221	1205	129	37	31	131	0	40
V/C Ratio(X)	0.55	0.18	0.18	0.03	0.28	0.28	0.05	0.00	0.19	0.06	0.00	0.10
Avail Cap(c_a), veh/h	201	1088	591	601	2221	1205	309	260	221	300	0	221
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	0.80	0.80	0.80	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.1	19.8	19.8	17.9	5.9	5.9	38.5	0.0	39.1	38.5	0.0	38.6
Incr Delay (d2), s/veh	32.0	0.4	0.7	0.0	0.3	0.5	0.2	0.0	3.0	0.2	0.0	1.1
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(50%),veh/ln	0.3	1.6	1.8	0.3	3.0	3.3	0.2	0.0	0.2	0.2	0.0	0.1
LnGrp Delay(d),s/veh	72.0	20.2	20.5	17.9	6.2	6.4	38.7	0.0	42.0	38.6	0.0	39.6
LnGrp LOS	E	C	C	B	A	A	D		D	D		D
Approach Vol, veh/h		311			979			13			12	
Approach Delay, s/veh		21.5			6.4			40.2			39.0	
Approach LOS		C			A			D			D	

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	6.4	59.1	6.8	8.8	33.5	32.0	7.3	8.3
Change Period (Y+Rc), s	* 5.8	6.0	* 6.2	* 6.7	6.0	6.0	6.6	* 6.7
Max Green Setting (Gmax), s	* 6.2	27.0	* 8.8	* 11	9.0	26.0	8.4	* 11
Max Q Clear Time (g_c+I1), s	2.3	8.3	2.3	2.2	2.5	5.4	2.4	2.3
Green Ext Time (p_c), s	0.0	6.0	0.0	0.0	0.0	1.7	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	10.6
HCM 2010 LOS	B

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	8.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	44	0	128	0	11	17	30	3	0
Future Vol, veh/h	0	0	0	44	0	128	0	11	17	30	3	0
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	Free	-	-	Yield	-	-	None
Storage Length	0	-	0	0	-	0	-	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	71	92	71	92	71	71	71	71	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	62	0	180	0	15	24	42	4	0

Major/Minor	Major1			Minor1			Minor2				
Conflicting Flow All	0	0	-	-	1	1	9	1	-		
Stage 1	-	-	-	-	1	-	0	0	-		
Stage 2	-	-	-	-	0	-	9	1	-		
Critical Hdwy	4.12	-	-	-	6.52	6.22	7.12	6.52	-		
Critical Hdwy Stg 1	-	-	-	-	5.52	-	-	-	-		
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-		
Follow-up Hdwy	2.218	-	-	-	4.018	3.318	3.518	4.018	-		
Pot Cap-1 Maneuver	-	-	0	0	895	1084	1010	895	0		
Stage 1	-	-	0	0	895	-	-	-	0		
Stage 2	-	-	0	0	-	-	1012	895	0		
Platoon blocked, %		-									
Mov Cap-1 Maneuver	-	-	-	-	895	1084	975	895	-		
Mov Cap-2 Maneuver	-	-	-	-	895	-	975	895	-		
Stage 1	-	-	-	-	895	-	-	-	-		
Stage 2	-	-	-	-	-	-	973	895	-		

Approach	EB	NB	SB
HCM Control Delay, s	0	8.7	8.9
HCM LOS		A	A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	SBLn1	SBLn2
Capacity (veh/h)	895	1084	-	-	975	895
HCM Lane V/C Ratio	0.017	0.022	-	-	0.043	0.005
HCM Control Delay (s)	9.1	8.4	0	-	8.9	9
HCM Lane LOS	A	A	A	-	A	A
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.1	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	331	93	66	42	70	293	51	840	33	513	1211	314
Future Volume (veh/h)	331	93	66	42	70	293	51	840	33	513	1211	314
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	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	1900	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	338	95	67	43	71	0	52	857	0	523	1236	320
Adj No. of Lanes	2	1	0	1	1	1	1	3	1	1	3	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	386	138	97	55	95	81	248	2455	764	566	3221	1002
Arrive On Green	0.11	0.14	0.14	0.03	0.05	0.00	0.01	0.16	0.00	0.17	0.63	0.63
Sat Flow, veh/h	3442	1014	715	1774	1863	1583	1774	5085	1583	1774	5085	1582
Grp Volume(v), veh/h	338	0	162	43	71	0	52	857	0	523	1236	320
Grp Sat Flow(s),veh/h/ln	1721	0	1729	1774	1863	1583	1774	1695	1583	1774	1695	1582
Q Serve(g_s), s	15.5	0.0	14.3	3.9	6.0	0.0	2.4	24.0	0.0	22.2	18.8	14.9
Cycle Q Clear(g_c), s	15.5	0.0	14.3	3.9	6.0	0.0	2.4	24.0	0.0	22.2	18.8	14.9
Prop In Lane	1.00		0.41	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	386	0	235	55	95	81	248	2455	764	566	3221	1002
V/C Ratio(X)	0.88	0.00	0.69	0.78	0.75	0.00	0.21	0.35	0.00	0.92	0.38	0.32
Avail Cap(c_a), veh/h	471	0	373	105	250	213	274	2455	764	846	3221	1002
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	0.90	0.90	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.9	0.0	65.9	76.9	74.9	0.0	20.3	44.9	0.0	21.3	14.2	13.5
Incr Delay (d2), s/veh	13.9	0.0	2.7	20.9	8.3	0.0	0.2	0.4	0.0	13.3	0.3	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.1	0.0	7.0	2.2	3.3	0.0	1.2	11.4	0.0	13.6	8.9	6.7
LnGrp Delay(d),s/veh	83.8	0.0	68.6	97.8	83.1	0.0	20.5	45.2	0.0	34.6	14.6	14.3
LnGrp LOS	F		E	F	F		C	D		C	B	B
Approach Vol, veh/h		500			114			909			2079	
Approach Delay, s/veh		78.9			88.7			43.8			19.6	
Approach LOS		E			F			D			B	

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	34.7	84.5	11.5	29.2	10.6	108.6	25.0	15.7
Change Period (Y+Rc), s	7.0	* 7.3	6.5	7.5	* 6.7	* 7.3	7.1	7.5
Max Green Setting (Gmax), s	53.0	* 35	9.5	34.5	* 6.3	* 82	21.9	21.5
Max Q Clear Time (g_c+I1), s	24.2	26.0	5.9	16.3	4.4	20.8	17.5	8.0
Green Ext Time (p_c), s	3.5	5.2	0.0	0.6	0.0	30.1	0.5	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	36.1
HCM 2010 LOS	D

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	315	515	296	209	525	69	191	583	19	173	758	318
Future Volume (veh/h)	315	515	296	209	525	69	191	583	19	173	758	318
Number	3	8	18	7	4	14	5	2	12	1	6	16
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	1900	1863	1863	1863
Adj Flow Rate, veh/h	332	542	312	220	553	73	201	614	20	182	798	335
Adj No. of Lanes	2	2	1	2	3	1	2	3	0	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	426	1102	605	237	1294	570	244	1648	53	364	1297	776
Arrive On Green	0.12	0.31	0.31	0.07	0.25	0.25	0.07	0.33	0.33	0.03	0.12	0.12
Sat Flow, veh/h	3442	3539	1582	3442	5085	1581	3442	5060	164	3442	3539	1582
Grp Volume(v), veh/h	332	542	312	220	553	73	201	411	223	182	798	335
Grp Sat Flow(s),veh/h/ln	1721	1770	1582	1721	1695	1581	1721	1695	1834	1721	1770	1582
Q Serve(g_s), s	15.0	19.9	16.4	10.2	14.6	1.3	9.2	14.9	15.0	8.3	34.3	25.8
Cycle Q Clear(g_c), s	15.0	19.9	16.4	10.2	14.6	1.3	9.2	14.9	15.0	8.3	34.3	25.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	426	1102	605	237	1294	570	244	1104	597	364	1297	776
V/C Ratio(X)	0.78	0.49	0.52	0.93	0.43	0.13	0.82	0.37	0.37	0.50	0.62	0.43
Avail Cap(c_a), veh/h	807	1102	605	237	1294	570	282	1104	597	370	1297	776
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.93	0.93	0.93	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92
Uniform Delay (d), s/veh	68.0	44.8	18.5	74.1	49.9	14.2	73.3	41.4	41.4	73.1	59.6	38.0
Incr Delay (d2), s/veh	6.3	1.5	2.9	39.8	1.0	0.5	15.9	1.0	1.8	1.0	2.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.5	9.9	7.6	6.2	6.9	1.3	4.9	7.1	7.9	4.0	17.2	11.6
LnGrp Delay(d),s/veh	74.3	46.3	21.4	113.9	50.9	14.7	89.2	42.4	43.2	74.1	61.6	39.6
LnGrp LOS	E	D	C	F	D	B	F	D	D	E	E	D
Approach Vol, veh/h		1186			846			835			1315	
Approach Delay, s/veh		47.6			64.2			53.9			57.7	
Approach LOS		D			E			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.8	60.0	27.3	47.9	18.3	66.5	18.2	57.0
Change Period (Y+Rc), s	7.9	* 7.9	7.5	7.2	6.9	7.9	7.2	* 7.2
Max Green Setting (Gmax), s	17.2	* 52	37.5	22.8	13.1	57.1	11.0	* 50
Max Q Clear Time (g_c+I1), s	16.3	17.0	17.0	16.6	11.2	36.3	12.2	21.9
Green Ext Time (p_c), s	0.4	8.3	2.8	2.5	0.1	11.7	0.0	7.6

Intersection Summary	
HCM 2010 Ctrl Delay	55.4
HCM 2010 LOS	E

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	751	55	80	630	153	66	20	111	145	23	53
Future Volume (veh/h)	52	751	55	80	630	153	66	20	111	145	23	53
Number	1	6	16	5	2	12	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	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	54	774	57	82	649	158	68	21	114	149	24	55
Adj No. of Lanes	1	3	0	1	3	0	1	1	1	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	69	1552	114	310	1881	451	298	180	152	366	76	173
Arrive On Green	0.04	0.32	0.32	0.17	0.46	0.46	0.05	0.10	0.10	0.10	0.15	0.15
Sat Flow, veh/h	1774	4835	354	1774	4096	982	1774	1863	1578	1774	503	1153
Grp Volume(v), veh/h	54	542	289	82	535	272	68	21	114	149	0	79
Grp Sat Flow(s),veh/h/ln	1774	1695	1799	1774	1695	1687	1774	1863	1578	1774	0	1657
Q Serve(g_s), s	2.4	10.5	10.5	3.2	8.2	8.4	2.8	0.8	5.7	6.0	0.0	3.4
Cycle Q Clear(g_c), s	2.4	10.5	10.5	3.2	8.2	8.4	2.8	0.8	5.7	6.0	0.0	3.4
Prop In Lane	1.00		0.20	1.00		0.58	1.00		1.00	1.00		0.70
Lane Grp Cap(c), veh/h	69	1088	577	310	1557	775	298	180	152	366	0	249
V/C Ratio(X)	0.78	0.50	0.50	0.26	0.34	0.35	0.23	0.12	0.75	0.41	0.00	0.32
Avail Cap(c_a), veh/h	201	1088	577	310	1557	775	408	260	220	380	0	249
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	0.86	0.86	0.86	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.6	22.2	22.3	28.9	14.1	14.1	30.9	33.4	35.6	28.9	0.0	30.7
Incr Delay (d2), s/veh	17.2	1.6	3.1	0.4	0.5	1.1	0.4	0.3	8.0	0.7	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	5.1	5.7	1.6	3.9	4.2	1.4	0.4	2.8	3.0	0.0	1.6
LnGrp Delay(d),s/veh	55.8	23.9	25.3	29.3	14.6	15.2	31.3	33.7	43.7	29.6	0.0	31.4
LnGrp LOS	E	C	C	C	B	B	C	C	D	C		C
Approach Vol, veh/h		885			889			203			228	
Approach Delay, s/veh		26.3			16.1			38.5			30.2	
Approach LOS		C			B			D			C	

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	9.0	43.2	10.0	18.9	20.2	32.0	14.3	14.5
Change Period (Y+Rc), s	* 5.8	6.0	* 6.2	* 6.7	6.0	6.0	6.6	* 6.7
Max Green Setting (Gmax), s	* 3.2	27.0	* 8.8	* 11	9.0	26.0	8.4	* 11
Max Q Clear Time (g_c+I1), s	4.4	10.4	4.8	5.4	5.2	12.5	8.0	7.7
Green Ext Time (p_c), s	0.0	4.8	0.0	0.1	0.1	4.4	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	23.7
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

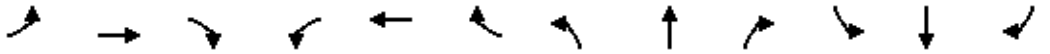
Intersection	
Int Delay, s/veh	10.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	141	0	198	0	59	148	278	51	0
Future Vol, veh/h	0	0	0	141	0	198	0	59	148	278	51	0
Conflicting Peds, #/hr	1	0	3	3	0	1	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	Free	-	-	Yield	-	-	None
Storage Length	0	-	0	0	-	0	-	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	97	92	97	92	97	97	97	97	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	145	0	204	0	61	153	287	53	0

Major/Minor	Major1			Minor1			Minor2				
Conflicting Flow All	1	0	-	-	2	2	34	2	-		
Stage 1	-	-	-	-	1	-	1	1	-		
Stage 2	-	-	-	-	1	-	33	1	-		
Critical Hdwy	4.12	-	-	-	6.52	6.22	7.12	6.52	-		
Critical Hdwy Stg 1	-	-	-	-	5.52	-	-	-	-		
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-		
Follow-up Hdwy	2.218	-	-	-	4.018	3.318	3.518	4.018	-		
Pot Cap-1 Maneuver	1622	-	0	0	894	1082	973	894	0		
Stage 1	-	-	0	0	895	-	-	-	0		
Stage 2	-	-	0	0	-	-	983	895	0		
Platoon blocked, %		-									
Mov Cap-1 Maneuver	1621	-	-	-	893	1082	792	893	-		
Mov Cap-2 Maneuver	-	-	-	-	893	-	792	893	-		
Stage 1	-	-	-	-	895	-	-	-	-		
Stage 2	-	-	-	-	-	-	787	895	-		

Approach	EB	NB	SB
HCM Control Delay, s	0	9	11.7
HCM LOS		A	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	SBLn1	SBLn2
Capacity (veh/h)	893	1082	1621	-	792	893
HCM Lane V/C Ratio	0.068	0.141	-	-	0.362	0.059
HCM Control Delay (s)	9.3	8.9	0	-	12.1	9.3
HCM Lane LOS	A	A	A	-	B	A
HCM 95th %tile Q(veh)	0.2	0.5	0	-	1.7	0.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	230	53	33	16	35	109	59	839	8	382	1411	254
Future Volume (veh/h)	230	53	33	16	35	109	59	839	8	382	1411	254
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	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	1900	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	253	58	36	18	38	0	65	922	0	420	1551	279
Adj No. of Lanes	2	1	0	1	1	1	1	3	1	1	3	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	170	81	51	22	66	56	237	3213	1000	609	3621	1127
Arrive On Green	0.05	0.08	0.08	0.01	0.04	0.00	0.05	1.00	0.00	0.10	0.71	0.71
Sat Flow, veh/h	3442	1073	666	1774	1863	1583	1774	5085	1583	1774	5085	1583
Grp Volume(v), veh/h	253	0	94	18	38	0	65	922	0	420	1551	279
Grp Sat Flow(s),veh/h/ln	1721	0	1739	1774	1863	1583	1774	1695	1583	1774	1695	1583
Q Serve(g_s), s	7.9	0.0	8.4	1.6	3.2	0.0	2.1	0.0	0.0	12.5	20.2	9.9
Cycle Q Clear(g_c), s	7.9	0.0	8.4	1.6	3.2	0.0	2.1	0.0	0.0	12.5	20.2	9.9
Prop In Lane	1.00		0.38	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	170	0	132	22	66	56	237	3213	1000	609	3621	1127
V/C Ratio(X)	1.49	0.00	0.71	0.81	0.58	0.00	0.27	0.29	0.00	0.69	0.43	0.25
Avail Cap(c_a), veh/h	170	0	201	128	250	213	285	3213	1000	715	3621	1127
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	0.94	0.94	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	76.1	0.0	72.2	78.8	76.0	0.0	9.8	0.0	0.0	6.7	9.5	8.1
Incr Delay (d2), s/veh	248.5	0.0	5.2	49.8	5.8	0.0	0.3	0.2	0.0	2.8	0.4	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(50%),veh/ln	9.6	0.0	4.3	1.1	1.8	0.0	1.0	0.1	0.0	6.4	9.5	4.4
LnGrp Delay(d),s/veh	324.6	0.0	77.4	128.6	81.8	0.0	10.1	0.2	0.0	9.6	9.9	8.6
LnGrp LOS	F		E	F	F		B	A		A	A	A
Approach Vol, veh/h		347			56			987			2250	
Approach Delay, s/veh		257.6			96.9			0.9			9.7	
Approach LOS		F			F			A			A	

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	23.5	108.4	8.5	19.7	10.6	121.2	15.0	13.2
Change Period (Y+Rc), s	7.0	* 7.3	6.5	7.5	* 6.7	* 7.3	7.1	7.5
Max Green Setting (Gmax), s	26.0	* 76	11.5	18.5	* 8.3	* 94	7.9	21.5
Max Q Clear Time (g_c+I1), s	14.5	2.0	3.6	10.4	4.1	22.2	9.9	5.2
Green Ext Time (p_c), s	1.9	64.3	0.0	0.3	0.0	62.6	0.0	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	32.3
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	205	54	91	514	14	225	791	11	105	981	365
Future Volume (veh/h)	35	205	54	91	514	14	225	791	11	105	981	365
Number	3	8	18	7	4	14	5	2	12	1	6	16
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	1845	1863	1863	1863	1863	1863	1863	1861	1900	1863	1863	1863
Adj Flow Rate, veh/h	39	228	60	101	571	16	250	879	12	117	1090	406
Adj No. of Lanes	2	2	1	2	3	1	2	3	0	2	2	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	88	748	464	144	1147	497	282	2424	33	305	1707	804
Arrive On Green	0.03	0.21	0.21	0.04	0.23	0.23	0.08	0.47	0.47	0.18	0.96	0.96
Sat Flow, veh/h	3408	3539	1581	3442	5085	1581	3442	5164	70	3442	3539	1582
Grp Volume(v), veh/h	39	228	60	101	571	16	250	576	315	117	1090	406
Grp Sat Flow(s),veh/h/ln	1704	1770	1581	1721	1695	1581	1721	1693	1848	1721	1770	1582
Q Serve(g_s), s	1.8	8.7	3.4	4.6	15.7	0.1	11.5	17.4	17.4	4.8	4.5	2.8
Cycle Q Clear(g_c), s	1.8	8.7	3.4	4.6	15.7	0.1	11.5	17.4	17.4	4.8	4.5	2.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	88	748	464	144	1147	497	282	1590	868	305	1707	804
V/C Ratio(X)	0.44	0.30	0.13	0.70	0.50	0.03	0.89	0.36	0.36	0.38	0.64	0.50
Avail Cap(c_a), veh/h	415	748	464	194	1147	497	282	1590	868	305	1707	804
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.89	0.89	0.89
Uniform Delay (d), s/veh	76.8	53.2	24.1	75.6	54.0	22.2	72.7	27.1	27.1	62.0	1.5	1.4
Incr Delay (d2), s/veh	7.7	1.1	0.6	7.1	1.5	0.1	27.0	0.6	1.2	0.7	1.6	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	4.4	1.5	2.3	7.5	0.4	6.5	8.3	9.2	2.3	1.9	1.3
LnGrp Delay(d),s/veh	84.6	54.2	24.7	82.8	55.6	22.3	99.8	27.8	28.3	62.7	3.2	3.4
LnGrp LOS	F	D	C	F	E	C	F	C	C	E	A	A
Approach Vol, veh/h		327			688			1141			1613	
Approach Delay, s/veh		52.4			58.8			43.7			7.5	
Approach LOS		D			E			D			A	

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	22.1	83.0	11.6	43.3	20.0	85.1	13.9	41.0
Change Period (Y+Rc), s	7.9	* 7.9	7.5	7.2	6.9	7.9	7.2	* 7.2
Max Green Setting (Gmax), s	13.2	* 75	19.5	22.8	13.1	75.1	9.0	* 34
Max Q Clear Time (g_c+I1), s	6.8	19.4	3.8	17.7	13.5	6.5	6.6	10.7
Green Ext Time (p_c), s	4.7	14.2	0.1	2.3	0.0	32.3	0.2	2.3

Intersection Summary	
HCM 2010 Ctrl Delay	31.7
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	282	7	17	889	38	7	0	6	27	0	42
Future Volume (veh/h)	35	282	7	17	889	38	7	0	6	27	0	42
Number	1	6	16	5	2	12	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	1900	1863	1863	1900	1863	1900	1863	1863	1863	1900
Adj Flow Rate, veh/h	37	297	7	18	936	40	7	0	6	28	0	44
Adj No. of Lanes	1	3	0	1	3	0	1	1	1	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	0	2	2	0	0
Cap, veh/h	50	1641	38	530	2973	127	154	85	71	192	0	104
Arrive On Green	0.03	0.32	0.32	0.30	0.59	0.59	0.01	0.00	0.04	0.02	0.00	0.07
Sat Flow, veh/h	1774	5111	120	1774	5001	213	1774	1900	1583	1774	0	1583
Grp Volume(v), veh/h	37	197	107	18	634	342	7	0	6	28	0	44
Grp Sat Flow(s),veh/h/ln	1774	1695	1841	1774	1695	1825	1774	1900	1583	1774	0	1583
Q Serve(g_s), s	1.7	3.4	3.4	0.6	7.6	7.6	0.3	0.0	0.3	1.2	0.0	2.2
Cycle Q Clear(g_c), s	1.7	3.4	3.4	0.6	7.6	7.6	0.3	0.0	0.3	1.2	0.0	2.2
Prop In Lane	1.00		0.07	1.00		0.12	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	50	1088	591	530	2016	1085	154	85	71	192	0	104
V/C Ratio(X)	0.75	0.18	0.18	0.03	0.31	0.32	0.05	0.00	0.08	0.15	0.00	0.42
Avail Cap(c_a), veh/h	201	1088	591	530	2016	1085	334	265	221	336	0	221
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	0.79	0.79	0.79	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.1	19.8	19.8	20.1	8.2	8.2	36.6	0.0	37.1	35.8	0.0	36.4
Incr Delay (d2), s/veh	19.8	0.4	0.7	0.0	0.3	0.6	0.1	0.0	0.5	0.3	0.0	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	1.6	1.8	0.3	3.6	4.0	0.2	0.0	0.1	0.6	0.0	1.0
LnGrp Delay(d),s/veh	58.9	20.2	20.5	20.1	8.5	8.8	36.7	0.0	37.6	36.1	0.0	39.1
LnGrp LOS	E	C	C	C	A	A	D		D	D		D
Approach Vol, veh/h		341			994			13			72	
Approach Delay, s/veh		24.5			8.8			37.1			38.0	
Approach LOS		C			A			D			D	

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	8.1	54.2	6.8	12.0	30.2	32.0	8.5	10.3
Change Period (Y+Rc), s	* 5.8	6.0	* 6.2	* 6.7	6.0	6.0	6.6	* 6.7
Max Green Setting (Gmax), s	* 8.2	27.0	* 8.8	* 11	9.0	26.0	8.4	* 11
Max Q Clear Time (g_c+I1), s	3.7	9.6	2.3	4.2	2.6	5.4	3.2	2.3
Green Ext Time (p_c), s	0.0	6.0	0.0	0.1	3.2	1.7	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	14.3
HCM 2010 LOS	B

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

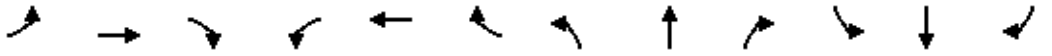
Intersection	
Int Delay, s/veh	8.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	21	0	94	22	154	0	20	65	93	28	0
Future Vol, veh/h	0	21	0	94	22	154	0	20	65	93	28	0
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	Yield
Storage Length	-	-	-	-	-	0	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	71	71	71	71	71	71	71	71	71	71	71	71
Heavy Vehicles, %	0	0	0	2	0	2	0	2	2	2	2	0
Mvmt Flow	0	30	0	132	31	217	0	28	92	131	39	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	345	329	40	345	329	28	39	0	0	28	0	0
Stage 1	301	301	-	28	28	-	-	-	-	-	-	-
Stage 2	44	28	-	317	301	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.12	6.5	6.22	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.12	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.12	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.518	4	3.318	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	613	593	1037	609	593	1047	1584	-	-	1585	-	-
Stage 1	712	669	-	989	876	-	-	-	-	-	-	-
Stage 2	975	876	-	694	669	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	435	543	1036	546	543	1047	1583	-	-	1585	-	-
Mov Cap-2 Maneuver	435	543	-	546	543	-	-	-	-	-	-	-
Stage 1	712	612	-	989	876	-	-	-	-	-	-	-
Stage 2	746	876	-	604	612	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12	11.5	0	5.7
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1583	-	-	543	545	1047	1585	-	-
HCM Lane V/C Ratio	-	-	-	0.054	0.3	0.207	0.083	-	-
HCM Control Delay (s)	0	-	-	12	14.4	9.3	7.5	0	-
HCM Lane LOS	A	-	-	B	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	1.3	0.8	0.3	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	379	96	93	42	78	293	68	836	33	513	1189	435
Future Volume (veh/h)	379	96	93	42	78	293	68	836	33	513	1189	435
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	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	1900	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	387	98	23	43	80	0	69	853	0	523	1213	228
Adj No. of Lanes	2	1	0	1	1	1	1	3	1	1	3	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	435	229	54	55	109	93	267	2284	711	565	3073	956
Arrive On Green	0.13	0.16	0.16	0.03	0.06	0.00	0.01	0.15	0.00	0.19	0.60	0.60
Sat Flow, veh/h	3442	1457	342	1774	1863	1583	1774	5085	1583	1774	5085	1582
Grp Volume(v), veh/h	387	0	121	43	80	0	69	853	0	523	1213	228
Grp Sat Flow(s),veh/h/ln	1721	0	1799	1774	1863	1583	1774	1695	1583	1774	1695	1582
Q Serve(g_s), s	17.7	0.0	9.7	3.9	6.8	0.0	3.3	24.2	0.0	24.2	19.8	10.7
Cycle Q Clear(g_c), s	17.7	0.0	9.7	3.9	6.8	0.0	3.3	24.2	0.0	24.2	19.8	10.7
Prop In Lane	1.00		0.19	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	435	0	283	55	109	93	267	2284	711	565	3073	956
V/C Ratio(X)	0.89	0.00	0.43	0.78	0.73	0.00	0.26	0.37	0.00	0.92	0.39	0.24
Avail Cap(c_a), veh/h	514	0	388	105	227	193	307	2284	711	813	3073	956
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	0.90	0.90	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	68.8	0.0	60.9	76.9	74.1	0.0	22.9	47.8	0.0	23.1	16.4	14.6
Incr Delay (d2), s/veh	14.9	0.0	0.8	20.9	6.9	0.0	0.2	0.4	0.0	14.2	0.4	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	0.0	4.9	2.2	3.7	0.0	1.7	11.5	0.0	24.6	9.3	4.8
LnGrp Delay(d),s/veh	83.7	0.0	61.6	97.8	81.0	0.0	23.1	48.3	0.0	37.3	16.8	15.2
LnGrp LOS	F		E	F	F		C	D		D	B	B
Approach Vol, veh/h		508			123			922			1964	
Approach Delay, s/veh		78.4			86.9			46.4			22.1	
Approach LOS		E			F			D			C	

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	36.6	79.2	11.5	32.7	11.8	104.0	27.3	16.9
Change Period (Y+Rc), s	7.0	* 7.3	6.5	7.5	* 6.7	* 7.3	7.1	7.5
Max Green Setting (Gmax), s	52.0	* 36	9.5	34.5	* 8.7	* 79	23.9	19.5
Max Q Clear Time (g_c+I1), s	26.2	26.2	5.9	11.7	5.3	21.8	19.7	8.8
Green Ext Time (p_c), s	3.4	9.0	0.0	0.8	0.0	45.5	0.5	0.6

Intersection Summary	
HCM 2010 Ctrl Delay	38.9
HCM 2010 LOS	D

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	315	518	299	209	533	69	199	596	19	173	763	318
Future Volume (veh/h)	315	518	299	209	533	69	199	596	19	173	763	318
Number	3	8	18	7	4	14	5	2	12	1	6	16
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	1900	1863	1863	1863
Adj Flow Rate, veh/h	332	545	315	220	561	73	209	627	20	182	803	335
Adj No. of Lanes	2	2	1	2	3	1	2	3	0	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	428	1146	622	258	1386	626	239	1680	53	424	1387	817
Arrive On Green	0.12	0.32	0.32	0.07	0.27	0.27	0.07	0.33	0.33	0.04	0.13	0.13
Sat Flow, veh/h	3442	3539	1582	3442	5085	1582	3442	5063	161	3442	3539	1582
Grp Volume(v), veh/h	332	545	315	220	561	73	209	419	228	182	803	335
Grp Sat Flow(s),veh/h/ln	1721	1770	1582	1721	1695	1582	1721	1695	1834	1721	1770	1582
Q Serve(g_s), s	15.0	19.7	17.6	10.1	14.4	1.3	9.6	15.1	15.2	8.3	34.2	25.2
Cycle Q Clear(g_c), s	15.0	19.7	17.6	10.1	14.4	1.3	9.6	15.1	15.2	8.3	34.2	25.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	428	1146	622	258	1386	626	239	1125	609	424	1387	817
V/C Ratio(X)	0.78	0.48	0.51	0.85	0.40	0.12	0.88	0.37	0.37	0.43	0.58	0.41
Avail Cap(c_a), veh/h	850	1146	622	258	1386	626	239	1125	609	424	1387	817
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.92	0.92	0.92	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Uniform Delay (d), s/veh	67.9	43.2	20.9	73.1	47.6	14.6	73.8	40.7	40.8	71.3	57.2	35.6
Incr Delay (d2), s/veh	6.2	1.3	2.7	23.0	0.9	0.4	28.4	0.9	1.8	0.7	1.6	1.4
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(50%),veh/ln	7.5	9.8	8.1	5.7	6.9	1.3	5.5	7.2	8.0	4.0	17.1	11.4
LnGrp Delay(d),s/veh	74.1	44.6	23.6	96.2	48.5	15.0	102.1	41.7	42.5	71.9	58.8	36.9
LnGrp LOS	E	D	C	F	D	B	F	D	D	E	E	D
Approach Vol, veh/h		1192			854			856			1320	
Approach Delay, s/veh		47.2			57.9			56.7			55.1	
Approach LOS		D			E			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	27.8	61.0	27.4	50.8	18.0	70.8	19.2	59.0
Change Period (Y+Rc), s	7.9	* 7.9	7.5	7.2	6.9	7.9	7.2	* 7.2
Max Green Setting (Gmax), s	13.2	* 53	39.5	23.8	11.1	56.1	12.0	* 52
Max Q Clear Time (g_c+I1), s	10.3	17.2	17.0	16.4	11.6	36.2	12.1	21.7
Green Ext Time (p_c), s	2.4	8.5	2.9	3.5	0.0	12.1	0.0	7.9

Intersection Summary	
HCM 2010 Ctrl Delay	53.8
HCM 2010 LOS	D

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	747	55	80	617	183	66	20	111	157	23	81
Future Volume (veh/h)	91	747	55	80	617	183	66	20	111	157	23	81
Number	1	6	16	5	2	12	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	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	94	770	57	82	636	189	68	21	114	162	24	84
Adj No. of Lanes	1	3	0	1	3	0	1	1	1	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	121	1551	114	297	1651	482	296	181	154	378	57	201
Arrive On Green	0.07	0.32	0.32	0.17	0.42	0.42	0.05	0.10	0.10	0.10	0.16	0.16
Sat Flow, veh/h	1774	4833	356	1774	3908	1141	1774	1863	1578	1774	363	1272
Grp Volume(v), veh/h	94	539	288	82	550	275	68	21	114	162	0	108
Grp Sat Flow(s),veh/h/ln	1774	1695	1799	1774	1695	1659	1774	1863	1578	1774	0	1635
Q Serve(g_s), s	4.2	10.4	10.5	3.3	9.1	9.3	2.8	0.8	5.7	6.5	0.0	4.8
Cycle Q Clear(g_c), s	4.2	10.4	10.5	3.3	9.1	9.3	2.8	0.8	5.7	6.5	0.0	4.8
Prop In Lane	1.00		0.20	1.00		0.69	1.00		1.00	1.00		0.78
Lane Grp Cap(c), veh/h	121	1088	577	297	1432	701	296	181	154	378	0	258
V/C Ratio(X)	0.78	0.50	0.50	0.28	0.38	0.39	0.23	0.12	0.74	0.43	0.00	0.42
Avail Cap(c_a), veh/h	201	1088	577	297	1432	701	406	260	220	381	0	258
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	0.85	0.85	0.85	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.1	22.2	22.2	29.4	16.1	16.2	30.9	33.4	35.6	28.3	0.0	30.8
Incr Delay (d2), s/veh	10.2	1.6	3.1	0.4	0.7	1.4	0.4	0.3	7.7	0.8	0.0	1.1
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(50%),veh/ln	2.4	5.1	5.7	1.6	4.3	4.5	1.4	0.4	2.8	3.2	0.0	2.3
LnGrp Delay(d),s/veh	47.3	23.8	25.3	29.9	16.8	17.6	31.3	33.7	43.3	29.1	0.0	31.8
LnGrp LOS	D	C	C	C	B	B	C	C	D	C		C
Approach Vol, veh/h		921			907			203			270	
Approach Delay, s/veh		26.7			18.2			38.2			30.2	
Approach LOS		C			B			D			C	

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	11.3	40.2	10.0	19.5	19.5	32.0	14.9	14.6
Change Period (Y+Rc), s	* 5.8	6.0	* 6.2	* 6.7	6.0	6.0	6.6	* 6.7
Max Green Setting (Gmax), s	* 5.2	27.0	* 8.8	* 11	9.0	26.0	8.4	* 11
Max Q Clear Time (g_c+I1), s	6.2	11.3	4.8	6.8	5.3	12.5	8.5	7.7
Green Ext Time (p_c), s	0.1	5.1	0.0	0.4	1.9	4.4	0.0	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	24.8
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	22

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	6	0	177	18	282	0	106	160	335	85	0
Future Vol, veh/h	0	6	0	177	18	282	0	106	160	335	85	0
Conflicting Peds, #/hr	1	0	3	3	0	1	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	Yield
Storage Length	-	-	-	-	-	0	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	2	0	2	0	2	2	2	2	0
Mvmt Flow	0	6	0	182	19	291	0	109	165	345	88	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	898	888	91	894	888	111	88	0	0	110	0	0
Stage 1	778	778	-	110	110	-	-	-	-	-	-	-
Stage 2	120	110	-	784	778	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.12	6.5	6.22	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.12	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.12	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.518	4	3.318	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	262	285	972	262	285	942	1520	-	-	1480	-	-
Stage 1	392	410	-	895	808	-	-	-	-	-	-	-
Stage 2	889	808	-	386	410	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	137	215	970	207	215	940	1516	-	-	1479	-	-
Mov Cap-2 Maneuver	137	215	-	207	215	-	-	-	-	-	-	-
Stage 1	392	310	-	894	807	-	-	-	-	-	-	-
Stage 2	599	807	-	285	310	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22.2	47.9	0	6.5
HCM LOS	C	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1516	-	-	215	208	940	1479	-	-
HCM Lane V/C Ratio	-	-	-	0.029	0.966	0.309	0.234	-	-
HCM Control Delay (s)	0	-	-	22.2	101.9	10.5	8.2	0	-
HCM Lane LOS	A	-	-	C	F	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	8.3	1.3	0.9	-	-

Intersection	
Intersection Delay, s/veh	9.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	21	0	94	22	154	0	20	65	93	28	0
Future Vol, veh/h	0	21	0	94	22	154	0	20	65	93	28	0
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Heavy Vehicles, %	0	0	0	2	0	2	0	2	2	2	2	0
Mvmt Flow	0	30	0	132	31	217	0	28	92	131	39	0
Number of Lanes	0	1	0	0	1	1	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	1
HCM Control Delay	9.1	9.8	8.6	11.1
HCM LOS	A	A	A	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	0%	0%	81%	0%	77%
Vol Thru, %	100%	0%	100%	19%	0%	23%
Vol Right, %	0%	100%	0%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	20	65	21	116	154	121
LT Vol	0	0	0	94	0	93
Through Vol	20	0	21	22	0	28
RT Vol	0	65	0	0	154	0
Lane Flow Rate	28	92	30	163	217	170
Geometry Grp	7	7	6	7	7	6
Degree of Util (X)	0.045	0.128	0.047	0.261	0.278	0.274
Departure Headway (Hd)	5.739	5.032	5.747	5.756	4.61	5.791
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	619	706	618	621	774	617
Service Time	3.517	2.81	3.834	3.514	2.368	3.862
HCM Lane V/C Ratio	0.045	0.13	0.049	0.262	0.28	0.276
HCM Control Delay	8.8	8.6	9.1	10.6	9.2	11.1
HCM Lane LOS	A	A	A	B	A	B
HCM 95th-tile Q	0.1	0.4	0.1	1	1.1	1.1

Intersection	
Intersection Delay, s/veh	18.8
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	6	0	177	18	282	0	106	160	335	85	0
Future Vol, veh/h	0	6	0	177	18	282	0	106	160	335	85	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	0	0	0	2	0	2	0	2	2	2	2	0
Mvmt Flow	0	6	0	182	19	291	0	109	165	345	88	0
Number of Lanes	0	1	0	0	1	1	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	1
HCM Control Delay	10.9	14.1	11.1	29
HCM LOS	B	B	B	D

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	0%	0%	91%	0%	80%
Vol Thru, %	100%	0%	100%	9%	0%	20%
Vol Right, %	0%	100%	0%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	106	160	6	195	282	420
LT Vol	0	0	0	177	0	335
Through Vol	106	0	6	18	0	85
RT Vol	0	160	0	0	282	0
Lane Flow Rate	109	165	6	201	291	433
Geometry Grp	7	7	6	7	7	6
Degree of Util (X)	0.204	0.275	0.013	0.396	0.476	0.781
Departure Headway (Hd)	6.716	6.001	7.802	7.1	5.891	6.494
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	532	595	462	507	611	559
Service Time	4.481	3.766	5.802	4.861	3.652	4.545
HCM Lane V/C Ratio	0.205	0.277	0.013	0.396	0.476	0.775
HCM Control Delay	11.2	11.1	10.9	14.5	13.9	29
HCM Lane LOS	B	B	B	B	B	D
HCM 95th-tile Q	0.8	1.1	0	1.9	2.6	7.2

APPENDIX D

Raw Traffic Counts

Haynes Bridge Rd & North Point Dr

Peak Hour Turning Movement Count

ID: 18-09282-003
City: Alpharetta

Day: Thursday
Date: 05/10/2018

PEAK HOURS

AM: 07:45 AM - 08:45 AM
NOON: NONE
PM: 04:45 PM - 05:45 PM

COUNT PERIODS

AM: 07:00 AM - 09:00 AM
NOON: NONE
PM: 04:00 PM - 06:00 PM

Haynes Bridge Rd — SOUTHBOUND

AM	166	1330	321	39	1043	AM
NOON	0	0	0	0	0	NOON
PM	296	1141	426	57	1426	PM

North Point Dr — EASTBOUND

AM	NOON	PM		
219	0	415	⇦	
5	0	11	↶	0
110	0	301	↱	2
41	0	88	→	0.5
17	0	62	↳	0.5
AM	NOON	PM		

CONTROL

Signalized

TEV	3016 AM	0 NOON	3635 PM
PHF	0.91		0.98

WESTBOUND — North Point Dr

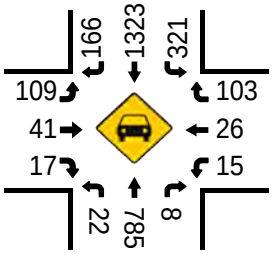
PM	NOON	AM		
276	0	103	↰	1
66	0	26	←	1
38	0	15	↰	1
2	0	0	↶	0
547	0	370	⇨	
PM	NOON	AM		

Haynes Bridge Rd — NORTHBOUND

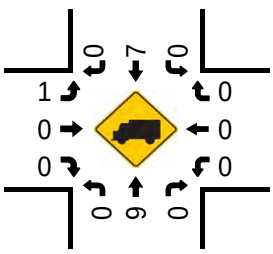
PM	1247	6	42	792	31	PM
NOON	0	0	0	0	0	NOON
AM	1384	22	22	791	8	AM

Turning movements at the intersection: 1 3 1 0 | 0 1 3 1

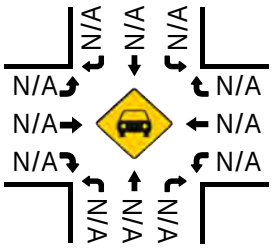
Cars (AM)



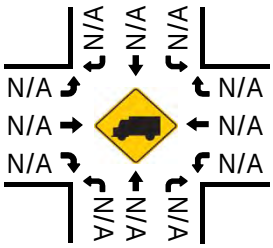
HT (AM)



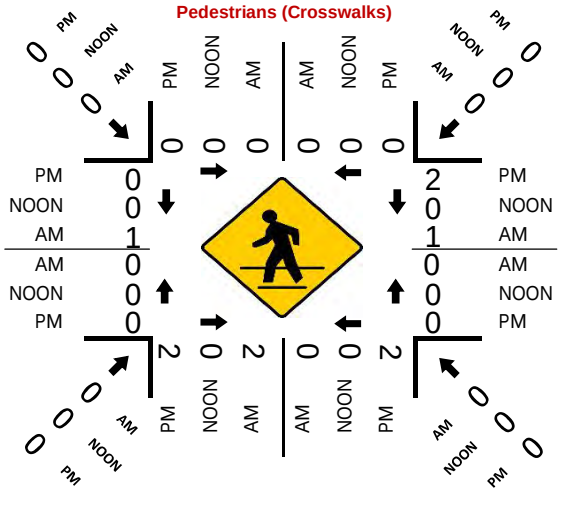
Cars (NOON)



HT (NOON)



Pedestrians (Crosswalks)


PM
NOON
AM
0
0
0
0
0
0

Project ID: 18-09282-003
Location: Haynes Bridge Rd & North Point Dr
City: Alpharetta

Day: Thursday
Date: 05/10/2018

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Haynes Bridge Rd Northbound						Haynes Bridge Rd Southbound						North Point Dr Eastbound						North Point Dr Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
7:00 AM	0	124	1	0	2	125	44	272	15	6	0	337	13	11	1	0	1	25	1	2	16	0	0	19	506
7:15 AM	2	181	3	2	0	188	40	396	35	5	0	476	25	8	2	0	0	35	1	4	30	0	0	35	734
7:30 AM	4	199	3	4	1	210	68	321	38	12	0	439	17	9	3	1	0	30	4	13	33	0	1	50	729
7:45 AM	8	221	0	7	0	236	106	352	36	10	0	504	30	9	3	3	0	45	3	10	29	0	0	42	827
Total	14	725	7	13	3	759	258	1341	124	33	0	1756	85	37	9	4	1	135	9	29	108	0	1	146	2796
8:00 AM	7	177	4	5	0	193	51	334	35	13	0	433	30	10	6	1	0	47	5	9	22	0	0	36	709
8:15 AM	5	201	3	3	2	212	69	318	47	6	0	440	28	10	6	1	1	45	3	4	27	0	1	34	731
8:30 AM	2	192	1	7	0	202	95	326	48	10	0	479	22	12	2	0	0	36	4	3	25	0	0	32	749
8:45 AM	5	161	2	3	0	171	91	273	35	13	0	412	16	16	2	1	0	35	2	11	29	0	1	42	660
Total	19	731	10	18	2	778	306	1251	165	42	0	1764	96	48	16	3	1	163	14	27	103	0	2	144	2849
BREAK																									
4:00 PM	15	178	10	2	0	205	86	200	43	2	0	331	89	28	22	0	0	139	13	24	56	0	0	93	768
4:15 PM	13	199	4	2	0	218	119	213	77	10	0	419	68	25	13	3	0	109	14	11	64	0	0	89	835
4:30 PM	11	247	4	3	0	265	93	248	72	16	0	429	70	17	14	4	0	105	11	8	64	0	0	83	882
4:45 PM	6	209	12	1	2	228	92	277	75	18	0	462	65	21	9	4	0	99	9	14	70	0	0	93	882
Total	45	833	30	8	2	916	390	938	267	46	0	1641	292	91	58	11	0	452	47	57	254	0	0	358	3367
5:00 PM	6	218	3	2	0	229	109	267	68	8	0	452	79	23	17	4	0	123	6	17	83	0	0	106	910
5:15 PM	13	194	6	1	2	214	121	296	79	13	0	509	76	21	13	2	0	112	14	23	59	0	0	96	931
5:30 PM	17	171	10	2	0	200	104	301	74	18	0	497	81	23	23	1	0	128	9	12	64	2	2	87	912
5:45 PM	16	155	13	1	0	185	113	257	93	9	0	472	77	13	12	2	0	104	12	18	50	0	0	80	841
Total	52	738	32	6	2	828	447	1121	314	48	0	1930	313	80	65	9	0	467	41	70	256	2	2	369	3594
Grand Total	130	3027	79	45	9	3281	1401	4651	870	169	0	7091	786	256	148	27	2	1217	111	183	721	2	5	1017	12606
Apprch %	4.0	92.3	2.4	1.4	0.3		19.8	65.6	12.3	2.4	0.0		64.6	21.0	12.2	2.2	0.2		10.9	18.0	70.9	0.2	0.5		
Total %	1.0	24.0	0.6	0.4	0.1	26.0	11.1	36.9	6.9	1.3	0.0	56.3	6.2	2.0	1.2	0.2	0.0	9.7	0.9	1.5	5.7	0.0	0.0	8.1	
Cars, PU, Vans	130	3009	79	45	9	3263	1401	4635	867		0	7072	784	256	148	27		1215	111	183	721		5	1017	12567
% Cars, PU, Vans	100.0	99.4	100.0	100.0	100.0	99.5	100.0	99.7	99.7	0.0	0.0	99.7	99.7	100.0	100.0	100.0	0.0	99.8	100.0	100.0	100.0	0.0	100.0	100.0	99.7
Heavy Trucks	0	18	0	0		18	0	16	3	0		19	2	0	0	0		2	0	0	0	0		0	39
%Heavy Trucks	0.0	0.6	0.0	0.0	0.0	0.5	0.0	0.3	0.3	0.0	0.0	0.3	0.3	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.3

Project ID: 18-09282-003
Location: Haynes Bridge Rd & North Point Dr
City: Alpharetta

PEAK HOURS

Day: Thursday
Date: 05/10/2018

AM

	Haynes Bridge Rd Northbound					Haynes Bridge Rd Southbound					North Point Dr Eastbound					North Point Dr Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
7:45 AM	8	221	0	7	236	106	352	36	10	504	30	9	3	3	45	3	10	29	0	42	827
8:00 AM	7	177	4	5	193	51	334	35	13	433	30	10	6	1	47	5	9	22	0	36	709
8:15 AM	5	201	3	3	212	69	318	47	6	440	28	10	6	1	45	3	4	27	0	34	731
8:30 AM	2	192	1	7	202	95	326	48	10	479	22	12	2	0	36	4	3	25	0	32	749
Total Volume	22	791	8	22	843	321	1330	166	39	1856	110	41	17	5	173	15	26	103	0	144	3016
% App. Total	2.6	93.8	0.9	2.6	100	17.3	71.7	8.9	2.1	100	63.6	23.7	9.8	2.9	100	10.4	18.1	71.5	0.0	100	
PHF					0.893					0.921					0.920					0.857	0.912
Cars, PU, Vans	22	785	8	22	837	321	1323	166	39	1849	109	41	17	5	172	15	26	103	0	144	3002
% Cars, PU, Vans	100.0	99.2	100.0	100.0	99.3	100.0	99.5	100.0	100.0	99.6	99.1	100.0	100.0	100.0	99.4	100.0	100.0	100.0	0.0	100.0	99.5
Heavy Trucks	0	6	0	0	6	0	7	0	0	7	1	0	0	0	1	0	0	0	0	0	14
%Heavy Trucks	0.0	0.8	0.0	0.0	0.7	0.0	0.5	0.0	0.0	0.4	0.9	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.5

PM

	Haynes Bridge Rd Northbound					Haynes Bridge Rd Southbound					North Point Dr Eastbound					North Point Dr Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM to 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
4:45 PM	6	209	12	1	228	92	277	75	18	462	65	21	9	4	99	9	14	70	0	93	882
5:00 PM	6	218	3	2	229	109	267	68	8	452	79	23	17	4	123	6	17	83	0	106	910
5:15 PM	13	194	6	1	214	121	296	79	13	509	76	21	13	2	112	14	23	59	0	96	931
5:30 PM	17	171	10	2	200	104	301	74	18	497	81	23	23	1	128	9	12	64	2	87	912
Total Volume	42	792	31	6	871	426	1141	296	57	1920	301	88	62	11	462	38	66	276	2	382	3635
% App. Total	4.8	90.9	3.6	0.7	100	22.2	59.4	15.4	3.0	100	65.2	19.0	13.4	2.4	100	9.9	17.3	72.3	0.5	100	
PHF					0.951					0.943					0.902					0.901	0.976
Cars, PU, Vans	42	789	31	6	868	426	1140	296	57	1919	301	88	62	11	462	38	66	276	2	382	3631
% Cars, PU, Vans	100.0	99.6	100.0	100.0	99.7	100.0	99.9	100.0	100.0	99.9	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	99.9
Heavy Trucks	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
%Heavy Trucks	0.0	0.4	0.0	0.0	0.3	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1

Haynes Bridge Rd & North Point Pkwy

Peak Hour Turning Movement Count

ID: 18-09282-004
City: Alpharetta

Day: Thursday
Date: 05/10/2018

PEAK HOURS

AM	07:15 AM - 08:15 AM
NOON	NONE
PM	05:00 PM - 06:00 PM

COUNT PERIODS

AM	07:00 AM - 09:00 AM
NOON	NONE
PM	04:00 PM - 06:00 PM

Haynes Bridge Rd — SOUTHBOUND

AM	344	910	97	2	780	AM
NOON	0	0	0	0	0	NOON
PM	300	714	158	5	916	PM
	1	2	2	0		

North Point Pkwy — EASTBOUND

AM	NOON	PM	
1029	0	975	
2	0	0	0
31	0	297	2
185	0	485	2
42	0	279	1
AM	NOON	PM	

CONTROL

Signalized

TEV	3139 AM	0 NOON	3742 PM
PHF	0.90		0.95

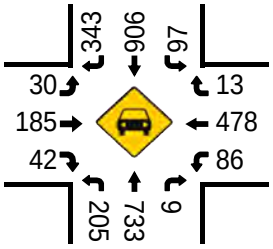
North Point Pkwy — WESTBOUND

PM	NOON	AM	
65	0	13	1
495	0	478	3
197	0	86	2
0	0	0	0
661	0	292	
PM	NOON	AM	

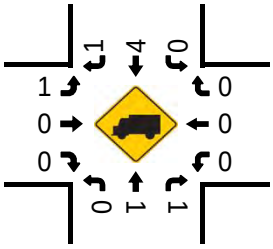
	0	2	3	0		
PM	1190	0	180	549	18	PM
NOON	0	0	0	0	0	NOON
AM	1038	0	205	734	10	AM

Haynes Bridge Rd — NORTHBOUND

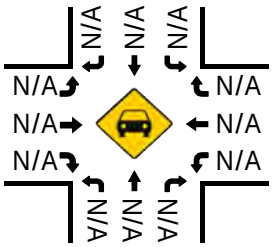
Cars (AM)



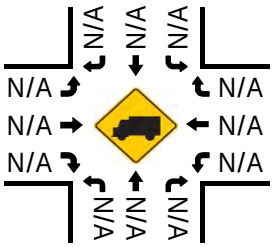
HT (AM)



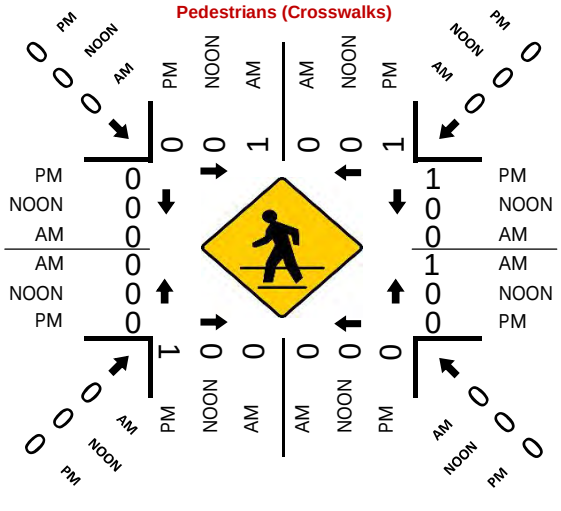
Cars (NOON)



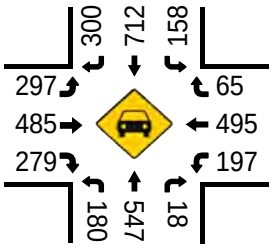
HT (NOON)



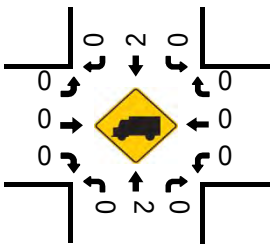
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Project ID: 18-09282-004
Location: Haynes Bridge Rd & North Point Pkwy
City: Alpharetta

Day: Thursday
Date: 05/10/2018

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Haynes Bridge Rd Northbound						Haynes Bridge Rd Southbound						North Point Pkwy Eastbound						North Point Pkwy Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
7:00 AM	22	96	1	0	0	119	11	191	51	0	0	253	5	30	5	0	0	40	18	119	4	0	0	141	553
7:15 AM	41	155	3	0	0	199	16	281	99	0	0	396	3	33	7	1	0	44	18	114	4	0	1	136	775
7:30 AM	55	171	2	0	0	228	19	188	84	1	0	292	8	47	8	0	0	63	20	121	1	0	0	142	725
7:45 AM	43	202	0	0	0	245	32	247	85	0	0	364	13	55	13	1	0	82	27	150	1	0	0	178	869
Total	161	624	6	0	0	791	78	907	319	1	0	1305	29	165	33	2	0	229	83	504	10	0	1	597	2922
8:00 AM	66	206	5	0	0	277	30	194	76	1	1	301	7	50	14	0	0	71	21	93	7	0	0	121	770
8:15 AM	38	157	3	0	0	198	35	189	69	2	0	295	14	69	13	0	0	96	24	118	10	0	0	152	741
8:30 AM	35	189	6	0	0	230	33	189	57	0	1	279	20	55	15	0	2	90	28	113	11	0	0	152	751
8:45 AM	56	190	5	0	0	251	35	206	88	2	0	331	10	51	16	0	0	77	23	105	11	0	0	139	798
Total	195	742	19	0	0	956	133	778	290	5	2	1206	51	225	58	0	2	334	96	429	39	0	0	564	3060
BREAK																									
4:00 PM	21	142	2	0	0	165	24	148	74	2	1	248	77	103	62	0	1	242	36	111	12	0	0	159	814
4:15 PM	53	157	6	0	0	216	27	183	83	0	0	293	54	113	57	0	0	224	28	124	17	0	0	169	902
4:30 PM	37	128	2	0	0	167	28	195	72	0	0	295	79	106	69	0	0	254	37	130	15	0	0	182	898
4:45 PM	46	124	2	0	0	172	30	168	75	1	0	274	77	115	75	1	0	268	36	123	13	0	0	172	886
Total	157	551	12	0	0	720	109	694	304	3	1	1110	287	437	263	1	1	988	137	488	57	0	0	682	3500
5:00 PM	45	162	3	0	0	210	41	162	67	2	0	272	81	114	71	0	0	266	52	118	18	0	0	188	936
5:15 PM	43	139	5	0	0	187	48	194	86	0	1	328	73	123	77	0	0	273	57	125	17	0	1	199	987
5:30 PM	40	128	3	0	1	171	37	170	77	2	0	286	76	132	70	0	0	278	41	122	9	0	0	172	907
5:45 PM	52	120	7	0	0	179	32	188	70	1	0	291	67	116	61	0	0	244	47	130	21	0	0	198	912
Total	180	549	18	0	1	747	158	714	300	5	1	1177	297	485	279	0	0	1061	197	495	65	0	1	757	3742
Grand Total	693	2466	55	0	1	3214	478	3093	1213	14	4	4798	664	1312	633	3	3	2612	513	1916	171	0	2	2600	13224
Apprch %	21.6	76.7	1.7	0.0	0.0		10.0	64.5	25.3	0.3	0.1		25.4	50.2	24.2	0.1	0.1		19.7	73.7	6.6	0.0	0.1		
Total %	5.2	18.6	0.4	0.0	0.0	24.3	3.6	23.4	9.2	0.1	0.0	36.3	5.0	9.9	4.8	0.0	0.0	19.8	3.9	14.5	1.3	0.0	0.0	19.7	
Cars, PU, Vans	693	2451	54	0	1	3198	477	3078	1210		4	4779	663	1312	633	3		2611	513	1915	170		2	2598	13186
% Cars, PU, Vans	100.0	99.4	98.2	0.0	100.0	99.5	99.8	99.5	99.8	0.0	100.0	99.6	99.8	100.0	100.0	100.0	0.0	100.0	100.0	99.9	99.4	0.0	100.0	99.9	99.7
Heavy Trucks	0	15	1	0		16	1	15	3	0		19	1	0	0	0		1	0	1	1	0		2	38
%Heavy Trucks	0.0	0.6	1.8	0.0	0.0	0.5	0.2	0.5	0.2	0.0	0.0	0.4	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.6	0.0	0.0	0.1	0.3

Project ID: 18-09282-004
Location: Haynes Bridge Rd & North Point Pkwy
City: Alpharetta

PEAK HOURS

Day: Thursday
Date: 05/10/2018

AM

	Haynes Bridge Rd Northbound					Haynes Bridge Rd Southbound					North Point Pkwy Eastbound					North Point Pkwy Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
7:15 AM	41	155	3	0	199	16	281	99	0	396	3	33	7	1	44	18	114	4	0	136	775
7:30 AM	55	171	2	0	228	19	188	84	1	292	8	47	8	0	63	20	121	1	0	142	725
7:45 AM	43	202	0	0	245	32	247	85	0	364	13	55	13	1	82	27	150	1	0	178	869
8:00 AM	66	206	5	0	277	30	194	76	1	301	7	50	14	0	71	21	93	7	0	121	770
Total Volume	205	734	10	0	949	97	910	344	2	1353	31	185	42	2	260	86	478	13	0	577	3139
% App. Total	21.6	77.3	1.1	0.0	100	7.2	67.3	25.4	0.1	100	11.9	71.2	16.2	0.8	100	14.9	82.8	2.3	0.0	100	
PHF					0.856					0.854					0.793					0.810	0.903
Cars, PU, Vans	205	733	9	0	947	97	906	343	2	1348	30	185	42	2	259	86	478	13	0	577	3131
% Cars, PU, Vans	100.0	99.9	90.0	0.0	99.8	100.0	99.6	99.7	100.0	99.6	96.8	100.0	100.0	100.0	99.6	100.0	100.0	100.0	0.0	100.0	99.7
Heavy Trucks	0	1	1	0	2	0	4	1	0	5	1	0	0	0	1	0	0	0	0	0	8
%Heavy Trucks	0.0	0.1	10.0	0.0	0.2	0.0	0.4	0.3	0.0	0.4	3.2	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.3

PM

	Haynes Bridge Rd Northbound					Haynes Bridge Rd Southbound					North Point Pkwy Eastbound					North Point Pkwy Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM to 06:00 PM																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
5:00 PM	45	162	3	0	210	41	162	67	2	272	81	114	71	0	266	52	118	18	0	188	936
5:15 PM	43	139	5	0	187	48	194	86	0	328	73	123	77	0	273	57	125	17	0	199	987
5:30 PM	40	128	3	0	171	37	170	77	2	286	76	132	70	0	278	41	122	9	0	172	907
5:45 PM	52	120	7	0	179	32	188	70	1	291	67	116	61	0	244	47	130	21	0	198	912
Total Volume	180	549	18	0	747	158	714	300	5	1177	297	485	279	0	1061	197	495	65	0	757	3742
% App. Total	24.1	73.5	2.4	0.0	100	13.4	60.7	25.5	0.4	100	28.0	45.7	26.3	0.0	100	26.0	65.4	8.6	0.0	100	
PHF					0.889					0.897					0.954					0.951	0.948
Cars, PU, Vans	180	547	18	0	745	158	712	300	5	1175	297	485	279	0	1061	197	495	65	0	757	3738
% Cars, PU, Vans	100.0	99.6	100.0	0.0	99.7	100.0	99.7	100.0	100.0	99.8	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	99.9
Heavy Trucks	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
%Heavy Trucks	0.0	0.4	0.0	0.0	0.3	0.0	0.3	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1

Mall Dwy 1 & North Point Pkwy

Peak Hour Turning Movement Count

ID: 18-09282-006
City: Alpharetta

Day: Thursday
Date: 05/10/2018

PEAK HOURS

AM	07:30 AM - 08:30 AM
NOON	NONE
PM	05:00 PM - 06:00 PM

COUNT PERIODS

AM	07:00 AM - 09:00 AM
NOON	NONE
PM	04:00 PM - 06:00 PM

Mall Dwy 1 — SOUTHBOUND

AM	4	0	7	1	28 AM
NOON	0	0	0	0	0 NOON
PM	50	22	137	0	201 PM

0.5 | 0.5 | 1 | 0

North Point Pkwy — EASTBOUND

AM	NOON	PM	
852	0	717	⇦
3	0	11	0 ↶
4	0	38	1 ↱
266	0	708	3 →
7	0	52	0 ↳

CONTROL

Signalized

TEV	1182 AM	0 NOON	2017 PM
PHF	0.95		0.97

North Point Pkwy — WESTBOUND

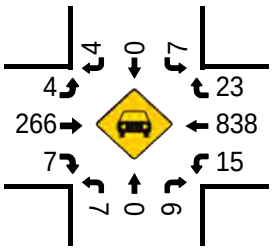
PM	NOON	AM	
144	0	23	0 ↰
594	0	838	3 ←
72	0	15	1 ↰
3	0	1	0 ↰
953	0	280	⇨

0 | 1 | 1 | 1

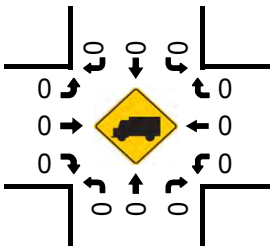
Mall Dwy 1 — NORTHBOUND

PM	146	0	62	19	105 PM
NOON	0	0	0	0	0 NOON
AM	22	0	7	0	6 AM

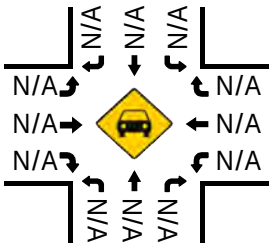
Cars (AM)



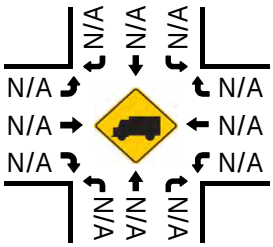
HT (AM)



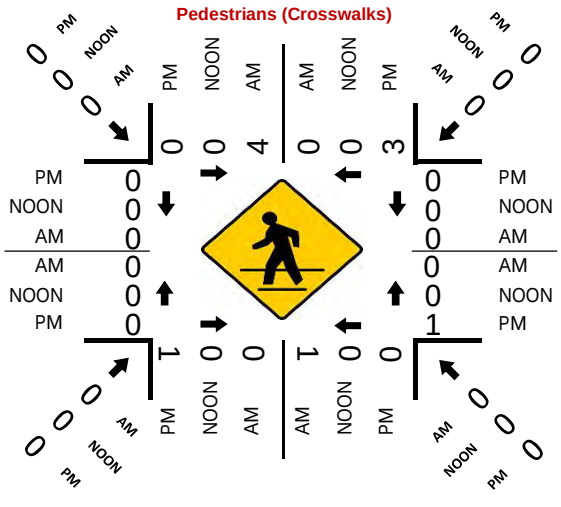
Cars (NOON)



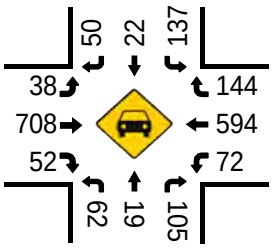
HT (NOON)



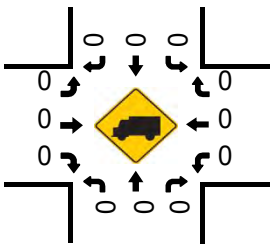
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Project ID: 18-09282-006
Location: Mall Dwy 1 & North Point Pkwy
City: Alpharetta

Day: Thursday
Date: 05/10/2018

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Mall Dwy 1 Northbound						Mall Dwy 1 Southbound						North Point Pkwy Eastbound						North Point Pkwy Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
7:00 AM	0	1	1	0	0	2	3	0	3	0	0	6	0	35	1	0	0	36	1	171	1	0	0	173	217
7:15 AM	0	0	1	0	0	1	2	0	2	0	0	4	1	44	1	0	1	46	2	226	3	0	0	231	282
7:30 AM	1	0	1	0	0	2	3	0	2	1	0	6	1	58	0	1	0	60	6	223	3	0	0	232	300
7:45 AM	2	0	3	0	1	5	2	0	0	0	4	2	0	65	2	0	0	67	3	227	7	0	0	237	311
Total	3	1	6	0	1	10	10	0	7	1	4	18	2	202	4	1	1	209	12	847	14	0	0	873	1110
8:00 AM	0	0	2	0	0	2	0	0	1	0	0	1	3	78	2	1	0	84	3	183	9	0	0	195	282
8:15 AM	4	0	0	0	0	4	2	0	1	0	0	3	0	65	3	1	0	69	3	205	4	1	0	213	289
8:30 AM	2	0	1	0	0	3	0	0	2	0	0	2	0	82	5	0	0	87	5	175	4	2	0	186	278
8:45 AM	0	0	4	0	0	4	2	0	2	0	0	4	1	60	2	0	0	63	10	185	16	2	0	213	284
Total	6	0	7	0	0	13	4	0	6	0	0	10	4	285	12	2	0	303	21	748	33	5	0	807	1133
BREAK																									
4:00 PM	23	4	32	0	0	59	39	7	11	0	2	57	6	156	11	1	2	174	11	149	26	1	0	187	477
4:15 PM	9	5	12	0	1	26	31	3	13	0	1	47	2	162	14	3	2	181	22	159	36	0	0	217	471
4:30 PM	22	6	28	0	0	56	46	10	10	0	0	66	11	158	14	1	0	184	17	143	40	1	1	201	507
4:45 PM	9	2	22	0	0	33	22	7	9	0	0	38	9	156	16	4	0	185	20	148	45	1	0	214	470
Total	63	17	94	0	1	174	138	27	43	0	3	208	28	632	55	9	4	724	70	599	147	3	1	819	1925
5:00 PM	16	5	26	0	0	47	43	5	14	0	0	62	8	199	13	3	0	223	19	126	44	1	0	190	522
5:15 PM	17	8	16	0	1	41	26	2	5	0	2	33	6	180	10	2	0	198	18	169	28	0	0	215	487
5:30 PM	17	2	33	0	0	52	33	6	15	0	1	54	9	160	17	2	0	188	25	136	40	0	0	201	495
5:45 PM	12	4	30	0	0	46	35	9	16	0	0	60	15	169	12	4	0	200	10	163	32	2	1	207	513
Total	62	19	105	0	1	186	137	22	50	0	3	209	38	708	52	11	0	809	72	594	144	3	1	813	2017
Grand Total	134	37	212	0	3	383	289	49	106	1	10	445	72	1827	123	23	5	2045	175	2788	338	11	2	3312	6185
Apprch %	35.0	9.7	55.4	0.0	0.8		64.9	11.0	23.8	0.2	2.2		3.5	89.3	6.0	1.1	0.2		5.3	84.2	10.2	0.3	0.1		
Total %	2.2	0.6	3.4	0.0	0.0	6.2	4.7	0.8	1.7	0.0	0.2	7.2	1.2	29.5	2.0	0.4	0.1	33.1	2.8	45.1	5.5	0.2	0.0	53.5	
Cars, PU, Vans	134	37	212	0	3	383	289	49	106		10	445	72	1826	123	23		2044	175	2786	338		2	3310	6182
% Cars, PU, Vans	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	99.9	100.0	100.0	0.0	100.0	100.0	99.9	100.0	0.0	100.0	99.9	100.0
Heavy Trucks	0	0	0	0		0	0	0	0	0		0	0	1	0	0		1	0	2	0	0		2	3
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.0

Project ID: 18-09282-006
Location: Mall Dwy 1 & North Point Pkwy
City: Alpharetta

PEAK HOURS

Day: Thursday
Date: 05/10/2018

AM

	Mall Dwy 1 Northbound					Mall Dwy 1 Southbound					North Point Pkwy Eastbound					North Point Pkwy Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
7:30 AM	1	0	1	0	2	3	0	2	1	6	1	58	0	1	60	6	223	3	0	232	300
7:45 AM	2	0	3	0	5	2	0	0	0	2	0	65	2	0	67	3	227	7	0	237	311
8:00 AM	0	0	2	0	2	0	0	1	0	1	3	78	2	1	84	3	183	9	0	195	282
8:15 AM	4	0	0	0	4	2	0	1	0	3	0	65	3	1	69	3	205	4	1	213	289
Total Volume	7	0	6	0	13	7	0	4	1	12	4	266	7	3	280	15	838	23	1	877	1182
% App. Total	53.8	0.0	46.2	0.0	100	58.3	0.0	33.3	8.3	100	1.4	95.0	2.5	1.1	100	1.7	95.6	2.6	0.1	100	
PHF					0.650					0.500					0.833					0.925	0.950
Cars, PU, Vans	7	0	6	0	13	7	0	4	1	12	4	266	7	3	280	15	838	23	1	877	1182
% Cars, PU, Vans	100.0	0.0	100.0	0.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

PM

	Mall Dwy 1 Northbound					Mall Dwy 1 Southbound					North Point Pkwy Eastbound					North Point Pkwy Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM to 06:00 PM																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
5:00 PM	16	5	26	0	47	43	5	14	0	62	8	199	13	3	223	19	126	44	1	190	522
5:15 PM	17	8	16	0	41	26	2	5	0	33	6	180	10	2	198	18	169	28	0	215	487
5:30 PM	17	2	33	0	52	33	6	15	0	54	9	160	17	2	188	25	136	40	0	201	495
5:45 PM	12	4	30	0	46	35	9	16	0	60	15	169	12	4	200	10	163	32	2	207	513
Total Volume	62	19	105	0	186	137	22	50	0	209	38	708	52	11	809	72	594	144	3	813	2017
% App. Total	33.3	10.2	56.5	0.0	100	65.6	10.5	23.9	0.0	100	4.7	87.5	6.4	1.4	100	8.9	73.1	17.7	0.4	100	
PHF					0.894					0.843					0.907					0.945	0.966
Cars, PU, Vans	62	19	105	0	186	137	22	50	0	209	38	708	52	11	809	72	594	144	3	813	2017
% Cars, PU, Vans	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Mall Ring Road & North Point Dr

Peak Hour Turning Movement Count

ID: 18-09282-005
City: Alpharetta

Day: Thursday
Date: 05/10/2018

PEAK HOURS

AM	08:00 AM - 09:00 AM
NOON	NONE
PM	05:00 PM - 06:00 PM

COUNT PERIODS

AM	07:00 AM - 09:00 AM
NOON	NONE
PM	04:00 PM - 06:00 PM

Mall Ring Road — SOUTHBOUND

AM	0	3	28	0	131	AM
NOON	0	0	0	0	0	NOON
PM	0	48	262	0	243	PM

EASTBOUND (North Point Dr)

AM	NOON	PM		
0	0	0		
0	0	0		0
0	0	0		0
0	0	0		0
0	0	0		0
AM	NOON	PM		

WESTBOUND (North Point Dr)

PM	NOON	AM	
187	0	121	1
0	0	0	0
130	0	33	1
3	0	8	0
404	0	52	
PM	NOON	AM	

CONTROL: 2-Way Stop (NB/SB)

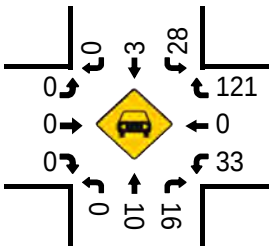
TEV	219 AM	0 NOON	825 PM
PHF	0.71		0.97

NORTHBOUND — Mall Ring Road

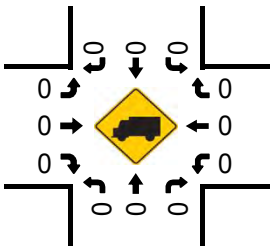
PM	178	0	0	56	139	PM
NOON	0	0	0	0	0	NOON
AM	36	0	0	10	16	AM

0 1.5 0.5 0 | 0 0 1 1

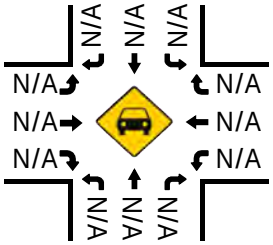
Cars (AM)



