



PLANNING COMMISSION MEETING MARCH 7, 2019

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

- I. CALL TO ORDER
- II. ROLL CALL
- III. APPROVAL OF MEETING MINUTES
 - a. February 7, 2019 Minutes
- IV. ITEMS FROM BOARD MEMBERS
- V. ITEMS FROM STAFF
- VI. PUBLIC HEARING
 - a. **Z-18-13/V-18-21 Kimball Bridge School Adaptive Reuse**
Consideration of a request to rezone approximately 4.44 acres from SU (Special Use) to O-I (Office-Institutional) to allow for the reuse of existing buildings and development of 210,000 square feet of office use, 10,000 square feet of freestanding retail use, 16,000 square feet Culinary School, 24,000 square feet of restaurant use and structured parking. Variances are requested to allow buildings within required landscape strips, to reduce building setbacks, to reduce the minimum lot size in the O-I district, to increase the maximum building coverage in the O-I district, to increase the maximum impervious area in the O-I district, and to reduce parking requirements. The property is located at 154 Kimball Bridge Road and is legally described as being located in Land Lots 800 and 801, 1st District, 2nd Section, Fulton County, Georgia.
 - b. **PH-18-17 Unified Development Code and Code of Ordinances Text Amendments – Design Review Board**

Consideration of text amendments to Unified Development Code (UDC) Section 1.4 Definitions, Subsection 2.2.15 C-2 General Commercial, Table 2.1 List of Development Standards, Section 2.6 Signs, Subsection 2.7.0 Dwelling, 'For-Rent' Residential, Section 3.3 Stormwater Management – General and Section 5.4 Design Review Board.
- VII. ADJOURNMENT



PLANNING COMMISSION MEETING FEBRUARY 7, 2019

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

I. CALL TO ORDER

II. ROLL CALL

III.

Members Present

- Francis Kung'u (Chair)
- John Goss
- William Perkins
- Steve Usry
- Candy Waylock
- Martine Zurinskas

Members Absent

- Larry Attig
- Jamie Bendall

Staff Present

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

IV. APPROVAL OF MEETING MINUTES

a. January 3, 2019 Minutes

- ❖ Commissioner Usry offered a motion approve the meeting minutes
 - Commissioner Perkins seconded the motion
 - The motion was approved (6-0)

V. ITEMS FROM BOARD MEMBERS

VI. ITEMS FROM STAFF

VII. PUBLIC HEARING

a. Z-18-13/V-18-21 Kimball Bridge School Adaptive Reuse

This item was not considered.

This item was not considered.

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

This item was not considered.

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

Kathi Cook, Director of Community Development presented 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.

Staff recommended approval with 32 conditions.

There was discussion on:

- Amenity Space
- Green Space
- Application with regard to North Point LCI

- Structured Parking is not required
- Exhibit C Current Proposed (Greenspace)

The Applicant presented:

- Greenspace
- Possible Traffic Signals
- Applicants changes to interior of the mall
- Ecco District points 26 when they are only required to have 10
- Adherence to NP LCI and code
- Site Plan
- Greenspace would be less in the portion where City would like to construct road
- It would also mean removal of 60 parking spaces, there would be more parking spaces on one side over the other, which would cause an inconvenience to residents
- Discussed previous Site Plans
- Recognized Block pattern in LCI
- Grades on Site Plan at new opening to the Mall
- Details of proposed Site Plan
- Screening of Enclosed Parking Garages
- Trail details
- Project is approved and funded
- Responded to Staff recommended Conditions

Public Comment:

In Favor :

1. Nick Garzia, 1300 Compass Pointe Crossing
2. Sharon Beean, 1875 Mayfield Rd
3. Dennis Carmon, Bike Alpharetta

Reasons:

- Thoughtful plan
- Will have Halo effect on nearby properties
- Will be a destination
- Walkability, Connectivity, Accessibility
- Lifestyle engagement

There was discussion by the Board:

- Trend of Malls
- Prefer Applicants Plan on Greenspace
- Block size
- Meets intent of LCI
- Priority Area
- Intersection

- ❖ Commissioner Usry offered a motion to approve subject to Staff conditions which the Applicant has agreed to the the exception of Condition 4C. To adopt the Applicant block size/2400 with the Exhibit C current proposed.

- Commissioner Perkins seconded the motion
- The motion was approved (6-0)

The following conditions were approved by PC. Red shows changes from Staff original conditions.

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~~ ~~bellards~~ 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 E, 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.

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

Michael Woodman presented 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.

Applicant presented with response to Staff's recommendations.

There was discussion

- Rental percentage and potential condition that if be phased out if higher than 10%
- Potential for setting precedent on more than 10% For Rent
- Looking at North Point as a whole
- Pedestrian and Vehicular Traffic
- Eco District Points
- Stormwater Park
- Rental Percentage
- Proposed Intersection improvements
- Elevations
- Site Plans

Public Comment:

Dennis Carmon, Bike Alpharetta

- Make sure traffic improvements are for all users. Consider traffic calming measures as well as signal
 - ❖ Commissioner Perkins offered a motion to approve with Staff recommendations as amended by the applicant with the exception of Condition #25
 - Commissioner Waylock seconded the motion
 - The motion was approved (5-1)(Usry)
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 Eco District 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.

VIII. ADJOURNMENT

DRAFT



CITY COUNCIL MEETING STAFF REPORT

SUBMITTING DEPARTMENT: COMMUNITY DEVELOPMENT

SUBMITTED BY: KATHI COOK

DRAFTED BY: MICHAEL WOODMAN

I. AGENDA ITEM TITLE: Z-18-13/V-18-21 KIMBALL BRIDGE ADAPTIVE REUSE

PLANNING COMMISSION: MARCH 7, 2019

CITY COUNCIL: MARCH 25, 2019

II. RECOMMENDATION:

Deny Z-18-13/V-18-21 Kimball Bridge Adaptive Reuse request for rezoning and variances.

III. REPORT IN BRIEF:

The applicant, Stonewalk Companies, LLC, is requesting a rezoning on 4.44 acres from SU (Special Use) to O-I (Office-Institutional) to allow for the adaptive reuse of the Bailey-Johnson School and construction of 210,000 square feet of office, 10,000 square feet of freestanding retail use, 16,000 square foot culinary school, 24,000 square feet of restaurant use and structured parking. Variances are requested to reduce landscape strips, reduce building setbacks, reduce minimum lot size, increase maximum building coverage and impervious area and reduce parking requirements. The property is located at 154 Kimball Bridge Road.

DISCUSSION

The submitted request, if approved, would allow for the reuse of the previous school building (Bailey-Johnson School, circa 1950) and construction of 210,000 square feet of office, 10,000 square feet of freestanding retail, 16,000 square foot culinary school, 24,000 square feet of restaurant use and below-grade parking on 4.44 acres. Variances are requested to reduce landscape strips, reduce building setbacks, reduce minimum lot size, increase maximum building coverage and impervious area and reduce parking requirements. The property is located at 154 Kimball Bridge Road.

The subject property is zoned SU (Special Use) and is currently being used by Fulton County Schools as a maintenance yard. The property was originally developed as the Baily-Johnson School in 1950. Surrounding properties are zoned O-I (Office-Institutional) to the north and east, AG (Agriculture) to the south and R-8A/D (Dwelling, 'For-Sale', Attached/Detached Residential – Medium Density) to the west. The property has frontage along Kimball Bridge Road, with Parkway 400 Master Plan located to the north and east, the original St. James United Methodist Church to the south and Kimball Bridge Walk Subdivision to the west. The property has a Comprehensive Land Use Plan designation of Corporate Office, which allows the proposed uses except for the proposed freestanding retail use.

The table below provides a summary of the applicant's eight (8) requested variances. Some of the variances are needed due the applicant's intent to reuse the existing structure which is supported by Staff:

UDC Sections	Regulations	UDC Requirement	Variance Request
2.2.13(D)	Front Building Setback	65'	0' Below Grade Parking Deck 3' Proposed Office Bldg. 6' & 7' Existing Bldgs.
2.2.13(D)	Side Building Setback	15'	10' Proposed Bldg.
2.2.13(D)	Rear Building Setback	15'	0' Proposed Bldg.
2.2.13(D)	Minimum Lot Size	25 acres	4.44 acres
2.2.13(D)	Max. Building Coverage	40%	46%*
2.2.13(D)	Max. Impervious Area	70%	85%
3.2.8(D)(1)	Landscape Strips	20' – Kimball Bridge 5' – Internal	3' – Kimball Bridge 0' – Internal
2.5.1(B)	Parking**	1,210 spaces	629 spaces

*Site plan states that Building Coverage is 46%; however, it's unclear if the below grade structured parking footprint is included in the building coverage calculation.

**Site plan states that a shared parking analysis will be provided prior to permit approval to justify the parking variance.

In addition to the requested variances above, Staff has identified several inconsistencies with the UDC and concerns with the overall site layout, including the following:

1. Maximum Building Height – Maximum 40' in the O-I district. Site plan depicts three (3), 4-story office buildings over structured parking. It is unclear if the 4-story office buildings over structured parking will meet the City's maximum height of 40'.
2. Freestanding Retail Use – Retail service uses in the O-I district are required to be incorporated within an office building, must be customarily related to and clearly subordinate to office use and shall not constitute more than 25% of the office building. The applicant's site plan depicts a 10,000 square foot freestanding retail building, which is inconsistent with the above-referenced regulation.
3. Tree Protection – The site plan does not depict any tree saves on the property. However, ten (10) 'Good' condition specimen trees are identified on the applicant tree assessment and survey as trees that should be taken into design consideration.
4. Driveway Curb Cuts – The site plan depicts four (4) curb cuts along Kimball Bridge Road. The UDC requires that driveway curb cut locations not be closer than 300' on arterial or collector streets. The proposed driveway curb cuts are 215', 200' and 230' apart, as measured from north to south.
5. Kimball Bridge Road Improvements/Sidewalks – The City has a TSPLOST project along Kimball Bridge Road in order to improve bike and pedestrian operations. Specifically the project goal is described as:

"This project involves pedestrian, bike, and operational improvements along Kimball Bridge Road between Westside Parkway and North Point Parkway connecting residential neighborhoods to Downtown Alpharetta, Avalon, schools, and parks."

The applicant hasn't provided frontage improvements to compliment the City project including sidewalk and roadway improvements. With the parking variance requested a plan incorporating better bike and pedestrian access is crucial.

6. Interparcel Access – The site plan depicts interparcel access with the adjacent property to the east in Parkway 400 Master Plan. That property owner has emailed the City stating that they will not approve the interparcel access as depicted on the applicant's site plan, due to concerns over the proposed density and spillover parking.
7. Alcohol Ordinance – The proposed restaurants would not meet alcohol ordinance distance requirements from adjacent residential and church.
8. Open Space – A minimum 10% open space is required in the O-I district. The applicant's site plan includes discrepancies in the amount of proposed open space and there is little information as to how open space will be improved.
9. Non-Residential Density – The applicant proposes a total of 260,000 square feet of office and retail uses, which represents 58,559 square feet per acre. As shown in the table below, the applicant's proposed density is much greater than densities for similar projects in the City. If approved, it is recommended that the non-residential density be limited to no more than 30,000 SF per acre.

Development	Office (SF)	Retail (SF)	Acreage	Non-Residential Density/Acre
Applicant's Site	210,000 SF	50,000 SF	4.44 acres	58,559 SF/acre
Kairos Old Milton Pkwy	52,000 SF		2.16 acres	24,041 SF/acre
Northside Old Milton Pkwy	80,000 SF		5.9 acres	13,559 SF/acre
TPG Office at Chelsea Walk	30,000 SF		1 acre	30,000 SF/acre
Preston Ridge Master Plan				28,690 SF/acre (max.)

Windward Master Plan				30,000 SF/acre (max.)
Parkway 400 Master Plan				14,000 SF/acre (max.)
Northwinds Master Plan				40,000 SF/acre (max.)

SITE PLAN

The submitted site plan depicts two (2), 4-story office buildings and a two (2) story freestanding retail building over a below grade parking deck and on the north end of the property. The applicant proposes to renovate the existing buildings (former Baily Johnson School) for reuse as a 16,000 square foot Culinary School and 17,000 square foot restaurant on the southern half of the property. A four (4) story office building and 7,000 square foot subgrade restaurant is proposed to the rear of the existing buildings. The table below provides a summary of the proposed development.

Use	Proposed Size	Height	Notes
Office	79,000 SF	4 stories	Over subgrade parking deck
Office	76,000 SF	4 stories	Over subgrade parking deck
Office	45,000 SF	4 stories	
Retail	10,000 SF	2 stories	Over subgrade parking deck. Freestanding retail use is not permitted in the O-I district.
Retail Service	16,000 SF	2 stories	Adaptive reuse of existing building for Culinary School
Restaurant	17,000 SF	1 story	Adaptive reuse of existing building
Restaurant	7,000 SF	Subgrade	
Open Space	Undetermined	N/A	0.69 & 0.85 acres of open space labeled on plan. Open space improvements unknown. Min. 0.44 acres required.

The site plan calls out 618 parking spaces in a below grade parking deck and eleven (11), 20-minute angled parking spaces along Kimball Bridge Road. The UDC requires 1,210 parking spaces for all proposed uses. The applicant is requesting a parking variance; however, a shared parking analysis has not been provided to justify the parking reduction.

Four (4) driveway curb cuts are depicted on Kimball Bridge Road. The northernmost driveway provides access to the below grade parking deck, the two (2) southernmost curb cuts provide access to short-term parking and the center curb cut is the main entrance to the development. The proposed curb cuts do not meet the UDC's 300' minimum distance requirement between curb cuts. Interparcel access is depicted on the adjacent property to the east in the Parkway 400 Master Plan. However, the adjacent property owner has not approved the proposed interparcel access and has stated concerns over the applicant's proposed density and spillover parking. Sidewalks are not depicted along Kimball Bridge Road; however, the City will require a 10' multi-use sidewalk along the property's frontage.

The existing buildings have a 6' and 7' setback from Kimball Bridge Road. The site plan depicts the below grade parking deck constructed at the front property line (0' setback), with a four (4) story office building having a three-foot (3') setback from Kimball Bridge Road. The O-I district requires a 65' setback along Kimball Bridge Road. The proposed subgrade restaurant has a 0' rear setback; whereas, the UDC requires a 15' setback. A 10' side setback is depicted along the northern property line for a four (4) story office building over parking deck; whereas, the UDC requires a 15' side setback.

The applicant's site plan calls 0.69 acres and 0.85 acres of open space. It is unclear which number is correct. The UDC requires 10% open space in the O-I district, or 0.44 acres for the subject property. Open space on the northern half of the property is proposed over the below grade parking deck. It is unclear how the applicant intends to improve the open space areas and how much of the open space will be green.

The applicant submitted a tree survey and assessment identifying ten (10) 'Good' condition specimen trees on the property, including several Red Oaks, an Elm, a Dogwood and two (2) Magnolias. However, the site plan does not depict any tree saves. The City's Tree Protection Ordinance requires reasonable effort to save specimen trees, including, but not be limited to, alternate building design, building location, parking area layout, parking area location, stormwater BMP locations and the like. Staff believes an alternate site plan and/or building design should be provided depicting tree saves.

A note on the applicant's site plan indicates that stormwater controls may include a combination of several components (pervious paving, cistern, or other components).

BAILEY-JOHNSON SCHOOL

The plan includes a creative re-use of the school. The structure is proposed to be used for a culinary school as well as a food hall. The location of the building limits large sidewalks along Kimball and Staff has consistently requested the applicant address pedestrian access, to no avail. There are many creative solutions to work around the structure which have not been incorporated into the plan. This could be a great addition and re use in Alpharetta if the total project is scaled appropriately and provided better pedestrian access. Staff supports the setback variance requests for the existing structure which are caused by the building location.

According to *Alpharetta, Milton County – The Early Years-* (Mashburn, 2008) the Bailey-Johnson school has the following history:

"Bailey-Johnson School was opened in 1950 to accommodate North Fulton African American students from Sandy Springs northward. School organizations included the 4_H Club, music club, science club, safety patrol, newspaper, student council, and royal court (king and queen of student body were elected). Bailey-Johnson fielded boys and girls basketball and track teams. The School's yearbook, originally called the Blue Clover, was later changed to the Lion. Bailey-Johnson had several principals, including George Garrison, Myron Johnson and Maye Clayton"

TRAFFIC

The applicant provided a trip generation study. Based on the information provided, the proposed development is expected to generate 478 PM Peak Hour trips. The table below presents the assumed trip generation.

Table 2: Trip Generation											
Land Use	Density	ITE Code	Daily Traffic			AM Peak Hour			PM Peak Hour		
			Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
General Office	210,000 SF	710	2,180	1,090	1,090	224	193	31	230	37	193
Shopping Center	10,000 SF	820	378	189	189	9	6	3	38	18	20
High Turnover (Sit-Down) Restaurant	46,700 SF	932	5,238	2,619	2,619	464	255	209	456	283	173
Mixed-Use Reduction			-392	-196	-196	-100	-50	-50	-54	-27	-27
Pass-by Reduction			-2,298	-1,149	-1,149	0	0	0	-192	-96	-96
Total New Trips			5,106	2,553	2,553	597	404	193	478	215	263

Kimball Bridge Road is a 2-lane roadway, which has a capacity of approximately 15,000-18,000 VPD. The applicant's traffic consultant collected 24-hour counts at two (2) locations along Kimball Bridge Road:

1. Near Project Site (west of Northwinds Parkway) – Approximately 8,850 vehicles per day (VPD)
2. Near GA 400 (east of Northwinds Parkway, GA 400 bridge) – Approximately 13,600 vehicles per day (VPD)

Based on the collected volumes, the applicant's traffic consultant suggests that a three (3) lane roadway would suffice west of Northwinds Parkway on Kimball Bridge Road. The City has a TSPLOST project approved to improve Kimball Bridge Road and to better accommodate pedestrians and bicycles.

STANDARDS FOR ZONING CHANGES

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

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

Response: While the zoning proposal is consistent with the Comprehensive Land Use Plan designation of the property, the proposed development is too dense and new buildings are located too close to Kimball Bridge Road. Variances to keep the Bailey-Johnson building in tact can be supported but not for additional buildings. In addition, the site plan does not comply with many of the applicable development regulations in the UDC and there are concerns with the overall site layout and impacts from the future expansion of Kimball Bridge Road.

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

Response: The zoning proposal would adversely affect the existing use and usability of adjacent properties. The proposed development is too dense and new buildings are located too close to Kimball Bridge Road. In addition, the site plan does not comply with many of the applicable development

regulations in the UDC and there are concerns with the overall site layout and impacts from the future improvements to Kimball Bridge Road.

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

Response: The proposed development would adversely affect the natural environment. The applicant's tree assessment and survey identify ten (10) 'Good' condition specimen trees on the property, of which none are proposed to be saved.

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

Response: The property is zoned SU, which is a district that is typically applied to properties with public or semi-public uses. The property, as currently zoned, is limited in its use. However, the applicant's site plan does not comply with many of the applicable development regulations in the UDC and there are concerns with the overall site layout and impacts from the future improvements of Kimball Bridge Road. The applicant has not addressed pedestrian and bike access improvements.

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

Response: The zoning proposal would generate 478 PM Peak Hour trips, resulting in significant impacts to Kimball Bridge Road. In addition, the site plan does not make accommodations for the pedestrian and bicycle improvements along Kimball Bridge Road.

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

Response: Not applicable.

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

Response: The zoning proposal does not reflect a reasonable balance as the development is too dense and buildings are located too close to Kimball Bridge Road. In addition, the site plan does not comply with many of the applicable development regulations in the UDC.

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

Response: The property is zoned SU, which is a district that is typically applied to properties with public or semi-public uses. The property, as currently zoned, is limited in its use. However, the applicant's site plan does not comply with many of the applicable development regulations in the UDC and there are concerns with the overall site layout and impacts from the future improvements to Kimball Bridge Road.