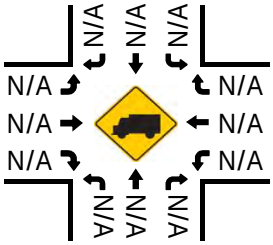
HT (AM)



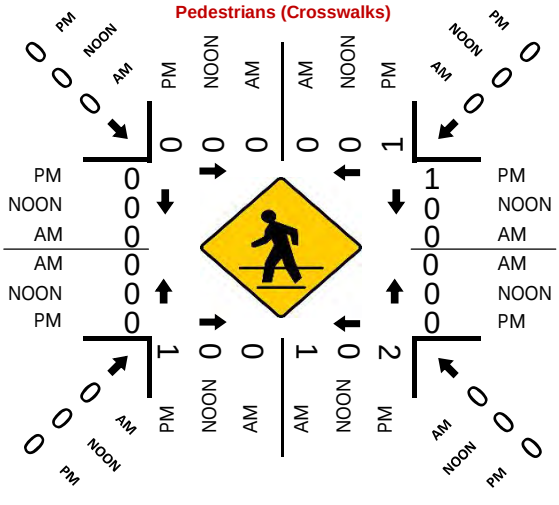
Cars (NOON)



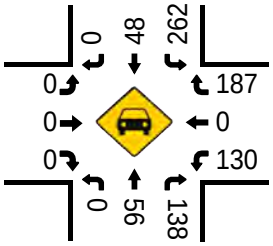
HT (NOON)



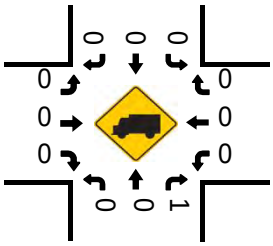
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Project ID: 18-09282-005
Location: Mall Ring Road & North Point Dr
City: Alpharetta

Day: Thursday
Date: 05/10/2018

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Mall Ring Road Northbound						Mall Ring Road Southbound						North Point Dr Eastbound						North Point Dr Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
7:00 AM	0	1	1	0	0	2	2	0	0	0	0	2	0	0	0	0	0	0	5	0	13	2	0	20	24
7:15 AM	0	2	2	0	0	4	6	1	0	0	0	7	0	0	0	0	0	0	4	0	14	4	0	22	33
7:30 AM	0	1	1	0	0	2	6	2	0	0	0	8	0	0	0	0	0	0	8	0	26	2	0	36	46
7:45 AM	0	1	2	0	0	3	2	0	0	0	0	2	0	0	0	0	0	0	5	0	22	2	1	29	34
Total	0	5	6	0	0	11	16	3	0	0	0	19	0	0	0	0	0	0	22	0	75	10	1	107	137
8:00 AM	0	2	5	0	0	7	7	1	0	0	0	8	0	0	0	0	0	0	4	0	30	1	0	35	50
8:15 AM	0	1	4	0	0	5	6	1	0	0	0	7	0	0	0	0	0	0	3	0	26	4	0	33	45
8:30 AM	0	3	4	0	1	7	6	1	0	0	0	7	0	0	0	0	0	0	9	0	22	2	0	33	47
8:45 AM	0	4	3	0	0	7	9	0	0	0	0	9	0	0	0	0	0	0	17	0	43	1	0	61	77
Total	0	10	16	0	1	26	28	3	0	0	0	31	0	0	0	0	0	0	33	0	121	8	0	162	219
BREAK																									
4:00 PM	0	15	26	0	1	41	72	7	0	0	0	79	0	0	0	0	0	0	31	0	43	1	1	75	195
4:15 PM	0	12	31	0	2	43	60	14	0	0	0	74	0	0	0	0	0	0	35	0	42	0	0	77	194
4:30 PM	0	17	27	0	0	44	58	10	0	0	0	68	0	0	0	0	0	0	28	0	43	0	0	71	183
4:45 PM	0	17	33	0	0	50	68	5	0	0	0	73	0	0	0	0	0	0	23	0	52	0	0	75	198
Total	0	61	117	0	3	178	258	36	0	0	0	294	0	0	0	0	0	0	117	0	180	1	1	298	770
5:00 PM	0	10	35	0	1	45	83	10	0	0	0	93	0	0	0	0	0	0	23	0	45	2	0	70	208
5:15 PM	0	16	38	0	0	54	65	13	0	0	0	78	0	0	0	0	0	0	31	0	50	0	1	81	213
5:30 PM	0	18	33	0	0	51	59	14	0	0	1	73	0	0	0	0	0	0	38	0	40	0	0	78	202
5:45 PM	0	12	33	0	2	45	55	11	0	0	0	66	0	0	0	0	0	0	38	0	52	1	0	91	202
Total	0	56	139	0	3	195	262	48	0	0	1	310	0	0	0	0	0	0	130	0	187	3	1	320	825
Grand Total	0	132	278	0	7	410	564	90	0	0	1	654	0	0	0	0	0	0	302	0	563	22	3	887	1951
Apprch %	0.0	32.2	67.8	0.0	1.7		86.2	13.8	0.0	0.0	0.2		0.0	0.0	0.0	0.0	0.0		34.0	0.0	63.5	2.5	0.3		
Total %	0.0	6.8	14.2	0.0	0.4	21.0	28.9	4.6	0.0	0.0	0.1	33.5	0.0	0.0	0.0	0.0	0.0	0.0	15.5	0.0	28.9	1.1	0.2	45.5	
Cars, PU, Vans	0	132	277	0	7	409	564	90	0		1	654	0	0	0	0		0	302	0	561		3	885	1948
% Cars, PU, Vans	0.0	100.0	99.6	0.0	100.0	99.8	100.0	100.0	0.0	0.0	100.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	99.6	0.0	100.0	99.8	99.8
Heavy Trucks	0	0	1	0		1	0	0	0	0		0	0	0	0	0		0	0	0	2	0		2	3
%Heavy Trucks	0.0	0.0	0.4	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.2	0.2

Project ID: 18-09282-005
Location: Mall Ring Road & North Point Dr
City: Alpharetta

PEAK HOURS

Day: Thursday
Date: 05/10/2018

AM

	Mall Ring Road Northbound					Mall Ring Road Southbound					North Point Dr Eastbound					North Point Dr Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
8:00 AM	0	2	5	0	7	7	1	0	0	8	0	0	0	0	0	4	0	30	1	35	50
8:15 AM	0	1	4	0	5	6	1	0	0	7	0	0	0	0	0	3	0	26	4	33	45
8:30 AM	0	3	4	0	7	6	1	0	0	7	0	0	0	0	0	9	0	22	2	33	47
8:45 AM	0	4	3	0	7	9	0	0	0	9	0	0	0	0	0	17	0	43	1	61	77
Total Volume	0	10	16	0	26	28	3	0	0	31	0	0	0	0	0	33	0	121	8	162	219
% App. Total	0.0	38.5	61.5	0.0	100	90.3	9.7	0.0	0.0	100	0.0	0.0	0.0	0.0	0	20.4	0.0	74.7	4.9	100	
PHF					0.929					0.861										0.664	0.711
Cars, PU, Vans	0	10	16	0	26	28	3	0	0	31	0	0	0	0	0	33	0	121	8	162	219
% Cars, PU, Vans	0.0	100.0	100.0	0.0	100.0	100.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	100.0	100.0	100.0
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

PM

	Mall Ring Road Northbound					Mall Ring Road Southbound					North Point Dr Eastbound					North Point Dr Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM to 06:00 PM																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
5:00 PM	0	10	35	0	45	83	10	0	0	93	0	0	0	0	0	23	0	45	2	70	208
5:15 PM	0	16	38	0	54	65	13	0	0	78	0	0	0	0	0	31	0	50	0	81	213
5:30 PM	0	18	33	0	51	59	14	0	0	73	0	0	0	0	0	38	0	40	0	78	202
5:45 PM	0	12	33	0	45	55	11	0	0	66	0	0	0	0	0	38	0	52	1	91	202
Total Volume	0	56	139	0	195	262	48	0	0	310	0	0	0	0	0	130	0	187	3	320	825
% App. Total	0.0	28.7	71.3	0.0	100	84.5	15.5	0.0	0.0	100	0.0	0.0	0.0	0.0	0	40.6	0.0	58.4	0.9	100	
PHF					0.903					0.833										0.879	0.968
Cars, PU, Vans	0	56	138	0	194	262	48	0	0	310	0	0	0	0	0	130	0	187	3	320	824
% Cars, PU, Vans	0.0	100.0	99.3	0.0	99.5	100.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	100.0	100.0	99.9
Heavy Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
%Heavy Trucks	0.0	0.0	0.7	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1

APPENDIX E

Project Fact Sheets

AR-ML-300

Atlanta Region's Plan RTP (2016) PROJECT FACT SHEET

Short Title	SR 400 EXPRESS LANES FROM I-285 NORTH TO MCFARLAND ROAD
GDOT Project No.	0001757
Federal ID No.	N/A
Status	Programmed
Service Type	Roadway / Express Lanes
Sponsor	GDOT
Jurisdiction	Regional - North
Analysis Level	In the Region's Air Quality Conformity Analysis



Existing Thru Lane	0	**LCI**		**Network Year**	2030
Planned Thru Lane	4	**Flex**		**Corridor Length**	17.1 miles

Detailed Description and Justification

Project provides travel options and more reliable trip times by adding two new Express lanes in each direction on SR 400 between I-285 and McGinnis Ferry Road and one Express lane in each direction from McGinnis Ferry Road to McFarland Parkway.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Interstate Maintenance	AUTH	2005	**$8,538,782**	~~$7,684,904~~	~~$853,878~~	~~$0,000~~	~~$0,000~~
PE	National Highway System	AUTH	2005	**$461,218**	~~$368,974~~	~~$92,244~~	~~$0,000~~	~~$0,000~~
PE	Federal Earmark	AUTH	2010	**$171,095**	~~$136,876~~	~~$34,219~~	~~$0,000~~	~~$0,000~~
PE	Federal Earmark Funding	AUTH	2010	**$728,806**	~~$583,045~~	~~$145,761~~	~~$0,000~~	~~$0,000~~
PE	SRTA - Toll Revenue	AUTH	2011	**$2,060,253**	~~$0,000~~	~~$0,000~~	~~$0,000~~	~~$2,060,253~~
PE	Transportation Funding Act (HB 170)	AUTH	2017	**$5,000,000**	~~$0,000~~	~~$5,000,000~~	~~$0,000~~	~~$0,000~~
PE	National Highway Performance Program (NHPP)	AUTH	2018	**$9,400,000**	~~$7,520,000~~	~~$1,880,000~~	~~$0,000~~	~~$0,000~~
PE	National Highway Performance Program (NHPP)		2019	**$17,400,000**	$13,920,000	$3,480,000	$0,000	$0,000
PE	National Highway Performance Program (NHPP)		2020	**$8,400,000**	$6,720,000	$1,680,000	$0,000	$0,000
PE	National Highway Performance Program (NHPP)		2021	**$3,200,000**	$2,560,000	$640,000	$0,000	$0,000
ROW	National Highway Performance Program (NHPP)		2019	**$28,500,000**	$21,375,000	$7,125,000	$0,000	$0,000

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

Report Generated: 5/4/2018

ROW	National Highway Performance Program (NHPP)		2020	**$25,600,000**	$20,480,000	$5,120,000	$0,000	$0,000
CST	Transportation Funding Act (HB 170)		2021	**$49,900,000**	$0,000	$49,900,000	$0,000	$0,000
CST	National Highway Performance Program (NHPP)		2022	**$43,500,000**	$34,800,000	$8,700,000	$0,000	$0,000
CST	Transportation Funding Act (HB 170)		2023	**$44,800,000**	$0,000	$44,800,000	$0,000	$0,000
CST	General Federal Aid 2024-2040		LR 2024-2030	**$696,700,000**	$557,360,000	$139,340,000	$0,000	$0,000
CST	General Federal Aid 2024-2040		LR 2031-2040	**$1,160,000,000**	$1,004,000,000	$156,000,000	$0,000	$0,000
CST	General Federal Aid 2041+		LR 2041+	**$2,975,000,000**	$2,380,000,000	$595,000,000	$0,000	$0,000
				$5,079,360,154	**$4,057,508,799**	**$1,019,791,102**	**$0,000**	**$2,060,253**

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

Haynes Bridge Widening

Problem

Address traffic congestion from Old Alabama Road to Mansell Road

- Haynes Bridge Road was designed to handle 12,390 cars per day
- Haynes Bridge Road currently handles 18,178 cars per day (47% over capacity)
- Drivers on Haynes Bridge experience traffic throughout the day (rush hours & non-peak)

Solution

Widen Haynes Bridge from 2-lanes to 4-lanes

- 4-lanes on Haynes Bridge will handle 35,820 cars per day
- Project cost: $10M (2016 estimate) - $5M Johns Creek portion, $5M Alpharetta portion
- Unlikely to pursue federal funds; associated requirements would disrupt the corridor



Where? Old Alabama Road to Mansell Road

Why? faster travel, less congestion

Who? Johns Creek and Alpharetta

When? construction in 2020

Results

Modeled widening reduces delay by 74% or 1 min. and 19 sec. per car

- Overall the project reduces 227 hours of delay each day (considering daily volume)
- Before and After Travel Time Study could compare to anticipated results
- Breakdown Analysis of the corridor could look at each intersection

Impacts

Other factors/projects anticipated to impact results:

- Haynes Bridge serves as a regional transportation route from Old Alabama to GA-400
- On school days, Haynes Bridge Middle School impacts travel on the corridor
- Sound abatement and landscaping efforts not presently included in project estimates

HAYNES BRIDGE ROAD WIDENING PROJECT
FROM OLD ALABAMA TO BIG CREEK GREENWAY



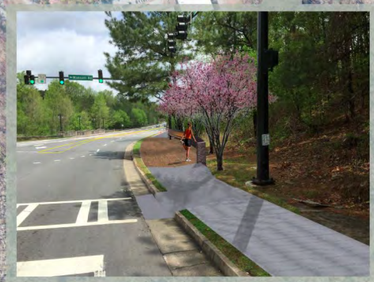
South of Thornberry Drive
Looking North



5-Lane Typical Section
Trail on West Shoulder
90' Wide Corridor



4-Lane Divided Typical Section
Trail on East Shoulder w/ stone wall
90' Wide Corridor



Pedestrian Plaza
at Mansell Rd

Scale: 1"=100'

Old Alabama Rd
Haynes Bridge Rd
Ascot Ln
Haynes Trl
Alvin Rd
Berkshire Manor Dr
Park Walk Pnt
Wentworth Trl
Haynes Valley Ct
Haynes Forest Dr
Thornberry Dr
Mist Green Ct
Blackwatch Ln
Mansell Rd

Prepared by:
LOWE ENGINEERS

For the City of:
Johns Creek
be the exception
Alpharetta
GEORGIA USA

Date to Public:
2017-0817

Recieved 1.16.19

Kimley»Horn

MEMORANDUM

RE: ***North Point Mall Sears Parcel Redevelopment – City of Alpharetta – Trip Generation Comparison Memo***

Kimley-Horn is pleased to provide this memorandum regarding the project traffic evaluation for the proposed *North Point Mall Sears Parcel Redevelopment* in the City of Alpharetta, Georgia. This memorandum is to accompany the Rezoning Application. A Traffic Impact Study is currently in progress to be submitted within 30 days of the filing of the Rezoning Application.

PROJECT OVERVIEW

The *North Point Mall Sears Parcel Redevelopment* is a proposed mixed-use development consisting of 328 multifamily housing units and 24,000 SF of restaurant space. The approximate 13.47-acre site is located north of North Point Parkway, south of SR 400, west of Haynes Bridge Road, and east of Encore Parkway in the City of Alpharetta, Georgia.

The redevelopment is proposing to demolish the approximate 154,886 SF Sears building. The purpose of this memorandum is the compare the approximate project trips that would be generated by the existing Sears building (currently vacated) and the approximate project trips that would be generated by the proposed redevelopment.

TRIP GENERATION

Project traffic, for the purposes of this evaluation, is defined as the vehicle trips expected to be generated by the Subject Property. Anticipated trip generation for the *North Point Mall Sears Parcel Redevelopment* was calculated using rates and equations contained in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 10th Edition, 2017.

This analysis compared the projected trips generated by the following land use: low-rise multifamily housing (Land Use 220), shopping center (Land Use 820), and high-turnover restaurant (Land Use 932).

Recieved 1.16.19

The density and the anticipated project trip generation comparison are summarized in **Table 1**.

Table 1: Trip Generation Comparison
North Point Mall Sears Parcel Redevelopment

Land Use	ITE Code	Density	Daily Traffic			AM Peak Hour	PM Peak Hour
			Total	Enter	Exit	Total	Total
Existing Development to be Demolished							
Shopping Center (occupied Sears)	*820*	*154,886 SF*	5,846	2,923	2,923	146	590
Total			**5,846**	**2,923**	**2,923**	**146**	**590**
Proposed Redevelopment							
Multifamily Housing (Low-Rise)	*220*	*328 units*	2,400	1,200	1,200	147	170
High-Turnover (Sit-Down) Restaurant	*932*	*24,000 SF*	2,692	1,346	1,346	239	234
Total			**5,092**	**2,546**	**2,546**	**386**	**404**

As shown in **Table 1**, the proposed redevelopment is projected to generate approximately 750 (375 in; 375 out) less daily trips, 240 more AM peak hour trips, and 190 less PM peak hour trips than the existing Sears development (if occupied and generating traffic).

Attachments:

- Trip Generation Comparison

Recieved 1.16.19

Trip Generation Analysis (10th Ed.)
North Point Mall Sears Parcel Redevelopment
City of Alpharetta, GA

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Existing Development to be Demolished								
820 Shopping Center	154,886 s.f. gross leasable area	5,846	146	91	55	590	283	307
Total		**5,846**	**146**	**91**	**55**	**590**	**283**	**307**
Proposed Redevelopment								
220 Multifamily Housing (Low-Rise) - General Urban/Suburba	328 d.u.	2,400	147	34	113	170	107	63
932 High-Turnover (Sit-Down) Restaurant	24,000 s.f.	2,692	239	131	108	234	145	89
Total		**5,092**	**386**	**165**	**221**	**404**	**252**	**152**

Kimley»Horn

Promenade, Suite 3100
1230 Peachtree Street, N.E.
Atlanta, Georgia 30309-3592
Main: 404 815-3500
www.sgrlaw.com

SMITH, GAMBRELL & RUSSELL, LLP
Attorneys at Law

Kathryn M. Zickert
Direct Tel: (404) 815-3704
Direct Fax: (04) 685-7004
kmzickert@sgrlaw.com

November 6, 2018

Property Owner:

This letter is to inform you that a Public Hearing Application has been submitted to the City of Alpharetta Community Development Department for property located at North Point Mall, which is within 500 feet of your property.

Please be advised of the following information pertaining to the applications and public hearings:

CASE NUMBER: PHA18-0031	APPLICANT NAME: North Point Mall, LLC
1. Substitution of a New Master Plan for the current Master Plan for the Mall, approved via MP 90-04 (for convenience that original plan is attached as Exhibit 1). 2. Rezoning of a majority of the Mall property to MU from the PSC zoning approved pursuant to Z 90-03 (attached as Exhibit 3). 3. Two Conditional Use Permits to allow for-rent residential units within the MU District per UDC § 2.20.C.1.b and to allow the existing cinema/theater use per UDC § 2.20.C.2.n. 4. Concurrent variances from certain sections of the MU zoning requirements occasioned by the unique fact that this is a redevelopment and on-going; it is not a vacant tract of land which will be redeveloped in its entirety. The currently known variances are: a. A variance to City of Alpharetta Unified Development Code § 2.2.20 to remove the requirement for at least 25% Dwelling and 25% Office Institutional; b. A variance to City of Alpharetta Unified Development Code § 2.7.0.b.8 to eliminate the requirement for a neighborhood grocery store.	PROPERTY SIZE: 83.67 acres

STREET LOCATION: 1000 North Point Parkway, 4500 North Point Place, 5000 North Point Drive, and 2000 and 6000 North Point Circle	CONTACT PERSON: Kathryn M. Zickert TELEPHONE NUMBER: (404) 815-3500
PROPOSED DEVELOPMENT: Mixed Use	

COMMUNITY ZONING INFORMATION MEETING November 14, 2018 at 6:00 P.M. December 12, 2018 at 6:00 P.M.
PLANNING COMMISSIONER HEARING January 3, 2019 at 6:30 P.M. CITY COUNCIL HEARING January 28, 2019 at 6:30 P.M.
PUBLIC HEARING LOCATION: Alpharetta City Hall 2 Park Plaza, Council Chambers Alpharetta, Georgia

If you have any questions regarding this project or would like detailed information regarding this project, please feel free to contact me at the number listed above.

Sincerely,

Kathryn M. Zickert
Attorney

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: North Point Mall Mixed Use Development

Contact Name: Kathryn M. Zickert Telephone: 404-815-3704

Please describe comments and concerns provided by any and all individuals contacted as part of the the Citizen Participation Program. If any individuals provided written correspondence, please attach copies of same to this report.

The Applicant participated in several Community Zoning Information Meetings in September, October, November and December, where it received generally positive input from the community. No written correspondence was received of of this meeting

Method by which these individuals were contacted. Please mark all that apply. *Please provide samples of any and all written communications used to provide notification.*

- ☑ Letter
- ☐ Personal Visits
- ☐ Telephone
- ☐ Group Meeting
- ☐ Email
- ☐ Other *(Please Specify)* _____

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

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

Signature of Authorized Agent: Kathy Zickert/sca Date: 1-24-19

Print Form

MP-18-07/Z-18-10/CU-18-08/V-18-10
Brookfield North Point Mall
Redevelopment

11/13/18

CITY OF ALPHARETTA

PUBLIC HEARING APPLICATION

FOR OFFICE USE ONLY

Case #: _____

☐ Fee Paid Initial: _____

COMMUNITY DEVELOPMENT DEPARTMENT ◉ 2 PARK PLAZA ◉ ALPHARETTA, GA 30009

1. This page should be the first page in each of your completed application packets.
2. It is preferred that all responses be typed. Illegible applications will not be accepted.
3. Prior to signing and submitting your application, please check all information supplied on the following pages to ensure that all responses are complete and accurate. Incomplete applications will not be accepted.
4. Payment of all applicable fees must be made at the time of application. Payment may be made via cash, credit card (American Express, Master Card or Visa), or check made payable to "City of Alpharetta."
5. Applications will be accepted only on the designated submittal dates between the hours of 8:30 AM and 3:30 PM.
6. If you have any questions regarding this form, please contact the Community Development Department by calling 678-297-6070.

Contact Information:

Contact Name: North Point Mall, LLC c/o Kathryn M. Zickert Telephone: 404-815-3704

Address: 1230 Peachtree St., NE Suite: 3100

City Atlanta State: GA Zip: 30309 Fax: 404-685-7004

Mobile Tel: _____ Email: kmzickert@sgrlaw.com

Subject Property Information:

Address: See attached Current Zoning: PSC

District: _____ Section: _____ Land Lot: _____ Parcel ID: See Attached

Proposed Zoning: MU Current Use: Shopping Center / Mall

This Application For *(Check All That Apply)*:

- ☑ Conditional Use
- ☑ Rezoning
- ☑ Variance
- ☐ Comprehensive Plan Amendment
- ☑ Master Plan Amendment
- ☐ Master Plan Review
- ☐ Public Hearing
- ☐ Other *(Specify)*: _____

Public Hearing Application
for
GGP

SUBJECT PROPERTY INFORMATION
And
PROPERTY OWNER INFORMATION

1) 1000 North Point Parkway (12 261006880440)
North Point Mall, LLC
P.O. Box 617905
Chicago, IL 60661

2) 4500 North Point Place (12 261006880358)
North Point Mall, LLC
P.O. Box 617905
Chicago, IL 60661

3) 5000 North Point Drive (12 260007000123)
North Point Mall, LLC
P.O. Box 617905
Chicago, IL 60661

4) 0 North Point Drive (12 272007430432)
North Point Mall, LLC
P.O. Box 617905
Chicago, IL 60661

5) 6000 North Point Circle (12 272007430416)
North Point Mall, LLC
P.O. Box 617905
Chicago, IL 60661

6) 1000 North Point Parkway (12 273007420431)
North Point Mall, LLC.
P.O. Box 617905
Chicago, IL 60661

7) 2000 North Point Circle (12 273007420399)
North Point Mall, LLC
P.O. Box 617905
Chicago, IL 60661

Applicant Request And Intent

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

See attached Statement of Intent

Applicant's Request (Please itemize the proposal):

See attached Statement of Intent

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

See attached Statement of Intent

PROPERTY OWNER AUTHORIZATION

Property Owner Information:

Contact Name: CHARLIE TAPIA Telephone: (312) 960-5729

Address: c/o GGP Inc., 350 North Orleans Street Suite: 300

City CHICAGO State: IL Zip: 60654

Authorization:

I do solemnly swear and attest, subject to criminal penalties for false swearing, that I am the legal owner, as reflected in the records of Fulton County, Georgia, of the property identified below, which is the subject of the attached Application for Public Hearing before the City of Alpharetta, Georgia.

As the legal owner of record of the subject property, I hereby authorize the individual named below to act as the applicant in the pursuit of the Application for Public Hearing in request of the items indicated below.

- ☐ Annexation
- ☐ Special Use
- ☑ Rezoning
- ☑ Conditional Use
- ☑ Variance
- ☑ Master Plan
- ☐ Land Use Application
- ☐ Other

Identify Authorized Applicant:

Name of Authorized Applicant: North Point Mall, LLC c/o Kathryn M. Zickert Telephone: 404-815-3704

Address: 1230 Peachtree St., NE Suite: 3100

City Atlanta State: GA Zip: 30309

So Sworn and Attested:

Owner Signature: NORTH POINT MALL, LLC Date: 7/30/2018

Name, Title: STACIE HERRON, AUTHORIZED SIGNATORY

Notary:

Notary Signature: Virginia M Lunsford ; Date: 7/30/2018

OFFICIAL SEAL
VIRGINIA M LUNSFORD
NOTARY PUBLIC - STATE OF ILLINOIS
MY COMMISSION EXPIRES:08/14/18

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: North Point Mall LLC

Subject Public Hearing Case: North Point Mall Mixed Use Development

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: _____ Position: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Campaign Contribution Information:

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

Signature: North Point Mall, LLC By: _____ Date: 7/30/2018

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: Kathryn M. Zickert, attorney

Subject Public Hearing Case: North Point Mall Mixed Use Development

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: _____ Position: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Campaign Contribution Information:

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

Signature: Kathryn M. Zickert Date: 7/31/18

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: Dennis J. Webb, Jr., attorney / Smith, Gambrell & Russell, LLP

Subject Public Hearing Case: North Point Mall Mixed Use Development

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: _____ Position: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Campaign Contribution Information:

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

Signature: _____ Date: 7/31/18

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: J. Alexander Brock, attorney

Subject Public Hearing Case: North Point Mall Mixed Use Development

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: _____ Position: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Campaign Contribution Information:

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

Signature: J. Alexander Brock Date: 7/31/2018

ALPHARETTA PLANNING COMMISSION REVIEW CRITERIA

How will this proposal be compatible with surrounding properties?

The Subject Property is immediately adjacent to a number of commercial uses and contained within the existing North Point Mall development. The MU zoning will allow an infusion of residential into an entirely commercial area to create a cooperative mixture of land uses. The Proposed Development will serve as a boost to the existing mall and surrounding properties.

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

The proposed MU zoning will help revitalize the existing North Point Mall and the area. As a consequence, the MU zoning will have a positive effect on the surrounding property values.

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

North Point Mall has suffered economically as consumer preferences have moved away from traditional enclosed malls in favor of walkable mixed-use developments. The current PSC zoning will not allow the type of mixed use development needed to re-energize the growth of the existing mall and surrounding area. Also see the attached Letter of Intent.

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

A trip generation report, prepared by Kimley-Horn and Associates is attached to this Application. It anticipates 386 trips generated during a weekday a.m. peak hour and 404 trips during a weekday p.m. peak hour. When compared to the existing Sears there will be a net increase of 280 a.m. peak hour trips and a net reduction of 86 trips during a weekday p.m. peak hour. Also, please see the attached Letter of Intent for an analysis of the proposed residential populations.

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

The mutlifamily school children will attend Northwood Elem. School; Haynes Bridge MS; and Centennial HS, all of which are under capacity and projected to remain so through 2022, according to Fulton County Schools. Based on similar multifamily developments, however, no more than 15 school age children are anticipated. Also, see attached Letter of Intent. The site is currently served by water and sewer and is not anticipated to have a negative impact on utilities.

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

The project is fully compliant with the Comprehensive Plan and FLUM which is mixed use. The project is also fully compliant with the North Point Activity Center LCI Study (2018). Also see attached Letter of Intent.

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

Yes. The enclosed shopping mall is suffering a significant decline throughout the county as more and more consumers migrate to online sales and open, mixed-use types of developments. The existing PSC zoning limits development of the property to what is currently onsite today (i.e. a shopping center) and as such is not practical in the shifting consumer environment. The Applicant's proposal will result in a practical, useful, and marketable development, which will complement the existing shopping mall and create an asset for Alpharetta.

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.

See the attached Letter of Intent

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.

See attached Statement of Intent

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

See attached Statement of Intent

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

See attached Statement of Intent

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.

See attached Statement of Intent

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.

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: North Point Mall Mixed Use Development

Contact Name: Kathryn M. Zickert Telephone: 404-815-3704

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

See attached list. It represents participants in the 2017 LCI review, as well as representatives of the adjacent office properties. We will contact them immediately to schedule an informational meeting. We will also identify area HOA presidents and set up a meeting with them.

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

- ☑ Letter
- ☐ Personal Visits
- ☑ Telephone
- ☑ Group Meeting
- ☑ Email
- ☐ Other *(Please Specify)* _____

Please describe the method(s) by which these individuals will have the opportunity to respond or contact the applicant with questions or concerns about the proposal.

At public meeting and by contacting me and the Mall Manager, Nick Nicosi

FF Realty IV, LLC and North Point Mall, LLC
Attachment to Citizen Participation Form - Part A

2017 LCI Review participants

1. Westside Commons HOA, Annalee Edwards
2. Wiggins Associates, Cindy Harris
3. Parc Alpharetta, Cindi Peek
4. MARTA, Ryan Sager
5. Cousins Properties, Bill Bassett
6. PMG Commercial, Kim Matherly
7. Accesso Services, LLC, Mark Yacovetta and Gail Lewin

Property owners within 500 feet

1. BRE LQ Properties LLC
2. Cole CP Alpharetta GA LLC
3. BP Northpoint, LLC
4. HPTMII Properties Trust
5. Dillard Department Stores, Inc.
6. Von Maur Inc.
7. BRI 1870 North Point LLC
8. Hollywood Camarillo Partners, LP
9. Alpha Z-Boy Partners, LLC
10. Ripon Main Associates LP
11. Sun Trust Bank Atl
12. Palm J LLC
13. Swann Investments LP
14. BRE LQ Properties LLC
15. Village Creative Labs Partners LP

Promenade, Suite 3100
1230 Peachtree Street, N.E.
Atlanta, Georgia 30309-3592
Tel: 404 815-3500
www.sgrlaw.com

SMITH, GAMBRELL & RUSSELL, LLP
Attorneys At Law

Kathryn M. Zickert
Direct Tel: 404-815-3704
Direct Fax: 404-685-7004
kzickert@sgrlaw.com

August 1, 2016

Ms. Kathi Cook, Director
Community Development
City of Alpharetta, Georgia
287 South Main Street
Alpharetta, Georgia 30004

Re: Application of North Point Mall, LLC ("Mall") to rezone + 83.67 acres of property from PSC to MU; to adopt a new Master Plan for the tract; to; to obtain two Conditional Use Permits and to obtain two Variances; to initiate the redevelopment of North Point Mall located in Land Lots 688, 700, 701, 702, 742 and 743, 1st District, 2nd Section, Fulton County, Georgia

Dear Ms. Cook:

Please accept this letter as our Letter of Intent for the above-referenced Applications.

As you know I represent the Mall owner in its effort to initiate a modern, open-air redevelopment of the Mall to include office, residential, restaurant, entertainment, and civic space. The end goal is to allow the retail users in the mall to continue to function in this era of e-commerce competition, by clustering end-users in a critical mass of sufficient size to provide new customers. This effort will begin with the specific redevelopment of ±13.94 acres of the site currently being occupied by the now-dark Sears Department Store. The Sears store will be removed and this project developed in its place. It will contain ±5,000 square feet of existing retail space; 24,000 square feet of new freestanding retail/restaurant space; a multi-family development with 328 units; 2.53 acres of civic/green space which will include a plaza/event area with a "Spanish Steps" design; a new multi-use trail system (pedestrian and bicycle) which will line the ring road around the mall site and connect to Encore Parkway; internal paths to allow safe, convenient access from the ring road trail to the mall; observation platforms along the new trail where it adjoins the proposed North Point Park; community garden(s); bicycle rental stations; electric vehicle charging stations; and a future pedestrian connection to the potential MARTA Bus Rapid Transit Station. Thus the ultimate goal is to create an ecofriendly redevelopment in compliance with the vision adopted by the City in its 2018 North Point

Livable Centers Initiative ("LCI") update. This development truly represents a "park once and walk everywhere" environment.

These improvements require the following approvals:

1. Substitution of a New Master Plan for the current Master Plan for the Mall, approved via MP 90-04 (for convenience that original plan is attached as Exhibit 1).

2. Rezoning of a majority[1] of the Mall property to MU from the PSC zoning approved pursuant to Z 90-03 (attached as Exhibit 3).

3. Two Conditional Use Permits to allow for-rent residential units within the MU District per UDC § 2.20.C.1.b and to allow the existing cinema/theater use per UDC § 2.20.C.2.n.

4. Concurrent variances from certain sections of the MU zoning requirements occasioned by the unique fact that this is a redevelopment and on-going; it is not a vacant tract of land which will be redeveloped in its entirety. The currently known variances are:
   a. A variance to City of Alpharetta Unified Development Code § 2.2.20 to remove the requirement for at least 25% Dwelling and 25% Office Institutional;
   b. A variance to City of Alpharetta Unified Development Code § 2.7.0.b.8 to eliminate the requirement for a neighborhood grocery store.

The existing North Point Mall opened in 1993 to serve as a regional shopping center for north Fulton and other counties north of Alpharetta. The result of the mall's construction was a transformative growth of the surrounding area to provide extensive commercial, office and residential development. Attesting to its initial success, the mall still stands as a focal point for the area and its residents. In more recent times, however, the mall has struggled with the loss of a number of tenants, most notably its large anchor tenant Sears, as more and more customers have abandoned the traditional enclosed mall shopping experience for the internet or for open air malls and mixed-use developments. The decline in the traditional enclosed shopping concept is reflected in other malls throughout the Atlanta area, including Phipps Plaza (redevelopment of Belk into residential units); North DeKalb Mall (currently being rezoned for a mixed use open-air mall which will include 400 residential units); Gwinnett Place and Northlake Mall. The Applicant proposes to redevelop the former Sears location into a vibrant and modern mixed-use development that will help revitalize the existing mall and the area as a whole.

In the mid-2000s the City of Alpharetta conducted its first LCI review of the North Point Area, which culminated in the 2008 North Point LCI. The plan then designated one-half of the mall (the eastern half), as well as adjacent property between it and Haynes Bridge Road, as a "Mixed Use Commercial Center." The western half, along with property between it and what is

[1] North Point Mall, LLC does not own the Dillard's or Von Maur stores and their affiliated parking and cannot seek the rezoning of that portion of the Mall site. The extent of its ownership interest is shown on Exhibit 2.

now Encore Parkway, was designated as a Mixed Use Village Center. Thus for a decade a mixture of uses, including residential, was contemplated. However, that mix did not materialize. The 2008 LCI area remains predominantly commercial with 3.5 million square feet of retail space. Regrettably, all of these uses are declining, not just due to internet sales, but due to the successful redevelopment of downtown Alpharetta, as well as Avalon. In 2017, the city reevaluated the LCI area and expressly noted vis-à-vis the Mall that its extensive surface parking area creates a "unique opportunity for new development" as a prime site that is already cleared and relatively flat. Also prime among the issues for the area identified by the update is the fact that it "lacks integration of retail and residential uses" with "poor walkability" and that it "does not relate well with greenway or open spaces." Indeed, redevelopment around the Mall is in the 2018 LCI "First Tier" of priorities. The 2018 LCI Concept Map expressly identifies a residential use at this location. Since 89.9% of the 7000 workers within the LCI area live outside of it, the reduction of automobile usage will require such residential opportunities.

The Proposed Development also aligns directly with a number of the LCI's goals and includes many of its targeted improvements:

> "Furthermore, locating future development in these parking lots [existing mall surface parking] has the residual effect of right-sizing parking for the concept area by removing excess spaces that are rarely utilized and instead dedicating that land to a higher and better use."

I.10 North Point Circle Road Diet - Convert North Point Circle Road along the park's edge to prioritize bicycle and pedestrian circulation in addition to vehicular by reducing the roadway from four to two lanes. This new allocation of roadway can serve as a model for the remainder of North Point Circle Road.

D.8 Infill Development on the Mall Property - There are a variety of development opportunities around the mall, and the exact mix of uses will need to be determined by the mall and the City of Alpharetta.

W.7 West Trail Connection - New multi-use trail connection extending west along the north-end of the mall and parallel to GA 400

The Subject Property is ideally located for the type of mixed-use facility sought after by contemporary consumers and residents. The existing mall's prior success is due in part to its location near major roadways and its quick access to Georgia State Route 400, a limited access freeway. In addition, the Subject Property is in the vicinity of nearby residential neighborhoods that would utilize the modern commercial retail and public space brought through redevelopment.

In addition, the site is located in close proximity to Alpharetta's major employment centers in the North Point Mall area as well as the office parks along Haynes Bridge Road, North Point Parkway and Mansell Road. The centralized location to employers lends itself to higher-density housing options that attract the young professionals employed in the area. The

housing preference from many modern professionals is one that offers walkability to retail, restaurant, and recreational uses, integral to the mixed-use concept. The North Point Mall property offers a golden opportunity to transform the traditional mall concept into a modern, mixed-use development that offers the retail sought after by the community as well as the residential component needed for the area's continued growth. Taking this into consideration, the Applicant/Owner of the North Point Mall property now seeks to transform the Subject Property for this exact purpose.

The City of Alpharetta's 2035 Comprehensive Plan ("Comp Plan") lists the Subject Property within the North Point Activity Center and as Mixed Use character area on the Future Land Use Map. The North Point LCI and a Mixed Use character area also allow the MU zoning district. The Proposed Development falls nicely within the stated intent of the North Point Activity Center which is to "preserve the North Point area as a regional destination for shopping, jobs and entertainment, and enhance the area with improvements and new development that supports a walkable and vibrant community destination with places to shop, work, entertain and live." In addition, the Proposed Development creates a walkable community through its proposed pedestrian and bike trails in the development and around the existing mall. In fact, one of the stated goals of development in the North Point Activity Center is to create "a pedestrian-friendly environment by adding sidewalks and supporting bicycle use with infrastructure that makes biking safe and convenient."

I. Specific Project Description

A. Summary

The overall project contains ±83.67 acres of land currently in use as a ± 1,392,132 square foot mall with 3,777 surface parking spaces. Sears, which occupied ±150,000 square feet in a two story building, closed its store in July of 2018, thereby freeing up 770 parking spaces assigned to it. Sears is to be demolished, and the 13.94 acres on which it was located is to be developed for 24,000 square feet of boutique retail/restaurant space and a 328-unit multifamily "for rent" product. All of these new components will be oriented around 2.53 acres of usable, open, public green space, which will also contain an event space at the newly created mall entrance. The redevelopment also includes 25,268 square feet of office space in a currently-vacant mall area. The redevelopment also shall include adjacent observation decks above the area designated as the future North Point Park due east of the new development.

The property as a whole is bounded by Georgia 400 to the north, Encore Parkway to the west, retail stores along North Point Parkway to the south, and undeveloped acreage to the east. It is accessed from the west by North Point Center East, a public road, three private roads from North Point Parkway to the south; and via North Point Drive, another public road, to the east.

The mall is a two-story structure with 932,582 square feet of Gross Leasable Area (GLA), excluding the Dillard's and Von Maur boxes. It also presently contains 44,151 square feet of landlord space and/or back of house space as well as 180,583 square feet of public space

(a food court, common areas, play areas, and restrooms). The mall is also scheduled for extensive interior renovations over the next twenty-four (24) months.

The new residential component shall consist of a 328-unit for-rent multifamily project in a four-story configuration. Its amenities shall include two green courtyards, a pool, a green roof, club/events room, fitness center, and a business center. It would also have a ±3,000 square foot leasing office and a green rooftop space. The 181 one-bedroom units would run between 700 to 900 square feet in size and have rents in the low $1400 range. The 146 two-bedroom units will range between 1050 and 1250 square feet in size and will rent starting in the $1900 range. These units will feature modern floor plans with solid surface countertops, stainless steel appliances, washers and dryers, eight-foot entry doors and 9 foot ceilings.

B. Mixture of Uses

The breakdown is as follows:

	Square Footage
TOTAL SIZE AT BUILDOUT	1,875,851
Office	42,557
Commercial	786,728
Residential	400,400
Public Space	656,166
Open Space	475,583

These numbers reflect a mix which is 3.0% office, 29.4% commercial, 16.6% residential and 27.3% public space. Additionally the new regulations require the provision of open space at 1 acre per 100 likely residents. Assuming occupancy at census rates of 2.3 persons per unit, 7.64 acres would be required. This project actually supplies 15.07 acres of total open space. Also, the requirements of for-rent residential dictate that there should be at least 75 square feet of residential amenity area for each unit. This would equate to a total of 24,600 square feet required and the proposed residential has 94,249 square feet of outdoor amenity areas including pool and courtyards.

C. Area of Influence Analysis

An Area of Influence analysis is no longer required by ARC or GRTA. However, Alpharetta has requested one, which follows.

Employee Recapture is a function of the type of employment (occupation), how many of the future employees are likely to be employed in those occupations, the average monthly income likely to be paid to employees in each household, and the monthly rent. The land uses here and number of employees generated are as follows.

Land Use	Size	*Employees
Retail Space		
Restaurant	12,626 SF	1/300 SF = 42
Specialty Sales	730,348 SF	1/560 SF = 1304
Office	72,419 SF	1/200 SF = 362
Residential	328 units	42
TOTAL:		**1,750**

*Ratios are from GRTA's AOI Guidebook, April 2003.

This total number of employees is the basis upon which to calculate the number of persons likely to be employed in a particular type of occupation. Regrettably, the US Department of Labor does not "copy" the occupancy in general land use terms. Instead, it uses defined Occupations. Based upon the 2015 Metropolitan Area Occupational Employment and Wage Estimates – Atlanta – Sandy Springs- Marietta, Georgia, the following general codes to be used are:

11.000	Management Occupations
13.000	Business and Financial Operations
15.000	Computer Operations
35.000	Food Preparation and Serving
35-2012	Supervisory
35-3021	Staff
41.000	Retail Sales
41-1011	Management
41-2031	Sales Persons
43.000	Office and Administrative Support

These occupational codes are then analyzed by the DOL to see how many employees are likely to be found in that occupation, and further breaks that down by annual mean/monthly income.

The percentages to be used in an analysis of Area of Influence, within the potential 1,750 employees, is as follows:

Land Use	Occupation	Employees by Percentage	Monthly Employee Salary	Housing Affordability
General Office	Management Occupations	5.9	10012.50	3003.75
	Office and Administrative Support	7.9	3040.83	912.25
	Computer Operations	15.9	6965.00	2089.50
	Business and Financial Operations	19.9	6110.00	1833.00
Specialty Retail	Manager of Retail Sales	1.9	3390.83	1017.25
	Retail Salesperson	7.7	2053.33	616.00
Restaurant	Restaurant Manager	.6	3922.50	1176.75
	Restaurant Staff	2.6	1715.83	514.75
Other:		**11.1%**	**N/A**	**N/A**

Whether an employee can afford to the live in these units is a function of rent vs. monthly income. GRTA's previous Area of Influence guidelines state that rents should be no more than 30% of monthly income. Additionally, GRTA required a demonstration that the proposed project be "reasonably anticipated to contribute to the balance of uses within the Area of Influence, such that "25% of the people that are reasonably anticipated to be employed in the proposed project, have an opportunity to live in the Area of Influence". In this instance, employees in four of the total occupation categories would be able to afford a dwelling unit in this project: Management Occupations, Computer Operations, Restaurant Manager and Business and Financial Operations. These four categories contain 42.3% of all of the employees anticipated to work in this property at build out, well in excess of the 25% goal.

D. Phasing

The project shall not be phased.

E. Analysis of Rental Product

To be filed separately.

II. Zoning History

The zoning history for the Subject Property reveals that this 83.67 acre tract was a part of a larger 100+ acre Master Plan rezoned from O-I to PSC in 1990, pursuant to zoning ordinance Z-90-03 and subject to a Master Plan MP 90-04.

III. Analysis of Proposed Uses

A. Factors

The City's new MU ordinance also sets forth sixteen review factors to be considered in evaluating an MU application, as follows:

1. Retail at ground level.
2. Pedestrian connectivity to all uses.
3. Large parking areas below grade, in decks or screened. Design efforts to provide shared parking will also be considered.
4. Accommodations for public transportation.
5. Buildings that face or appear to face public roadways.
6. Appearance standards for buildings and structured parking.
7. Limitations on uninterrupted building elevations.
8. Creation of vistas and view corridors within development.
9. Focal point features at prominent locations and ends of vistas.
10. Incorporation of natural site features
11. Block lengths conducive to pedestrian traffic.
12. Detention and retention facilities designed to be aesthetically pleasing.
13. Creative methods for storm water management to provide additional open space.
14. Attractive and usable street furniture in public spaces.
15. Emphasis on a high quality landscape plan.
16. Number of office jobs internally captured on-site.

The Proposed Development addresses each and every one of the factors. It has 24,000 square feet of proposed ground floor retail and restaurant space. Although the residential product will not have ground floor retail space, its nonresidential features will be on the front side of its building facing the new park. It will contain the leasing office, fitness center, and business center. Pedestrian connectivity via sidewalks and plaza areas within the Proposed Development and connectivity to the remaining mall site through an improved pedestrian/bike path system and the block lengths do not exceed 300 feet in length, making them conducive to pedestrian use. The parking deck and garages will have a green wall to mask their appearance and the surface parking will be largely concealed by the multifamily building and the enclosed garages with the remainder buffered by landscaping. Public transportation can be accommodated on site should MARTA desire and the future expansion of MARTA's bus rapid transit service to the mall is contemplated in the proposed Master Plan. All buildings face or appear to face the roadways, and the architectural standards for them are high quality. All elevations contain architectural devices which break up the massing.

The proposed multi-use trail will incorporate observation platforms along the natural wooded area at eastern corner of the mall property creating focal points for the natural area. In addition, the central plaza feature will serve as focal point not only for the retail area and multifamily but also as the eastern entrance to the existing mall. Street furniture will exist on

all sidewalks, as well as in all park spaces. A high quality landscape plan is contemplated for the site. A community garden is also intended.

Finally, recapture of employees from jobs on site and close to the site is highly likely as per the analysis on the prior pages. This recapture means that employees are likely to live at the Project and eat/shop and work there. It reduces automobile dependency.

IV. Approvals Required

1. Master Site Plan Amendment/Rezoning

The Applicant seeks the following changes to the North Point Master Plan:

- Rezone ±83.67 acres from PSC to MU.
- Replace the Master Site Plan approved by City Council under Ordinance MP-90-04 with the Master Site Plan attached hereto, prepared by Kimley-Horn and Associates, Inc., dated August 1, 2018.
- Amend the Conditions for the North Point Mall Master Plan, approved under Ordinances MP-90-04 and Z-90-03, and replace in their entirety with the conditions which will be prepared for this application.

2. Conditional Use Permit (For-Rent and Cinema/Theater)

This application also requires approval of a Conditional Use to allow the for-rent residential units and the continued use of the cinema/theater[2] in the Mixed Use zoning district. The following factors are to be considered in evaluating a conditional use, per the City of Alpharetta's UDC §4.2.3:

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.

[2] The theater is currently existing onsite and will be incorporated into the proposed mixed use zoning without modification. A Conditional Use Permit is required to allow the existing theater in the proposed MU zoning district per UDC § 2.2.20.C.2.n.

The Proposed Development will a have a two-lane drive tying to the intersection of the existing mall ring road and North Point Drive. The multifamily residential will also have two access points directly onto the mall ring road. The theater use will continue to utilize the same access points as it does today. The Proposed Development further includes a number of sidewalks, plaza, a multi-use pedestrian path, and crosswalks to promote pedestrian safety throughout the development. Encore Parkway, North Point Parkway, and Haynes Bridge Road are all arterials. North Point Center East and North Point Drive are collectors.

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

The two-story parking deck for the residential use will be screened using a green wall system, which utilizes plant growth in the wall of the parking deck to conceal its appearance. Additionally, the residential surface parking will be screened behind the parking deck, the multifamily structure and the freestanding garages, also with green façades. The remaining parking will have a landscape buffer separating it from the existing mall's surface parking. The parking for the theater use will continue to utilize the surface parking currently in-place. Also, the refuse area will be fully screened.

3. The conditional use will not be injurious to the use and enjoyment of the environment or of other property values within the surrounding neighborhood;

There should be no injury to the environment or surrounding property values. The environmental integrity of the site will be enhanced by these improvements.

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

At present, the surrounding properties are nonresidential. No increased expenditures will be required.

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

All surrounding properties are already developed for primarily commercial use. However, immediately adjacent to the site is acreage under contract to The Providence Group, which shortly will be seeking approval of a single family "for-sale" product on it.

6. The location and character of the proposed conditional use is considered to be consistent with a desirable pattern of development for the City, in general.

The Comprehensive Future Land Use Plan 2035 designates this area as appropriate for a mixed-use. The 2018 LCI fully supports it, as well.

3. Variances

The Applicant also requires two variances:

1. The City of Alpharetta UDC § 2.2.20 requires a mixed use development to contain at least 25% dwelling space and 25% office/institutional space. This requirement is aimed at new, greenfield mixed-use development and does not reflect the actualities of redevelopment that are present in this project. The Subject Property contains a large portion of the existing mall that will be remaining, which skews the percentages of use heavily toward the commercial use. The Proposed Development is not intended as a complete replacement of the existing mall, which serves as a focal point for the region; rather it is meant to complement and enhance the mall's commercial retail. As a consequence, both the residential and the office uses are relatively small in comparison to the retail use in the existing mall. In the upcoming adoption of a North Point overlay, a change in these percentages should be contemplated.

2. The Applicant also requests the City to eliminate the requirement for a neighborhood grocery within this development. The project is in close proximity to a number of restaurant and food uses that will meet the needs of the proposed residential tenants and office workers. Indeed, it is the intent of the residential component to help boost the uses of the Mall, including its existing restaurants. Where a grocery use along the Parkway might eventually emerge, no grocer has expressed an interest on the mall site despite active solicitation. Again, the new overlay should consider a change to this requirement.

V. Preservation of Rights

It is the position of the Applicant that the Alpharetta Zoning Ordinance, in zoning the property PSC as it currently exists and with existing conditions is unconstitutional in that it destroys the marketability of the property and renders the property exceptionally less valuable, and such zoning therefore constitutes a taking of property without just and adequate compensation and without due process of law in violation of the Fifth and Fourteenth Amendments to the Constitution of the United States, as well as Article 1, Section 1, Paragraph 1; Article 1, Section 3, Paragraph 1(a); and Article 3, Section 6, Paragraph 2 of the Constitution of the State of Georgia (1983). To zone this property to any intervening category which is less than requested is unconstitutional, renders the property unusable and constitutes the taking of Applicant's property without just and adequate compensation and without due process of law in violation of the provisions of the United States and Georgia Constitutions cited in this paragraph. The same effect would be had by imposing conditions in restraint of trade, or

onerous, burdensome, unconstitutional, or unnecessary conditions on the property. The denial of this request would bear no reasonable relation to the health, safety, morals or welfare of the citizens.

The Applicant respectfully requests that the Alpharetta City Council grant the requested rezoning, the change of Master Plan, the Conditional Use Permits, and the two variances as submitted. We very much look forward to working with you and your staff.

Respectfully submitted,

Kathryn M Zickert

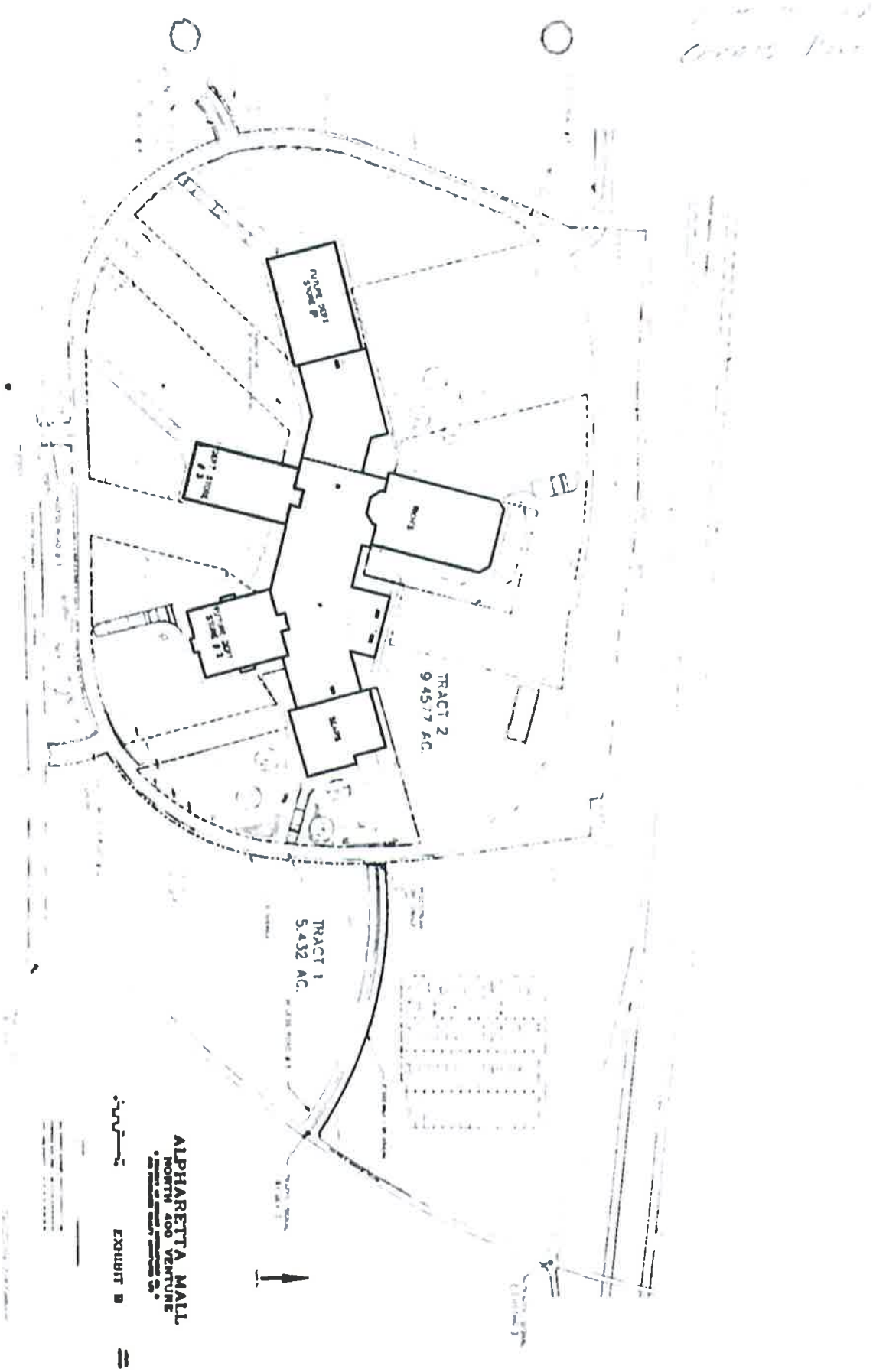
Kathryn M. Zickert

KMZ/jab

Cc: Charles E. Tapia, General Growth Properties
Greg Huette, General Growth Properties
Benjamin H. Freeman, General Growth Properties
Bob Vance, Kimley-Horn and Associates, Inc.

tabbies

EXHIBIT 1



EXHIBIT

tabbies





COUNCIL APPROVED CONDITIONS

If this request for Master Plan approval is recommended for approval by the Planning Commission, it should be recommended CONDITIONAL subject to the applicant's agreement to the following conditions:

1. All site plans and engineering plans hereafter submitted to the City of Alpharetta shall state as the first note:

> This plan reflects conditions stipulated through public hearings regarding Master Plan request MP-90-04.

2. All documents submitted, including plans, shall include 1) the appropriate date; 2) the code indicated at the upper right of page 1; and 3) page numbering. Plans shall include north arrow and scale. A statement noting a revision to documents and plans shall be noted clearly on the revised item, and revised documents or plans shall include the three categories noted above in this condition.

3. Prior to the approval of a Land Disturbance Permit, a Preliminary Plat shall be submitted to the Director of Planning and Community Development, based upon a certified boundary survey of the property, incorporating the stipulations of these conditions of Master Plan approval and meeting or exceeding the requirements of the Zoning Ordinance.

4. Submit to the Director of Planning and Community Development for her approval, prior to any defoliation or alteration of the site, a Land Disturbance application which shall include a grading plan including phasing, a hydrological study, a separate soil sedimentation and erosion control plan, a tree plan, a signage plan and proposed provisions for permanent storm water retention and the method of continuing maintenance of these facilities.

5. Submit to the Director of Planning and Community Development for her approval, prior to the approval of a Land Disturbance Permit, a detailed landscape plan for all required buffers and landscape strips. A 10 foot wide landscaping strip shall be provided adjacent to all thoroughfares, as stipulated in the Zoning Ordinance. Screening of parking lots shall comply with parking regulations in the Zoning Ordinance. Said landscaping areas shall not contain any parking, detention, or buildings, or portion thereof. Landscaping shall be such that emergency vehicles may traverse the site.

All landscaping for any phase of development, as indicated on the Master Plans, shall be in place prior to the issuance of a Certificate of Occupancy or the connection of permanent power for the pertinent portion of the development. The developer shall provide to the City a twelve (12) month maintenance agreement stating the developer shall maintain planted vegetation for one year; that should the City determine that any vegetation shows evidence of dying, the developer shall replace said vegetation at no cost to the City within said twelve month period.

6. Site plans shall include all curb cuts. Site plans shall require approval of said curb cuts by the Director of Planning and Community Development and the City Engineer.

7. Install sewer lines following approval by Fulton County Public Works, but planning of facilities is to be coordinated through the Alpharetta Department of Planning and Community Development and will require approval by both City and County agencies. It shall be understood by the developer that Fulton County is solely responsible for provision of sewer, and that the City of Alpharetta can provide no guarantee that adequate sewer capacity will be available at the time any phase of the project would be developed.

8. Connect to City of Alpharetta water and Fulton County public sanitary sewer available to the site as well as pay all required tap-on fees, front footage assessments and the pro-rate share of the cost of public utility extensions as determined by the Director of Planning and Community Development.

9. The developer shall extend the City water line with a sixteen inch (16") line along Eastside Drive from Haynes Bridge Road to Access Road 2.

10. Water from onsite or abutting installed sources shall not be used unless said sources are metered and approved by City of Alpharetta Public Works Department.

11. Design and develop storm water detention facilities as required. The developer or subsequent owner of the site shall be responsible for maintenance of such facilities at any time such maintenance is ascertained by the City Engineer or another qualified person to be necessary.

12. Dedicate at no cost to the City of Alpharetta prior to the approval of a Land Disturbance Permit, sufficient land as necessary to provide the following rights-of-way, and dedicate at no cost to the City of Alpharetta such additional right-of-way as may be required to provide at least 10.5 feet of right-of-way from the back of curb of all abutting road improvements, as well as allow the necessary construction easements while the rights-of-way are being improved:

120 feet right-of-way along Eastside Drive from Haynes Bridge Road to the west property line.

100 feet right-of-way along Haynes Bridge Road between Georgia 400 and Blackwatch Lane.

13. Improve those portions of streets and arterials which run adjacent to the project from back of curb to back of curb, and all streets internal to the project, based upon requirements of the City Engineer:

a. Six traffic lanes with median strip along Eastside Drive to the west property line in the dedicated area as stated in condition 12 above. Accel/decel lanes shall be provided adjacent to the mall site wherever curb cuts along Eastside Drive will be located.

b. Widen to four traffic lanes with median strip along Haynes Bridge Road to Blackwatch Lane in the dedicated area as stated in condition 12 above.

c. Streets internal to the site shall be built to City of Alpharetta standards.

d. Streets internal to the site shall be maintained by the property owner or his representative at no cost to the City of Alpharetta.

e. Any planted medians shall be maintained by the developer, and proof of a maintenance program shall be recorded with plats and provided to the City of Alpharetta upon application for a Land Disturbance Permit.

f. The developer shall provide to the City their written agreement to maintain any private street or drive and/or any common area.

14. Developer shall construct a concrete sidewalk system which will include the following:

1) Along Access Road 1 from Haynes Bridge Road to the ring road internal to the site;

2) The easterly side of the ring road from Access Road 1 to Access Road 2;

3) The easterly side of Access Road 2;

4) The northerly side of Eastside Drive from Access Road 2 to Access Road 4.

Said sidewalks shall be a minimum of five feet (5') wide and of concrete material, and shall meet the approval of the City Engineer or a consultant employed by the City, and shall be installed prior to issuance of any Certificate of Occupancy.

15. Parking areas, aisles, entrances, exits, and drives, with screening areas, shall be shown on a site plan to be approved by the Director of Planning and Community Development prior to the issuance of a Land Disturbance permit. Parking and unloading for buses shall be identified on the Master Plan to be submitted for approval.

16. Parking ratios shall be based upon the Gross Leasable Area of the mall, including the food court(s), at a ratio of five (5) spaces per one thousand (1,000) square feet of G.L.A. The developer shall provide landscape islands as shown on the Master Plan. Dumpsters shall be located outside of and screened from required parking areas, loading areas, landscape strips, and buffers.

17. Provide deceleration lanes for a distance of 200 feet and a 50 foot taper from all entrances or as may be approved by the City Engineer. Provide a left turn lane on Access Road 1 for traffic turning northbound onto Haynes Bridge Road, to be included on the revised Site Plan.

18. Prior to the issuance of a Building Permit, begin construction of Eastside Drive at Haynes Bridge Road to and including Access Road 4.

19. Provide and install necessary signalization when warranted by the City Engineer at the intersection of the five access roads with a street as shown on the site plan and at the intersection of Eastside Drive and Haynes Bridge Road. The City Engineer shall specify the equipment and installer.

Pay fifty percent (50%) of the cost of signalization at the intersection of Mansell Road and Eastside Drive, and fifty percent (50%) of the signalization of Rock Mill Road and Haynes Bridge Road along with the southbound lane mentioned in item No. 38, that there be a third party engineer, selected by the City and paid for by Homart, to decide if those are impacts caused by the mall and what part of the costs should be borne by the mall developer.

20. Curb cuts along Eastside Drive shall be approved by the Director of Planning and Community Development and the City Engineer.

21. The exterior of all exposed concrete blocks shall be coated with an architectural treatment (e.g., epoxy, stucco, brick veneer, etc.) or an alternate treatment approved by the Planning Department.

22. Applicant shall provide necessary easements for ingress and egress for police, fire, emergency vehicles, and all operating utilities. Provide designated firelanes adjacent to all structures and provide water mains, fire hydrants and access for fire fighting equipment as required by the City of Alpharetta code.

23. Setback requirements shall be stated in terms of front, rear, side, and corner yard distances. Said setbacks shall be publicly posted as part of the building permit. There shall be a minimum fifteen foot (15') setback from the tree protection zone, and from all property lines.

24. Comply with required erosion/sedimentation controls at every phase of development, based on Alpharetta code requirements and which are to be described on the Civil Design Plans. Particular attention is to be paid to proper installation and maintenance of detention ponds or other devices, that the rate of surface runoff from the subject property under post-developed conditions shall not exceed the rate of pre-developed conditions as stipulated by City code.

25. Provide such plans and documents as may be found necessary to locate all specimen trees/stands, or tree protection zones within property boundaries for the implementation of a tree protection plan.

26. Provide a natural tree protection area as required by the Zoning Ordinance, undisturbed except for utility crossings, grading, tree removal, and landscaping, with improvements and replantings where sparsely vegetated, along the entire length of the subject property where it abuts Georgia 400 freeway.

Any encroachments upon the tree protection zone shall be only where and when absolutely necessary, and shall run perpendicular to the tree protection zone. The tree protection zone and any utility crossings shall be noted and included on the Engineering Design Plans.

A minimum of four foot (4') high fluorescent mesh fencing shall be installed along the boundaries of the tree protection zone prior to any clearing or grading following the issuing of a Land Disturbance Permit. The Code Enforcement Officer shall inspect and approve such installation prior to issuing of said permit.

27. Toxic materials shall not be used or stored on the site during development of the property without prior notification of the City of Alpharetta Police Department and Fire Department. Any toxic or otherwise hazardous materials which are uncovered during development of the property shall be reported to the Police and Fire Departments immediately. Failure to notify these departments may result in shutdown of the project and/or the issuance of a violation citation.

28. Promotional activities outside the structures (e.g., entertainment, jogging or bicycling competition, parades) shall require specific notice by the mall operator to the City of Alpharetta Police Department at least fifteen (15) days prior to such event. The developer shall submit to the Alpharetta Police Department for approval by the Chief of Police, a copy of the Standard Operating Procedures for traffic and crowd control. Said approval shall be made prior to the issuance of a Land Disturbance Permit.

29. Offstreet parking for construction personnel shall be provided, maintained, and used by all said personnel during their employment.

30. Make application to the Department of Planning and Community Development for a permit for each sign prior to its construction. Reference is made to the City of Alpharetta's signage requirements regarding shopping centers and office parks. The location

of any ground sign shall be shown on the Preliminary Plat and Construction Design Plans with reference to front setback distance. All lighted signs, temporary or permanent, shall comply with Section 36 of the Zoning Ordinance as amended March 9, 1987 (Illumination of Signs). No sign shall be constructed before Planning Department approval. Subsequent developers of any part of the property shall be subject to this requirement. No permanent sign shall be located within the tree protection zone. Any temporary sign to be located within the tree protection zone shall be previously approved by the Department of Planning and Community Development.

31. The developer shall abide by all regulations and requirements of the Flood Plain Ordinance and of the Chattahoochee River Tributary Protection Ordinance.

32. A mylar sepia of any plans presented in public hearing shall be submitted by the developer to the Department of Planning and Community Development within the following thirty (30) days of the date of application approval by the City Council.

33. Subsequent developers of any part or all of the subject property also shall be subject to the above conditions, to the Letter of Intent and to the Master Plan/site plan as approved by City Council, and to the regulations of the Zoning Ordinance.

34. Construction on the property shall commence within eighteen (18) months of approval by City Council. Should construction not commence during this time period, in order to continue said approval, the owner of the property shall be required to request reapproval by City Council. Failure to receive approval by Council shall void the Master Plan and a new application shall be submitted for approval before any development may occur.

35. Developer shall pay twenty-five cents ($.25) per square foot of Gross Leasable Area at the time of acquiring a Building Permit. However, the first payment shall be a minimum of two hundred fifty-two thousand, five hundred dollars ($252,500). Said assessment shall be used for public safety purposes.

36. The developer and the Assistant City Administrator/Director of Planning and Community Development shall meet to determine a reasonable date by which he shall resubmit his Letter of Intent and Master Plan reflecting the approved conditions.

37. The developer shall construct two additional lanes on the bridge on Haynes Bridge Road over Georgia 400. Engineering Plans and construction shall be approved by the State of Georgia Department of Transportation. Approval by the D.O.T. shall be confirmed to the City of Alpharetta City Engineer before issuance of a Certificate of Occupancy.

38. The developer shall widen the Georgia 400 northbound and southbound exit ramps at Haynes Bridge Road, based upon requirements stipulated in the memorandum from the City Engineer dated February 20, 1990 (see attached memo). Engineering Plans and construction shall be approved by the State of Georgia Department of Transportation. Approval by the D.O.T. shall be confirmed to the before issuance of a Certificate of Occupancy.

39. The developer shall provide two (2) acres for a fire station site to be deeded to the City of Alpharetta not later than ninety (90) days after City Council approval of the Master Plan. The station site location shall be mutually agreed upon by the developer and the City. Failure to agree on the site shall cause the Master Plan to be re-reviewed by the City Council, and all activity on the Master Plan area shall cease until Council reapproval.

CONDITIONS BY CITY DEPARTMENTS REGARDING THIS PROPERTY DEVELOPMENT

City Engineer:

Haynes Bridge Road Improvements:

Haynes Bridge Road should be improved so that it will consist of two (2) twelve foot lanes in each direction of travel plus a twenty foot raised median. Both sides of the roadway and the median should be constructed with two foot (2') wide curb and gutter. Each side of the road way should have a ten foot shoulder. A typical roadway section is attached to this memo. The right-of-way width of the improved roadway should be one hundred feet (100').

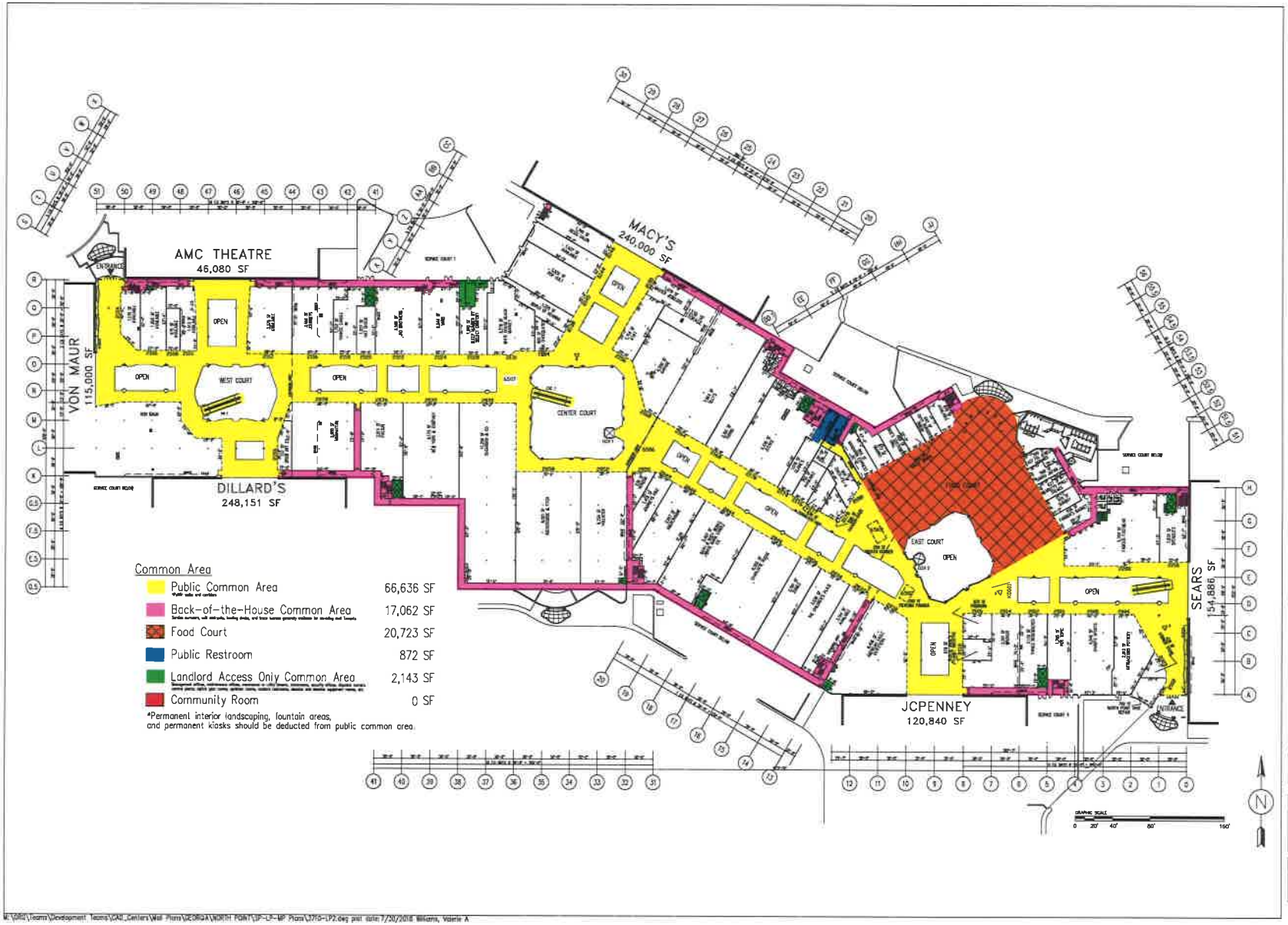
All median breaks for intersecting service drives, access drives and major roadways should be fully signalized. The signal installer and signal equipment shall be specified by the City of Alpharetta City Engineer.

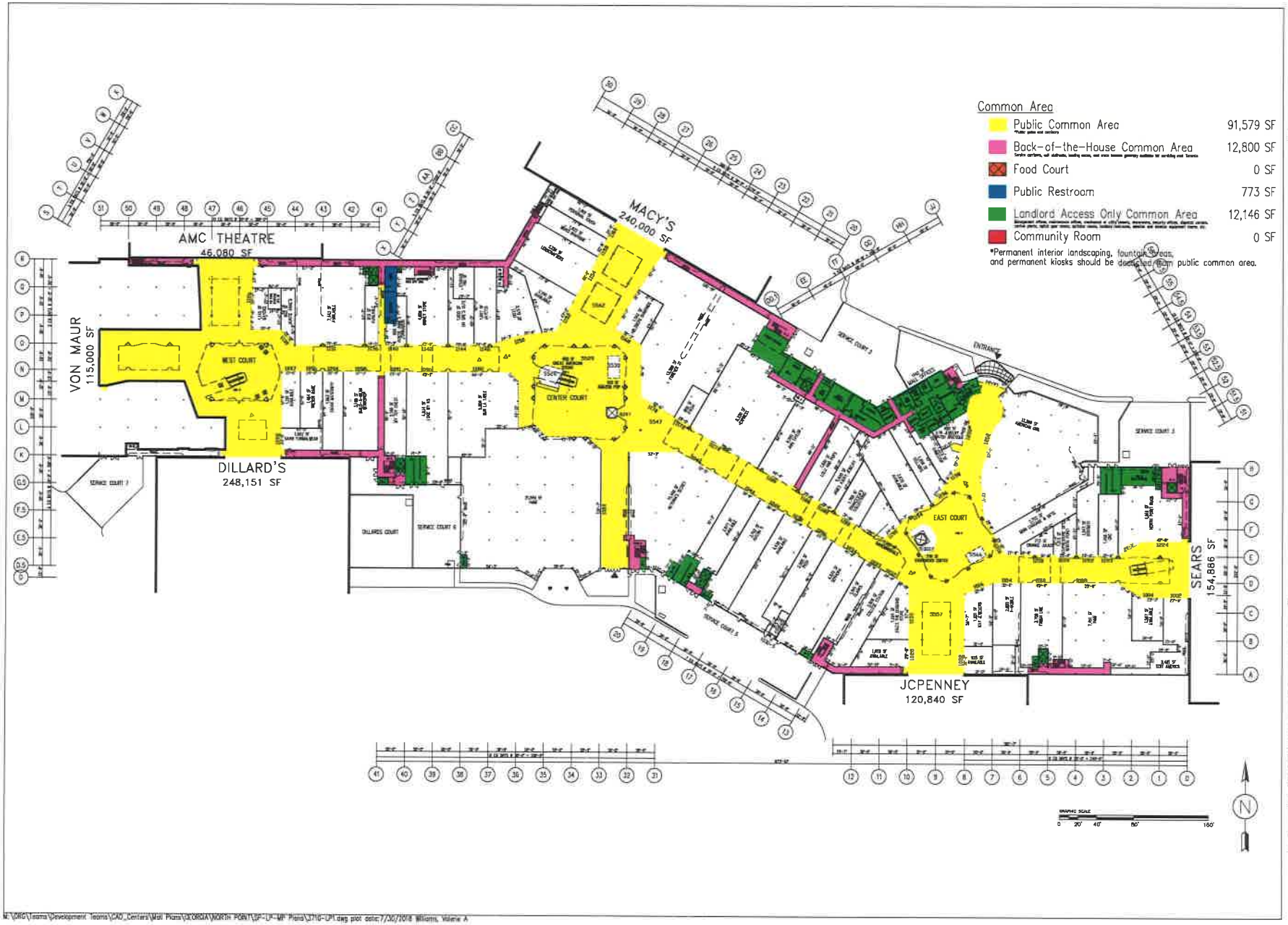
All construction methods and equipment shall comply with D.O.T. specifications and with Alpharetta specifications. D.O.T. specifications will prevail in any case of conflict.

Routing:

City Council
City Administrator
Assistant City Administrator/Director of Planning
and Community Development
Planning Commission
Planner I
Code Enforcement Officer
Engineering Department
Building Official
Business License Department
Police Department
Fire Department
Public Works Department
Recreation Department
City Clerk
City Attorney
File
Applicant

a:(1.2) ws HOMART/NORTH 400 VENTURE
4MP90-04


AMC THEATRE
46,080 SF
MACY'S
240,000 SF
VON MAUR
115,000 SF
DILLARD'S
248,151 SF
JCPENNEY
120,840 SF
SEARS
154,886 SF
OPEN
WEST COURT
CENTER COURT
EAST COURT
FOOD COURT
ENTRANCE
Common Area
Public Common Area 66,636 SF
Back-of-the-House Common Area 17,062 SF
Food Court 20,723 SF
Public Restroom 872 SF
Landlord Access Only Common Area 2,143 SF
Community Room 0 SF
*Permanent interior landscaping, fountain areas, and permanent kiosks should be deducted from public common area.
N
NORTH POINT MALL
1000 NORTH POINT CIRCLE
ALPHARETTA, GEORGIA 30022
PROJECT NO: 3710
DRAWN BY: KW
COPYRIGHT: GGP Inc.
DESCRIPTION
LEASE PLAN
UPPER LEVEL
SHEET NO.
LP2
DATE: July 2018



GGP

NORTH POINT MALL
1000 NORTH POINT CIRCLE
ALPHARETTA, GEORGIA 30022

PROJECT NO: 3710
DRAWN BY: KW
COPYRIGHT: GGP Inc.

DESCRIPTION
LEASE PLAN
LOWER LEVEL

SHEET NO.
LP1

DATE: July 2018

Notice 92938-350

Northpoint Mall

AFTER RECORDING RETURN TO:

Reuben Warshawsky
Neal, Gerber & Eisenberg
2 N. LaSalle Street
Chicago, IL 60602

Fulton County, Georgia REAL ESTATE TRANSFER TAX FILED
Real Estate Transfer Tax
Paid $ 344.00
Date 1/3/96 96 JAN -3 AM 11: 31
JUANITA HICKS
Clerk, Superior Court
By P.H. CLERK, SUPERIOR COURT
Deputy Clerk

QUIT CLAIM DEED

THIS DEED, made this 2nd day of December, in the Year of Our Lord One Thousand Nine Hundred Ninety-Five, between HOMART NEWCO TWO, a Delaware corporation ("Grantor"), and GGP-NORTH POINT, INC., a Delaware corporation ("Grantee"), (the terms Grantor and Grantee to include their respective heirs, successors and assigns where the context hereof requires or permits).

WITNESSETH THAT:

Grantor, for and in consideration of the sum of TEN AND NO/100 ($10.00) DOLLARS, and other good and valuable consideration, in hand paid at and before the sealing and delivery of these presents, the receipt, adequacy and sufficiency of which being hereby acknowledged by Grantor, has bargained, sold and conveyed, and by these presents does hereby bargain, sell, remise, release, and forever quit-claim unto Grantee all of the right, title, interest, claim or demand which the said Grantor has, or may have had, in and to the following described property, to-wit:

See Exhibit A attached hereto and made a part hereof.

with all the rights, members and appurtenances to the said described premises in anywise appertaining or belonging.

TO HAVE AND TO HOLD the said described premises unto the said Grantee, so that neither the said Grantor, nor any other person or persons claiming under Grantor shall at any time, claim or demand any right, title or interest to the aforesaid described premises or its appurtenances.

IN WITNESS WHEREOF, Grantor has signed and sealed this Deed the day and year first above written.

Signed, sealed and delivered
in the presence of:

Unofficial Witness

Notary Public

My Commission Expires: 4/17/97

HOMART NEWCO TWO, INC.,
a Delaware corporation

By: Robert Bramberg

Name: Robert Bramberg

Its: Assistant Secretary

CORP. SEAL

CORPORATE SEAL

"OFFICIAL SEAL"
VICKI J. GOMBERG
NOTARY PUBLIC, STATE OF ILLINOIS
MY COMMISSION EXPIRES 4/17/97

BOOK 20437 PG 287

North Point Mall

EXHIBIT A

All that tract or parcel of land lying and being in parts of Land Lots 688, 689, 700, 701, 702, 742 and 743, 1st District, 2nd Section, Fulton County, Georgia and being more particularly described as follows:

To find the True Point Of Beginning, commence at the point of intersection of the Westerly right-of-way of Haynes Bridge Road (60-foot right-of-way) and the Southerly right-of-way of Rock Mill Road (30-foot right-of-way); thence with the Southerly right-of-way of Rock Mill Road, the following four courses and distances: (1) South 38°59'00" West, a distance of 817.06 feet; (2) West, a distance of 499.00 feet; (3) South 38°01'25" West, a distance of 149.32 feet to a point of curvature with a curve (concave Southerly, having a radius of 560.00 feet and a central angle of 29°16'33"); and (4) Westerly along the arc of said curve to the left, a distance of 286.14 feet (said arc subtended by a chord bearing South 73°23'08" West, 283.04 feet) to the point of intersection with a non-tangent line and the point of Westerly terminus of the right-of-way of Rock Mill Road; thence with said terminus, North 31°15'09" West, a distance of 30.00 feet to a point on the Northerly right-of-way of Rock Mill Road; thence leaving the Northerly right-of-way of Rock Mill Road, North 20°14'30" West, a distance of 11.20 feet to a point on the Southerly right-of-way of North Fulton Expressway-Ga. Hwy. 400 (variable right-of-way; limited access highway); thence with said right-of-way, the following two courses and distances: (1) South 75°17'31" West, a distance of 177.85 feet; and (2) South 69°54'02" West, a distance of 399.76 feet, to a concrete right-of-way monument and the TRUE POINT OF BEGINNING; thence from the True Point of Beginning as thus established, South 38°29'35" East, a distance of 453.07 feet to an iron pin found at a point of curvature with a curve (concave Southwesterly, having a radius of 2000.00 feet and a central angle of 09°32'21"); thence Southeasterly along the arc of said curve to the right, a distance of 332.99 feet (said arc subtended by a chord bearing South 33°43'25" East, 332.60 feet) to an iron pin found at the point of intersection with a non-tangent line; thence North 81°11'58" East, a distance of 50.63 feet to an iron pin found; thence North 42°30'15" East, a distance of 227.28 feet to an iron pin found; thence South 41°26'10" East, a distance of 42.65 feet to an iron pin found; thence South 24°17'16" West, a distance of 25.12 feet to an iron pin found; thence South 12°49'20" West, a distance of 27.94 feet to an iron pin found; thence South 24°36'04" East, a distance of 20.19 feet to an iron pin found; thence South 41°39'00" East, a distance of 56.16 feet to a point dot on rock found; thence South 10°26'11" East, a distance of 30.27 feet to a point; thence South 10°58'48" West, a distance of 27.61 feet to a point; thence South 20°23'29" West, a distance of 26.30 feet to a point; thence South 57°12'08" West, a distance of 25.16 feet to a point; thence South 22°59'54" West, a distance of 43.64 feet to an iron pin set; thence South 01°40'47" West, a distance of 39.54 feet to a point; thence South 25°09'14" East, a distance of 36.61 feet to a point; thence South 19°12'57" West, a distance of 19.31 feet to a point; thence South 03°17'22" West, a distance of 33.59 feet to

20936-1-1001172

book20437 288

an iron pin set; thence South 43°16'32" West, a distance of 57.52 feet to an iron pin set; thence South 70°07'02" West, a distance of 53.99 feet to an iron pin set at the point of intersection with a non-tangent curve (concave Westerly, having a radius of 2000.00 feet and a central angle of 01°38'15"); thence Southerly along the arc of said curve to the right (from which the local tangent at the beginning point bears South 19°52'57" East) a distance of 57.16 feet (said arc subtended by a chord bearing South 19°03'49" East, 57.16 feet) to an iron pin set at a point of compound curvature (concave Westerly, having a radius of 750.00 feet and a central angle of 18°30'52"); thence Southerly along the arc of said curve to the right (from which the local tangent at the beginning point bears South 13°14'43" East) a distance of 242.36 feet (said arc subtended by a chord bearing South 08°59'17" East, 241.30 feet) to an iron pin set at the point of intersection with a non-tangent line; thence South 44°26'45" East, a distance of 79.62 feet to an iron pin set; thence North 87°55'39" East, a distance of 41.48 feet to a point; thence South 34°31'27" East, a distance of 55.92 feet to a point; thence South 65°42'01" East, a distance of 27.69 feet to an iron pin set; thence South 07°09'42" East a distance of 22.81 feet to an iron pin set; thence South 32°22'05" East, a distance of 22.67 feet to a point; thence North 75°24'25" East, a distance of 34.74 feet to a point; thence South 09°50'24" West, a distance of 53.87 feet to a point; thence South 60°03'01" West, a distance of 16.18 feet to an iron pin set; thence South 52°55'04" West, a distance of 18.95 feet to an iron pin set; thence South 45°44'23" West, a distance of 17.60 feet to an iron pin found; thence South 01°29'02" West, a distance of 13.75 feet to a point; thence South 52°47'35" West, a distance of 42.55 feet to an iron pin set; thence South 69°35'38" West, a distance of 43.33 feet to a point; thence South 55°45'31" West, a distance of 47.68 feet to a point; thence South 88°18'42" West, a distance of 40.85 feet to a point; thence North 44°39'44" West, a distance of 46.65 feet to an iron pin found; thence North 67°38'59" West, a distance of 30.10 feet to an iron pin found at the point of intersection with a non-tangent curve (concave Northwesterly, having a radius of 750.00 feet and a central angle of 10°07'02"); thence Southerly along the arc of said curve to the right (from which the local tangent at the beginning point bears South 22°21'00" West) a distance of 132.43 feet (said arc subtended by a chord bearing South 27°24'34" West, 132.26 feet) to an iron pin found at the point of intersection with a non-tangent curve (concave Southwesterly, having a radius of 440.00 feet and a central angle of 26°23'59"); thence Southeasterly along the arc of said curve to the right (from which the local tangent at the beginning point bears South 54°36'52" East) a distance of 202.73 feet (said arc subtended by a chord bearing South 41°24'53" East, 200.95 feet) to a PK found at the point of intersection with a non-tangent line on the North right-of-way of North Point Parkway (formerly Eastern Drive) (120-foot right-of-way); thence with said right-of-way, South 61°43'34" West, a distance of 201.34 feet to an iron pin set; thence leaving said right-of-way, North 28°16'26" West, a distance of 40.99 feet to an iron pin set; thence North 61°43'34" East, a distance of 126.10 feet to an iron pin set at a point of intersection with a non-tangent curve (concave Southwesterly, having a radius of 367.00 feet and a central angle of 17°42'14"); thence Northwesterly along the arc of said curve to the left (from which the local tangent at the beginning point bears North 34°16'56" West) a distance of 113.40 feet (said arc subtended by a chord bearing North 43°28'07" West, 112.95 feet) to an iron pin set at a point of reverse curvature (concave Northeasterly, having a radius of 333.00 feet and a central angle of 12°51'40"); thence Northwesterly along the arc of said curve to the right (from which the local

tangent at the beginning point bears North 52°19'14" West) a distance of 74.75 feet (said arc subtended by a chord bearing North 45°53'24" West, 74.59 feet) to a PK found at the point of tangency; thence North 39°27'36" West, a distance of 8.09 feet to a PK found at a point of curvature with a curve (concave Southerly, having a radius of 28.50 feet and a central angle of 82°18'50"); thence Northwesterly along the arc of said curve to the left a distance of 40.94 feet (said arc subtended by a chord bearing North 80°37'00" West, 37.51 feet) to a PK found at a point of reverse curvature (concave Northwesterly, having a radius of 509.00 feet and a central angle of 03°30'00"); thence Southwesterly along the arc of said curve to the right (from which the local tangent at the beginning point bears South 58°13'34" West) a distance of 31.09 feet (said arc subtended by a chord bearing South 59°58'34" West, 31.09 feet) to a PK found at the point of tangency; thence South 61°43'34" West, a distance of 438.12 feet to an iron pin found; thence South 28° 16'27" East a distance of 250.98 feet to an iron pin found on the Northerly right-of-way of North Point Parkway; thence with said right-of-way, South 61° 43' 34" West a distance of 379.69 feet to an iron pin found; thence leaving said right-of-way, North 28° 16' 26" West a distance of 242.00 feet to an iron pin found; thence South 61°43'34" West, a distance of 246.60 feet to an iron pin found; thence South 28°16'26" East, a distance of 242.00 feet to an iron pin set on the North right-of-way of North Point Parkway; thence with said right-of-way, South 61°43'34" West, a distance of 80.00 feet to an iron pin set; thence leaving said right-of-way, North 28°16'26" West, a distance of 242.00 feet to an iron pin found; thence South 61°43'34" West, a distance of 319.56 feet to an iron pin set at a point of curvature with a curve (concave Northerly, having a radius of 500.00 feet and a central angle of 64°24'19"); thence Westerly along the arc of said curve to the right, a distance of 562.04 feet (said arc subtended by a chord bearing North 86°04'16" West, 532.92 feet) to an iron pin found at a point of compound curvature (concave Northeasterly, having a radius of 750.00 feet and a central angle of 07° 55' 06"); thence Northwesterly along the arc of said curve to the right (from which the local tangent at the beginning point bears North 53°52'04" West) a distance of 103.65 feet (said arc subtended by a chord bearing North 49°54'31" West, 103.57 feet) to an iron pin found at a point of intersection with a non-tangent curve (concave Southeasterly, having a radius of 260.00 feet and a central angle of 30°19'36"); thence Southwesterly along the arc of said curve to the left (from which the local tangent at the beginning point bears South 48°19'23" West) a distance of 139.13 feet (said arc subtended by a chord bearing South 32°59'35" West, 137.48 feet) to an iron pin found at a point of compound curvature (concave Easterly, having a radius of 655.00 feet and a central angle of 25°02'55"); thence Southerly along the arc of said curve to the left (from which the local tangent at the beginning point bears South 17°39'47" West) a distance of 286.35 feet (said arc subtended by a chord bearing South 05°08'20" West, 284.08 feet) to an iron pin found at the point of tangency; thence South 07°23'07" East, a distance of 101.95 feet to an iron pin set on the North right-of-way of North Point Parkway; thence with said right-of-way, South 82°36'53" West, a distance of 80.00 feet to an iron pin found; thence leaving said right-of-way, North 07°23'07" West, a distance of 101.95 feet to an iron pin found at the beginning of a curve (concave Easterly, having a radius of 735.00 feet and a central angle of 25°02'55"); thence Northerly along the arc of said curve to the right, a distance of 321.33 feet (said arc subtended by a chord bearing North 05°08'20" East, 318.77 feet) to an iron found at a point of compound curvature (concave Southeasterly, having a radius of 340.00 feet and a central angle of

20736-1 - 10/9/95

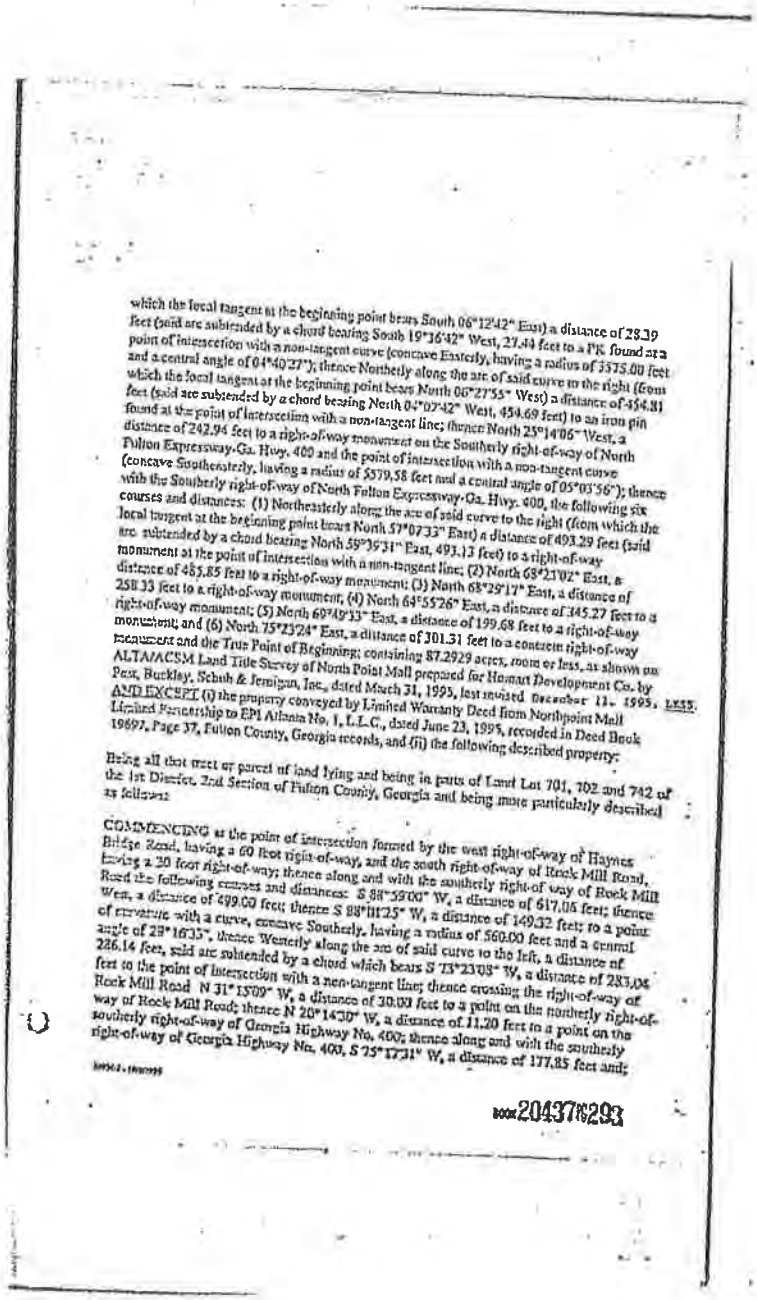
BOOK 20437 PG 290

30°22'26"); thence Northerly along the arc of said curve to the right (from which the local tangent at the beginning point bears North 17°19'47" East) a distance of 180.24 feet (said arc subtended by a chord bearing North 32°51'00" East, 178.14 feet) to an iron pin found at a point of intersection with a non-tangent curve (concave Northeasterly, having a radius of 750.00 feet and a central angle of 32°22'32"); thence Northwesterly along the arc of said curve to the right (from which the local tangent at the beginning point bears North 39°50'03" West) a distance of 423.79 feet (said arc subtended by a chord bearing North 23°38'49" West, 418.18 feet) to an iron pin found at the point of tangency; thence North 07°27'34" West, a distance of 705.17 feet to a PK found at a point of curvature with a curve (concave Easterly, having a radius of 5575.00 feet and a central angle of 00°19'32"); thence Northerly along the arc of said curve to the right, a distance of 31.68 feet (said arc subtended by a chord bearing North 07°17'48" West, 31.68 feet) to a PK found at the point of intersection with a non-tangent line; thence North 82°59'22" East, a distance of 36.01 feet to a PK found at a point of intersection with a non-tangent curve (concave Easterly, having a radius of 5539.00 feet and a central angle of 00°19'29"); thence Southerly along the arc of said curve to the left (from which the local tangent at the beginning point bears South 07°08'05" East) a distance of 31.39 feet (said arc subtended by a chord bearing South 07°17'49" East, 31.39 feet) to a PK found at the point of tangency; thence South 07°27'34" East, a distance of 219.79 feet to a PK found; thence South 18°47'26" East, a distance of 105.39 feet to a PK found at a point of intersection with a non-tangent curve (concave Northeasterly, having a radius of 705.00 and a central angle of 35°57'09"); thence Southerly along the arc of said curve to the left (from which the local tangent at the beginning point bears South 17°54'57" East) a distance of 442.38 feet (said arc subtended by a chord bearing South 35°53'31" East, 435.16 feet) to a PK found at a point of compound curvature (concave Northerly, having a radius of 455.00 feet and a central angle of 31°26'51"); thence Southeasterly along the arc of said curve to the left (from which the local tangent of the beginning point bears South 53°52'11" East) a distance of 249.73 feet (said arc subtended by a chord bearing South 69°35'31" East, 246.61 feet) to a PK found at the point of intersection with a non-tangent line; thence North 00°29'33" West, a distance of 295.76 feet to a PK found; thence South 89°30'27" West, a distance of 30.00 feet to a PK found; thence North 00°29'33" West, a distance of 58.62 feet to a found hole in face of curb; thence North 44°30'27" East, a distance of 183.38 feet to a PK found at a point of curvature with a curve (concave Southeasterly, having a radius of 120.00 feet and a central angle of 33°30'03"); thence Northeasterly along the arc of said curve to the right, a distance of 70.16 feet (said arc subtended by a chord bearing North 61°15'29" East, 69.17 feet) to a PK found at the point of intersection with a non-tangent line; thence North 03°51'36" West, a distance of 82.95 feet to a PK found; thence North 45°29'33" West, a distance of 214.30 feet to a point; thence North 75°27'31" West, a distance of 42.30 feet to a PK found; thence South 44°30'27" West, a distance of 163.75 feet to a PK found; thence North 45°29'33" West, a distance of 66.50 feet to a PK found, thence South 44°30'27" West, a distance of 5.00 feet to a PK found; thence North 45°29'33" West, a distance of 324.00 feet to a PK found; thence South 44°30'27" West, a distance of 30.00 feet to a PK found; thence South 45°29'33" East, a distance of 4.67 feet to a PK found, thence South 44°30'27" West, a distance of 49.77 feet to a PK found; thence South 83°21'05" West, a distance of 67.90 feet to a PK found at a point of intersection with a non-tangent curve (concave Easterly, having a radius of 5539.00 feet and a central angle of

BOOK 204378291

00°23'43"); thence Southerly along the arc of said curve to the left (from which the local tangent at the beginning point bears South 06°36'54" East) a distance of 38.23 feet (said arc subtended by a chord bearing South 06°48'46" East, 38.23 feet) to a PK found at the point of intersection with a non-tangent line; thence South 82°59'22" West, a distance of 36.01 feet to a PK nail set at a point of intersection with a non-tangent curve (concave Easterly, having a radius of 5575.00 feet and a central angle of 00°24'03"); thence Northerly along the arc of said curve to the right (from which the local tangent at the beginning point bears North 07°00'35" West) a distance of 38.93 feet (said arc subtended by a chord bearing North 06°48'38" West, 38.93 feet) to a PK found at a point of intersection with a non-tangent curve (concave Northwesterly, having a radius of 43.50 feet and a central angle of 63°10'49"); thence Northeasterly along the arc of said curve to the left (from which the local tangent at the beginning point bears North 56°58'08" East) a distance of 47.97 feet (said arc subtended by a chord bearing North 25°22'44" East, 45.57 feet) to a PK found at a point of compound curvature (concave Easterly, having a radius of 5551.00 feet and a central angle of 02°48'28"); thence Northerly along the arc of said curve to the right (from which the local tangent at the beginning point bears North 06°12'41" West) a distance of 272.02 feet (said arc subtended by a chord bearing North 04°48'27" West, 272.00 feet) to a PK found at the point of intersection with a non-tangent line; thence South 45°29'33" East, a distance of 657.59 feet to a PK found; thence North 44°30'27" East, a distance of 165.05 feet to a point; thence South 45°29'33" East, a distance of 48.22 feet to a point; thence North 44°30'27" East, a distance of 250.00 feet to a point; thence North 45°29'33" West, a distance of 148.31 feet to a PK found; thence North 44°30'27" East, a distance of 5.95 feet to a hole in concrete; thence North 45°29'33" West, a distance of 99.00 feet to a PK found; thence South 44°30'27" West, a distance of 10.00 feet to a PK found; thence North 45°29'33" West, a distance of 222.75 feet to a PK found; thence South 44°30'27" West, a distance of 60.00 feet to a PK found; thence North 45°29'33" West, a distance of 4.61 feet to a PK found; thence South 44°30'27" West, a distance of 60.00 feet to a PK found; thence North 45°29'33" West, a distance of 1.21 feet to a PK found; thence South 44°30'27" West, a distance of 30.00 feet to a PK found; thence North 45°29'33" West, a distance of 18.00 feet to a PK found; thence South 44°30'27" West, a distance of 30.00 feet to a PK found; thence South 45°29'33" East, a distance of 2.25 feet to a PK found; thence South 44°30'27" West, a distance of 60.00 feet to a PK found; thence South 45°29'33" East, a distance of 0.90 feet to a PK found; thence South 44°30'27" West a distance of 60.00 feet to a PK found; thence North 45°29'33" West, a distance of 43.50 feet to a PK found; thence South 44°30'27" West, a distance of 30.00 feet to a PK found; thence North 45°29'33" West, a distance of 250.87 feet to a PK found at a point of intersection with a non-tangent curve (concave Easterly, having a radius of 398.00 feet and a central angle of 06°40'14"); thence Southerly along the arc of said curve to the left (from which the local tangent at the beginning point bears South 03°48'59" West) a distance of 46.38 feet (said arc subtended by a chord bearing South 00°28'42" West, 46.35 feet) to a PK found at a point of compound curvature (concave Easterly, having a radius of 5563.00 feet and a central angle of 03°21'06"); thence Southerly along the arc of said curve to the left (from which the local tangent at the beginning point bears South 02°51'35" East) a distance of 325.42 feet (said arc subtended by a chord bearing South 04° 32' 08" East, 325.37 feet) to a PK found at a point of compound curvature (concave Westerly, having a radius of 31.50 feet and a central angle of 51°38'48"); thence Southerly along the arc of said curve to the right (from

20437k292



which the local tangent at the beginning point bears South 06°12'42" East) a distance of 28.39 feet (said arc subtended by a chord bearing South 19°16'42" West, 27.44 feet to a PK found at a point of intersection with a non-tangent curve (concave Easterly, having a radius of 5575.00 feet and a central angle of 04°40'27"); thence Northerly along the arc of said curve to the right (from which the local tangent at the beginning point bears North 06°27'55" West) a distance of 454.81 feet (said arc subtended by a chord bearing North 04°07'42" West, 454.69 feet) to an iron pin found at the point of intersection with a non-tangent line; thence North 25°14'06" West, a distance of 242.94 feet to a right-of-way monument on the Southerly right-of-way of North Fulton Expressway-Ga. Hwy. 400 and the point of intersection with a non-tangent curve (concave Southeasterly, having a radius of 5579.58 feet and a central angle of 05°03'56"); thence with the Southerly right-of-way of North Fulton Expressway-Ga. Hwy. 400, the following six courses and distances: (1) Northeasterly along the arc of said curve to the right (from which the local tangent at the beginning point bears North 57°07'33" East) a distance of 493.29 feet (said arc subtended by a chord bearing North 59°39'31" East, 493.13 feet) to a right-of-way monument at the point of intersection with a non-tangent line; (2) North 62°21'02" East, a distance of 485.85 feet to a right-of-way monument; (3) North 63°29'17" East, a distance of 258.33 feet to a right-of-way monument; (4) North 64°55'26" East, a distance of 345.27 feet to a right-of-way monument; (5) North 69°49'33" East, a distance of 199.68 feet to a right-of-way monument; and (6) North 75°23'24" East, a distance of 301.31 feet to a concrete right-of-way monument and the True Point of Beginning; containing 87.2929 acres, more or less, as shown on ALTA/ACSM Land Title Survey of North Point Mall prepared for Hammat Development Co. by Post, Buckley, Schuh & Jernigan, Inc., dated March 31, 1995, last revised December 11, 1995, LESS AND EXCEPT (i) the property conveyed by Limited Warranty Deed from Northpoint Mall Limited Partnership to EPI Atlanta No. 1, L.L.C., dated June 23, 1998, recorded in Deed Book 19697, Page 37, Fulton County, Georgia records, and (ii) the following described property:

Being all that tract or parcel of land lying and being in parts of Land Lot 701, 702 and 742 of the 1st District, 2nd Section of Fulton County, Georgia and being more particularly described as follows:

COMMENCING at the point of intersection formed by the west right-of-way of Haynes Bridge Road, having a 60 foot right-of-way, and the south right-of-way of Rock Mill Road, having a 20 foot right-of-way; thence along and with the southerly right-of way of Rock Mill Road the following courses and distances: S 88°59'00" W, a distance of 617.06 feet; thence West, a distance of 499.00 feet; thence S 88°11'25" W, a distance of 149.32 feet; to a point of curvature with a curve, concave Southerly, having a radius of 560.00 feet and a central angle of 29°16'35", thence Westerly along the arc of said curve to the left, a distance of 286.14 feet, said arc subtended by a chord which bears S 73°23'08" W, a distance of 283.04 feet to the point of intersection with a non-tangent line; thence crossing the right-of-way of Rock Mill Road N 31°15'09" W, a distance of 30.03 feet to a point on the northerly right-of-way of Rock Mill Road; thence N 20°14'30" W, a distance of 11.20 feet to a point on the southerly right-of-way of Georgia Highway No. 400; thence along and with the southerly right-of-way of Georgia Highway No. 400, S 75°17'31" W, a distance of 177.85 feet and;

BOOK 20437 PG 293

thence S 69°54'02" W, a distance of 389.76 feet to a concrete right-of-way monument; thence leaving the right-of-way of Georgia Highway No. 400 at S 38°29'35" E, a distance of 453.07 feet; to a point of curvature with a curve, concave Southwesterly, having a radius of 2000.00 feet and a central angle of 20°14'52", thence Southeasterly along the arc of said curve to the right, a distance of 706.78 feet, said arc subtended by a chord which bears S 28°22'09" E, a distance of 703.11 feet; to a point of intersection with a compound curve, concave Westerly, having a radius of 750.00 feet and a central angle of 40°35'43", thence Southerly along the arc of said curve to the right, from which the local tangent at the beginning point bears S 18°14'43" E, a distance of 521.40 feet, said arc subtended by a chord which bears S 02°03'09" W, a distance of 520.35 feet; to a point on the curve; thence continuing with the curve, concave Northwesterly, having a radius of 750.00 feet and a central angle of 10°07'03", thence Southerly along the arc of said curve to the right, a distance of 132.43 feet, said arc subtended by a chord which bears S 27°24'34" W, a distance of 132.26 feet; to a point of intersection with a non-tangent curve, concave Southwesterly, having a radius of 440.00 feet and a central angle of 26°23'59", thence Southeasterly along the arc of said curve to the right, from which the local tangent at the beginning point bears S 54°36'52" E, a distance of 202.73 feet, said arc subtended by a chord which bears S 41°24'53" E, a distance of 200.95 feet to the point of intersection with a non-tangent line, the northwesterly right-of way of North Point Parkway; thence along and with the northwesterly right-of-way of North Point Parkway S 61°43'34" W, a distance of 1007.57 feet; thence N 28°16'26" W, a distance of 242.00 feet; thence S 61°43'34" W, a distance of 246.60 feet; thence S 28°16'26" E, a distance of 242.00 feet, again to the northwesterly right-of-way of North Point Parkway; thence along and with the northwesterly right-of-way of North Point Parkway, S 61°43'34" W, a distance of 46.00 feet, to the POINT OF BEGINNING; thence along and with the northwesterly right-of-way of North Point Parkway S 61°43'34" W, a distance of 24.00 feet; thence N 28°16'16" W, a distance of 215.49 feet; thence S 61°43'34" W, a distance of 87.66 feet; to a point of curvature with a curve, concave Northeasterly, having a radius of 44.00 feet and a central angle of 117°46'52", thence Southwesterly along the arc of said curve to the right, a distance of 90.45 feet, said arc subtended by a chord which bears N 59°23'00" W, a distance of 75.34 feet to the point of tangency; thence N 00°29'34" W, a distance of 168.06 feet; thence N 45°29'33" W, a distance of 228.33 feet; to a point of curvature with a curve, concave Southerly, having a radius of 35.00 feet and a central angle of 55°05'00", thence Northwesterly along the arc of said curve to the left, a distance of 33.65 feet, said arc subtended by a chord which bears N 73°02'03" W, a distance of 32.37 feet to the point of intersection with a non-tangent line; thence N 05°29'33" W, a distance of 75.54 feet; to a point of curvature with a curve, concave Easterly, having a radius of 5.50 feet and a central angle of 49°59'57", thence Northerly along the arc of said curve to the right, distance of 4.80 feet, said arc subtended by a chord which bears N 19°30'31" E, a distance of 4.65 feet to the point of intersection with a non-tangent line; thence N 44°30'29" E, a distance of 1.70 feet; thence N 45°29'33" W, a distance of 35.90 feet; thence N 44°30'27" E, a distance of 235.17 feet; thence S 45°29'33" E, a distance of 39.58 feet; thence N 44°30'27" E, a distance of 59.41 feet; thence S 45°29'33" E, a distance of 117.04 feet; thence N 44°30'27" E, a distance

BOOK 20437 PG 294

of 59.50 feet to a point of curvature with a curve, concave Southeasterly, having a radius of 65.00 feet and a central angle of 24°41'45", thence Northeasterly along the arc of said curve to the right, a distance of 28.02 feet, said arc subtended by a chord which bears N 56°51'20" E, a distance of 27.80 feet to the point of tangency; thence N 69°12'06" E, a distance of 2.36 feet; to a point of curvature with a curve, concave Northwesterly, having a radius of 65.00 feet and a central angle of 24°41'45", thence Easterly along the arc of said curve to the left, a distance of 28.02 feet, said arc subtended by a chord which bears N 56°51'20" E, a distance of 27.80 feet to the point of tangency; thence N 44°30'27" E, a distance of 41.61 feet; to a point of curvature with a curve, concave Southeasterly, having a radius of 35.00 feet and a central angle of 29°59'59", thence Northeasterly along the arc of said curve to the right, a distance of 64.51 feet, said arc subtended by a chord which bears N 59°30'27" E, a distance of 44.00 feet to the point of tangency; thence N 74°30'27" E, a distance of 127.05 feet; thence S 45°29'33" E, a distance of 277.01 feet; thence S 44°30'27" W, a distance of 374.53 feet; thence N 45°29'33" W, a distance of 51.76 feet; thence S 44°30'27" W, a distance of 56.00 feet; thence N 45°29'33" W, a distance of 2.00 feet; thence S 44°30'27" W, a distance of 260.00 feet; thence S 45°29'33" E, a distance of 9.00 feet; thence S 44°30'27" W, a distance of 30.00 feet; thence N 45°29'33" W, a distance of 73.54 feet; thence S 00°29'34" E, a distance of 120.85 feet; to a point of curvature with a curve, concave Northwesterly, having a radius of 20.00 feet and a central angle of 117°46'49", thence Southerly along the arc of said curve to the left, a distance of 41.11 feet, said arc subtended by a chord which bears S 59°25'00" E, a distance of 34.25 feet to the point of tangency; thence N 61°43'34" E, a distance of 111.65 feet; thence S 28°16'16" E, a distance of 299.49 feet, to the POINT OF BEGINNING; Containing 6.6835 acres of land, more or less, as shown on ALTA/ACSM Land Title Survey of North Point Mall prepared for Homart Development Co. by Post, Buckley, Schuh & Jernigan, Inc., dated March 31, 1993, last revised December 11, 1995.

TOGETHER WITH non-exclusive easements appurtenant to the above described property as set forth in:

(i) Construction, Operation and Reciprocal Easement Agreement among Northpoint Mall Limited Partnership, a Georgia limited partnership, The May Department Stores Company, a New York corporation, and Mervyn's, a California corporation doing business in Georgia as Mervyn's, Inc., dated as of February 3, 1993, recorded in Deed Book 16274, Page 9, Fulton County, Georgia records;

(ii) Easement Agreement With Covenants and Restrictions Affecting Land between Cousins Properties Incorporated, a Georgia corporation, and Northpoint Mall Limited Partnership, an Illinois limited partnership, dated February 18, 1992, recorded in Deed Book 15003, Page 51, aforesaid records; amended by First Amendment filed November 12, 1992, recorded in Deed Book 15954, Page 25, aforesaid records; and

(iii) Easement Agreement between Cousins Properties Incorporated, a Georgia corporation, and Northpoint Mall Limited Partnership, an Illinois limited partnership, dated November 2, 1992, recorded in Deed Book 15954, Page 27, aforesaid records.

BOOK 20437 PAGE 295

Delaware

The First State

I, JEFFREY W. BULLOCK, SECRETARY OF STATE OF THE STATE OF DELAWARE, DO HEREBY CERTIFY THE ATTACHED IS A TRUE AND CORRECT COPY OF THE CERTIFICATE OF MERGER, WHICH MERGES:

"GGP-NORTH POINT LAND L.L.C.", A DELAWARE LIMITED LIABILITY COMPANY,

WITH AND INTO "NORTH POINT MALL, LLC" UNDER THE NAME OF "NORTH POINT MALL, LLC", A LIMITED LIABILITY COMPANY ORGANIZED AND EXISTING UNDER THE LAWS OF THE STATE OF DELAWARE, AS RECEIVED AND FILED IN THIS OFFICE THE THIRD DAY OF SEPTEMBER, A.D. 2013, AT 8:01 O'CLOCK A.M.

Jeffrey W. Bullock, Secretary of State

2567701 8100M

131045534

AUTHENTICATION: 0704963

DATE: 09-03-13

You may verify this certificate online at corp.delaware.gov/authver.shtml

State of Delaware
Secretary of State
Division of Corporations
Delivered 08:12 AM 09/03/2013
FILED 08:01 AM 09/03/2013
SRV 131045534 - 2567701 FILE

State of Delaware
Certificate of Merger of
Domestic Limited Liability Companies

Pursuant to Title 6, Section 18-209 of the Delaware Limited Liability Act, the undersigned limited liability company executed the following Certificate of Merger:

First: The name of the surviving Limited Liability Company is North Point Mall, LLC, a Delaware Limited Liability Company.

Second: The name of the Limited Liability Company being merged into this surviving Limited Liability Company is GGP-North Point Land L.L.C. The jurisdiction in which this Limited Liability Company was formed is Delaware.

Third: The Agreement of Merger has been approved and executed by both Limited Liability Companies.

Fourth: The merger is to become effective on September 3, 2013.

Fifth: The executed agreement of merger is on file at 110 N. Wacker Drive, Chicago, IL 60606, the principal place of business of the surviving Limited Liability Company.

Sixth: A copy of the agreement of merger will be furnished by the surviving Limited Liability Company on request, without cost, to any member of the Limited Liability Company or any person holding an interest in any other business entity which is to merge or consolidate.

IN WITNESS WHEREOF, said Limited Liability Company has caused this certificate to be signed by an authorized person, this 3rd day of September, 2013.

NORTH POINT MALL, LLC

By: _____
Stacie L. Herron, Vice President

Delaware

The First State

I, JEFFREY W. BULLOCK, SECRETARY OF STATE OF THE STATE OF DELAWARE DO HEREBY CERTIFY THAT THE ATTACHED IS A TRUE AND CORRECT COPY OF THE CERTIFICATE OF CONVERSION OF A DELAWARE CORPORATION UNDER THE NAME OF "GGP-NORTH POINT, INC." TO A DELAWARE LIMITED LIABILITY COMPANY, CHANGING ITS NAME FROM "GGP-NORTH POINT, INC." TO "NORTH POINT MALL, LLC", FILED IN THIS OFFICE ON THE SIXTEENTH DAY OF DECEMBER, A.D. 2009, AT 5:47 O'CLOCK P.M.

AND I DO HEREBY FURTHER CERTIFY THAT THE EFFECTIVE DATE OF THE AFORESAID CERTIFICATE OF CONVERSION IS THE SIXTEENTH DAY OF DECEMBER, A.D. 2009, AT 11:59 O'CLOCK P.M.

Jeffrey W. Bullock, Secretary of State

2567701 8100V

091108113

AUTHENTICATION: 7707831

DATE: 12-17-09

You may verify this certificate online at corp.delaware.gov/authver.shtml

State of Delaware
Secretary of State
Division of Corporations
Delivered 05:47 PM 12/16/2009
FILED 05:47 PM 12/16/2009
SRV 091108113 - 2567701 FILE

STATE OF DELAWARE
CERTIFICATE OF CONVERSION
FROM A CORPORATION TO A
DELAWARE LIMITED LIABILITY COMPANY PURSUANT TO
SECTION 18-214 OF THE LIMITED LIABILITY COMPANY

1.) The jurisdiction where the Corporation first formed is Delaware.

2.) The jurisdiction immediately prior to filing this Certificate is Delaware.

3.) The date the Corporation first formed is December 4, 1995.

4.) The name of the Corporation immediately prior to filing this Certificate is GGP-North Point, Inc.

5.) The name of the Limited Liability Company as set forth in the Certificate of Formation is North Point Mall, LLC.

6.) The effective day of this Certificate of Conversion is at 11:59 pm on December 16, 2009.

IN WITNESS WHEREOF, the undersigned has executed this Certificate on the 16th day of December, 2009.

GGP-North Point, Inc.

By: _____
Linda J. Wight, Vice President

SURVEYOR'S LEGAL DESCRIPTION:

All that tract or parcel of land lying and being in parts of Land Lots 688, 689, 700, 701, 702, 742 and 743, 1st District, 2nd Section, Fulton County, Georgia and being more particularly described as follows:

To find the True Point of Beginning, commence at the point of the westerly right-of-way of Haynes Bridge Road (60-foot right-of-way) and the southerly right-of-way of Rock Mill Road (30-foot right-of-way); thence with the southerly right-of-way of Rock Mill Road, the following four courses and distances: (1) South 88 degrees 59 minutes 00 seconds West, a distance of 617.06 feet; (2) North 90 degrees 00 minutes 00 seconds West, a distance of 499.00 feet; (3) South 88 degrees 01 minutes 25 seconds West, a distance of 149.32 feet to a point of curvature with a curve, concave southerly, having a radius of 560.00 feet and a central angle of 29 degrees 16 minutes 33 seconds and (4) westerly along the arc of said curve to the left a distance of 286.14 feet, said arc subtended by a chord bearing South 73 degrees 23 minutes 08 seconds West 283.04 feet, to the point of intersection with a non-tangent line and the point of westerly terminus of the right-of-way of Rock Mill Road; thence with said terminus, North 31 degrees 15 minutes 09 seconds West, a distance of 30.00 feet to a point on the northerly right-of-way of Rock Mill Road; thence leaving the northerly right-of- way of Rock Mill Road, North 20 degrees 14 minutes 30 seconds West, a distance of 11.20 feet to a point on the southerly right-of-way of North Fulton Expressway-Ga. Hwy. 400 (variable right-of-way; Limited Access Highway); thence with said right-of-way, the following two courses and distances: (1) South 75 degrees 17 minutes 31 seconds West, a distance of 177.85 feet; and (2) South 69 degrees 54 minutes 02 seconds West, a distance of 399.76 feet, to a concrete right-of-way monument and the True Point of Beginning; thence from the True Point of Beginning as thus established, South 38 degrees 29 minutes 35 seconds East, a distance of 453.07 feet to a 1/2" rebar found at a point of curvature with a curve, concave southwesterly, having a radius of 2000.00 feet and a central angle of 09 degrees 32 minutes 21 seconds; thence southeasterly along the arc of said curve to the right a distance of 332.99 feet, said arc subtended by a chord bearing South 33 degrees 43 minutes 25 seconds East 332.60 feet, to a 1/2" rebar found at the point of intersection with a non-tangent line; thence North 81 degrees 11 minutes 58 seconds East a distance of 50.63 feet to a 1/2" rebar found; thence North 42 degrees 50 minutes 15 seconds East, a distance of 227.28 feet to a 1/2" rebar found; thence South 41 degrees 26 minutes 10 seconds East, a distance of 42.65 feet to a 1/2" rebar found; thence South 24 degrees 17 minutes 14 seconds West, a distance of 25.12 feet to a point; thence South 12 degrees 49 minutes 20 seconds West, a distance of 27.94 feet to a point; thence South 24 degrees 36 minutes 04 seconds East, a distance of 20.19 feet to a 1/2" rebar found; thence South 41 degrees 39 minutes 00 seconds East, a distance of 56.16 feet to a point; thence South 10 degrees 26 minutes 11 seconds East, a distance of 30.27 feet to a point; thence South 10 degrees 58 minutes 48 seconds West, a distance of 27.61 feet to a point; thence South 20 degrees 23 minutes 29 seconds West, a distance of 26.30 feet to a point; thence South 57 degrees 12 minutes 08 seconds West, a distance of 25.16 feet to a point; thence South 22 degrees 59 minutes 54 seconds West, a distance of 43.64 feet to a 1/2" rebar found; thence South 01 degrees 40 minutes 47 seconds West, a distance of 39.54 feet to a point; thence South 25 degrees 09 minutes 14 seconds East, a distance of 36.61 feet to a point; thence South 19 degrees 12 minutes 57 seconds West, a distance of 19.31 feet to a point; thence South 03 degrees 17 minutes 22 seconds West a distance of 33.59 feet to a point; thence South 43 degrees 16 minutes 32 seconds West a distance of 57.52 feet to a 1/2" rebar found; thence South 70 degrees 07 minutes 02 seconds West, a distance of 53.99 feet to the point of intersection with a non-tangent curve, concave westerly, having a radius of 2000.00 feet and a central angle of 01 degrees 38 minutes 15 seconds; thence southerly along the arc of said curve to the right a distance of 57.16 feet, said arc being subtended by a chord bearing South 19 degrees 03 minutes 49 seconds East 57.16 feet, to a 1/2" rebar found at a point of compound curvature with a curve, concave westerly, having a radius of 750.00 feet and a central angle of 18 degrees 30 minutes 52 seconds; thence southerly along the arc of said curve to the right a distance of 242.36 feet, said arc subtended by a chord bearing South 08 degrees 59 minutes 17 seconds East 241.30 feet, to a 1/2" rebar found at the point of intersection with a non-tangent line; thence South 44 degrees 26 minutes 45 seconds East, a distance of 79.62 feet to a 1/2" rebar found; thence North 87 degrees 55 minutes 39 seconds East, a distance of 41.48 feet to a point; thence South 34 degrees 31 minutes 27 seconds East, a distance of 55.92 feet to a point; thence South 65 degrees 42 minutes 01 seconds East, a distance of 27.69 feet to a point; thence South 07 degrees 09 minutes 42 seconds East a distance of 22.81 feet to a 1/2" rebar found; thence South 32 degrees 22 minutes 05 seconds East, a distance of 22.67 feet to a point; thence North 75 degrees 24 minutes 25 seconds East, a distance of 34.74 feet to a point; thence South 09 degrees 50 minutes 24 seconds West, a distance of 53.87 feet to a point; thence South 60 degrees 03 minutes 01 seconds West a distance of 16.18 feet to a 1/2" rebar found; thence South 52 degrees 55 minutes 04 seconds West, a distance of 18.96 feet to a 1/2" rebar found; thence South 45 degrees 44 minutes 23 seconds West, a distance of 17.60 feet to a 1/2" rebar found; thence South 01 degrees 29 minutes 02 seconds West, a distance of 13.75 feet to a point; thence South 52 degrees 47 minutes 35 seconds West, a distance of 42.55 feet to a 1/2" rebar found;

thence South 49 degrees 35 minutes 38 seconds West, a distance of 43.33 feet to a point; thence South 55 degrees 45 minutes 31 seconds West, a distance of 47.68 feet to a point; thence South 88 degrees 18 minutes 42 seconds West, a distance of 40.85 feet to a point; thence North 44 degrees 39 minutes 44 seconds West, a distance of 46.65 feet to a 1/2" rebar found; thence North 67 degrees 38 minutes 59 seconds West, a distance of 30.10 feet to a 1/2" rebar found at the point of intersection with a non-tangent curve, concave northwesterly, having a radius of 750.00 feet and a central angle of 10 degrees 07 minutes 02 seconds; thence southerly along the arc of said curve to the right a distance of 132.43 feet, said arc subtended by a chord bearing South 27 degrees 24 minutes 34 seconds West 132.26 feet, to a 1/2" rebar found at the point of intersection with a non-tangent curve, concave southwesterly, having a radius of 440.00 feet and a central angle of 26 degrees 23 minutes 59 seconds; thence southeasterly along the arc of said curve to the right a distance of 202.73 feet, said arc subtended by a chord bearing South 41 degrees 24 minutes 53 seconds East 200.95 feet, to 1/2" rebar found at the point of intersection with a non-tangent line on the North right-of-way of North Point Parkway (formerly Eastside Drive) (120-foot right-of-way); thence with said right-of-way, South 61 degrees 43 minutes 34 seconds West, a distance of 201.34 feet to a point; thence leaving said right-of-way, North 28 degrees 16 minutes 26 seconds West, a distance of 40.99 feet to a point; thence North 61 degrees 43 minutes 34 seconds East, a distance of 126.09 feet to a 1/2" rebar found at a point of intersection with a non-tangent curve, concave southwesterly, having a radius of 367.00 feet and a central angle of 17 degrees 42 minutes 14 seconds; thence northwesterly along the arc of said curve to the left a distance of 113.40 feet, said arc begin subtended by a chord bearing North 43 degrees 28 minutes 07 seconds West 112.95 feet, to a 1/2" rebar found at a point of reverse curvature with a curve, concave northeasterly, having a radius of 333.00 feet and a central angle of 12 degrees 51 minutes 40 seconds; thence northwesterly along the arc of said curve to the right a distance of 74.75 feet, said arc subtended by a chord bearing North 45 degrees 53 minutes 24 seconds West 74.59 feet, to a 1/2" rebar found at the point of tangency; thence North 39 degrees 27 minutes 36 seconds West, a distance of 8.09 feet to at a point of curvature with a curve, concave southerly, having a radius of 28.50 feet and a central angle of 82 degrees 18 minutes 50 seconds; thence northwesterly along the arc of said curve to the left a distance of 40.94 feet, said arc subtended by a chord bearing North 80 degrees 37 minutes 00 seconds West 37.51 feet, to a 1/2" rebar found at a point of reverse curvature with a curve, concave northwesterly, having a radius of 509.00 feet and a central angle of 03 degrees 30 minutes 00 seconds; thence southwesterly along the arc of said curve to the right a distance of 31.09 feet, said arc subtended by a chord bearing South 59 degrees 58 minutes 34 seconds West 31.09 feet, to the point of tangency; thence South 61 degrees 43 minutes 34 seconds West, a distance of 438.12 feet to a point; thence South 61 degrees 43 minutes 34 seconds West, a distance of 379.69 feet to a point; thence South 28 degrees 16 minutes 26 seconds East a distance of 8.99 feet to a 1/2" rebar found; thence South 61 degrees 43 minutes 34 seconds West a distance of 246.60 feet to a point; thence South 28 degrees 16 minutes 26 seconds East, a distance of 242.00 feet to a point on the North right-of-way of North Point Parkway; thence with said right-of-way, South 61 degrees 43 minutes 34 seconds West, a distance of 46.00 feet to a point; thence North 28 degrees 16 minutes 16 seconds West, a distance of 299.49 feet; thence South 61 degrees 43 minutes 34 seconds West, a distance of 111.66 feet to a point of curvature with a curve, concave northeasterly, having a radius of 20.00 feet and a central angle of 117 degrees 46 minutes 49 seconds; thence northerly along the arc of said curve to the right, a distance of 41.11 feet, said arc subtended by a chord which bears North 59 degrees 23 minutes 00 seconds West, a distance of 34.25 feet to the point of tangency; thence North 00 degrees 29 minutes 34 seconds West, a distance of 120.85 feet; thence South 45 degrees 29 minutes 33 seconds East, a distance of 73.54 feet; thence North 44 degrees 30 minutes 27 seconds East, a distance of 30.00 feet; thence North 45 degrees 29 minutes 33 seconds West, a distance of 9.00 feet; thence North 44 degrees 30 minutes 27 seconds East, a distance of 240.00 feet; thence South 45 degrees 29 minutes 33 seconds East, a distance of 2.00 feet; thence North 44 degrees 30 minutes 27 seconds East, a distance of 56.00 feet; thence South 45 degrees 29 minutes 33 seconds East, a distance of 51.76 feet; thence North 44 degrees 30 minutes 27 seconds East, a distance of 374.58 feet; thence North 45 degrees 29 minutes 33 seconds West, a distance of 277.01 feet; thence South 74 degrees 30 minutes 27 seconds West, a distance of 127.05 feet to a point of curvature with a curve, concave southeasterly, having a radius of 85.00 feet and a central angle of 29 degrees 59 minutes 59 seconds; thence southwesterly along the arc of said curve to the left, a distance of 44.51 feet, said arc subtended by a chord which bears South 59 degrees 30 minutes 27 seconds West, a distance of 44.00 feet to the point of tangency; thence South 44 degrees 30 minutes 27 seconds West, a distance of 41.61 feet to a point of curvature with a curve, concave northwesterly, having a radius of 65.00 feet and a central angle of 24 degrees 41 minutes 44 seconds; thence westerly along the arc of said curve to the right, a distance of 28.02 feet, said arc subtended by a chord which bears South 56 degrees 51 minutes 20 seconds West, a distance of 27.80 feet to the point of tangency; thence South 69 degrees 12 minutes 06 seconds West, a distance of 2.36 feet to a point of curvature with a curve, concave southeasterly, having a radius of 65.00 feet and a central angle of 24 degrees 41 minutes 45 seconds; thence southwesterly along the arc of said curve to the left, a distance of 28.02 feet, said arc subtended by a chord which bears South 56 degrees 51 minutes 20 seconds West, distance of 27.80 feet to the point of tangency; thence South 44 degrees 30 minutes 27 seconds West, a distance of 99.50 feet; thence North 45 degrees 29 minutes 33 seconds West, a distance of 117.04 feet; thence South 44 degrees 30 minutes 27 seconds West, a distance of 59.41 feet; thence North 45 degrees 29 minutes 33 seconds West, a distance of 39.58 feet; thence South 44 degrees 30 minutes 27 seconds West, a distance of 235.17 feet; thence South 45 degrees 29 minutes 33 seconds East, a distance of 35.90 feet; thence South 44 degrees 30 minutes 29 seconds West, a distance of 1.70 feet to a point of curvature with a curve, concave easterly, having a radius of 5.50 feet and a central angle of 49 degrees 59 minutes 57 seconds; thence southerly along the arc of said curve to the left, distance of 4.80 feet, said arc subtended by a chord which bears South 19 degrees 30 minutes 31 seconds West, a distance of 4.65 feet to the point of tangency; thence South 05 degrees 29 minutes 33 seconds East, a distance of 75.54 feet to a point of intersection with a non-tangent curve, concave southerly, having a radius of 35.00 feet and a central angle of 55 degrees 05 minutes 00 seconds; thence southeasterly along the arc of said curve to the right, a distance of 33.65 feet, said arc subtended by a chord which bears South 73 degrees 02 minutes 03 seconds East, a distance of 32.37 feet to the point of tangency; thence South 45 degrees 29 minutes 33 seconds East, a distance of 228.33 feet; thence South 00 degrees 29 minutes 34 seconds East, a distance of 168.06 feet to a point of curvature with a curve, concave northeasterly, having a radius of 44.00 feet and a central angle of 117 degrees 46 minutes 52 seconds; thence northeasterly along the arc of said curve to the left, a distance of 90.45 feet, said arc subtended by a chord which bears South 59 degrees 23 minutes 00 seconds East, a distance of 75.34 feet to the point of tangency; thence North 61 degrees 43 minutes 34 seconds East, a distance of 87.66 feet; thence South 28 degrees 16 minutes 16 seconds East, a distance of 275.49 feet to a point on the South right-of-way of North Point Parkway; thence along and with the northwesterly right-of-way of South Point Parkway South 61 degrees 43 minutes 34 seconds West, a distance of 10.00 feet; thence leaving said right-of-way, North 28 degrees 16 minutes 26 seconds West, a distance of 242.00 feet to a 1/2" rebar found; thence South 61 degrees 43 minutes 34 seconds West, a distance of 319.56 feet to a point of curvature with a curve, concave northerly, having a radius of 500.00 feet and a central angle of 64 degrees 24 minutes 19 seconds; thence westerly along the arc of said curve to the right a distance of 562.04 feet, said arc subtended by a chord bearing North 86 degrees 04 minutes 16 seconds West 532.92 feet, to a point of compound curvature with a curve, concave northeasterly, having a radius of 750.00 feet and a central angle of 07 degrees 55 minutes 06 seconds; thence northeasterly along the arc of said curve to the right a distance of 103.65 feet, said arc subtended by a chord bearing North 49 degrees 54 minutes 31 seconds West 103.57 feet, to a 1/2" rebar found at a point of intersection with a non-tangent curve, concave southeasterly, having a radius of 260.00 feet and a central angle of 30 degrees 39 minutes 36 seconds;

SURVEYOR'S LEGAL DESCRIPTION:

thence southwesterly along the arc of said curve to the left a distance of 139.13 feet, said arc subtended by a chord bearing South 32 degrees 59 minutes 35 seconds West 137.48 feet, to a point of compound curvature with a curve, concave easterly, having a radius of 655.00 feet and a central angle of 25 degrees 02 minutes 55 seconds; thence southerly along the arc of said curve to the left a distance of 286.35 feet, said arc subtended by a chord bearing South 05 degrees 08 minutes 20 seconds West 284.08 feet, to the point of tangency; thence South 07 degrees 23 minutes 07 seconds East, a distance of 101.95 feet to a point on the North right-of-way of North Point Parkway; thence with said right-of-way, South 82 degrees 36 minutes 53 seconds West, a distance of 80.00 feet to a point; thence leaving said right-of-way, North 07 degrees 23 minutes 07 seconds West, a distance of 101.95 feet to a point at the beginning of a curve, concave easterly, having a radius of 735.00 feet and a central angle of 25 degrees 02 minutes 55 seconds; thence northerly along the arc of said curve to the right a distance of 321.33 feet, said arc subtended by a chord bearing North 05 degrees 08 minutes 20 seconds East 318.77 feet, to a point of compound curvature with a curve, concave southeasterly, having a radius of 340.00 feet and a central angle of 30 degrees 22 minutes 26 seconds; thence northerly along the arc of said curve to the right a distance of 180.24 feet, said arc subtended by a chord bearing North 32 degrees 51 minutes 00 seconds East 178.14 feet, to a 1/2" rebar found at a point of intersection with a non-tangent curve, concave northeasterly, having a radius of 750.00 feet and a central angle of 32 degrees 22 minutes 32 seconds; thence northwesterly along the arc of said curve to the right a distance of 423.79 feet, said arc subtended by a chord bearing North 23 degrees 38 minutes 49 seconds West 418.18 feet, to the point of tangency; thence North 07 degrees 27 minutes 34 seconds West, a distance of 205.17 feet to a point of curvature with a curve, concave easterly, having a radius of 5575.00 feet and a central angle of 00 degrees 19 minutes 32 seconds; thence northerly along the arc of said curve to the right a distance of 31.68 feet, said arc subtended by a chord bearing North 07 degrees 17 minutes 48 seconds West 31.68 feet, to a point of intersection with a non-tangent line; thence North 82 degrees 59 minutes 22 seconds East, a distance of 36.01 feet to a point of intersection with a non-tangent curve, concave easterly, having a radius of 5539.00 feet and a central angle of 00 degrees 19 minutes 29 seconds; thence southerly along the arc of said curve to the left a distance of 31.39 feet, said arc subtended by a chord bearing South 07 degrees 17 minutes 49 seconds East 31.39 feet, to the point of tangency; thence South 07 degrees 27 minutes 34 seconds East, a distance of 229.79 feet to a point; thence South 18 degrees 47 minutes 26 seconds East, a distance of 105.39 feet to a point of intersection with a non-tangent curve, concave northeasterly, having a radius of 705.00 feet and a central angle of 33 degrees 57 minutes 09 seconds; thence southerly along the arc of said curve to the left a distance of 442.38 feet, said arc subtended by a chord bearing South 35 degrees 53 minutes 31 seconds East 435.16 feet, to a point of compound curvature with a curve, concave northerly, having a radius of 455.00 feet and central angle of 31 degrees 26 minutes 51 seconds; thence southeasterly along the arc of said curve to the left a distance of 249.73 feet, said arc subtended by a chord bearing South 69 degrees 35 minutes 31 seconds East 246.61 feet, to a point of intersection with a non-tangent line; thence North 00 degrees 29 minutes 33 seconds West, a distance of 295.76 feet to a point; thence South 89 degrees 30 minutes 27 seconds West, a distance of 30.00 feet to a point; thence North 00 degrees 29 minutes 33 seconds West, a distance of 58.62 feet to a point; thence North 44 degrees 30 minutes 27 seconds East, a distance of 183.38 feet to a point of curvature with a curve, concave southeasterly, having a radius of 120.00 feet and a central angle of 33 degrees 30 minutes 03 seconds; thence northeasterly along the arc of said curve to the right a distance of 70.16 feet, said arc subtended by a chord bearing North 61 degrees 15 minutes 29 seconds East, 69.17 feet, to the point of intersection with a non-tangent line; thence North 03 degrees 51 minutes 36 seconds West, a distance of 82.95 feet to a point; thence North 45 degrees 29 minutes 33 seconds West, a distance of 214.30 feet to a point; thence North 75 degrees 29 minutes 31 seconds West, a distance of 42.30 feet to a point; thence South 44 degrees 30 minutes 27 seconds West, a distance of 163.75 feet to a point; thence North 45 degrees 29 minutes 33 seconds West, a distance of 66.50 feet to a point; thence South 44 degrees 30 minutes 27 seconds West, a distance of 5.00 feet to a point; thence North 45 degrees 29 minutes 33 seconds West, a distance of 324.00 feet to a point; thence South 44 degrees 30 minutes 27 seconds West, a distance of 30.00 feet to a point; thence South 45 degrees 29 minutes 33 seconds East, a distance of 4.67 feet to a point; thence South 44 degrees 30 minutes 27 seconds West, a distance of 49.77 feet to a point; thence South 83 degrees 23 minutes 06 seconds West, a distance of 67.90 feet to a point of intersection with a non-tangent curve, concave easterly, having a radius of 5,539.00 feet and a central angle of 00 degrees 23 minutes 43 seconds; thence southerly along the arc of said curve to the left a distance of 38.23 feet, said arc subtended by a chord bearing South 06 degrees 48 minutes 46 seconds East 38.23 feet, to the point of intersection with a non-tangent line; thence South 82 degrees 59 minutes 22 seconds West, a distance of 36.01 feet to a point of intersection with a non-tangent curve, concave easterly, having a radius of 5,575.00 feet and a central angle of 00 degrees 24 minutes 00 seconds; thence northerly along the arc of said curve to the right a distance of 38.93 feet, said arc subtended by a chord bearing North 06 degrees 48 minutes 38 seconds West 38.93 feet, to a point; thence North 06 degrees 32 minutes 16 seconds West, a distance of 14.12 feet to a point of curvature with a curve, concave easterly, having a radius of 5,575.00 feet and a central angle of 04 degrees 40 minutes 27 seconds; thence northerly along the arc of said curve to the right a distance of 454.81 feet, said arc subtended by a chord bearing North 04 degrees 07 minutes 42 seconds West 454.69 feet, to a 1/2" rebar found at a point of intersection with a non-tangent line; thence North 25 degrees 14 minutes 06 seconds West, a distance of 242.94 feet to a right-of-way monument on the southerly right-of-way of North Fulton Expressway-Ga. Hwy. 400 and the point of intersection with a non-tangent curve, concave southeasterly, having a radius of 5,579.58 feet and a central angle of 05 degrees 03 minutes 56 seconds; thence with the southerly right-of-way of North Fulton Expressway-Ga. Hwy. 400, the following six courses and distances: (1) northeasterly along the arc of said curve to the right a distance of 493.29 feet, said arc subtended by a chord bearing North 59 degrees 39 minutes 31 seconds East 493.13 feet, to a right-of-way monument at the point of intersection with a non-tangent line; (2) North 68 degrees 23 minutes 02 seconds East, a distance of 485.85 feet to a right-of-way monument; (3) North 68 degrees 29 minutes 17 seconds East, a distance of 258.33 feet to a right-of-way monument; (4) North 64 degrees 55 minutes 26 seconds East, a distance of 345.27 feet to a right-of-way monument; (5) North 69 degrees 49 minutes 33 seconds East, a distance of 199.68 feet to a right-of-way monument; and (6) North 75 degrees 23 minutes 24 seconds East, a distance of 301.31 feet to a concrete right-of-way monument and the True Point of Beginning; containing 3,626,228 square feet (83.2467 acres) of land, more or less and containing all the land described in Schedule A of First American Title Company Title Commitment No. NCS-614549-CHI2 with an effective date of May 26, 2013.

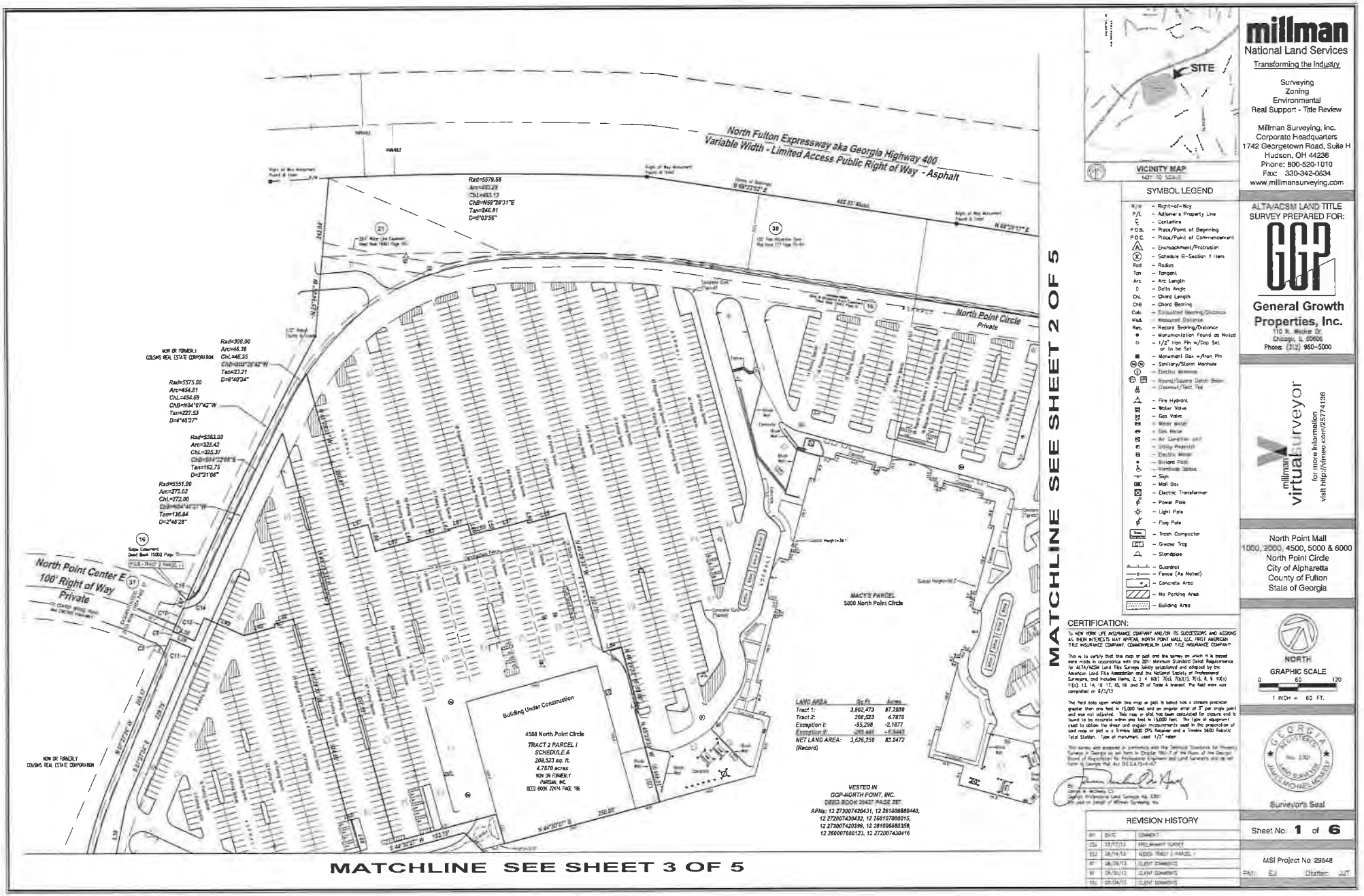
Together with non-exclusive easements appurtenant to the above described property as set forth in:

(I) Construction, Operation and Reciprocal Easement Agreement among Northpoint Mall Limited Partnership, a Georgia limited partnership, The May Department Stores Company, a New York corporation, and Mervyn's, a California corporation doing business in Georgia as Mervyn's Inc., dated as of February 3, 1993, recorded in Deed Book 16274, Page 9, Fulton County, Georgia records; as modified by First Amendment thereto, dated May 18, 1994, recorded in Deed Book 19851, Page 319, as further amended by Second Amendment thereto, dated February 7, 1996, recorded in Deed Book 20648, Page 200, as assigned by those certain Quitclaim Assignment and Assumption of Reciprocal Easement Agreement (North Point Mall), dated December 22, 1995, recorded in Deed Book 20437, Page 274, and Quitclaim Assignment and Assumption of Reciprocal Easement Agreement (GGP-North Point, Inc.), dated December 22, 1995, recorded in Deed Book 20437, Page 296; aforesaid records.

(II) Easement Agreement with Covenants and Restrictions Affecting Land between Cousins Properties Incorporated, a Georgia corporation, and Northpoint Mall Limited Partnership, an Illinois limited partnership, dated February 18, 1992, recorded in Deed Book 15003, Page 51, aforesaid records; amended by First Amendment filed November 12, 1992, recorded in Deed Book 15954, Page 25, aforesaid records; modified by Amendment to Restrictive Covenants and Reservation of Easements between Cousins Properties Incorporated and North Point Mall Limited Partnership, dated February 18, 1992, recorded in Deed Book 15003, Page 127, aforesaid records; and

(III) Easement Agreement between Cousins Properties Incorporated; a Georgia corporation, and Northpoint Mall Limited Partnership, an Illinois limited partnership, dated November 2, 1992, recorded in Deed Book 15954, Page 27, aforesaid records.