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

Response: The Comprehensive Land Use Plan designation of the property is Corporate Office, which allows office use. However, freestanding retail use is not permitted within that future land use designation, nor within the proposed O-I zoning 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 extraordinary conditions pertaining to the subject property due to its triangular shape and the applicant's proposal to renovate and save two (2) existing buildings on the property, which can be supported. However, the applicant is requesting eight (8) variances, of which a hardship and/or justification has not been provided. The applicant's hardship is self-imposed as the proposed development is twice as dense as similar non-residential developments in the City.

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

Response: The applicant is requesting eight (8) variances, of which a hardship and/or justification has not been provided. The applicant's hardship is self-imposed as the proposed development is twice as dense as similar non-residential developments in the City.

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

Response: The property has an unusual shape and the applicant proposes to save two (2) buildings on the property. However, the applicant is requesting eight (8) variances, of which a hardship and/or justification has not been provided except for the existing structure which supports the setback variances. The applicant's parking hardship is self-imposed as the proposed development is twice as dense as similar non-residential developments in the City.

- (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, if granted, would cause substantial impacts to surrounding properties. The applicant's requested variances are excessive and out of character for the area. The parking hardship is self-imposed as the proposed development is nearly twice as dense as similar non-residential developments in the City.

CONCURRENCES

Staff has reviewed the applicant's proposal and finds that it cannot support the request for rezoning and variances. While the zoning proposal is consistent with the Comprehensive Land Use Plan designation of the property, the proposed development is too dense and the new building is located too close to Kimball Bridge Road. In addition, the applicant's site plan is inconsistent with several development regulations in the UDC and there are concerns with the overall site layout and impacts from the future improvements to Kimball Bridge Road.

The reuse of the Bailey Johnson School into a culinary school is supported as well as front setback variances to incorporate the building. However, the applicant's density is not supported and results in too many variances to parking as well as tree impacts. The applicant has also not addressed sidewalks and bicycle facilities that are needed and proposed along Kimball Bridge Road, especially since a parking variance is requested.

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 overall there has been support for the project and more specifically support to save the Bailey-Johnson School. There were some concerns, such as not enough parking and some residents in Kimball Bridge Walk subdivision do not like the project's driveway alignment with Stratham Drive. Email correspondence from the President of the Alpharetta and Old Milton County Historical Society indicates that a portion of the Bailey-Johnson School should be saved and preserved as a museum to house memorabilia from the school.

The City has been contacted by the adjacent property owners in Parkway 400 Master Plan and Kimball Bridge Walk subdivision. Concerns voiced include the number of variances, density, traffic, lack of parking and inter parcel access.

COMMUNITY ZONING INFORMATION MEETING

The CZIM was held on January 9, 2019. Nine (9) residents signed-in with comments, with concerns over too many variances, not enough trees and greenspace, traffic and density. Residents liked that the existing building would be saved and reused.

IV. ATTACHMENTS:

- Site Plan
- Elevations/Renderings

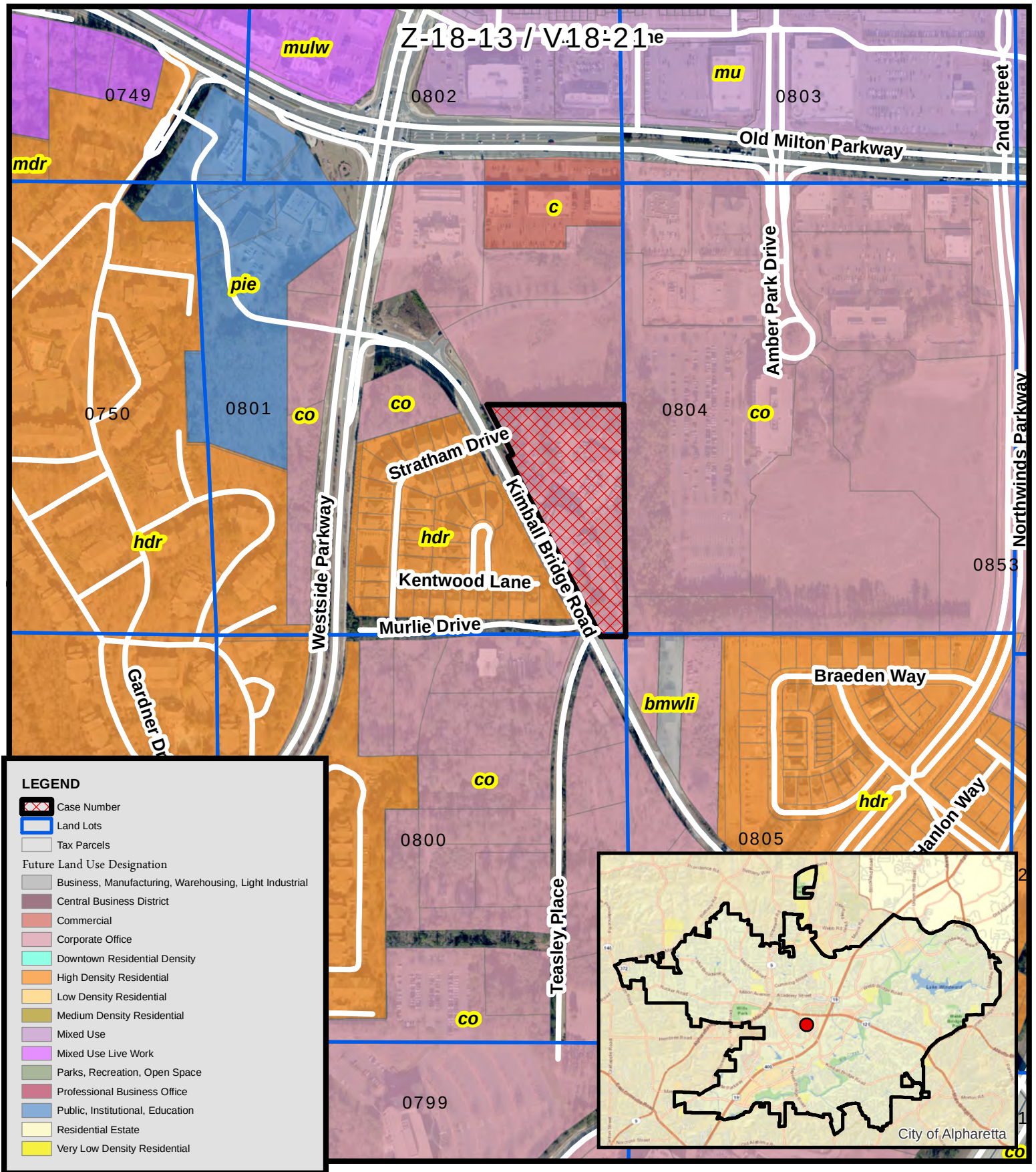
Z-18-13 / V-18-21^{re}



Aerial Map
Kimball Bridge
Adaptive Redevelopment

Z-18-13 / V-18-21
D/LL: 1/2/801
PC Date: 2/07/19
CC Date: 2/18/19

Location Map Provided by:
Community Development - GIS

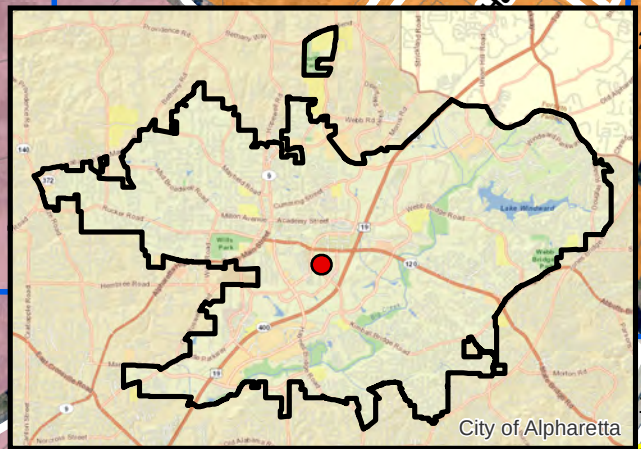


LEGEND

- Case Number
- Land Lots
- Tax Parcels

Future Land Use Designation

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

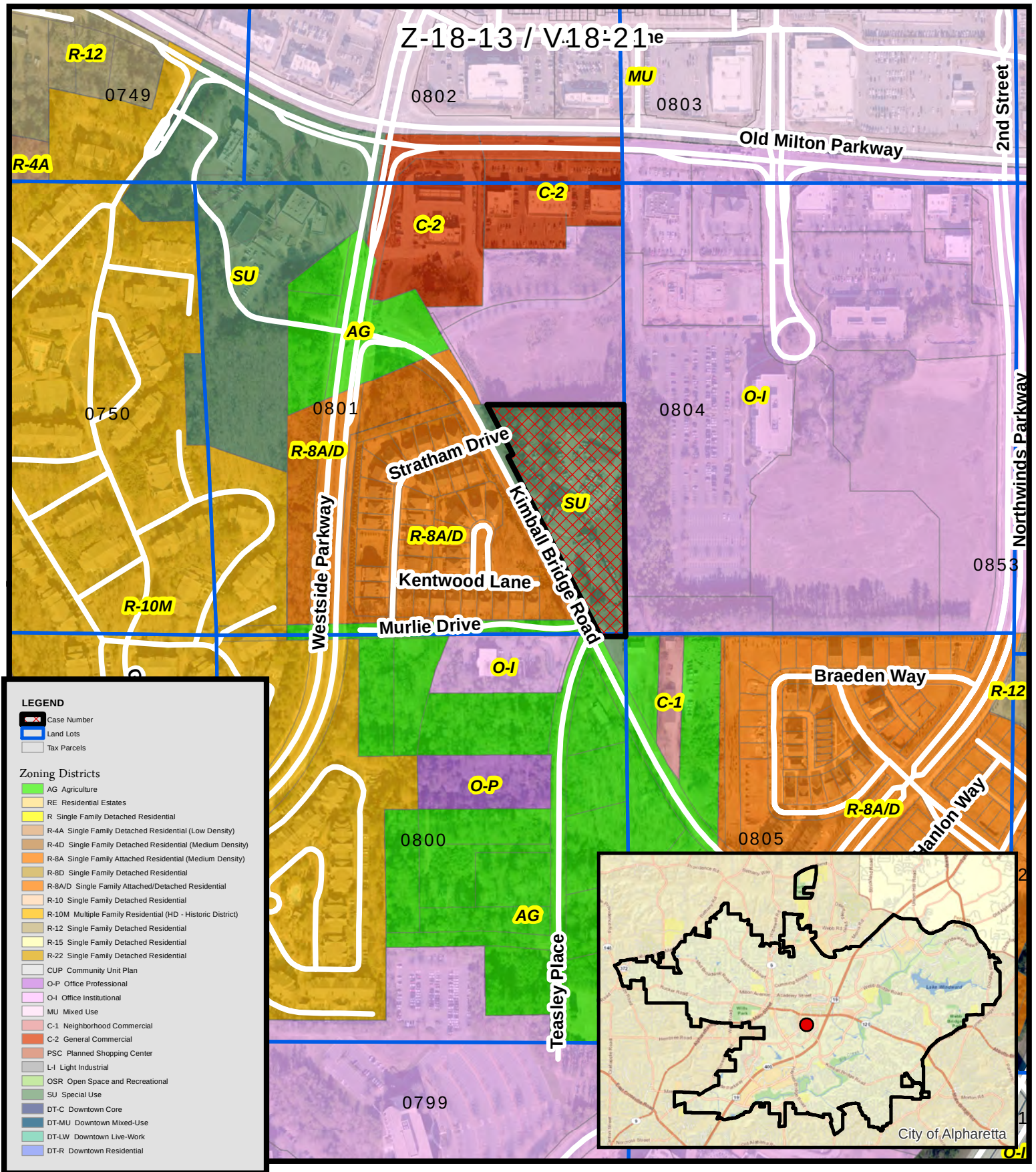


Future Land Use Kimball Bridge Adaptive Redevelopment

Z-18-13 / V-18-21
D/LL: 1/2/801
PC Date: 2/07/19
CC Date: 2/18/19

Location Map Provided by:
Community Development - GIS



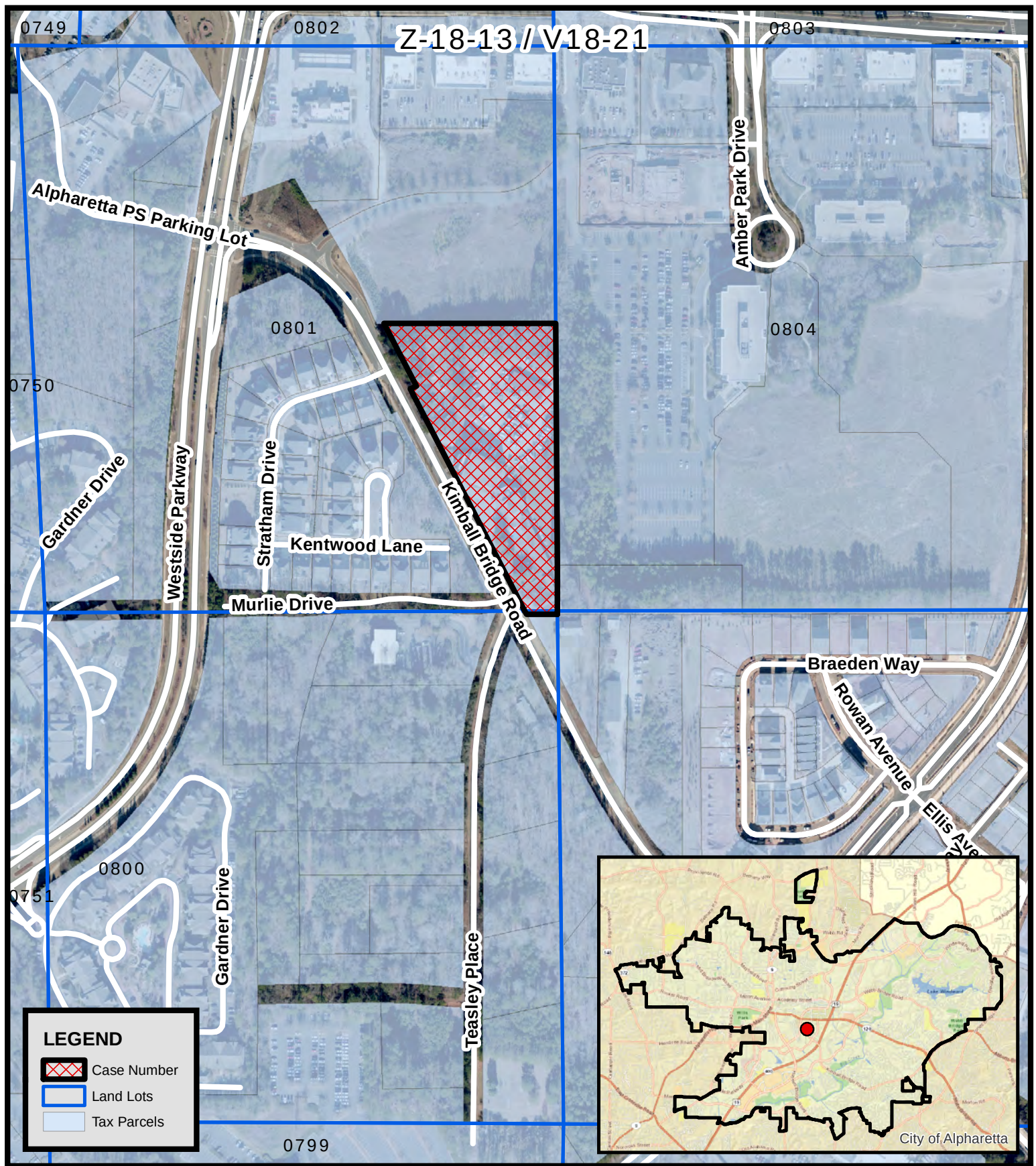


Zoning Map Kimball Bridge Adaptive Redevelopment

Z-18-13 / V-18-21
D/LL: 1/2/801
PC Date: 2/07/19
CC Date: 2/18/19

Location Map Provided by:
Community Development - GIS





Location Map Kimball Bridge Adaptive Redevelopment

Z-18-13 / V-18-21
D/LL: 1/2/801
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Location Map Provided by:
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Traffic Impact Study

Kimball Bridge School Adaptive Redevelopment

City of Alpharetta, Georgia

Report Prepared:

September 2018

Prepared for:

Stonewalk Companies, LLC

Prepared by:

Kimley»»Horn

Kimley-Horn and Associates, Inc.
11720 Amber Park Drive, Suite 600
Alpharetta, GA 30009
September 2018
013221000

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Appendix B:	Intersection Volume Worksheets
Appendix C:	<i>Synchro</i> Analysis Reports
Appendix D:	Raw Traffic Counts
Appendix E:	Project Fact Sheets
Appendix F:	Site Photos

1.0 INTRODUCTION

This report presents the analysis of the anticipated traffic impacts associated with the proposed *Kimball Bridge School Adaptive Redevelopment* development, which is expected to be completed in 2021 (referred to herein as “build-out year”). The site is located approximately 0.2 miles east of Westside Parkway on Kimball Bridge Road in the City of Alpharetta, Georgia.

The site is currently occupied by a Fulton County School maintenance facility and is proposed to be redeveloped to consist of approximately 210,000 square feet of general office space, 10,000 square feet of shopping center space, and 46,700 square feet of restaurant space on approximately 4.4 acres. Note: These approximate land use densities have been estimated and are subjected to slightly change during the process.

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 the traffic associated with the proposed *Kimball Bridge School Adaptive Redevelopment* development).

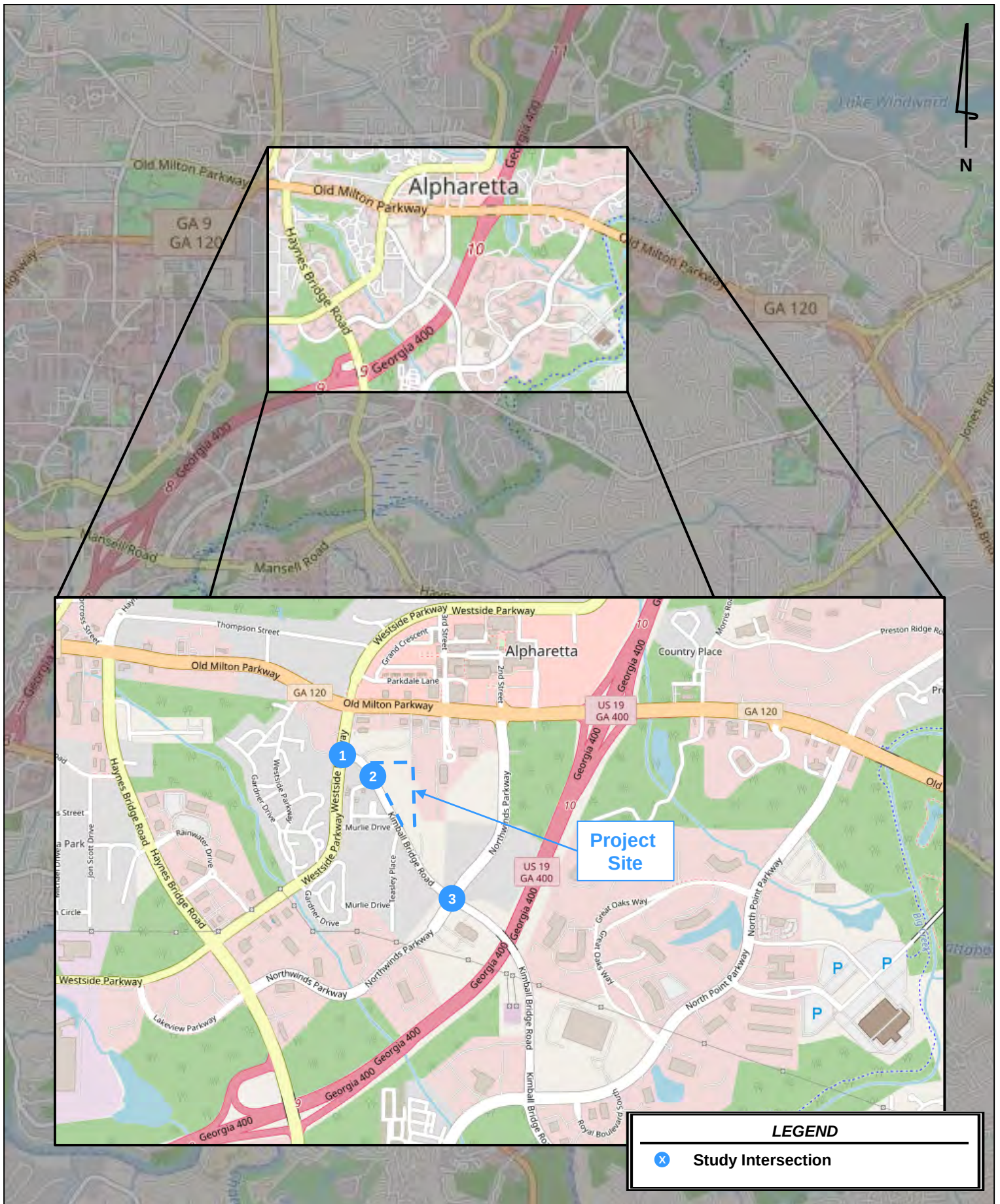
Figure 1 provides a location map of the project site. **Figure 2** and **Figure 3** provide aerial imageries of the project site. Additionally, a copy of the proposed site plan is provided in Appendix A.