(IV) Temporary Access Easement Agreement between Cousins Properties Incorporated and North Point Mall Limited Partnership, dated November 2, 1992 , filed for record November 12 , 1992 , recorded in Deed Book 15954 , Page42, aforesaid Records;



LAND AREA	Sq. Ft.	Acres
Tract 1:	3,802,473	87.2930
Tract 2:	208,523	4.7870
Exception 1:	-95,298	-2.1877
Exception 2:	-289,449	-6.6451
NET LAND AREA: (Record)	3,626,259	83.2472

VESTED IN
GGP-NORTH POINT, INC.
DEED BOOK 39437 PAGE 287
APNs: 12 2730074204 31, 12 2610068804 40, 12 2720074304 32, 12 2601070600 15, 12 2730074203 99, 12 2810068803 58, 12 2600076001 23, 12 2720074304 16

VICINITY MAP
NOT TO SCALE

SITE

SYMBOL LEGEND

- R/W – Right-of-Way
- P/L – Adjoiner's Property Line
- ℄ – Centerline
- P.O.B. – Place/Point of Beginning
- P.O.C. – Place/Point of Commencement
- Encroachment/Protrusion
- Schedule B-Section II Item
- Rad – Radius
- Tan – Tangent
- Arc – Arc Length
- D – Delta Angle
- Chl. – Chord Length
- ChB – Chord Bearing
- Calc. – Calculated Bearing/Distance
- Meas. – Measured Distance
- Rec. – Record Bearing/Distance
- Monumentation Found as Noted
- 1/2" Iron Pin w/Cap Set or To be Set
- Monument Box w/Iron Pin
- Sanitary/Storm Manhole
- Electric Manhole
- Round/Square Catch Basin
- Cleanout/Test Tee
- Fire Hydrant
- Water Valve
- Gas Valve
- Water Meter
- Gas Meter
- Air Condition Unit
- Utility Pedestal
- Electric Meter
- Bollard Post
- Handicap Space
- Sign
- Mail Box
- Electric Transformer
- Power Pole
- Light Pole
- Flag Pole
- Trash Compactor
- Grease Trap
- Standpipe
- Guardrail
- Fence (As Noted)
- Concrete Area
- No Parking Area
- Building Area

CERTIFICATION:

To NEW YORK LIFE INSURANCE COMPANY AND/OR ITS SUCCESSORS AND ASSIGNS AS THEIR INTERESTS MAY APPEAR, NORTH POINT MALL, LLC, FIRST AMERICAN TITLE INSURANCE COMPANY, COMMONWEALTH LAND TITLE INSURANCE COMPANY:

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2011 Minimum Standard Detail Requirements for ALTA/ACSM Land Title Surveys jointly established and adopted by the American Land Title Association and the National Society of Professional Surveyors, and includes items 2, 3 (~ 60) 7(a), 7(b)(1, 7(c), 8, 9 10(b) 11(a), 13, 14, 16 17, 18, 19 and 21 of Table A thereof. The field work was completed on 6/3/13

The field data upon which this map or plat is based has a closure precision greater than one foot in 15,000 feet and an angular error of 3" per angle point and was not adjusted. This map or plat has been calculated for closure and is found to be accurate within one foot in 15,000 feet. The type of equipment used to obtain the linear and angular measurements used in the preparation of said map or plat is a Trimble 5600 DR Receiver and a Trimble 5600 Robotic Total Station. Type of monument used 1/2" rebar

This survey was prepared in conformity with the Technical Standards for Property Surveys in Georgia as set forth in Chapter 180-7 of the Rules of the Georgia Board of Registration for Professional Engineers and Land Surveyors and as set forth in Georgia Plat Act (O.C.G.A. 15-6-67)

By:
Georgia Registered Land Surveyor No. 3301
For and on behalf of Millman Surveying, Inc.

REVISION HISTORY

#	DATE	COMMENT
00	07/17/13	PRELIMINARY SURVEY
01	08/19/13	ADDED TRACT 2 PARCEL I
02	08/28/13	CLIENT COMMENTS
03	09/30/13	CLIENT COMMENTS
04	10/04/13	CLIENT COMMENTS

millman
National Land Services
Transforming the Industry

Surveying
Zoning
Environmental
Real Support - Title Review

Millman Surveying, Inc.
Corporate Headquarters
1742 Georgetown Road, Suite H
Hudson, OH 44236
Phone: 800-520-1010
Fax: 330-342-0634
www.millmansurveying.com

ALTA/ACSM LAND TITLE SURVEY PREPARED FOR:

GGP

General Growth Properties, Inc.
110 N. Wacker Dr.
Chicago, IL 60606
Phone: (312) 960-5000

millman virtualsurveyor
for more information
visit http://vimeo.com/25774136

North Point Mall
1000, 2000, 4500, 5000 & 6000
North Point Circle
City of Alpharetta
County of Fulton
State of Georgia

NORTH

GRAPHIC SCALE
0 60 120
1 INCH = 60 FT.

GEORGIA REGISTERED LAND SURVEYOR JAMES MICHAEL MOSLEY

Surveyor's Seal

Sheet No: 1 of 6

MSI Project No. 29548

PM: EJ Drafter: JJT



LINE TABLE

LINE	LENGTH	BEARING	LINE	LENGTH	BEARING
L1	42.83	S41°06'10"W	L45	5.00	S48°30'21"W
L2	23.12	S24°17'14"W	L46	30.55	S48°30'21"W
L3	12.94	S72°49'39"W	L47	4.97	S48°03'25"E
L4	52.19	S26°06'54"E	L48	48.31	S48°30'21"W
L5	59.19	S47°08'00"E	L49	67.50	S8°03'25"E
L6	50.37	S18°28'11"E	L50	39.01	S82°56'35"W
L7	27.81	S11°36'46"W	L51	164.55	S84°56'27"E
L8	26.38	S50°23'28"W	L52	46.18	S48°30'21"W
L9	25.19	S0°12'28"W	L53	5.35	S48°30'21"W
L10	43.64	S22°08'54"W	L54	20.00	S48°30'21"W
L11	59.54	S31°40'57"W	L55	39.00	S48°30'21"W
L12	30.81	S35°09'18"E	L56	4.85	S48°30'21"W
L13	74.37	S19°47'57"W	L57	83.00	S48°30'21"W
L14	15.59	S61°17'51"W	L58	3.50	S48°03'25"E
L15	31.50	S47°31'24"W	L59	30.00	S48°30'21"W
L16	53.99	S39°07'18"W	L60	19.00	S48°03'25"E
L17	59.83	S44°09'43"E	L61	30.00	S48°30'21"W
L18	41.48	S67°04'30"E	L62	5.25	S48°03'25"E
L19	55.62	S34°31'17"E	L63	80.00	S48°30'21"W
L20	43.64	S22°08'54"W	L64	6.90	S48°03'25"E
L21	11.89	S56°51'07"E	L65	80.00	S48°30'21"W
L22	62.87	S31°09'43"E	L66	4.50	S48°03'25"E
L23	23.87	S23°07'05"W	L67	4.33	S48°03'25"E
L24	34.79	S47°04'24"E	L68	30.00	S48°30'21"W
L25	53.67	S30°52'24"W	L69	48.46	S8°03'25"E
L26	56.16	S8°06'21"W	L70	10.00	S81°56'35"W
L27	16.46	S31°09'36"E	L71	67.60	N81°56'35"E
L28	17.65	S47°04'24"E	L72	15.54	S48°30'21"W
L29	53.26	S0°12'28"W	L73	1.70	S48°30'21"W
L30	42.25	S24°17'14"W	L74	25.00	S41°29'39"E
L31	43.53	S48°30'21"W	L75	15.08	S48°30'21"W
L32	47.63	S0°06'40"W	L76	59.41	S48°30'21"W
L33	40.19	S30°09'36"E	L77	111.04	N48°30'21"E
L34	20.11	S0°06'40"W	L78	8.36	S41°29'39"E
L35	100.04	S61°17'51"W	L79	67.41	S48°30'21"W
L36	8.05	S79°07'36"W	L80	167.65	S48°30'21"W
L37	14.13	N30°52'24"E	L81	57.76	S48°03'25"E
L38	34.31	N61°17'51"E	L82	38.00	N48°03'25"W
L39	47.29	N61°17'51"E	L83	5.00	N48°03'25"W
L40	155.20	S18°51'17"E	L84	50.00	N48°03'25"W
L41	80.00	S89°06'21"W	L85	5.00	N48°03'25"W
L42	18.03	S89°06'21"W	L86	50.00	N48°03'25"W
L43	80.00	S89°06'21"W	L87	73.94	S48°03'25"E
L44	42.30	S17°29'31"W	L88	111.04	S41°47'34"W
L45	88.20	N48°03'25"W	L89	111.04	S41°47'34"W

CURVE TABLE

CURVE	LENGTH	RADIUS	DELTA	CHORD BEARING	CHORD	TANGENT
C1	57.16	2000.00	1°38'15"	S11°53'33"E	57.16	28.58
C2	332.46	2000.00	9°31'42"	S16°29'25"E	332.09	166.56
C3	74.36	150.00	28°24'27"	S33°51'34"E	73.60	37.97
C4	40.84	28.00	83°33'01"	S89°07'34"E	37.31	24.97
C5	31.00	2000.00	0°53'16"	S29°04'34"E	31.00	15.50
C6	183.84	2000.00	5°16'09"	S32°04'21"E	183.78	91.97
C7	139.72	250.00	32°00'39"	S33°03'55"E	137.88	71.74
C8	180.24	340.00	30°22'47"	S33°13'00"E	178.14	92.24
C9	31.42	20.00	90°00'00"	S48°03'25"E	28.28	20.00
C10	13.28	2000.00	0°22'50"	S37°52'47"E	13.28	6.64
C11	26.82	2000.00	0°46'06"	S38°29'44"E	26.82	13.41
C12	31.42	20.00	90°00'00"	S41°56'35"W	28.28	20.00
C13	53.16	1.00	3°02'51"	N83°03'10"E	53.15	26.58
C14	39.23	1000.00	2°14'48"	S39°36'49"E	39.23	19.61
C15	47.84	30.00	91°23'01"	N42°23'54"E	42.93	30.75
C16	28.36	30.00	54°08'48"	S13°28'41"E	27.32	15.25
C17	80.45	44.00	104°46'01"	S51°13'50"W	69.74	57.70
C18	53.82	30.00	102°47'11"	N51°13'50"E	46.90	35.22
C19	4.82	3.00	92°01'51"	S47°02'31"W	4.32	3.07
C20	39.01	60.00	24°91'48"	S30°03'31"E	38.70	19.87
C21	28.01	60.00	24°91'48"	N54°03'31"W	27.80	14.22
C22	44.72	60.00	24°91'48"	S30°03'31"E	44.39	22.78
C23	42.11	60.00	24°91'48"	S54°03'31"E	41.78	21.75

millman
National Land Services
Transforming the Industry

Surveying
Zoning
Environmental
Real Support - Title Review

Millman Surveying, Inc.
Corporate Headquarters
1742 Georgetown Road, Suite H
Hudson, OH 44236
Phone: 800-520-1010
Fax: 330-342-0834
www.millmansurveying.com

ALTA/ACSM LAND TITLE SURVEY PREPARED FOR:

GGP

General Growth Properties, Inc.
110 N Wacker Dr.
Chicago, IL 60606
Phone: (312) 960-5000

millman virtual surveyor
for more information
visit http://vimeo.com/25774136

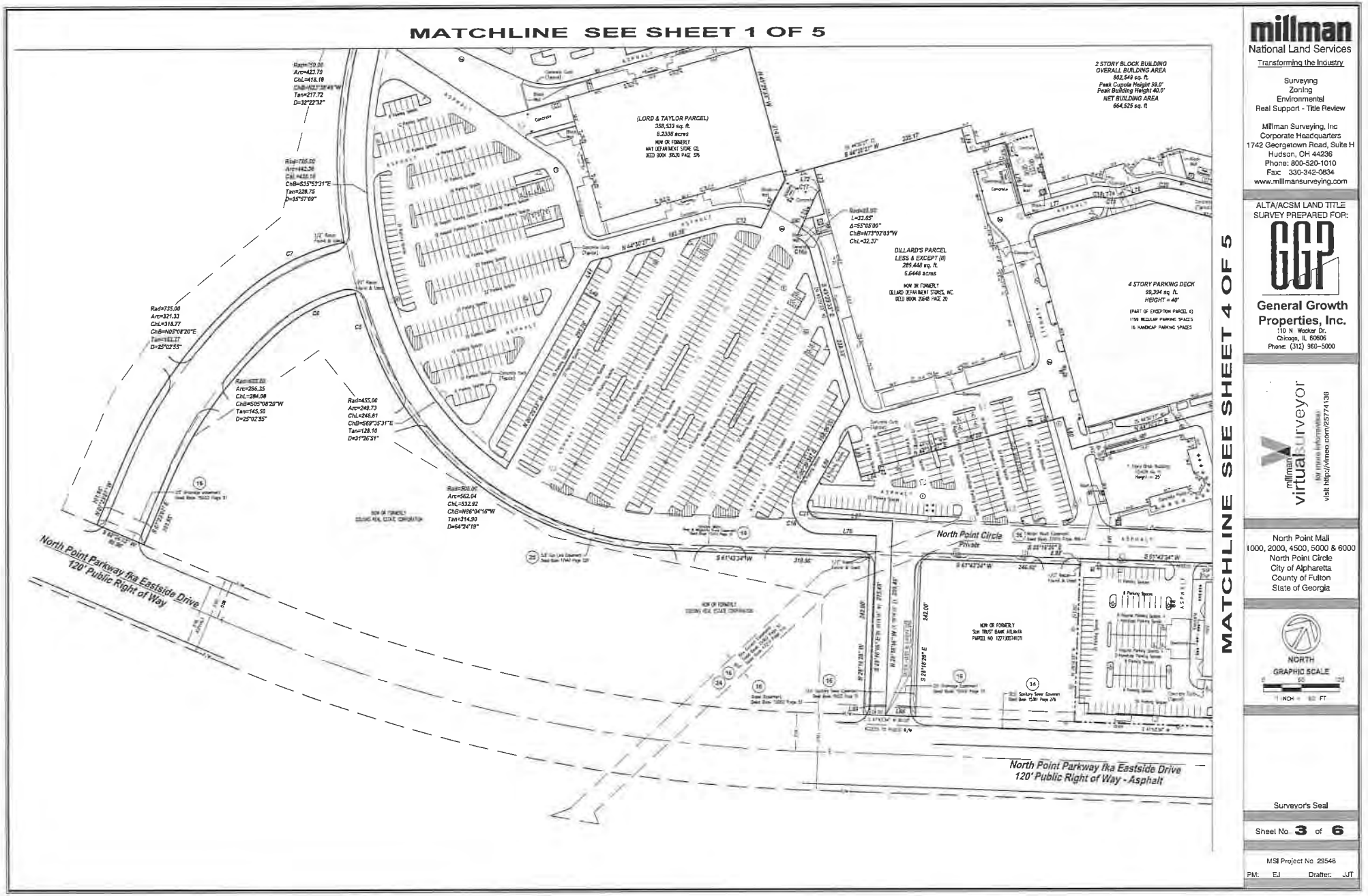
North Point Mall
1000, 2000, 4500, 5000 & 6000
North Point Circle
City of Alpharetta
County of Fulton
State of Georgia

NORTH
GRAPHIC SCALE
0 60 120
INCH = FT

Surveyor's Seal

Sheet No. 2 of 6

MSI Project No. 29648
PM: EJ Drafter: JJT



millman
National Land Services
Transforming the Industry

Surveying
Zoning
Environmental
Real Support - Title Review

Millman Surveying, Inc
Corporate Headquarters
1742 Georgetown Road, Suite H
Hudson, OH 44236
Phone: 800-520-1010
Fax: 330-342-0634
www.millmansurveying.com

ALTA/ACSM LAND TITLE SURVEY PREPARED FOR:

GGP
General Growth Properties, Inc.
110 N. Wacker Dr.
Chicago, IL 60606
Phone: (312) 960-5000

millman virtual surveyor
for more information visit http://vimeo.com/25774136

North Point Mall
1000, 2000, 4500, 5000 & 6000
North Point Circle
City of Alpharetta
County of Fulton
State of Georgia

NORTH
GRAPHIC SCALE
0 50 100
1 INCH = 100 FT

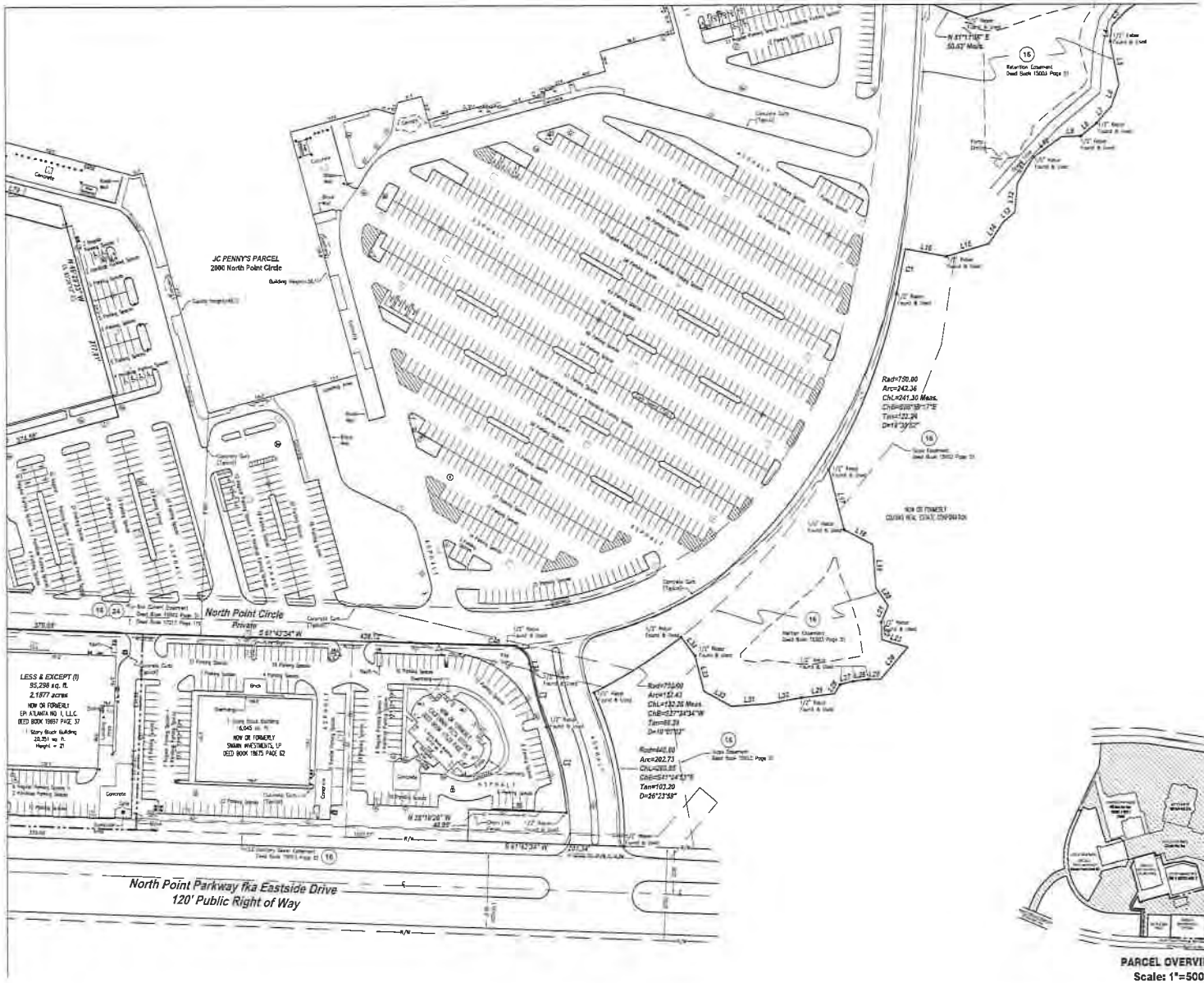
Surveyor's Seal

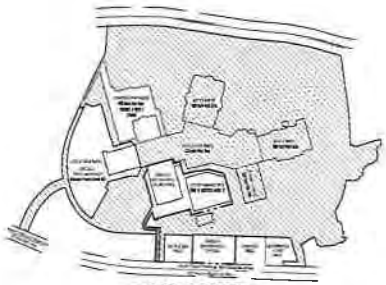
Sheet No. 3 of 6

MSI Project No. 29548
PM: EJ Drafter: JJT

MATCHLINE SEE SHEET 2 OF 5

MATCHLINE SEE SHEET 3 OF 5





PARCEL OVERVIEW
Scale: 1"=500'

millman
National Land Services
Transforming the Industry

Surveying
Zoning
Environmental
Real Support - Title Review

Millman Surveying, Inc.
Corporate Headquarters
1742 Georgetown Road, Suite H
Hudson, OH 44236
Phone: 800-520-1010
Fax: 330-342-0834
www.millmansurveying.com

ALTA/ACSM LAND TITLE SURVEY PREPARED FOR:

General Growth Properties, Inc.
110 N. Wacker Dr.
Chicago, IL 60606
Phone: (312) 960-5000

millman virtualsurveyor
for more information
visit http://vimeo.com/25774136

North Point Mall
1000, 2000, 4500, 5000 & 6000
North Point Circle
City of Alpharetta
County of Fulton
State of Georgia

NORTH
GRAPHIC SCALE
0 60 120

Surveyor's Seal

Sheet No. 4 of 6

MSI Project No. 29548

FIRST AMERICAN TITLE INSURANCE COMPANY COMMITMENT NO. NCS-614549-CHI2 - SCHEDULE A:

Tract I

All that tract or parcel of land lying and being in part of Land Lots 668, 699, 700, 701, 702, 742 and 743, 1st District, 2nd Section, Fulton County, Georgia and being more particularly described as follows:

To find the True Point of Beginning, commence at the point of the intersection of the northeasterly right-of-way of Haynes Bridge Road (200-foot right-of-way) and the southerly right-of-way of Rock Mill Road (30-foot right-of-way); thence with the southerly right-of-way of Rock Mill Road, the following four courses and distances: (1) South 88 degrees 09 minutes 20 seconds East, a distance of 417.98 feet; (2) thence South 88 degrees 21 minutes 29 seconds East, a distance of 649.89 feet; (3) South 88 degrees 17 minutes 20 seconds East, a distance of 149.32 feet to a point of curvature with a curve (concave southerly, having a radius of 2830.00 feet) and a central angle of 15 degrees 16 minutes 23 seconds); and (4) an arc length of the arc of said curve to the left, a distance of 280.14 feet (said arc subtended by a chord bearing South 75 degrees 53 minutes 18 seconds East, 279.64 feet) to the point of intersection with a non-tangent line and the point of beginning of the property hereinafter described; thence from the point of beginning as thus established, continue with the southerly right-of-way of Rock Mill Road, the following three courses and distances: (1) South 75 degrees 53 minutes 18 seconds East, a distance of 30.00 feet to a point; (2) thence South 14 degrees 06 minutes 42 seconds West, a distance of 10.00 feet to a point; (3) thence South 75 degrees 53 minutes 18 seconds East, a distance of 1,320.00 feet to a point on the southerly right-of-way of North Point Parkway (formerly Hembree Parkway); thence with said right-of-way, the following two courses and distances: (1) South 75 degrees 11 minutes 31 seconds East, a distance of 177.61 feet; and (2) South 68 degrees 54 minutes 02 seconds West, a distance of 268.76 feet; thence leaving said right-of-way and the True Point of Beginning, thence from the True Point of Beginning as thus established, South 39 degrees 26 minutes 22 seconds East, a distance of 413.07 feet to an iron pin found at a point of curvature with a curve (concave southwesterly, having a radius of 2050.00 feet) and a central angle of 19 degrees 51 minutes 21 seconds); thence southeasterly along the arc of said curve to the right (from which the local tangent of the beginning point bears South 19 degrees 26 minutes 22 seconds West) a distance of 710.39 feet (said arc subtended by a chord bearing South 29 degrees 22 minutes 03 seconds East, 706.74 feet) to an iron pin found at a point of intersection with a non-tangent line; thence North 87 degrees 11 minutes 56 seconds East, a distance of 30.61 feet to a point; thence South 02 degrees 48 minutes 04 seconds East, a distance of 217.01 feet to a point; thence South 39 degrees 17 minutes 19 seconds West, a distance of 1,320.00 feet to a point; thence North 50 degrees 42 minutes 41 seconds West, a distance of 30.00 feet to a point; thence South 39 degrees 17 minutes 19 seconds West, a distance of 1,320.00 feet to a point; thence South 50 degrees 42 minutes 41 seconds East, a distance of 23.54 feet to an iron pin set; thence South 42 degrees 36 minutes 02 seconds West a distance of 57.52 feet to an iron pin set; thence South 72 degrees 01 minutes 12 seconds West, a distance of 1,187.94 feet to an iron pin set on the easterly line of property now or formerly owned by Lowe (nominal boundary); thence with said line, North 00 degrees 28 minutes 10 seconds West, a distance of 1,600.00 feet (said line is a portion of the property conveyed to Lowe by deed recorded in Deed Book 2, Page 1, Fulton County, Georgia Records) to a point; thence leaving said line and running North 89 degrees 31 minutes 50 seconds East, a distance of 13.75 feet to an iron pin found; thence North 00 degrees 28 minutes 10 seconds West, a distance of 42.50 feet to an iron pin found; thence South 89 degrees 43 minutes 29 seconds West, a distance of 47.66 feet to a point; thence South 00 degrees 16 minutes 42 seconds West, a distance of 1,600.00 feet to a point; thence South 89 degrees 43 minutes 18 seconds West, a distance of 43.83 feet to an iron pin found; thence North 87 degrees 39 minutes 58 seconds West, a distance of 49.83 feet to an iron pin found; thence North 87 degrees 39 minutes 58 seconds West, a distance of 267.19 feet to an iron pin found at the point of intersection with a non-tangent curve (concave southwesterly, having a radius of 2760.00 feet and a central angle of 22 degrees 01 minutes 22 seconds); thence southeasterly along the arc of said curve to the right (from which the local tangent of the beginning point bears North 72 degrees 39 minutes 19 seconds West) a distance of 1,060.61 feet (said arc subtended by a chord bearing South 24 degrees 21 minutes 58 seconds East, 1053.88 feet) to an iron pin found at the point of intersection with a non-tangent line; thence South 35 degrees 22 minutes 39 seconds West, a distance of 6.08 feet to a point of curvature with a curve (concave southeasterly, having a radius of 2814.79 feet and a central angle of 02 degrees 18 minutes 53 seconds); thence southeasterly along the arc of said curve to the left a distance of 113.91 feet (said arc subtended by a chord bearing South 53 degrees 27 minutes 55 seconds East, 113.90 feet) to a point; thence South 54 degrees 37 minutes 22 seconds East, a distance of 57.01 feet to an iron pin found; thence South 35 degrees 22 minutes 38 seconds West, a distance of 1,600.00 feet to an iron pin found; thence North 54 degrees 37 minutes 22 seconds West, a distance of 57.01 feet to a point of curvature with a curve (concave southeasterly, having a radius of 2814.79 feet and a central angle of 02 degrees 18 minutes 53 seconds); thence northwesterly along the arc of said curve to the right a distance of 113.91 feet (said arc subtended by a chord bearing North 53 degrees 27 minutes 55 seconds West, 113.90 feet) to a point; thence North 35 degrees 22 minutes 39 seconds East, a distance of 6.08 feet to a point; thence North 39 degrees 17 minutes 19 seconds East, a distance of 1,320.00 feet to a point; thence South 50 degrees 42 minutes 41 seconds East, a distance of 30.00 feet to a point; thence North 39 degrees 17 minutes 19 seconds East, a distance of 1,320.00 feet to a point; thence North 87 degrees 39 minutes 58 seconds East, a distance of 267.19 feet to an iron pin found; thence South 87 degrees 39 minutes 58 seconds East, a distance of 49.83 feet to an iron pin found; thence North 89 degrees 43 minutes 18 seconds East, a distance of 43.83 feet to an iron pin found; thence North 00 degrees 16 minutes 42 seconds East, a distance of 1,600.00 feet to a point; thence North 89 degrees 43 minutes 29 seconds East, a distance of 47.66 feet to an iron pin found; thence South 00 degrees 28 minutes 10 seconds East, a distance of 42.50 feet to an iron pin found; thence South 89 degrees 31 minutes 50 seconds West, a distance of 13.75 feet to an iron pin found; thence South 00 degrees 28 minutes 10 seconds East, a distance of 1,600.00 feet (said line is a portion of the property conveyed to Lowe by deed recorded in Deed Book 2, Page 1, Fulton County, Georgia Records) to an iron pin set at a point of corresponding curvature (concave southerly, having a radius of 170.00 feet and a central angle of 115°19'00") and an arc length of 170.80 feet; thence with the arc of said curve to the right (from which the local tangent of the beginning point bears North 89 degrees 28 minutes 10 seconds West) a distance of 170.80 feet (said arc subtended by a chord bearing South 32 degrees 10 minutes 20 seconds East, 163.08 feet) to an iron pin found at the point of intersection with a non-tangent line; thence South 03 degrees 29 minutes 50 seconds West, a distance of 6.08 feet to a point of curvature with a curve (concave southeasterly, having a radius of 2814.79 feet and a central angle of 02 degrees 18 minutes 53 seconds); thence southeasterly along the arc of said curve to the left a distance of 113.91 feet (said arc subtended by a chord bearing South 57 degrees 46 minutes 37 seconds East, 113.90 feet) to an iron pin found; thence South 58 degrees 56 minutes 04 seconds East, a distance of 57.01 feet to an iron pin found; thence South 31 degrees 03 minutes 56 seconds West, a distance of 1,600.00 feet to an iron pin found; thence North 58 degrees 56 minutes 04 seconds West, a distance of 57.01 feet to a point of curvature with a curve (concave southeasterly, having a radius of 2814.79 feet and a central angle of 02 degrees 18 minutes 53 seconds); thence northwesterly along the arc of said curve to the right a distance of 113.91 feet (said arc subtended by a chord bearing North 57 degrees 46 minutes 37 seconds West, 113.90 feet) to a point; thence North 03 degrees 29 minutes 50 seconds East, a distance of 6.08 feet to a point of intersection with a non-tangent curve (concave southeasterly, having a radius of 170.00 feet and a central angle of 115°19'00") and an arc length of 170.80 feet; thence with the arc of said curve to the left (from which the local tangent of the beginning point bears North 03 degrees 29 minutes 50 seconds East) a distance of 163.08 feet (said arc subtended by a chord bearing North 32 degrees 10 minutes 20 seconds West, 170.80 feet) to an iron pin found at the point of beginning; thence South 87 degrees 31 minutes 50 seconds West, a distance of 1,600.00 feet to an iron pin found; thence South 02 degrees 28 minutes 10 seconds East, a distance of 42.50 feet to an iron pin found; thence South 87 degrees 31 minutes 50 seconds West, a distance of 13.75 feet to an iron pin found; thence North 02 degrees 28 minutes 10 seconds West, a distance of 1,600.00 feet (said line is a portion of the property conveyed to Lowe by deed recorded in Deed Book 2, Page 1, Fulton County, Georgia Records) to an iron pin set; thence North 87 degrees 31 minutes 50 seconds East, a distance of 1,600.00 feet to the point of beginning.

Said tract or parcel of land lying and being in Land Lots 668, 699, 700, 701, 702, 742 and 743, 1st District, 2nd Section, Fulton County, Georgia and being more particularly described as follows:

Commencing at the point of intersection of the West right-of-way of Haynes Bridge Road, having a 100 foot right-of-way, and the South right-of-way of Rock Mill Road, having a 30 foot right-of-way; thence along said South line with the southerly right-of-way of Rock Mill Road the following courses and distances: South 88 degrees 09 minutes 20 seconds West, a distance of 417.98 feet; thence, South 88 degrees 21 minutes 29 seconds West, a distance of 649.89 feet; thence South 88 degrees 17 minutes 20 seconds West, a distance of 149.32 feet; thence leaving said right-of-way South 00 degrees 28 minutes 10 seconds East, a distance of 1,600.00 feet; thence South 89 degrees 31 minutes 50 seconds West, a distance of 13.75 feet; thence South 00 degrees 28 minutes 10 seconds East, a distance of 42.50 feet; thence South 89 degrees 43 minutes 29 seconds West, a distance of 47.66 feet; thence South 00 degrees 16 minutes 42 seconds East, a distance of 1,600.00 feet; thence South 89 degrees 43 minutes 18 seconds West, a distance of 43.83 feet; thence North 87 degrees 39 minutes 58 seconds West, a distance of 49.83 feet; thence North 87 degrees 39 minutes 58 seconds West, a distance of 267.19 feet; thence North 39 degrees 17 minutes 19 seconds East, a distance of 1,320.00 feet; thence North 50 degrees 42 minutes 41 seconds West, a distance of 30.00 feet; thence North 39 degrees 17 minutes 19 seconds East, a distance of 1,320.00 feet; thence South 35 degrees 22 minutes 39 seconds East, a distance of 6.08 feet; thence North 54 degrees 37 minutes 22 seconds West, a distance of 57.01 feet; thence North 35 degrees 22 minutes 38 seconds East, a distance of 1,600.00 feet; thence South 54 degrees 37 minutes 22 seconds East, a distance of 57.01 feet; thence North 35 degrees 22 minutes 39 seconds East, a distance of 6.08 feet; thence North 87 degrees 11 minutes 56 seconds East, a distance of 30.61 feet; thence South 02 degrees 48 minutes 04 seconds East, a distance of 217.01 feet; thence South 39 degrees 17 minutes 19 seconds West, a distance of 1,320.00 feet; thence North 50 degrees 42 minutes 41 seconds West, a distance of 30.00 feet; thence South 39 degrees 17 minutes 19 seconds West, a distance of 1,320.00 feet; thence South 50 degrees 42 minutes 41 seconds East, a distance of 23.54 feet; thence South 42 degrees 36 minutes 02 seconds West, a distance of 57.52 feet; thence South 72 degrees 01 minutes 12 seconds West, a distance of 1,187.94 feet to a point on the easterly line of property now or formerly owned by Lowe (nominal boundary); thence with said line, North 00 degrees 28 minutes 10 seconds West, a distance of 1,600.00 feet (said line is a portion of the property conveyed to Lowe by deed recorded in Deed Book 2, Page 1, Fulton County, Georgia Records) to a point; thence leaving said line and running North 89 degrees 31 minutes 50 seconds East, a distance of 13.75 feet to an iron pin found; thence North 00 degrees 28 minutes 10 seconds West, a distance of 42.50 feet to an iron pin found; thence North 89 degrees 43 minutes 29 seconds East, a distance of 47.66 feet to a point; thence North 00 degrees 16 minutes 42 seconds West, a distance of 1,600.00 feet to a point; thence North 89 degrees 43 minutes 18 seconds East, a distance of 43.83 feet to an iron pin found; thence North 87 degrees 39 minutes 58 seconds East, a distance of 49.83 feet to an iron pin found; thence North 87 degrees 39 minutes 58 seconds East, a distance of 267.19 feet to an iron pin found at the point of intersection with a non-tangent curve (concave southwesterly, having a radius of 2760.00 feet and a central angle of 22 degrees 01 minutes 22 seconds); thence northwesterly along the arc of said curve to the right (from which the local tangent of the beginning point bears North 72 degrees 39 minutes 19 seconds West) a distance of 1,060.61 feet (said arc subtended by a chord bearing North 24 degrees 21 minutes 58 seconds West, 1053.88 feet) to an iron pin found at the point of intersection with a non-tangent line; thence North 35 degrees 22 minutes 39 seconds East, a distance of 6.08 feet to a point of curvature with a curve (concave southeasterly, having a radius of 2814.79 feet and a central angle of 02 degrees 18 minutes 53 seconds); thence northeasterly along the arc of said curve to the right a distance of 113.91 feet (said arc subtended by a chord bearing North 36 degrees 31 minutes 05 seconds East, 113.90 feet) to a point; thence North 37 degrees 39 minutes 32 seconds East, a distance of 57.01 feet to an iron pin found; thence North 52 degrees 20 minutes 28 seconds West, a distance of 1,600.00 feet to an iron pin found; thence South 37 degrees 39 minutes 32 seconds West, a distance of 57.01 feet to a point of curvature with a curve (concave southeasterly, having a radius of 2814.79 feet and a central angle of 02 degrees 18 minutes 53 seconds); thence southwesterly along the arc of said curve to the left a distance of 113.91 feet (said arc subtended by a chord bearing South 36 degrees 31 minutes 05 seconds West, 113.90 feet) to a point; thence South 35 degrees 22 minutes 39 seconds West, a distance of 6.08 feet to a point of intersection with a non-tangent curve (concave southeasterly, having a radius of 170.00 feet and a central angle of 115°19'00") and an arc length of 170.80 feet; thence with the arc of said curve to the right (from which the local tangent of the beginning point bears North 52 degrees 20 minutes 28 seconds West) a distance of 163.08 feet (said arc subtended by a chord bearing South 32 degrees 10 minutes 20 seconds East, 163.08 feet) to an iron pin found at the point of beginning; thence South 87 degrees 31 minutes 50 seconds West, a distance of 1,600.00 feet to an iron pin found; thence South 02 degrees 28 minutes 10 seconds East, a distance of 42.50 feet to an iron pin found; thence South 87 degrees 31 minutes 50 seconds West, a distance of 13.75 feet to an iron pin found; thence North 02 degrees 28 minutes 10 seconds West, a distance of 1,600.00 feet (said line is a portion of the property conveyed to Lowe by deed recorded in Deed Book 2, Page 1, Fulton County, Georgia Records) to an iron pin set; thence North 87 degrees 31 minutes 50 seconds East, a distance of 1,600.00 feet to the point of beginning.

Said tract or parcel of land lying and being in part of Land Lots 668, 699, 700, 701, 702, 742 and 743, 1st District, 2nd Section, Fulton County, Georgia and being more particularly described as follows:

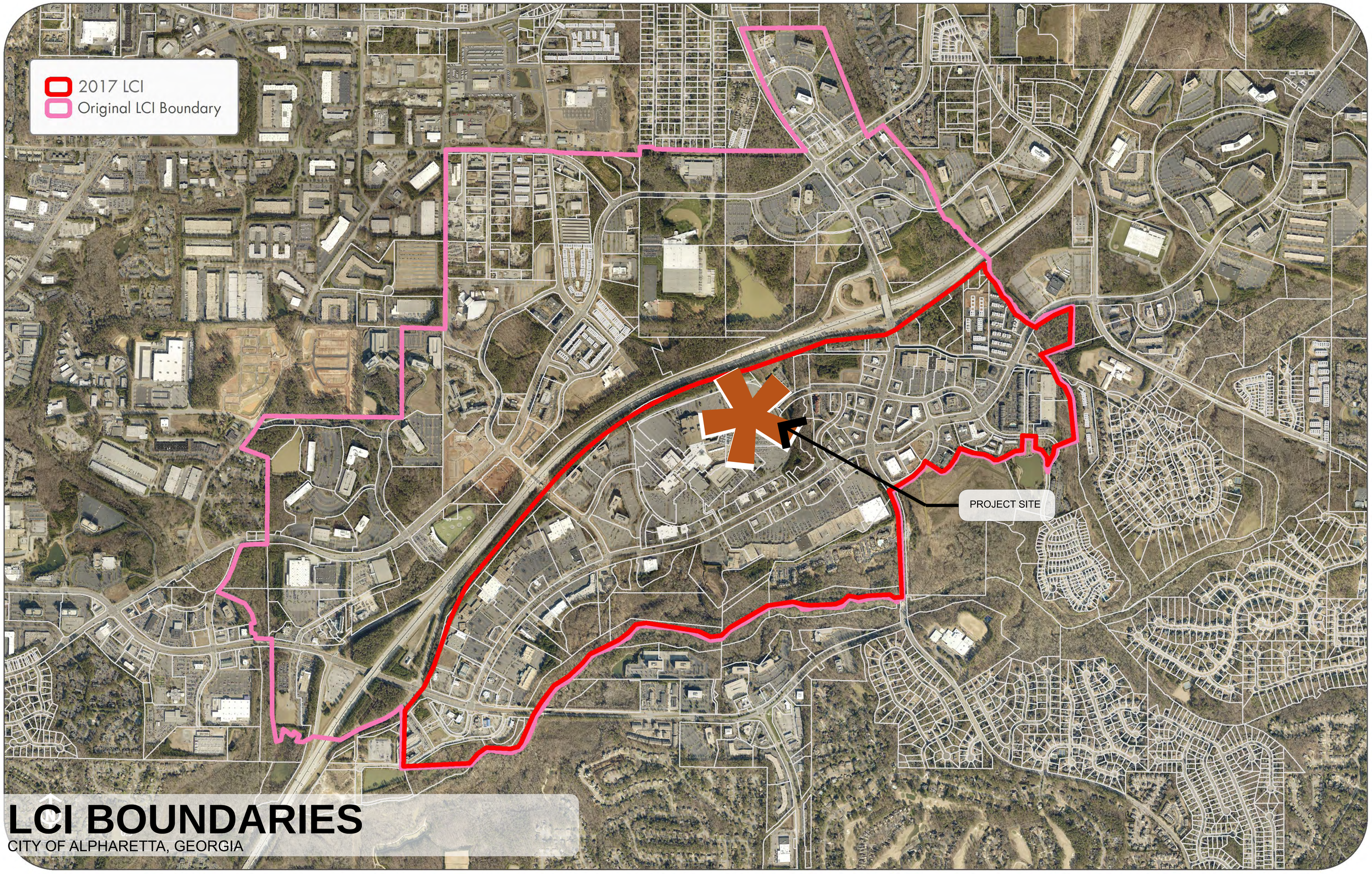
Commencing at the point of intersection of the West right-of-way of Haynes Bridge Road, having a 100 foot right-of-way and the South right-of-way of Rock Mill Road, having a 30 foot right-of-way; thence South 88 degrees 09 minutes 20 seconds West, a distance of 417.98 feet; thence South 88 degrees 21 minutes 29 seconds West, a distance of 649.89 feet; thence South 88 degrees 17 minutes 20 seconds West, a distance of 149.32 feet; thence leaving said right-of-way South 00 degrees 28 minutes 10 seconds East, a distance of 1,600.00 feet; thence South 89 degrees 31 minutes 50 seconds West, a distance of 13.75 feet; thence South 00 degrees 28 minutes 10 seconds East, a distance of 42.50 feet; thence South 89 degrees 43 minutes 29 seconds West, a distance of 47.66 feet; thence South 00 degrees 16 minutes 42 seconds East, a distance of 1,600.00 feet; thence South 89 degrees 43 minutes 18 seconds West, a distance of 43.83 feet; thence North 87 degrees 39 minutes 58 seconds West, a distance of 49.83 feet; thence North 87 degrees 39 minutes 58 seconds West, a distance of 267.19 feet; thence North 39 degrees 17 minutes 19 seconds East, a distance of 1,320.00 feet; thence North 50 degrees 42 minutes 41 seconds West, a distance of 30.00 feet; thence North 39 degrees 17 minutes 19 seconds East, a distance of 1,320.00 feet; thence South 35 degrees 22 minutes 39 seconds East, a distance of 6.08 feet; thence North 54 degrees 37 minutes 22 seconds West, a distance of 57.01 feet; thence North 35 degrees 22 minutes 38 seconds East, a distance of 1,600.00 feet; thence South 54 degrees 37 minutes 22 seconds East, a distance of 57.01 feet; thence North 35 degrees 22 minutes 39 seconds East, a distance of 6.08 feet; thence North 87 degrees 11 minutes 56 seconds East, a distance of 30.61 feet; thence South 02 degrees 48 minutes 04 seconds East, a distance of 217.01 feet; thence South 39 degrees 17 minutes 19 seconds West, a distance of 1,320.00 feet; thence North 50 degrees 42 minutes 41 seconds West, a distance of 30.00 feet; thence South 39 degrees 17 minutes 19 seconds West, a distance of 1,320.00 feet; thence South 50 degrees 42 minutes 41 seconds East, a distance of 23.54 feet; thence South 42 degrees 36 minutes 02 seconds West, a distance of 57.52 feet; thence South 72 degrees 01 minutes 12 seconds West, a distance of 1,187.94 feet to a point on the easterly line of property now or formerly owned by Lowe (nominal boundary); thence with said line, North 00 degrees 28 minutes 10 seconds West, a distance of 1,600.00 feet (said line is a portion of the property conveyed to Lowe by deed recorded in Deed Book 2, Page 1, Fulton County, Georgia Records) to a point; thence leaving said line and running North 89 degrees 31 minutes 50 seconds East, a distance of 13.75 feet to an iron pin found; thence North 00 degrees 28 minutes 10 seconds West, a distance of 42.50 feet to an iron pin found; thence North 89 degrees 43 minutes 29 seconds East, a distance of 47.66 feet to a point; thence North 00 degrees 16 minutes 42 seconds West, a distance of 1,600.00 feet to a point; thence North 89 degrees 43 minutes 18 seconds East, a distance of 43.83 feet to an iron pin found; thence North 87 degrees 39 minutes 58 seconds East, a distance of 49.83 feet to an iron pin found; thence North 87 degrees 39 minutes 58 seconds East, a distance of 267.19 feet to an iron pin found at the point of intersection with a non-tangent curve (concave southwesterly, having a radius of 2760.00 feet and a central angle of 22 degrees 01 minutes 22 seconds); thence northwesterly along the arc of said curve to the right (from which the local tangent of the beginning point bears North 72 degrees 39 minutes 19 seconds West) a distance of 1,060.61 feet (said arc subtended by a chord bearing North 24 degrees 21 minutes 58 seconds West, 1053.88 feet) to an iron pin found at the point of intersection with a non-tangent line; thence North 35 degrees 22 minutes 39 seconds East, a distance of 6.08 feet to a point of curvature with a curve (concave southeasterly, having a radius of 2814.79 feet and a central angle of 02 degrees 18 minutes 53 seconds); thence northeasterly along the arc of said curve to the right a distance of 113.91 feet (said arc subtended by a chord bearing North 36 degrees 31 minutes 05 seconds East, 113.90 feet) to a point; thence North 37 degrees 39 minutes 32 seconds East, a distance of 57.01 feet to an iron pin found; thence North 52 degrees 20 minutes 28 seconds West, a distance of 1,600.00 feet to an iron pin found; thence South 37 degrees 39 minutes 32 seconds West, a distance of 57.01 feet to a point of curvature with a curve (concave southeasterly, having a radius of 2814.79 feet and a central angle of 02 degrees 18 minutes 53 seconds); thence southwesterly along the arc of said curve to the left a distance of 113.91 feet (said arc subtended by a chord bearing South 36 degrees 31 minutes 05 seconds West, 113.90 feet) to a point; thence South 35 degrees 22 minutes 39 seconds West, a distance of 6.08 feet to a point of intersection with a non-tangent curve (concave southeasterly, having a radius of 170.00 feet and a central angle of 115°19'00") and an arc length of 170.80 feet; thence with the arc of said curve to the right (from which the local tangent of the beginning point bears North 52 degrees 20 minutes 28 seconds West) a distance of 163.08 feet (said arc subtended by a chord bearing South 32 degrees 10 minutes 20 seconds East, 163.08 feet) to an iron pin found at the point of beginning; thence South 87 degrees 31 minutes 50 seconds West, a distance of 1,600.00 feet to an iron pin found; thence South 02 degrees 28 minutes 10 seconds East, a distance of 42.50 feet to an iron pin found; thence South 87 degrees 31 minutes 50 seconds West, a distance of 13.75 feet to an iron pin found; thence North 02 degrees 28 minutes 10 seconds West, a distance of 1,600.00 feet (said line is a portion of the property conveyed to Lowe by deed recorded in Deed Book 2, Page 1, Fulton County, Georgia Records) to an iron pin set; thence North 87 degrees 31 minutes 50 seconds East, a distance of 1,600.00 feet to the point of beginning.

Said tract or parcel of land lying and being in parts

SURVEYOR'S LEGAL DESCRIPTION:

All that tract or parcel of land lying and being in parts of Land Lots 688, 689, 700, 701, 702, 742 and 743, 1st District, 2nd Section, Fulton County, Georgia and being more particularly described as follows:

To find the True Point of Beginning, commence at the point of the westerly right-of-way of Holcomb Bridge Road (80-foot right-of-way) and the westerly right-of-way of Mansell Road (80-foot right-of-way); thence with the southerly right-of-way of Road with Road, the following four courses and distances: (1) South 60 degrees 56 minutes 03 seconds West, a distance of 811.08 feet; (2) North 29 degrees 03 minutes 57 seconds West, a distance of 10.00 feet; (3) North 60 degrees 56 minutes 03 seconds West, a distance of 144.51 feet; (4) South 29 degrees 03 minutes 57 seconds West, a distance of 10.00 feet to a point of curvature with a curve; thence southerly, following a radius of 30.00 feet and a central angle of 89 degrees 59 minutes 58 seconds, an arc length of 47.12 feet to a point on the west line of said Land Lot 688; thence with said Land Lot 688 and continuing along the west line of said Land Lot 688 and continuing along the west line of said Land Lot 688 and continuing along the west line of



LCI BOUNDARIES

CITY OF ALPHARETTA, GEORGIA

©dwell design studio ALL RIGHTS RESERVED

GGP

COMPREHENSIVE AREA PLAN

NORTH POINT CENTER

ALPHARETTA, GEORGIA

www.dwelldesignstudio.com
dwell design studio

SUSTAINABLE INITIATIVES

MACRO LEVEL AROUND NORTH POINT CENTER

ALPHA LOOP TRAIL

PEDESTRIAN / BIKE MULTIUSE LOOP TRAIL

FUTURE SR 400 EXPRESS LANE BRT CONNECTION

POTENTIAL NATURE TRAIL CONNECTION TO ALPHA LOOP

BIKE / PEDESTRIAN CONNECTION TO FUTURE ALPHA LOOP

NORTH POINT NATURE PRESERVE

PROJECT

ENCORE PARKWAY

BIKE / PEDESTRIAN CONNECTION TO ENCORE PARKWAY PATH

NORTH POINT PARKWAY

MAIN VEHICULAR ARTERIES

BIKE / PEDESTRIAN CONNECTION TO BIG CREEK GREENWAY

© dwell design studio ALL RIGHTS RESERVED

GGP

COMPREHENSIVE AREA PLAN
NORTH POINT CENTER
ALPHARETTA, GEORGIA

www.dwelldesignstudio.com
dwell design studio

LANDSCAPED PEDESTRIAN LINK

REST AREA

SOLAR POWERED LIGHTS ALONG BIKE/WALK TRAIL

OVERLOOK PAVILION - Community Garden

FUTURE SR 400 EXPRESS LANE BRT CONNECTION

PEDESTRIAN / BIKE TRAIL - ELIMINATE ONE LANE OF TRAFFIC TO CREATE

GREEN WALLS AT PODIUM/GARAGE WALLS

ELECTRIC VEHICLE CHARGING STATIONS

RESIDENTIAL POOL COURTYARD

PLANT SELECTIONS - LOW WATER REQUIREMENTS

GREEN ROOF AREA

GREEN COURTYARD

PLAZA

GREEN COURTYARD

PARK

NORTH POINT PARK OVERLOOK

NORTH POINT PARK

CIVIC PLAZA

LANDSCAPED MULTIUSE PEDESTRIAN / BIKE CONNECTION

PERMEABLE PAVING AT PARKING AREA

TERRACED PARKS & SHADING ELEMENTS

PEDESTRIAN / BIKE TRAIL - ELIMINATE ONE LANE OF TRAFFIC TO CREATE

NATURE OBERSERVATORY / REST AREA

BIKE SHARE DEPOT

CIVIC PLAZA:
- STAGE
- THEMED SCULPTURE/ PUBLIC ART
- NATURAL MATERIALS
- BIOMORPHIC FORMS AND PATTERNS

CREATE VIEW CORRIDOR

BY OTHERS

BY OTHERS

North Point Circle

North Point Pkwy

COMMUNITY CONNECTION

MICRO LEVEL AT NORTH POINT CENTER

© dwell design studio ALL RIGHTS RESERVED

GGP

COMPREHENSIVE AREA PLAN
NORTH POINT CENTER
ALPHARETTA, GEORGIA

www.dwelldesignstudio.com
dwell design studio

INSPIRATIONAL IMAGERY

INTEGRATION AT NORTH POINT CENTER

PEOPLE POSSESS AN **INHERENT AFFINITY FOR NATURE.**

PATTERNS OF BIOPHILIC DESIGN:

1 **VISUAL CONNECTION** TO NATURE



2 **NON-VISUAL CONNECTION** TO NATURE (5 SENSES)

3 **NON-RHYTHMIC** SENSORY STIMULI

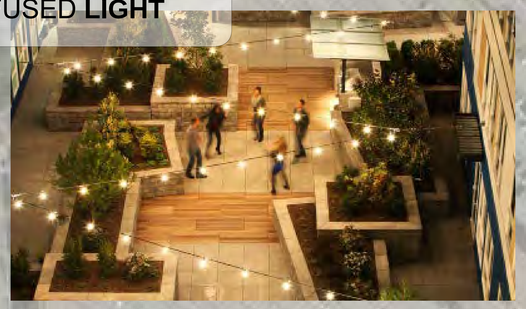


PROJECT

4 PRESENCE OF **WATER**



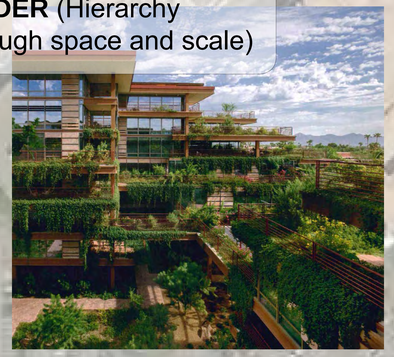
5 DYNAMIC AND DIFFUSED **LIGHT**



6 BIOMORPHIC **FORMS** AND **PATTERNS**

7 **MATERIAL CONNECTION** WITH NATURE

8 **COMPLEXITY** AND **ORDER** (Hierarchy through space and scale)



9 **PROSPECT** (View over long distances)



10 **REFUGE**



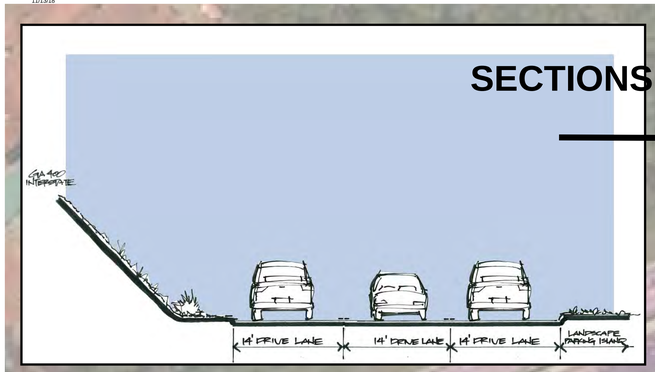
©dwell design studio ALL RIGHTS RESERVED

GGP

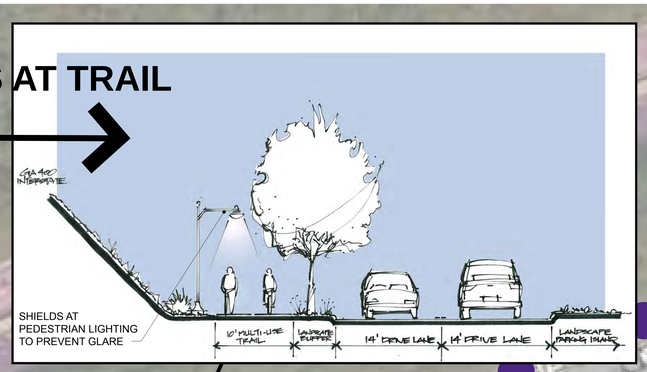
COMPREHENSIVE AREA PLAN
NORTH POINT CENTER
ALPHARETTA, GEORGIA

www.dwelldesignstudio.com
dwell design studio

SECTIONS AT TRAIL

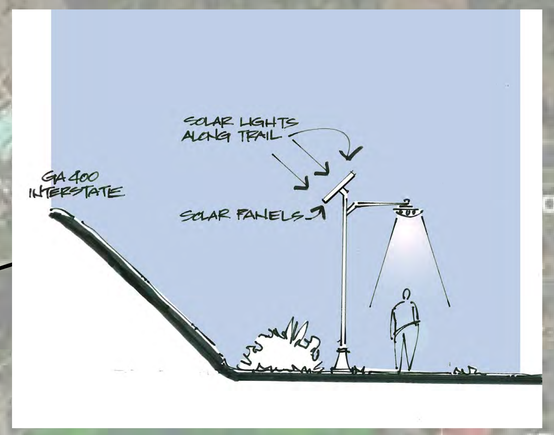


BEFORE



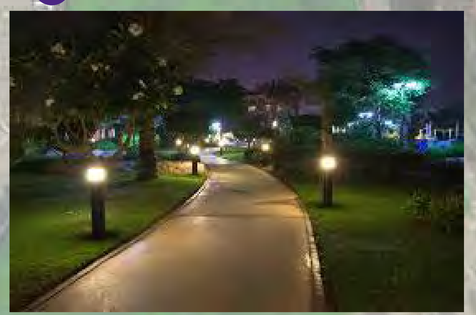
AFTER

SOLAR LIGHTING AT TRAIL



LIGHTING ELEVATION













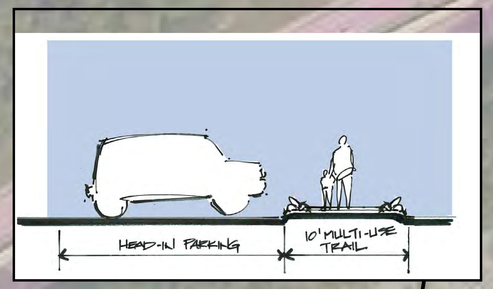
BIKE / PEDESTRIAN TRAIL

CONCEPT IMAGERY

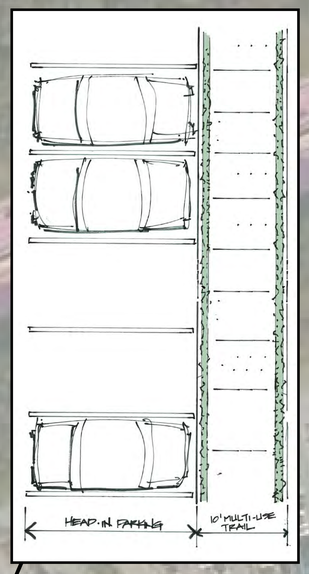
©dwell design studio ALL RIGHTS RESERVED

GREEN WALLS AT GARAGES

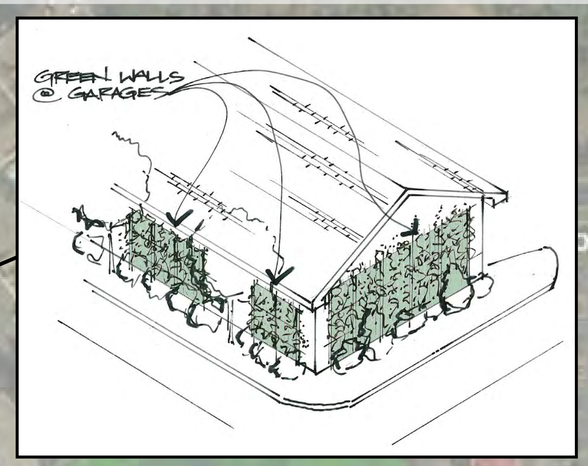
CONCEPT IMAGERY



SECTIONS AT WALK



PLAN AT WALK







BIKE RACKS AT
MALL ENTRANCES







BIKE RACKS AT
MALL ENTRANCES



PEDESTRIAN WALK CONNECTIONS

CONCEPT IMAGERY

©dwell design studio ALL RIGHTS RESERVED

GGP

COMPREHENSIVE AREA PLAN
NORTH POINT CENTER
ALPHARETTA, GEORGIA

www.dwelldesignstudio.com
dwell design studio

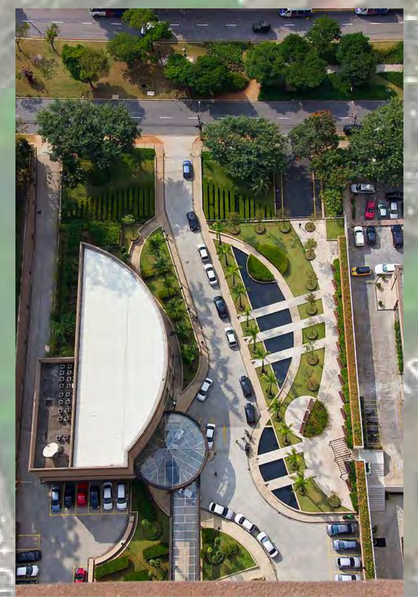










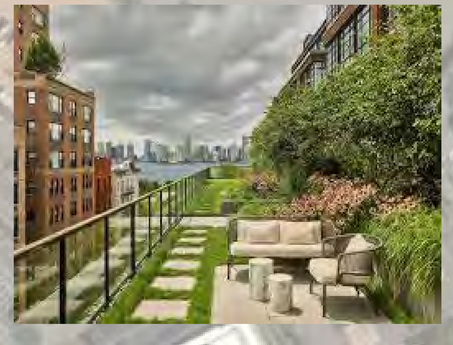














CENTRAL PARK & CIVIC PLAZA (PLAYGROUND)

CONCEPT IMAGERY

© dwell design studio ALL RIGHTS RESERVED

COMMUNITY GARDEN

CONCEPT IMAGERY









PERMEABLE PAVING

CONCEPT IMAGERY

















RESTAURANTS AT CENTRAL PARK

CONCEPT IMAGERY

GGP

COMPREHENSIVE AREA PLAN

NORTH POINT CENTER

ALPHARETTA, GEORGIA

www.dwelldesignstudio.com
dwell design studio

BIKE SHARE DEPOT
CONCEPT IMAGERY

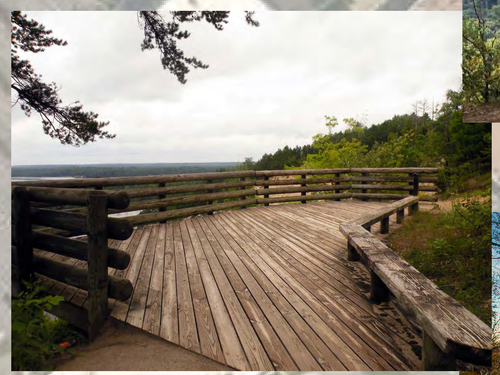




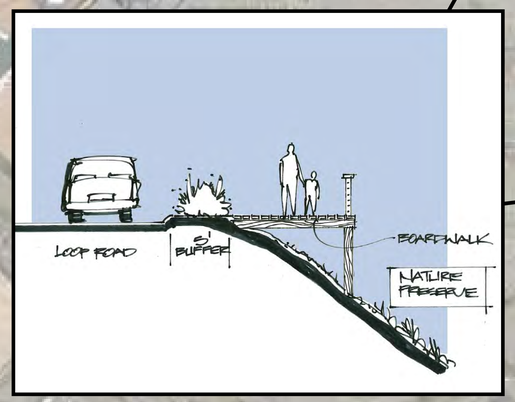
EV CHARGING STATIONS
CONCEPT IMAGERY





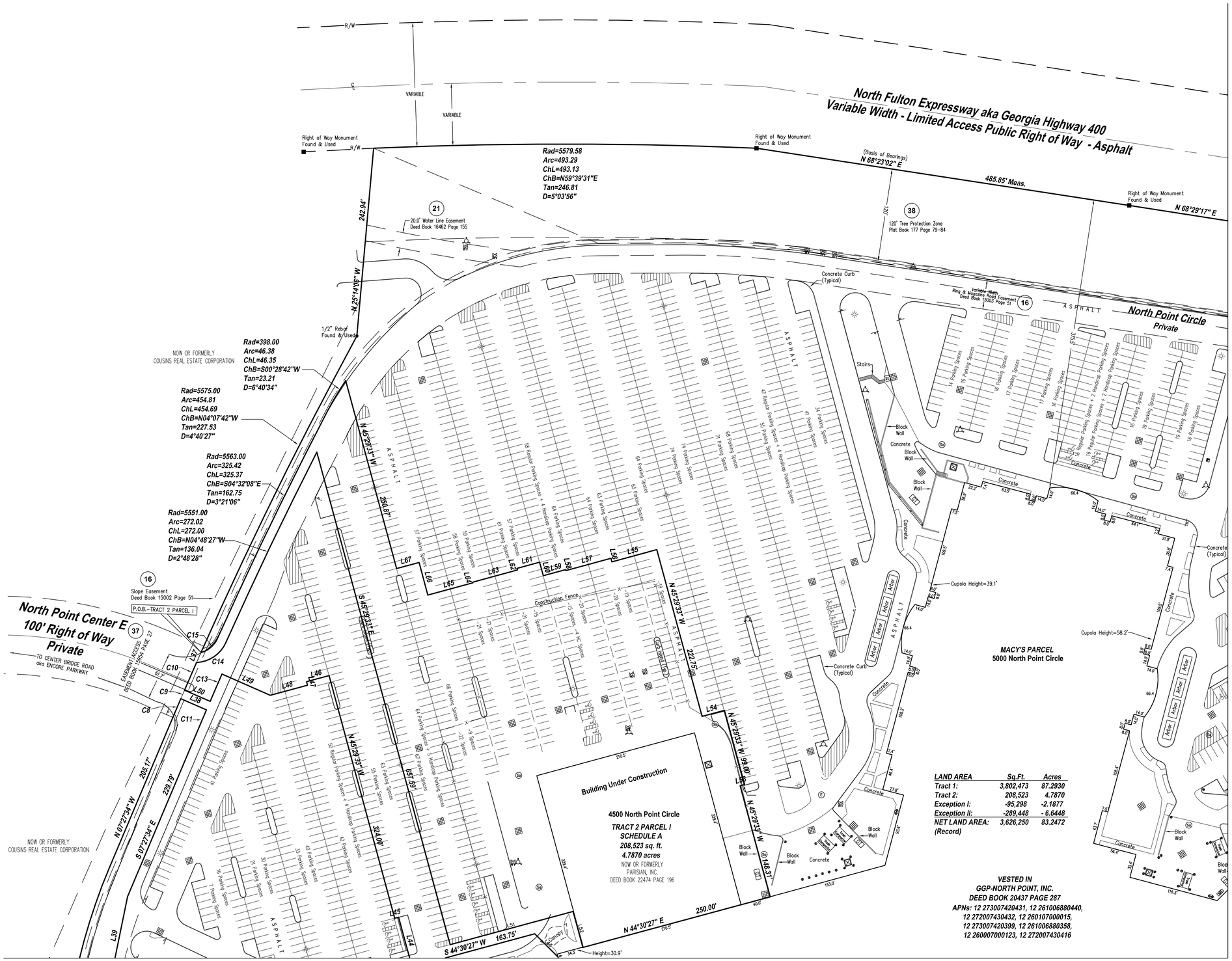




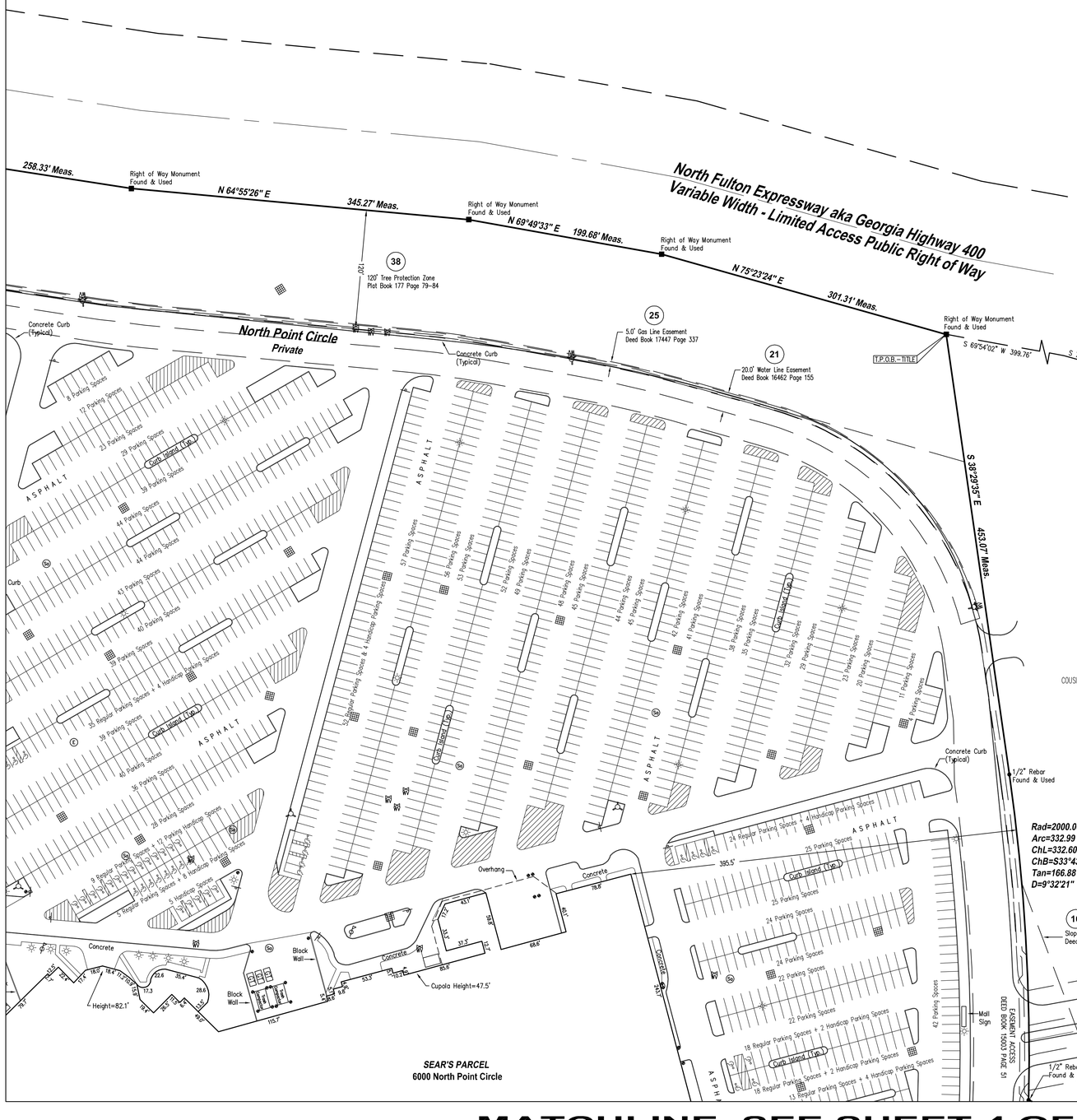


SECTION AT PLATFORM

OBSERVATION PLATFORM AT NATURE PRESERVE
CONCEPT IMAGERY


North Fulton Expressway aka Georgia Highway 400
Variable Width - Limited Access Public Right of Way - Asphalt
R/W
VARIABLE
Right of Way Monument Found & Used
Rad=5579.58
Arc=493.29
ChL=493.13
ChB=N59°39'31"E
Tan=246.81
D=5°03'56"
(Basis of Bearings) N 68°23'02" E
485.85' Meas.
N 68°29'17" E
242.94'
N 25°14'06" W
20.0' Water Line Easement Deed Book 16462 Page 155
120' Tree Protection Zone Plat Book 177 Page 79-84
Concrete Curb (Typical)
Variable Width Ingress/Egress Easement Deed Book 15003 Page 51
North Point Circle
Private
ASPHALT
Stairs
Block Wall
Concrete
Cupola Height=39.1'
Cupola Height=58.2'
Anchor
Concrete Curb (Typical)
MACY'S PARCEL
5000 North Point Circle
NOW OR FORMERLY
COUSINS REAL ESTATE CORPORATION
Rad=398.00
Arc=46.38
ChL=46.35
ChB=S00°28'42"W
Tan=23.21
D=6°40'34"
1/2" Rebar Found & Used
Rad=5575.00
Arc=454.81
ChL=454.69
ChB=N04°07'42"W
Tan=227.53
D=4°40'27"
Rad=5563.00
Arc=325.42
ChL=325.37
ChB=S04°32'08"E
Tan=162.75
D=3°21'06"
Rad=5551.00
Arc=272.02
ChL=272.02
ChB=N04°48'27"W
Tan=136.04
D=2°48'28"
N 45°29'33" W
250.87'
Slope Easement Deed Book 15002 Page 51
P.O.B.-TRACT 2 PARCEL I
North Point Center E
100' Right of Way
Private
TO CENTER BRIDGE ROAD aka ENCORE PARKWAY
EASEMENT ACCESS DEED BOOK 15934 PAGE 27
61.7'
N 0°27'34" W
208.17'
S 0°27'34" E
229.78'
NOW OR FORMERLY
COUSINS REAL ESTATE CORPORATION
S 45°29'33" E
N 45°29'33" W
652.59'
324.00'
Construction Fence
Building Under Construction
4500 North Point Circle
TRACT 2 PARCEL I
SCHEDULE A
208,523 sq. ft.
4.7870 acres
NOW OR FORMERLY
PARISIAN, INC.
DEED BOOK 22474 PAGE 196
N 45°29'33" W
222.75'
N 45°29'33" W
99.00'
N 45°29'33" W
148.31'
N 44°30'27" E
250.00'
S 44°30'27" W
163.75'
Canopy
Height=30.9'
C8
C9
C10
C11
C13
C14
C15
L38
L39
L44
L45
L46
L48
L49
L50
L54
L55
L57
L58
L59
L60
L61
L62
L63
L64
L65
L66
L67
L68
L69
L70
L71
L72
L73
L74
L75
L76
L77
L78
L79
L80
L81
L82
L83
L84
L85
L86
L87
L88
L89
L90
L91
L92
L93
L94
L95
L96

MATCHLINE SEE SHEET 1 OF 5



LINE TABLE					
LINE	LENGTH	BEARING	LINE	LENGTH	BEARING
L1	42.65	S41°26'10"E	L45	5.00	S44°30'27"W
L2	25.12	S24°17'14"W	L46	30.00	S44°30'27"W
L3	27.94	S12°49'20"W	L47	4.67	S45°29'33"E
L4	20.19	S24°36'04"E	L48	49.77	S44°30'27"W
L5	56.16	S41°39'00"E	L49	67.90	S83°23'06"W
L6	30.27	S10°26'11"E	L50	36.01	S82°59'22"W
L7	27.61	S10°58'48"W	L51	184.05	N44°30'27"E
L8	26.30	S20°23'29"W	L52	48.22	S45°29'33"E
L9	25.16	S57°12'08"W	L53	5.95	N44°30'27"E
L10	43.64	S22°59'54"W	L54	30.00	S44°30'27"W
L11	39.54	S01°40'47"W	L55	60.00	S44°30'27"W
L12	36.61	S25°09'14"E	L56	4.61	N45°29'33"W
L13	19.31	S19°12'57"W	L57	60.00	S44°30'27"W
L14	33.59	S03°17'22"W	L58	1.21	N45°29'33"W
L15	57.52	S43°16'32"W	L59	30.00	S44°30'27"W
L16	53.99	S70°07'02"W	L60	18.00	N45°29'33"W
L17	79.62	S44°26'45"E	L61	30.00	S44°30'27"W
L18	41.48	N87°55'39"E	L62	2.25	S45°29'33"E
L19	55.92	S34°31'27"E	L63	60.00	S44°30'27"W
L20	27.69	S65°42'01"E	L64	0.90	S45°29'33"E
L21	22.81	S07°09'42"E	L65	60.00	S44°30'27"W
L22	22.67	S32°22'05"E	L66	43.50	N45°29'33"W
L23	34.74	N75°24'25"E	L67	30.00	S44°30'27"W
L24	53.87	S09°50'24"W	L68	46.00	S61°43'34"W
L25	16.18	S60°03'01"W	L69	10.00	S61°43'34"W
L26	18.96	S52°55'04"W	L70	87.66	N61°43'34"W (S61°43'34"W)
L27	17.60	S45°44'23"W	L71	75.54	S05°29'33"E (N05°29'33"W)
L28	13.75	S01°29'02"W	L72	1.70	S44°30'29"W (N44°30'29"E)
L29	42.55	S52°47'35"W	L73	35.90	S45°29'33"E (N45°29'33"W)
L30	43.33	S49°35'38"W	L74	39.58	N45°29'33"W (S45°29'33"E)
L31	47.68	S55°45'31"W	L75	59.41	S44°30'27"W (N44°30'27"E)
L32	40.85	S88°18'42"W	L76	117.04	N45°29'33"W (S45°29'33"E)
L33	46.65	N44°39'44"W	L77	99.50	S44°30'27"W (N44°30'27"E)
L34	30.10	N67°38'59"W	L77a	2.36	S69°12'06"W (N69°12'06"E)
L35	126.09	N61°43'34"E	L78	41.61	S44°30'27"W (N44°30'27"E)
L36	8.09	N39°27'36"W	L79	127.05	S74°30'27"W (N74°30'27"E)
L37	14.12	N06°32'16"W	L80	51.76	S45°29'33"E (N45°29'33"W)
L38	36.01	N82°59'22"E	L81	56.00	N44°30'27"E (S44°30'27"W)
L39	105.39	S18°47'26"E	L82	2.00	S45°29'33"E (N45°29'33"W)
L40	30.00	S89°30'27"W	L83	9.00	N45°29'33"W (S45°29'33"E)
L41	58.62	N00°29'33"W	L84	30.00	N44°30'27"E (S44°30'27"W)
L42	82.95	N03°51'36"W	L85	73.54	S45°29'33"E (N45°29'33"W)
L43	42.30	N75°29'31"W	L86	120.85	N00°29'34"W (S00°29'34"E)
L44	66.50	N45°29'33"W	L87	111.66	S61°43'34"W (N61°43'34"E)

CURVE TABLE						
CURVE	LENGTH	RADIUS	DELTA	CHORD BEARING	CHORD	TANGENT
C1	57.16	2000.00	1°38'15"	S19°03'49"E	57.16	28.58
C2	113.40	367.00	17°42'14"	N43°28'07"W	112.95	57.16
C3	74.75	333.00	12°51'40"	N45°53'24"W	74.59	37.53
C4	40.94	28.50	82°18'50"	N80°37'00"W	37.51	24.91
C4a	31.09	509.00	3°30'00"	S59°58'34"W	31.09	15.55
C5	103.65	750.00	7°55'06"	N49°54'31"W	103.57	51.91
C6	139.13	260.00	30°39'36"	S32°59'35"W	137.48	71.28
C7	180.24	340.00	30°22'26"	N32°51'00"E	178.14	92.29
C8	31.68	5575.00	0°19'32"	N07°17'48"W	31.68	15.84
C9	12.00	5575.00	0°07'24"	N07°04'19"W	12.00	6.00
C10	38.93	5575.00	0°24'00"	N06°48'38"W	38.93	19.47
C11	31.39	5539.00	0°19'29"	S07°17'49"E	31.39	15.70
C12	70.16	120.00	33°30'03"	N61°15'29"E	69.17	36.12
C13	38.23	5539.00	0°23'43"	S06°48'46"E	38.23	19.11
C14	47.97	43.50	63°10'49"	N25°22'44"E	45.57	26.75
C15	28.39	31.50	51°38'48"	S19°36'42"E	27.44	15.25
C16	90.45	44.00	117°46'52"	S59°23'00"E (N59°23'00"W)	75.34	72.90
C16a	33.65	35.00	55°05'00"	S73°02'03"E (N73°02'03"W)	32.37	18.25
C17	4.80	5.50	49°59'57"	S19°30'31"W (N19°30'31"E)	4.65	2.57
C18	28.02	65.00	24°41'45"	S56°51'20"W (N56°51'20"E)	27.80	14.23
C19	28.02	65.00	24°41'44"	N56°51'20"E (S56°51'20"W)	27.80	14.23
C20	44.51	85.00	29°59'59"	S59°30'27"W (N59°30'27"E)	44.00	22.78
C21	41.11	20.00	117°46'49"	N59°23'00"W (S59°23'00"E)	34.25	33.15

MATCHLINE SEE SHEET 4 OF 5

millman
National Land Services
Transforming the Industry

Surveying
Zoning
Environmental
Real Support - Title Review

Millman Surveying, Inc.
Corporate Headquarters
1742 Georgetown Road, Suite H
Hudson, OH 44236
Phone: 800-520-1010
Fax: 330-342-0834
www.millmansurveying.com

ALTA/ACSM LAND TITLE SURVEY PREPARED FOR:

General Growth Properties, Inc.
110 N. Wacker Dr.
Chicago, IL 60606
Phone: (312) 960-5000

millman virtualsurveyor
for more information
visit http://vimeo.com/25774136

North Point Mall
1000, 2000, 4500, 5000 & 6000
North Point Circle
City of Alpharetta
County of Fulton
State of Georgia

NORTH

GRAPHIC SCALE
0 60 120
1 INCH = 60 FT.

Surveyor's Seal

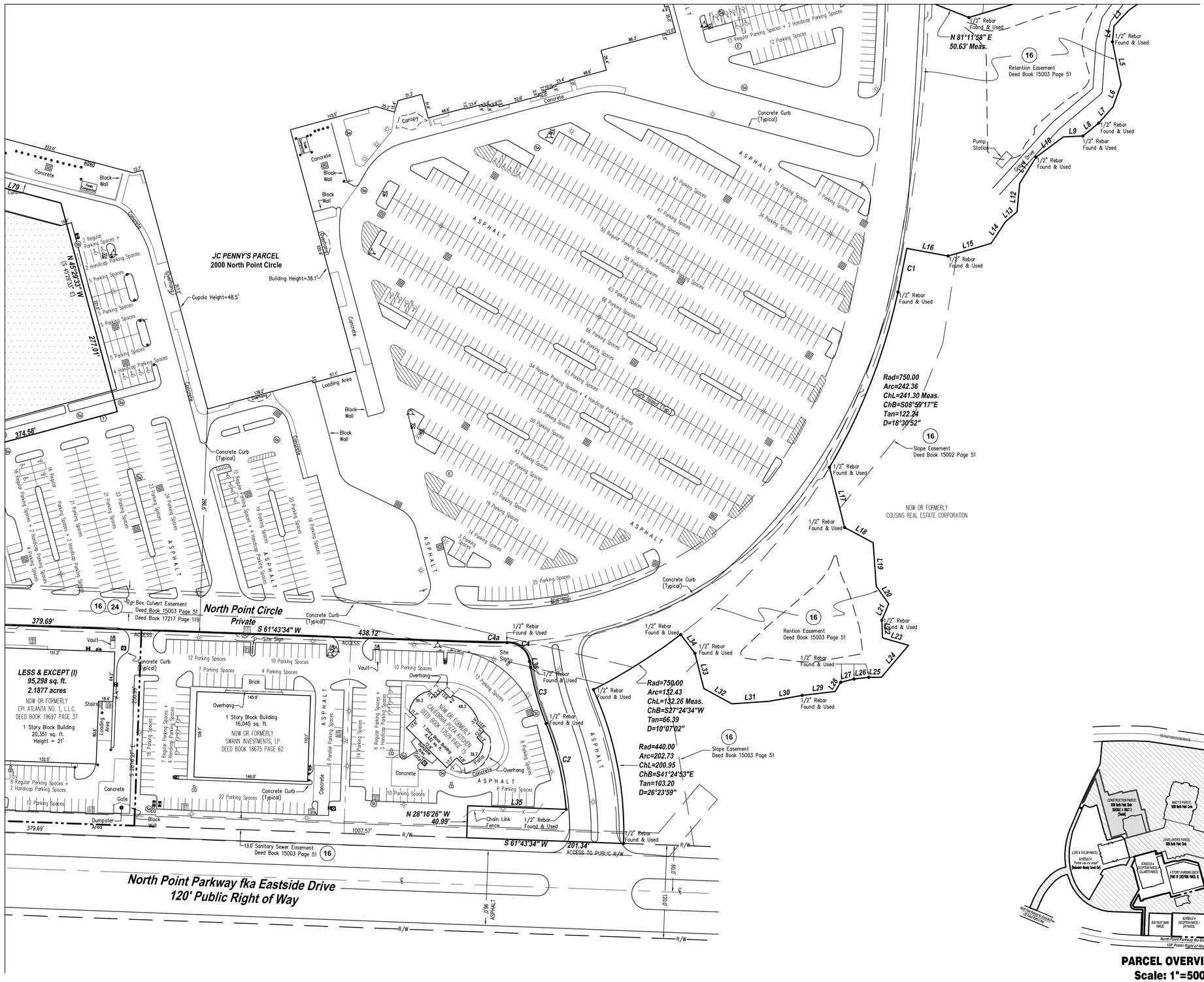
Sheet No. **2** of **6**

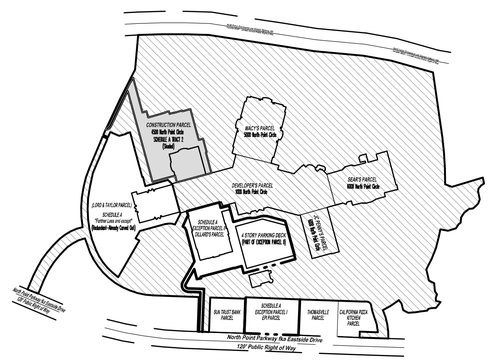
MSI Project No. 29548

PM: EJ Drafter: JJT

MATCHLINE SEE SHEET 2 OF 5

MATCHLINE SEE SHEET 3 OF 5





PARCEL OVERVIEW
Scale: 1"=500'

millman
National Land Services
Transforming the Industry

Surveying
Zoning
Environmental
Real Support - Title Review

Millman Surveying, Inc.
Corporate Headquarters
1742 Georgetown Road, Suite H
Hudson, OH 44236
Phone: 800-520-1010
Fax: 330-342-0834
www.millmansurveying.com

ALTA/ACSM LAND TITLE SURVEY PREPARED FOR:

General Growth Properties, Inc.
110 N. Wacker Dr.
Chicago, IL 60606
Phone: (312) 960-5000

millman virtual surveyor
for more information visit http://vimeo.com/25774136

North Point Mall
1000, 2000, 4500, 5000 & 6000
North Point Circle
City of Alpharetta
County of Fulton
State of Georgia

NORTH
GRAPHIC SCALE
0 60 120
1 INCH = 60 FT.

Surveyor's Seal

Sheet No. **4** of **6**

MSI Project No. 29548
PM: EJ Drafter: JJT

FIRST AMERICAN TITLE INSURANCE COMPANY
COMMITMENT NO. NCS-614549-CHI2 - SCHEDULE A:

Tract 1:

All that tract or parcel of land lying and being in parts of Land Lots 688, 689, 700, 701, 702, 742 and 743, 1st District, 2nd Section, Fulton County, Georgia and being more particularly described as follows:

To find the True Point of Beginning, commence at the point of the westerly right-of-way of Haynes Bridge Road (60-foot right-of-way) and the southerly right-of-way of Rock Mill Road (30-foot right-of-way); thence with the southerly right-of-way of Rock Mill Road, the following four courses and distances: (1) South 88 degrees 59 minutes 00 seconds West, a distance of 617.06 feet; (2) West, a distance of 499.00 feet; (3) South 88 degrees 01 minutes 25 seconds West, a distance of 149.32 feet to a point of curvature with a curve (concave southerly, having a radius of 560.00 feet and a central angle of 29 degrees 16 minutes 33 seconds) and (4) westerly along the arc of said curve to the left, a distance of 286.14 feet (said arc subtended by a chord bearing South 73 degrees 23 minutes 08 seconds West, 283.04 feet) to the point of intersection with a non-tangent line and the point of westerly terminus of the right-of-way of Rock Mill Road; thence with said terminus, North 31 degrees 15 minutes 09 seconds West, a distance of 30.00 feet to a point on the northerly right-of-way of Rock Mill Road; thence leaving the northerly right- way of Rock Mill Road, North 20 degrees 14 minutes 30 seconds West, a distance of 11.20 feet to a point on the southerly right-of-way of North Fulton Expressway-Ga. Hwy. 400 (variable right-of-way; Limited Access Highway); thence with said right-of-way, the following two courses and distances:

(1) South 75 degrees 17 minutes 31 seconds West, a distance of 177.85 feet; and (2) South 69 degrees 54 minutes 02 seconds West, a distance of 399.76 feet, to a point; thence leaving said right-of-way, and the True Point of Beginning; thence from the True Point of Beginning as thus established, South 38 degrees 29 minutes 35 seconds East, a distance of 453.07 feet to an iron pin found at a point of curvature with a curve (concave southwesterly, having a radius of 2000.00 feet and a central angle of 09 degrees 32 minutes 21 seconds); thence southeasterly along the arc of said curve to the right, a distance of 332.99 feet (said arc subtended by a chord bearing South 33 degrees 43 minutes 25 seconds East, 332.60 feet) to an iron pin found at the point of intersection with a non-tangent line; thence North 81 degrees 11 minutes 58 seconds East a distance of 50.63 feet to an iron pin found; thence North 42 degrees 50 minutes 15 seconds East, a distance of 227.28 feet to an iron pin found; thence South 41 degrees 28 minutes 10 seconds East, a distance of 42.65 feet to an iron pin found; thence South 24 degrees 17 minutes 14 seconds West, a distance of 25.12 feet to an iron pin found; thence South 12 degrees 49 minutes 20 seconds West, a distance of 27.94 feet to an iron pin found; thence South 06 degrees 36 minutes 36 seconds West, a distance of 302.05 feet, to a point; thence South 41 degrees 39 minutes 00 seconds East, a distance of 56.16 feet to a point dot or rock found; thence South 10 degrees 26 minutes 11 seconds East, a distance of 30.27 feet to a point; thence South 10 degrees 58 minutes 48 seconds West, a distance of 27.61 feet to a point; thence South 20 degrees 23 minutes 29 seconds West, a distance of 26.30 feet to a point; thence South 57 degrees 12 minutes 06 seconds West, a distance of 25.16 feet to a point; thence South 22 degrees 59 minutes 54 seconds West, a distance of 43.64 feet to an iron pin set; thence South 01 degrees 40 minutes 47 seconds West, a distance of 39.54 feet to a point; thence South 25 degrees 09 minutes 14 seconds East, a distance of 35.81 feet to a point; thence South 19 degrees 12 minutes 57 seconds West, a distance of 19.31 feet to a point; thence South 03 degrees 17 minutes 22 seconds West a distance of 33.59 feet to an iron pin set; thence South 43 degrees 16 minutes 32 seconds West a distance of 57.52 feet to an iron pin set; thence South 70 degrees 09 minutes 02 seconds West, a distance of 53.99 feet to an iron pin set at the point of intersection with a non-tangent curve (concave southerly, having a radius of 2000.00 feet and a central angle of 01 degrees 38 minutes 15 seconds); thence southerly along the arc of said curve to the right (from which the local tangent at the beginning point bears South 19 degrees 52 minutes 57 seconds East) a distance of 57.16 feet (said arc being subtended by a chord bearing South 19 degrees 03 minutes 49 seconds East, 57.16 feet) to an iron pin set at a point of compound curvature with a curve, having a radius of 750.00 feet and a central angle of 18 degrees 30 minutes 52 seconds); thence southerly along the arc of said curve to the right (from which the local tangent at the beginning point bears South 18 degrees 14 minutes 43 seconds East) a distance of 242.36 feet (said arc subtended by a chord bearing South 08 degrees 59 minutes 17 seconds East, 241.30 feet) to an iron pin set at the point of intersection with a non-tangent line; thence South 44 degrees 26 minutes 45 seconds East, a distance of 79.82 feet to an iron pin set; thence North 87 degrees 55 minutes 39 seconds East, a distance of 41.48 feet to a point; thence South 34 degrees 31 minutes 27 seconds East, a distance of 55.92 feet to a point; thence South 65 degrees 42 minutes 01 seconds East, a distance of 27.69 feet to an iron pin set; thence South 07 degrees 09 minutes 42 seconds East a distance of 22.81 feet to an iron pin set; thence South 32 degrees 22 minutes 05 seconds East, a distance of 22.67 feet to a point; thence North 75 degrees 24 minutes 25 seconds East, a distance of 34.74 feet to a point; thence South 09 degrees 50 minutes 24 seconds West, a distance of 53.87 feet to a point; thence South 65 degrees 03 minutes 01 seconds West a distance of 16.18 feet to an iron pin set; thence South 52 degrees 05 minutes 04 seconds West, a distance of 18.96 feet to an iron pin set; thence South 45 degrees 44 minutes 23 seconds West, a distance of 17.60 feet to an iron pin found; thence South 01 degrees 29 minutes 02 seconds West, a distance of 13.75 feet to a point; thence South 52 degrees 47 minutes 35 seconds West, a distance of 42.55 feet to an iron pin set; thence South 49 degrees 35 minutes 38 seconds West, a distance of 43.33 feet to a point; thence South 55 degrees 45 minutes 31 seconds West, a distance of 47.68 feet to a point; thence South 88 degrees 18 minutes 42 seconds West, a distance of 40.85 feet to a point; thence (**1 North'**) 44 degrees 39 minutes 44 seconds West, a distance of 46.65 feet to an iron pin found; thence North 67 degrees 38 minutes 59 seconds West, a distance of 30.10 feet to an iron pin found at the point of intersection with a non-tangent curve (concave northwesterly, having a radius of 750.00 feet and a central angle of 10 degrees 07 minutes 02 seconds); thence southerly along the arc of said curve to the right (from which the local tangent at the beginning point bears South 22 degrees 21 minutes 00 seconds West) a distance of 132.43 feet (said arc subtended by a chord bearing South 27 degrees 24 minutes 34 seconds West, 132.26 feet) to an iron pin found at the point of intersection with a nontangent curve (concave southwesterly, having a radius of 440.00 feet and a central angle of 26 degrees 23 minutes 59 seconds); thence southeasterly along the arc of said curve to the right (from which the local tangent at the beginning point bears South 54 degrees 36 minutes 52 seconds East) a distance of 202.73 feet (said arc subtended by a chord bearing South 41 degrees 24 minutes 53 seconds East, 200.95 feet) to a pk found at the point of intersection with a non-tangent line on the North right-of-way of North Point Parkway (formerly Eastside Drive) (120-foot right-of-way); thence with said right-of-way, South 61 degrees 43 minutes 34 seconds West, a distance of 201.34 feet to an iron pin set; thence leaving said right-of-way, North 28 degrees 16 minutes 26 seconds West, a distance of 40.99 feet to an iron pin set; thence North 61 degrees 43 minutes 34 seconds East, a distance of 126.09 feet to an iron pin set at a point of intersection with a non-tangent curve (concave southwesterly, having a radius of 367.00 feet and a central angle of 17 degrees 42 minutes 14 seconds); thence northwesterly along the arc of said curve to the left (from which the local tangent at the beginning point bears North 34 degrees 36 minutes 56 seconds West) a distance of 113.40 feet (said arc begin subtended by a chord bearing North 43 degrees 28 minutes 07 seconds West, 112.95 feet) to a 1/2 inch iron pin set at a point of reverse curvature (concave northeasterly, having a radius of 333.00 feet and a central angle of 12 degrees 51 minutes 40 seconds); thence northwesterly along the arc of said curve to the right (from which the local tangent at the beginning point bears North 52 degrees 19 minutes 14 seconds West) a distance of 74.75 feet (said arc subtended by a chord bearing North 45 degrees 53 minutes 24 seconds West, 74.59 feet) to a pk found at the point of tangency; thence North 39 degrees 27 minutes 36 seconds West, a distance of 8.09 feet to a pk found at a point of curvature with a curve (concave southerly, having a radius of 28.50 feet and a central angle of 82 degrees 18 minutes 50 seconds); thence northwesterly along the arc of said curve to the left a distance of 40.94 feet (said arc subtended by a chord bearing North 80 degrees 37 minutes 00 seconds West, 37.51 feet) to a pk found at a point of reverse curvature with a curve (concave northeasterly, having a radius of 509.00 feet and a central angle of 03 degrees 30 minutes 00 seconds); thence southwesterly along the arc of said curve to the right (from which the local tangent at the beginning point bears South 58 degrees 13 minutes 34 seconds West) a distance of 31.09 feet (said arc subtended by a chord bearing South 59 degrees 58 minutes 34 seconds West, 31.09 feet) to a pk found at the point of tangency; thence South 61 degrees 43 minutes 34 seconds West, a distance of 438.12 feet to an iron pin found; thence South 28 degrees 16 minutes 27 seconds East a distance of 250.99 feet to an iron pin found on the northerly right-of-way of North Point Parkway; thence with said right-of-way, South 61 degrees 43 minutes 34 seconds West a distance of 379.69 feet to an iron pin found; thence leaving said right-of-way, North 28 degrees 16 minutes 26 seconds West, a distance of 242.00 feet to an iron pin found; thence South 61 degrees 43 minutes 34 seconds West, a distance of 246.60 feet to an iron pin found; thence South 28 degrees 16 minutes 26 seconds East, a distance of 242.00 feet to an iron pin set on the North right-of-way of North Point Parkway; thence with said right-of-way, South 61 degrees 43 minutes 34 seconds West, a distance of 80.00 feet to an iron pin set; thence leaving said right-of-way, North 28 degrees 16 minutes 26 seconds West, a distance of 242.00 feet to an iron pin found; thence South 61 degrees 43 minutes 34 seconds West, a distance of 319.56 to an iron pin set at a point of curvature with a curve (concave northerly, having a radius of 500.00 feet and a central angle of 64 degrees 24 minutes 19 seconds); thence westerly along the arc of said curve to the right, a distance of 562.04 feet (said arc subtended by a chord bearing North 86 degrees 04 minutes 16 seconds West, 532.92 feet) to an iron pin found at a point of compound curvature (concave northeasterly, having a radius of 750.00 feet and a central angle of 07 degrees 55 minutes 06 seconds); thence northeasterly along the arc of said curve to the right from which the local tangent at the beginning point bears North 53 degrees 52 minutes 04 seconds West) a distance of 103.65 feet (said arc subtended by a chord bearing North 49 degrees 54 minutes 31 seconds West, 103.57 feet) to an iron pin found at a point of intersection with a non-tangent curve (concave southeasterly, having a radius of 260.00 feet and a central angle of 30 degrees 39 minutes 36 seconds); thence southwesterly along the arc of said curve to the left (from which the local tangent at the beginning point bears South 48 degrees 19 minutes 23 seconds West) a distance of 139.13 feet (said arc subtended by a chord bearing South 32 degrees 59 minutes 35 seconds West, 137.48 feet) to an iron pin found at a point of compound curvature (concave easterly, having a radius of 655.00 feet and a central angle of 25 degrees 02 minutes 55 seconds); thence southerly along the arc of said curve to the left (from which the local tangent at the beginning point bears South 17 degrees 39 minutes 47 seconds West) a distance of 286.35 feet (said arc subtended by a chord bearing South 05 degrees 08 minutes 20 seconds West, 284.08 feet) to an iron pin found at the point of tangency; thence South 07 degrees 23 minutes 07 seconds East, a distance of 101.95 feet to an iron pin set on the North right-of-way of North Point Parkway; thence with said right-of-way, South 82 degrees 35 minutes 53 seconds West, a distance of 80.00 feet to an iron pin found; thence leaving said right-of-way, North 07 degrees 23 minutes 07 seconds West, a distance of 101.95 feet to an iron pin found at the beginning of a curve (concave easterly, having a radius of 735.00 feet and a central angle of 25 degrees 02 minutes 55 seconds); thence northerly along the arc of said curve to the right, a distance of 321.33 feet (said arc subtended by a chord bearing North 05 degrees 08 minutes 20 seconds East, 318.77 feet) to an iron found at a point of compound curvature (concave southeasterly, having a radius of 340.00 feet and a central angle of 30 degrees 22 minutes 26 seconds); thence northerly along the arc of said curve to the right (from which the local tangent at the beginning point bears North 17 degrees 39 minutes 47 seconds East) a distance of 180.24 feet (said arc subtended by a chord bearing North 32 degrees 51 minutes 00 seconds East 178.14 feet) to an iron pin found at a point of intersection with a non-tangent curve (concave northeasterly, having a radius of 750.00 feet and a central angle of 32 degrees 22 minutes 32 seconds); thence northwesterly along the arc of said curve to the left (from which the local tangent at the beginning point bears North 39 degrees 50 minutes 03 seconds West) a distance of 423.79 feet (said arc subtended by a chord bearing North 23 degrees 38 minutes 49 seconds West, 418.18 feet) to an iron pin found at the point of tangency; thence North 07 degrees 27 minutes 34 seconds West, a distance of 205.17 feet to a pk found at a point of curvature with a curve (concave easterly, having a radius of 5575.00 feet and a central angle of 00 degrees 19 minutes 32 seconds); thence northerly along the arc of said curve to the right, a distance of 31.68 feet (said arc subtended by a chord bearing North 07 degrees 17 minutes 48 seconds West, 31.68 feet) to a pk found at the point of intersection with a non-tangent line; thence North 82 degrees 59 minutes 22 seconds East, a distance of 36.01 feet to a pk found at a point of intersection with a non-tangent curve (concave easterly, having a radius of 5539.00 feet and a central angle of 00 degrees 19 minutes 29 seconds); thence southerly along the arc of said curve to the left (from which the local tangent

*1 – Scrivener's error, 'North' omitted

FIRST AMERICAN TITLE INSURANCE COMPANY
COMMITMENT NO. NCS-614549-CHI2 - SCHEDULE A:

at the beginning point bears South 07 degrees 08 minutes 05 seconds East) a distance of 31.39 feet (said arc subtended by a chord bearing South 07 degrees 17 minutes 49 seconds East, 31.39 feet) to a pk found at the point of tangency; thence South 07 degrees 27 minutes 34 seconds East, a distance of 229.79 feet to a pk found; thence South 18 degrees 47 minutes 26 seconds East, a distance of 105.39 feet to a pk found at a point of intersection with a non-tangent curve (concave northeasterly, having a radius of 705.00 and a central angle of 33 degrees 57 minutes 09 seconds); thence southeasterly along the arc of said curve to the left (from which the local tangent at the beginning point bears South 17 degrees 54 minutes 57 seconds East) a distance of 442.38 feet (said arc subtended by a chord bearing South 35 degrees 53 minutes 31 seconds East 435.16 feet) to a pk found at a point of compound curvature (concave northerly, having a radius of 455.00 feet and central angle of (**2 '31 degrees'**) 51 degrees 26 minutes 51 seconds); thence southeasterly along the arc of said curve to left (from which the local tangent of the beginning point bears South 53 degrees 52 minutes 16 seconds East) a distance of 249.73 feet (said arc subtended by a chord bearing South 69 degrees 35 minutes 31 seconds East, 246.61 feet) to a pk found at a point of intersection with a non-tangent line; thence North 00 degrees 29 minutes 33 seconds West, a distance of 295.76 feet to a pk found; thence South 89 degrees 30 minutes 27 seconds West, a distance of 30.00 feet to a pk found; thence North 00 degrees 29 minutes 33 seconds West, a distance of 58.62 feet to a found hole in face of curb; thence North 44 degrees 30 minutes 27 seconds East, a distance of 183.38 feet to a pk found at a point of curvature with a curve (concave southeasterly, having a radius of 120.00 feet and a central angle of 33 degrees 30 minutes 03 seconds); thence northeasterly along the arc of said curve to the right, a distance of 70.16 feet (said arc subtended by a chord bearing North 61 degrees 15 minutes 29 seconds East, 69.17 feet) to a pk found at the point of intersection with a non-tangent line; thence North 03 degrees 51 minutes 36 seconds West, a distance of 82.95 feet to a pk found; thence North 45 degrees 29 minutes 33 seconds West, a distance of 214.30 feet to a point; thence North 75 degrees 29 minutes 31 seconds West, a distance of 42.30 feet to a pk found; thence South 44 degrees 30 minutes 27 seconds West, a distance of 163.75 feet to a pk found; thence North 45 degrees 29 minutes 33 seconds West, a distance of 66.50 feet to a pk found; thence South 44 degrees 30 minutes 27 seconds West, a distance of 5.00 feet to a pk found; thence North 45 degrees 29 minutes 33 seconds West, a distance of 324.00 feet to a pk found; thence South 44 degrees 30 minutes 27 seconds West, a distance of 30.00 feet to a pk found; thence South 45 degrees 29 minutes 33 seconds East, a distance of 4.67 feet to a pk found; thence South 44 degrees 30 minutes 27 seconds West, a distance of 49.77 feet to a pk found; thence South 83 degrees 23 minutes 06 seconds West, a distance of 37.83 feet to a point of intersection with a non-tangent curve (concave easterly, having a radius of 5,539.00 feet and a central angle of 00 degrees 23 minutes 43 seconds); thence southerly along the arc of said curve to the left (from which the local tangent at the beginning point bears South 06 degrees 36 minutes 54 seconds East) a distance of 38.23 feet (said arc subtended by a chord bearing South 06 degrees 48 minutes 46 seconds East, 38.23 feet) to a pk found at the point of intersection with a non-tangent line; thence South 82 degrees 59 minutes 22 seconds West, a distance of 36.01 feet to a pk nail set at a point of intersection with a nontangent curve (concave easterly, having a radius of 5,575.00 feet and a central angle of 00 degrees 24 minutes 00 seconds); thence northerly along the arc of said curve to the right (from which the local tangent at the beginning point bears North 07 degrees 00 minutes 38 seconds West) a distance of 38.93 feet (said arc subtended by a chord bearing North 06 degrees 48 minutes 38 seconds West, 38.93 feet) to a pk found at a point of intersection with a non-tangent curve (concave northwesterly having a radius of 43.50 feet and a central angle of 63 degrees 10 minutes 49 seconds); thence northeasterly along the arc of said curve to the left (from which the local tangent at the beginning point bears North 56 degrees 58 minutes 08 seconds East) a distance of 47.97 feet (said arc subtended by a chord bearing North 25 degrees 22 minutes 44 seconds East, 45.57 feet) to a 1/2 inch rebar set at a point of compound curvature (concave easterly, having a radius of (***3 '5551.00 feet'**) 551.00 feet and a central angle of 02 degrees 48 minutes 28 seconds); thence northerly along the arc of said curve to the right (from which local tangent at the beginning point bears North 06 degrees 12 minutes 41 seconds West) a distance of 272.02 feet (said arc subtended by a chord bearing North 04 degrees 48 minutes 27 seconds West, 272.00 feet) to a pk found at the point of intersection with a non-tangent line; thence South 89 degrees 30 minutes 27 seconds East, a distance of 657.59 feet to a pk found; thence North 44 degrees 30 minutes 27 seconds East, a distance of 164.05 feet to a pk found; thence South 45 degrees 29 minutes 33 seconds East, a distance of 48.22 feet to a point; thence North 44 degrees 30 minutes 27 seconds East, a distance of 250.00 feet to a point; thence North 45 degrees 29 minutes 33 seconds West, a distance of 148.31 feet to a pk found; thence North 44 degrees 30 minutes 27 seconds East, a distance of 5.95 feet to a hole in concrete; thence North 45 degrees 29 minutes 33 seconds West, a distance of 99.00 feet to a pk found; thence South 44 degrees 30 minutes 27 seconds West, a distance of 30.00 feet to a pk found; thence North 45 degrees 29 minutes 33 seconds West, a distance of 222.75 feet to a pk found; thence South 44 degrees 30 minutes 27 seconds West, a distance of 60.00 feet to a pk found; thence North 45 degrees 29 minutes 33 seconds West, a distance of 4.61 feet to a pk found; thence South 44 degrees 30 minutes 27 seconds West, a distance of 60.00 feet to a pk found; thence North 45 degrees 29 minutes 33 seconds West, a distance of 71.25 feet to a pk found; thence South 44 degrees 30 minutes 27 seconds West, a distance of 30.00 feet to a pk found; thence North 45 degrees 29 minutes 33 seconds West, a distance of 18.00 feet to a pk found; thence South 44 degrees 30 minutes 27 seconds West, a distance of 30.00 feet to a pk found; thence South 45 degrees 29 minutes 33 seconds East, a distance of 2.25 feet to a pk found; thence South 44 degrees 30 minutes 27 seconds West, a distance of 60.00 feet to a pk found; thence South 45 degrees 29 minutes 33 seconds East, a distance of 0.90 feet to a pk found; thence South 44 degrees 30 minutes 27 seconds West a distance of 60.00 feet to a pk found; thence North 45 degrees 29 minutes 33 seconds West a distance of 4.50 feet to a pk found; thence South 44 degrees 30 minutes 27 seconds West, a distance of 30.00 feet to a pk found; thence South 45 degrees 29 minutes 33 seconds East, a distance of 0.90 feet to a pk found; thence South 44 degrees 30 minutes 27 seconds West, a distance of 60.00 feet to a pk found; thence North 45 degrees 29 minutes 33 seconds West,

11/13/18

SURVEYOR'S LEGAL DESCRIPTION:

All that tract or parcel of land lying and being in parts of Land Lots 688, 689, 700, 701, 702, 742 and 743, 1st District, 2nd Section, Fulton County, Georgia and being more particularly described as follows:

To find the True Point of Beginning, commence at the point of the westerly right-of-way of Haynes Bridge Road (60-foot right-of-way) and the southerly right-of-way of Rock Mill Road (30-foot right-of-way); thence with the southerly right-of-way of Rock Mill Road, the following four courses and distances: (1) South 88 degrees 59 minutes 00 seconds West, a distance of 617.06 feet; (2) South 89 degrees 00 minutes 00 seconds West, a distance of 499.00 feet; (3) South 88 degrees 01 minutes 25 seconds West, a distance of 149.32 feet to a point of curvature with a curve, concave southerly, having a radius of 560.00 feet and a central angle of 29 degrees 16 minutes 33 seconds and (4) westerly along the arc of said curve to the left a distance of 286.14 feet, said arc subtended by a chord bearing South 73 degrees 23 minutes 08 seconds West 283.04 feet, to the point of intersection with a non-tangent line and the point of westerly terminus of the right-of-way of Rock Mill Road; thence with said terminus, North 31 degrees 15 minutes 09 seconds West, a distance of 30.00 feet to a point on the northerly right-of-way of Rock Mill Road; thence leaving the northerly right-of- way of Rock Mill Road, North 20 degrees 14 minutes 30 seconds West, a distance of 11.20 feet to a point on the southerly right-of-way of North Fulton Expressway-Ga. Hwy. 400 (variable right-of-way; Limited Access Highway); thence with said right-of-way, the following two courses and distances: (1) South 75 degrees 17 minutes 31 seconds West, a distance of 177.85 feet; and (2) South 69 degrees 54 minutes 02 seconds West, a distance of 399.76 feet, to a concrete right-of-way monument and the True Point of Beginning; thence from the True Point of Beginning as thus established, South 38 degrees 29 minutes 35 seconds East, a distance of 453.07 feet to a 1/2" rebar found at a point of curvature with a curve, concave southwesterly, having a radius of 2000.00 feet and a central angle of 09 degrees 32 minutes 21 seconds; thence southeasterly along the arc of said curve to the right a distance of 332.99 feet, said arc subtended by a chord bearing South 33 degrees 43 minutes 25 seconds East 332.60 feet, to a 1/2" rebar found at the point of intersection with a non-tangent line; thence North 81 degrees 11 minutes 58 seconds East a distance of 50.63 feet to a 1/2" rebar found; thence North 42 degrees 50 minutes 15 seconds East, a distance of 227.28 feet to a 1/2" rebar found; thence South 41 degrees 26 minutes 10 seconds East, a distance of 42.65 feet to a 1/2" rebar found; thence South 24 degrees 17 minutes 14 seconds West, a distance of 25.12 feet to a point; thence South 12 degrees 49 minutes 20 seconds West, a distance of 27.94 feet to a point; thence South 24 degrees 36 minutes 04 seconds East, a distance of 20.19 feet to a 1/2" rebar found; thence South 41 degrees 39 minutes 00 seconds East, a distance of 56.16 feet to a point; thence South 10 degrees 26 minutes 11 seconds East, a distance of 30.27 feet to a point; thence South 10 degrees 58 minutes 48 seconds West, a distance of 27.61 feet to a point; thence South 20 degrees 23 minutes 29 seconds West, a distance of 26.30 feet to a point; thence South 57 degrees 12 minutes 08 seconds West, a distance of 25.16 feet to a point; thence South 22 degrees 59 minutes 54 seconds West, a distance of 43.64 feet to a 1/2" rebar found; thence South 01 degrees 40 minutes 40 seconds West, a distance of 39.54 feet to a point; thence South 25 degrees 09 minutes 14 seconds East, a distance of 36.61 feet to a point; thence South 19 degrees 12 minutes 57 seconds West, a distance of 19.31 feet to a point; thence South 03 degrees 17 minutes 22 seconds West a distance of 33.59 feet to a point; thence South 43 degrees 16 minutes 32 seconds West a distance of 57.52 feet to a 1/2" rebar found; thence South 70 degrees 07 minutes 02 seconds West, a distance of 53.99 feet to the point of intersection with a non-tangent curve, concave westerly, having a radius of 2000.00 feet and a central angle of 01 degrees 38 minutes 15 seconds; thence southerly along the arc of said curve to the right a distance of 57.16 feet, said arc being subtended by a chord bearing South 19 degrees 03 minutes 49 seconds East 57.16 feet, to a 1/2" rebar found at a point of compound curvature with a curve, concave westerly, having a radius of 750.00 feet and a central angle of 18 degrees 30 minutes 52 seconds; thence southerly along the arc of said curve to the right a distance of 242.36 feet, said arc subtended by a chord bearing South 08 degrees 59 minutes 17 seconds East 241.30 feet, to a 1/2" rebar found at the point of intersection with a non-tangent line; thence South 44 degrees 26 minutes 45 seconds East, a distance of 79.62 feet to a 1/2" rebar found; thence North 87 degrees 55 minutes 39 seconds East, a distance of 41.48 feet to a point; thence South 34 degrees 31 minutes 27 seconds East, a distance of 55.92 feet to a point; thence South 65 degrees 42 minutes 01 seconds East, a distance of 27.69 feet to a point; thence South 07 degrees 09 minutes 42 seconds East a distance of 22.81 feet to a 1/2" rebar found; thence South 32 degrees 22 minutes 05 seconds East, a distance of 22.67 feet to a point; thence North 75 degrees 24 minutes 25 seconds East, a distance of 34.74 feet to a point; thence South 09 degrees 50 minutes 24 seconds West, a distance of 53.87 feet to a point; thence South 80 degrees 03 minutes 01 seconds West a distance of 16.18 feet to a 1/2" rebar found; thence South 52 degrees 55 minutes 04 seconds West, a distance of 18.96 feet to a 1/2" rebar found; thence South 45 degrees 44 minutes 23 seconds West, a distance of 17.60 feet to a 1/2" rebar found; thence South 01 degrees 29 minutes 02 seconds West, a distance of 13.75 feet to a point; thence South 52 degrees 47 minutes 35 seconds West, a distance of 42.55 feet to a 1/2" rebar found; thence South 49 degrees 35 minutes 38 seconds West, a distance of 43.33 feet to a point; thence South 55 degrees 45 minutes 31 seconds West, a distance of 47.68 feet to a point; thence South 88 degrees 18 minutes 42 seconds West, a distance of 40.85 feet to a point; thence North 44 degrees 39 minutes 44 seconds West, a distance of 46.65 feet to a 1/2" rebar found; thence North 67 degrees 38 minutes 59 seconds West, a distance of 30.10 feet to a 1/2" rebar found at the point of intersection with a non-tangent curve, concave northwesterly, having a radius of 750.00 feet and a central angle of 10 degrees 07 minutes 02 seconds; thence southerly along the arc of said curve to the right a distance of 132.43 feet, said arc subtended by a chord bearing South 27 degrees 24 minutes 34 seconds West 132.26 feet, to a 1/2" rebar found at the point of intersection with a non-tangent curve, concave southeasterly, having a radius of 440.00 feet and a central angle of 26 degrees 23 minutes 59 seconds; thence southeasterly along the arc of said curve to the right a distance of 202.73 feet, said arc subtended by a chord bearing South 41 degrees 24 minutes 53 seconds East 200.95 feet, to 1/2" rebar found at the point of intersection with a non-tangent line on the North right-of-way of North Point Parkway (formerly Eastside Drive) (120-foot right-of-way); thence with said right-of-way, South 61 degrees 43 minutes 34 seconds West, a distance of 201.34 feet to a point; thence leaving said right-of-way, North 28 degrees 16 minutes 26 seconds West, a distance of 40.99 feet to a point; thence North 61 degrees 43 minutes 34 seconds East, a distance of 126.09 feet to a 1/2" rebar found at a point of intersection with a non-tangent curve, concave southwesterly, having a radius of 367.00 feet and a central angle of 17 degrees 42 minutes 14 seconds; thence northwesterly along the arc of said curve to the left a distance of 113.40 feet, said arc begin subtended by a chord bearing North 43 degrees 28 minutes 07 seconds West 112.95 feet, to a 1/2" rebar found at a point of reverse curvature with a curve, concave northeasterly, having a radius of 333.00 feet and a central angle of 12 degrees 51 minutes 40 seconds; thence northwesterly along the arc of said curve to the right a distance of 74.75 feet, said arc subtended by a chord bearing North 45 degrees 53 minutes 24 seconds West 74.59 feet, to a 1/2" rebar found at the point of tangency; thence North 39 degrees 27 minutes 36 seconds West, a distance of 8.09 feet to at a point of curvature with a curve, concave southerly, having a radius of 28.50 feet and a central angle of 82 degrees 18 minutes 50 seconds; thence northwesterly along the arc of said curve to the left a distance of 40.94 feet, said arc subtended by a chord bearing North 80 degrees 37 minutes 00 seconds West 37.51 feet, to a 1/2" rebar found at a point of reverse curvature with a curve, concave northwesterly, having a radius of 509.00 feet and a central angle of 03 degrees 30 minutes 00 seconds; thence southwesterly along the arc of said curve to the right a distance of 31.09 feet, said arc subtended by a chord bearing South 59 degrees 58 minutes 34 seconds West 31.09 feet, to the point of tangency; thence South 61 degrees 43 minutes 34 seconds West, a distance of 438.12 feet to a point; thence South 61 degrees 43 minutes 34 seconds West, a distance of 379.69 feet to a point; thence South 28 degrees 16 minutes 26 seconds East a distance of 8.99 feet to a 1/2" rebar found; thence South 61 degrees 43 minutes 34 seconds West a distance of 246.80 feet to a point; thence South 28 degrees 16 minutes 26 seconds East, a distance of 242.00 feet to a point on the North right-of-way of North Point Parkway; thence with said right-of-way, South 61 degrees 43 minutes 34 seconds West, a distance of 46.00 feet to a point; thence North 28 degrees 16 minutes 16 seconds West, a distance of 299.49 feet; thence South 61 degrees 43 minutes 34 seconds West, a distance of 111.66 feet to a point of curvature with a curve, concave northeasterly, having a radius of 20.00 feet and a central angle of 117 degrees 46 minutes 49 seconds; thence northerly along the arc of said curve to the right, a distance of 41.11 feet, said arc subtended by a chord which bears North 59 degrees 23 minutes 00 seconds West, a distance of 34.25 feet to the point of tangency; thence North 00 degrees 29 minutes 34 seconds West, a distance of 120.85 feet; thence South 45 degrees 29 minutes 33 seconds East, a distance of 73.54 feet; thence North 44 degrees 30 minutes 27 seconds East, a distance of 30.00 feet; thence North 45 degrees 29 minutes 33 seconds West, a distance of 9.00 feet; thence North 44 degrees 30 minutes 27 seconds East, a distance of 240.00 feet; thence South 45 degrees 29 minutes 33 seconds East, a distance of 2.00 feet; thence North 44 degrees 30 minutes 27 seconds East, a distance of 56.00 feet; thence South 45 degrees 29 minutes 33 seconds East, a distance of 51.76 feet; thence North 44 degrees 30 minutes 27 seconds East, a distance of 374.58 feet; thence North 45 degrees 29 minutes 33 seconds West, a distance of 277.01 feet; thence South 74 degrees 30 minutes 27 seconds West, a distance of 127.05 feet to a point of curvature with a curve, concave southeasterly, having a radius of 85.00 feet and a central angle of 29 degrees 59 minutes 59 seconds; thence southwesterly along the arc of said curve to the left, a distance of 44.51 feet, said arc subtended by a chord which bears South 59 degrees 30 minutes 27 seconds West, a distance of 44.00 feet to the point of tangency; thence South 44 degrees 30 minutes 27 seconds West, a distance of 41.61 feet to a point of curvature with a curve, concave northwesterly, having a radius of 65.00 feet and a central angle of 24 degrees 41 minutes 44 seconds; thence westerly along the arc of said curve to the right, a distance of 28.02 feet, said arc subtended by a chord which bears South 56 degrees 51 minutes 20 seconds West, a distance of 27.80 feet to the point of tangency; thence South 69 degrees 12 minutes 06 seconds West, a distance of 2.36 feet to a point of curvature with a curve, concave southeasterly, having a radius of 65.00 feet and a central angle of 24 degrees 41 minutes 45 seconds; thence southwesterly along the arc of said curve to the left, a distance of 28.02 feet, said arc subtended by a chord which bears South 56 degrees 51 minutes 20 seconds West, distance of 27.80 feet to the point of tangency; thence South 44 degrees 30 minutes 27 seconds West, a distance of 99.50 feet; thence North 45 degrees 29 minutes 33 seconds West, a distance of 117.04 feet; thence South 44 degrees 30 minutes 27 seconds West, a distance of 59.41 feet; thence North 45 degrees 29 minutes 33 seconds West, a distance of 39.58 feet; thence South 44 degrees 30 minutes 27 seconds West, a distance of 235.17 feet; thence South 45 degrees 29 minutes 33 seconds East, a distance of 35.90 feet; thence South 44 degrees 30 minutes 29 seconds West, a distance of 1.70 feet to a point of curvature with a curve, concave easterly, having a radius of 5.50 feet and a central angle of 49 degrees 59 minutes 57 seconds; thence southerly along the arc of said curve to the left, distance of 4.80 feet, said arc subtended by a chord which bears South 19 degrees 30 minutes 31 seconds West, a distance of 4.65 feet to the point of tangency; thence South 05 degrees 29 minutes 33 seconds East, a distance of 75.54 feet to a point of intersection with a non-tangent curve, concave southerly, having a radius of 35.00 feet and a central angle of 55 degrees 05 minutes 00 seconds; thence southeasterly along the arc of said curve to the right, a distance of 33.65 feet, said arc subtended by a chord which bears South 73 degrees 02 minutes 03 seconds East, a distance of 32.37 feet to the point of tangency; thence South 45 degrees 29 minutes 33 seconds East, a distance of 228.33 feet; thence South 00 degrees 29 minutes 34 seconds East, a distance of 168.06 feet to a point of curvature with a curve, concave northeasterly, having a radius of 44.00 feet and a central angle of 117 degrees 46 minutes 52 seconds; thence northeasterly along the arc of said curve to the left, a distance of 90.45 feet, said arc subtended by a chord which bears South 59 degrees 23 minutes 00 seconds East, a distance of 75.34 feet to the point of tangency; thence North 61 degrees 43 minutes 34 seconds East, a distance of 87.66 feet; thence South 28 degrees 16 minutes 16 seconds East, a distance of 275.49 feet to a point on the South right-of-way of North Point Parkway; thence along and with the northwesterly right-of-way of South Point Parkway South 61 degrees 43 minutes 34 seconds West, a distance of 10.00 feet; thence leaving said right-of-way, North 28 degrees 16 minutes 26 seconds West, a distance of 242.00 feet to a 1/2" rebar found; thence South 61 degrees 43 minutes 34 seconds West, a distance of 319.56 feet to a point of curvature with a curve, concave northerly, having a radius of 500.00 feet and a central angle of 64 degrees 24 minutes 19 seconds; thence westerly along the arc of said curve to the right a distance of 562.04 feet, said arc subtended by a chord bearing North 86 degrees 04 minutes 16 seconds West 532.92 feet, to a point of compound curvature with a curve, concave northeasterly, having a radius of 750.00 feet and a central angle of 07 degrees 55 minutes 06 seconds; thence northeasterly along the arc of said curve to the right a distance of 103.65 feet, said arc subtended by a chord bearing North 49 degrees 54 minutes 31 seconds West 103.57 feet, to a 1/2" rebar found at a point of intersection with a non-tangent curve, concave southeasterly, having a radius of 260.00 feet and a central angle of 30 degrees 39 minutes 36 seconds;

SURVEYOR'S LEGAL DESCRIPTION:

thence southwesterly along the arc of said curve to the left a distance of 139.13 feet, said arc subtended by a chord bearing South 32 degrees 59 minutes 35 seconds West 137.48 feet, to a point of compound curvature with a curve, concave easterly, having a radius of 655.00 feet and a central angle of 25 degrees 02 minutes 55 seconds; thence southerly along the arc of said curve to the left a distance of 286.35 feet, said arc subtended by a chord bearing South 05 degrees 08 minutes 20 seconds West 284.08 feet, to the point of tangency; thence South 07 degrees 23 minutes 07 seconds East, a distance of 101.95 feet to a point on the North right-of-way of North Point Parkway, thence with said right-of-way, South 82 degrees 36 minutes 53 seconds West, a distance of 80.00 feet to a point; thence leaving said right-of-way, North 07 degrees 23 minutes 07 seconds West, a distance of 101.95 feet to a point at the beginning of a curve, concave easterly, having a radius of 735.00 feet and a central angle of 25 degrees 02 minutes 55 seconds; thence northerly along the arc of said curve to the right a distance of 321.33 feet, said arc subtended by a chord bearing North 05 degrees 08 minutes 20 seconds East 318.77 feet, to a point of compound curvature with a curve, concave southeasterly, having a radius of 340.00 feet and a central angle of 30 degrees 22 minutes 26 seconds; thence northerly along the arc of said curve to the right a distance of 180.24 feet, said arc subtended by a chord bearing North 32 degrees 51 minutes 00 seconds East 178.14 feet, to a 1/2" rebar found at a point of intersection with a non-tangent curve, concave northeasterly, having a radius of 750.00 feet and a central angle of 32 degrees 22 minutes 32 seconds; thence northwesterly along the arc of said curve to the right a distance of 423.79 feet, said arc subtended by a chord bearing North 23 degrees 38 minutes 49 seconds West 418.18 feet, to the point of tangency; thence North 07 degrees 27 minutes 34 seconds West, a distance of 205.17 feet to a point of curvature with a curve, concave easterly, having a radius of 5575.00 feet and a central angle of 00 degrees 19 minutes 32 seconds; thence northerly along the arc of said curve to the right a distance of 31.68 feet, said arc subtended by a chord bearing North 07 degrees 17 minutes 48 seconds West 31.68 feet, to a point of intersection with a non-tangent line; thence North 82 degrees 59 minutes 22 seconds East, a distance of 36.01 feet to a point of intersection with a non-tangent curve, concave easterly, having a radius of 5539.00 feet and a central angle of 00 degrees 19 minutes 29 seconds; thence southerly along the arc of said curve to the left a distance of 31.39 feet, said arc subtended by a chord bearing South 07 degrees 17 minutes 49 seconds East 31.39 feet, to the point of tangency; thence South 07 degrees 27 minutes 34 seconds East, a distance of 229.79 feet to a point; thence South 18 degrees 47 minutes 26 seconds East, a distance of 105.39 feet to a point of intersection with a non-tangent curve, concave northeasterly, having a radius of 705.00 feet and a central angle of 33 degrees 57 minutes 09 seconds; thence southerly along the arc of said curve to the left a distance of 442.38 feet, said arc subtended by a chord bearing South 35 degrees 53 minutes 31 seconds East 435.16 feet, to a point of compound curvature with a curve, concave northerly, having a radius of 455.00 feet and central angle of 31 degrees 26 minutes 51 seconds; thence southeasterly along the arc of said curve to the left a distance of 249.73 feet, said arc subtended by a chord bearing South 69 degrees 35 minutes 31 seconds East 246.61 feet, to a point of intersection with a non-tangent line; thence North 00 degrees 29 minutes 33 seconds West, a distance of 295.76 feet to a point; thence South 89 degrees 30 minutes 27 seconds West, a distance of 30.00 feet to a point; thence North 00 degrees 29 minutes 33 seconds West, a distance of 58.62 feet to a point; thence North 44 degrees 30 minutes 27 seconds East, a distance of 183.36 feet to a point of curvature with a curve, concave southeasterly, having a radius of 120.00 feet and a central angle of 33 degrees 30 minutes 03 seconds; thence northeasterly along the arc of said curve to the right a distance of 70.16 feet, said arc subtended by a chord bearing North 61 degrees 15 minutes 29 seconds East, 69.17 feet, to the point of intersection with a non-tangent line; thence North 03 degrees 51 minutes 36 seconds West, a distance of 82.95 feet to a point; thence North 45 degrees 29 minutes 33 seconds West, a distance of 214.30 feet to a point; thence North 75 degrees 29 minutes 31 seconds West, a distance of 42.30 feet to a point; thence South 44 degrees 30 minutes 27 seconds West, a distance of 163.75 feet to a point; thence North 45 degrees 29 minutes 33 seconds West, a distance of 66.50 feet to a point; thence South 44 degrees 30 minutes 27 seconds West, a distance of 5.00 feet to a point; thence North 45 degrees 29 minutes 33 seconds West, a distance of 324.00 feet to a point; thence South 44 degrees 30 minutes 27 seconds West, a distance of 30.00 feet to a point; thence South 45 degrees 29 minutes 33 seconds East, a distance of 4.67 feet to a point; thence South 44 degrees 30 minutes 27 seconds West, a distance of 49.77 feet to a point; thence South 83 degrees 23 minutes 06 seconds West, a distance of 67.90 feet to a point of intersection with a non-tangent curve, concave easterly, having a radius of 5,539.00 feet and a central angle of 00 degrees 23 minutes 43 seconds; thence southerly along the arc of said curve to the left a distance of 38.23 feet, said arc subtended by a chord bearing South 06 degrees 48 minutes 46 seconds East 38.23 feet, to the point of intersection with a non-tangent line; thence South 82 degrees 59 minutes 22 seconds West, a distance of 36.01 feet to a point of intersection with a non-tangent curve, concave easterly, having a radius of 5,575.00 feet and a central angle of 00 degrees 24 minutes 00 seconds; thence northerly along the arc of said curve to the right a distance of 38.93 feet, said arc subtended by a chord bearing North 06 degrees 48 minutes 38 seconds West 38.93 feet, to a point; thence North 06 degrees 32 minutes 16 seconds West, a distance of 14.12 feet to a point of curvature with a curve, concave easterly, having a radius of 5,575.00 feet and a central angle of 04 degrees 40 minutes 27 seconds; thence northerly along the arc of said curve to the right a distance of 454.81 feet, said arc subtended by a chord bearing North 04 degrees 07 minutes 42 seconds West 454.69 feet, to a 1/2" rebar found at a point of intersection with a non-tangent line; thence North 25 degrees 14 minutes 06 seconds West, a distance of 242.94 feet to a right-of-way monument on the southerly right-of-way of North Fulton Expressway-Ga. Hwy. 400 and the point of intersection with a non-tangent curve, concave southeasterly, having a radius of 5,579.58 feet and a central angle of 05 degrees 03 minutes 56 seconds; thence with the southerly right-of-way of North Fulton Expressway-Ga. Hwy. 400, the following six courses and distances: (1) northeasterly along the arc of said curve to the right a distance of 493.29 feet, said arc subtended by a chord bearing North 59 degrees 39 minutes 31 seconds East 493.13 feet, to a right-of-way monument at the point of intersection with a non-tangent line; (2) North 68 degrees 23 minutes 02 seconds East, a distance of 485.85 feet to a right-of-way monument; (3) North 68 degrees 29 minutes 17 seconds East, a distance of 258.33 feet to a right-of-way monument; (4) North 64 degrees 55 minutes 26 seconds East, a distance of 345.27 feet to a right-of-way monument; (5) North 69 degrees 49 minutes 33 seconds East, a distance of 199.68 feet to a right-of-way monument; and (6) North 75 degrees 23 minutes 24 seconds East, a distance of 301.31 feet to a concrete right-of-way monument and the True Point of Beginning; containing 3,626,228 square feet (83.2467 acres) of land, more or less and containing all the land described in Schedule A of First American Title Company Title Commitment No. NCS-614549-CHI2 with an effective date of May 26, 2013.

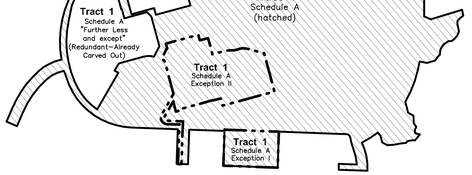
Together with non-exclusive easements appurtenant to the above described property as set forth in:

(I) Construction, Operation and Reciprocal Easement Agreement among Northpoint Mall Limited Partnership, a Georgia limited partnership, The May Department Stores Company, a New York corporation, and Mervyn's, a California corporation doing business in Georgia as Mervyn's Inc., dated as of February 3, 1993, recorded in Deed Book 16274, Page 9, Fulton County, Georgia records; as modified by First Amendment thereto, dated May 18, 1994, recorded in Deed Book 19851, Page 319, as further amended by Second Amendment thereto, dated February 7, 1996, recorded in Deed Book 20648, Page 200, as assigned by those certain Quitclaim Assignment and Assumption of Reciprocal Easement Agreement (North Point Mall), dated December 22, 1995, recorded in Deed Book 20437, Page 274, and Quitclaim Assignment and Assumption of Reciprocal Easement Agreement (GGP–North Point, Inc.), dated December 22, 1995, recorded in Deed Book 20437, Page 296; aforesaid records.

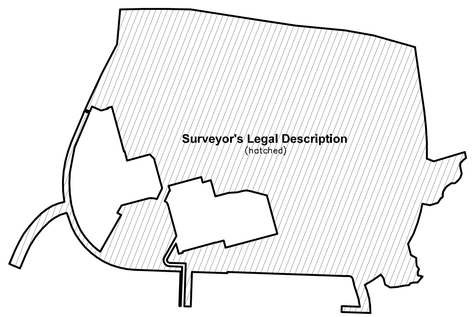
(II) Easement Agreement with Covenants and Restrictions Affecting Land between Cousins Properties Incorporated, a Georgia corporation, and Northpoint Mall Limited Partnership, an Illinois limited partnership, dated February 18, 1992, recorded in Deed Book 15003, Page 51, aforesaid records; amended by First Amendment filed November 12, 1992, recorded in Deed Book 15954, Page 25, aforesaid records; modified by Amendment to Restrictive Covenants and Reservation of Easements between Cousins Properties Incorporated and North Point Mall Limited Partnership, dated February 18, 1992, recorded in Deed Book 15003, Page 127, aforesaid records; and

(III) Easement Agreement between Cousins Properties Incorporated; a Georgia corporation, and Northpoint Mall Limited Partnership, an Illinois limited partnership, dated November 2, 1992, recorded in Deed Book 15954, Page 27, aforesaid records.

(IV) Temporary Access Easement Agreement between Cousins Properties Incorporated and North Point Mall Limited Partnership, dated November 2, 1992 , filed for record November 12 , 1992 , recorded in Deed Book 15954 , Page42, aforesaid Records;



SCHEDULE A OVERVIEW
Scale: 1"=500'



SURVEYOR'S LEGAL OVERVIEW
Scale: 1"=500'

FIRST AMERICAN TITLE INSURANCE COMPANY COMMITMENT NO. NCS-614549-CHI2 SCHEDULE B, SECTION II:

Numbers correspond with survey-related Schedule B exception items contained in the above referenced Title Commitment.

12. Slope Easements as conveyed in that certain Deed from R. C. Nesbit, et al to Fulton County, dated September 14, 1951, filed for record , and recorded in Deed Book 2734, Page 643, Fulton County, Georgia records. (affects appurtenant easements only).
(DOES NOT AFFECT THE SUBJECT PROPERTY)

13. Slope Easement from S. C. Landrum to State Highway Department of Georgia, dated February 19, 1968, filed for record February 21, 1968, and recorded in Deed Book 4859, Page 430, aforesaid records.
(CANNOT DETERMINE – DOCUMENT ILLEGIBLE)

14. Sewer Easement from Defoor Properties, Inc. to Fulton County, Georgia, dated November 20, 1975, filed for record January 7, 1976, and recorded in Deed Book 6407, Page 196, aforesaid records; and as amended by that certain Amendment to Sewer Easement and Agreement by and among Cousins Properties Incorporated, a Georgia corporation, Northpoint Mall Limited Partnership, an Illinois limited partnership and Fulton County, Georgia, a political subdivision of the State of Georgia, dated May 30, 1992, filed for record June 18, 1992, and recorded in Deed Book 15381, Page 276, aforesaid records
(AFFECTS THE SUBJECT PROPERTY – PLOTTED AND SHOWN HEREON)

15. Non-Exclusive Easement for Sewer Line Reserved in that certain Warranty Deed from Richard B. Goodsell to River Properties, Incorporated, dated February 1, 1984, filed for record , and recorded in Deed Book 8832, Page 412, aforesaid records. (affects appurtenant easements only)
(DOES NOT AFFECT THE SUBJECT PROPERTY)

16. Easements as reserved in that certain Limited Warranty Deed from Cousins Properties Incorporated, a Georgia corporation to North 400 Venture, an Illinois general partnership whose only general partners are North Atlanta Venture, Inc., a Delaware corporation and JMB/Federated Realty Associates, Ltd., an Illinois limited partnership, dated December 21, 1988, filed for record , and recorded in Deed Book 12137, Page 281, aforesaid records; as contained in the Limited Warranty Deed from Cousins Properties Incorporated to Northpoint Mall Limited Partnership, dated February 18, 1992, recorded in Deed Book 15003, Page 34, aforesaid records; as affected by that certain Easement Agreement with Covenants and Restrictions Affecting Land to Northpoint Mall Limited Partnership, an Illinois limited partnership, dated February 18, 1992, filed for record February 19, 1992, and recorded in Deed Book 15003, Page 51, aforesaid records; as amended by that certain Amendment to REstrictive Covenants and Reservation of Easements, dated February 18, 1992, filed for record February 19, 1992, aforesaid records; as affected by that certain Partial Release of Restrictive Covenants, dated February 18, 1992, filed for record February 19, 1992, and recorded in Deed Book 15003, Page 138, aforesaid records; as amended by that certain First Amendment to Easement Agreement with Covenants and Restrictions Affecting Land, dated November 2, 1992, filed for record November 12, 1992, and recorded in Deed Book 15954, Page 25, aforesaid records; and as affected by that certain Indemnity Agreement from Northpoint Mall Limited Partnership, an Illinois limited partnership to EPI Atlanta No. 1 L.L.C., a Georgia limited liability company, dated June 23, 1995, filed for record June 26, 1995, and recorded in Deed Book 19697, Page 30, aforesaid records.
(AFFECTS AND BENEFITS THE SUBJECT PROPERTY – PLOTTED AND SHOWN HEREON)

17. Terms and provisions of that certain Easement Agreement, by and between Cousins Properties Incorporated and Mansell Crossing Associates, dated May 27, 1992, filed for record, and recorded in Deed Book 15315, Page 41, aforesaid records.
(DOES NOT AFFECT THE SUBJECT PROPERTY)

FIRST AMERICAN TITLE INSURANCE COMPANY COMMITMENT NO. NCS-614549-CHI2 SCHEDULE B, SECTION II:

18. Easements as conveyed in Right-of-Way Deed from Cousins Properties Incorporated to The City of Alpharetta, Georgia, dated May 28, 1992, filed for record , and recorded in Deed Book 15368, Page 96, aforesaid records. (affects appurtenance easement only)
(DOES NOT AFFECT THE SUBJECT PROPERTY)

19. Terms and provisions of that certain unrecorded lease as evidenced by Memorandum of Lease from Northpoint Mall Limited Partnership, an Illinois limited partnership comprised of North Atlanta Venture, a Delaware corporation and JMB/Federated Realty Associates, an Illinois limited partnership to J. C. Penney Company, Inc., a Delaware corporation, dated June 19, 1992, filed for record October 27, 1992, and recorded in Deed Book 15916, Page 165, aforesaid records.
(AFFECTS THE SUBJECT PROPERTY – CONTAINS NO PLOTTABLE ITEMS)

20. Terms and provisions of that certain Construction, Operation and Reciprocal Easement Agreement, by and among Northpoint Mall Limited Partnership, an Illinois limited partnership composed of North Atlanta Venture, Inc., a Delaware corporation, as its general partner and JMB/Federated Realty Associates, Ltd., an Illinois limited partnership as its limited partner, The May Department Stores Company, a New York corporation and Mervyn's, a California corporation, dated February 3, 1993, filed for record February 4, 1993, and recorded in Deed Book 16274, Page 9, aforesaid records; as amended by that certain First Amendment to Construction, Operation, and Reciprocal Agreement, dated May 18, 1994, filed for record August 8, 1995, and recorded in Deed Book 19851, Page 319, aforesaid records; as amended by that certain Second Amendment to Construction, Operation, and Reciprocal Agreement by and among GGP North Point Inc., an Illinois corporation, as successor to North Point mall Limited Partnership, The May Department Stores Company, a New York corporation, Mervyn's, a California corporation doing business in the State of Georgia as Mervyn's Inc., and Dillard Department Stores, Inc., a Delaware corporation, dated February 7, 1996, filed for record February 19, 1996, and recorded in Deed Book 20648, Page 200, aforesaid records; as affected by that certain Quit Claim Assignment and Assumption of Reciprocal Easement Agreement from Hamart Development Co., a Delaware corporation to Target Stores, Inc., a Delaware corporation, dated December 22, 1995, filed for record January 3, 1996, and recorded in Deed Book 20437, Page 274, aforesaid records; as affected by that certain Quit Claim Assignment and Assumption of Reciprocal Easement Agreement from Hamart Development Co., a Delaware corporation to GGPNorth Point, Inc., a Delaware corporation, its successors and assigns, dated December 22, 1995, filed for record January 3, 1996, and recorded in Deed Book 20437, Page 296, aforesaid records; and as amended by that certain Third Amendment to Construction, Operation and Reciprocal Easement Agreement by and among GGP–North Point, Inc., a Delaware corporation, Parisian, Inc., an Alabama corporation, as successor in title to Mervyn's, a California corporation and Dillard's Inc., (successor by name change to Dillard Department Store, Inc.), a Delaware corporation, dated December 5, 2005, filed for record March 27, 2006, and recorded in Deed Book 42214, Page 578, aforesaid records.
(AFFECTS THE SUBJECT PROPERTY – CONTAINS NO PLOTTABLE ITEMS)

21. Terms and provisions of that certain Water Line Easement and Agreement, by and between Northpoint Mall Limited Partnership, an Illinois limited partnership and Fulton County, Georgia, a political subdivision of the State of Georgia, dated March 11, 1993, filed for record April 7, 1993, and recorded in Deed Book 16462, Page 155, aforesaid records.
(AFFECTS THE SUBJECT PROPERTY – PLOTTED AND SHOWN HEREON)

22. Terms and provisions of that certain unrecorded lease as evidenced by Notice of Lease Agreement from Northpoint Mall Limited Partnership, an Illinois limited partnership to Rich's Department Stores, Inc., an Ohio corporation, as successor–in-interest to Rich's, Inc., dated June 15, 1993, filed for record July 14, 1993, and recorded in Deed Book 16835, Page 73, aforesaid records.
(AFFECTS THE SUBJECT PROPERTY – CONTAINS NO PLOTTABLE ITEMS)

23. Terms and provisions of that certain Easement and Maintenance Agreement, by and between Northpoint Mall Limited Partnership and The City of Alpharetta, Georgia, dated July 9, 1993, filed for record , and recorded in Deed Book 17022, Page 299, aforesaid records.
(DOES NOT AFFECT THE SUBJECT PROPERTY)

24. Terms and provisions of that certain Box Culvert Easement and Agreement, by and between Northpoint Mall Limited Partnership, an Illinois limited partnership and The City of Alpharetta, a political subdivision of the State of Georgia, dated September 13, 1993, filed for record September 23, 1993, and recorded in Deed Book 17217, Page 119, aforesaid records.
(AFFECTS THE SUBJECT PROPERTY – PLOTTED AND SHOWN HEREON)

25. Grant of Easement from Northpoint Mall Limited Partnership, an Illinois limited partnership to Atlanta Gas Light Company, dated June 14, 1993, filed for record November 5, 1993, and recorded in Deed Book 17447, Page 337, aforesaid records.
(AFFECTS THE SUBJECT PROPERTY – PLOTTED AND SHOWN HEREON)

26. Terms and provisions of that certain Covenants, Conditions and Restrictions Agreement, by and between Northpoint Mall Limited Partnership, an Illinois limited partnership composed of North Atlanta Venture, Inc., a Delaware corporation and sole general partnership composed of North Atlanta Venture, Inc., a Delaware corporation and sole general partner, and JMB/Federated Realty Associates, Ltd., an Illinois limited partnership and California Pizza Kitchen, Inc., a California corporation, dated December 16, 1993, filed for record December 17, 1993, and recorded in Deed Book 17529, Page 19, aforesaid records.
(AFFECTS THE SUBJECT PROPERTY – CONTAINS NO PLOTTABLE ITEMS)

27. Terms and provisions of that certain Covenants, Conditions and Restrictions Agreement, by and between Northpoint Mall Limited Partnership, an Illinois limited partnership composed of North Atlanta Venture, Inc., a Delaware corporation and sole general partnership composed of North Atlanta Venture, Inc., a Delaware corporation and sole general partner, and JMB/Federated Realty Associates, Ltd., an Illinois limited partnership and Hubert Properties, L.P., a Georgia limited partnership whose sole general partner is Debco, Inc., a Georgia corporation, dated July 20, 1994, filed for record July 25, 1994, and recorded in Deed Book 18520, Page 139, aforesaid records.
(AFFECTS THE SUBJECT PROPERTY – CONTAINS NO PLOTTABLE ITEMS)

28. Easement from Hamart Development Co. to Georgia Power Company dated , filed for record October 6, 1994, and recorded in Deed Book 18841, Page 50, aforesaid records.
(NO LONGER AFFECTS THE SUBJECT PROPERTY)

29. Terms and provisions of that certain unrecorded lease as evidenced by Memorandum of Lease from The Limited Stores, Inc. to Northpoint Mall Limited Partnership, dated July 15, 1993, filed for record August 24, 1993 and recorded in Deed Book 17031, Page 67, aforesaid records.
(AFFECTS THE SUBJECT PROPERTY – CONTAINS NO PLOTTABLE ITEMS)

30. Terms and provisions of that certain unrecorded lease as evidenced by Memorandum of Lease from Victoria's Secret Stores, Inc. to Northpoint Mall Limited Partnership, dated July 15, 1993, filed for record August 24, 1993 and recorded in Deed Book 17031, Page 84, aforesaid records.
(AFFECTS THE SUBJECT PROPERTY – CONTAINS NO PLOTTABLE ITEMS)

31. Terms and provisions of that certain unrecorded lease as evidenced by Memorandum of Lease from Lerner New York, Inc. to Northpoint Mall Limited Partnership, dated July 15, 1993, filed for record August 24, 1993 and recorded in Deed Book 17031, Page 101, aforesaid records.
**(AFF

CITY COUNCIL MEETING
STAFF REPORT

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

I. **AGENDA ITEM TITLE:** MP-18-12/CU-18-14/V-18-19 ECCO PARK

CITY COUNCIL: FEBRUARY 25, 2019

This item was heard at the 2/7/2019 Planning Commission meeting. Staff recommended approval of the item subject to 26 conditions. A member of Bike Alpharetta spoke in favor of the request asking that the City give careful consideration to the intersection improvements needed at North Point Drive and North Point Court. After discussion, Planning Commission recommended approval subject to applicant's markups, except keeping condition #26 as recommended by Staff. Vote 5-1

II. **RECOMMENDATION:**

Approve MP-18-12/CU-18-14/V-18-19 ECCO Park, subject to the following conditions(Planning Commission changes in RED):

1. Property shall be developed substantially as depicted on the plan prepared by Kimley-Horn & Associates, Inc., dated 1/10/2019, except for modifications required to comply with these conditions. However, lot yield depicted is not guaranteed and subject to meeting all City code requirements and conditions of zoning.
2. 'Dwelling, 'For-Sale', Attached' shall be added as a permitted use in North Point Business Center Master Plan Pod 1. Maximum density of Pod 1 shall be 8.15 dwelling units per acre.
3. Maximum building height shall be 4-stories.
4. Architecture and materials shall be developed substantially similar to the submitted renderings, subject to approval by Staff. Buildings shall have 4-sided architecture. Side building elevations visible from North Point Drive and existing private driveways shall have similar architectural details and materials as the front façade and shall have the appearance of a pedestrian entrance, as approved by Staff. The Flats buildings shall have the appearance of individual walkouts on the ground floor, including ~~wood~~ canopy accents over some windows and doors, as well as lighting.
5. Maximum building setbacks on North Point Drive shall be as depicted on the plan prepared by Kimley-Horn & Associates, Inc., dated 1/10/2019.
6. Block size shall be as shown on the plan prepared by Kimley-Horn & Associates, Inc., dated 1/10/2019.
7. Minimum 3.45 acres of open space (2.74 acres of civic space and 0.71 acres of amenity space), consisting of trails, pocket parks, clubhouse and pool, rooftop decks and linear park shall be provided, as depicted on the 1/10/2019 zoning plan.
8. Civic space shall be developed with a park-like setting as shown on the Plan with decorative landscape, hardscape, seating and pedestrian-scale lighting, as approved by Staff.
9. Developer shall dedicate a permanent easement and construct the multi-use trail, as depicted on the site plan prepared by Kimley-Horn & Associates, Inc., dated 1/10/2019, with final alignment/design/materials approved by Staff and construction completed prior to the final CO. Multi-use trail shall be field located with the least impact to existing trees, as approved by Staff. A crosswalk shall be provided across North Point Drive and shall be constructed of a material approved by Staff. Multi-use trail shall include seating/gathering areas, lighting, landscape, hardscape and trail entrance gateway at North Point Drive. Applicant shall hand clear undergrowth, invasive species and dead materials within the stream buffer and maintain such condition to the City's satisfaction. Multi-use trail improvements shall ~~not~~ be eligible for impact fee credits and shall be maintained by the HOA, if not used to meet minimum open space and EcoDistrict requirements.