2.0 STUDY AREA DETERMINATION

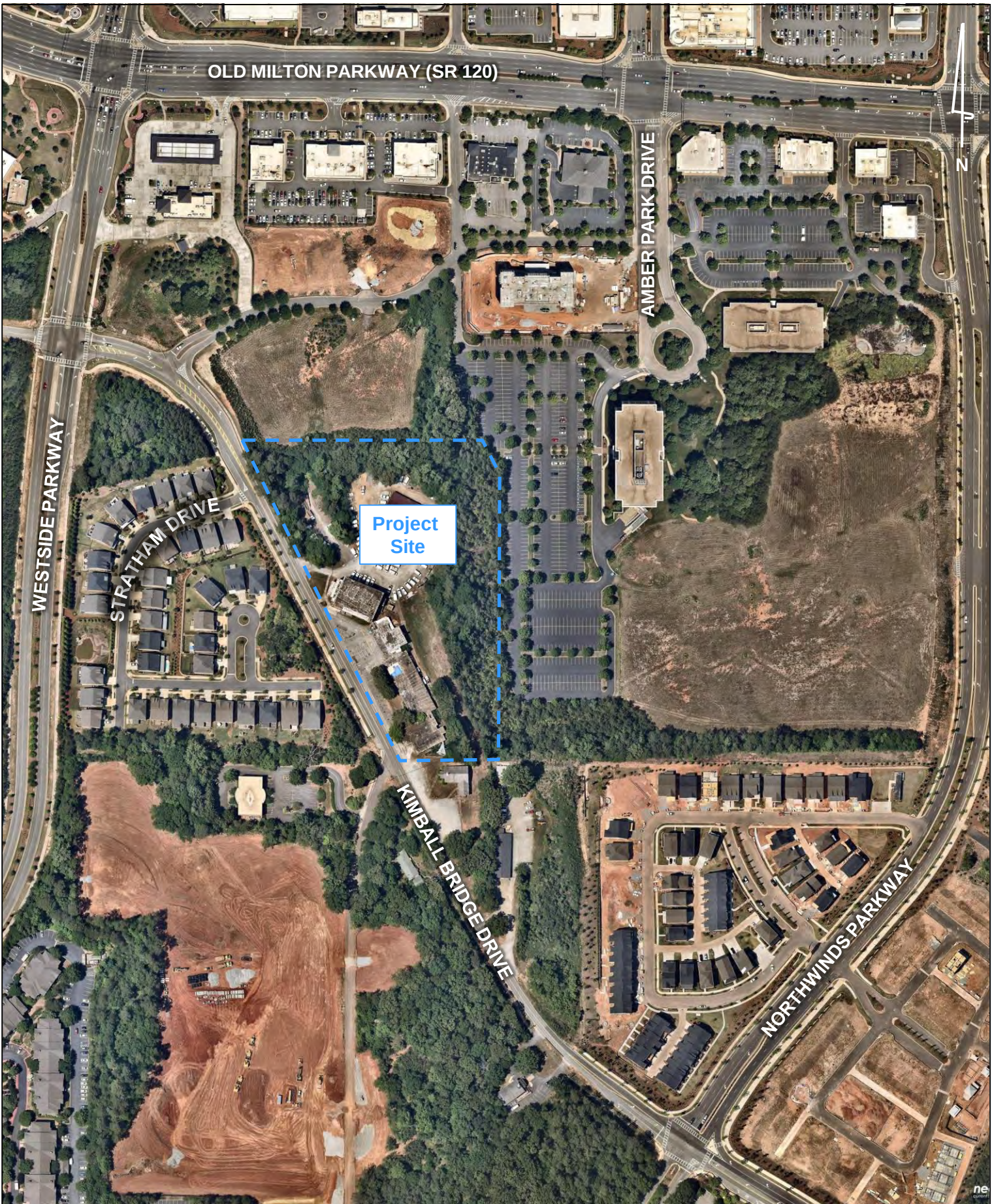
The study area consists of the following three (3) existing intersections, plus the site driveways:

1. Kimball Bridge Road at Westside Parkway (signalized)
2. Kimball Bridge Road at Stratham Drive (unsignalized)
3. Kimball Bridge Road at Northwinds Parkway (signalized)

This analysis considers Kimball Bridge Road as having an east-west orientation, and Westside Parkway, Stratham Drive, and Northwinds Parkway as having a north-south orientation.







3.0 EXISTING TRAFFIC CONDITIONS

The roadways within the study network have the following characteristics:

Kimball Bridge Road is a two-lane, major collector roadway with a posted speed limit of 35 MPH. There are no GDOT count stations along Kimball Bridge Road. However, the estimated daily traffic is approximately 8,000 vehicles per day.

Westside Parkway is a four-lane, divided minor arterial roadway with a posted speed limit of 40 MPH. GDOT counts taken north of Encore Parkway indicated an AADT of 13,500 vehicles per day in 2016.

Stratham Drive is a two-lane, private roadway with a posted speed limit of 25 MPH. There are no GDOT count stations along Stratham Drive.

Northwinds Parkway is a four-lane, divided local road with a posted speed limit of 35 MPH. There are no GDOT count stations along Northwinds Parkway.

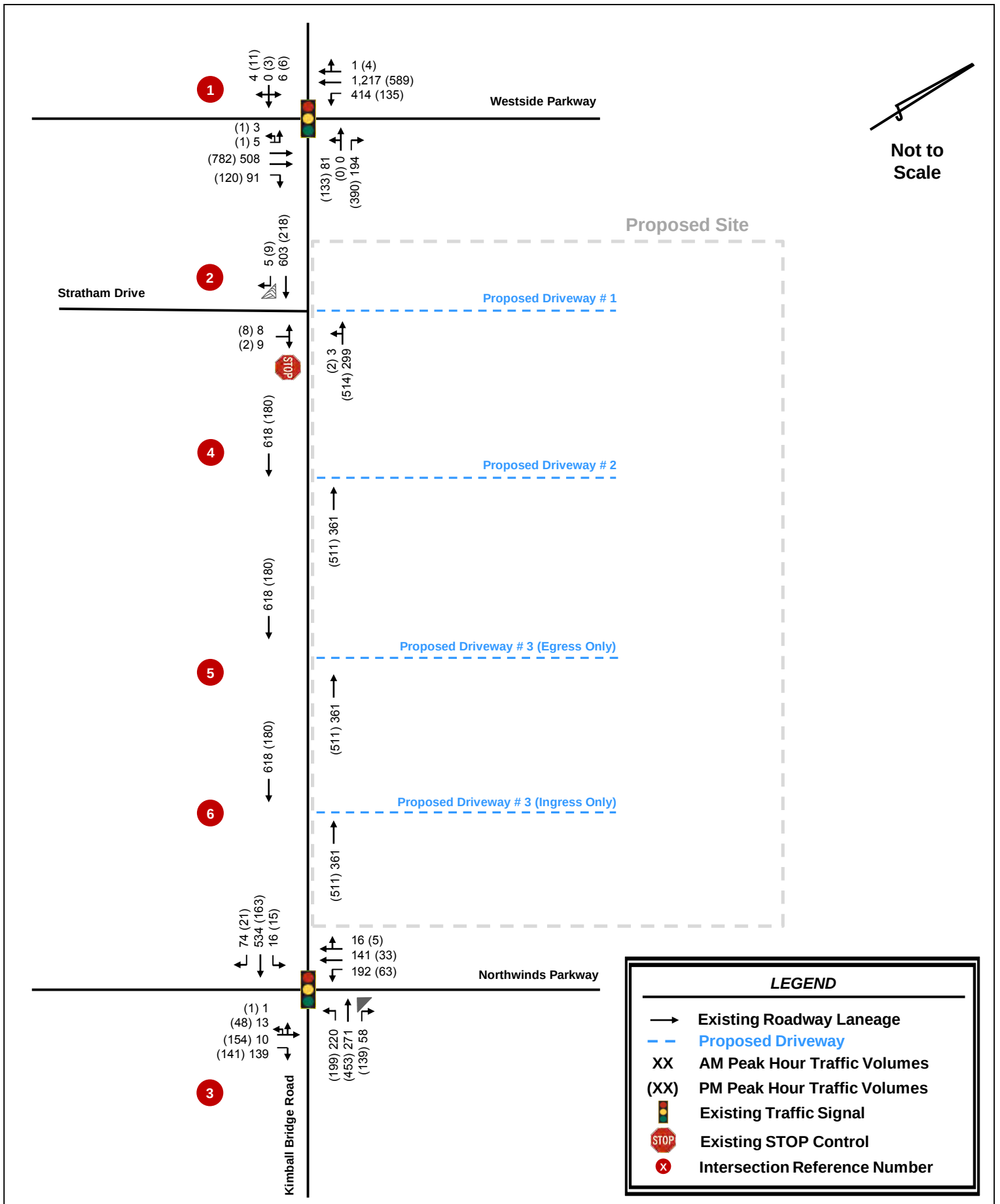
Vehicle peak hour turning movement counts were performed at the following existing study intersections:

1. Kimball Bridge Road at Westside Parkway (signalized)
2. Kimball Bridge Road at Stratham Drive (unsignalized)
3. Kimball Bridge Road at Northwinds Drive (signalized)

The vehicle peak hour turning movement counts for the study intersection were collected on Wednesday, August 29, 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). The AM and PM peak hours for each intersection are shown in **Table 1**. Complete traffic count data is provided in Appendix D.

Table 1: Peak Hour Summary		
Intersection	AM Peak Hour	PM Peak Hour
1. Kimball Bridge Road at Westside Parkway	7:15 AM – 8:15 AM	5:00 PM – 6:00 PM
2. Kimball Bridge Road at Stratham Drive	8:00 AM – 9:00 AM	4:30 PM – 5:30 PM
3. Kimball Bridge Road at Northwinds Parkway	8:00 AM – 9:00 AM	4:45 PM – 5:45 PM

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



4.0 PROJECTED BACKGROUND (NON-PROJECT) TRAFFIC

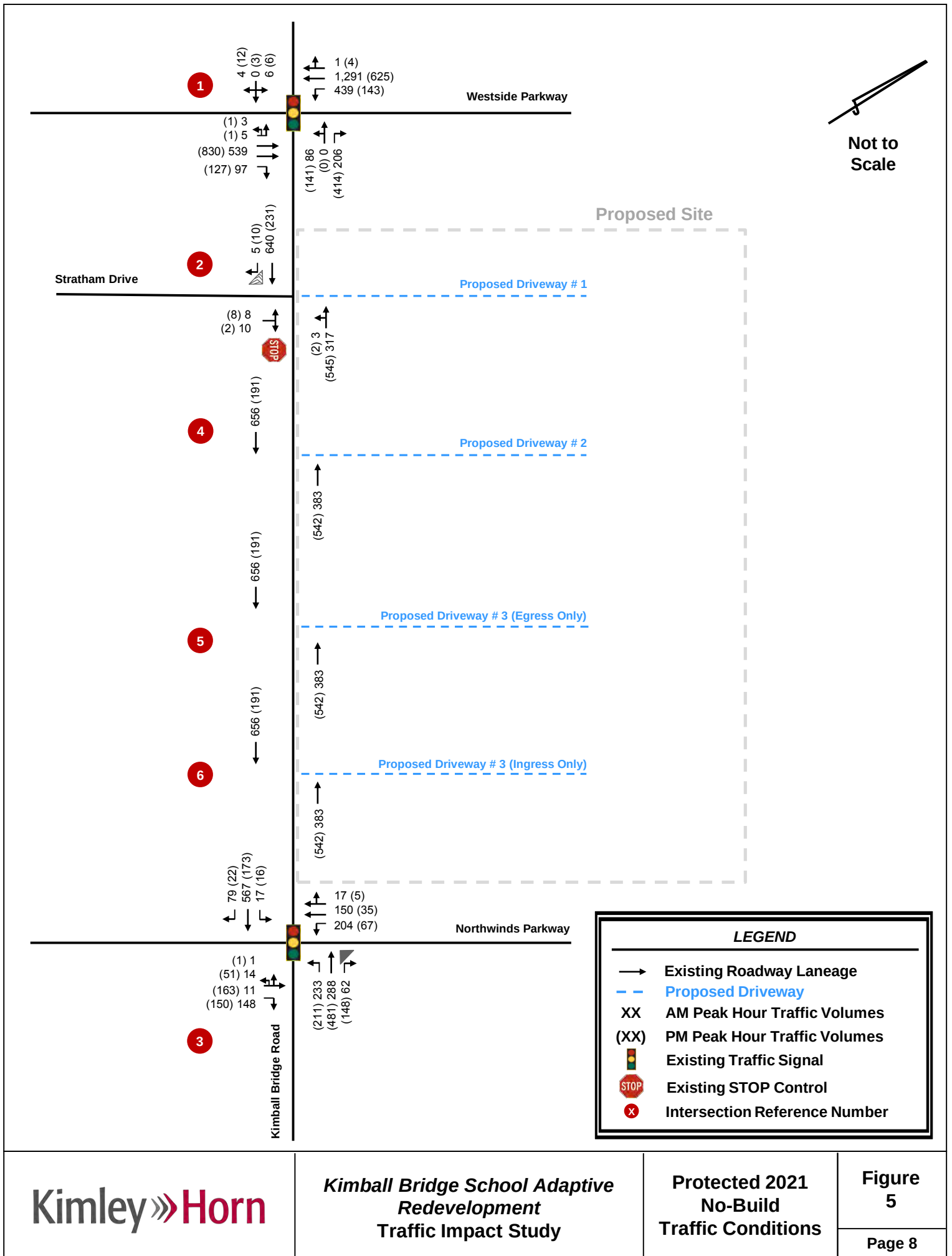
Projected background (non-project) traffic is defined as the expected traffic on the roadway network in the future year(s) absent the construction and opening of the proposed *Kimball Bridge School Adaptive Redevelopment* development. The Existing 2018 peak hour traffic volumes were increased by 2.0%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

Figure 5 illustrates the Projected 2021 No-Build traffic conditions for the AM and PM peak hours.

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. **FN-176:** The project will widen Old Milton Parkway (SR 120) from four lanes to six lanes between Kimball Bridge Road and SR 400.



5.0 PROJECT TRAFFIC

Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the proposed *Kimball Bridge School Adaptive Redevelopment* development, and the distribution and assignment of that traffic through the study roadway network. This traffic impact study evaluated the impacts of developing a 4.4-acre multi-use commercial property.

5.1 PROJECT SITE ACCESS

Access to the proposed *Kimball Bridge School Adaptive Redevelopment* development will be provided at five locations, three driveways along Kimball Bridge Road and two interparcel access road locations connecting to the parking lot east of the property.

1. Proposed Driveway 1 will allow access to the on-site parking garage and will add a fourth leg to the intersection with Stratham Drive and Kimball Bridge Road.
2. Proposed Driveway 2 will allow access to the site to/from Kimball Bridge Road located approximately 200 feet south of Stratham Drive.
3. Proposed Driveway 3 will allow access to the site from Kimball Bridge Road. Proposed Driveway 3 is proposed to be one-way traffic with the entrance approximately 600 feet south of Stratham Drive and the exit approximately 350 feet south of Stratham Drive.
4. Interparcel access road will provide access to the site to/from the 11720 Amber Park Drive parking lot.

See the referenced site plans in Appendix A for a visual representation of vehicular access and circulation throughout the site.

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 office (Land Use 710), retail (Land Use 820), and restaurant (Land Use 932). **Table 2** summarizes the trip generation for the proposed development under full build-out (year 2021).

Table 2: Trip Generation											
Land Use	Density	ITE Code	Daily Traffic			AM Peak Hour			PM Peak Hour		
			Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
General Office	210,000 SF	710	2,180	1,090	1,090	224	193	31	230	37	193
Shopping Center	10,000 SF	820	378	189	189	9	6	3	38	18	20
High Turnover (Sit-Down) Restaurant	46,700 SF	932	5,238	2,619	2,619	464	255	209	456	283	173
Mixed-Use Reduction			-392	-196	-196	-100	-50	-50	-54	-27	-27
Pass-by Reduction			-2,298	-1,149	-1,149	0	0	0	-192	-96	-96
Total New Trips			5,106	2,553	2,553	597	404	193	478	215	263

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

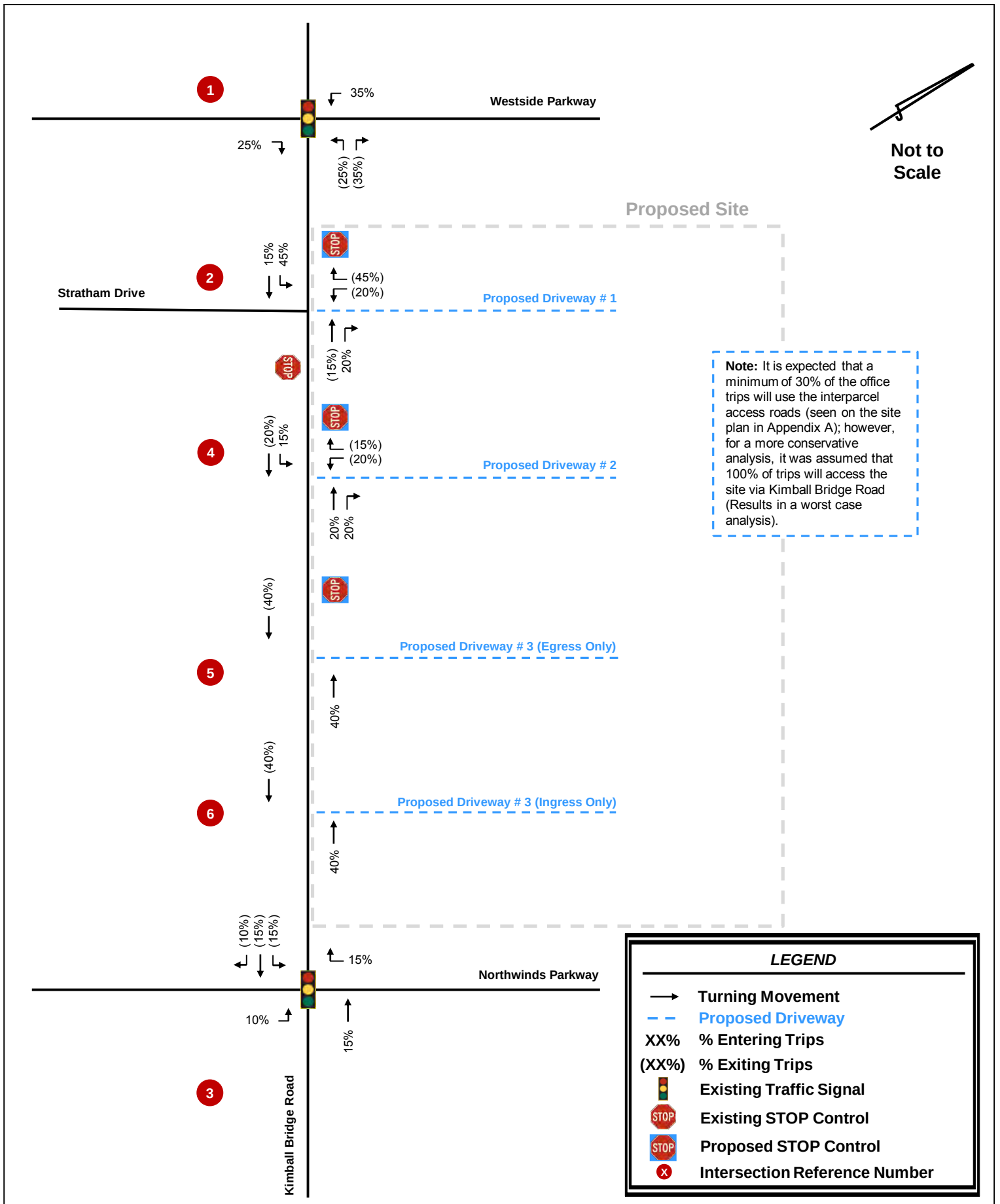
Mixed-use vehicle trip reductions were taken according to the *ITE Trip Generation Handbook*, Third Edition, 2014, for the AM and PM peak hour volumes and the *ITE Trip Generation Handbook*, Second Edition, 2004, for daily volumes. Total internal capture and vehicle trip reduction between the land uses is expected to be 5.0% daily, 14.6% for the AM peak hour, and 7.5% for the PM peak hour as a result of the anticipated interaction between the office, retail, and restaurant land uses within the proposed development.