10. Developer shall meet EcoDistrict measures as requested on the applicant's letter of intent (Exhibit A), dated January 8, 2019. Developer shall provide detailed information at LDP and building permit regarding compliance with each requested EcoDistrict measure. Total EcoDistrict points to be confirmed by Staff.
11. Permanent easements shall be dedicated to the City for public access over required civic space. However, the HOA shall be responsible for maintenance. The existing private street shall remain accessible to the public.
12. The corner of North Point Drive and the main project entrance and North Point Drive and the existing north-south driveway shall be designed with a minimum 1,500 square foot greenspace area as shown on the Plan and shall incorporate a focal point feature, as approved by Staff.
13. Vehicular use areas (drive aisles and surface parking) shall be ~~completely~~ visually screened from North Point Drive and existing private driveways, as approved by Staff. This does not include L-shaped private drive.
14. North Point Drive streetscape shall include minimum 10' sidewalk, 6' planting strip and decorative pedestrian lighting. Street trees shall alternate in the planting strip and backside of sidewalk to provide a canopy for pedestrians. Applicant shall continue streetscape to hotel entrance in exchange for impact fee credits, subject to available right-of-way.
15. New internal streets shall be private as per Plan and meet the Type 'D' Corridor regulations, as approved by the City's Traffic Engineer. Internal sidewalks shall connect the front of all units to the public sidewalk system and shall be minimum 5' with 4' planting strip and pedestrian-scale lighting provided throughout the development.
16. Subject to approval by others and the final configuration of the sidewalk, a planted median shall be required at the project driveway, as approved by Staff. This improvement shall be entitled to impact fee credits.
17. Each dwelling unit in Roof Terrace Home and Terrace Home buildings shall have a minimum 18' driveway from garage to back of alley. Required parking shall be 9' x 19' and enclosed tandem parking shall only count as 1 parking space. Up to 20% may be compact spaces, per UDC.
18. Unfinished wood fences and decks shall not be visible from the street.
19. Developer shall remove exotic and invasive trees and shrubs within stream buffers and tree save areas and replant where sparse, as approved by Staff.
20. Existing trees shall be preserved as depicted on the plan prepared by Kimley-Horn & Associates, Inc., dated 1/10/2019. In addition, developer shall assess existing landscape to determine if any trees can be spaded and relocated on-site.
21. Deleted. ~~Developer shall identify locations with significant tree groupings outside of the required undisturbed buffers and stream buffers. Tree groupings shall be incorporated into the final site plan, as approved by Staff.~~
22. New utilities shall be placed underground.
23. Property must meet IFC Appendix D Fire Department access and comply with 2010 ADA guidelines.
24. Developer shall provide an enhanced pedestrian connection from the development to the south side of North Point Court as per Exhibit B. The intersection shall be signalized if required by Staff. ~~Options include midblock crosswalk and/or enhancements with a traffic signal at the intersection of North Point Drive and North Point Court as required and approved by the City Transportation Engineer.~~ Off-site improvement shall be eligible for impact fee credits and construction completed prior to the final CO.
25. Utility structures, headwalls, etc. shall be finished with decorative stone, if visible from the public right-of-way.
26. No more than 10% of residential units shall be permitted to be rented, as recorded in the Condominium Association declarations and covenants.

III. REPORT IN BRIEF:

The applicant, The Providence Group, is requesting a master plan amendment to the North Point Business Center Master Plan to add 'Dwelling, 'For-Sale' Attached' as a permitted use in Pod 1 to allow for the construction of 159 'For-Sale' Condominium units on 9.2 acres. A conditional use is requested to allow 'Dwelling, 'For-Sale' Attached' and to allow a density of 17.3 dwelling units per acre. Variances are requested to modify the site design and streetscape standards, to increase the maximum block size, to remove the requirement for certain buildings to have a street-facing pedestrian entrance and to allow required parking to be unenclosed. The subject

property is located at 1275 North Point Drive on the north side of North Point Drive at the intersection with North Point Court.

DISCUSSION

The submitted request, if approved, will allow for a 159-unit 'For-Sale' Condominium development on 9.2 acres. A conditional use is requested to allow the proposed use and density and variances are requested to modify the site design and streetscape standards, to increase the maximum block size, to remove the requirement for certain buildings to have a street-facing pedestrian entrance and to allow required parking to be unenclosed. The subject property is located at 1275 North Point Drive on the north side of North Point Drive at the intersection with North Point Court.

The property is zoned PSC (Planned Shopping Center) and is undeveloped, except for a stormwater pond serving Pod 1 outparcels to the east of the subject property and fronting Haynes Bridge Road. Surrounding properties are zoned O-P (Office-Professional) to the north and PSC to the west, south and east. Extended Stay America is located to the north, Corner Bakery, Chipotle and Chase Bank are located to the east, Wendy's, a restaurant and La Quinta Inn & Suites are located to the south and floodplain is located to the west. The Comprehensive Land Use Plan designation of the property is 'Mixed Use', which allows the proposed residential subdivision.

North Point Business Center (MP-91-07) Master Plan was approved in 1991 as a 320-acre master planned development consisting of office, shopping center and residential uses. The Master Plan includes eleven (11) pods, of which six (6) are designated 'Office', four (4) 'Retail/Shopping Center' and one (1) 'High Density Residential'. Pod 1 is approved for 'Office' (at least 84% of site density – 250,000 square feet) and retail/restaurant (no more than 16% of site density – 46,000 square feet) with a maximum building height of ten (10) stories, or 150'. Three (3) retail/restaurant outparcels have been developed along Haynes Bridge Road, consisting of approximately 3.7 acres of the 18.9-acre Pod 1. A 120-room Residence Inn by Marriott was developed on six (6) acres on the western portion of Pod 1. As shown in the table below, there have been several amendments to the North Point Business Center Master Plan over the years, including amendments to Pod 1 to add freestanding retail and restaurant uses.

North Point Business Center Master Plan and Amendments (Approved)

File #	Pod	Request
MP-91-07		Original Master Plan
CLUP-95-10/Z-95-17/MP-95-06	4	To allow 264 'For-Rent' units
MP-96-05	2	Increase height and density to allow hotel for LaQuinta Inn
MP-08-06/PH-08-04/CU-08-05	3	Spa Services for Hand & Stone Massage and Facial Spa
CLUP-11-03/Z-11-04/MP-11-02	1	To allow freestanding retail use on a pod approved for office
MP-12-04/CU-12-05	1	To allow restaurant with drive-through for Pollo Tropical

The property is located in the North Point Activity Center LCI, which was initially adopted in 2008 with a 10-year major update adopted by Council in 2018. The LCI envisions the North Point area as a walkable, mixed-use environment with a focus on sustainability, greenspace and connectivity. The recent LCI update identified a market demand potential of 183 - 197 'For-Sale' townhomes or condominium units over the next five (5) years. The demand analysis is intended to be a measure of market viability, not a prediction

or recommendation for North Point development. Since the adoption of the LCI update in 2018, there have been no residential approvals south of Georgia 400 in the North Point LCI.

A conditional use is requested to allow 'Dwelling, 'For-Sale', Attached' and a density over eight (8) dwelling units per acre. The proposed residential density on the applicant's acreage is 17.3 dwelling units per acre; however, residential density spread over the entire 19.5-acre Pod 1, which is how other master plans are calculated, would be 8.15 dwelling units per acre. 'For-Sale' residential uses in the North Point LCI are generally found on the north side of Georgia 400 in the Cousins Westside Master Plan, which allows condominium densities up to 20 dwelling units per acre and townhome densities up to ten (10) dwelling units per acre. Alara North Point and AMLI at North Point both allow densities up to ten (10) dwelling units per acre. The property is located within Priority Area 1 on the LCI Density Priority Map, which is designated in the North Point Overlay as an appropriate area for higher densities with approval of a conditional use by City Council. The table below provides a comparison between the applicant's proposal and the current development approvals in Pod 1 of North Point Business Center Master Plan.

Use	Applicant's Proposal	Current Master Plan (Pod 1)
Site Acreage	9.2 acres	18.9 acres
Residential	159 'For-Sale' Condominium Units	N/A
Retail/Restaurant	N/A	46,000 SF
Office	N/A	250,000 SF

The applicant requests the following variances to the Unified Development Code (UDC):

1. Subsection 2.10.3(B) – Modify development regulations related to Type C and D Corridors. The proposed building setback along North Point Drive is approximately 30' – 48' due to the presence of a sanitary sewer line. The applicant proposes to add a linear park between the road and the residential buildings addressing North Point Drive. If the variance is approved, it is recommended that the developer improve the area between the road and residential buildings as a linear park.
2. Subsection 2.10.4(A)(1) – Increase the maximum block size. There are existing private driveways on the east side of the property that are subject to an agreement with the commercial outparcels along Haynes Bridge Road and floodplain on the west side of the property. The existing conditions on the property limit the applicant's ability to provide the prescribed block size.
3. Subsection 2.10.8(C) – Remove the requirement for certain buildings to have a street-facing pedestrian entrance. Several buildings are depicted with the side elevation of the building facing North Point Drive or an existing private driveway. The existing private driveways on the east side of the property are subject to an agreement with the commercial outparcels along Haynes Bridge Road, which places limitations on the way in which the site can be laid out.
4. Subsection 2.5.4(B) – Allow a portion of the required residential parking to be unenclosed. The Roof Terrace Home and Terrace Home buildings all provide the required parking within an enclosed garage. However, the Flats buildings only provide 72 of the 115 required parking spaces within an enclosed structure. The site plan depicts 316 parking spaces, well over the City's Parking regulations and North Point Overlay requirements of 244 parking spaces.

SITE PLAN

The submitted site plan depicts 159 condominium units, consisting of 64 flats units in four (4) buildings, 51 terrace homes units in four (4) buildings and 44 roof terrace townhome units in four (4) buildings on 9.2 acres. The flats buildings are depicted to be three (3) stories and terrace home and terrace roof townhome buildings are depicted to be four (4) stories. According to the applicant, there are 26, 1-bedroom units and 133, 2-bedroom units. Roof terrace homes would range in size from 2,032 – 2250 square feet, terrace homes from 1,192 – 1,428 square feet and flats from 891 – 1,335 square feet. A roughly 900 square foot amenity clubhouse and pool are depicted at the center of the property.

The main project entrance is depicted at North Point Drive and North Point Court, with a secondary entrance from the existing private driveway separating the property from the commercial outparcels along Haynes Bridge Road. The property was developed with a private driveway between the commercial outparcels along Haynes Bridge Road and the applicant's property, as well as, an 'L-shaped' private driveway providing access to North Point Court at North Point Drive. Due to covenants and agreements between the applicant's property and the commercial outparcels, the applicant must keep the existing private driveways. The site plan does not depict any traffic-related improvements at the main entrance to the proposed development.

The property has frontage on North Point Drive, which is a Type 'C' Corridor in the North Point Overlay requiring a 0' to 10' building setback. Buildings are proposed to be setback 30' – 48' from North Point Drive, due to the presence of a sanitary sewer easement in the area. A linear park is proposed along North Point Drive between the road and buildings to address the larger setback. Ten-foot (10') sidewalks are depicted along North Point Drive and the existing driveway adjacent to the commercial outparcels.

Unified Development Code (UDC) Parking regulations and North Point Overlay requirements would require 244 parking spaces for the 159 condominium units. Parking in the North Point overlay includes a 20% reduction in required parking, due to the abundance of parking and largest number of bus routes available in Alpharetta. The table below provides a breakdown of the required and provided parking depicted on the applicant's site plan, of which the applicant is proposing a total of 316 parking spaces.

Type	Units	Bedrooms	Parking Rate	Parking Provided in Garages	Req'd Parking	Add'l Parking Provided
Terrace Homes	51	2	1/bedroom	102	102	4 On-Street
Roof Terrace Homes	44	2	1/bedroom	88	88	8 On-Street
Flats	26	1	1.5/unit	72	115 (26 – 1-br and 133 – 2-br)	15 on-street 24 surface
Flats	38	2	1/bedroom			

The North Point Overlay requires a minimum 5% amenity space and 10% civic space. However, the applicant requests a conditional use to increase residential density to 17.3 dwelling units per acre, which requires an additional 1% of civic space for every 1 dwelling per acre above eight (8) dwelling units per acre. Therefore, the proposal would require a minimum 5% amenity space and 19.3% civic space, of which the applicant's site plan depicts 7.8%, or 0.71 acres, of amenity space and 29.9%, or 2.74 acres, of civic space. The site plan depicts open space as pocket parks, multi-use trails, rooftop decks, balconies and clubhouse and pool.

The applicant's tree survey and assessment identify several landscape trees that are in 'Good' condition. If approved, it is recommended that the developer explore spading and relocating existing landscape trees on the property to enhance the maturity level of landscaping at time of project completion.

Rock Mill Creek, a perennial stream, runs through the property to the west and impacts the subject site with stream buffers and floodplain. An existing stormwater pond on the west side of the property is proposed to be enlarged and improvement with a permanent pool and bio-retention areas.

BUILDING ELEVATIONS

The applicant submitted renderings of the three (3) condominium product types: roof terrace homes, flats and terrace homes. Flats buildings are three (3) stories and roof terrace and terrace home buildings are four (4) stories with a modern architectural style and include balconies and rooftop terraces. The same materials and colors are repeated on each of the three (3) products, which consists of brick, stone, split face block, fiber cement siding and fiber cement panels with wood and metal accents on canopies and balconies. The roof terrace and terrace home buildings have individual walkups, while the flats have parking on the first floor of the building with units accessed from the interior.

ECODISTRICT

The North Point Overlay requires that EcoDistrict measures be incorporated into all new developments. Since the applicant's proposal represents development of residential use in excess of eight (8) dwelling units per acre, the applicant must achieve at least ten (10) EcoDistrict points. According to the applicant's letter of intent, they are requesting credit for 12 EcoDistrict points. EcoDistrict points are requested for Building Energy Efficiency, Bio-retention, Connected Open Space, Alternative Transportation and Additional Landscaped Civic Space. If approved, the developer should provide the EcoDistrict measures as requested in the applicant's letter of intent.

EcoDistrict Measure	Description	Available Points	Requested Points
Building Energy Efficiency	10% improvement over City's energy code	3	2
Bio-retention	Bio-retention and permanent pools on west side of property	2	2
Connected Open Space	Series of parks, open spaces and buffered areas	2	2
Alternative Transportation	Provide 3 designated ride-sharing pick-up/drop-off areas	1-2	1
Additional Landscaped Civic Space	10.3%, or 1 acre, of excess landscaped civic space	1-5	5
TOTAL		**9 - 14**	**12**

TRAFFIC

The proposed project, consisting of 159 condominium units, would generate 88 PM Peak Hour trips. When compared to development of the property under the current approval (250,000 square feet of office), the applicant's proposal to construct a residential subdivision would result in a significant reduction of vehicular trips (-271 PM Peak Hour trips) over office use (see table below).

		ADT	SAT	AM Peak Hour			PM Peak Hour			Sat. Peak Hour		
CURRENT ZONING				In	Out	Total	In	Out	Total	In	Out	Total
710: GENERAL OFFICE												
250,000	SF Gross Floor Area	2,701	553	344	46	390	61	298	359	42	36	78
Total Trips (Current Zoning)		**2,701**	**553**	**344**	**46**	**390**	**61**	**298**	**359**	**42**	**36**	**78**
PROPOSED ZONING												
230: Residential Condominium / Townhouse												
159	Number of Units	952	587	13	62	75	59	29	88	48	41	89
Total Trips (Proposed Zoning)		**952**	**587**	**13**	**62**	**75**	**59**	**29**	**88**	**48**	**41**	**89**
NET TRIPS INCREASE (DECREASE)		(1,749)	34	(331)	15	(316)	(2)	(269)	(271)	6	5	11

* Trip Generation, 7th Edition (ITE)

The City's Transportation Engineer requested a traffic study examining a single-lane roundabout at the main project entrance on North Point Drive; however, the study submitted by the applicant shows that due to lunchtime volume a single-lane roundabout would not be sufficient. As shown below, the City's Public Works Department prepared a single-lane roundabout conceptual plan. However, significant right-of-way will be required for a double-lane roundabout. Staff has conditioned a traffic study be submitted with best recommendation and if a signal is viable. This improvement is needed regardless of the development and constitutes a system improvement.

The existing access to the site from North Point Drive is at the limited access driveway across from North Point Court. This intersection does not allow straight or left turn movements from the side streets. The applicant evaluated the possibility of improving the intersection of North Point Drive and North Point Court with a single lane roundabout. This improvement would provide better connectivity for vehicle traffic by allowing all movements to occur. Based on the existing traffic volumes and the assumptions from the traffic study, the analysis determined that the roundabout would worsen existing traffic operation. The traffic generated by the proposed development can be accommodated with the existing configuration. Those drivers wishing to travel from the development to northbound Haynes Bridge would have to exit the development, take a right toward North Point Mall, then U-turn at the next intersection.

SCHOOLS

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

FULTON COUNTY SCHOOLS – 159 Single-Family Condominium Units

School	Single Family Average #
Northwood Elementary School	2 to 19 students
Haynes Bridge Middle School	0 to 4 students
Centennial High School	0 to 9 students
TOTAL	2 to 32 students

Based on the total figure for all three school levels, it can be assumed that the proposed development could house approximately 2 – 32 school age children. Numbers provided by Fulton County Schools show that all three (3) schools are currently over capacity.

STANDARDS FOR MASTER PLAN AMENDMENTS

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

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

Response: The zoning proposal would be suitable as it relates to compliance with the vision in the North Point LCI and North Point Overlay. The property is located in Priority Area 1, which is identified in the North Point Overlay as an appropriate location for higher residential densities. In addition, residential use on the subject property would have less impact as compared to the current entitlement of 250,000 square feet of office.

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

Response: The zoning proposal should not adversely affect the existing use or usability of adjacent or nearby properties. The proposal would bring households closer to non-residential uses, building up the customer base in the area.

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. The applicant's site plan respects on-site stream buffers and floodplain.

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

Response: The zoning proposal would have less impacts to the surrounding roadway system and introduces residential use to the area, which is consistent with the vision of the North Point LCI.

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 applicant's proposal to construct a residential subdivision would result in a significant reduction of vehicular trips over the current entitlement of 250,000 square feet of office. The zoning proposal would have impacts on public facilities and services as it would result in an increased demand on parks and recreation, fire and police and schools. However, the current entitlement would greatly impact traffic.

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

Response: Residential use was not originally contemplated in the PSC zoning district. The North Point LCI established the vision for the area in the 2008 and 2018 LCI documents, which now contemplate adding residential uses to the area.

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 request to allow 'For-Sale' attached product should not have negative impacts to public health, safety or welfare. The zoning proposal is consistent with the future land use designation of the property and the vision of the North Point LCI to add residential uses to the area. In addition, residential use would have less impacts on roads than a 250,000 square foot office building.

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

Response: The zoning proposal would have less impacts to the surrounding roadway system and introduces residential use to the area, which is consistent with the vision of the North Point LCI.

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

Response: The request to allow 'Dwelling, 'For-Sale', Attached' product is consistent with the Comprehensive Land Use Plan designation of the property, which is 'Mixed Use'.

CONDITIONAL USE REVIEW CRITERIA

In reviewing a request for conditional use, City Council must give consideration to the following criteria in addition to the set forth in UDC Section 2.2.a:

a. Conformance with the North Point Livable Centers Initiative Study, the Comprehensive Plan, and other City policies, plans, and initiatives;
b. The City of Alpharetta Rental housing study;
c. The number of EcoDistrict measures incorporated under Section 2.10.11, provided that development projects seeking to increase residential density shall incorporate measures totaling 10 points minimum;
d. The impact on the public health, safety, and general welfare; and
e. Other considerations deemed material to the application by city council.

Response: The zoning proposal to add residential use is consistent with the vision in the North Point Activity Center LCI and Comprehensive Plan. The property is also located within Priority Area 1, which is identified on the LCI Density Priority Map in the North Point Overlay as an appropriate location for higher residential densities. The applicant is requesting credit for 12 EcoDistrict points. EcoDistrict points are requested for Building Energy Efficiency, Bio-retention, Connected Open Space, Alternative Transportation and Additional Landscaped Civic Space. The request to allow 'For-Sale' attached product should not have negative impacts to public health, safety or welfare. The zoning proposal is consistent with the future land

use designation of the property and the vision of the North Point LCI to add residential uses to the area. In addition, residential use would have less impacts on roads than a 250,000 square foot office building. The site plan generally meets the 14 review criteria in the Planned Shopping Center (PSC) district.

VARIANCE REVIEW CRITERIA

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

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

Response: There are exceptional conditions pertaining to the subject property due to the size, shape or topography of the property. There are existing private driveways on the east side of the property that are subject to an agreement with the commercial outparcels along Haynes Bridge Road and floodplain on the west side of the property. The existing conditions limit the applicant's ability to provide the prescribed block size and building orientation. The applicant proposes a linear park along North Point Drive to offset the larger building setback along North Point Drive, due to an existing sanitary sewer line. The applicant proposes 30% more parking than required by the North Point Overlay.

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

Response: There are existing private driveways on the east side of the property that are subject to an agreement with the commercial outparcels along Haynes Bridge Road and floodplain on the west side of the property. The existing conditions limit the applicant's ability to provide the prescribed block size and building orientation. The applicant proposes a linear park along North Point Drive to offset the larger building setback along North Point Drive, due to an existing sanitary sewer line. The applicant proposes 30% more parking than required by the North Point Overlay.

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

Response: There are conditions that are unique to the subject property, which impact its usability. There are existing private driveways on the east side of the property that are subject to an agreement with the commercial outparcels along Haynes Bridge Road and floodplain on the west side of the property. The existing conditions limit the applicant's ability to provide the prescribed block size and building orientation. The applicant proposes a linear park along North Point Drive to offset the larger building setback along North Point Drive, due to an existing sanitary sewer line. The applicant proposes 30% more parking than required by the North Point Overlay.

(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.

CONCURRENCES

Staff has reviewed the applicant's proposal and finds that it can generally support the request for master plan amendment, conditional use and variances. The property is within the North Point Overlay where walkability, mix of uses, site design and EcoDistrict measures are key components to a successful development. The proposed conditional use is supported by the property's location in Priority Area 1 on the LCI Density Priority Map.

The applicant's proposed use would add to the mix of uses in the North Point area, bringing in a built-in customer base to patronize existing commercial establishments. The proposed master plan amendment to remove office and add residential use would produce fewer vehicular trips on the surrounding roadway network. More importantly, the proposed use is consistent with the Comprehensive Land Use Plan designation of the property, which is 'Mixed Use'.

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 January 9, 2019. Eight (8) residents signed-in with comments, with seven (7) in support and one (1) in opposition with concerns over high density and deforestation.

IV. ATTACHMENTS:

- Site Plan
- Elevations

of restaurant, retail, and for-rent multifamily residential. The proposed development will further the trend toward transforming the area into a walkable, mixed-use environment by adding a variety of for-sale housing product to the area.

I. Specific Project Description

A. Summary

The overall project contains ±9.18 acres of land that is currently undeveloped. The vegetation on the Subject Property consists primarily of small caliber tree growth, resulting from the site being fully cleared and graded in the 1990's.

The property as a whole is bounded by Georgia 400, Rock Mill Road, and the Extended Stay America hotel to the north; undeveloped property within the floodplain of Rock Mill Creek to the west; existing restaurant and bank uses along Haynes Bridge Road to the east; and the right-of-way of North Point Drive to the south. The site is accessed from an existing drive that connects North Point Drive to the existing access drive to the east, through the Subject Property (the "existing internal drive"). The proposed vehicular connections to the residential buildings will tie to the existing internal drive.

The new residential development shall consist of 159 units of for-sale attached housing in thirteen (13) buildings. Its amenities shall include green "muse" courtyards, a pool, a club/events room, fitness center, a business center, bicycle parking, and rental bicycle opportunities. The upper floor units will also have individual rooftop garden terraces. The units will feature modern floor plans with high-lever interior finishes and appliances. The anticipated sizes of the unit types are as follows: Roof Terrace Units: 2032 – 2250 square feet; Terrace Home Units: 1192 – 1428 square feet; Stacked Flat Units: 891 – 1335 square feet.

B. Phasing

The project shall not be phased.

C. Eco District Measures for Density Bonus

The North Point Overlay District requires all new development to obtain minimum point values as outlined in UDC § 2.10.11. The construction of new buildings requires a minimum of 7 points and the requested conditional use for residential density requires a minimum of 10 points. The design elements in the proposed development will earn a total of 12 EcoDistrict points. Those design elements include (the item numbers below correspond to those listed under § 2.10.11.D):

4) Building Energy Measures (2 points)

The proposed development's new building construction will demonstrate an average of 10% improvement over the city's current energy code. An energy model will be provided to ensure compliance with the requirement. The project is requesting the available 2-pts for this measure.

5) Bioretention (2 points)

The bioretention measure language in the EcoDistrict Measures relates more to larger parking lots with linear bioretention between multiple parking bays and inward draining lots to encourage infiltration and water treatment through native landscaping. However, as this is a residential project without significant surface parking lots, bioretention areas and permanent pools are to be centralized at the west end of the project to provide appropriate water quality treatment for the site prior to discharge to the buffered tributary from Morrison Lake. Additionally, linear bioretention planters are to be utilized in the landscape zone of proposed internal drives. The project requests the two available points for the measure based on its compliance with water quality intent although it is not parking lot centric as written based on the proposed product type..

10) Connected Open Space (2 points)

Ecco Park proposes a series of connected parks, open spaces, and buffered areas. The project's ground level open spaces are connected along the property frontage as well as along the rear of the project through pedestrian sidewalk and buffered areas. The individual open spaces comply with the 40-ft minimum dimension and the road crossing connections are not included in the open space area calculation. The project provides more than 2.00-acres of connected open space in accordance with the measure requirement.

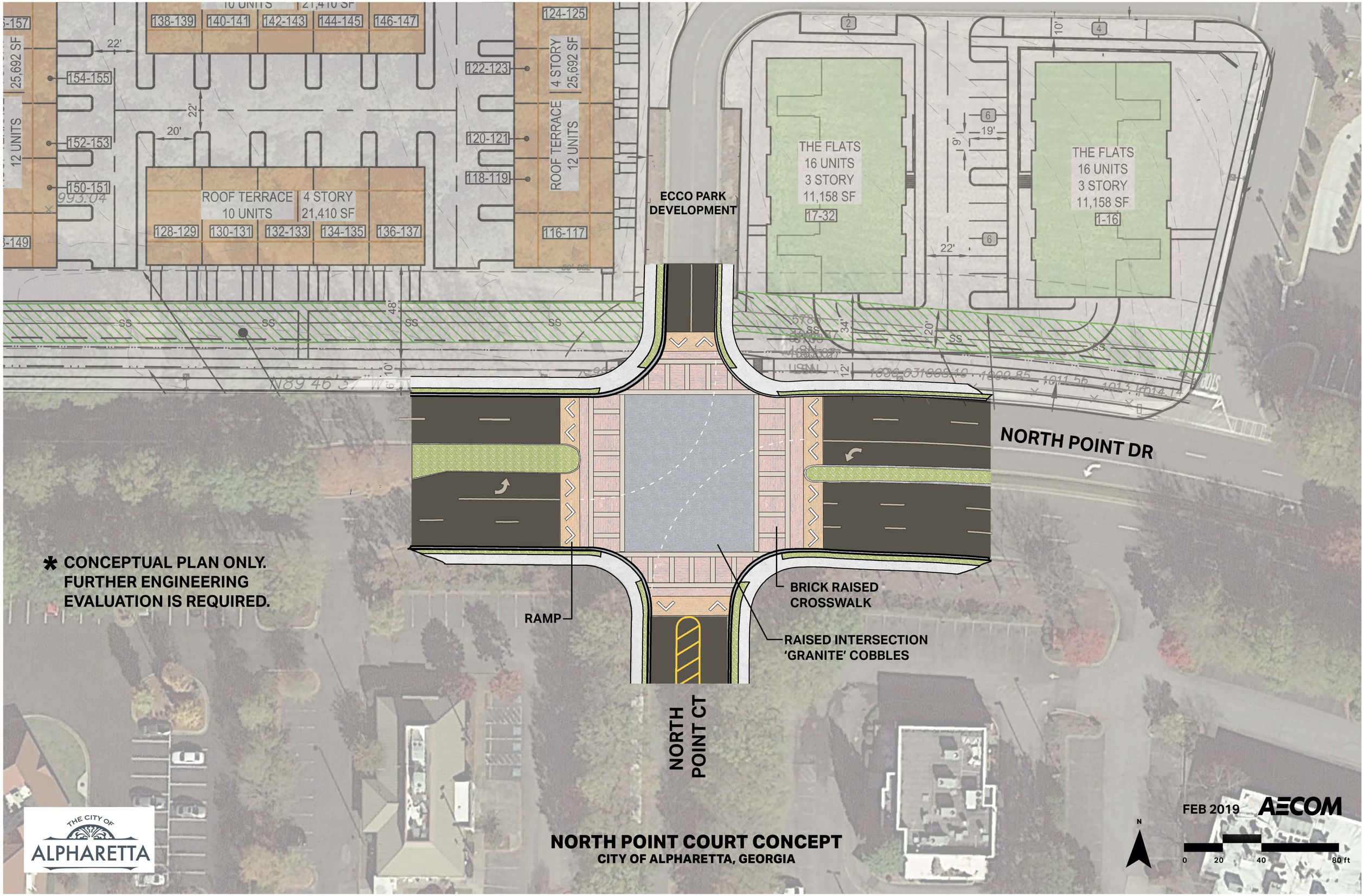
14) Alternative Transportation Measure (1 point)

One point shall be available for each on- or off-street pick-up/drop-off zone per 100 new or added vehicular parking spaces for the exclusive use of passengers arriving by taxi, ride-sharing, or shuttle. 324 new parking spaces are proposed in Ecco Park. Three (3) dedicated ride-sharing pick-up/drop-off spaces are provided in the internal drive area near the amenity zone, making the project eligible for 1 point. The spaces are called out in the site plan attached to this Application.

15) Additional Landscaped Civic Space (5 points)

One point shall be available for each one additional percent of gross acreage provided as civic space, up to five total points for this measure. The required civic space for the project is 19.3% (77,177-sf), while 28.1% is provided (112,351-sf). Of the total site area, more than 24.3% of total site area (97,171-sf) is landscaped civic space, making the project eligible for 5 points. The civic spaces are hatched on the plan for clarity..

EXHIBIT B



✱ CONCEPTUAL PLAN ONLY.
FURTHER ENGINEERING
EVALUATION IS REQUIRED.

THE CITY OF ALPHARETTA

NORTH POINT COURT CONCEPT

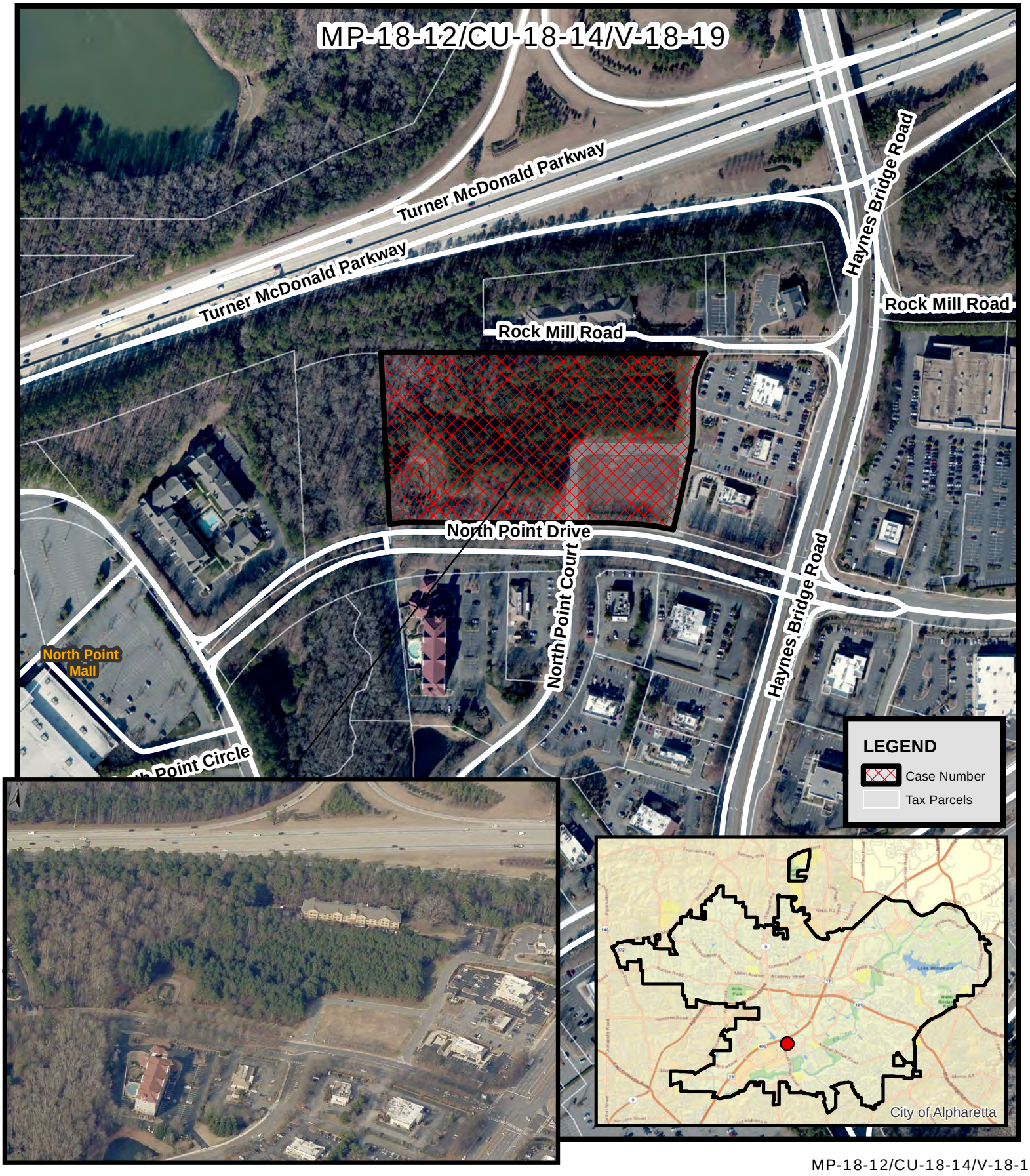
CITY OF ALPHARETTA, GEORGIA

FEB 2019

AECOM

N

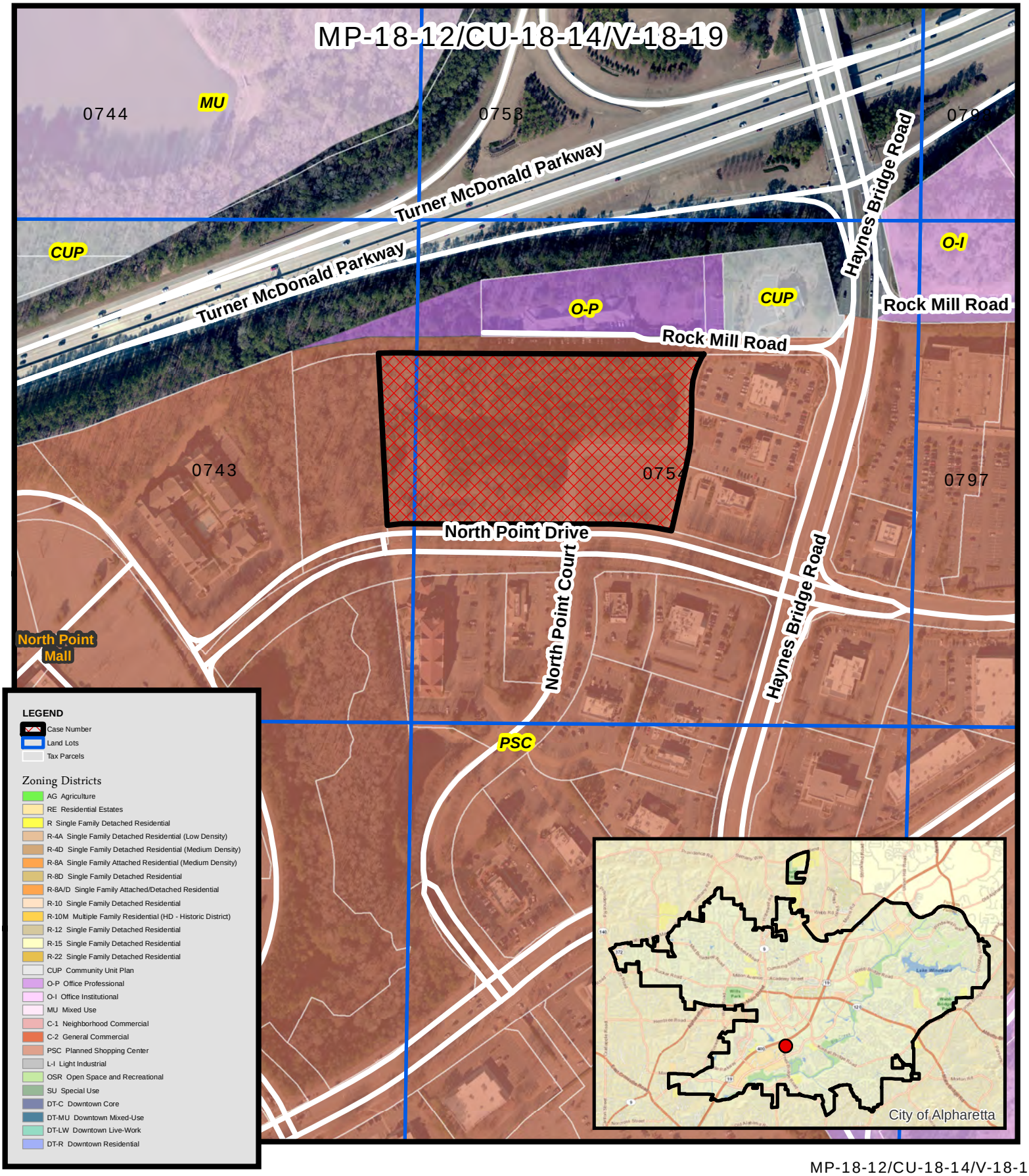
0 20 40 80 ft



Aerial Map
TPG Ecco Park
North Point Drive

MP-18-12/CU-18-14/V-18-19
D/LL: 1/2/743, 754
PC Date: 2/07/19
CC Date: 2/25/19

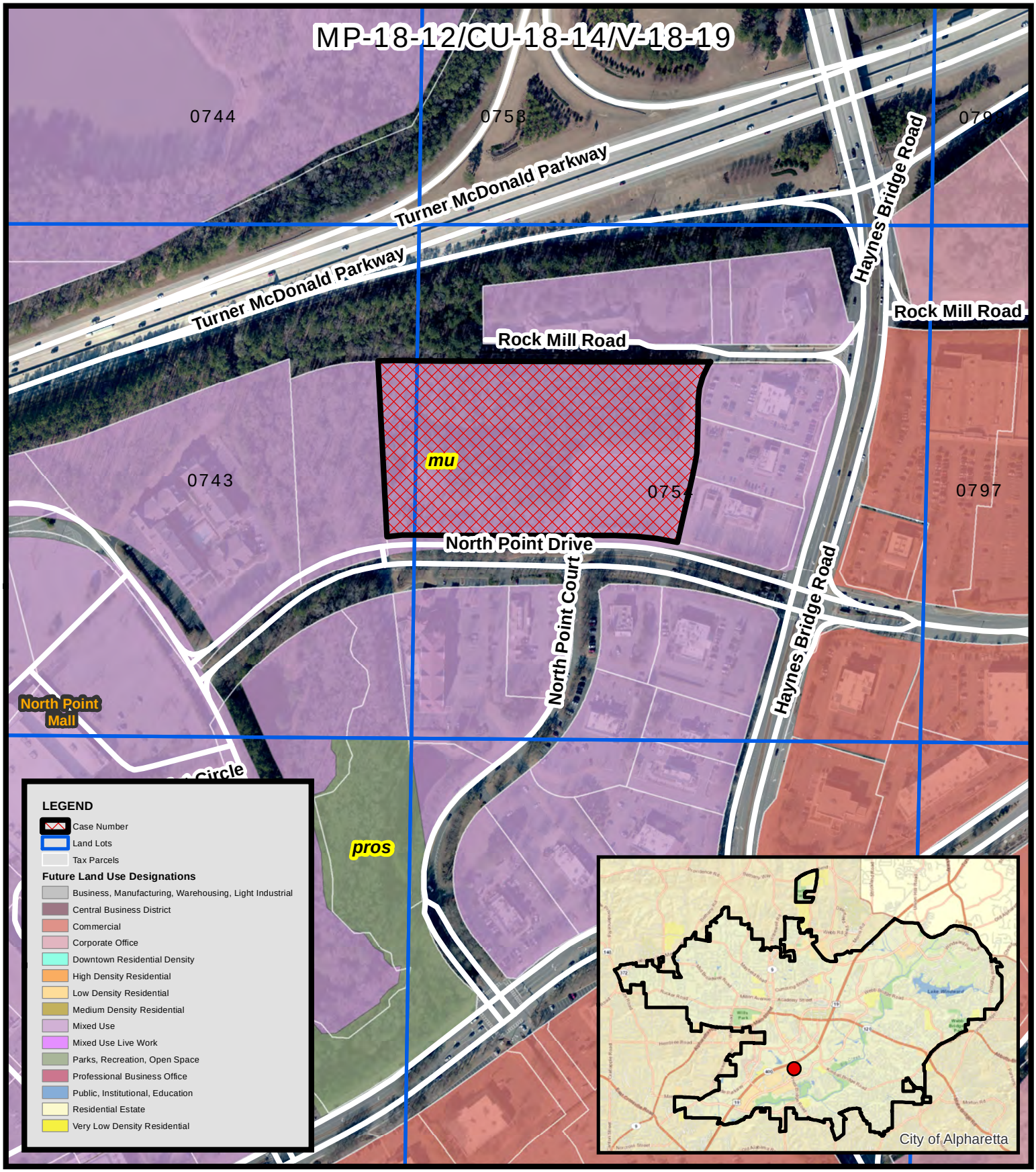
Location Map Provided by:
Community Development - GIS



Zoning Map
TPG Ecco Park
North Point Drive

MP-18-12/CU-18-14/V-18-19
D/LL: 1/2/743, 754
PC Date: 2/07/19
CC Date: 2/25/19

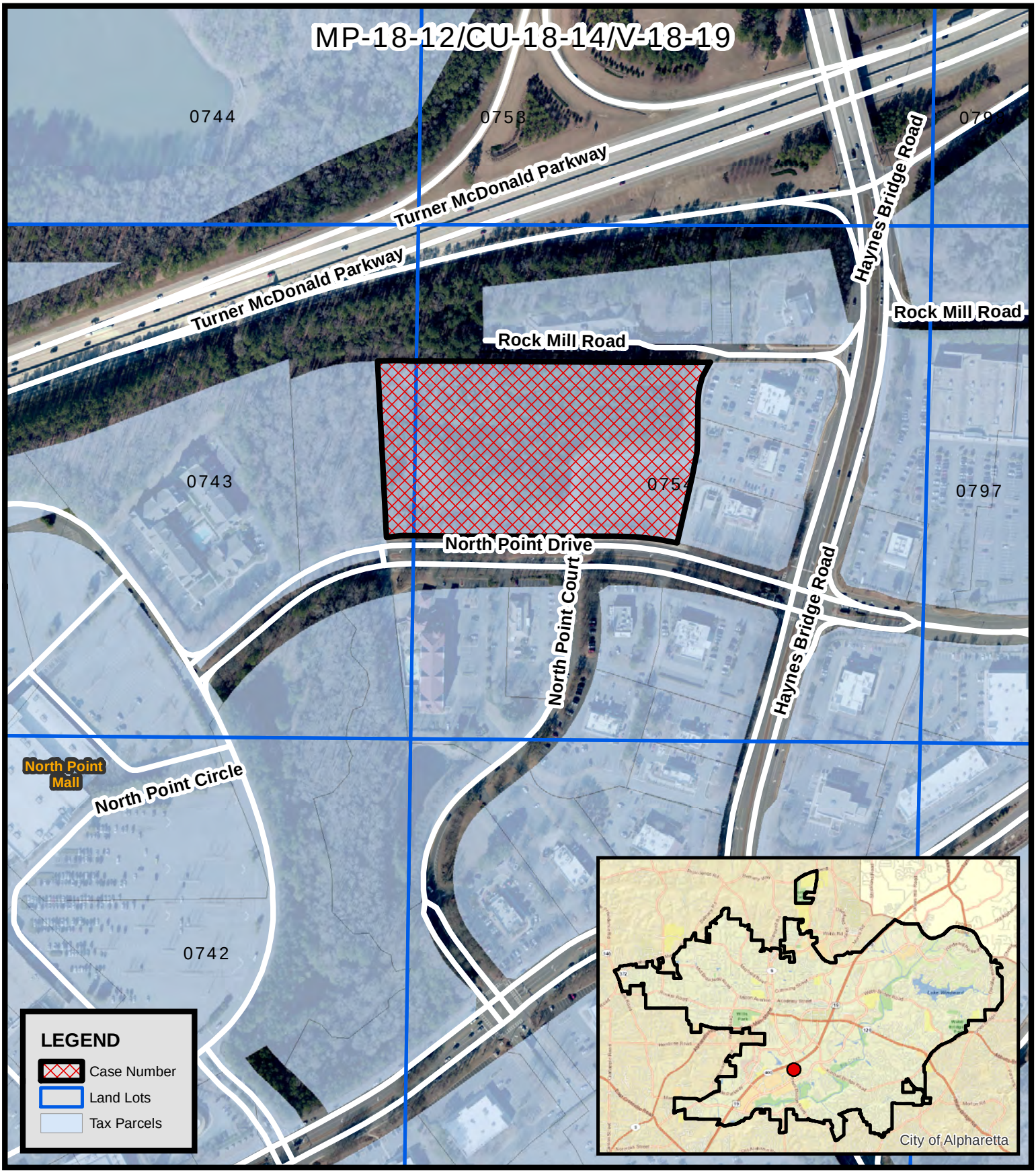
Location Map Provided by:
Community Development - GIS



Future Land Use
TPG Ecco Park
North Point Drive

MP-18-12/CU-18-14/V-18-19
D/LL: 1/2/743, 754
PC Date: 2/07/19
CC Date: 2/25/19

Location Map Provided by:
Community Development - GIS



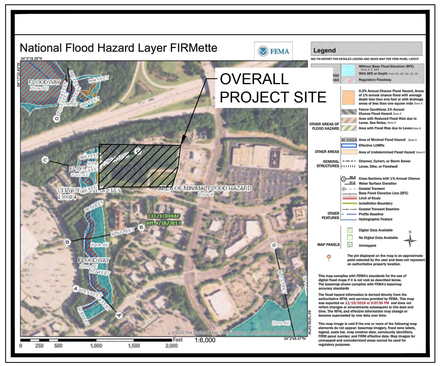
Location Map
TPG Ecco Park
North Point Drive

MP-18-12/CU-18-14/V-18-19
D/LL: 1/2/743, 754
PC Date: 2/07/19
CC Date: 2/25/19

Location Map Provided by:
Community Development - GIS



VICINITY MAP



FEMA MAP

THE PROJECT SITE DOES LIE WITHIN A FLOOD HAZARD AREA PER FIRM PANEL 13121C0066F DATED 09/18/2013. LIMITS OF FLOODPLAIN REMAIN WITHIN BUFFER AREAS.

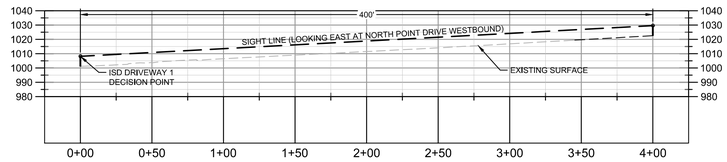
HORIZONTAL SIGHT DISTANCE

RIGHT-TURN	LEFT-TURN
EXCEEDS 400'	EXCEED 400'

STORMWATER MANAGEMENT NOTE:

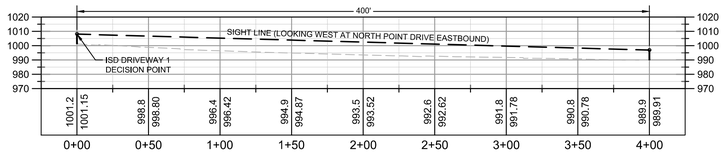
SITE WILL CONTAIN ONSITE STORMWATER CONTROLS TO MEET ALL LOCAL AND STATE REQUIREMENTS. THIS MAY INCLUDE THE COMBINATION OF SEVERAL COMPONENTS (PERVIOUS PAVING, A CISTERN, OR OTHER COMPONENTS) PROVIDING RUNOFF REDUCTION, CHANNEL PROTECTION, AND OVERBANK FLOODING PROTECTION, AND WATER QUALITY CONTROL PER THE CODE REQUIREMENTS.

SCALE: 1" = 50'



PROFILE VIEW

SIGHT DISTANCE PROFILE - DRIVEWAY 1 (WEST TO EAST)
1" = 50' HORZ.
1" = 50' VERT.



PROFILE VIEW

SIGHT DISTANCE PROFILE - DRIVEWAY 1 (EAST TO WEST)
1" = 50' HORZ.
1" = 50' VERT.

LEGAL DESCRIPTION

All that tract or parcel of land lying and being in Land Lots 743 & 754, 1st District, 2nd Section, City of Alpharetta, Fulton County, Georgia and being more particularly described as follows:

To find the POINT OF BEGINNING, commence at a point at the intersection of the westerly right of way of Haynes Bridge Road (having a variable right of way) with the northerly right-of-way of North Point Drive (having a variable right of way), if the right of ways were extended to intersect; thence, leave the aforesaid point and right-of-way of Haynes Bridge Road North 73° 40' 07" West, 20.00 feet to a point on the aforesaid right-of-way of North Point Drive; thence, continuing with the aforesaid right-of-way of North Point Drive North 73° 40' 07" West, 214.45 feet; thence, 54.88 feet along the arc of a curve deflecting to the left, having a radius of 808.00 feet and a chord bearing and distance of North 75° 36' 50" West, 54.87 feet to a PK Nail found and the POINT OF BEGINNING.

Thence, from said POINT OF BEGINNING and continuing with the aforesaid right-of-way of North

Point Drive the following courses and distances:

1. 172.29 feet along the arc of a curve deflecting to the left, having a radius of 808.00 feet and a chord bearing and distance of North 83° 40' 07" West, 171.96 feet to a point; thence,
2. North 89° 46' 37" West, 516.49 feet to a point; thence,
3. 113.61 feet along the arc of a curve deflecting to the left, having a radius of 575.00 feet and a chord bearing and distance of South 84° 33' 57" West, 113.42 feet to an iron pin set; thence, leaving the aforesaid right-of-way of North Point Parkway and running along an area designated as open space
4. North 01° 23' 41" West, 467.31 feet to an iron pin set on the southerly right-of-way of Rock Mill Road (having an apparent 40' right-of-way; thence, continuing with the southerly right- of-way of Rock Mill Road
5. North 88° 54' 28" East, 149.32 feet to a point; thence,
6. South 89° 06' 57" East, 30.17 feet to an iron pin set; thence,
7. North 02° 15' 09" East, 27.87 feet to an iron pin set on the southerly right-of-way of Georgia State Route 400 (having a variable right-of-way; thence, leaving the aforesaid right-of-way of Rock Mill Road and continuing with the southerly right-of-way of Georgia State Route 400;
8. North 89° 49' 35" East, 110.70 feet to an iron pin set; thence, leaving the aforesaid right-of- way of Georgia State Route 400 and continuing along the property now or formerly owned by BRE ESA Properties, LLC recorded in DB 42321 Page 594 among the land records of Fulton County, Georgia
9. South 02° 15' 09" West, 20.01 feet to an iron pin set; thence,
10. South 89° 50' 29" East, 594.66 feet to an iron pin set on the aforesaid right-of-way of Rock Mill Road; thence, leaving the property of BRE ESA Properties, LLC and continuing with the aforesaid right-of-way of Rock Mill Road
11. South 00° 09' 44" West, 20.01 feet; thence,
12. South 89° 50' 29" East, 11.16 feet to a PK Nail found; thence, leaving the aforesaid right- of-way of Rock Mill Road 106.60 feet along the arc of a curve deflecting to the left, having a radius of 183.97 feet and a chord bearing and distance of South 17° 29' 06" West, 105.12 feet to a PK Nail found; thence,
13. South 00° 53' 04" West, 114.04 feet to a PK Nail found; thence,42.76 feet along the arc of a curve deflecting to the right, having a radius of 212.00 feet and a chord bearing and distance of South 06° 39' 44" West, 42.69 feet to PK Nail found; thence,
14. South 12° 26' 25" West, 214.65 feet to the POINT OF BEGINNING, containing 399,800 square feet or 9.1781 acres of land, more or less.

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

ECO DISTRICT MEASURES:

ANY DEVELOPMENT PROJECT THAT INVOLVES CONDITIONAL USE APPROVAL TO INCREASE RESIDENTIAL DENSITY UNDER SEC. 2.10.B.3.b MUST EARN A MINIMUM OF 10 POINTS IN ACCORDANCE WITH SECTION 2.10.11.B.4.

PROPOSED PROJECT MEASURES:

BUILDING ENERGY EFFICIENCY:	2 POINTS
BIO-RETENTION:	2 POINTS
CONNECTED OPEN SPACE:	2 POINTS
ALTERNATIVE TRANSPORTATION:	1 POINT
ADDITIONAL LANDSCAPED CIVIC SPACE:	5 POINTS
	12 POINTS TOTAL

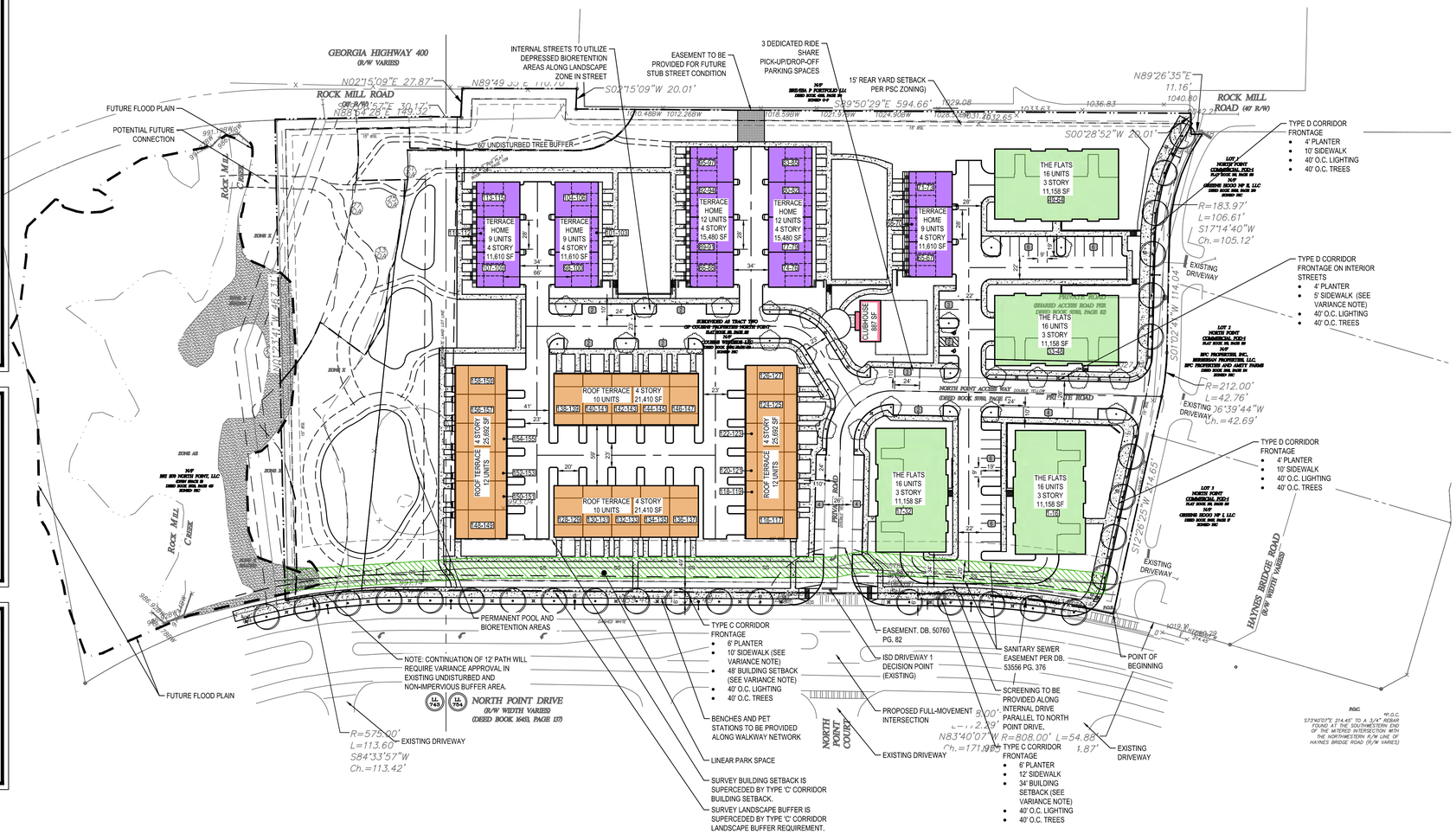
VARIANCES:

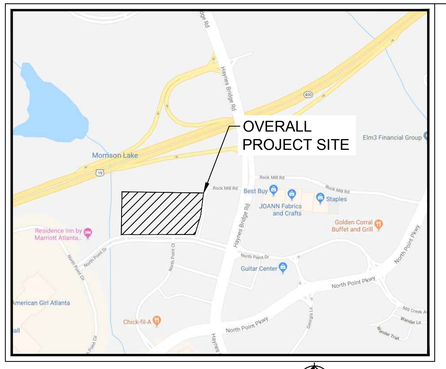
A VARIANCE TO CITY OF ALPHARETTA UNIFIED DEVELOPMENT CODE ("UDC") STREETSCAPE REQUIREMENTS.

A VARIANCE TO ELIMINATE THE REQUIREMENT OF UDC § 2.10.4.A TO INCORPORATE INTERNAL BLOCKS, NOT TO EXCEED 400-FEET PER SIDE OF THE BLOCK PERIMETER.

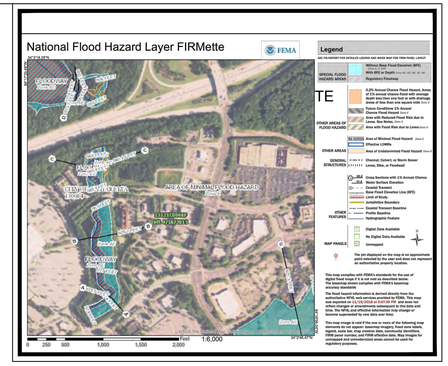
A VARIANCE TO ELIMINATE THE REQUIREMENT OF UDC § 2.10.8.B THAT ALL BUILDINGS TO HAVE A STREET-FACING PEDESTRIAN ENTRANCE.

A VARIANCE TO CITY OF ALPHARETTA UDC TO ALLOW A PORTION OF REQUIRED PARKING SPACES TO BE UNCOVERED.


GEORGIA HIGHWAY 400
(R/W VARIES)
ROCK MILL ROAD
(60' R/W)
NORTH POINT DRIVE
(R/W WIDTH VARIES)
HAYNES BRIDGE ROAD
(R/W WIDTH VARIES)
FUTURE FLOOD PLAIN
POTENTIAL FUTURE CONNECTION
INTERNAL STREETS TO UTILIZE DEPRESSED BIORETENTION AREAS ALONG LANDSCAPE ZONE IN STREET
EASEMENT TO BE PROVIDED FOR FUTURE STUB STREET CONDITION
3 DEDICATED RIDE SHARE PICK-UP/DROP-OFF PARKING SPACES
15' REAR YARD SETBACK PER PSC ZONING)
60' UNDISTURBED TREE BUFFER
TERRACE HOME 9 UNITS 4 STORY 11,610 SF
TERRACE HOME 12 UNITS 4 STORY 15,480 SF
ROOF TERRACE 10 UNITS 4 STORY 21,410 SF
ROOF TERRACE 12 UNITS 4 STORY 25,692 SF
THE FLATS 16 UNITS 3 STORY 11,158 SF
CLUBHOUSE 887 SF
PROPOSED ACCESS ROAD PER DEED BOOK 50760, PAGE 82
NORTH POINT ACCESS WAY (PUBLIC ACCESS)
PROPOSED ACCESS ROAD PER DEED BOOK 50760, PAGE 82
PERMANENT POOL AND BIORETENTION AREAS
NOTE: CONTINUATION OF 12' PATH WILL REQUIRE VARIANCE APPROVAL IN EXISTING UNDISTURBED AND NON-IMPERVIOUS BUFFER AREA.
TYPE C CORRIDOR FRONTAGE
6' PLANTER
10' SIDEWALK (SEE VARIANCE NOTE)
48' BUILDING SETBACK (SEE VARIANCE NOTE)
40' O.C. LIGHTING
40' O.C. TREES
BENCHES AND PET STATIONS TO BE PROVIDED ALONG WALKWAY NETWORK
LINEAR PARK SPACE
SURVEY BUILDING SETBACK IS SUPERCEDED BY TYPE 'C' CORRIDOR BUILDING SETBACK.
SURVEY LANDSCAPE BUFFER IS SUPERCEDED BY TYPE 'C' CORRIDOR LANDSCAPE BUFFER REQUIREMENT.
EASEMENT. DB. 50760 PG. 82
ISD DRIVEWAY 1 DECISION POINT (EXISTING)
PROPOSED FULL-MOVEMENT INTERSECTION
EXISTING DRIVEWAY
SANITARY SEWER EASEMENT PER DB. 53556 PG. 376
SCREENING TO BE PROVIDED ALONG INTERNAL DRIVE PARALLEL TO NORTH POINT DRIVE.
TYPE C CORRIDOR FRONTAGE
6' PLANTER
12' SIDEWALK
34' BUILDING SETBACK (SEE VARIANCE NOTE)
40' O.C. LIGHTING
40' O.C. TREES
POINT OF BEGINNING
EXISTING DRIVEWAY
TYPE D CORRIDOR FRONTAGE
4' PLANTER
10' SIDEWALK
40' O.C. LIGHTING
40' O.C. TREES
TYPE D CORRIDOR FRONTAGE ON INTERIOR STREETS
4' PLANTER
5' SIDEWALK (SEE VARIANCE NOTE)
40' O.C. LIGHTING
40' O.C. TREES
EXISTING DRIVEWAY
R=183.97'
L=106.61'
S17°14'40"W
Ch.=105.12'
R=212.00'
L=42.76'
S6°39'44"W
Ch.=42.69'
R=575.00'
L=113.60'
S84°33'57"W
Ch.=113.42'
N02°15'09"E 27.87'
N88°54'28"E 149.32'
S02°15'09"W 20.01'
N89°26'35"E 11.16'
S00°28'52"W 20.01'
S89°50'29"E 594.66'
S12°26'25"W 214.65'
S00°53'04"E 114.04'
N89°49'33"E 110.70'
N83°40'07"W R=808.00' L=54.88'
Ch.=171.96'
N89°46'37"W 516.49'
N01°23'41"W 467.31'
S88°54'28"W 30.17'
S02°15'09"E 27.87'
N89°06'57"W 30.17'
S89°49'33"W 110.70'
S01°23'41"E 467.31'
N89°46'37"E 516.49'
N02°15'09"E 20.01'
N89°50'29"W 20.01'
N89°50'29"W 594.66'
N00°09'44"E 20.01'
N89°50'29"W 11.16'
N00°53'04"E 114.04'
N12°26'25"E 214.65'
N89°50'29"W 106.60'
N06°39'44"E 42.76'
N89°50'29"W 106.60'
N17°29'06"E 106.60'
N89°50'29"W 106.60'
N89°50'29"W 106.60'
N89°50'29"W

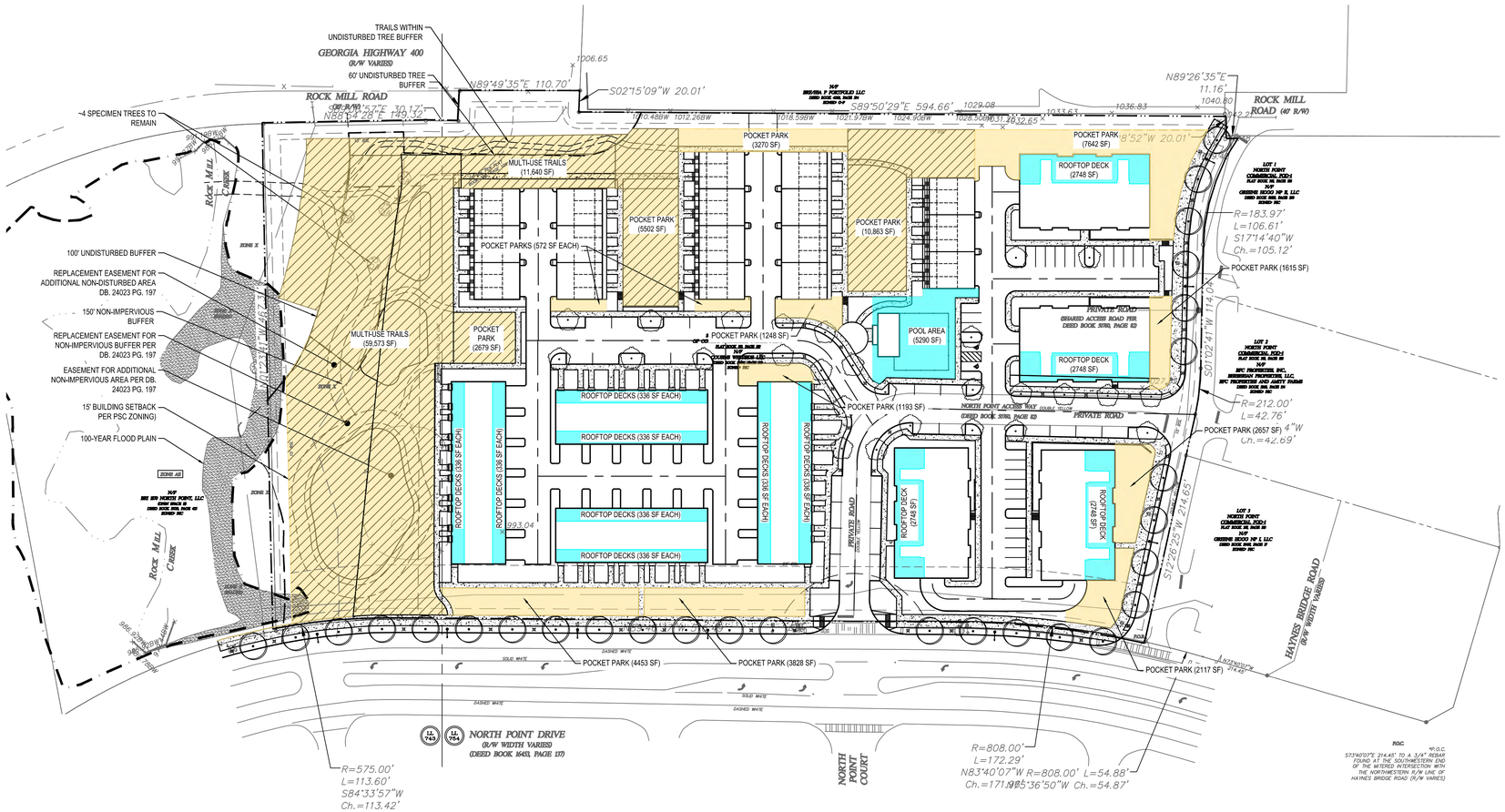


VICINITY MAP



FEMA MAP

THE PROJECT SITE DOES LIE WITHIN A FLOOD HAZARD AREA PER FIRM PANEL 13121C0066F DATED 09/18/2013. LIMITS OF FLOODPLAIN REMAIN WITHIN BUFFER AREAS.



SITE NOTES:

APPLICANT:	THE PROVIDENCE GROUP OF GEORGIA, LLC
APPLICANT CONTACT:	WARREN JOLLY (770-218-1725)
PROPERTY ADDRESS:	0 NORTH POINT DRIVE
LAND LOTS / DISTRICT / SECTION:	743 & 754 / 1 / 2
PARCEL ID NUMBER:	12-2842-0801-011-1
ZONING	PSC (PLANNED SHOPPING CENTER) & NORTH POINT LCI STUDY AREA & WITHIN FUTURE NORTH POINT OVERLAY DISTRICT (CURRENTLY UNDER REVIEW)
OVERALL SITE AREA:	9.18 ACRES
TOTAL PROPOSED UNITS:	159 UNITS
THE FLATS:	64 UNITS
TERRACE HOMES:	51 UNITS
ROOF TERRACE:	44 UNITS
OVERALL PROPOSED DENSITY:	17.3 UNITS / ACRE
MAXIMUM LOT COVERAGE:	7.34 ACRES (80.0%)
PROPOSED LOT COVERAGE:	5.64 ACRES (61.4%)
MAXIMUM BUILDING COVERAGE:	3.67 ACRES (40.0%)
PROPOSED BUILDING COVERAGE:	2.04 ACRES (22.2%)
MINIMUM OPEN SPACE:	2.23 ACRES (24.3%)
PROPOSED OPEN SPACE:	3.46 ACRES (37.6%)
MINIMUM CIVIC SPACE:	1.77 ACRES (19.3%)
PROPOSED CIVIC SPACE:	2.74 ACRES (29.9%)
MINIMUM AMENITY SPACE:	0.46 ACRES (5.0%)
PROPOSED AMENITY SPACE:	0.71 ACRES (7.8%)
- AMENITY AREA	0.71 ACRES
- CIVIC SPACE	2.74 ACRES

ALL AREA DESIGNATED AS "CONNECTED OPEN SPACE" PROVIDES MINIMUM 40' DIMENSION CONSISTENT WITH ECODISTRICT MEASURES.