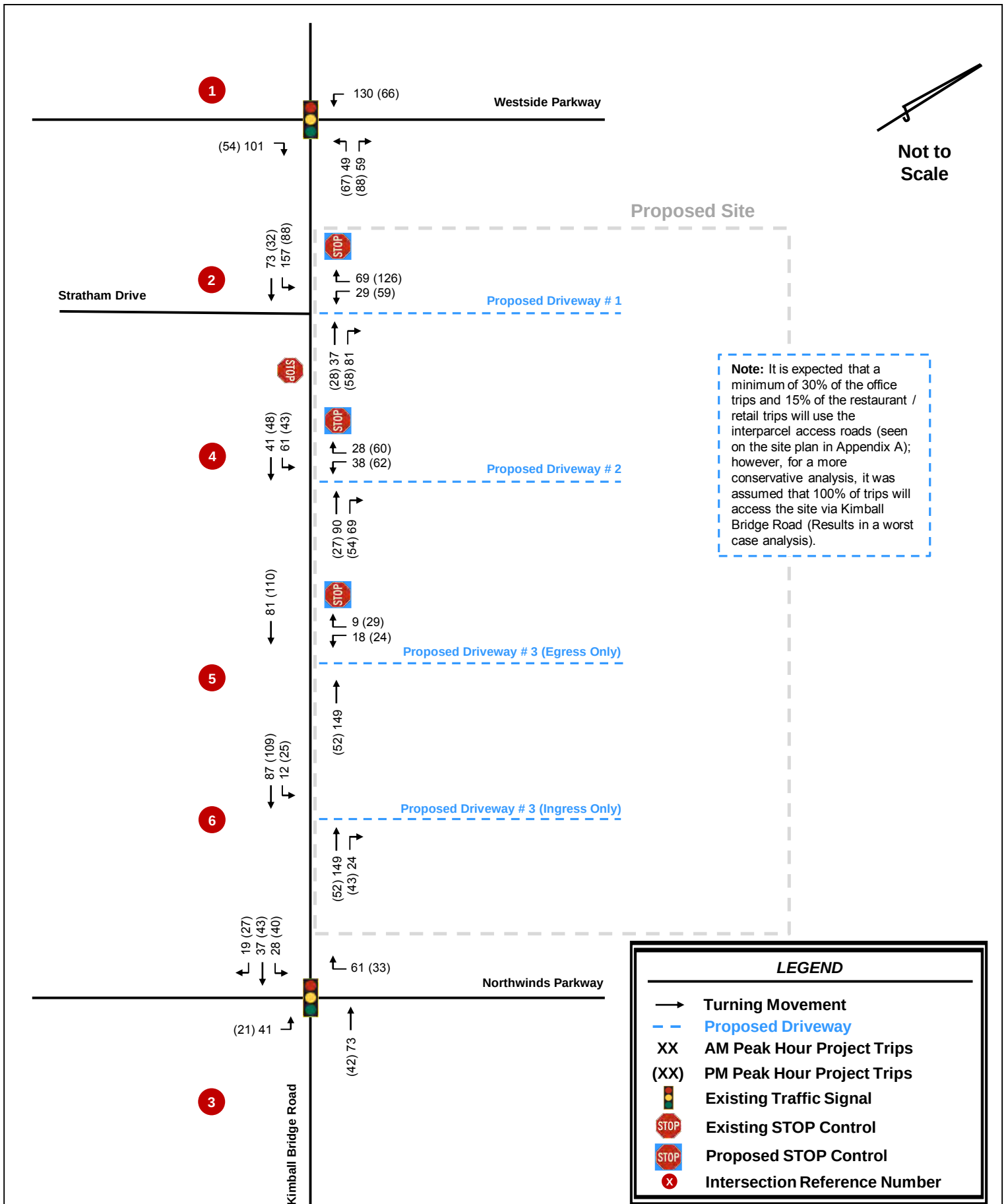
Pass-by reductions were determined according to the *ITE Trip Generation Handbook*, Third Edition, 2014. Per ITE guidance, the pass-by trip reduction rate for the proposed restaurant land use is 43% for the PM peak hour. The pass-by trip reduction rate for the proposed retail land use is 34% for the 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.

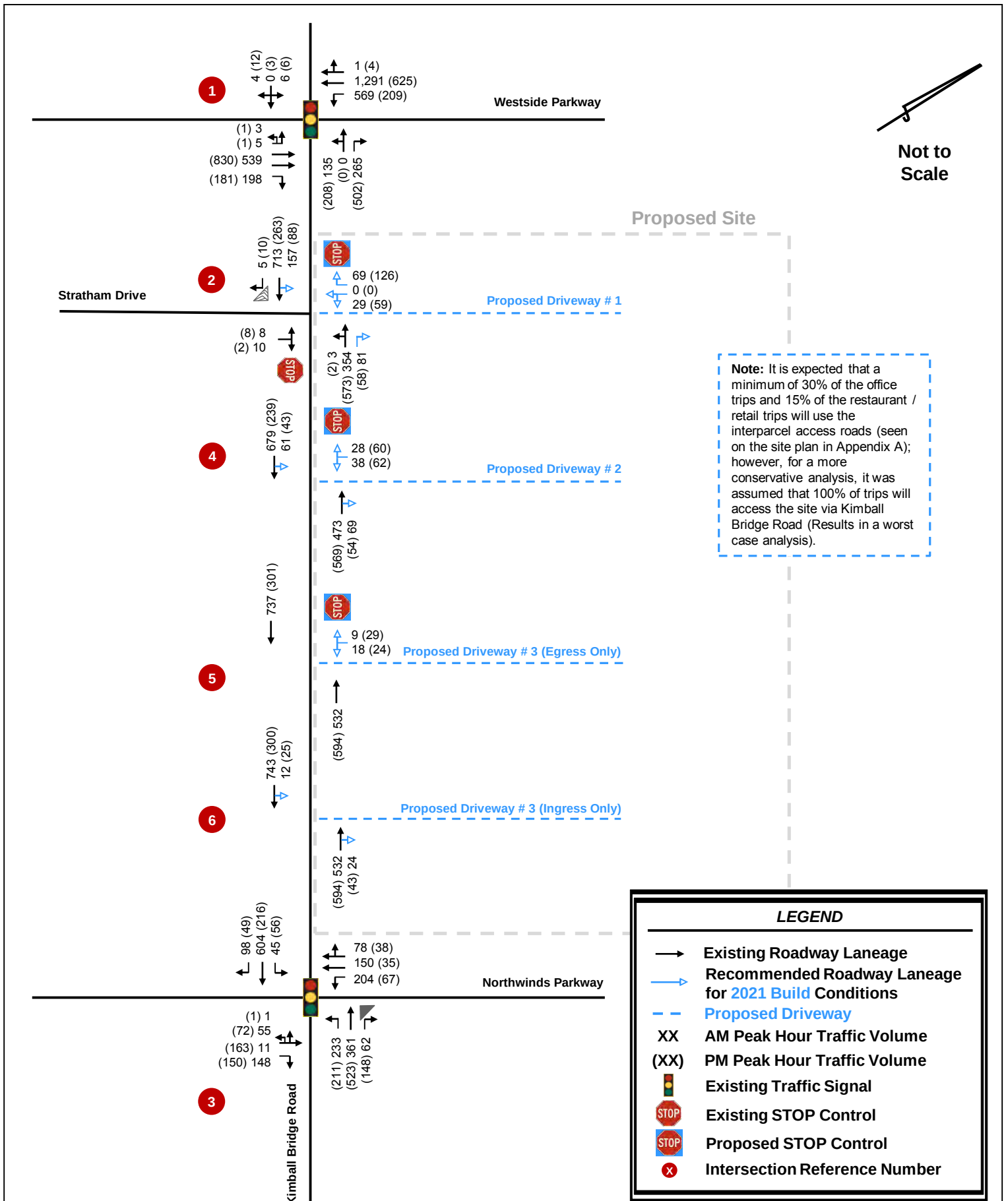
5.3 TRIP DISTRIBUTION AND ASSIGNMENT

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 trip distributions are illustrated in **Figure 6**.

Based on the trip generation from **Table 2** and the anticipated trip distribution (shown on **Figure 6**), net new project trips were assigned to the study roadway network and are illustrated on **Figure 8**. **Figure 9** illustrates the Projected 2021 Build traffic conditions for the AM and PM peak hours. Appendix B provides intersection volume worksheets for the study network.







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.

LOS for signalized intersections are reported for the intersection as a whole. One or more movements at an intersection may experience a low level-of-service, 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 <i>LOS (Delay, in seconds)</i>							
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. Kimball Bridge Road at Westside Parkway (signalized)	Overall	A (9.4)	B (14.1)	A (9.8)	B (15.0)	B (16.8)	B (19.6)
2. Kimball Bridge Road at Stratham Drive / Proposed Driveway 1 (unsignalized - TWSC)	EB Left	C (15.6)	B (14.1)	C (16.3)	B (14.7)	A (8.5)	A (9.1)
	Southbound	-	-	-	-	D (28.2)	C (21.5)
3. Kimball Bridge Road at Northwinds Parkway (signalized)	Overall	C (24.3)	C (22.4)	C (26.3)	C (24.5)	C (27.5)	C (26.0)
4. Kimball Bridge Road at Proposed Driveway 2 (unsignalized - TWSC)	EB Left	-	-	-	-	A (8.8)	A (9.0)
	Southbound	-	-	-	-	D (31.3)	C (22.1)
5/6. Kimball Bridge Road at Proposed Driveway 3 (Egress/Ingress) (unsignalized - TWSC)	EB Left	-	-	-	-	A (8.6)	A (9.0)
	Southbound	-	-	-	-	C (23.7)	C (16.4)

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 and Build conditions, all study intersections are projected to continue to operate at acceptable LOS during both the AM and PM peak hours.

7.0 CONCLUSION

As currently envisioned, the proposed *Kimball Bridge School Adaptive Redevelopment* development is expected to be completed in 2021. This study evaluates the impact of developing approximately 210,000 square feet of general office space, 10,000 square feet of shopping center space, and 46,700 square feet of restaurant space on approximately 4.4 acres. Note: These approximate land use densities have been estimated and are subjected to slightly change during the process.

The site is located approximately 0.2 miles east of Westside Parkway on Kimball Bridge Road 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 the traffic associated with the proposed *Kimball Bridge School Adaptive Redevelopment* development).

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 and Build conditions, all study intersections are projected to continue to operate at acceptable LOS during both the AM and PM peak hours.

Kimley-Horn and Associates, Inc. does not recommend system improvements, but does recommend site improvements based on the results of this study. System improvements, or “No-Build” recommendations, are not needed to serve the background road network traffic, without taking into account traffic associated with the *Kimball Bridge School Adaptive Redevelopment* development. Site improvements, or “Build” recommendations, are needed to serve the background road network traffic plus the *Kimball Bridge School Adaptive Redevelopment* development traffic.

7.1 SYSTEM IMPROVEMENT RECOMMENDATIONS

Based on the results of this study, no off-site system improvements are recommended to serve the Projected 2021 No-Build and Projected 2021 Build conditions.

7.2 SITE-ACCESS IMPROVEMENT RECOMMENDATIONS

Based on the results of this study, Kimley-Horn and Associates, Inc. recommends the following site-access improvements to serve the Projected 2021 Build traffic conditions (note: this would be the improvements needed to serve the traffic associated with the *Kimball Bridge School Adaptive Redevelopment* development).

Intersection # 2: Kimball Bridge Road at Stratham Drive / Proposed Driveway # 1

- Construct one (1) westbound right turn lane along Kimball Bridge Road.
- On site, construct one (1) southbound shared left/through lane and one (1) southbound right-turn lane exiting the site, and one (1) ingress lane entering the site.

Intersection # 4: Kimball Bridge Road at Proposed Driveway # 2

- On site, construct one (1) southbound shared left/right-turn lane exiting the site and one (1) ingress lane entering the site.

Intersection # 5: Kimball Bridge Road at Proposed Driveway # 3 (Egress-Only)

- On site, construct one (1) southbound shared left/right-turn lane exiting the site.

Intersection # 6: Kimball Bridge Road at Proposed Driveway # 3 (Ingress-Only)

- On site, construct one (1) ingress lane entering the site.

Site Plan

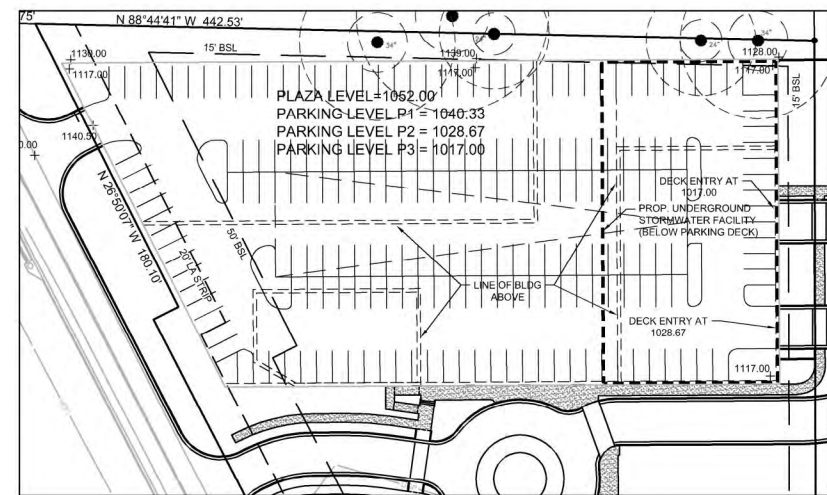


VICINITY MAP

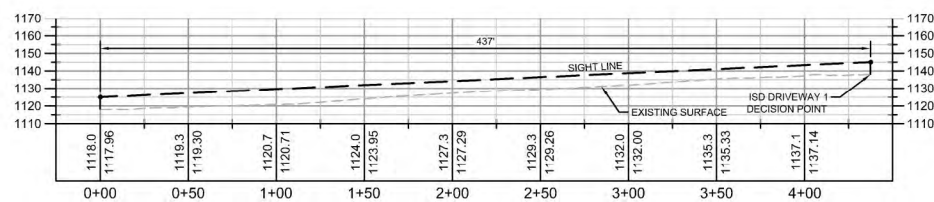


FEMA MAP

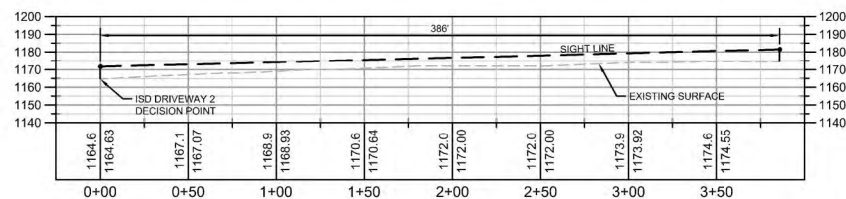
THE PROJECT SITE DOES NOT LIE WITHIN A FLOOD HAZARD AREA PER FIRM PANEL 13121C0058F AND 13121C0059F DATED 09/18/2013.



BELOW GRADE PARKING VIEW
SCALE: 1" = 50'



PROFILE VIEW
SIGHT DISTANCE PROFILE - DRIVEWAY 1 (NORTH TO SOUTH)
1" = 50' HORIZ.
1" = 50' VERT.



PROFILE VIEW
SIGHT DISTANCE PROFILE - DRIVEWAY 2 (NORTH TO SOUTH)
1" = 50' HORIZ.
1" = 50' VERT.



SITE NOTES:

PROPERTY ADDRESS:	154 KIMBALL BRIDGE ROAD
LAND LOT / DISTRICT / SECTION:	801 / 1 / 2
PARCEL ID NUMBERS:	12-2842-0801-011-1
EXISTING ZONING:	SU (SPECIAL USE)
PROPOSED ZONING:	O-1 (OFFICE - INSTITUTIONAL)
OVERALL SITE AREA:	4.437 ACRES
MAXIMUM LOT COVERAGE:	3.106 ACRES (70.0%)
MAXIMUM BUILDING COVERAGE:	1.775 ACRES (40.0%)
MINIMUM OPEN SPACE:	0.444 ACRES (10.0%)
PROPOSED LOT COVERAGE:	3.770 ACRES (85.0%)
PROPOSED BUILDING COVERAGE:	2.040 ACRES (46.0%)
PROPOSED OPEN SPACE:	0.850 ACRES (19.1%)
- TERRACE AREA	0.161 ACRES
- OPEN AREA	0.689 ACRES
MAXIMUM BUILDING HEIGHT:	40'
PROPOSED BUILDING HEIGHT:	XX'
MAXIMUM BUILDING STORIES:	4 STORIES
PROPOSED BUILDING HEIGHT:	4 STORIES + PARKING DECK
PROPOSED LAND USE DENSITY:	
OFFICE BUILDINGS	210,000 SF
RETAIL	10,000 SF
CULINARY SCHOOL	16,000 SF
RESTAURANT	24,000 SF
REQUIRED PARKING:	1,170 SPACES TOTAL
OFFICE	840 SPACE (4.0 / 1000 SF)
RETAIL	50 SPACE (5.0 / 1000 SF)
CULINARY SCHOOL	80 SPACE (5.0 / 1000 SF)
RESTAURANT	200 SPACE (10.0 / 1000 SF)
PROPOSED PARKING:	629 SPACES TOTAL
PARKING DECK	618 SPACES
20-MINUTE PARKING	11 SPACES
BUILDING SETBACK:	
FRONT	50' (0' VARIANCE)
SIDE	15' (10' VARIANCE)
REAR	15' (0' VARIANCE)
1. EXISTING CONDITIONS SHOWN HEREON ARE FROM A SURVEY FILE PROVIDED BY BOUNDARY ZONE, INC. DATED 06/11/18.	
2. SHARED PARKING ANALYSIS SHALL BE PROVIDED PRIOR TO PERMIT APPROVAL	

LEGAL DESCRIPTION

All that tract or parcel of land lying and being in Land Lot 801 of the 1st District, 2nd Section, Fulton County, Georgia, more particularly described as follows:

Beginning at $\frac{1}{2}$ " rebar found at the landlot corner of landlots 800, 801, 804, and 805, which is the true point of beginning, thence running S89°03'51"W along the landlot line dividing landlots 801 and 800 for a distance of 95.41' to a PK nail set on the easterly right-of-way of Kimball Bridge road (R/W varies), thence leaving said landlot line and running along the right-of-way following courses and distances, N27°23'30"W for a distance of 613.11' to a $\frac{1}{2}$ " rebar set, thence running N63°10'00"E for a distance of 15.86' to a $\frac{1}{2}$ " rebar set, thence running N26°50'07"W for a distance of 180.10' to a $\frac{1}{2}$ " rebar set, thence leaving said right-of-way and running N88°44'41"W for a distance of 442.53' to an axle found on the landlot line dividing landlots 801 and 804, thence running along said landlot line the following courses and distances, S00°10'40"E for a distance of 583.31' to a $\frac{1}{2}$ " rebar found, thence running S00°11'25"E for a distance of 117.68' to a $\frac{1}{2}$ " rebar found at the landlot corner, which is the true point of beginning.

Said tract or parcel of land containing 4.437 acres (193,260 square feet) more or less.

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.

VARIANCES:

PROPOSED REDUCTION OF THE 50' FRONT SETBACK TO A 0' FRONT SETBACK FOR ± 215 LF ALONG THE RIGHT-OF-WAY LINE

PROPOSED REDUCTION OF THE 15' SIDE SETBACK TO A 10' SIDE SETBACK FOR ± 160 LF ALONG THE NORTH PROPERTY LINE

PROPOSED REDUCTION OF THE 15' REAR SETBACK TO A 0' REAR SETBACK FOR ± 135 LF ALONG THE PROPERTY LINE

PROPOSED IMPERVIOUS AREA COVERAGE VARIANCE FROM 70% TO 85%

PROPOSED BUILDING COVERAGE VARIANCE FROM 40% TO 46%

PROPOSED REDUCTION IN THE TOTAL AMOUNT OF REQUIRED PARKING SPACES BASED ON THE FINDINGS OF A SHARED PARKING ANALYSIS TO BE PERFORMED AND APPROVED PRIOR TO PERMIT APPROVAL.

Intersection Volume Worksheets

Trip Generation Analysis (10th Ed. with 2nd Edition Handbook Daily IC & 3rd Edition AM/PM IC)
Kimbell Bridge School Adaptive 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									
710	General Office Building - General Urban/Suburban	210,000 s.f.	2,180	224	193	31	230	37	193
820	Shopping Center	10,000 s.f. gross leasable area	378	9	6	3	38	18	20
932	High-Turnover (Sit-Down) Restaurant	46,700 s.f.	5,238	464	255	209	456	283	173
Gross Trips			7,796	697	454	243	724	338	386
Office Trips			2,180	224	193	31	230	37	193
Mixed-Use Reductions			-196	-50	-28	-22	-12	-5	-7
Alternative Mode Reductions			0	0	0	0	0	0	0
Adjusted Office Trips			1,984	174	165	9	218	32	186
Retail Trips			378	9	6	3	38	18	20
Mixed-Use Reductions			-14	-3	-2	-1	-16	-10	-6
Alternative Mode Reductions			0	0	0	0	0	0	0
Pass By Reductions (Based on ITE Rates)			-124	0	0	0	-8	-4	-4
Adjusted Retail Trips			240	6	4	2	14	4	10
Restaurant Trips			5,238	464	255	209	456	283	173
Mixed-Use Reductions			-182	-47	-20	-27	-26	-12	-14
Alternative Mode Reductions			0	0	0	0	0	0	0
Pass By Reductions (Based on ITE Rates)			-2,174	0	0	0	-184	-92	-92
Adjusted Restaurant Trips			2,882	417	235	182	246	179	67
Mixed-Use Reductions - TOTAL			-392	-100	-50	-50	-54	-27	-27
Alternative Mode Reductions - TOTAL			0	0	0	0	0	0	0
Pass-By Reductions - TOTAL			-2,298	0	0	0	-192	-96	-96
New Trips			5,106	597	404	193	478	215	263
Driveway Volumes			7,404	597	404	193	670	311	359

\\kimley-horn.com\se_alp\alp_tpto\013221000_kimball bridge tract, alpharetta - august 2018\analysis\09-20-2018 kimball bridge tract analysis.xls\trip generation

INTERSECTION VOLUME DEVELOPMENT

Intersection #1: Westside Parkway @ Kimball Bridge Road AM PEAK HOUR

Description	Westside Parkway Northbound				Westside Parkway Southbound				Kimball Bridge Road Eastbound				Kimball Bridge Road 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	3	5	508	91	0	414	1,217	1	0	6	0	4	0	81	0	194
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	0	9	1	0	2	7	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	0%	2%	2%	2%	0%	2%	0%	2%	0%	2%	0%	2%
Peak Hour Factor	0.97				0.97				0.97				0.97			
Adjustment																
Adjusted 2018 Volumes	3	5	508	91	0	414	1217	1	0	6	0	4	0	81	0	194
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 Background Traffic	3	5	539	97	0	439	1,291	1	0	6	0	4	0	86	0	206
Project Trips																
Trip Distribution IN				25%		35%										
Trip Distribution OUT														25%		35%
Office Trips	0	0	0	41	0	58	0	0	0	0	0	0	0	2	0	3
Trip Distribution IN				25%		30%										
Trip Distribution OUT														25%		30%
Retail Trips	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1
Trip Distribution IN				25%		30%										
Trip Distribution OUT														25%		30%
Restaurant Trips	0	0	0	59	0	71	0	0	0	0	0	0	0	46	0	55
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	101	0	130	0	0	0	0	0	0	0	49	0	59
2021 Buildout Total	3	5	539	198	0	569	1,291	1	0	6	0	4	0	135	0	265

PM PEAK HOUR

Description	Westside Parkway Northbound				Westside Parkway Southbound				Kimball Bridge Road Eastbound				Kimball Bridge Road 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	1	1	782	120	0	135	589	4	0	6	3	11	0	133	0	390
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	0	8	0	0	0	4	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	0%	2%	2%	2%	0%	2%	2%	2%	0%	2%	0%	2%
Peak Hour Factor	0.91				0.91				0.91				0.91			
Adjustment																
Adjusted 2018 Volumes	1	1	782	120	0	135	589	4	0	6	3	11	0	133	0	390
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 Background Traffic	1	1	830	127	0	143	625	4	0	6	3	12	0	141	0	414
Project Trips																
Trip Distribution IN				25%		35%										
Trip Distribution OUT														25%		35%
Office Trips	0	0	0	8	0	11	0	0	0	0	0	0	0	47	0	65
Trip Distribution IN				25%		30%										
Trip Distribution OUT														25%		30%
Retail Trips	0	0	0	1	0	1	0	0	0	0	0	0	0	3	0	3
Trip Distribution IN				25%		30%										
Trip Distribution OUT														25%		30%
Restaurant Trips	0	0	0	45	0	54	0	0	0	0	0	0	0	17	0	20
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	54	0	66	0	0	0	0	0	0	0	67	0	88
2021 Buildout Total	1	1	830	181	0	209	625	4	0	6	3	12	0	208	0	502

INTERSECTION VOLUME DEVELOPMENT

Intersection #2: Kimball Bridge Road @ Stratham Drive / Proposed Driveway # 1 AM PEAK HOUR

Description	Stratham Drive Northbound				Proposed Driveway # 1 Southbound				Kimball Bridge Road Eastbound				Kimball Bridge Road 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	8	0	9	0	0	0	0	0	0	603	5	0	3	299	0
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	0	0	1	0	0	0	0	0	0	4	1	0	0	9	0
Heavy Vehicle %	0%	2%	0%	11%	0%	0%	0%	0%	0%	0%	2%	20%	0%	2%	3%	0%
Peak Hour Factor	0.95				0.95				0.95				0.95			
Adjustment																
Adjusted 2018 Volumes	0	8	0	9	0	0	0	0	0	0	603	5	0	3	299	0
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 Background Traffic	0	8	0	10	0	0	0	0	0	0	640	5	0	3	317	0
Project Trips																
Trip Distribution IN										45%	15%					20%
Trip Distribution OUT						20%		45%							15%	
Office Trips	0	0	0	0	0	2	0	4	0	74	25	0	0	0	1	33
Trip Distribution IN										35%	20%					20%
Trip Distribution OUT						15%		35%							20%	
Retail Trips	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	1
Trip Distribution IN										35%	20%					20%
Trip Distribution OUT						15%		35%							20%	
Restaurant Trips	0	0	0	0	0	27	0	64	0	82	47	0	0	0	36	47
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	29	0	69	0	157	73	0	0	0	37	81
2021 Buildout Total	0	8	0	10	0	29	0	69	0	157	713	5	0	3	354	81

PM PEAK HOUR

Description	Stratham Drive Northbound				Proposed Driveway # 1 Southbound				Kimball Bridge Road Eastbound				Kimball Bridge Road 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	8	0	2	0	0	0	0	0	0	218	9	0	2	514	0
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0
Heavy Vehicle %	0%	2%	0%	2%	0%	0%	0%	0%	0%	0%	2%	2%	0%	2%	2%	0%
Peak Hour Factor	0.94				0.94				0.94				0.94			
Adjustment																
Adjusted 2018 Volumes	0	8	0	2	0	0	0	0	0	0	218	9	0	2	514	0
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 Background Traffic	0	8	0	2	0	0	0	0	0	0	231	10	0	2	545	0
Project Trips																
Trip Distribution IN										45%	15%					20%
Trip Distribution OUT						20%		45%							15%	
Office Trips	0	0	0	0	0	37	0	84	0	14	5	0	0	0	28	6
Trip Distribution IN										35%	20%					20%
Trip Distribution OUT						15%		35%							20%	
Retail Trips	0	0	0	0	0	2	0	4	0	1	1	0	0	0	2	1
Trip Distribution IN										35%	20%					20%
Trip Distribution OUT						15%		35%							20%	
Restaurant Trips	0	0	0	0	0	10	0	23	0	63	36	0	0	0	13	36
Pass-By Trips	0	0	0	0	0	10	0	15	0	10	-10	0	0	0	-15	15
Total Project Trips	0	0	0	0	0	59	0	126	0	88	32	0	0	0	28	58
2021 Buildout Total	0	8	0	2	0	59	0	126	0	88	263	10	0	2	573	58

INTERSECTION VOLUME DEVELOPMENT

Intersection #3: Kimball Bridge Road @ Northwinds Parkway AM PEAK HOUR

Description	Northwinds Parkway Northbound				Northwinds Parkway Southbound				Kimball Bridge Road Eastbound				Kimball Bridge Road 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	1	13	10	139	0	192	141	16	0	16	534	74	0	220	271	58
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	1	0	2	0	0	0	2	0	1	2	0	0	0	3	0
Heavy Vehicle %	2%	8%	2%	2%	0%	2%	2%	13%	0%	6%	2%	2%	0%	2%	2%	2%
Peak Hour Factor	0.98				0.98				0.98				0.98			
Adjustment																
Adjusted 2018 Volumes	1	13	10	139	0	192	141	16	0	16	534	74	0	220	271	58
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 Background Traffic	1	14	11	148	0	204	150	17	0	17	567	79	0	233	288	62
Project Trips																
Trip Distribution IN		10%						15%							15%	
Trip Distribution OUT									15%	15%	10%					
Office Trips	0	17	0	0	0	0	0	25	0	1	1	1	0	0	25	0
Trip Distribution IN		10%						15%							20%	
Trip Distribution OUT									15%	20%	10%					
Retail Trips	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
Trip Distribution IN		10%						15%							20%	
Trip Distribution OUT									15%	20%	10%					
Restaurant Trips	0	24	0	0	0	0	0	35	0	27	36	18	0	0	47	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	41	0	0	0	0	0	61	0	28	37	19	0	0	73	0
2021 Buildout Total	1	55	11	148	0	204	150	78	0	45	604	98	0	233	361	62

PM PEAK HOUR

Description	Northwinds Parkway Northbound				Northwinds Parkway Southbound				Kimball Bridge Road Eastbound				Kimball Bridge Road 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	1	48	154	141	0	63	33	5	0	15	163	21	0	199	453	139
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	0%	2%	2%	2%	0%	2%	2%	2%	0%	2%	2%	2%
Peak Hour Factor	0.91				0.91				0.91				0.91			
Adjustment																
Adjusted 2018 Volumes	1	48	154	141	0	63	33	5	0	15	163	21	0	199	453	139
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 Background Traffic	1	51	163	150	0	67	35	5	0	16	173	22	0	211	481	148
Project Trips																
Trip Distribution IN		10%						15%							15%	
Trip Distribution OUT									15%	15%	10%					
Office Trips	0	3	0	0	0	0	0	5	0	28	28	19	0	0	5	0
Trip Distribution IN		10%						15%							20%	
Trip Distribution OUT									15%	20%	10%					
Retail Trips	0	0	0	0	0	0	0	1	0	2	2	1	0	0	1	0
Trip Distribution IN		10%						15%							20%	
Trip Distribution OUT									15%	20%	10%					
Restaurant Trips	0	18	0	0	0	0	0	27	0	10	13	7	0	0	36	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	21	0	0	0	0	0	33	0	40	43	27	0	0	42	0
2021 Buildout Total	1	72	163	150	0	67	35	38	0	56	216	49	0	211	523	148

INTERSECTION VOLUME DEVELOPMENT

Intersection #4: Kimball Bridge Road @ Proposed Driveway # 2 AM PEAK HOUR

Description	Northbound				Proposed Driveway # 2 Southbound				Kimball Bridge Road Eastbound				Kimball Bridge Road 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	0	0	0	0	0	0	0	0	618	0	0	0	361	0
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	2%	0%
Peak Hour Factor	0.95				0.95				0.95				0.95			
Adjustment																
Adjusted 2018 Volumes	0	0	0	0	0	0	0	0	0	0	618	0	0	0	361	0
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 Background Traffic	0	0	0	0	0	0	0	0	0	0	656	0	0	0	383	0
Project Trips																
Trip Distribution IN										15%					20%	20%
Trip Distribution OUT						20%		15%			20%					
Office Trips	0	0	0	0	0	2	0	1	0	25	2	0	0	0	33	33
Trip Distribution IN										15%	5%				20%	15%
Trip Distribution OUT						20%		15%			15%				5%	
Retail Trips	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
Trip Distribution IN										15%	5%				20%	15%
Trip Distribution OUT						20%		15%			15%				5%	
Restaurant Trips	0	0	0	0	0	36	0	27	0	35	39	0	0	0	56	35
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	38	0	28	0	61	41	0	0	0	90	69
2021 Buildout Total	0	0	0	0	0	38	0	28	0	61	697	0	0	0	473	69

PM PEAK HOUR

Description	Northbound				Proposed Driveway # 2 Southbound				Kimball Bridge Road Eastbound				Kimball Bridge Road 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	0	0	0	0	0	0	0	0	180	0	0	0	511	0
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	2%	0%
Peak Hour Factor	0.94				0.94				0.94				0.94			
Adjustment																
Adjusted 2018 Volumes	0	0	0	0	0	0	0	0	0	0	180	0	0	0	511	0
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 Background Traffic	0	0	0	0	0	0	0	0	0	0	191	0	0	0	542	0
Project Trips																
Trip Distribution IN										15%					20%	20%
Trip Distribution OUT						20%		15%			20%					
Office Trips	0	0	0	0	0	37	0	28	0	5	37	0	0	0	6	6
Trip Distribution IN										15%	5%				20%	15%
Trip Distribution OUT						20%		15%			15%				5%	
Retail Trips	0	0	0	0	0	2	0	2	0	1	2	0	0	0	2	1
Trip Distribution IN										15%	5%				20%	15%
Trip Distribution OUT						20%		15%			15%				5%	
Restaurant Trips	0	0	0	0	0	13	0	10	0	27	19	0	0	0	39	27
Pass-By Trips	0	0	0	0	0	10	0	20	0	10	-10	0	0	0	-20	20
Total Project Trips	0	0	0	0	0	62	0	60	0	43	48	0	0	0	27	54
2021 Buildout Total	0	0	0	0	0	62	0	60	0	43	239	0	0	0	569	54

INTERSECTION VOLUME DEVELOPMENT

Intersection #5: Kimball Bridge Road @ Proposed Driveway # 3 (Egress Only) AM PEAK HOUR

Description	Northbound				Proposed Driveway # 3 (Egress Only) Southbound				Kimball Bridge Road Eastbound				Kimball Bridge Road 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	0	0	0	0	0	0	0	0	618	0	0	0	361	0
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	2%	0%
Peak Hour Factor	0.95				0.95				0.95				0.95			
Adjustment																
Adjusted 2018 Volumes	0	0	0	0	0	0	0	0	0	0	618	0	0	0	361	0
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 Background Traffic	0	0	0	0	0	0	0	0	0	0	656	0	0	0	383	0
Project Trips																
Trip Distribution IN															40%	
Trip Distribution OUT											40%					
Office Trips	0	0	0	0	0	0	0	0	0	0	4	0	0	0	66	0
Trip Distribution IN											5%				35%	
Trip Distribution OUT						10%		5%			35%					
Retail Trips	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
Trip Distribution IN											5%				35%	
Trip Distribution OUT						10%		5%			35%					
Restaurant Trips	0	0	0	0	0	18	0	9	0	0	76	0	0	0	82	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	18	0	9	0	0	81	0	0	0	149	0
2021 Buildout Total	0	0	0	0	0	18	0	9	0	0	737	0	0	0	532	0

PM PEAK HOUR

Description	Northbound				Proposed Driveway # 3 (Egress Only) Southbound				Kimball Bridge Road Eastbound				Kimball Bridge Road 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	0	0	0	0	0	0	0	0	180	0	0	0	511	0
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	2%	0%
Peak Hour Factor	0.94				0.94				0.94				0.94			
Adjustment																
Adjusted 2018 Volumes	0	0	0	0	0	0	0	0	0	0	180	0	0	0	511	0
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 Background Traffic	0	0	0	0	0	0	0	0	0	0	191	0	0	0	542	0
Project Trips																
Trip Distribution IN															40%	
Trip Distribution OUT											40%					
Office Trips	0	0	0	0	0	0	0	0	0	0	74	0	0	0	13	0
Trip Distribution IN											5%				35%	
Trip Distribution OUT						10%		5%			35%					
Retail Trips	0	0	0	0	0	1	0	1	0	0	4	0	0	0	1	0
Trip Distribution IN											5%				35%	
Trip Distribution OUT						10%		5%			35%					
Restaurant Trips	0	0	0	0	0	7	0	3	0	0	32	0	0	0	63	0
Pass-By Trips	0	0	0	0	0	16	0	25	0	0	0	0	0	0	-25	0
Total Project Trips	0	0	0	0	0	24	0	29	0	0	110	0	0	0	52	0
2021 Buildout Total	0	0	0	0	0	24	0	29	0	0	301	0	0	0	594	0

INTERSECTION VOLUME DEVELOPMENT

Intersection #6: Kimball Bridge Road @ Proposed Driveway # 3 (Ingress Only) AM PEAK HOUR

Description	Northbound				Proposed Driveway # 3 (Ingress Only) Southbound				Kimball Bridge Road Eastbound				Kimball Bridge Road 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	0	0	0	0	0	0	0	0	618	0	0	0	361	0
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	2%	0%
Peak Hour Factor	0.95				0.95				0.95				0.95			
Adjustment																
Adjusted 2018 Volumes	0	0	0	0	0	0	0	0	0	0	618	0	0	0	361	0
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 Background Traffic	0	0	0	0	0	0	0	0	0	0	656	0	0	0	383	0
Project Trips																
Trip Distribution IN															40%	
Trip Distribution OUT											40%					
Office Trips	0	0	0	0	0	0	0	0	0	0	4	0	0	0	66	0
Trip Distribution IN										5%					35%	10%
Trip Distribution OUT											45%					
Retail Trips	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
Trip Distribution IN										5%					35%	10%
Trip Distribution OUT											45%					
Restaurant Trips	0	0	0	0	0	0	0	0	0	12	82	0	0	0	82	24
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	0	0	12	87	0	0	0	149	24
2021 Buildout Total	0	0	0	0	0	0	0	0	0	12	743	0	0	0	532	24