- CONNECTED OPEN SPACE	2.12 ACRES

ECO DISTRICT MEASURES:

ANY DEVELOPMENT PROJECT THAT INVOLVES CONDITIONAL USE APPROVAL TO INCREASE RESIDENTIAL DENSITY UNDER SEC. 2.10.B.3.b MUST EARN A MINIMUM OF 10 POINTS IN ACCORDANCE WITH SECTION 2.10.11.B.4.

PROPOSED PROJECT MEASURES:

BUILDING ENERGY EFFICIENCY:	2 POINTS
BIO-RETENTION:	2 POINTS
CONNECTED OPEN SPACE:	2 POINTS
ALTERNATIVE TRANSPORTATION:	1 POINT
ADDITIONAL LANDSCAPED CIVIC SPACE:	5 POINTS
	12 POINTS TOTAL

VARIANCES:

A VARIANCE TO CITY OF ALPHARETTA UNIFIED DEVELOPMENT CODE ("UDC") STREETSCAPE REQUIREMENTS.

A VARIANCE TO ELIMINATE THE REQUIREMENT OF UDC § 2.10.4.A TO INCORPORATE INTERNAL BLOCKS, NOT TO EXCEED 400-FEET PER SIDE OF THE BLOCK PERIMETER.

A VARIANCE TO ELIMINATE THE REQUIREMENT OF UDC § 2.10.8.B THAT ALL BUILDINGS TO HAVE A STREET-FACING PEDESTRIAN ENTRANCE.

A VARIANCE TO CITY OF ALPHARETTA UDC TO ALLOW A PORTION OF REQUIRED PARKING SPACES TO BE UNCOVERED.

Kimley»Horn

NORTH POINT DRIVE RESIDENTIAL DEVELOPMENT - ECCO PARK

OPEN SPACE EXHIBIT
January 10, 2019

0 30 60 120 180 NORTH



KEY PLAN

MATERIALS
Fiber cement:
- Panels
- Siding

Masonry:
- Brick
- Stone
- Split Face Block

Canopies:
- Wood

Metal:
- Balconies
- Railings

Precast:
- Headers



NORTH POINT DRIVE STREETSCAPE

lessard DESIGN
8521 LEESBURG PIKE, SUITE 700, VIENNA, VA 22182
P:571.830.1800 | F: 571.830.1801 | LESSARDDESIGN.COM

©2018 LESSARD DESIGN INC. EXPRESSLY RESERVES ITS COMMON-LAW COPYRIGHT AND OTHER PROPERTY RIGHTS IN THESE PLANS. THESE PLANS ARE NOT TO BE REPRODUCED, CHANGED OR COPIED IN ANY OTHER FORM OR MATTER WHATSOEVER, NOR ARE THEY TO BE ASSIGNED TO ANY THIRD PARTY, WITHOUT FIRST OBTAINING THE EXPRESS WRITTEN PERMISSION AND CONSENT OF LESSARD DESIGN INC.

ROOF TERRACE HOMES

SCHEMATIC DESIGN

ECCO PARK
ALPHARETTA, GA
THE PROVIDENCE GROUP

11/30/18

SCALE:3/16" = 1'



KEY PLAN



INTERIOR STREET VIEW

MATERIALS

Fiber cement:
- Panels
- Siding

Masonry:
- Brick
- Stone
- Split Face Block

Canopies:
- Wood

Metal:
- Balconies
- Railings

Precast:
- Headers

lessard DESIGN
8521 LEESBURG PIKE, SUITE 700, VIENNA, VA 22182
P:571.830.1800 | F: 571.830.1801 | LESSARDDESIGN.COM

©2018 LESSARD DESIGN INC. EXPRESSLY RESERVES ITS COMMON-LAW COPYRIGHT AND OTHER PROPERTY RIGHTS IN THESE PLANS. THESE PLANS ARE NOT TO BE REPRODUCED, CHANGED OR COPIED IN ANY OTHER FORM OR MATTER WHATSOEVER, NOR ARE THEY TO BE ASSIGNED TO ANY THIRD PARTY, WITHOUT FIRST OBTAINING THE EXPRESS WRITTEN PERMISSION AND CONSENT OF LESSARD DESIGN INC.



KEY PLAN



NORTH POINT DRIVE STREETSCAPE

MATERIALS

Fiber cement:
- Panels
- Siding

Masonry:
- Brick
- Stone
- Split Face Block

Canopies:
- Wood

Metal:
- Balconies
- Railings

Precast:
- Headers

lessard DESIGN
8521 LEESBURG PIKE, SUITE 700, VIENNA, VA 22182
P:571.830.1800 | F: 571.830.1801 | LESSARDDESIGN.COM

©2018 LESSARD DESIGN INC. EXPRESSLY RESERVES ITS COMMON-LAW COPYRIGHT AND OTHER PROPERTY RIGHTS IN THESE PLANS. THESE PLANS ARE NOT TO BE REPRODUCED, CHANGED OR COPIED IN ANY OTHER FORM OR MATTER WHATSOEVER, NOR ARE THEY TO BE ASSIGNED TO ANY THIRD PARTY, WITHOUT FIRST OBTAINING THE EXPRESS WRITTEN PERMISSION AND CONSENT OF LESSARD DESIGN INC.



KEY PLAN



INTERIOR PARK VIEW

MATERIALS

Fiber cement:
- Panels
- Siding

Masonry:
- Brick
- Stone
- Split Face Block

Canopies:
- Wood

Metal:
- Balconies
- Railings

Precast:
- Headers

lessard DESIGN
8521 LEESBURG PIKE, SUITE 700, VIENNA, VA 22182
P:571.830.1800 | F: 571.830.1801 | LESSARDDESIGN.COM

©2018 LESSARD DESIGN INC. EXPRESSLY RESERVES ITS COMMON-LAW COPYRIGHT AND OTHER PROPERTY RIGHTS IN THESE PLANS. THESE PLANS ARE NOT TO BE REPRODUCED, CHANGED OR COPIED IN ANY OTHER FORM OR MATTER WHATSOEVER, NOR ARE THEY TO BE ASSIGNED TO ANY THIRD PARTY, WITHOUT FIRST OBTAINING THE EXPRESS WRITTEN PERMISSION AND CONSENT OF LESSARD DESIGN INC.

Ecco Park

ATLANTA, GEORGIA

November 12, 2018

Warren Jolly & Jeff Kingsfield
wjolly@theprovidencegroup.com
jkingsfield@theprovidencegroup.com
www.theprovidencegroup.com

Allison Paul, AIA, NCARB, LEED AP
apaul@lessarddesign.com
www.lessarddesign.com









Rendering



© Lessard Design 2018.

POV's



© Lessard Design 2018.

Thoughtfully creating…

…three visionary environments of placemaking…

…seamlessly woven together.



Downing Park



Olmsted Park



Lullwater Park

© Lessard Design 2018.

Rendering





© Lessard Design 2018.

Rendering





© Lessard Design 2018.

LULLWATER PARK

Imagery











Rendering





© Lessard Design 2018.

Imagery





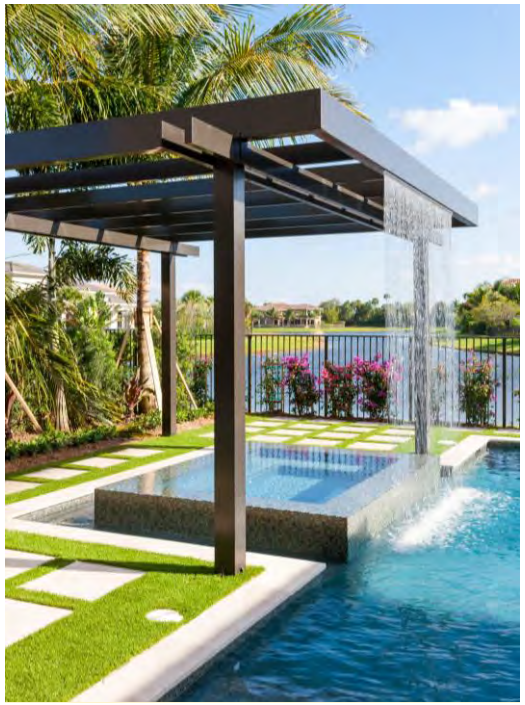






Imagery









Imagery











Points

1. Certified Green Building Measures (3pts)

a. Minimum Requirement. Certify a new construction building or building undergoing major renovations through a green building rating system requiring review by an independent, third-party certifying body and approved by the Director of Community Development. Points shall be awarded as follows:

i Silver by a USGBC green program or equivalent: 3 points.

b. Documentation. Required documentation includes registration of the project with the system, payment of all applicable fees for the rating system, and a draft scorecard showing the achieved credits or points.

4. Building Energy Measure (3pts)

a. Minimum Requirements

i New Construction Buildings.
Newly constructed buildings must demonstrate an average10% improvement over the energy code currently in effect in the City.

b. Documentation. Required documentation includes an energy model demonstrating that the building(s) will achieve the proposed improvements.

5. Bio-Retention (2pts)

a. Minimum Requirement.

i Provide landscaped bio-retentionareas in the interior of the parking lots, in streetscape planters, and on-street parking landscaping; and
ii Incorporate inwardly draining swales without curbs, in lieu of raised planting areas surrounded by curbs;
iii Landscape bio-retention areas with species tolerant to frequent induration; and
iv Provided wheel stops adjacent to parking and flush or permeable curbing adjacent to driving areas.

b. Documentation. Required documentation includes plans and detail specifications of planting areas and a hydraulic study demonstrating infiltration capacity.

8. Transportation Demand Management (2-3pts)

a. Minimum Requirement. Provision of three of the following shall be awarded two points and provision of four or more of the following shall be awarded three points:

i Flex-time work schedules by employers to reduce congestion at peak times.
ii Provision of building or project bicycle rentals for use by any occupant.
iii Free ride home in case of emergency or sickness for employees using transit.
iv Provision of transit passes to building occupants for a period of 2 or more years.
v Other tools that encourage transit and bicycle use, or reduce personal vehicular traffic may be approved by the Director of Community Development.
vi Accommodation of a future MARTA bus rapid transit station.

b. Documentation. Required documentation includes a written narrative of the tools to be provided and any other documentation required by the Direct of Community Development.

10. Connected Open Space (2pts)

a. Minimum Requirements. Provision of all of the following:

i All required open space within an interconnected network with no dimension less than 40 feet;

ii Required open spaces may extend across public and private streets and multi-use trails, but street area may not be counted towards open space;

iii All required open space provided at ground level; and

iv Minimum size of 2 acres, excluding any consolidated open space in "11" below.

b. Documentation. Required documentation includes plans showing open spaces.

15. Additional Landscaped Civic Space (1-5pts)

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

b. Documentation. Required documentation includes site and/or building plans locating the additional open space.

Ecco Park

ATLANTA, GEORGIA

November 12, 2018

Warren Jolly & Jeff Kingsfield
wjolly@theprovidencegroup.com
jkingsfield@theprovidencegroup.com
www.theprovidencegroup.com

Allison Paul, AIA, NCARB, LEED AP
apaul@lessarddesign.com
www.lessarddesign.com









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: The Providence Group of Georgia, LLC / Ecco Park: MP-18-12, CU-18-14, V-18-19

Contact Name: Kathryn M. Zickert Telephone: 404-815-3704

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.

Dr. Gerry Weisberger on the other side of Haynes Bridge Road requested a copy of the site plan. The email bounced back. If Dr. Weisberger contacts us again, we will determine a better way to get him the information he is requesting.

Method by which these individuals were contacted. Please mark all that apply. *Please provide samples of any and all written communications used to provide notification.*

- ☑ Letter
- ☐ Personal Visits
- ☐ Telephone
- ☐ Group Meeting
- ☐ Email
- ☐ Other *(Please Specify)* _____

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

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

Signature of Authorized Agent: Kathryn M Zickert Date: 1-10-19

Print Form

1/9/19

Promenade, Suite 3100
1230 Peachtree Street, N.E.
Atlanta, Georgia 30309-3592
Tel: 404 815-3500
www.sgrlaw.com

SMITH, GAMBRELL & RUSSELL, LLP
Attorneys At Law

Kathryn M. Zickert
Direct Tel: 404-815-3704
Direct Fax: 404-685-7004
kzickert@sgrlaw.com

January 8, 2019

Ms. Kathi Cook, Director
Community Development
City of Alpharetta, Georgia
287 South Main Street
Alpharetta, Georgia 30004

Re: First Amended Application of The Providence Group ("TPG") to amend the Master Plan for 1275 North Point Drive (Parcel ID 12 272007430382); to obtain Conditional Use Permits to allow the development of "For-Sale" attached residential units and at a density in excess of 8 units per acre; and to obtain four (4) Variances from the UDC streetscape requirements, and §§, 2.10.4.A, 2.10.8.C, and 2.5.4; which tract is located in Land Lots 743 and 754, 1st District, 2nd Section, Fulton County, Georgia

Dear Ms. Cook:

Please accept this letter as our First Amended Letter of Intent for the above-referenced Applications.

As you know I represent The Providence Group in its effort to develop the property located at 1275 North Point Drive, Parcel ID 12 272007430382, ("Subject Property") for 159 attached, "for-sale" residential units. The Applicant envisions a mix of residential unit types, including sixty-four (64) condominium flats, fifty-one (51) terrace homes, and forty-four (44) roof terrace townhome units, nestled among a number of open space areas. The proposed development is to be named Ecco Park in light of the new EcoDistrict standard in the North Point Overlay.

The Subject Property is zoned Planned Shopping Center ('PSC") and is also located within the North Point Overlay district. A "for-sale" attached residential product is allowed in the PSC district via a conditional use permit. As a consequence of being within the North Point Overlay, there are a number of additional design elements which are to be incorporated into the

proposed development. The Proposed Design will include a 10- to 12-foot[1] wide multi-use trail along the North Point Drive frontage to permit an extension of the Alpha Loop trail. The proposed development will meet the North Point Overlay requirements for open space by providing 2.74 acres of landscaped civic space and 0.71 acres of amenity area, consisting of the community clubhouse and pool area. In addition, and not included in the open space calculations, the Proposed development will include 1.44 acres of undisturbed natural area adjacent to Rock Mill Creek. Finally, the development will incorporate a number of sustainable design features in accordance with the North Point Overlay EcoDistrict requirements, which features total 17 EcoDistrict points (70% higher than what is required). Thus the ultimate goal is to create an ecofriendly redevelopment in compliance with the vision adopted by the City in its 2018 North Point Livable Centers Initiative ("LCI") update. This development represents an opportunity for high scale, for-sale housing in an area that is devoid of such options.

These improvements require the following approvals:

1. An amendment to the current Master Plan for Georgia 400 Tract, approved via MP 91-07 and amended via MP 11-02 to allow residential uses in POD 1 of that plan.

2. A Conditional Use Permit to allow residential "for-sale" units within the PSC District per UDC § 2.2.16.A.1.a and a Conditional Use Permit in accordance with UDC §2.10.2.B.2 to allow a residential density above 8 units per acre.

3. Concurrent variances from certain sections of the North Point Overlay requirements occasioned by factors peculiar to the Subject Property. The development will need the following variances from:

    a. City of Alpharetta Unified Development Code ("UDC") § 2.10.3 streetscape requirements for Type C and Type D corridors.

    b. UDC § 2.10.4.A which requires the incorporation of internal blocks, not to exceed 400-feet per side of the block perimeter.

    c. UDC § 2.10.8.B which requires all buildings to have a street-facing pedestrian entrance.

    d. A variance to City of Alpharetta UDC § 2.5.4.B to eliminate the obligation that all required parking spaces in 'For-Sale' residential districts shall be contained within a carport, garage or completely enclosed building.

[1] The Applicant will be requesting a variance to reduce a portion of the trail width to 10-feet. Refer to Section IV of this Letter of Intent below.

The Subject Property is within POD 1 of the Georgia 400 Tract master plan, which covers much of the property surrounding the existing North Point Mall. The Georgia 400 Tract master plan originally was for a ±319.4 acre development divided into 11 PODs that were primarily intended for development of high density office space and limited retail uses. POD 1 is located at the northeastern corner of the Georgia 400 Tract and comprises 22.1 acres of the overall master plan area.

At the time of the Master Plan's approval in 1991, POD 1 was to be developed for 838,800 square feet of office space. In 2011, an amendment to the Master Plan, MP 11-02, was approved to allow no more than 16% of the POD (approximately 46,000 square feet) for retail/restaurant use and to reduce the office component to 84% of the total. Currently, POD 1 consists of 9.1 acres of hotel use, 2.52 acres of restaurant use, 1.17 acres of bank use, and 12.41 acres that remains undeveloped[2].

Importantly, since its original approval 27 years ago POD 1 has not been developed for any office use. This may be due to the large amount of other office uses within the Master Plan and the Subject Property's separation from other office developments. The original Georgia 400 Tract Master Plan calls for ±3,863,400 square feet of office space in addition to what was planned for POD 1. The development of the area has resulted in much of the office space being built along Encore Parkway in the western portion of the master plan, while the eastern PODs have been developed for retail and restaurant uses or have remained undeveloped. As a result, any office building within POD 1 would be surrounded by commercial uses and isolated from the remaining office use on the other side of the Mall.

The growth of POD 1 and the adjacent POD 2 to the south has been tied to the growth of North Point Mall. The existing North Point Mall opened in 1993 to serve as a regional shopping center for north Fulton and other counties north of Alpharetta. The result of the Mall's construction was a transformative growth of the surrounding area. This growth in the area immediately surrounding the Subject Property has resulted in a mix of restaurants and hotels with little desire for development of office space. In fact, the existing development in POD 1 and POD 2 to the south consists entirely of restaurant and hospitality uses.

Additionally, the Mall's decline is also shaping the future development of the area. As enclosed shopping malls struggle around the country; there has been much focus, including North Point Mall, on how these malls and the surrounding areas should be redeveloped into mixed uses. The City of Alpharetta has recognized this in its future plans for the North Point Mall area, which seeks to bring more residential uses to the use mix.

[2] The hotel use is comprised of the 6.0 acres for the Marriot Residence Inn property, located at 1325 North Point Dr. The restaurant use is comprised of the 1.49 acre Corner Bakery/Zoe's Kitchen parcel (10920 Haynes Bridge Rd) and the 1.03 acre Chipotle restaurant parcel (10910 Haynes Bridge Rd). The bank use consists solely of the Chase Bank parcel (10900 Haynes Bridge Rd). The undeveloped property consists of the Subject Property and the property immediately to the west (Parcel ID 12 272007430440).

In the mid-2000s the City of Alpharetta conducted its first LCI review of the North Point Area, which culminated in the 2008 North Point LCI. The plan then designated the area from the eastern half of the Mall to Haynes Bridge Road, as a "Mixed Use Commercial Center." Thus for a decade a mixture of uses, including residential, was contemplated for the Subject Property and the adjacent parcels. However, the 2008 LCI area remained predominantly commercial with 3.5 million square feet of retail space and no residential uses to create the sought after mixed-use environment. In fact, since the adoption of the 2008 LCI, the Mall and much of the surrounding commercial uses have experienced a decline, not just due to internet sales, but due to the successful redevelopment of downtown Alpharetta, as well as Avalon.

In 2017, the city reevaluated the LCI area and identified problems with the growth of the Mall area noting that it "lacks integration of retail and residential uses" with "poor walkability" and that it "does not relate well with greenway or open spaces." Indeed, redevelopment around the Mall, including the Subject Property, is in the 2018 LCI "First Tier" of priorities. Paramount to meeting the goals of walkability and a mix of uses, the LCI area must develop quality residential uses to supplement and reinvigorate the existing commercial ones. Furthermore, since 89.9% of the 7000 workers within the LCI area live outside of it, the reduction of automobile usage will require such residential opportunities.

The proposed development aligns directly with the LCI's goals for residential uses and includes several of its targeted improvements:

> "Townhomes are an extremely viable form of for sale residential appropriate to the North Point area in the near-term. There is also a demand for condos." *See* North Point Livable Centers Initiative Plan, pg 34 (February 21, 2018).

D.8 Infill Development on the Mall Property - There are a variety of development opportunities around the mall, and the exact mix of uses will need to be determined by the mall and the City of Alpharetta. (The proposed development furthers this goal by adding a residential use currently lacking in the mall area.)

W.7 East Trail Connection - New multi-use trail connection extending east along North Point Drive towards Haynes Bridge Road and beyond.

The Subject Property is ideally located for the type of community sought after by contemporary consumers and residents within walking distance to a mix of commercial uses. In addition, the site is located in close proximity to Alpharetta's major employment centers in the North Point Mall area as well as the office parks along Haynes Bridge Road, North Point Parkway and Mansell Road. The centralized location with multiple employers lends itself to higher-density housing options that attract the young professionals employed in the area. The housing preference of many modern professionals is one that is in close proximity to retail, restaurant, and recreational uses. The Subject Property offers a golden opportunity to further the intent of the North Point LCI by adding a mix of higher density residential into this predominantly commercial area. The current proposal is also in line with the recent rezoning application by North Point Mall to allow the redevelopment of the former Sears site into a mix

of restaurant, retail, and for-rent multifamily residential. The proposed development will further the trend toward transforming the area into a walkable, mixed-use environment by adding a variety of for-sale housing product to the area.

I. Specific Project Description

A. Summary

The overall project contains ±9.18 acres of land that is currently undeveloped. The vegetation on the Subject Property consists primarily of small caliber tree growth, resulting from the site being fully cleared and graded in the 1990's.

The property as a whole is bounded by Georgia 400, Rock Mill Road, and the Extended Stay America hotel to the north; undeveloped property within the floodplain of Rock Mill Creek to the west; existing restaurant and bank uses along Haynes Bridge Road to the east; and the right-of-way of North Point Drive to the south. The site is accessed from an existing drive that connects North Point Drive to the existing access drive to the east, through the Subject Property (the "existing internal drive"). The proposed vehicular connections to the residential buildings will tie to the existing internal drive.

The new residential development shall consist of 159 units of for-sale attached housing in thirteen (13) buildings. Its amenities shall include green "muse" courtyards, a pool, a club/events room, fitness center, a business center, bicycle parking, and rental bicycle opportunities. The upper floor units will also have individual rooftop garden terraces. The units will feature modern floor plans with high-lever interior finishes and appliances. The anticipated sizes of the unit types are as follows: Roof Terrace Units: 2032 – 2250 square feet; Terrace Home Units: 1192 – 1428 square feet; Stacked Flat Units: 891 – 1335 square feet.

B. Phasing

The project shall not be phased.

C. Eco District Measures for Density Bonus

The North Point Overlay District requires all new development to obtain minimum point values as outlined in UDC § 2.10.11. The construction of new buildings requires a minimum of 7 points and the requested conditional use for residential density requires a minimum of 10 points. The design elements in the proposed development will earn a total of 12 EcoDistrict points. Those design elements include (the item numbers below correspond to those listed under § 2.10.11.D):

4) Building Energy Measures (2 points)

The proposed development's new building construction will demonstrate an average of 10% improvement over the city's current energy code. An energy model will be provided to ensure compliance with the requirement. The project is requesting the available 2-pts for this measure.

5) Bioretention (2 points)

The bioretention measure language in the EcoDistrict Measures relates more to larger parking lots with linear bioretention between multiple parking bays and inward draining lots to encourage infiltration and water treatment through native landscaping. However, as this is a residential project without significant surface parking lots, bioretention areas and permanent pools are to be centralized at the west end of the project to provide appropriate water quality treatment for the site prior to discharge to the buffered tributary from Morrison Lake. Additionally, linear bioretention planters are to be utilized in the landscape zone of proposed internal drives. The project requests the two available points for the measure based on its compliance with water quality intent although it is not parking lot centric as written based on the proposed product type..

10) Connected Open Space (2 points)

Ecco Park proposes a series of connected parks, open spaces, and buffered areas. The project's ground level open spaces are connected along the property frontage as well as along the rear of the project through pedestrian sidewalk and buffered areas. The individual open spaces comply with the 40-ft minimum dimension and the road crossing connections are not included in the open space area calculation. The project provides more than 2.00-acres of connected open space in accordance with the measure requirement.

14) Alternative Transportation Measure (1 point)

One point shall be available for each on- or off-street pick-up/drop-off zone per 100 new or added vehicular parking spaces for the exclusive use of passengers arriving by taxi, ride-sharing, or shuttle. 324 new parking spaces are proposed in Ecco Park. Three (3) dedicated ride-sharing pick-up/drop-off spaces are provided in the internal drive area near the amenity zone, making the project eligible for 1 point. The spaces are called out in the site plan attached to this Application.

15) Additional Landscaped Civic Space (5 points)

One point shall be available for each one additional percent of gross acreage provided as civic space, up to five total points for this measure. The required civic space for the project is 19.3% (77,177-sf), while 28.1% is provided (112,351-sf). Of the total site area, more than 24.3% of total site area (97,171-sf) is landscaped civic space, making the project eligible for 5 points. The civic spaces are hatched on the plan for clarity..

D. Trip Generation

The proposed development will not overly burden existing streets or transportation facilities. The Applicant used the Institute of Traffic Engineers (ITE) Trip Generation Manual (Ninth Edition) (Code #230: Residential Condominium), to calculate vehicle trips for the proposed development. One hundred fifty-nine (159) units are expected to generate 70 trips during the AM weekday peak hour[3] and 83 trips during the PM weekday peak hour.[4] The site has direct access to North Point Drive, a local collector, and is a short distance from Haynes Bridge Road and North Point Parkway, both classified as arterials. Moreover, the site is in close proximity to Georgia 400. All of the adjacent and nearby roadways can easily handle the minor amount of traffic generated by the proposed project.

In comparison, the master plan currently approved for the Subject Property allows up to 250,000 square feet of office space. (Refer to POD 1 of the Georgia 400 Tract Master Plan, City of Alpharetta Ordinance approved via MP-11-02/CLUP-11-03/Z-11-04). This design could be built without any further zoning action and would generate approximately 390 trips during a weekday a.m. peak hour and 372 trips during a weekday p.m. peak hour. The proposed development will be a drastic reduction in the number of potential trips generated. As a result, the proposed development is not anticipated to have a negative impact on the nearby roadways and is less intense than what is currently allowed on the Subject Property.

E. Schools

The school children living in the residences will attend Northwood Elementary School; Haynes Bridge Middle School; and Centennial High School.[5] All three schools are listed as under capacity, and are projected to remain under capacity through 2022, according to Fulton County Schools' Historical and Projected Enrolment Report 2014-2022, dated March 01, 2018. As a result, the proposed development is not anticipated to have a significant impact on local schools.

II. Zoning History

The zoning history for the Subject Property reveals that this 9.18 acre tract was a part of a larger 319+ acre Master Plan approved in 1991 via MP 91-07. The Master Plan was later amended pursuant to MP-11-02/CLUP-11-03/Z-11-04 which allowed, among other items, to

---

3 Defined as one hour between 7 and 9 a.m.

4 Defines as one hour between 4 and 6 p.m.

5 Historically, higher density residential developments like that proposed do not attract a significant number of families. They are designed for young professionals and "empty-nesters" and the Applicant expects that to be the case on the Subject Property. Hence, any impact on schools should be minimal, at best.

change the proposed use from entirely office to 84% office and no more than 16% of the POD (approximately 46,000 square feet) for retail/restaurant.

III. Analysis of Proposed Uses

A. Factors

The City's PSC ordinance also sets forth fourteen review factors to be considered in evaluating a PSC master plan application, as follows:

1. Pedestrian connectivity to all uses.
2. Large parking areas below grade, in decks or screened. Design efforts to provide shared parking will also be considered.
3. Accommodations for public transportation.
4. Buildings that face or appear to face public roadways.
5. Appearance standards for buildings and structured parking.
6. Limitations on uninterrupted building elevations.
7. Creation of vistas and view corridors within development.
8. Focal point features at prominent locations and ends of vistas.
9. Incorporation of natural site features
10. Block lengths conducive to pedestrian traffic.
11. Detention and retention facilities designed to be aesthetically pleasing.
12. Creative methods for stormwater management to provide additional open space.
13. Attractive and usable street furniture in public spaces.
14. Emphasis on a high quality landscape plan.

The proposed development addresses each and every one of the factors. The proposed development will include onsite sidewalks that connect to proposed sidewalks along the existing drive to the east and the installation of a multi-use trail along North Point Drive to provide pedestrian connection to the Mall to the west and the commercial uses along Haynes Bridge Road to the east. In addition to the proposed multi-use trail along North Point Drive, the proposed development is providing for an anticipated connection to a future trail system to the northwest along Rock Mill Creek. Moreover, the internal sidewalks allow quick connection to the public walkways, avoiding issues created by larger block lengths. The proposed development is also avoiding large parking areas and much of its parking will be screened from the right-of-way through placement behind buildings, in garages, and through structured parking underneath the stacked-flat units. Public transportation can be accommodated on site should MARTA desire and the proposed design sets aside space for a future MARTA bus stop along North Point Drive.

The architectural and site design will allow all buildings face or appear to face the roadways, and the architectural standards for them are high quality. All elevations contain architectural devices which break up the massing and will incorporate rooftop terrace levels to further enhance the architectural appeal. The placement of the buildings will include

landscaped muse areas in between the buildings. These muses will create visual focal points for the residences, where the front entrances of the buildings will exit onto a landscaped walkway instead of surface parking area typically found in other higher density residential developments. Furthermore, the onsite stormwater detention will be designed with a permanent pool level to make it more aesthetically pleasing, adding to the overall attractiveness of the development, and providing a visual amenity for the residents. Street furniture will exist on all sidewalks, as well as in all park spaces. A high quality landscape plan is contemplated for the site.

IV. Approvals Required

1. Master Site Plan Amendment

The Applicant seeks the following changes to the Georgia 400 Tract Master Plan:

- Amend the Conditions for the North Point Mall Master Plan, approved under Ordinances MP-91-04/CLUP-11-03/Z-90-03, and replace in their entirety with the conditions which will be prepared for this application.

2. Conditional Use Permits (For-Sale Residential and Increased Density)

This application also requires approval of two Conditional Use Permits: 1) to allow the for-sale residential units in the Planned Shopping Center zoning district; and 2) to allow residential density above 8 units per acre allowed by the underlying Planned Shopping Center zoning district. The following factors are to be considered in evaluating a conditional use, per the City of Alpharetta's UDC §4.2.3:

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

The proposed development will incorporate the existing two-lane drive which ties to North Point Drive and to the existing drive to the east. The proposed development also includes multiple sidewalks, a multi-use pedestrian path, and crosswalks to promote pedestrian safety throughout and from the development. The Subject Property is in close proximity to several larger roadways, which can easily accommodate traffic from the residences. Encore Parkway, North Point Parkway, and Haynes Bridge Road are all arterials, and North Point Drive is a collector.

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

The proposed development does not have large off-street parking areas and much of its parking will be screened from the right-of-way through placement behind

buildings, in garages, and through structured parking underneath the stacked-flat units. The structured parking for the stacked-flat buildings utilizes architectural elements to conceal its appearance. Also, refuse areas will be fully screened.

3. The conditional use will not be injurious to the use and enjoyment of the environment or of other property values within the surrounding neighborhood;

There should be no injury to the environment or surrounding property values. The environmental integrity of the site will be enhanced by the improvements to the site.

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

At present, the surrounding properties are nonresidential. No increased expenditures will be required.

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

All surrounding properties are already developed for primarily commercial uses. However, immediately adjacent to the site is acreage largely covered by floodplain and stream buffer areas for Rock Mill Creek, which is likely to remain undeveloped and will be enhanced by the proposed development.

6. The location and character of the proposed conditional use is considered to be consistent with a desirable pattern of development for the City, in general.

The Comprehensive Future Land Use Plan 2035 designates this area as appropriate for residential uses. The 2018 LCI fully supports it, as well. In addition, the North Point LCI and the North Point Overlay regulations note the Subject Property as being within the "Priority Area 1", which specifically allows the opportunity for higher density residential developments. See UDC §2.10.2.B.

In addition, the North Point Overlay regulations, UDC § 2.10.2.B.3 states that the following criteria be given consideration in reviewing a request for a conditional use permit:

1. Conformance with the North Point Livable Centers Initiative Study, the Comprehensive Plan, and other City policies, plans, and initiatives.

   Refer to item 6, immediately above.

2. The City of Alpharetta Rental Housing Study.

Not Applicable. The proposed development is a for-sale housing product, which is not addressed by the City of Alpharetta Rental Housing Study.

3. The number of EcoDistrict measures incorporated under Section 2.10.11, provided that development projects seeking to increase residential density shall incorporate measures totaling 10 points minimum.

The proposed design is incorporating sufficient EcoDistrict measures to allow a minimum of 10 points per UDC § 2.10.11. Refer to the analysis in Section I.C of this Letter of Intent.

4. The impact on the public health, safety, and general welfare;

There will be no negative impact to the public health, safety, and general welfare. In fact, it is anticipated to have a positive gain through the inclusion of residential into a commercial area. The area currently consists of a large number of restaurant and retail uses that close at night. The addition of permanent residences reduces the potential for illicit activity after normal business hours.

3. Variances

The Applicant also requires four variances:

1. **The Proposed Development will require variances from the City of Alpharetta UDC § 2.10.3 streetscape requirements Type C and Type D corridors.**

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

The Subject Property is rectangular in shape with its narrowest dimension parallel to North Point Drive. In addition, the buildable area of the property is confined by the presence of stream buffers to the west as well as a twenty-foot gas easement along North Point Drive. Finally, a road easement bisects the tract and must remain to provide access to the adjacent commercial tracts. The result is buildable area is constrained and limits the ability to comply with the required streetscape elements. The constrained site and the location of the existing North Point Access Way through the site limits the ability to fully comply with the Type D corridor streetscape widths and building setbacks. Furthermore, the location of the utility easement along North Point Drive pushes the building beyond than the required maximum setback. In addition, the Applicant is proposing a ± 25-foot wide public linear park behind the multi-use trail west of the development's entrance drive on North Point Drive. To accommodate the width of the amenity, the applicant is requesting a reduction in the width of the multi-use trail.

In addition, the topography generally slopes downhill toward North Point Drive. The natural topography results in the garage entrance being located on the south face of the Flats buildings, which locates the access drive between North Point Drive and the primary building. The garage cannot be accessed from the north due to the difference in elevation and the inability to lower the grades which are set by the existing North Point Access Way and the adjacent access road to the east.

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

Yes. If the streetscape standards are strictly enforced it would prohibit the practical development of the Subject Property. The building locations on the property are dictated by the existing site conditions and cannot be reconfigured or reduce to fully comply with the UDC's streetscape standards. As an example, the buildings cannot be placed any closer to North Point Parkway due to the location of the existing gas easement, which would prohibit any development of the Subject Property, absent the grant of a variance to the building setback requirements.

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

Yes. The existing site conditions and the topography are the driving factors for the variance request. The site's topography, shape, and existing conditions (e.g. location of easements, roads, etc.) are peculiar to the Subject Property and bear no relation to the condition of other properties. As a result the requested variances are particular to the Subject Property.

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.

No. The requested modifications to the streetscape requirements still provide sufficient pedestrian travel through the property and still allow a beautification of the right-of-ways. As a result, there will be no detriment to the public good nor will it eliminate the aesthetic appeal that the UDC intends.

2. **A variance to City of Alpharetta UDC § 2.10.4.A to eliminate the requirement that sites over 4 acres in size must incorporate existing or new streets that terminate at other existing or new streets to form an interconnected network with the maximum block perimeter of 1,600 feet.**

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

Due to the rectangular shape of the property, this results in a layout with irregularly shaped blocks that make little sense for the site design. Furthermore, the intent of the block ordinance is to promote connectivity between developments and increase pedestrian walkability. The proposed development abuts undevelopable property within the floodplain to the west and the right-of-way of Georgia 400 and the abandoned Rock Mill Road to the north. As a result, the block layout would serve little purpose since there is no potential for cross-connection.

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

Yes. The strict enforcement of UDC requirement for a block layout would prohibit the current development while providing no benefit to the public. The block requirement for roads to be spaced every 400' feet (in 1,600 foot blocks) creates an odd site layout for of the rectangular-shaped Subject Property, which would prohibit any reasonable development.

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

Yes. As stated in previous paragraphs, the rectangular shape of the Subject Property and the existing site conditions are the driving factors for this variance request.

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.

No. As stated in previous paragraphs, the properties surrounding the Subject Property will have little benefit from a block layout since they are either served by access drives or are undevelopable (i.e. within flood zones). As a consequence, the favorable grant of the variance will have no negative impact on the public good nor impair the intent of the UDC.

3. **A variance to City of Alpharetta UDC § 2.10.8.C to eliminate the requirement that all buildings will have a street-facing pedestrian entrance.**

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

The Subject Property faces North Point Drive and the unnamed access drive to the east. The proposed design calls for pedestrian connection to the roof terrace units facing North Point Drive. However due to the constraints of topography,

constraints on the buildable area, and the placement of internal access drive through the site, several of the buildings will be perpendicular to the street and/or have primary pedestrian access facing away from streets. As a result, the Applicant requests a variance to remove the requirement to have street-facing pedestrian entrances on four of the buildings.

The affected buildings will still provide pedestrian access to the adjacent streets, but the entrances must be located on other facades to facilitate the topography. Additionally, the architectural treatments of the subject buildings will mimic a street facing building.

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

Yes. The strict application of the UDC would eliminate several of the buildings from the Proposed Development and prohibit any reasonable residential development of the Subject Property. The slope between the building façade and the adjacent street is too steep on several of the buildings to provide compliant sidewalks and a pedestrian entrance. The sidewalks must be lengthened to provide a sufficiently flat slope, which forces the pedestrian entrance to the side of the building away from the street.

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

Yes. The existing site topography and site constraints are the main factors that force the pedestrian entrances to facades away from the street. The pedestrian entrances must

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.

No. The buildings that are the subject of this request will have the appearance of having street facing pedestrian entrances. In addition, the buildings still face the right-of-way, thereby preserving the aesthetic appeal of a building with a street facing public entrance.

4. **A variance to City of Alpharetta UDC § 2.5.4.B to eliminate the requirement that required parking spaces in 'For-Sale' residential districts shall be contained within a carport, garage or completely enclosed building.**

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

Yes. The Subject Property's existing shape and site conditions restrict the ability to locate the required residential parking entirely within an enclosed structure. The Applicant is proposing that a significant portion of the required parking is enclosed, however some must be located in surface parking spaces. The Applicant has limited the surface parking to select areas near the Flats buildings, parallel spaces along the internal drives, and tandem driveway spaces.

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

Yes. The strict application of the parking requirements would force a dramatic increase in the size of the parking structures, which would prohibit the Proposed Development. To place all of the parking within an enclosed structure the building elevations would likely increase beyond the maximum 40' building height proscribed by the underlying PSC zoning district.

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

Yes. The configuration and existing conditions of the Subject Property, coupled with the building height requirements, limits the amount of enclosed parking that can be provided. The building height requirements of the PSC district are common to all PSC developments, however when it is combined with the site limitations it created a situation that it peculiar to the Subject Property.

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.

No. A grant of relief from the enclosed parking requirement would not cause a substantial detriment to the public good and would still meet the intent of the UDC. As stated previously, the Applicant is limiting the amount of surface parking to certain locations in the development. In addition, the surface parking will be provided in compact areas, thereby eliminating unsightly large parking fields or large rows of parking. In fact, the largest contiguous allotment of parking is 6 spaces between landscape islands.

V. Preservation of Rights

It is the position of the Applicant that the Alpharetta Zoning Ordinance, in limiting the property to the uses allowed in the current Master Plan is unconstitutional in that it destroys the

marketability of the property and renders the property economically unfeasible, and such zoning therefore constitutes a taking of property without just and adequate compensation and without due process of law in violation of the Fifth and Fourteenth Amendments to the Constitution of the United States, as well as Article 1, Section 1, Paragraph 1; Article 1, Section 3, Paragraph 1(a); and Article 3, Section 6, Paragraph 2 of the Constitution of the State of Georgia (1983). To zone this property with any intervening conditions less than requested would be unconstitutional, would render the property unusable and would constitute the taking of Applicant's property without just and adequate compensation and without due process of law in violation of the provisions of the United States and Georgia Constitutions cited in this paragraph. The same effect would occur by imposing conditions in restraint of trade, or onerous, burdensome, unconstitutional, or unnecessary conditions on the property. The denial of this request would bear no reasonable relation to the health, safety, morals or welfare of the public.

The Applicant respectfully requests that the Alpharetta City Council grant the requested amendment to the current Master Plan, the Conditional Use Permit, and the variances as submitted. We very much look forward to working with you, your staff, and the Council towards development of an excellent project.

Respectfully submitted,

Kathryn M. Zickert

KMZ/jab

Cc: Warren Jolly, The Providence Group

1/9/19

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.

See attached Letter of Intent for analysis.

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

See attached Letter of Intent for analysis.

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

See attached Letter of Intent for analysis.

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.

See attached Letter of Intent for analysis.

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.

CITY OF ALPHARETTA

PUBLIC HEARING APPLICATION

FOR OFFICE USE ONLY

Case #:

☐ Fee Paid Initial:

COMMUNITY DEVELOPMENT DEPARTMENT ◆ 2 PARK PLAZA ◆ ALPHARETTA, GA 30009

1. This page should be the first page in each of your completed application packets.
2. It is preferred that all responses be typed. Illegible applications will not be accepted.
3. Prior to signing and submitting your application, please check all information supplied on the following pages to ensure that all responses are complete and accurate. Incomplete applications will not be accepted.
4. Payment of all applicable fees must be made at the time of application. Payment may be made via cash, credit card (American Express, Master Card or Visa), or check made payable to "City of Alpharetta."
5. Applications will be accepted only on the designated submittal dates between the hours of 8:30 AM and 3:30 PM.
6. If you have any questions regarding this form, please contact the Community Development Department by calling 678-297-6070.

Contact Information:

Contact Name: The Providence Group of Georgia, LLC c/o Kathryn M. Zickert Telephone: 404-815-3704

Address: 1230 Peachtree St., NE Suite: 3100

City Atlanta State: GA Zip: 30309 Fax: 404-685-7004

Mobile Tel: 404-906-2792 Email: kmzickert@sgrlaw.com

Subject Property Information:

Address: 1275 North Point Drive Current Zoning: PSC

District: 1 Section: 2 Land Lot: 743 and 754 Parcel ID: 12 272007430382

Proposed Zoning: PSC Current Use: Vacant

This Application For *(Check All That Apply)*:

- ☑ Conditional Use
- ☐ Rezoning
- ☑ Variance
- ☐ Comprehensive Plan Amendment
- ☑ Master Plan Amendment
- ☐ Master Plan Review
- ☐ Public Hearing
- ☐ Other *(Specify)*:
- ☐ Exception

APPLICANT REQUEST AND INTENT

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

See attached Statement of Intent

Applicant's Request (Please itemize the proposal):

See attached Statement of Intent

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

See attached Statement of Intent

PROPERTY OWNER AUTHORIZATION

Property Owner Information:

Contact Name: Cousins Westside LLC Telephone: 404-407-1000

Address: 3344 Peachtree Rd., NE Suite: 1800

City Atlanta State: GA Zip: 30326 -

Authorization:

I do solemnly swear and attest, subject to criminal penalties for false swearing, that I am the legal owner, as reflected in the records of Fulton County, Georgia, of the property identified below, which is the subject of the attached Application for Public Hearing before the City of Alpharetta, Georgia.

As the legal owner of record of the subject property, I hereby authorize the individual named below to act as the applicant in the pursuit of the Application for Public Hearing in request of the items indicated below.

- ☐ Annexation
- ☐ Special Use
- ☐ Rezoning
- ☑ Conditional Use
- ☑ Variance
- ☑ Master Plan
- ☐ Land Use Application
- ☐ Other

Identify Authorized Applicant:

Name of Authorized Applicant: The Providence Group of Georgia, LLC c/o Kathryn M. Zickert Telephone: 404-815-3704

Address: 1230 Peachtree St., NE Suite: 3100

City Atlanta State: GA Zip: 30309 -

So Sworn and Attested:

Owner Signature: [signature] Date: 11/29/18

as Executive Vice President

Notary:

Notary Signature: [signature] Date: 11-29-2018

ALINNA KERR NOTARY PUBLIC FULTON CO., GEORGIA MY COMMISSION EXPIRES JUNE 20 2020

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: The Providence Group of Georgia, LLC

Subject Public Hearing Case: Ecco Park

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: Dan Merkel Position: City Council Member

Description of Contribution: campaign contribution Value: $500.00

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: [signature] Date: 11/30/18

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: Cousins Westside LLC

Subject Public Hearing Case: Ecco Park

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: _____ Position: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Campaign Contribution Information:

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

Signature: _____ Date: 11/29/18

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: Kathryn M. Zickert, Smith, Gambrell & Russell, LLP

Subject Public Hearing Case: Ecco Park

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: _____ Position: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Campaign Contribution Information:

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

Signature: Kathryn M. Zickert Date: 12/3/18

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: Dennis J. Webb, Jr.

Subject Public Hearing Case: Ecco Park

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: _____ Position: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Campaign Contribution Information:

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

Signature: _____ Date: 11/29/18

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: J. Alexander Brock

Subject Public Hearing Case: Ecco Park

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: _____ Position: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Campaign Contribution Information:

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

Signature: J. Alexander Brock Date: 11/30/18

ALPHARETTA PLANNING COMMISSION REVIEW CRITERIA

How will this proposal be compatible with surrounding properties?

See attached Statement of Intent

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

See attached Statement of Intent

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

See attached Statement of Intent

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

See attached Statement of Intent

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

See attached Statement of Intent

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

See attached Statement of Intent

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

See attached Statement of Intent

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.

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: The Providence Group of Georgia, LLC / Ecco Park

Contact Name: Kathryn M. Zickert Telephone: 404-815-3704

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 attachment A

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

- [x] Letter
- [ ] Personal Visits
- [ ] Telephone
- [ ] Group Meeting
- [ ] Email
- [ ] Other *(Please Specify)* _____

Please describe the method(s) by which these individuals will have the opportunity to respond or contact the applicant with questions or concerns about the proposal.

Will offer to meet in letter

Promenade, Suite 3100
1230 Peachtree Street, N.E.
Atlanta, Georgia 30309-3592
Tel: 404 815-3500
www.sgrlaw.com

SMITH, GAMBRELL & RUSSELL, LLP
Attorneys At Law

Kathryn M. Zickert
Direct Tel: 404-815-3704
Direct Fax: 404-685-7004
kzickert@sgrlaw.com

December 3, 2018

Ms. Kathi Cook, Director
Community Development
City of Alpharetta, Georgia
287 South Main Street
Alpharetta, Georgia 30004

Re: Application of The Providence Group ("TPG") to amend the Master Plan for 1275 North Point Drive (Parcel ID 12 272007430382); to obtain a Conditional Use Permit to allow the development of "For-Sale" attached residential units; and to obtain five (5) Variances from §§ 2.10.3, 2.10.4.A, 2.10.4.B, and 2.10.8.C; which tract is located in Land Lots 743 and 754, 1st District, 2nd Section, Fulton County, Georgia

Dear Ms. Cook:

Please accept this letter as our Letter of Intent for the above-referenced Applications.

As you know I represent The Providence Group in its effort to develop the property located at 1275 North Point Drive, Parcel ID 12 272007430382, ("Subject Property") for 159 attached, "for-sale" residential units. The Applicant envisions a mix of residential unit types, including sixty-four (64) condominium flats, fifty-one (51) terrace homes, and forty-four (44) roof terrace townhome units, nestled among a number of open space areas. The proposed development is to be named Ecco Park in light of the new EcoDistrict standard in the North Point Overlay.

The Subject Property is zoned Planned Shopping Center ('PSC") and is also located within the North Point Overlay district. A "for-sale" attached residential product is allowed in the PSC district via a conditional use permit. As a consequence of being within the North Point Overlay, there are a number of additional design elements which are to be incorporated into the

proposed development. The Proposed Design will include a 10- to 12-foot[1] wide multi-use trail along the North Point Drive frontage to permit an extension of the Alpha Loop trail. The proposed development will meet the North Point Overlay requirements for open space by providing 3.11 acres of landscaped civic space and 0.76 acres of amenity area, consisting of the community clubhouse and pool area. In addition, and not included in the open space calculations, the Proposed development will include 1.44 acres of undisturbed natural area adjacent to Rock Mill Creek. Finally, the development will incorporate a number of sustainable design features in accordance with the North Point Overlay EcoDistrict requirements, which features total 17 EcoDistrict points (70% higher than what is required). Thus the ultimate goal is to create an ecofriendly redevelopment in compliance with the vision adopted by the City in its 2018 North Point Livable Centers Initiative ("LCI") update. This development represents an opportunity for high scale, for-sale housing in an area that is devoid of such options.

These improvements require the following approvals:

1. An amendment to the current Master Plan for Georgia 400 Tract, approved via MP 91-07 and amended via MP 11-02 (for convenience that original plan and the amendment are attached as Exhibit 1) to allow residential uses in POD 1 of that plan.

2. A Conditional Use Permit to allow residential "for-sale" units within the PSC District per UDC § 2.2.16.A.1.a

3. Concurrent variances from certain sections of the North Point Overlay requirements occasioned by factors peculiar to the Subject Property. The development will need the following variances from:

    a. City of Alpharetta Unified Development Code ("UDC") § 2.10.3 to increase the maximum building setback from 10-feet from the back of sidewalk to 48-feet.

    b. UDC § 2.10.3 which designates North Point Drive as a Type C corridor that requires, among other items, a 12-foot wide sidewalk. (A portion of the Alpha Loop will be 10' wide)

    c. UDC § 2.10.4.A which requires the incorporation of internal blocks, not to exceed 400-feet per side of the block perimeter.

    d. UDC § 2.10.4.B which requires the installation of stub-out streets to adjacent parcels.

[1] The Applicant will be requesting a variance to reduce a portion of the trail width to 10-feet. Refer to Section IV of this Letter of Intent below.

e. UDC § 2.10.8.B which requires all buildings to have a street-facing pedestrian entrance.

The Subject Property is within POD 1 of the Georgia 400 Tract master plan, which covers much of the property surrounding the existing North Point Mall. The Georgia 400 Tract master plan originally was for a ±319.4 acre development divided into 11 PODs that were primarily intended for development of high density office space and limited retail uses. POD 1 is located at the northeastern corner of the Georgia 400 Tract and comprises 22.1 acres of the overall master plan area.

At the time of the Master Plan's approval in 1991, POD 1 was to be developed for 838,800 square feet of office space. In 2011, an amendment to the Master Plan, MP 11-02, was approved to allow no more than 16% of the POD (approximately 46,000 square feet) for retail/restaurant use and to reduce the office component to 84% of the total. Currently, POD 1 consists of 9.1 acres of hotel use, 2.52 acres of restaurant use, 1.17 acres of bank use, and 12.41 acres that remains undeveloped[2].

Importantly, since its original approval 27 years ago POD 1 has not been developed for any office use. This may be due to the large amount of other office uses within the Master Plan and the Subject Property's separation from other office developments. The original Georgia 400 Tract Master Plan calls for ±3,863,400 square feet of office space in addition to what was planned for POD 1. The development of the area has resulted in much of the office space being built along Encore Parkway in the western portion of the master plan, while the eastern PODs have been developed for retail and restaurant uses or have remained undeveloped. As a result, any office building within POD 1 would be surrounded by commercial uses and isolated from the remaining office use on the other side of the Mall.

The growth of POD 1 and the adjacent POD 2 to the south has been tied to the growth of North Point Mall. The existing North Point Mall opened in 1993 to serve as a regional shopping center for north Fulton and other counties north of Alpharetta. The result of the Mall's construction was a transformative growth of the surrounding area. This growth in the area immediately surrounding the Subject Property has resulted in a mix of restaurants and hotels with little desire for development of office space. In fact, the existing development in POD 1 and POD 2 to the south consists entirely of restaurant and hospitality uses.

Additionally, the Mall's decline is also shaping the future development of the area. As enclosed shopping malls struggle around the country; there has been much focus, including North Point Mall, on how these malls and the surrounding areas should be redeveloped into

[2] The hotel use is comprised of the 6.0 acres for the Marriot Residence Inn property, located at 1325 North Point Dr. The restaurant use is comprised of the 1.49 acre Corner Bakery/Zoe's Kitchen parcel (10920 Haynes Bridge Rd) and the 1.03 acre Chipotle restaurant parcel (10910 Haynes Bridge Rd). The bank use consists solely of the Chase Bank parcel (10900 Haynes Bridge Rd). The undeveloped property consists of the Subject Property and the property immediately to the west (Parcel ID 12 272007430440).

mixed uses. The City of Alpharetta has recognized this in its future plans for the North Point Mall area, which seeks to bring more residential uses to the use mix.

In the mid-2000s the City of Alpharetta conducted its first LCI review of the North Point Area, which culminated in the 2008 North Point LCI. The plan then designated the area from the eastern half of the Mall to Haynes Bridge Road, as a "Mixed Use Commercial Center." Thus for a decade a mixture of uses, including residential, was contemplated for the Subject Property and the adjacent parcels. However, the 2008 LCI area remained predominantly commercial with 3.5 million square feet of retail space and no residential uses to create the sought after mixed-use environment. In fact, since the adoption of the 2008 LCI, the Mall and much of the surrounding commercial uses have experienced a decline, not just due to internet sales, but due to the successful redevelopment of downtown Alpharetta, as well as Avalon.

In 2017, the city reevaluated the LCI area and identified problems with the growth of the Mall area noting that it "lacks integration of retail and residential uses" with "poor walkability" and that it "does not relate well with greenway or open spaces." Indeed, redevelopment around the Mall, including the Subject Property, is in the 2018 LCI "First Tier" of priorities. Paramount to meeting the goals of walkability and a mix of uses, the LCI area must develop quality residential uses to supplement and reinvigorate the existing commercial ones. Furthermore, since 89.9% of the 7000 workers within the LCI area live outside of it, the reduction of automobile usage will require such residential opportunities.

The proposed development aligns directly with the LCI's goals for residential uses and includes several of its targeted improvements:

> "Townhomes are an extremely viable form of for sale residential appropriate to the North Point area in the near-term. There is also a demand for condos." *See* North Point Livable Centers Initiative Plan, pg 34 (February 21, 2018).

D.8 Infill Development on the Mall Property - There are a variety of development opportunities around the mall, and the exact mix of uses will need to be determined by the mall and the City of Alpharetta. (The proposed development furthers this goal by adding a residential use currently lacking in the mall area.)

W.7 East Trail Connection - New multi-use trail connection extending east along North Point Drive towards Haynes Bridge Road and beyond.

The Subject Property is ideally located for the type of community sought after by contemporary consumers and residents within walking distance to a mix of commercial uses. In addition, the site is located in close proximity to Alpharetta's major employment centers in the North Point Mall area as well as the office parks along Haynes Bridge Road, North Point Parkway and Mansell Road. The centralized location with multiple employers lends itself to higher-density housing options that attract the young professionals employed in the area. The housing preference of many modern professionals is one that is in close proximity to retail, restaurant, and recreational uses. The Subject Property offers a golden opportunity to further

the intent of the North Point LCI by adding a mix of higher density residential into this predominantly commercial area. The current proposal is also in line with the recent rezoning application by North Point Mall to allow the redevelopment of the former Sears site into a mix of restaurant, retail, and for-rent multifamily residential. The proposed development will further the trend toward transforming the area into a walkable, mixed-use environment by adding a variety of for-sale housing product to the area.

I. Specific Project Description

A. Summary

The overall project contains ±9.18 acres of land that is currently undeveloped. The vegetation on the Subject Property consists primarily of small caliber tree growth, resulting from the site being fully cleared and graded in the 1990's.

The property as a whole is bounded by Georgia 400, Rock Mill Road, and the Extended Stay America hotel to the north; undeveloped property within the floodplain of Rock Mill Creek to the west; existing restaurant and bank uses along Haynes Bridge Road to the east; and the right-of-way of North Point Drive to the south. The site is accessed from an existing drive that connects North Point Drive to the existing access drive to the east, through the Subject Property (the "existing internal drive"). The proposed vehicular connections to the residential buildings will tie to the existing internal drive.

The new residential development shall consist of 159 units of for-sale attached housing in thirteen (13) buildings. Its amenities shall include green "muse" courtyards, a pool, a club/events room, fitness center, a business center, bicycle parking, and rental bicycle opportunities. The upper floor units will also have individual rooftop garden terraces. The units will feature modern floor plans with high-lever interior finishes and appliances. The anticipated sizes of the unit types are as follows: Roof Terrace Units: 2032 – 2250 square feet; Terrace Home Units: 1192 – 1428 square feet; Stacked Flat Units: 891 – 1335 square feet.

B. Phasing

The project shall not be phased.

C. Eco District Measures for Density Bonus

The North Point Overlay District requires all new development to obtain minimum point values as outlined in UDC § 2.10.11. The construction of new buildings requires a minimum of 7 points and the requested conditional use for residential density requires a minimum of 10 points. The design elements in the proposed development will earn a total of 17 EcoDistrict points. Those design elements include (the item numbers below correspond to those listed under § 2.10.11.D):

1) Certified Green Building Measures (3 points)

The proposed development will meet requirements for a Silver LEED Certified Development. The project is requesting the 3-pts minimum for certification of this measure.

4) Building Energy Measures (3 points)

The proposed development's new building construction will demonstrate an average of 10% improvement over the city's current energy code. An energy model will be provided to ensure compliance with the requirement. The project is requesting the available 3-pts for this measure.

5) Bioretention (2 points)

The bioretention requirement in the EcoDistrict measures relates more to larger parking lots with linear bioretention between multiple parking bays and inward draining lots to encourage infiltration and water treatment through native landscaping. However, as this is a residential project without significant surface parking lots, bioretention areas and permanent pools are to be centralized at the west end of the project to provide appropriate water quality treatment for the site prior to discharge to the buffered tributary from Morrison Lake. The project requests the two available points for the measure based on its compliance with water quality improvement.

8) Transportation Demand Management (2 points)

Many of the transportation demand management options are commercial and/or office specific. The project is only eligible for residential product measures and is therefore limited to options ii, v, and vi per the EcoDistrict Measures code section, but provides accommodations for all three measures and therefore is eligible for 2-pts. See below for measures provided:

ii) Provision of building or project bicycle rentals for use by any occupant.

Bike rental facilities to be provided for the project and shown on plans.

v) Other tools that encourage transit and bicycle use, or reduce personal vehicular traffic may be approved by the Director of Community Development.

The project includes build out of the Alpha Loop along the frontage of the project which will encourage non-vehicular modes of transportation. That trail will include appropriate lights, street furniture, and plantings.

vi) Accommodation of a future MARTA bus rapid transit station.

A future bus stop location along the project frontage is to be preserved.

10) Connected Open Space (2 points)

Ecco Park proposes a series of connected parks, open spaces, and buffered areas. The project's ground level open spaces are connected along the property frontage as well as along the rear of the project through pedestrian sidewalk and buffered areas. The individual open spaces comply with the 40-ft minimum dimension and the road crossing connections are not included in the open space area calculation. The project provides more than 2.00-acres of open space in accordance with the measurement requirement.

15) Additional Landscaped Civic Space (5 points)

One point shall be available for each one additional percent of gross acreage provided as civic space, up to five total points for this measure. The required civic space for the project is 19.3% (77,177-sf), while 39.3% is provided (157,153-sf), of that area, more than 24.3% (97,171-sf) is landscaped, making the project eligible for 5 points. The civic spaces are hatched on the plan for clarity.

D. Trip Generation

The proposed development will not overly burden existing streets or transportation facilities. The Applicant used the Institute of Traffic Engineers (ITE) Trip Generation Manual (Ninth Edition) (Code #230: Residential Condominium), to calculate vehicle trips for the proposed development. One hundred fifty-nine (159) units are expected to generate 70 trips during the AM weekday peak hour[3] and 83 trips during the PM weekday peak hour.[4] The site has direct access to North Point Drive, a local collector, and is a short distance from Haynes Bridge Road and North Point Parkway, both classified as arterials. Moreover, the site is in close proximity to Georgia 400. All of the adjacent and nearby roadways can easily handle the minor amount of traffic generated by the proposed project.

In comparison, the master plan currently approved for the Subject Property allows up to 250,000 square feet of office space. (Refer to POD 1 of the Georgia 400 Tract Master Plan, City of Alpharetta Ordinance approved via MP-11-02/CLUP-11-03/Z-11-04). This design could be built without any further zoning action and would generate approximately 390 trips during a weekday a.m. peak hour and 372 trips during a weekday p.m. peak hour. The proposed development will be a drastic reduction in the number of potential trips generated. As a result, the proposed development is not anticipated to have a negative impact on the nearby roadways and is less intense than what is currently allowed on the Subject Property.

E. Schools

The school children living in the residences will attend Northwood Elementary School;

[3] Defined as one hour between 7 and 9 a.m.
[4] Defines as one hour between 4 and 6 p.m.

Haynes Bridge Middle School; and Centennial High School.[5] All three schools are listed as under capacity, and are projected to remain under capacity through 2022, according to Fulton County Schools' Historical and Projected Enrolment Report 2014-2022, dated March 01, 2018. As a result, the proposed development is not anticipated to have a significant impact on local schools.

II. Zoning History

The zoning history for the Subject Property reveals that this 9.18 acre tract was a part of a larger 319+ acre Master Plan approved in 1991 via MP 91-07. The Master Plan was later amended pursuant to MP-11-02/CLUP-11-03/Z-11-04 which allowed, among other items, to change the proposed use from entirely office to 84% office and no more than 16% of the POD (approximately 46,000 square feet) for retail/restaurant.

III. Analysis of Proposed Uses

A. Factors

The City's PSC ordinance also sets forth fourteen review factors to be considered in evaluating a PSC master plan application, as follows:

1. Pedestrian connectivity to all uses.
2. Large parking areas below grade, in decks or screened. Design efforts to provide shared parking will also be considered.
3. Accommodations for public transportation.
4. Buildings that face or appear to face public roadways.
5. Appearance standards for buildings and structured parking.
6. Limitations on uninterrupted building elevations.
7. Creation of vistas and view corridors within development.
8. Focal point features at prominent locations and ends of vistas.
9. Incorporation of natural site features
10. Block lengths conducive to pedestrian traffic.
11. Detention and retention facilities designed to be aesthetically pleasing.
12. Creative methods for stormwater management to provide additional open space.
13. Attractive and usable street furniture in public spaces.
14. Emphasis on a high quality landscape plan.

The proposed development addresses each and every one of the factors. The proposed development will include onsite sidewalks that connect to proposed sidewalks along the

[5] Historically, higher density residential developments like that proposed do not attract a significant number of families. They are designed for young professionals and "empty-nesters" and the Applicant expects that to be the case on the Subject Property. Hence, any impact on schools should be minimal, at best.

existing drive to the east and the installation of a multi-use trail along North Point Drive to provide pedestrian connection to the Mall to the west and the commercial uses along Haynes Bridge Road to the east. In addition to the proposed multi-use trail along North Point Drive, the proposed development is providing for an anticipated connection to a future trail system to the northwest along Rock Mill Creek. Moreover, the internal sidewalks allow quick connection to the public walkways, avoiding issues created by larger block lengths. The proposed development is also avoiding large parking areas and much of its parking will be screened from the right-of-way through placement behind buildings, in garages, and through structured parking underneath the stacked-flat units. Public transportation can be accommodated on site should MARTA desire and the proposed design sets aside space for a future MARTA bus stop along North Point Drive.

The architectural and site design will allow all buildings face or appear to face the roadways, and the architectural standards for them are high quality. All elevations contain architectural devices which break up the massing and will incorporate rooftop terrace levels to further enhance the architectural appeal. The placement of the buildings will include landscaped muse areas in between the buildings. These muses will create visual focal points for the residences, where the front entrances of the buildings will exit onto a landscaped walkway instead of surface parking area typically found in other higher density residential developments. Furthermore, the onsite stormwater detention will be designed with a permanent pool level to make it more aesthetically pleasing, adding to the overall attractiveness of the development, and providing a visual amenity for the residents. Street furniture will exist on all sidewalks, as well as in all park spaces. A high quality landscape plan is contemplated for the site.

IV. Approvals Required

1. Master Site Plan Amendment

The Applicant seeks the following changes to the Georgia 400 Tract Master Plan:

- Amend the Conditions for the North Point Mall Master Plan, approved under Ordinances MP-91-04/CLUP-11-03/Z-90-03, and replace in their entirety with the conditions which will be prepared for this application.

2. Conditional Use Permit (For-Sale Residential)

This application also requires approval of a Conditional Use to allow the for-sale residential units in the Planned Shopping Center zoning district. The following factors are to be considered in evaluating a conditional use, per the City of Alpharetta's UDC §4.2.3:

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

The proposed development will incorporate the existing two-lane drive which ties to North Point Drive and to the existing drive to the east. The proposed development also includes multiple sidewalks, a multi-use pedestrian path, and crosswalks to promote pedestrian safety throughout and from the development. The Subject Property is in close proximity to several larger roadways, which can easily accommodate traffic from the residences. Encore Parkway, North Point Parkway, and Haynes Bridge Road are all arterials, and North Point Drive is a collector.

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

The proposed development does not have large off-street parking areas and much of its parking will be screened from the right-of-way through placement behind buildings, in garages, and through structured parking underneath the stacked-flat units. The structured parking for the stacked-flat buildings utilizes architectural elements to conceal its appearance. Also, refuse areas will be fully screened.

3. The conditional use will not be injurious to the use and enjoyment of the environment or of other property values within the surrounding neighborhood;

There should be no injury to the environment or surrounding property values. The environmental integrity of the site will be enhanced by the improvements to the site.

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

At present, the surrounding properties are nonresidential. No increased expenditures will be required.

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

All surrounding properties are already developed for primarily commercial uses. However, immediately adjacent to the site is acreage largely covered by floodplain and stream buffer areas for Rock Mill Creek, which is likely to remain undeveloped and will be enhanced by the proposed development.

6. The location and character of the proposed conditional use is considered to be consistent with a desirable pattern of development for the City, in general.

The Comprehensive Future Land Use Plan 2035 designates this area as appropriate for residential uses. The 2018 LCI fully supports it, as well.

In addition, the North Point Overlay regulations, UDC § 2.10.2.B.3 states that the following criteria be given consideration in reviewing a request for a conditional use permit:

1. Conformance with the North Point Livable Centers Initiative Study, the Comprehensive Plan, and other City policies, plans, and initiatives.

   Refer to item 6, immediately above.

2. The City of Alpharetta Rental Housing Study.

   Not Applicable. The proposed development is a for-sale housing product, which is not addressed by the City of Alpharetta Rental Housing Study.

3. The number of EcoDistrict measures incorporated under Section 2.10.11, provided that development projects seeking to increase residential density shall incorporate measures totaling 10 points minimum.

   The proposed design is incorporating sufficient EcoDistrict measures to allow a minimum of 17 points per UDC § 2.10.11. Refer to the analysis in Section I.C of this Letter of Intent.

4. The impact on the public health, safety, and general welfare;

   There will be no negative impact to the public health, safety, and general welfare. In fact, it is anticipated to have a positive gain through the inclusion of residential into a commercial area. The area currently consists of a large number of restaurant and retail uses that close at night. The addition of permanent residences reduces the potential for illicit activity after normal business hours.

3. Variances

The Applicant also requires five variances:

1. The City of Alpharetta UDC § 2.10.3 requires a Type C corridor along North Point Drive, which requires, among other items, a maximum building set back of 10-feet from the back of sidewalk. The placement of the buildings in proximity to the proposed sidewalk along North Point Drive is limited by the presence of a 20-foot wide sanitary sewer easement running parallel to North Point Drive in the proposed streetscape location. The buildings cannot encroach into the sanitary sewer easement, which results in their location being more than 10' from the proposed sidewalk. The Applicant requests that this requirement be varied to allow a 48-foot building setback from the back of sidewalk.

2. The Applicant also requests reduction in the requirement for a 12-foot wide sidewalk in Type C corridors, per UDC § 2.10.3, to a 10-foot width for ±567-feet of the total frontage. The Applicant is proposing a ± 25-foot wide public linear park behind the multi-use trail west of the development's entrance drive on North Point Drive. To accommodate the width of the public amenity, the approximately 567 linear feet of the adjacent portion of the multi-use trail will need to be reduced to 10-feet. The 10-foot width will not detrimentally impact the public's use of the multi-trial, since that width is still sufficient to accommodate the variety of pedestrian uses anticipated.

3. The City of Alpharetta UDC § 2.10.4.A requires that sites over 4 acres in size must incorporate existing or new streets that terminate at other existing or new streets to form an interconnected network with the maximum block perimeter of 1,600 feet. Due to the rectangular shape of the property, this results in a layout with irregularly shaped blocks that make little sense for the site design. Furthermore, the intent of the block ordinance is to promote connectivity between developments and increase pedestrian walkability. The proposed development abuts undevelopable property within the floodplain to the west and the right-of-way of Georgia 400 and Rock Mill Road to the north. As a result, the block layout would serve little purpose since there is little potential for cross-connection. Additionally, the proposed design features a number of onsite sidewalks and limited surface parking which promotes the pedestrian walkability sought through the block layout.

4. The City of Alpharetta UDC § 2.10.4.B requires the installation of stub-out streets to adjacent parcels. The Subject Property abuts undevelopable property, which is almost entirely covered by floodplain and stream buffers, to the west and the right-of-way of GA 400 and Rock Mill Road to the north. In addition, there is already a connection to the access drive on the adjacent parcel to the east which connects to the Extended Stay hotel property to the north. As a result, connections are already provided to the developable properties abutting the site and it makes little sense to provide stub-outs to the remaining undevelopable parcels. Therefore, the Applicant requests a variance to eliminate the requirement to provide stub-out streets.

5. The City of Alpharetta UDC § 2.10.8.B requires all buildings to have a street-facing pedestrian entrance. The Subject Property faces North Point Drive and the unnamed access drive to the east. The proposed design calls for pedestrian connection to the roof terrace units facing North Point Drive. However due to the constraints of topography, constraints on the buildable area, and the placement of internal access drive through the site, several of the buildings will be perpendicular to the street and/or have primary pedestrian access facing away from streets. As a result, the Applicant requests a variance to remove the requirement to have street-facing pedestrian entrances. However, these buildings will have the appearance of having street facing pedestrian entrances.

V. Preservation of Rights

It is the position of the Applicant that the Alpharetta Zoning Ordinance, in limiting the property to the uses allowed in the current Master Plan is unconstitutional in that it destroys the marketability of the property and renders the property economically unfeasible, and such zoning therefore constitutes a taking of property without just and adequate compensation and without due process of law in violation of the Fifth and Fourteenth Amendments to the Constitution of the United States, as well as Article 1, Section 1, Paragraph 1; Article 1, Section 3, Paragraph 1(a); and Article 3, Section 6, Paragraph 2 of the Constitution of the State of Georgia (1983). To zone this property with any intervening conditions less than requested would be unconstitutional, would render the property unusable and would constitute the taking of Applicant's property without just and adequate compensation and without due process of law in violation of the provisions of the United States and Georgia Constitutions cited in this paragraph. The same effect would occur by imposing conditions in restraint of trade, or onerous, burdensome, unconstitutional, or unnecessary conditions on the property. The denial of this request would bear no reasonable relation to the health, safety, morals or welfare of the public.

The Applicant respectfully requests that the Alpharetta City Council grant the requested amendment to the current Master Plan, the Conditional Use Permit, and the variances as submitted. We very much look forward to working with you, your staff, and the Council towards development of an excellent project.