PM PEAK HOUR

Description	Northbound				Proposed Driveway # 3 (Ingress Only) Southbound				Kimball Bridge Road Eastbound				Kimball Bridge Road 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	0	0	0	0	0	0	0	0	180	0	0	0	511	0
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	2%	0%
Peak Hour Factor	0.94				0.94				0.94				0.94			
Adjustment																
Adjusted 2018 Volumes	0	0	0	0	0	0	0	0	0	0	180	0	0	0	511	0
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 Background Traffic	0	0	0	0	0	0	0	0	0	0	191	0	0	0	542	0
Project Trips																
Trip Distribution IN															40%	
Trip Distribution OUT											40%					
Office Trips	0	0	0	0	0	0	0	0	0	0	74	0	0	0	13	0
Trip Distribution IN										5%					35%	10%
Trip Distribution OUT											45%					
Retail Trips	0	0	0	0	0	0	0	0	0	0	5	0	0	0	1	0
Trip Distribution IN										5%					35%	10%
Trip Distribution OUT											45%					
Restaurant Trips	0	0	0	0	0	0	0	0	0	9	30	0	0	0	63	18
Pass-By Trips	0	0	0	0	0	0	0	0	0	16	0	0	0	0	-25	25
Total Project Trips	0	0	0	0	0	0	0	0	0	25	109	0	0	0	52	43
2021 Buildout Total	0	0	0	0	0	0	0	0	0	25	300	0	0	0	594	43

Synchro Analysis Reports

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	0	4	81	0	194	8	508	91	414	1217	1
Future Volume (veh/h)	6	0	4	81	0	194	8	508	91	414	1217	1
Number	3	8	18	7	4	14	1	6	16	5	2	12
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	1900	1863	1900	1900	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	6	0	1	84	0	37	8	524	50	427	1255	1
Adj No. of Lanes	0	1	0	0	1	1	1	2	1	1	2	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, %	0	0	0	0	0	2	2	2	2	2	2	2
Cap, veh/h	62	3	4	152	0	108	373	2612	1169	758	2915	2
Arrive On Green	0.07	0.00	0.07	0.07	0.00	0.07	0.01	0.74	0.74	0.08	0.80	0.80
Sat Flow, veh/h	296	48	57	1569	0	1583	1774	3539	1583	1774	3629	3
Grp Volume(v), veh/h	7	0	0	84	0	37	8	524	50	427	612	644
Grp Sat Flow(s),veh/h/ln	401	0	0	1569	0	1583	1774	1770	1583	1774	1770	1862
Q Serve(g_s), s	0.4	0.0	0.0	0.0	0.0	3.6	0.2	7.3	1.4	8.8	16.6	16.6
Cycle Q Clear(g_c), s	8.6	0.0	0.0	8.2	0.0	3.6	0.2	7.3	1.4	8.8	16.6	16.6
Prop In Lane	0.86		0.14	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	69	0	0	152	0	108	373	2612	1169	758	1421	1496
V/C Ratio(X)	0.10	0.00	0.00	0.55	0.00	0.34	0.02	0.20	0.04	0.56	0.43	0.43
Avail Cap(c_a), veh/h	177	0	0	261	0	231	450	2612	1169	1053	1421	1496
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	73.1	0.0	0.0	73.3	0.0	71.1	5.2	6.4	5.7	3.7	4.7	4.7
Incr Delay (d2), s/veh	0.6	0.0	0.0	3.1	0.0	1.9	0.0	0.2	0.1	0.7	1.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	0.0	0.0	6.8	0.0	2.9	0.2	6.5	1.1	7.7	13.1	13.6
LnGrp Delay(d),s/veh	73.7	0.0	0.0	76.4	0.0	73.0	5.2	6.6	5.7	4.4	5.7	5.6
LnGrp LOS	E			E		E	A	A	A	A	A	A
Approach Vol, veh/h	7				121		582				1683	
Approach Delay, s/veh	73.7				75.4		6.5				5.3	
Approach LOS	E				E		A				A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	134.4		17.6	18.4	124.0		17.6				
Change Period (Y+Rc), s	* 6.2	* 5.9		* 6.7	* 6.3	* 5.9		* 6.7				
Max Green Setting (Gmax), s	* 8.8	* 1.1E2		* 23	* 39	* 79		* 23				
Max Q Clear Time (g_c+I1), s	2.2	18.6		10.2	10.8	9.3		10.6				
Green Ext Time (p_c), s	0.0	50.0		0.4	1.3	43.3		0.4				

Intersection Summary												
HCM 2010 Ctrl Delay	9.4											
HCM 2010 LOS	A											

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	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Vol, veh/h	603	5	3	299	8	9
Future Vol, veh/h	603	5	3	299	8	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	120	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	20	2	3	2	11
Mvmt Flow	635	5	3	315	8	9
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	635	0	956	635
Stage 1	-	-	-	-	635	-
Stage 2	-	-	-	-	321	-
Critical Hdwy	-	-	4.12	-	6.42	6.31
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.399
Pot Cap-1 Maneuver	-	-	948	-	286	463
Stage 1	-	-	-	-	528	-
Stage 2	-	-	-	-	735	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	948	-	285	463
Mov Cap-2 Maneuver	-	-	-	-	285	-
Stage 1	-	-	-	-	528	-
Stage 2	-	-	-	-	732	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		15.6	
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1		EBT	EBR	WBL	WBT
Capacity (veh/h)	358		-	-	948	-
HCM Lane V/C Ratio	0.05		-	-	0.003	-
HCM Control Delay (s)	15.6		-	-	8.8	0
HCM Lane LOS	C		-	-	A	A
HCM 95th %tile Q(veh)	0.2		-	-	0	-

HCM 2010 Signalized Intersection Summary

3: Northwinds Parkway & Kimball Bridge Road

Synchro 10 Report

09/25/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	534	74	220	271	58	14	10	139	192	141	16
Future Volume (veh/h)	16	534	74	220	271	58	14	10	139	192	141	16
Number	1	6	16	5	2	12	7	4	14	3	8	18
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	1792	1863	1863	1863	1863	1863	1900	1801	1863	1863	1843	1900
Adj Flow Rate, veh/h	16	545	34	224	277	30	14	10	22	196	144	3
Adj No. of Lanes	1	1	1	1	1	1	0	1	1	1	2	0
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, %	6	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	510	727	618	383	886	753	42	30	65	282	558	12
Arrive On Green	0.01	0.39	0.39	0.10	0.48	0.48	0.04	0.04	0.04	0.16	0.16	0.16
Sat Flow, veh/h	1707	1863	1583	1774	1863	1583	1021	729	1583	1774	3508	73
Grp Volume(v), veh/h	16	545	34	224	277	30	24	0	22	196	72	75
Grp Sat Flow(s),veh/h/ln	1707	1863	1583	1774	1863	1583	1750	0	1583	1774	1751	1830
Q Serve(g_s), s	0.4	18.9	1.0	5.3	6.9	0.8	1.0	0.0	1.0	7.8	2.7	2.7
Cycle Q Clear(g_c), s	0.4	18.9	1.0	5.3	6.9	0.8	1.0	0.0	1.0	7.8	2.7	2.7
Prop In Lane	1.00		1.00	1.00		1.00	0.58		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	510	727	618	383	886	753	72	0	65	282	279	291
V/C Ratio(X)	0.03	0.75	0.06	0.59	0.31	0.04	0.33	0.00	0.34	0.69	0.26	0.26
Avail Cap(c_a), veh/h	580	727	618	422	886	753	154	0	140	282	279	291
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	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.5	19.6	14.2	14.1	12.1	10.5	34.9	0.0	34.9	29.7	27.6	27.6
Incr Delay (d2), s/veh	0.0	7.0	0.2	0.9	0.4	0.0	1.0	0.0	1.1	13.2	2.2	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	16.6	0.8	4.7	6.4	0.6	0.9	0.0	0.8	8.5	2.6	2.8
LnGrp Delay(d),s/veh	13.5	26.6	14.4	15.0	12.5	10.5	35.9	0.0	36.0	43.0	29.8	29.7
LnGrp LOS	B	C	B	B	B	B	D		D	D	C	C
Approach Vol, veh/h	595				531				46			
Approach Delay, s/veh	25.6				13.5				35.9			
Approach LOS	C				B				D			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.9	42.4		8.5	13.3	36.0		17.0				
Change Period (Y+Rc), s	6.1	* 6.8		* 5.4	6.1	* 6.8		5.1				
Max Green Setting (Gmax), s	3.9	* 34		* 6.6	8.9	* 29		11.9				
Max Q Clear Time (g_c+I1), s	2.4	8.9		3.0	7.3	20.9		9.8				
Green Ext Time (p_c), s	0.0	10.8		0.0	0.0	5.1		0.2				

Intersection Summary

HCM 2010 Ctrl Delay	24.3
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.

HCM 2010 Signalized Intersection Summary

1: Westside Parkway & Kimball Bridge Road

Synchro 10 Report
09/25/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	3	11	133	0	390	2	782	120	135	589	4
Future Volume (veh/h)	6	3	11	133	0	390	2	782	120	135	589	4
Number	3	8	18	7	4	14	1	6	16	5	2	12
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	1900	1863	1900	1900	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	7	3	3	146	0	133	2	859	62	148	647	2
Adj No. of Lanes	0	1	0	0	1	1	1	2	1	1	2	0
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	86	36	18	265	0	255	511	1996	893	452	2268	7
Arrive On Green	0.16	0.16	0.16	0.16	0.00	0.16	0.00	0.56	0.56	0.07	0.63	0.63
Sat Flow, veh/h	150	226	113	1149	0	1583	1774	3539	1583	1774	3619	11
Grp Volume(v), veh/h	13	0	0	146	0	133	2	859	62	148	316	333
Grp Sat Flow(s),veh/h/ln	489	0	0	1149	0	1583	1774	1770	1583	1774	1770	1861
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	6.9	0.0	12.6	1.6	2.9	7.3	7.3
Cycle Q Clear(g_c), s	11.8	0.0	0.0	11.7	0.0	6.9	0.0	12.6	1.6	2.9	7.3	7.3
Prop In Lane	0.54		0.23	1.00		1.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	140	0	0	265	0	255	511	1996	893	452	1109	1166
V/C Ratio(X)	0.09	0.00	0.00	0.55	0.00	0.52	0.00	0.43	0.07	0.33	0.29	0.29
Avail Cap(c_a), veh/h	248	0	0	371	0	375	679	1996	893	606	1109	1166
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.5	0.0	0.0	36.6	0.0	34.6	8.5	11.3	8.9	7.7	7.6	7.6
Incr Delay (d2), s/veh	0.3	0.0	0.0	1.8	0.0	1.6	0.0	0.7	0.2	0.4	0.6	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(95%),veh/ln	0.5	0.0	0.0	6.6	0.0	5.6	0.0	10.4	1.3	2.6	6.7	7.0
LnGrp Delay(d),s/veh	32.7	0.0	0.0	38.3	0.0	36.2	8.5	12.0	9.1	8.1	8.3	8.2
LnGrp LOS	C			D		D	A	B	A	A	A	A
Approach Vol, veh/h	13			279			923			797		
Approach Delay, s/veh	32.7			37.3			11.8			8.2		
Approach LOS	C			D			B			A		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.5	62.3		21.2	12.2	56.6		21.2				
Change Period (Y+Rc), s	* 6.2	* 5.9		* 6.7	* 6.3	* 5.9		* 6.7				
Max Green Setting (Gmax), s	* 8.8	* 41		* 21	* 14	* 36		* 21				
Max Q Clear Time (g_c+I1), s	2.0	9.3		13.7	4.9	14.6		13.8				
Green Ext Time (p_c), s	0.0	21.4		0.7	0.2	16.0		0.7				

Intersection Summary

HCM 2010 Ctrl Delay 14.1
HCM 2010 LOS B

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	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Vol, veh/h	218	9	2	514	8	2
Future Vol, veh/h	218	9	2	514	8	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	120	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	232	10	2	547	9	2
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	232	0	783	232
Stage 1	-	-	-	-	232	-
Stage 2	-	-	-	-	551	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1336	-	362	807
Stage 1	-	-	-	-	807	-
Stage 2	-	-	-	-	577	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1336	-	361	807
Mov Cap-2 Maneuver	-	-	-	-	361	-
Stage 1	-	-	-	-	807	-
Stage 2	-	-	-	-	576	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		14.1	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1		EBT	EBR	WBL	WBT
Capacity (veh/h)	406		-	-	1336	-
HCM Lane V/C Ratio	0.026		-	-	0.002	-
HCM Control Delay (s)	14.1		-	-	7.7	0
HCM Lane LOS	B		-	-	A	A
HCM 95th %tile Q(veh)	0.1		-	-	0	-

HCM 2010 Signalized Intersection Summary

3: Northwinds Parkway & Kimball Bridge Road

Synchro 10 Report

09/25/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	163	21	199	453	139	49	154	141	63	33	5
Future Volume (veh/h)	15	163	21	199	453	139	49	154	141	63	33	5
Number	1	6	16	5	2	12	7	4	14	3	8	18
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	1900	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	16	179	8	219	498	48	54	169	86	69	36	1
Adj No. of Lanes	1	1	1	1	1	1	0	1	1	1	2	0
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	20	505	429	534	690	587	69	216	245	207	411	11
Arrive On Green	0.01	0.27	0.27	0.11	0.37	0.37	0.15	0.15	0.15	0.12	0.12	0.12
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	446	1395	1583	1774	3518	97
Grp Volume(v), veh/h	16	179	8	219	498	48	223	0	86	69	18	19
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1840	0	1583	1774	1770	1846
Q Serve(g_s), s	0.6	5.2	0.3	5.6	15.5	1.3	7.9	0.0	3.3	2.4	0.6	0.6
Cycle Q Clear(g_c), s	0.6	5.2	0.3	5.6	15.5	1.3	7.9	0.0	3.3	2.4	0.6	0.6
Prop In Lane	1.00		1.00	1.00		1.00	0.24		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	20	505	429	534	690	587	285	0	245	207	207	216
V/C Ratio(X)	0.78	0.35	0.02	0.41	0.72	0.08	0.78	0.00	0.35	0.33	0.09	0.09
Avail Cap(c_a), veh/h	102	860	731	571	998	848	507	0	436	207	207	216
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	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.3	19.9	18.0	13.8	18.3	13.8	27.5	0.0	25.5	27.4	26.6	26.6
Incr Delay (d2), s/veh	20.9	0.9	0.0	0.2	3.1	0.1	1.8	0.0	0.3	4.3	0.8	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(95%),veh/ln	0.7	5.1	0.2	4.9	13.2	1.1	7.4	0.0	2.6	2.6	0.6	0.7
LnGrp Delay(d),s/veh	54.3	20.8	18.1	14.0	21.3	13.9	29.3	0.0	25.8	31.7	27.4	27.4
LnGrp LOS	D	C	B	B	C	B	C		C	C	C	C
Approach Vol, veh/h	203				765				309			
Approach Delay, s/veh	23.3				18.8				28.3			
Approach LOS	C				B				C			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.9	31.8		15.9	13.6	25.1		13.0				
Change Period (Y+Rc), s	6.1	* 6.8		* 5.4	6.1	* 6.8		5.1				
Max Green Setting (Gmax), s	3.9	* 36		* 19	8.9	* 31		7.9				
Max Q Clear Time (g_c+I1), s	2.6	17.5		9.9	7.6	7.2		4.4				
Green Ext Time (p_c), s	0.0	7.5		0.6	0.0	8.5		0.0				

Intersection Summary

HCM 2010 Ctrl Delay	22.4
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.

HCM 2010 Signalized Intersection Summary

1: Westside Parkway & Kimball Bridge Road

Synchro 10 Report
09/25/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	0	4	86	0	206	8	539	97	439	1291	1
Future Volume (veh/h)	6	0	4	86	0	206	8	539	97	439	1291	1
Number	3	8	18	7	4	14	1	6	16	5	2	12
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	1900	1863	1900	1900	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	6	0	1	89	0	40	8	556	54	453	1331	1
Adj No. of Lanes	0	1	0	0	1	1	1	2	1	1	2	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, %	0	0	0	0	0	2	2	2	2	2	2	2
Cap, veh/h	62	3	4	157	0	113	345	2578	1153	738	2903	2
Arrive On Green	0.07	0.00	0.07	0.07	0.00	0.07	0.01	0.73	0.73	0.08	0.80	0.80
Sat Flow, veh/h	284	45	55	1568	0	1583	1774	3539	1583	1774	3629	3
Grp Volume(v), veh/h	7	0	0	89	0	40	8	556	54	453	649	683
Grp Sat Flow(s),veh/h/ln	385	0	0	1568	0	1583	1774	1770	1583	1774	1770	1862
Q Serve(g_s), s	0.4	0.0	0.0	0.0	0.0	3.9	0.2	8.1	1.5	9.7	18.5	18.5
Cycle Q Clear(g_c), s	9.1	0.0	0.0	8.7	0.0	3.9	0.2	8.1	1.5	9.7	18.5	18.5
Prop In Lane	0.86		0.14	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	69	0	0	157	0	113	345	2578	1153	738	1415	1489
V/C Ratio(X)	0.10	0.00	0.00	0.57	0.00	0.35	0.02	0.22	0.05	0.61	0.46	0.46
Avail Cap(c_a), veh/h	172	0	0	262	0	231	423	2578	1153	1022	1415	1489
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	72.8	0.0	0.0	73.0	0.0	70.8	5.6	7.0	6.1	4.1	5.1	5.1
Incr Delay (d2), s/veh	0.6	0.0	0.0	3.2	0.0	1.9	0.0	0.2	0.1	0.8	1.1	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	0.0	0.0	7.2	0.0	3.1	0.2	7.2	1.3	8.4	14.5	15.1
LnGrp Delay(d),s/veh	73.4	0.0	0.0	76.2	0.0	72.6	5.6	7.2	6.2	4.9	6.1	6.1
LnGrp LOS	E			E		E	A	A	A	A	A	A
Approach Vol, veh/h	7			129			618			1785		
Approach Delay, s/veh	73.4			75.1			7.1			5.8		
Approach LOS	E			E			A			A		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	133.9		18.1	19.4	122.5		18.1				
Change Period (Y+Rc), s	* 6.2	* 5.9		* 6.7	* 6.3	* 5.9		* 6.7				
Max Green Setting (Gmax), s	* 8.8	* 1.1E2		* 23	* 39	* 79		* 23				
Max Q Clear Time (g_c+I1), s	2.2	20.5		10.7	11.7	10.1		11.1				
Green Ext Time (p_c), s	0.0	54.5		0.4	1.4	46.6		0.4				

Intersection Summary

HCM 2010 Ctrl Delay 9.8
HCM 2010 LOS A

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	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑	↑	
Traffic Vol, veh/h	640	5	3	317	8	10
Future Vol, veh/h	640	5	3	317	8	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	120	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	20	2	3	2	11
Mvmt Flow	674	5	3	334	8	11

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	674	0	1014	674
Stage 1	-	-	-	-	674	-
Stage 2	-	-	-	-	340	-
Critical Hdwy	-	-	4.12	-	6.42	6.31
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.399
Pot Cap-1 Maneuver	-	-	917	-	264	439
Stage 1	-	-	-	-	506	-
Stage 2	-	-	-	-	721	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	917	-	263	439
Mov Cap-2 Maneuver	-	-	-	-	263	-
Stage 1	-	-	-	-	506	-
Stage 2	-	-	-	-	718	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	16.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	338	-	-	917	-
HCM Lane V/C Ratio	0.056	-	-	0.003	-
HCM Control Delay (s)	16.3	-	-	8.9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

HCM 2010 Signalized Intersection Summary

3: Northwinds Parkway & Kimball Bridge Road

Synchro 10 Report

09/25/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	567	79	233	288	62	15	11	148	204	150	17
Future Volume (veh/h)	17	567	79	233	288	62	15	11	148	204	150	17
Number	1	6	16	5	2	12	7	4	14	3	8	18
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	1900	1802	1863	1863	1843	1900
Adj Flow Rate, veh/h	17	579	37	238	294	32	15	11	22	208	153	4
Adj No. of Lanes	1	1	1	1	1	1	0	1	1	1	2	0
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	515	722	614	365	889	756	43	31	67	280	551	14
Arrive On Green	0.01	0.39	0.39	0.10	0.48	0.48	0.04	0.04	0.04	0.16	0.16	0.16
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1010	741	1583	1774	3487	91
Grp Volume(v), veh/h	17	579	37	238	294	32	26	0	22	208	77	80
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1751	0	1583	1774	1751	1827
Q Serve(g_s), s	0.4	20.8	1.1	5.7	7.4	0.8	1.1	0.0	1.0	8.4	2.9	2.9
Cycle Q Clear(g_c), s	0.4	20.8	1.1	5.7	7.4	0.8	1.1	0.0	1.0	8.4	2.9	2.9
Prop In Lane	1.00		1.00	1.00		1.00	0.58		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	515	722	614	365	889	756	74	0	67	280	277	289
V/C Ratio(X)	0.03	0.80	0.06	0.65	0.33	0.04	0.35	0.00	0.33	0.74	0.28	0.28
Avail Cap(c_a), veh/h	586	722	614	395	889	756	153	0	139	280	277	289
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	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.7	20.5	14.4	15.1	12.2	10.5	35.1	0.0	35.0	30.2	27.9	27.9
Incr Delay (d2), s/veh	0.0	9.1	0.2	2.4	0.5	0.0	1.1	0.0	1.1	16.2	2.5	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.4	18.2	0.9	5.3	7.0	0.7	1.0	0.0	0.8	9.2	2.9	3.0
LnGrp Delay(d),s/veh	13.7	29.6	14.6	17.5	12.7	10.6	36.1	0.0	36.1	46.4	30.4	30.3
LnGrp LOS	B	C	B	B	B	B	D		D	D	C	C
Approach Vol, veh/h	633				564				48			
Approach Delay, s/veh	28.3				14.6				36.1			
Approach LOS	C				B				D			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.0	42.7		8.6	13.7	36.0		17.0				
Change Period (Y+Rc), s	6.1	* 6.8		* 5.4	6.1	* 6.8		5.1				
Max Green Setting (Gmax), s	3.9	* 34		* 6.6	8.9	* 29		11.9				
Max Q Clear Time (g_c+I1), s	2.4	9.4		3.1	7.7	22.8		10.4				
Green Ext Time (p_c), s	0.0	11.5		0.0	0.0	4.3		0.2				

Intersection Summary												
HCM 2010 Ctrl Delay				26.3								
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.

HCM 2010 Signalized Intersection Summary
1: Westside Parkway & Kimball Bridge Road

Synchro 10 Report

09/25/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	3	12	141	0	414	2	830	127	143	625	4
Future Volume (veh/h)	6	3	12	141	0	414	2	830	127	143	625	4
Number	3	8	18	7	4	14	1	6	16	5	2	12
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	1900	1863	1900	1900	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	7	3	4	155	0	142	2	912	65	157	687	2
Adj No. of Lanes	0	1	0	0	1	1	1	2	1	1	2	0
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	0	0	2	2	2	2	2	2	2
Cap, veh/h	82	37	24	273	0	285	473	1927	862	417	2200	6
Arrive On Green	0.18	0.18	0.18	0.18	0.00	0.18	0.00	0.54	0.54	0.07	0.61	0.61
Sat Flow, veh/h	122	208	132	1070	0	1583	1774	3539	1583	1774	3620	11
Grp Volume(v), veh/h	14	0	0	155	0	142	2	912	65	157	336	353
Grp Sat Flow(s),veh/h/ln	462	0	0	1070	0	1583	1774	1770	1583	1774	1770	1861
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	7.3	0.0	14.2	1.8	3.3	8.3	8.3
Cycle Q Clear(g_c), s	13.6	0.0	0.0	13.5	0.0	7.3	0.0	14.2	1.8	3.3	8.3	8.3
Prop In Lane	0.50		0.29	1.00		1.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	143	0	0	273	0	285	473	1927	862	417	1075	1131
V/C Ratio(X)	0.10	0.00	0.00	0.57	0.00	0.50	0.00	0.47	0.08	0.38	0.31	0.31
Avail Cap(c_a), veh/h	224	0	0	352	0	375	641	1927	862	572	1075	1131
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.2	0.0	0.0	35.8	0.0	33.2	9.3	12.6	9.7	8.8	8.6	8.6
Incr Delay (d2), s/veh	0.3	0.0	0.0	1.9	0.0	1.3	0.0	0.8	0.2	0.6	0.8	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(95%),veh/ln	0.5	0.0	0.0	7.0	0.0	5.9	0.0	11.6	1.4	2.9	7.6	7.9
LnGrp Delay(d),s/veh	31.5	0.0	0.0	37.6	0.0	34.6	9.3	13.4	9.9	9.4	9.3	9.3
LnGrp LOS	C			D		C	A	B	A	A	A	A
Approach Vol, veh/h	14			297			979			846		
Approach Delay, s/veh	31.5			36.2			13.2			9.3		
Approach LOS	C			D			B			A		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.5	60.6		22.9	12.2	54.9		22.9				
Change Period (Y+Rc), s	* 6.2	* 5.9		* 6.7	* 6.3	* 5.9		* 6.7				
Max Green Setting (Gmax), s	* 8.8	* 41		* 21	* 14	* 36		* 21				
Max Q Clear Time (g_c+I1), s	2.0	10.3		15.5	5.3	16.2		15.6				
Green Ext Time (p_c), s	0.0	22.1		0.7	0.2	15.6		0.7				

Intersection Summary

HCM 2010 Ctrl Delay	15.0
HCM 2010 LOS	B

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	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Vol, veh/h	231	10	2	545	8	2
Future Vol, veh/h	231	10	2	545	8	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	120	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	246	11	2	580	9	2
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	246	0	830	246
Stage 1	-	-	-	-	246	-
Stage 2	-	-	-	-	584	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1320	-	340	793
Stage 1	-	-	-	-	795	-
Stage 2	-	-	-	-	557	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1320	-	339	793
Mov Cap-2 Maneuver	-	-	-	-	339	-
Stage 1	-	-	-	-	795	-
Stage 2	-	-	-	-	556	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		14.7	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1		EBT	EBR	WBL	WBT
Capacity (veh/h)	383		-	-	1320	-
HCM Lane V/C Ratio	0.028		-	-	0.002	-
HCM Control Delay (s)	14.7		-	-	7.7	0
HCM Lane LOS	B		-	-	A	A
HCM 95th %tile Q(veh)	0.1		-	-	0	-

HCM 2010 Signalized Intersection Summary

3: Northwinds Parkway & Kimball Bridge Road

Synchro 10 Report

09/25/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	173	22	211	481	148	52	163	150	67	35	5
Future Volume (veh/h)	16	173	22	211	481	148	52	163	150	67	35	5
Number	1	6	16	5	2	12	7	4	14	3	8	18
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	1900	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	18	190	8	232	529	51	57	179	91	74	38	1
Adj No. of Lanes	1	1	1	1	1	1	0	1	1	1	2	0
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	22	694	590	618	856	728	69	216	245	167	332	9
Arrive On Green	0.01	0.37	0.37	0.10	0.46	0.46	0.15	0.15	0.15	0.09	0.09	0.09
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	445	1396	1583	1774	3524	92
Grp Volume(v), veh/h	18	190	8	232	529	51	236	0	91	74	19	20
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1841	0	1583	1774	1770	1846
Q Serve(g_s), s	0.8	6.0	0.3	6.4	18.0	1.5	10.4	0.0	4.3	3.3	0.8	0.8
Cycle Q Clear(g_c), s	0.8	6.0	0.3	6.4	18.0	1.5	10.4	0.0	4.3	3.3	0.8	0.8
Prop In Lane	1.00		1.00	1.00		1.00	0.24		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	22	694	590	618	856	728	284	0	245	167	167	174
V/C Ratio(X)	0.83	0.27	0.01	0.38	0.62	0.07	0.83	0.00	0.37	0.44	0.11	0.11
Avail Cap(c_a), veh/h	83	694	590	630	856	728	409	0	352	167	167	174
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	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.3	18.4	16.6	12.7	17.1	12.6	34.3	0.0	31.8	35.9	34.7	34.7
Incr Delay (d2), s/veh	24.3	1.0	0.0	0.1	2.0	0.1	6.4	0.0	0.3	8.3	1.4	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.0	5.8	0.2	5.5	14.7	1.2	9.8	0.0	3.4	3.6	0.8	0.9
LnGrp Delay(d),s/veh	65.6	19.3	16.6	12.9	19.1	12.7	40.7	0.0	32.1	44.1	36.1	36.1
LnGrp LOS	E	B	B	B	B	B	D		C	D	D	D
Approach Vol, veh/h	216				812				327			
Approach Delay, s/veh	23.1				16.9				38.3			
Approach LOS	C				B				D			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.1	45.3		18.3	14.4	38.0		13.0				
Change Period (Y+Rc), s	6.1	* 6.8		* 5.4	6.1	* 6.8		5.1				
Max Green Setting (Gmax), s	3.9	* 36		* 19	8.9	* 31		7.9				
Max Q Clear Time (g_c+I1), s	2.8	20.0		12.4	8.4	8.0		5.3				
Green Ext Time (p_c), s	0.0	7.4		0.5	0.0	9.0		0.0				

Intersection Summary

HCM 2010 Ctrl Delay	24.5
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.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	0	4	135	0	265	8	539	198	569	1291	1
Future Volume (veh/h)	6	0	4	135	0	265	8	539	198	569	1291	1
Number	3	8	18	7	4	14	1	6	16	5	2	12
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	1900	1863	1900	1900	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	6	0	1	139	0	51	8	556	108	587	1331	1
Adj No. of Lanes	0	1	0	0	1	1	1	2	1	1	2	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, %	0	0	0	0	0	2	2	2	2	2	2	2
Cap, veh/h	63	3	4	207	0	163	285	1900	850	820	2788	2
Arrive On Green	0.10	0.00	0.10	0.10	0.00	0.10	0.01	0.54	0.54	0.24	0.77	0.77
Sat Flow, veh/h	202	31	39	1569	0	1583	1774	3539	1583	1774	3629	3
Grp Volume(v), veh/h	7	0	0	139	0	51	8	556	108	587	649	683
Grp Sat Flow(s),veh/h/ln	273	0	0	1569	0	1583	1774	1770	1583	1774	1770	1862
Q Serve(g_s), s	0.4	0.0	0.0	0.0	0.0	4.8	0.3	13.8	5.4	16.5	21.5	21.5
Cycle Q Clear(g_c), s	14.0	0.0	0.0	13.7	0.0	4.8	0.3	13.8	5.4	16.5	21.5	21.5
Prop In Lane	0.86		0.14	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	70	0	0	207	0	163	285	1900	850	820	1359	1430
V/C Ratio(X)	0.10	0.00	0.00	0.67	0.00	0.31	0.03	0.29	0.13	0.72	0.48	0.48
Avail Cap(c_a), veh/h	128	0	0	267	0	231	362	1900	850	820	1359	1430
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	70.0	0.0	0.0	70.5	0.0	66.5	16.4	20.4	18.4	8.5	6.8	6.8
Incr Delay (d2), s/veh	0.6	0.0	0.0	4.3	0.0	1.1	0.0	0.4	0.3	5.3	1.2	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(95%),veh/ln	0.6	0.0	0.0	10.4	0.0	3.8	0.3	11.1	4.4	17.2	16.3	17.0
LnGrp Delay(d),s/veh	70.6	0.0	0.0	74.8	0.0	67.6	16.5	20.8	18.7	13.8	8.0	7.9
LnGrp LOS	E			E		E	B	C	B	B	A	A
Approach Vol, veh/h		7			190			672			1919	
Approach Delay, s/veh		70.6			72.8			20.4			9.8	
Approach LOS		E			E			C			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	128.8		23.2	45.0	91.8		23.2				
Change Period (Y+Rc), s	* 6.2	* 5.9		* 6.7	* 6.3	* 5.9		* 6.7				
Max Green Setting (Gmax), s	* 8.8	* 1.1E2		* 23	* 39	* 79		* 23				
Max Q Clear Time (g_c+I1), s	2.3	23.5		15.7	18.5	15.8		16.0				
Green Ext Time (p_c), s	0.0	54.7		0.5	4.7	44.8		0.5				

Intersection Summary

HCM 2010 Ctrl Delay 16.8

HCM 2010 LOS B

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	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗		↔			↖	↗
Traffic Vol, veh/h	157	713	5	3	354	81	8	0	10	29	0	69
Future Vol, veh/h	157	713	5	3	354	81	8	0	10	29	0	69
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	120	-	-	100	-	-	-	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	2	20	2	3	0	2	0	11	0	0	0
Mvmt Flow	165	751	5	3	373	85	8	0	11	31	0	73

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	373	0	0	751	0	0	1460	1460	751	1465	1460	373
Stage 1	-	-	-	-	-	-	1081	1081	-	379	379	-
Stage 2	-	-	-	-	-	-	379	379	-	1086	1081	-
Critical Hdwy	4.1	-	-	4.12	-	-	7.12	6.5	6.31	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.218	-	-	3.518	4	3.399	3.5	4	3.3
Pot Cap-1 Maneuver	1197	-	-	858	-	-	107	130	396	107	130	678
Stage 1	-	-	-	-	-	-	264	296	-	647	618	-
Stage 2	-	-	-	-	-	-	643	618	-	264	296	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1197	-	-	858	-	-	78	99	396	85	99	678
Mov Cap-2 Maneuver	-	-	-	-	-	-	78	99	-	85	99	-
Stage 1	-	-	-	-	-	-	201	226	-	493	615	-
Stage 2	-	-	-	-	-	-	571	615	-	196	226	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.5	0.1	34.5	28.2
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	141	1197	-	-	858	-	-	85	678
HCM Lane V/C Ratio	0.134	0.138	-	-	0.004	-	-	0.359	0.107
HCM Control Delay (s)	34.5	8.5	0	-	9.2	0	-	69.4	10.9
HCM Lane LOS	D	A	A	-	A	A	-	F	B
HCM 95th %tile Q(veh)	0.5	0.5	-	-	0	-	-	1.4	0.4

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	604	98	233	361	62	56	11	148	204	150	78
Future Volume (veh/h)	45	604	98	233	361	62	56	11	148	204	150	78
Number	1	6	16	5	2	12	7	4	14	3	8	18
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	1792	1863	1863	1863	1863	1863	1900	1775	1863	1863	1796	1900
Adj Flow Rate, veh/h	46	616	45	238	368	32	57	11	22	208	153	18
Adj No. of Lanes	1	1	1	1	1	1	0	1	1	1	2	0
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, %	6	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	454	723	615	343	864	734	80	16	89	253	439	51
Arrive On Green	0.03	0.39	0.39	0.10	0.46	0.46	0.06	0.06	0.06	0.14	0.14	0.14
Sat Flow, veh/h	1707	1863	1583	1774	1863	1583	1428	276	1583	1774	3082	358
Grp Volume(v), veh/h	46	616	45	238	368	32	68	0	22	208	84	87
Grp Sat Flow(s),veh/h/ln	1707	1863	1583	1774	1863	1583	1704	0	1583	1774	1706	1733
Q Serve(g_s), s	1.2	22.7	1.3	5.7	9.9	0.8	3.0	0.0	1.0	8.6	3.3	3.4
Cycle Q Clear(g_c), s	1.2	22.7	1.3	5.7	9.9	0.8	3.0	0.0	1.0	8.6	3.3	3.4
Prop In Lane	1.00		1.00	1.00		1.00	0.84		1.00	1.00		0.21
Lane Grp Cap(c), veh/h	454	723	615	343	864	734	96	0	89	253	243	247
V/C Ratio(X)	0.10	0.85	0.07	0.69	0.43	0.04	0.71	0.00	0.25	0.82	0.34	0.35
Avail Cap(c_a), veh/h	497	723	615	372	864	734	149	0	139	281	270	274
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	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.4	21.0	14.5	15.8	13.5	11.0	34.9	0.0	34.0	31.3	29.1	29.1
Incr Delay (d2), s/veh	0.0	12.1	0.2	3.9	0.7	0.1	3.6	0.0	0.5	14.7	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(95%),veh/ln	1.0	20.2	1.1	5.7	9.1	0.7	2.7	0.0	0.8	9.0	2.8	3.0
LnGrp Delay(d),s/veh	13.4	33.2	14.7	19.7	14.2	11.1	38.4	0.0	34.5	46.0	29.4	29.4
LnGrp LOS	B	C	B	B	B	B	D		C	D	C	C
Approach Vol, veh/h		707			638			90			379	
Approach Delay, s/veh		30.7			16.1			37.5			38.5	
Approach LOS		C			B			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.1	41.7		9.6	13.8	36.0		15.8				
Change Period (Y+Rc), s	6.1	* 6.8		* 5.4	6.1	* 6.8		5.1				
Max Green Setting (Gmax), s	3.9	* 34		* 6.6	8.9	* 29		11.9				
Max Q Clear Time (g_c+I1), s	3.2	11.9		5.0	7.7	24.7		10.6				
Green Ext Time (p_c), s	0.0	12.2		0.0	0.0	3.4		0.1				

Intersection Summary

HCM 2010 Ctrl Delay	27.5
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	1.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	61	697	473	69	38	28
Future Vol, veh/h	61	697	473	69	38	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	64	734	498	73	40	29
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	571	0	-	0	1396	534
Stage 1	-	-	-	-	534	-
Stage 2	-	-	-	-	862	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1012	-	-	-	157	550
Stage 1	-	-	-	-	592	-
Stage 2	-	-	-	-	417	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1012	-	-	-	140	550
Mov Cap-2 Maneuver	-	-	-	-	140	-
Stage 1	-	-	-	-	592	-
Stage 2	-	-	-	-	372	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.7	0		31.3		
HCM LOS				D		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1012	-	-	-	205	
HCM Lane V/C Ratio	0.063	-	-	-	0.339	
HCM Control Delay (s)	8.8	0	-	-	31.3	
HCM Lane LOS	A	A	-	-	D	
HCM 95th %tile Q(veh)	0.2	-	-	-	1.4	

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	737	532	0	18	9
Future Vol, veh/h	0	737	532	0	18	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	0	776	560	0	19	9
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	1336	560
Stage 1	-	-	-	-	560	-
Stage 2	-	-	-	-	776	-
Critical Hdwy	-	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	0	-	-	0	171	532
Stage 1	0	-	-	0	576	-
Stage 2	0	-	-	0	457	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	171	532
Mov Cap-2 Maneuver	-	-	-	-	171	-
Stage 1	-	-	-	-	576	-
Stage 2	-	-	-	-	457	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		23.7		
HCM LOS	C					
Minor Lane/Major Mvmt	EBT	WBT	SBLn1			
Capacity (veh/h)	-	-	221			
HCM Lane V/C Ratio	-	-	0.129			
HCM Control Delay (s)	-	-	23.7			
HCM Lane LOS	-	-	C			
HCM 95th %tile Q(veh)	-	-	0.4			

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	743	532	24	0	0
Future Vol, veh/h	12	743	532	24	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	13	782	560	25	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	585	0	-	0	1380	573
Stage 1	-	-	-	-	573	-
Stage 2	-	-	-	-	807	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1000	-	-	-	161	523
Stage 1	-	-	-	-	568	-
Stage 2	-	-	-	-	442	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1000	-	-	-	157	523
Mov Cap-2 Maneuver	-	-	-	-	157	-
Stage 1	-	-	-	-	568	-
Stage 2	-	-	-	-	432	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.1	0		0		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1000	-	-	-	-	
HCM Lane V/C Ratio	0.013	-	-	-	-	
HCM Control Delay (s)	8.6	0	-	-	0	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	-	