Respectfully submitted,

Kathryn M. Zickert

KMZ/jab

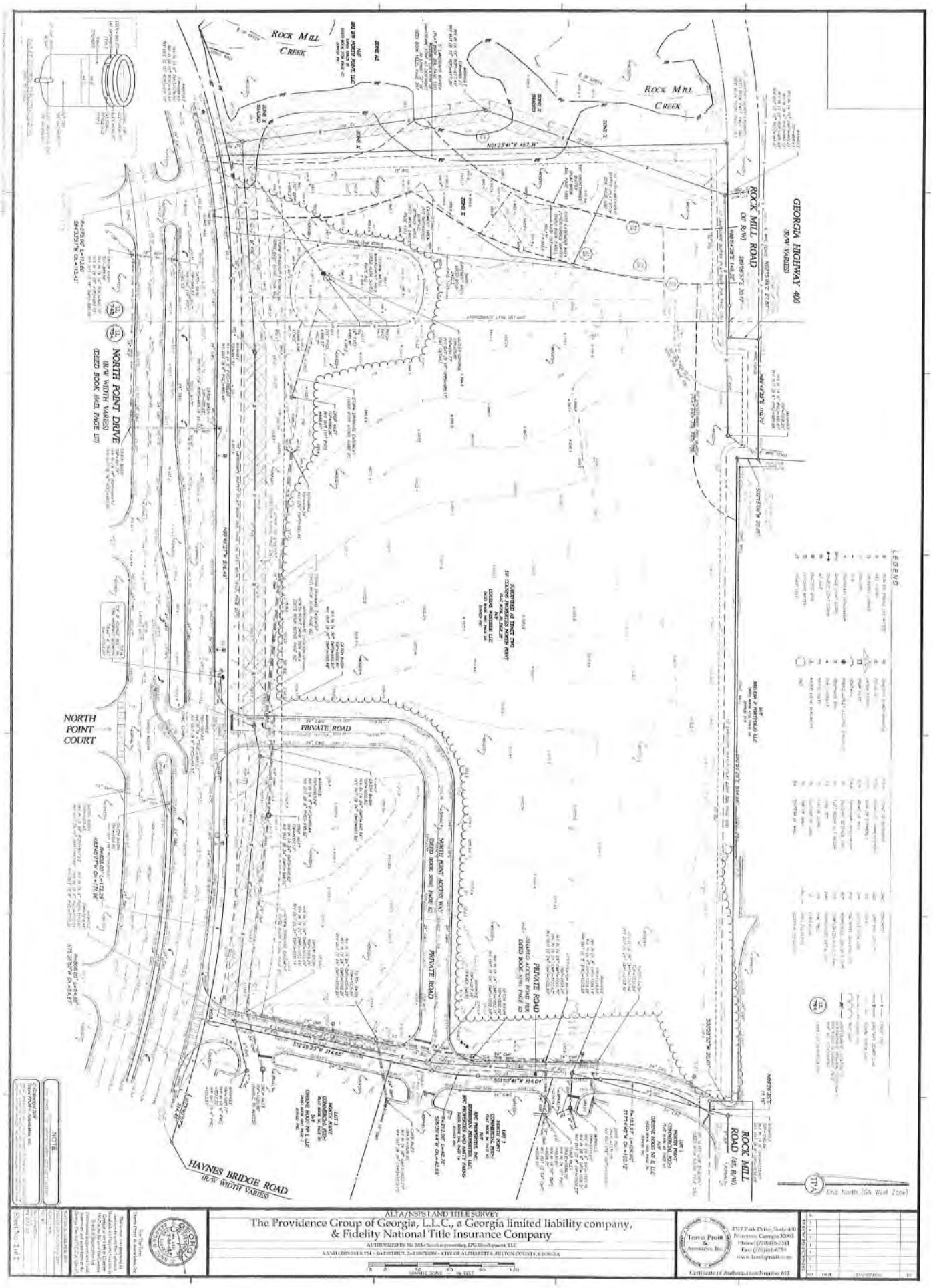
Cc: Warren Jolly, The Providence Group

Attachment A

ParcelID	HouseNum	PropertyAddress	City	OwnerAddress1	OwnerAddress2	OwnerAddress3	OwnerAddress4
12 272007540453	10885	10885 HAYNES BRIDGE RD	ALPHARETTA	10885 HAYNES BRIDGE ROAD LLC	430 PLASTERS AVE NE	ATLANTA GA 30324	
12 272007540305	1950	1950 ROCK MILL RD	ALPHARETTA	BRE/ESA P PORTFOLIO LLC	P.O. BOX 49550 - PROP TAX	CHARLOTTE NC 28277	
12 272007540313	0	ROCK MILL RD	ALPHARETTA	BRE/ESA P PORTFOLIO LLC	P.O. BOX 49550 - PROP TAX	CHARLOTTE NC 28277	
12 272007540461	10905	10905 HAYNES BRIDGE RD	ALPHARETTA	NORTH POINT INVESTMENTS LLC	3055 RIVER NORTH PKWY	ATLANTA GA 30328	
12 272007540487	10920	10920 HAYNES BRIDGE RD	ALPHARETTA	GREENE HOGG NP II LLC	C/O BROGDON CONSULTING	3425 DULUTH PARK	DULUTH GA 30096
12 272007540495	10910	10910 HAYNES BRIDGE RD	ALPHARETTA	BFC PROPERTIES INC ET AL	515 LYELL DR	MODESTO CA 95356	
12 273007540238	1100	1100 NORTH POINT DR	ALPHARETTA	D & D INVESTMENT ASSOCIATES LLLP	4030 JOHNS CREEK PKWY	SUWANEE GA 30024	
12 273007540279	2500	2500 NORTH POINT CT	ALPHARETTA	VILLAGE CREATIVE LABS PARTNERS L P	940 EMMETT EST	BELMONT CA 94002	
12 272007430382	0	NORTH POINT DR	ALPHARETTA	COUSINS WESTSIDE LLC	3344 PEACHTREE RD NE	ATLANTA GA 30326	
12 273007540220	10890	10890 HAYNES BRIDGE RD	ALPHARETTA	KOLODKIN ALAN B & ELAINE S	3530 PIEDMONT RD	ATLANTA GA 30305	
12 286007970312	975	975 NORTH POINT DR	ALPHARETTA	LAROSE LLC &	CLINGING VINE LLC	11911 SAN VICENTE BLVD	LOS ANGELES CA 90049
12 272007430374	1325	1325 NORTH POINT DR	ALPHARETTA	HPTMI II PROPERTIES TRUST	P.O. BOX 579	LOUISVILLE TN 37777	
12 272007430440	0	NORTH POINT PKY	ALPHARETTA	BRI 1870 NORTH POINT LLC	1140 E HALLANDALE BEACH BLVD	HALLANDALE FL 33009	
12 272007540321	11190	11190 HAYNES BRIDGE RD	ALPHARETTA	HAYNES ROCK LLC	11190 HAYNES BRIDGE RD	ALPHARETTA GA 30022	
12 272007540503	10900	10900 HAYNES BRIDGE RD	ALPHARETTA	GREENE HOGG NP I LLC	3425 DULUTH PARK LN	DULUTH GA 30096	
12 273007420431	1000	1000 NORTH POINT PKY	ALPHARETTA	G G P NORTH POINT INC	P.O. BOX 617905	CHICAGO IL 60661	
12 273007430265	1350	1350 NORTH POINT CT	ALPHARETTA	BRE LQ PROPERTIES LLC	909 HIDDEN RIDGE	IRVING TX 75038	
12 273007540212	10830	10830 HAYNES BRIDGE RD	ALPHARETTA	VILLAGE CREATIVE LABS PARTNERS L P	940 EMMETT AVE	BELMONT CA 94002	
12 273007540246	2355	2355 NORTH POINT CT	ALPHARETTA	ANSLEY INVESTMENT PARTNERS L P	P.O. BOX 460169	HOUSTON TX 77056	

12/3/18

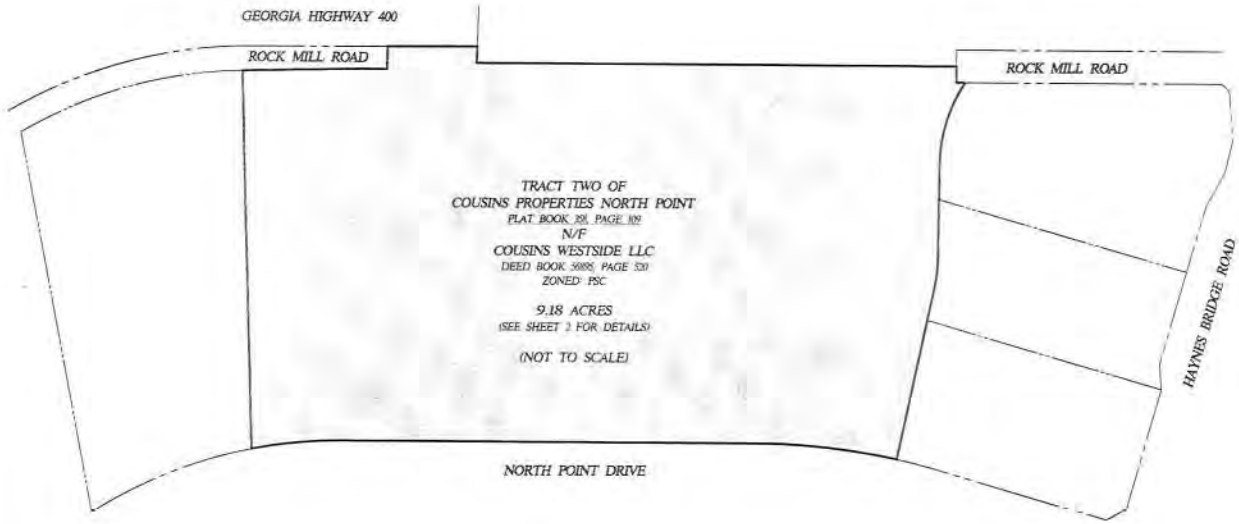
MP-18-12/CU-18-14/V-18-19
ECCO PARK/PROVIDENCE GROUP/NORTH POINT


ROCK MILL CREEK
ROCK MILL CREEK
ROCK MILL ROAD
(R/W VARIES)
GEORGIA HIGHWAY 400
(R/W VARIES)
NORTH POINT DRIVE
(R/W WIDTH VARIES)
DEED BOOK 4403, PAGE 123
NORTH POINT COURT
PRIVATE ROAD
NORTH POINT ACCESS WAY
DEED BOOK 3098, PAGE 62
PRIVATE ROAD
PRIVATE ROAD
HAYNES BRIDGE ROAD
(R/W WIDTH VARIES)
ROCK MILL ROAD
(40' R/W)
LEGEND
ALTA/NSPS LAND TITLE SURVEY
The Providence Group of Georgia, L.L.C., a Georgia limited liability company,
& Fidelity National Title Insurance Company
LAND LOT 545 & 754 - 1st DISTRICT, 2nd SECTION - CITY OF ALPHARETTA, FULTON COUNTY, GEORGIA
Terrell Pruitt & Associates, Inc.
Certificate of Authorization Number 613

MP-18-12/CU-18-14/V-18-19

ECCO PARK/PROVIDENCE GROUP/NORTH POINT

12/3/18



DESCRIPTION OF PROPERTY:

TITLE EXCEPTIONS:

LEGEND

SITE

LOCATION MAP

SITE LOCATION:

SITE AREA:

ZONING: PSC

NOTES:

UTILITY STATEMENT:

REFERENCE PLATS:

CERTIFICATION:

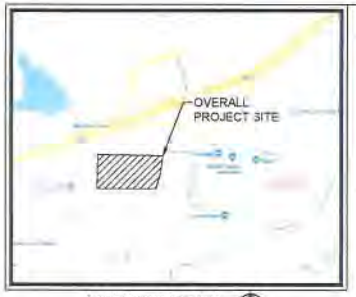
NOT TO SCALE

REVISIONS:

The Providence Group of Georgia, L.L.C., a Georgia limited liability company, & Fidelity National Title Insurance Company

ALTA/NSPS LAND TITLE SURVEY

Sheet No: 1 of 2



VICINITY MAP



FEMA MAP

THE PROJECT SITE DOES LIE WITHIN A FLOOD HAZARD AREA PER FIRM PANEL 13121C0066F DATED 09/18/2013. LIMITS OF FLOODPLAIN REMAIN WITHIN BUFFER AREAS

HORIZONTAL SIGHT DISTANCE

RIGHT-TURN	LEFT-TURN
EXCEEDS 400'	EXCEED 400'

STORMWATER MANAGEMENT NOTE:

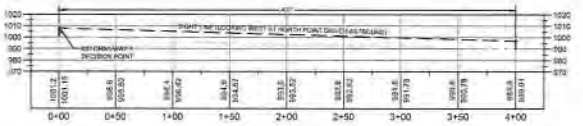
SITE WILL CONTAIN ONSITE STORMWATER CONTROLS TO MEET ALL LOCAL AND STATE REQUIREMENTS. THIS MAY INCLUDE THE COMBINATION OF SEVERAL COMPONENTS (PERVIOUS PAVING, A CISTERN, OR OTHER COMPONENTS) PROVIDING RUNOFF REDUCTION, CHANNEL PROTECTION, AND OVERBANK FLOODING PROTECTION, AND WATER QUALITY CONTROL PER THE CODE REQUIREMENTS.

SCALE: 1" = 50'



PROFILE VIEW

SIGHT DISTANCE PROFILE - DRIVEWAY 1 (WEST TO EAST)
1" = 50' HORZ.
1" = 50' VERT.



PROFILE VIEW

SIGHT DISTANCE PROFILE - DRIVEWAY 1 (EAST TO WEST)
1" = 50' HORZ.
1" = 50' VERT.

LEGAL DESCRIPTION

All and those of parcel of land lying and being in Land Lots 743 & 754, 1st District, 2nd Section, Cherokee Alpharetta, Fulton County, Georgia and being more particularly described as follows:

To find the POINT OF BEGINNING, commence at a point at the intersection of the westerly right of way of Haynes Bridge Road, having a variable right of way, with the northerly right-of-way of North Point Drive (having a variable right of way). The right-of-way were estimated to intersect, thence, leave the aforesaid point of intersection of Haynes Bridge Road, North 71° 48' 07" West, 25.00 feet to a point on the aforesaid right-of-way of North Point Drive, thence, continuing with the aforesaid right-of-way of North Point Drive North 72° 43' 47" West, 218.45 feet thence, 64.88 feet along the arc of a curve deflecting to the left, having a radius of 618.00' feet and a chord bearing and distance of North 75° 16' 48" West, 64.87 feet to a 1/2 inch rebar set and the POINT OF BEGINNING;

Thence, from said POINT OF BEGINNING and continuing with the aforesaid right-of-way of North Point Drive the following courses and distances:

1. 170.80 feet along the arc of a curve deflecting to the left, having a radius of 1025.00 feet and a chord bearing and distance of North 81° 46' 07" West, 170.61 feet to a point; thence,
2. North 86° 32' 37" West, 318.00 feet to a point; thence;
3. 113.21 feet along the arc of a curve deflecting to the left, having a radius of 575.00 feet and a chord bearing and distance of North 84° 57' 57" West, 113.02 feet to an iron pin set; thence leaving the aforesaid right-of-way of North Point Parkway and running along an open space parcel the following courses and distances:
4. North 79° 22' 41" West, 457.21 feet to an iron pin set on the southerly right-of-way of Rock Mill Road ("varying in elevation 40 ft/+/-thence, continuing with the southerly right-of-way of Rock Mill Road;
5. North 89° 58' 20" East, 140.57 feet to a point; thence,
6. South 89° 26' 34" East, 36.11 feet to an iron pin set; thence,
7. North 89° 26' 35" East, 21.81 feet to an iron pin set on the southerly right-of-way of Georgia State Route 400 ("varying in elevation right-of-way" varies), thence, leaving the aforesaid right-of-way of Rock Mill Road and continuing with the southerly right-of-way of Georgia State Route 400;
8. North 89° 26' 35" East, 1,153.71 feet to an iron pin set; thence, leaving the aforesaid right-of-way of Georgia State Route 400 and continuing along the property now or formerly owned by RWT FGA Properties, LLC acquired by Bill 60231 Page 599 across the land records of Fulton County, Georgia;
9. South 02° 26' 00" West, 20.01 feet to an iron pin set; thence;
10. South 89° 40' 19" East, 399.56 feet to an iron pin set on the aforesaid right-of-way of Rock Mill Road; thence, leaving the aforesaid right-of-way of Rock Mill Road, and continuing with the aforesaid property of RWT FGA Properties, LLC and continuing with the aforesaid right-of-way of Rock Mill Road;
11. South 89° 04' 44" West, 30.01 feet; thence;
12. South 89° 39' 23" East, 11.16 feet to a PK Nail found; thence, leaving the aforesaid right-of-way of Rock Mill Road, 155.80 feet along the arc of a curve deflecting to the left, having a radius of 612.97 feet and a chord bearing and distance of South 13° 39' 00" West, 155.33 feet to a PK Nail found; thence;
13. South 6° 13' 58" West, 114.84 feet to a PK Nail found; thence, 45.79 feet along the arc of a curve deflecting to the right, having a radius of 212.00 feet and a chord bearing and distance of South 12° 09' 44" West, 45.69 feet to the POINT OF BEGINNING; containing

Description is subject to all rights-of-way and easements, both recorded and unrecorded.

ECO DISTRICT MEASURES:

ANY DEVELOPMENT PROJECT THAT INVOLVES CONDITIONAL USE APPROVAL TO INCREASE RESIDENTIAL DENSITY UNDER SEC. 2.10.B.3.b MUST EARN A MINIMUM OF 15 POINTS IN ACCORDANCE WITH SECTION 2.10.11.B.4.

PROPOSED PROJECT MEASURES:

CERTIFIED GREEN BUILDING MEASURES:	3 POINTS
BUILDING ENERGY MEASURE:	3 POINTS
BIORETENTION:	2 POINTS
TRANSPORTATION DEMAND MANAGEMENT:	2 POINTS
CONNECTED OPEN SPACE:	2 POINTS
ADDITIONAL LANDSCAPED CIVIC SPACE:	5 POINTS
	17 POINTS TOTAL

VARIANCES:

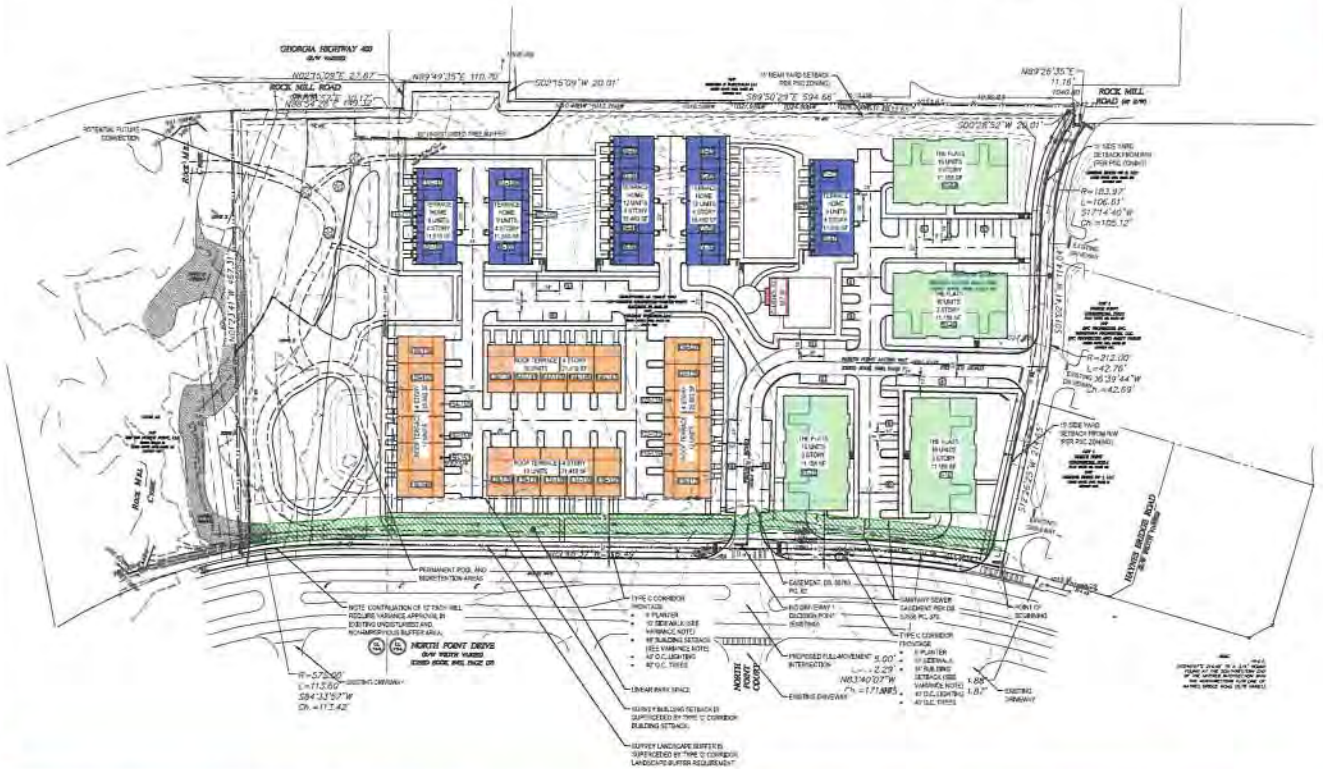
A VARIANCE TO CITY OF ALPHARETTA UNIFIED DEVELOPMENT CODE ("UDC") § 2.10.3.TO INCREASE THE MAXIMUM BUILDING SETBACK FROM 10-FEET FROM THE BACK OF SIDEWALK TO 48-FEET.

REDUCE THE 12' SIDEWALK REQUIREMENT OF UDC § 2.10.3 TO 10'.

A VARIANCE TO ELIMINATE THE REQUIREMENT OF UDC § 2.10.4.A TO INCORPORATE INTERNAL BLOCKS NOT TO EXCEED 450-FEET PER SIDE OF THE BLOCK PERIMETER.

A VARIANCE TO ELIMINATE THE REQUIREMENT OF UDC § 2.10.4.B FOR THE INSTALLATION OF STUB-OUT STREETS TO ADJACENT PARCELS.

A VARIANCE TO ELIMINATE THE REQUIREMENT OF UDC § 2.10.6.B THAT ALL BUILDINGS TO HAVE A STREET-FACING PEDESTRIAN ENTRANCE.



SITE NOTES:

APPLICANT:	THE PROVIDENCE GROUP / GEORGIA, LLC
APPLICANT CONTACT:	WARREN JOLLY (770/218-1500)
PROPERTY ADDRESS:	0 NORTH POINT DRIVE
LAND LOTS / DISTRICT / SECTION:	743 & 754 / 1 / 2
PARCEL ID NUMBER:	12-2842-0801-011-1
ZONING:	PSC (PLANNED SHOPPING CENTER) & NORTH POINT LCI STUDY AREA 6, WITHIN FUTURE NORTH POINT OVERLAY DISTRICT (CURRENTLY UNDER REVIEW)
OVERALL SITE AREA:	9.18 ACRES
TOTAL PROPOSED UNITS:	199 UNITS
THE FLATS:	84 UNITS
TERRACE HOMES:	51 UNITS
ROOF TERRACE:	44 UNITS
OVERALL PROPOSED DENSITY:	17.3 UNITS / ACRE
MAXIMUM LOT COVERAGE:	7.34 ACRES (80.0%)
PROPOSED LOT COVERAGE:	5.64 ACRES (61.4%)
MAXIMUM BUILDING COVERAGE:	3.67 ACRES (40.0%)
PROPOSED BUILDING COVERAGE:	2.04 ACRES (22.2%)
MAXIMUM BUILDING HEIGHT:	40'
PROPOSED BUILDING HEIGHT:	VARIES (40' MAX.)
MAXIMUM BUILDING STORIES:	4 STORIES
PROPOSED BUILDING STORIES:	VARIES (4 STORIES MAX.)
PROPOSED LAND USE DENSITY:	
THE FLATS:	44,632 SF
TERRACE HOMES:	85,766 SF
ROOF TERRACES:	90,204 SF
CLUBHOUSE:	697 SF
REQUIRED PARKING:	210 SPACES
ONE-BEDROOM UNITS:	24 SPACES (1.5 SPACES/UNIT)
TWO-BEDROOM UNITS:	238 SPACES (1 SPACE/UNIT)
TOTAL REQUIRED PARKING:	262 SPACES (PER UDC)
OVERLAY DISTRICT PARKING:	210 SPACES (80% SPACES REQUIRED BY UDC)
PROPOSED PARKING:	
TOTAL PROPOSED:	329 SPACES
THE FLATS:	
GARAGE:	80 SPACES
SURFACE:	43 SPACES
TOTAL:	123 SPACES
TERRACE HOMES:	
GARAGE:	91 SPACES
TANDEM:	91 SPACES
SURFACE:	5 SPACES
TOTAL:	187 SPACES
ROOF TERRACES:	
GARAGE:	84 SPACES
TANDEM:	44 SPACES
SURFACE:	8 SPACES
TOTAL:	86 SPACES
BUILDING SETBACKS:	
FRONT - TYPE 'C' CORRIDOR:	MAX 10' FROM BACK OF SIDEWALK
SIDE:	15' (PER PSC)
REAR:	15' (PER PSC)

1. EXISTING CONDITIONS SHOWN HEREON ARE FROM A SURVEY PROVIDED BY BOUNDARY ZONE, INC. DATED 09/11/18.
2. NORTH POINT DRIVE FRONTAGE PROVIDES POSSIBILITY FOR MARTA BRT BUS STOP. IF CITY OF ALPHARETTA PURSUES BUS RAPID TRANSIT IN THE FUTURE.

Kimley»Horn

NORTH POINT DRIVE RESIDENTIAL DEVELOPMENT - ECCO PARK

ZONING SITE PLAN - ZP-01

December 3, 2018

12/3/18

ECCO PARK/PROVIDENCE GROUP/NORTH POINT

MP-18-12/CU-18-14/V-18-19

Legal Description

All that tract or parcel of land lying and being in Land Lots 743 and 754 of the 1st District, 2nd Section, City of Alpharetta, Fulton County, Georgia, being Tract Two as depicted on minor plat for Cousins Properties North Point recorded in Plat Book 358, Page 109, and being more particularly described as follows:

To find the Point of Beginning, commence at a 3/4 inch rebar found at the southwestern end of the mitered intersection of the northwestern right of way line of Haynes Bridge Rood (right of way width varies) and the northern right of way line of North Point Drive (right of way width varies); thence proceeding along said right of way line of North Point Drive the following courses and distances: North 73 degrees 40 minutes 07 seconds West a distance of 214.45 feet to a point and along a curve to the left with a radius of 808.00 feet and on arc length of 54.88 feet (said curve having a chord bearing of North 75 degrees 36 minutes 50 seconds West and a chord distance of 54.87 feet) to a nail found, said point being the Point of Beginning.

From the Point of Beginning, as thus established, continuing along said right of way line of North Point Drive the following courses and distances: along a curve to the left with a radius of 808.00 feet and on ore length of 172.29 feet (said curve having a chord bearing of North 83 degrees 40 minutes 07 seconds West and a chord distance of 171.96 feet) to a point, North 89 degrees 46 minutes 37 seconds West a distance of 516.49 feet to a point and along a curve to the left with a radius of 575.00 feet and an ore length of 113.60 feet (said curve having a chord bearing of

South 84 degrees 33 minutes 57 seconds West and a chord distance of 113.42 feet) to a 1/2 inch rebar found; thence leaving North Point Drive and proceeding North 01 degrees 23 minutes 41 seconds West a distance of 467.31 feet to a 1/2 inch rebar found on the southern right of way line of Rock Mill Road {30 foot right of way width at this point); thence proceeding along said right of way line of Rock Mill Road the following courses and distances: North 88 degrees 54 minutes 28 seconds East a distance of 149.32 feet to a point and South 89 degrees 06 minutes 57 seconds East a distance of 30.17 feet to a 1/2 inch rebar found; thence proceeding North 02 degrees 15 minutes 09 seconds East a distance of 27.87 feet to a 1/2 inch rebar found on the northern right of way line of Rock Mill Rood; thence leaving Rock Mill Rood and proceeding North 89 degrees 49 minutes 35 seconds East a distance of 110. 70 feet to a 1/2 inch rebar found; thence South 02 degrees 15 minutes 09 seconds West a distance of 20.01 feet to a 1/2 inch rebar found; thence South 89 degrees 50 minutes 29 seconds East a distance of 594.66 feet to a 1/2 inch rebar set; thence South 00 degrees 28 minutes 52 seconds West a distance of 20.01 feet to a nail set on the southern right of way line of Rock Mill Rood (40 foot right of way width at this point); thence proceeding along said right of way line of Rock Mill Road North 89 degrees 26 minutes 35 seconds East a distance of 11.16 feet to a nail found on the center line of private road; thence leaving Rock Mill Road and proceeding along said centerline of private rood the following courses and distances: along a curve to the left with a radius of 183.97 feet and an ore length of 106.60 feet (said curve having a chord bearing of South 17 degrees 14 minutes 40 seconds West and a chord distance of 105.12 feet) to a point, South 01 degrees 02 minutes 41 seconds West a distance of

114. 04 feet to a paint, along a curve to the right with a radius of 212. 00 feet and an arc length of 42.76 feet (said curve having a chord bearing of South 06 degrees 39 minutes 44 seconds

West and a chord distance of 42.69 feet) to a point and South 12 degrees 26 minutes 25 seconds West a distance of 214.65 feet to a nail found, said point being the Point of Beginning.

12/3/18

MP-18-12/CU-18-14/V-18-19

ECCO PARK/PROVIDENCE GROUP/NORTH POINT

TITLE NOTES

ACCORDING TO THE TRUE FLOOD INSURANCE RATE MAPS OF FULTON COUNTY, GEORGIA, PANEL NUMBERS 13121C0066 F, HAVING AN EFFECTIVE DATE OF SEPTEMBER 18, 2013 POSITIONS OF THIS PROPERTY IS WITHIN SPECIAL FLOOD HAZARD AREAS ZONE X AND ZONE AE PER DIAGRAMICAL PLOTTING OF THE AFORESAID MAP PANEL.

SURVEYED PROPERTY HAS DIRECT PEDESTRIAN AND VEHICULAR ACCESS TO THE PUBLIC RIGHT OF WAY OF NORTH POINT DRIVE AND ROCK MILL ROAD.

THE PROPERTY SHOWN AND DESCRIBED HEREON IS THE SAME PROPERTY DISCLOSED IN THE TITLE INSPECTION REPORT PREPARED BY CHICAGO TITLE INSURANCE COMPANY, COMMITMENT NUMBER H-1044AMV AND HAVING AN EFFECTIVE DATE OF APRIL 21, 2016.

THIS SURVEY WAS PREPARED WITH THE BENEFIT OF A TITLE INSPECTION REPORT PREPARED BY CHICAGO TITLE INSURANCE COMPANY, COMMITMENT NUMBER H-1044AMV AND HAVING AN EFFECTIVE DATE OF APRIL 21, 2016 AT 8:00 A.M. AND REVEALING THE FOLLOWING ENCUMBRANCES:

12. SEWER LINE EASEMENT BY AND BETWEEN COUSINS PROPERTIES INCORPORATED AND FULTON COUNTY, DATED DECEMBER 9, 2013, RECORDED FEBRUARY 18, 2014 IN BOOK 53508, PAGE 324, AMONG THE RECORDS OF FULTON COUNTY, GEORGIA. (AFFECTS SURVEYED PROPERTY – SHOWN ON SURVEY)

13. DECLARATION OF EASEMENTS WITH COVENANTS AND RESTRICTIONS BY COUSINS PROPERTIES INCORPORATED, DATED AND RECORDED OCTOBER 30, 2001, RECORDING JANUARY 8, 2015 IN BOOK 54726, PAGE 62, AFORESAID RECORDS, AS AMENDED BY THE FIRST AMENDMENT TO DECLARATION OF EASEMENTS WITH COVENANTS AND RESTRICTIONS, DATED DECEMBER 17, 2015, RECORDED DECEMBER 21, 2015, IN BOOK 53457, PAGE 6, AFORESAID RECORDS,
(DEED BOOK 25760, PAGE 62 AFFECTS THE SURVEYED PROPERTY AND IS SHOWN ON SURVEY; DEED BOOK 53457, PAGE 6 DOES NOT AFFECT THE SURVEYED PROPERTY)

14. MASTER DECLARATION CERTIFICATE IN FAVOR OF RESIDENCE INN BY MARRIOTT, INC., DATED MARCH 2, 1998, RECORDED MARCH 3, 1998 IN BOOK 24023 PAGE 237, AFORESAID RECORDS.
(DOES NOT AFFECT SURVEYED PROPERTY)

15. EASEMENT DEDICATION IN FAVOR OF THE CITY OF ALPHARETTA, DATED MARCH 2, 1994, RECORDED MARCH 3, 1998 IN BOOK 24023, PAGE 197, AFORESAID RECORDS.
(AFFECTS SURVEYED PROPERTY – SHOWN ON SURVEY)

16. RIGHT OF WAY DEED IN FAVOR OF THE CITY OF ALPHARETTA, DATED AUGUST 30, 1993, RECORDED SEPTEMBER 17, 1993 IN BOOK 17176, PAGE 283, AFORESAID RECORDS.
(DOES NOT AFFECT SURVEYED PROPERTY)

17. RIGHT OF WAY DEED IN FAVOR OF THE CITY OF ALPHARETTA, DATED FEBRUARY 22, 1993, RECORDED MARCH 31, 1998 IN BOOK 16463, PAGE 143, AFORESAID RECORDS.
(DOES NOT AFFECT SURVEYED PROPERTY)

18. RIGHT OF WAY DEED IN FAVOR OF THE CITY OF ALPHARETTA, DATED FEBRUARY 22, 1993, RECORDED MARCH 31, 1998 IN BOOK 16463, PAGE 137, AFORESAID RECORDS.
(AFFECTS SURVEYED PROPERTY – SHOWN ON SURVEY)

19. MASTER DECLARATION OF COVENANTS AND EASEMENTS FOR NORTH POINT BY COUSINS PROPERTIES INCORPORATED AND SPRINGHAWK/HSI ASSOCIATES, LTD. DATED FEBRUARY 25, 1963, RECORDED FEBRUARY 24, 1965 IN BOOK 16331, PAGE 267, AFORESAID RECORDS, AS AMENDED BY THE FIRST AMENDMENT TO MASTER DECLARATION OF COVENANTS AND EASEMENTS FOR NORTH POINT BY COUSINS PROPERTIES INCORPORATED, DATED OCTOBER 29, 1965, RECORDED NOVEMBER 2, 1965 IN BOOK 17004, PAGE 105, AFORESAID RECORDS, AS FURTHER AMENDMENT BY THE SECOND AMENDMENT TO MASTER DECLARATION OF COVENANTS AND EASEMENTS FOR NORTH POINT BY COUSINS PROPERTIES INCORPORATED AND DAYTON HUDSON CORPORATION, DATED, 1996, RECORDED NOVEMBER 21, 1996 IN BOOK 21606, PAGE 252, AFORESAID RECORDS, AS FURTHER AMENDED BY THE THIRD MASTER DECLARATION OF COVENANTS AND EASEMENTS FOR NORTH POINT BY COUSINS PROPERTIES INCORPORATED, DATED NOVEMBER 28, 2006, RECORDED NOVEMBER 21, 2006 IN BOOK 42924, PAGE 263, AFORESAID RECORDS, AS FURTHER AMENDED BY THE FOURTH AMENDMENT TO MASTER DECLARATION OF COVENANTS AND EASEMENTS FOR NORTH POINT BY COUSINS PROPERTIES INCORPORATED, DATED DECEMBER 11, 2013, RECORDED DECEMBER 11, 2013 IN BOOK 53026, PAGE 495, AFORESAID RECORDS.
(AFFECTS SURVEYED PROPERTY – UNABLE TO PLOT, BLANKET IN NATURE)

20. TERMS, AND CONDITIONS OF THE EASEMENT AGREEMENT WITH COVENANTS AND RESTRICTIONS AFFECTING LAND BY AND BETWEEN COUSINS PROPERTIES INCORPORATED AND NORTHPOINT MALL LIMITED PARTNERSHIP, DATED FEBRUARY 28, 1992, RECORDED FEBRUARY 19, 1992 IN BOOK 15093, PAGE 51, AFORESAID RECORDS, AS AMENDED BY THE FIRST AMENDMENT TO EASEMENT AGREEMENT WITH COVENANTS AND RESTRICTIONS AFFECTING LAND BY AND BETWEEN COUSINS PROPERTIES INCORPORATED AND NORTHPOINT MALL LIMITED PARTNERSHIP, DATED NOVEMBER 7, 1992, RECORDED NOVEMBER 17, 1992 IN BOOK 15864, PAGE 291, AFORESAID RECORDS.
(AFFECTS SURVEYED PROPERTY – UNABLE TO PLOT, BLANKET IN NATURE)

21. AFFIDAVIT OF FACTS AFFECTING TITLE TO REAL PROPERTY, RECORDED DECEMBER 15, 1994 IN BOOK 14795, PAGE 1, RE-RECORDED JANUARY 3, 1995 IN BOOK 14975, PAGE 50, AFORESAID RECORDS.
(UNABLE TO DETERMINE AFFECT ON SURVEYED PROPERTY – DESCRIPTION NOT COMPLETE)

22. TERMS, CONDITIONS, RESTRICTIONS AS CONTAINED IN THAT CERTAIN QUIT-CLAIM DEED BY AND BETWEEN GEORGIA POWER COMPANY AND COUSINS PROPERTIES INCORPORATED, DATED FEBRUARY 21, 1986, RECORDED MARCH 1, 1986 IN BOOK 12346 PAGE 346, AFORESAID RECORDS.
(NO LONGER AFFECTS SURVEYED PROPERTY)

23. CERTIFICATE AND ARTICLE OF MERGER, RECORDED DECEMBER 15, 1988 IN BOOK 12924, PAGE 364, AFORESAID RECORDS.
(UNABLE TO DETERMINE AFFECT)

24. SEWER EASEMENT BY AND BETWEEN FULTON COUNTY, GEORGIA, DATED NOVEMBER 22, 1976, RECORDED JANUARY 7, 1978 IN BOOK 6467, PAGE 196, AFORESAID RECORDS, AS AMENDED BY THE AMENDMENT TO SEWER AND EASEMENT AGREEMENT, DATED MAY 26, 1982, JUNE 18, 1982 IN BOOK 15081, PAGE 278, AFORESAID RECORDS, AS AFFECTED BY THE FIRST AMENDMENT.
(AFFECTS SURVEYED PROPERTY – SHOWN ON SURVEY)

25. AFFIDAVIT, RECORDED MAY 12, 1987 IN BOOK 16811, PAGE 292, AFORESAID RECORDS.
(UNABLE TO DETERMINE AFFECT)

26. EASEMENT BY AND BETWEEN GEORGIA POWER COMPANY AND COUSINS PROPERTIES INCORPORATED, DATED MARCH 17, 1987, RECORDED MARCH 14, 1973 IN BOOK 5774 PAGE 102, AFORESAID RECORDS.
(NO LONGER AFFECTS SURVEYED PROPERTY)

27. RIGHT OF WAY EASEMENT BY S.C. LANDRUM, DATED JUNE 4, 1969, RECORDED JULY 7, 1969 IN BOOK 5667, PAGE 167, AFORESAID RECORDS, AS AFFECTED BY THE QUIT-CLAIM DEED BY AND BETWEEN COUSINS PROPERTIES INCORPORATED AND NORTHPOINT MALL LIMITED PARTNERSHIP, DATED JANUARY 27, 1994, RECORDED FEBRUARY 2, 1994 IN BOOK 17742, PAGE 173, AFORESAID RECORDS.
(UNABLE TO DETERMINE AFFECT – UNABLE TO PLOT, BLANKET IN NATURE)

28. EASEMENT BY AND BETWEEN S.C. LANDRUM AND GEORGIA POWER COMPANY, DATED AUGUST 31, 1956, RECORDED OCTOBER 2, 1956 IN BOOK 3107, PAGE 442, AFORESAID RECORDS, AS AFFECTED BY THE QUIT CLAIM DEED BY AND BETWEEN COUSINS PROPERTIES INCORPORATED AND NORTHPOINT MALL LIMITED PARTNERSHIP, DATED JANUARY 27, 1994, RECORDED FEBRUARY 2, 1994 IN BOOK 17742, PAGE 173, AFORESAID RECORDS.
(NO LONGER AFFECTS SURVEYED PROPERTY)

29. EASEMENT, DATED SEPTEMBER 14, 1951, RECORDED IN BOOK 2734, PAGE 643, AFORESAID RECORDS, AS AFFECTED BY THE QUIT-CLAIM DEED BY AND BETWEEN COUSINS PROPERTIES INCORPORATED AND NORTHPOINT MALL LIMITED PARTNERSHIP, DATED JANUARY 27, 1994, RECORDED FEBRUARY 2, 1994 IN BOOK 17742, PAGE 173, AFORESAID RECORDS.
(DOES NOT AFFECTS SURVEYED PROPERTY)

30. EASEMENT BY AND BETWEEN S.T. SPRUILL, AND GEORGIA POWER COMPANY, DATED MARCH 11, 1965, RECORDED IN BOOK 2317, PAGE 161, AFORESAID RECORDS, AS AFFECTED BY THE QUIT-CLAIM DEED BY AND BETWEEN COUSINS PROPERTIES INCORPORATED AND NORTHPOINT MALL LIMITED PARTNERSHIP, DATED JANUARY 27, 1994, RECORDED FEBRUARY 2, 1994 IN BOOK 17742, PAGE 173, AFORESAID RECORDS.
(NO LONGER AFFECTS SURVEYED PROPERTY)

31. EASEMENT BY AND BETWEEN LM, THOMAS AND GEORGIA POWER COMPANY, DATED OCTOBER 8, 1947, RECORDED IN BOOK 2307, PAGE 464, AFORESAID RECORDS, AS AFFECTED BY THE QUIT-CLAIM DEED BY AND BETWEEN COUSINS PROPERTIES INCORPORATED AND NORTHPOINT MALL LIMITED PARTNERSHIP, DATED JANUARY 27, 1994, RECORDED FEBRUARY 2, 1994 IN BOOK 17742, PAGE 173, AFORESAID RECORDS.
(NO LONGER AFFECTS SURVEYED PROPERTY)

32. EASEMENT BY AND BETWEEN S.T. SPRUILL, AND GEORGIA POWER COMPANY, DATED [illegible], 1940, RECORDED IN BOOK 2265, PAGE 74, AFORESAID RECORDS, AS AFFECTED BY THE QUIT-CLAIM DEED BY AND BETWEEN COUSINS PROPERTIES INCORPORATED AND NORTHPOINT MALL LIMITED PARTNERSHIP, DATED JANUARY 27, 1994, RECORDED FEBRUARY 2, 1994 IN BOOK 17742, PAGE 173, AFORESAID RECORDS.
(NO LONGER AFFECTS SURVEYED PROPERTY)

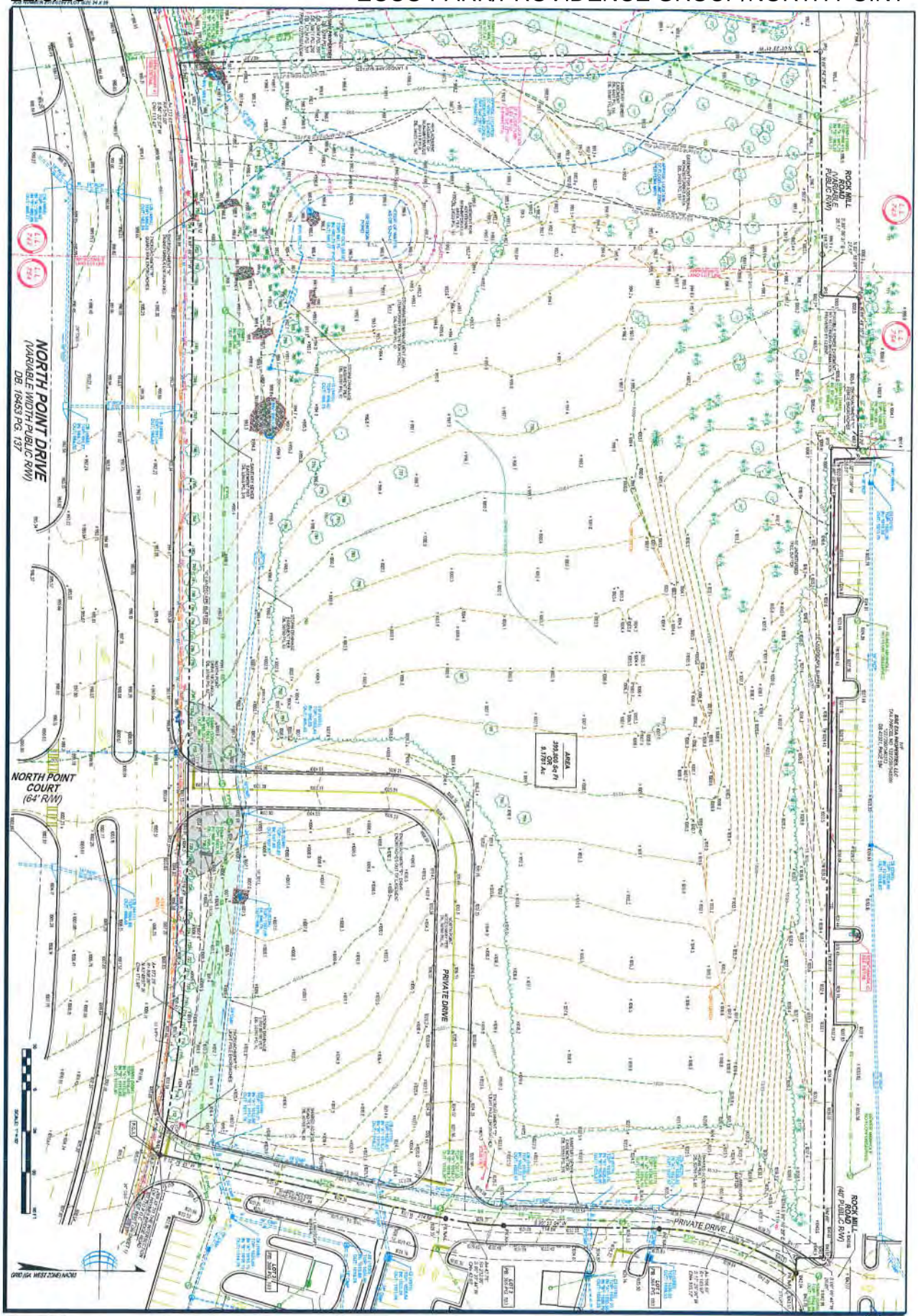
REFERENCE MATERIAL

1. SURVEY PREPARED FOR COUSINS PROPERTIES INCORPORATED BY ENGINEERING & INSPECTION SYSTEMS, INC., SURVEY DATED JULY 01, 2005.
2. REZONING / SITE PLAN FOR COUSINS PROPERTIES NORTH POINT PREPARED BY: [illegible]
DATED MARCH 31, 2011, LAST REVISED JUNE 13, 2011
3. BOUNDARY SURVEY COMPLETED IN THE FIELD BY TERRAMARK LAND SURVEYING, INC. ON DECEMBER 7, 2017
4. MINOR PLAT FOR COUSINS PROPERTIES NORTH POINT PREPARED BY TERRAMARK LAND SURVEYING, INC.
RECORDED IN PB_____ PG_____
AMONG THE RECORDS OF FULTON COUNTY GA
5. TOPOGRAPHIC SURVEY FOR FORESITE GROUP, INC.
PREPARED BY TERRAMARK LAND SURVEYING, INC.
DATED FEBRUARY 28, 2012

TREE TABLE

Tree #	Size/ Species
713	4" Nuttall Oak
714	4" Nuttall Oak
715	18" Flowering Peach
716	16" Flowering Peach
717	16" Flowering Peach
718	16" Flowering Peach
719	17" Flowering Peach
720	16" Flowering Peach
721	14" Flowering Peach
722	16" Flowering Peach
723	20" Flowering Peach
724	19" Flowering Peach
725	17" Flowering Peach
726	16" Red Maple
727	8" Red Maple
728	9" Red Maple
729	10" Red Maple
730	9" Red Maple
731	7" Nuttall Oak
732	4" Nuttall Oak
733	9" Red Maple
734	11" Red Maple
735	14" Arborvitae Pear
736	14" Arborvitae Pear
737	12" Arborvitae Pear
738	12" Arborvitae Pear
739	9" Arborvitae Pear
740	14" Arborvitae Pear
741	9" Arborvitae Pear
742	12" Arborvitae Pear
743	12" Arborvitae Pear
744	15" Willow Oak
745	12" Willow Oak
746	12" Willow Oak
747	14" Willow Oak
748	14" Willow Oak
749	15" Willow Oak
750	15" Willow Oak
751	11" Zelkova
752	13" Zelkova
753	11" Zelkova
754	11" Zelkova
755	10" Zelkova
756	10" Willow Oak
757	21" Tulip Poplar
758	30" Red Maple
759	25" Tulip Poplar
760	24" Sweet Gum
761	33" White Oak
762	30" Tulip Poplar
763	36" White Oak
764	32" Sycamore
765	34" White Oak
766	21" Hickory
767	30" Pine
768	22" Pine
769	21" Pine
770	21" Pine
771	8" Wild Plum
772	8" Wild Plum
773	8" Wild Plum
774	8" Wild Plum
775	10" Wild Plum
776	8" Wild Plum
777	10" Wild Plum
778	10" Wild Plum
779	10" Wild Plum
780	10" Wild Plum
781	10" Wild Plum
782	10" Wild Plum
783	8" Wild Plum
784	8" Wild Plum
785	11" Wild Plum
786	8" Wild Plum
787	8" Wild Plum
788	8" Wild Plum
789	8" Wild Plum
790	10" Wild Plum
791	8" Wild Plum
792	8" Wild Plum
793	8" Wild Plum
794	7" Crapemyrtle
795	7" Crapemyrtle
796	7" Crapemyrtle
797	7" Crapemyrtle
798	7" Crape Myrtle
799	7" Crape Myrtle
800	7" Crape Myrtle
801	7" Crape Myrtle
802	7" Crape Myrtle
803	7" Crape Myrtle
804	7" Crapemyrtle
805	7" Crapemyrtle
806	7" Crapemyrtle
807	7" Crapemyrtle
808	7" Crapemyrtle
809	7" Crapemyrtle
810	7" Crapemyrtle
811	7" Crapemyrtle
812	7" Crapemyrtle
813	7" Crapemyrtle
814	7" Crapemyrtle
815	7" Crapemyrtle
816	7" Crape Myrtle
817	7" Crape Myrtle
818	7" Crape Myrtle


ROCK MILL ROAD
(40' R/W)
10' LANDSCAPE BUFFER
OLD ENTRANCE SIGN
APPROXIMATE LOCATION OF HAYNES BRIDGE ROAD SIGN EASEMENT PER DB. 50766 PG. 82
10' BSL
TRANSFORMER
HAYNES BRIDGE ROAD
(VARIABLE WIDTH R/W)
10' LANDSCAPE BUFFER
FORWARD SIGN
PEDESTRIAN CROSSING
SIGNAL
SIGN
SIGN
SIGN



SHEET NO. 2 OF 2 SHEETS

ALTA/NSPS LAND TITLESURVEY
FOR
TSTR ENTERPRISES, LLC &
TLPERT-ALPHARETTA, LLC & COUSINS PROPERTIES
INCORPORATED & CHICAGO TITLE INSURANCE COMPANY
(HAYNES BRIDGE ROAD SITE)
LOCATED IN
LAND LOTS 743 & 754, 1ST DISTRICT, 2ND SECTION
CITY OF ALPHARETTA
FULTON COUNTY, GEORGIA

Project No.	2016-1382 (2012-0287)	No.	Revisions	Date
Survey Date:	06.10.16	#1	ADDRESSED COMMENTS	07.27.2016
Drawn By:	JW/TG	#2	ADDRESSED COMMENTS	09.09.16
Approved By:	WBC	#3		
Date:	07.27.16	#4		
Scale:	1"=30'	#5		
		#6		
		#7		
		#8		

TerraMark Land Surveying, Inc.
1240 Bells Ferry Road
Marietta, Georgia 30066
Phone No. (770) 421-1927
Fax. No. (770) 421-1933
www.TerraMark.com
Professional Land Surveying C.O.A.#LSF000810

TerraMark
Professional Land Surveying

GEORGIA
REGISTERED
2774
LAND SURVEYOR

Onebark LLC
PO BOX 870784
Stone Mountain GA 30087
p: 678-634-8878 www.onebark.com

Tree Study Report

North Point Drive Parcels Alpharetta GA GA

Date of Inspection 11/27/2018

Inspector
Jesse Milton
ISA #SO-1170B
Email: jesse@onebark.com

Developer
William Harper
wharper@theprovidencegroup.com

INTRODUCTION
This inspection was made to verify trees that meet Specimen Tree criteria and/or meet the criteria for an Arborist Report as outlined in the City of Alpharetta checklist..

METHODOLOGY
The project site was traversed to identify trees that meet the minimum size criteria for Specimen trees, including boundary trees within 30 feet outside of the parcel limits and potential 'Trees of Character.' Boundary trees can only be inspected from the subject parcel, unless written permission is given by the neighboring parcel owner. This inspection uses Level I and Level II assessment standards. Level III standards can be applied at the customers request.

Any tree which qualifies for special consideration for preservation due to its size, type, condition, location or historical significance and which also meets the minimum size criteria set forth below:

30-inch DBH or larger for trees in the *Pinus* genus
30-inch diameter or larger for trees in the Sweetgum or Tulip poplar genus
20-inch DBH or larger for trees in the *Cedrus*, *Thuja*, or other ecologically similar trees
20-inch diameter or larger for trees in the Beech, *Nyssa*, Persimmon, Sassafras, or other ecologically similar trees
20-inch diameter or larger for *Magnolia grandiflora* and those cultivars that generally reach a mature height over 40'
24-inch DBH or larger for trees in all other genera
10-inch DBH or larger for Sourwood
Understory Trees: 8-inch DBH diameter or larger

DEFINITIONS OF TREE HEALTH
GOOD - Few if any pathological problems exist; canopy is full, leaf density is above average, and live crown ratio is generally 50% or greater
FAIR - vigor is reasonable but a minor pathological problem may exist; leaf density is average; live crown ratio may be less than 50%. Most urban trees fall in this category.
POOR - vigor is waning, some dieback may be present, leaf density is below average; a significant pathological problem may be present; decay may exist within vital structures.
DECLINING - vigor is terminal, dieback is developing or is inevitable; tree has a limited life expectancy of less than 5 years.

Tree 111

Species	11"	Maple, red	*Acer rubrum*
Status	**Tree of Character**		
Health/Vigor	Good		
Structure	Single		
Other notes	Off site to north		



Tree 112

Species	10"	Maple, red	*Acer rubrum*
Status	**Tree of Character**		
Health/Vigor	Fair		
Structure	Single		
Other notes	Off site to north		



Tree 113

Species	17″	Pine, loblolly *Pinus taeda*
Status	**Possible tree of character**	
Health/Vigor	Good	
Structure	Single	

Other notes





Tree 114

Species	18″	Pine, loblolly *Pinus taeda*
Status	**Possible tree of character**	
Health/Vigor	Good	
Structure	Single	

Other notes





Tree 765

Species	34"	Oak, white *Quercus alba*	
Status	**Specimen**		
Health/Vigor	Good		
Structure	Asymmetric		Canopy is somewhat one – sided, not problematic.

Other notes





Tree 766

Species	25"	Hickory, pignut *Carya glabra*	
Status	**Specimen**		
Health/Vigor	Fair		No significant problems identified
Structure	Bifurcated		Asymmetric canopy; not attractive; somewhat one – sided

Other notes

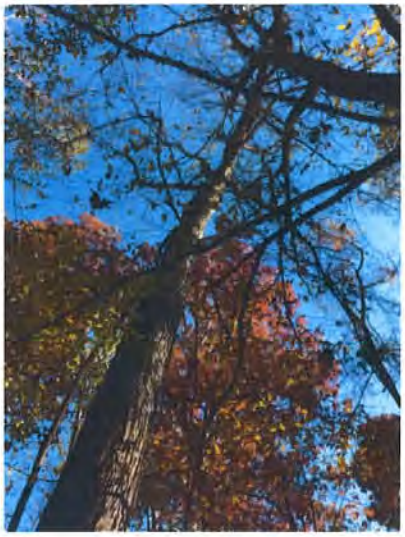




Tree 763

Species	30"	Hickory, pignut *Carya glabra*	
Status	**Not Specimen**		
Health/Vigor	Poor		Massive column of decay in lower trunk; open cavity
Structure	Asymmetric		Trunk is unsound; leans towards south
Other notes	Does not meet condition criteria		





Tree 761

Species	33"	Oak, white *Quercus alba*	
Status	**Specimen**		
Health/Vigor	Good		No significant problems identified
Structure	Single		Generally symmetrical canopy, dominant
Other notes			





Tree 758

Species	26″	Maple, red *Acer rubrum*	
Status	**Not Specimen**		
Health/Vigor	Poor		Massive hollow column in trunk; visible open cavity on compression side of lean
Structure	Asymmetric		Trunk is unsound
Other notes	Does not meet condition criteria		





Tree 759

Species	25″	Blackgum *Nyssa sylvatica*	
Status	**Not Specimen**		
Health/Vigor	Poor		Trunk is hollow; sounded with mallet; open cavity at base
Structure	Asymmetric		Problematic lean towards North
Other notes	Does not meet condition criteria		





Tree 115

Species	7"	Hickory, pignut	*Carya glabra*
Status	**Tree of character**		
Health/Vigor	Good		
Structure	Single		
Other notes	Potential tree of character		





Tree 116

Species	22"	Tuliptree	*Liriodendron tulipifera*
Status	**Possible tree of character**		
Health/Vigor	Good		
Structure	Single		
Other notes	Potential three of character; although live crown ratio is low; only conserve if surrounding canopy can be incorporated		





Tree 744

Species	16"	Oak, willow	*Quercus phellos*
Status	**OK**		
Health/Vigor	Good		
Structure	Single		

Other notes



Tree 745

Species	13"	Oak, willow	*Quercus phellos*
Status	**OK**		
Health/Vigor	Good		
Structure	Single		

Other notes



Tree 746

Species	14"	Oak, willow	*Quercus phellos*
Status	**OK**		
Health/Vigor	Fair		
Structure	Single		

Other notes



Tree 747

Species	14"	Oak, willow	*Quercus phellos*
Status	**OK**		
Health/Vigor	Fair		
Structure	Single		

Other notes



Tree 748

Species	16"	Oak, willow	*Quercus phellos*
Status	**OK**		
Health/Vigor	Good		
Structure	Single		

Other notes



Tree 749

Species	16"	Oak, willow	*Quercus phellos*
Status	**OK**		
Health/Vigor	Good		
Structure	Single		

Other notes



Tree 750

Species	15"	Oak, willow	*Quercus phellos*
Status	**OK**		
Health/Vigor	Good		
Structure	Single		

Other notes



Tree 733

Species	10"	Maple, red	*Acer rubrum*
Status	**OK**		
Health/Vigor	Good		
Structure	Single		

Other notes



Tree 734

Species	12"	Maple, red	*Acer rubrum*
Status			
Health/Vigor	Good		
Structure	Asymmetric		
Other notes	Potential tree of character, although conservation is not recommended due to proximity to light pole and canopy disfigurement		



Summary

Total specimen trees identified: 3

Additional Recommendations

Buildable area is densely populated with young pine, 6-12" in diameter. Tree groupings are possible in areas that can be conserved.

LIMITATIONS

This report is not meant to override any determination by the City of Alpharetta regarding the status of Specimen trees. Additional tree information may be required by the City once the Specimen Tree Report is submitted to Alpharetta, including but not limited to: Trees of Character, Level III assessments, site meetings with the City arborist, and Tree Maintenance Plan preparation.

Arborists cannot detect every condition that could possibly lead to the structural failure of a tree. Trees are living organisms that fail in ways we do not fully understand. Conditions are often hidden within trees and below ground. Arborists cannot guarantee that a tree will be healthy or safe under all circumstances, or for a specified period of time. Likewise, remedial treatments cannot be guaranteed. Clients may choose to accept or disregard the recommendations of the arborists, or to seek additional advice. This inspection was made without the expectation of a particular result.

Certification

Date Certified: 11/28/2018

I certify that all of the statements made in this report are true, complete and correct to the best of my knowledge and belief, and are made in good faith.



Jesse Milton
ISA #SO-1170B

BOARD CERTIFIED MASTER ARBORIST ISA

MEMBER ISA

GEORGIA ARBORIST ASSOCIATION MEM

City Council Meeting & Public Hearing
STAFF REPORT

Submitting Department: Council
Submitted By: James Drinkard
Meeting Date: February 25, 2019

I. AGENDA ITEM TITLE: RESOLUTION: IN OPPOSITION TO HOUSE BILL 302, PREEMPTION OF LOCAL BUILDING DESIGN STANDARDS

II. RECOMMENDATION:

Adopt as presented a resolution of the Mayor and Council of the City of Alpharetta, Georgia in opposition to House Bill 302, Preemption of Local Building Design Standards; and direct Staff to distribute copies of the signed resolution to members of the North Fulton delegation to the Georgia General Assembly and to local media outlets.

III. REPORT IN BRIEF:

House Bill 302 – Preemption of Local Building Design Standards (HB 302), which was recently introduced in the General Assembly, would preempt cities and counties from regulating the following building design elements in one or two-family dwellings:

- Exterior building color;
- Type or style of exterior cladding material;
- Style or materials of roof structures or porches;
- Exterior nonstructural architectural ornamentation;
- Location or architectural styling of windows and doors, including garage doors;
- The number and types of rooms;
- The interior layout of rooms; and
- Types of foundation structures approved under state minimum standard codes.

While the legislation would not apply to state or federal historic districts, mobile homes or homes constructed in an established neighborhood governed by a neighborhood association or covenant, it would remove the ability of local governments to protect districts of local cultural significance, ensure the quality of materials used in residential construction, and ensure the compatibility of infill housing. The impacts of the proposed legislation are concerning for a variety of reasons; including but not limited to the following:

- Design standards attract high quality builders and ensure that the investments builders and developers make are protected. HB 302 would put this at risk.
- City officials strive to make development reflect their community and its standards. HB 302 would take that ability away from local leaders.
- Cities use design standards to protect property values and block incompatible development. A lack of local design standards would result in diminished property values.
- While historic districts are protected in this bill, which indicates an understanding that standards do in fact make sense, downtown overlays or other similar special zoning districts are not. They should be treated no differently than a “historic” district.
- Communities and builders/developers both win when appropriate design standards are incorporated with basic zoning districts and land use policies, thereby creating a diverse, stable, profitable and sustainable residential development landscape. This bill puts that in jeopardy.
- Design standards and regulation of materials helps local officials create the communities they want

25 years from now. This bill would limit local officials' ability to do that.

IV. ALTERNATIVES:

V. ATTACHMENTS:

RESOLUTION - Opposing House Bill 302 Preemption Of Local Building Design Standards

A RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF ALPHARETTA, GEORGIA IN OPPOSITION TO HOUSE BILL 302, PREEMPTION OF LOCAL BUILDING DESIGN STANDARDS

WHEREAS, HB 302 would prohibit local governments from regulating "building design elements" in single or double family dwellings, which could negatively impact economic development efforts and harm competitiveness; and

WHEREAS, appropriate local design standards and land use policies create a diverse, stable, profitable and sustainable residential development landscape; and

WHEREAS, HB 302 is a bill that would undermine self-determination of citizens to establish community standards as illustrated by the following:

- Municipal and county officials are elected in part to make decisions about the look and feel of their communities, which fosters economic development, preserves the character of communities; and
- Municipalities and counties use design standards to ensure that the property values of surrounding property owners remain protected from incompatible development; and
- HB 302 would severely erode the ability of all 538 Georgia cities and 159 counties to address unique and community-specific quality of life issues.

WHEREAS, county and municipal governments use building design standards to protect property values, attract high quality builders, and block incompatible development; and

WHEREAS, building design standards assure residents and business owners that their investments will be protected, and that others who come behind them will be equally committed to quality; and

WHEREAS, local governments spend a large amount of resources studying, surveying, crafting, and defining their vision and development strategies, and design standards are an integral part of those endeavors to attract residents, businesses, and the much-coveted trained workforce; and

WHEREAS, development and redevelopment efforts should reflect the community and its vision while simultaneously creating a sense of place; and

WHEREAS, county and municipal government officials are elected to make decisions about the look and feel of their communities, and HB 302 would transfer that power from duly-elected local leaders to outside groups with little to no stake in the future or success of Georgia's municipalities, including real estate developers and homebuilders; and

WHEREAS, building design standards neither discourage nor favor affordable housing, nor prevent the availability of certain housing types, as supporters of HB 302 purport; and

WHEREAS, local governments should have the ability to provide more affordable housing options without sacrificing their unique character or threatening economic growth; and

WHEREAS, although historic districts are protected in HB 302, which indicates an understanding that standards do in fact make sense, downtown overlays or other similar special zoning districts are not; and

WHEREAS, local governments should be empowered to enforce building design standards to make today's thriving downtown tomorrow's historic district; and

WHEREAS, by limiting the ability of local governments to enforce building design standards in single or double family dwellings, HB 302 would negatively impact quality-of-life issues, including economic growth and the safety and welfare of Georgia citizens.

NOW, THEREFORE, BE IT RESOLVED by the Mayor and Council of the City of Alpharetta, Georgia that the this governing body voices its opposition to HB 302, Preemption of Local Building Design Standards.

BE IT FURTHER RESOLVED that a copy of this Resolution be delivered to members of the Fulton County delegation, and made available for distribution to the public and the press.

So resolved this ____ day of February, 2019.

Jim Gilvin, Mayor

City Council Member, Post 1

City Council Member, Post 2

City Council Member, Post 3

City Seal

City Council Member, Post 4

City Council Member, Post 5

Erin Cobb, City Clerk

City Council Member, Post 6

AN ORDINANCE OF THE MAYOR AND COUNCIL OF THE CITY OF ALPHARETTA, GEORGIA TO AMEND CHAPTER 42 OF THE CODE OF THE CITY OF ALPHARETTA, GEORGIA, TO ADD REGULATIONS TO PROMOTE SAFE HOTELS WITHIN THE CITY; TO REPEAL CONFLICTING ORDINANCES; TO PROVIDE FOR AN EFFECTIVE DATE; AND FOR OTHER PURPOSES

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

WHEREAS, the City Council desires to amend Chapter 42 of The Code of the City of Alpharetta, Georgia (the "Code") to add Article VI in order to add regulations to promote safe hotels within the City.

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

Section 1. Chapter 42 of the Code is hereby amended by adding the following:

"ARTICLE VI. SAFE HOTELS

Sec. 1. Purpose of this Article.

The purpose of this article is to promote safe hotels within the City of Alpharetta, and to protect the public health, safety and welfare.

Sec. 2. Applicability; Definitions.

(a) This article shall apply to hotels/motels licensed under Chapter 42, Article V, Section 42-187, et seq. of the Code ("Article V").

(b) Nothing in this article shall waive or replace the obligations of a licensee under Article V. The provisions of this article shall be deemed supplemental.

(c) For purposes of this article only, the following terms shall have the meanings ascribed to them in this section.

Calls for service means the total number of calls to the Alpharetta Public Safety Department ("APS") that result in a

request that a representative be dispatched or directed to the hotel, over a one-year period, when those responses:

(1) Result in a representative being dispatched or directed to the hotel;

(2) Allege evidence of criminal activity;

(3) Result in an arrest, charge or citation; or

(4) Find an imminent threat to safety of persons or property.

Calls for service shall not include calls to law enforcement made by employees or agents of the hotel property itself or traffic citations in which the hotel property address is used as the address for the citation.

Calls for service shall not include calls resulting from a mass casualty event or calls relating to warrants, transportation by the APS, training, police escorts, traffic stops, maintenance, security checks initiated by APS, or calls initiated by off-duty officers hired by the hotel to provide security.

Calls for service ratio means the number of calls for service divided by the number of rooms in service at the hotel.

Code shall mean the revised Code of the City of Alpharetta.

Hotel shall have the same definition as set forth in Article V.

Employee means any person who earns qualifying wages, commissions or other type of compensation from the hotel.

Guest means any person that occupies a guestroom.

Guestroom means a room offered to the public for a fee that contains, at a minimum, provisions for sleeping.

Hotel operation means the occupancy of any guestroom or use of any hotel facility.

Manager means the general manager, shift manager, or any person in any supervisory position at the hotel.

Owner means a corporation, firm, partnership, association, organization and any other group acting as a unit, or a person who

has legal title to any structure or premises with or without accompanying actual possession thereof, and shall include the duly authorized agent or attorney, a purchaser, devisee, fiduciary and any person having a vested or contingent interest in the premises in question.

Operator means any person who works at a hotel in a capacity to facilitate the offering of guestrooms to guests, including, but not limited to, front desk workers.

Sec. 3. Certificate of Authority Required; Permit Required; Permit Fee.

(a) All operators shall continue to annually register, apply for, and obtain a Certificate of Authority pursuant to Article V, and collect and remit taxes as set forth therein. In addition, a copy of the application and certificate shall be registered annually with the Department of Public Safety within ten (10) days of the submission of the application and receipt of the Certificate of Authority. Upon receipt of the copy by the Department of Public Safety and the receipt of the regulatory fee set forth below, the Department shall issue a permit to the operator. It shall be unlawful to operate a hotel within the City without a permit as provided herein.

(b) Officials of the Department of Public Safety and Department of Community Development, and health officials shall have the authority to regularly inspect the premises of a hotel to insure compliance with applicable codes and standards. Such inspections shall be conducted at least annually.

(c) The Department of Public Safety, in conjunction with the Alpharetta Convention & Visitors Bureau, shall develop and implement a Safe Hotels Certification Program for operators/managers of hotels. All such managers shall attend and obtain certification annually.

(d) In order to defray the annual regulatory costs associated with the implementation of the City’s Safe Hotels Program, including inspections, certification and excess calls for service, the following annual permit fees are established:

Tier	Fee
One	$ 500.00
Two	$1,500.00
Three	$5,000.00

Sec. 4. Tier System.

For the purposes of this article only, the following tiers are established for hotels:

Tier One: A hotel that has a call for service ratio (as defined in Section 2), equal to or less than 50% (For example, a hotel with 100 rooms that has 50 or less calls for service on an annualized basis, is a Tier One hotel).

Tier Two: A hotel that has a call for service ratio in excess of 50%, but equal to or less than 75%.

Tier Three: A hotel that (1) either has a call for service ratio in excess of 75%; or (2) has been in Tier Two or Tier Three (or a combination of Tier Two and Three for at least the two prior calendar years, and has not been in Tier One at any point during that time period.

Sec. 5. Probationary Period.

(a) A hotel that reaches Tier Two for the first time shall be notified it is operating in a probationary period.

(b) Any hotel that enters a probationary period shall complete meetings, separately or combined, with Public Safety, health, and Community Development officials to discuss issues related to the property contributing to criminal activity and actions to mitigate them and limit their impact.

Sec. 6. Automatic Security Requirements for Tier Three Hotels.

(a) Tier Three hotels shall hire and maintain on the property, at the owner’s sole expense, the presence of an off-duty officer with arresting authority between 7:00 p.m. and 5:00 a.m., Monday through Friday, and from 7:00 p.m. Friday until 5:00 a.m. the following Monday.

(b) Tier Three Hotels shall also implement policies to reduce calls for service, including but not limited to:

(1) A meeting with Public Safety, health, and Community Development officials to discuss issues related to the property contributing to criminal activity and actions to mitigate them and limit their impact;

(2) Installation of safety and security measures such as, but not limited to, fencing, lighting, public space surveillance, if any are found by law enforcement to not be in place and necessary to prevent further criminal activity;

(3) Creation and posting of guest rules, which shall be approved by the Director of Public Safety;

(4) Implementation and enforcement of a no trespass list;

(5) Implementation of minimum age of 21 for check-in for lodging properties; and

(6) Requirement of use of valid credit card at check-in.

Sec. 7. Suspension and Revocation of License.

(a) The Director of Public Safety may suspend the permit of a Tier Three hotel for a period of up to 30 days if the Director determines that the operator is not making reasonable progress in reducing calls for service. The Director shall notify the operator in writing of the proposed suspension. The operator may appeal the determination of the Director to the Mayor and Council by providing written notice to the City Clerk within 15 days of receipt of the notice. If the operator fails to timely appeal, the suspension shall take effect upon expiration of the deadline for filing an appeal. If the operator files a timely appeal, the suspension shall not take effect until the matter is heard by the Mayor and Council. The suspension, if upheld by the Mayor and Council, shall begin within 3 days of the date of the Mayor and Council’s decision.

(b) If a permit is suspended, the hotel is prohibited from furnishing guestrooms or other space to new guests,

including but not limited to, conference rooms, ballrooms, pools and spas, and parking lots. The hotel may only continue to operate and furnish guestrooms to current guests unless an emergency order requires immediate evacuation of the property.

(c) The permit of a Tier Three hotel may be revoked by the Director of Public Safety following two suspensions, and further failure to make reasonable progress in reducing calls for service. The method for appealing a revocation is the same as for the appeal of a suspension. If a permit is revoked, the owner/operator of the property is prohibited from furnishing guestrooms or rented space to new guests and must cease operations within 30 days of a final decision."

Section 2. It is the intention of the City Council and it is hereby ordained by the authority of the City Council that the provisions of this Ordinance shall become and be made a part of the Code of the City of Alpharetta, Georgia and the codifier is authorized to make the specified deletions, insertions, additions, and to insert headings, article numbers and section numbers as and where appropriate.

Section 3. If any section, subsection, provision, 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 4. This Ordinance shall become effective immediately upon adoption.

Section 5. All ordinances or parts of ordinances in conflict with this Ordinance are hereby repealed to the extent of such conflict.

[SIGNATURE PAGE TO ORDINANCE AMENDING CHAPTER 42
OF THE CODE OF THE CITY OF ALPHARETTA, GEORGIA
TO ADD REGULATIONS TO PROMOTE SAFE HOTELS]

CITY OF ALPHARETTA, GEORGIA

By:_____
Jim Gilvin, Mayor

COUNCIL MEMBERS

_____
Jason Binder

_____
Ben Burnett

_____
John Hipes

_____
Dan Merkel

_____
Donald Mitchell

(SEAL)

_____
Karen Richard

Attest:

Approved as to Form:

_____
Erin Cobb, City Clerk

_____
C. Sam Thomas, City Attorney

First Reading_____

Second Reading_____

Adopted_____