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	3	12	208	0	502	2	830	181	209	625	4
Future Volume (veh/h)	6	3	12	208	0	502	2	830	181	209	625	4
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		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	1900	1863	1900	1900	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	7	3	4	229	0	172	2	912	92	230	687	2
Adj No. of Lanes	0	1	0	0	1	1	1	2	1	1	2	0
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	60	28	11	304	0	375	421	1644	736	393	1995	6
Arrive On Green	0.24	0.24	0.24	0.24	0.00	0.24	0.00	0.46	0.46	0.09	0.55	0.55
Sat Flow, veh/h	0	119	48	947	0	1583	1774	3539	1583	1774	3620	11
Grp Volume(v), veh/h	14	0	0	229	0	172	2	912	92	230	336	353
Grp Sat Flow(s),veh/h/ln	166	0	0	947	0	1583	1774	1770	1583	1774	1770	1861
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	8.4	0.1	16.7	3.0	5.7	9.5	9.5
Cycle Q Clear(g_c), s	21.3	0.0	0.0	21.3	0.0	8.4	0.1	16.7	3.0	5.7	9.5	9.5
Prop In Lane	0.50		0.29	1.00		1.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	99	0	0	304	0	375	421	1644	736	393	975	1026
V/C Ratio(X)	0.14	0.00	0.00	0.75	0.00	0.46	0.00	0.55	0.13	0.58	0.34	0.34
Avail Cap(c_a), veh/h	99	0	0	304	0	375	588	1644	736	506	975	1026
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.5	0.0	0.0	34.6	0.0	29.4	12.8	17.4	13.7	12.6	11.2	11.2
Incr Delay (d2), s/veh	0.6	0.0	0.0	10.1	0.0	0.9	0.0	1.4	0.3	1.4	1.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.5	0.0	0.0	10.7	0.0	6.8	0.0	13.2	2.5	5.2	8.4	8.8
LnGrp Delay(d),s/veh	29.1	0.0	0.0	44.7	0.0	30.3	12.8	18.7	14.0	14.0	12.2	12.1
LnGrp LOS	C			D		C	B	B	B	B	B	B
Approach Vol, veh/h		14			401			1006			919	
Approach Delay, s/veh		29.1			38.5			18.3			12.6	
Approach LOS		C			D			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.3	47.7		28.0	6.5	55.5		28.0				
Change Period (Y+Rc), s	* 6.3	* 5.9		* 6.7	* 6.2	* 5.9		* 6.7				
Max Green Setting (Gmax), s	* 14	* 36		* 21	* 8.8	* 41		* 21				
Max Q Clear Time (g_c+I1), s	7.7	18.7		23.3	2.1	11.5		23.3				
Green Ext Time (p_c), s	0.3	14.1		0.0	0.0	21.6		0.0				

Intersection Summary

HCM 2010 Ctrl Delay 19.6

HCM 2010 LOS B

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	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗		↔		↖	↗	
Traffic Vol, veh/h	88	263	10	2	573	58	8	0	2	59	0	126
Future Vol, veh/h	88	263	10	2	573	58	8	0	2	59	0	126
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	120	-	-	100	-	-	-	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	2	20	2	3	0	2	0	11	0	0	0
Mvmt Flow	94	280	11	2	610	62	9	0	2	63	0	134

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	610	0	0	280	0	0	1081	1081	280	1082	1081	610
Stage 1	-	-	-	-	-	-	467	467	-	614	614	-
Stage 2	-	-	-	-	-	-	614	614	-	468	467	-
Critical Hdwy	4.1	-	-	4.12	-	-	7.12	6.5	6.31	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.218	-	-	3.518	4	3.399	3.5	4	3.3
Pot Cap-1 Maneuver	979	-	-	1283	-	-	195	220	738	197	220	498
Stage 1	-	-	-	-	-	-	576	565	-	483	486	-
Stage 2	-	-	-	-	-	-	479	486	-	579	565	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	979	-	-	1283	-	-	130	194	738	179	194	498
Mov Cap-2 Maneuver	-	-	-	-	-	-	130	194	-	179	194	-
Stage 1	-	-	-	-	-	-	510	500	-	427	485	-
Stage 2	-	-	-	-	-	-	349	485	-	511	500	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.2	0	29.8	21.5
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	156	979	-	-	1283	-	-	179	498
HCM Lane V/C Ratio	0.068	0.096	-	-	0.002	-	-	0.351	0.269
HCM Control Delay (s)	29.8	9.1	0	-	7.8	0	-	35.6	14.9
HCM Lane LOS	D	A	A	-	A	A	-	E	B
HCM 95th %tile Q(veh)	0.2	0.3	-	-	0	-	-	1.5	1.1

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	216	49	211	523	148	73	163	150	67	35	38
Future Volume (veh/h)	56	216	49	211	523	148	73	163	150	67	35	38
Number	1	6	16	5	2	12	7	4	14	3	8	18
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	1792	1863	1863	1863	1863	1863	1900	1830	1863	1863	1763	1900
Adj Flow Rate, veh/h	62	237	17	232	575	51	80	179	91	74	38	6
Adj No. of Lanes	1	1	1	1	1	1	0	1	1	1	2	0
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, %	6	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	224	498	424	507	652	554	100	223	284	121	199	31
Arrive On Green	0.04	0.27	0.27	0.12	0.35	0.35	0.18	0.18	0.18	0.07	0.07	0.07
Sat Flow, veh/h	1707	1863	1583	1774	1863	1583	557	1245	1583	1774	2910	449
Grp Volume(v), veh/h	62	237	17	232	575	51	259	0	91	74	21	23
Grp Sat Flow(s),veh/h/ln	1707	1863	1583	1774	1863	1583	1802	0	1583	1774	1675	1684
Q Serve(g_s), s	1.7	6.9	0.5	5.7	18.7	1.4	8.9	0.0	3.2	2.6	0.8	0.8
Cycle Q Clear(g_c), s	1.7	6.9	0.5	5.7	18.7	1.4	8.9	0.0	3.2	2.6	0.8	0.8
Prop In Lane	1.00		1.00	1.00		1.00	0.31		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	224	498	424	507	652	554	323	0	284	121	114	115
V/C Ratio(X)	0.28	0.48	0.04	0.46	0.88	0.09	0.80	0.00	0.32	0.61	0.19	0.20
Avail Cap(c_a), veh/h	606	498	424	924	672	571	521	0	458	218	206	207
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	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.6	19.8	17.4	13.6	19.7	14.0	25.3	0.0	23.0	29.1	28.3	28.3
Incr Delay (d2), s/veh	0.2	3.2	0.2	0.2	13.9	0.2	1.8	0.0	0.2	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(95%),veh/ln	1.4	7.1	0.4	5.0	17.8	1.1	8.0	0.0	2.6	2.4	0.7	0.7
LnGrp Delay(d),s/veh	17.8	23.0	17.6	13.9	33.5	14.2	27.1	0.0	23.2	31.0	28.6	28.6
LnGrp LOS	B	C	B	B	C	B	C		C	C	C	C
Approach Vol, veh/h		316			858			350			118	
Approach Delay, s/veh		21.7			27.0			26.1			30.1	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.6	29.3		16.9	13.9	24.0		9.5				
Change Period (Y+Rc), s	6.1	* 6.8		* 5.4	6.1	* 6.8		5.1				
Max Green Setting (Gmax), s	16.9	* 23		* 19	22.9	* 17		7.9				
Max Q Clear Time (g_c+I1), s	3.7	20.7		10.9	7.7	8.9		4.6				
Green Ext Time (p_c), s	0.0	1.8		0.7	0.2	5.1		0.1				

Intersection Summary

HCM 2010 Ctrl Delay	26.0
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	3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	43	239	569	54	62	60
Future Vol, veh/h	43	239	569	54	62	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	46	254	605	57	66	64
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	663	0	-	0	980	634
Stage 1	-	-	-	-	634	-
Stage 2	-	-	-	-	346	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	935	-	-	-	279	483
Stage 1	-	-	-	-	532	-
Stage 2	-	-	-	-	721	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	935	-	-	-	263	483
Mov Cap-2 Maneuver	-	-	-	-	263	-
Stage 1	-	-	-	-	532	-
Stage 2	-	-	-	-	680	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.4	0		22.1		
HCM LOS	C					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	935	-	-	-	339	
HCM Lane V/C Ratio	0.049	-	-	-	0.383	
HCM Control Delay (s)	9	0	-	-	22.1	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0.2	-	-	-	1.7	

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	301	594	0	24	29
Future Vol, veh/h	0	301	594	0	24	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	0	320	632	0	26	31
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	952	632
Stage 1	-	-	-	-	632	-
Stage 2	-	-	-	-	320	-
Critical Hdwy	-	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	0	-	-	0	290	484
Stage 1	0	-	-	0	534	-
Stage 2	0	-	-	0	741	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	290	484
Mov Cap-2 Maneuver	-	-	-	-	290	-
Stage 1	-	-	-	-	534	-
Stage 2	-	-	-	-	741	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		16.4		
HCM LOS				C		
Minor Lane/Major Mvmt	EBT	WBT	SBLn1			
Capacity (veh/h)	-	-	371			
HCM Lane V/C Ratio	-	-	0.152			
HCM Control Delay (s)	-	-	16.4			
HCM Lane LOS	-	-	C			
HCM 95th %tile Q(veh)	-	-	0.5			

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	25	300	594	43	0	0
Future Vol, veh/h	25	300	594	43	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	27	319	632	46	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	678	0	-	0	1027	655
Stage 1	-	-	-	-	655	-
Stage 2	-	-	-	-	372	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	923	-	-	-	262	470
Stage 1	-	-	-	-	521	-
Stage 2	-	-	-	-	702	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	923	-	-	-	253	470
Mov Cap-2 Maneuver	-	-	-	-	253	-
Stage 1	-	-	-	-	521	-
Stage 2	-	-	-	-	677	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.7	0		0		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	923	-	-	-	-	
HCM Lane V/C Ratio	0.029	-	-	-	-	
HCM Control Delay (s)	9	0	-	-	0	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0.1	-	-	-	-	

Raw Traffic Counts

Project ID: 18-09450-001
Location: Westside Pkwy & Kimball Bridge Rd
City: Alpharetta

Day: Wednesday
Date: 08/29/2018

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Westside Pkwy Northbound						Westside Pkwy Southbound						Kimball Bridge Rd Eastbound						Kimball Bridge Rd 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	2	63	5	0	0	70	43	315	1	0	0	359	0	0	2	0	0	2	17	0	24	0	1	41	472
7:15 AM	1	105	16	1	0	123	72	394	0	0	0	466	1	0	0	0	0	1	19	0	40	0	2	59	649
7:30 AM	0	138	29	1	0	168	81	267	0	0	0	348	1	0	1	0	1	2	25	0	38	0	0	63	581
7:45 AM	2	143	21	1	0	167	125	270	1	0	0	396	3	0	3	0	0	6	24	0	51	0	1	75	644
Total	5	449	71	3	0	528	321	1246	2	0	0	1569	5	0	6	0	1	11	85	0	153	0	4	238	2346
8:00 AM	2	122	25	0	0	149	136	286	0	0	0	422	1	0	0	0	2	1	13	0	65	0	0	78	650
8:15 AM	0	92	25	1	0	118	122	294	1	0	0	417	0	1	1	0	0	2	25	2	41	0	0	68	605
8:30 AM	1	87	23	1	0	112	112	300	3	0	0	415	1	0	2	0	0	3	30	0	53	0	1	83	613
8:45 AM	3	116	42	0	2	161	117	245	0	0	1	362	1	3	1	0	2	5	27	0	49	0	0	76	604
Total	6	417	115	2	2	540	487	1125	4	0	1	1616	3	4	4	0	4	11	95	2	208	0	1	305	2472
BREAK																									
4:00 PM	0	158	29	0	0	187	42	122	0	0	0	164	1	1	1	0	0	3	27	2	91	0	0	120	474
4:15 PM	3	190	32	0	0	225	52	124	0	0	0	176	4	0	1	0	0	5	18	3	72	0	0	93	499
4:30 PM	0	171	26	0	0	197	45	109	2	0	0	156	3	0	6	0	0	9	25	1	81	0	0	107	469
4:45 PM	4	159	19	0	0	182	31	151	2	0	0	184	2	1	1	0	0	4	41	1	92	0	1	134	504
Total	7	678	106	0	0	791	170	506	4	0	0	680	10	2	9	0	0	21	111	7	336	0	1	454	1946
5:00 PM	0	199	29	0	0	228	38	131	4	0	0	173	2	2	3	0	0	7	37	0	98	0	0	135	543
5:15 PM	0	223	40	0	0	263	32	144	0	0	0	176	0	0	4	0	0	4	41	0	113	0	0	154	597
5:30 PM	0	188	25	0	0	213	34	156	0	0	0	190	0	1	1	0	1	2	24	0	101	0	0	125	530
5:45 PM	1	172	26	1	0	200	31	158	0	0	0	189	4	0	3	0	0	7	31	0	78	0	0	109	505
Total	1	782	120	1	0	904	135	589	4	0	0	728	6	3	11	0	1	20	133	0	390	0	0	523	2175
Grand Total	19	2326	412	6	2	2763	1113	3466	14	0	1	4593	24	9	30	0	6	63	424	9	1087	0	6	1520	8939
Apprch %	0.7	84.2	14.9	0.2	0.1		24.2	75.5	0.3	0.0	0.0		38.1	14.3	47.6	0.0	9.5		27.9	0.6	71.5	0.0	0.4		
Total %	0.2	26.0	4.6	0.1	0.0	30.9	12.5	38.8	0.2	0.0	0.0	51.4	0.3	0.1	0.3	0.0	0.1	0.7	4.7	0.1	12.2	0.0	0.1	17.0	
Cars, PU, Vans	19	2296	407	6	2	2728	1104	3444	14		1	4562	24	9	30	0		63	419	9	1081		6	1509	8862
% Cars, PU, Vans	100.0	98.7	98.8	100.0	100.0	98.7	99.2	99.4	100.0	0.0	100.0	99.3	100.0	100.0	100.0	0.0	0.0	100.0	98.8	100.0	99.4	0.0	100.0	99.3	99.1
Heavy Trucks	0	30	5	0		35	9	22	0	0		31	0	0	0	0		0	5	0	6	0		11	77
%Heavy Trucks	0.0	1.3	1.2	0.0	0.0	1.3	0.8	0.6	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.6	0.0	0.0	0.7	0.9

Project ID: 18-09450-002
Location: Stratham Dr & Kimball Bridge Rd
City: Alpharetta

Day: Wednesday
Date: 08/29/2018

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Stratham Dr Northbound						Stratham Dr Southbound						Kimball Bridge Rd Eastbound						Kimball Bridge Rd 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	1	0	1	0	0	2	0	0	0	0	0	0	0	55	0	0	1	55	0	35	0	0	0	35	92	
7:15 AM	1	0	2	0	0	3	0	0	0	0	0	0	0	80	2	0	0	82	0	49	0	0	0	49	134	
7:30 AM	1	0	3	0	2	4	0	0	0	0	0	0	0	108	0	0	0	108	1	55	0	0	0	56	168	
7:45 AM	2	0	2	0	0	4	0	0	0	0	0	0	0	146	0	0	0	146	1	62	0	0	0	63	213	
Total	5	0	8	0	2	13	0	0	0	0	0	0	0	389	2	0	1	391	2	201	0	0	0	203	607	
8:00 AM	0	0	2	0	1	2	0	0	0	0	0	0	0	162	2	0	1	164	0	77	0	0	0	77	243	
8:15 AM	2	0	3	0	0	5	0	0	0	0	0	0	0	146	2	0	0	148	1	67	0	0	0	68	221	
8:30 AM	3	0	2	0	1	5	0	0	0	0	0	0	0	137	0	0	0	137	2	80	0	0	0	82	224	
8:45 AM	3	0	2	0	0	5	0	0	0	0	0	0	0	158	1	0	0	159	0	75	0	0	0	75	239	
Total	8	0	9	0	2	17	0	0	0	0	0	0	0	603	5	0	1	608	3	299	0	0	0	302	927	
BREAK																										
4:00 PM	3	0	0	0	2	3	0	0	0	0	0	0	0	70	1	0	0	71	0	99	0	0	0	99	173	
4:15 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	70	4	0	0	74	1	89	0	0	0	90	165	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	69	4	0	0	73	0	117	0	0	0	117	190	
4:45 PM	3	0	0	0	0	3	0	0	0	0	0	0	0	45	1	0	0	46	1	119	0	0	0	120	169	
Total	7	0	0	0	2	7	0	0	0	0	0	0	0	254	10	0	0	264	2	424	0	0	0	426	697	
5:00 PM	3	0	0	0	0	3	0	0	0	0	0	0	0	52	1	0	0	53	1	137	0	0	0	138	194	
5:15 PM	2	0	2	0	0	4	0	0	0	0	0	0	0	52	3	0	0	55	0	141	0	0	0	141	200	
5:30 PM	1	0	2	0	0	3	0	0	0	0	0	0	0	49	4	0	0	53	0	122	0	0	0	122	178	
5:45 PM	2	0	1	0	0	3	0	0	0	0	0	0	0	44	2	0	0	46	0	107	0	0	0	107	156	
Total	8	0	5	0	0	13	0	0	0	0	0	0	0	197	10	0	0	207	1	507	0	0	0	508	728	
Grand Total	28	0	22	0	6	50	0	0	0	0	0	0	0	1443	27	0	2	1470	8	1431	0	0	0	1439	2959	
Apprch %	56.0	0.0	44.0	0.0	12.0		0.0	0.0	0.0	0.0	0.0		0.0	98.2	1.8	0.0	0.1		0.6	99.4	0.0	0.0	0.0			
Total %	0.9	0.0	0.7	0.0	0.2	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	48.8	0.9	0.0	0.1	49.7	0.3	48.4	0.0	0.0	0.0	48.6		
Cars, PU, Vans	28	0	19	0	6	47	0	0	0	0	0	0	0	1430	26	0		1456	6	1419	0		0	1425	2928	
% Cars, PU, Vans	100.0	0.0	86.4	0.0	100.0	94.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.1	96.3	0.0	0.0	99.0	75.0	99.2	0.0	0.0	0.0	99.0	99.0	
Heavy Trucks	0	0	3	0		3	0	0	0	0		0	0	13	1	0		14	2	12	0	0		14	31	
%Heavy Trucks	0.0	0.0	13.6	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	3.7	0.0	0.0	1.0	25.0	0.8	0.0	0.0	0.0	1.0	1.0	

Project ID: 18-09450-002
Location: Stratham Dr & Kimball Bridge Rd
City: Alpharetta

PEAK HOURS

Day: Wednesday
Date: 08/29/2018

AM

	Stratham Dr Northbound					Stratham Dr Southbound					Kimball Bridge Rd Eastbound					Kimball Bridge Rd 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	0	2	0	2	0	0	0	0	0	0	162	2	0	164	0	77	0	0	77	243
8:15 AM	2	0	3	0	5	0	0	0	0	0	0	146	2	0	148	1	67	0	0	68	221
8:30 AM	3	0	2	0	5	0	0	0	0	0	0	137	0	0	137	2	80	0	0	82	224
8:45 AM	3	0	2	0	5	0	0	0	0	0	0	158	1	0	159	0	75	0	0	75	239
Total Volume	8	0	9	0	17	0	0	0	0	0	0	603	5	0	608	3	299	0	0	302	927
% App. Total	47.1	0.0	52.9	0.0	100	0.0	0.0	0.0	0.0	0	0.0	99.2	0.8	0.0	100	1.0	99.0	0.0	0.0	100	
PHF	0.850										0.927					0.921					0.954
Cars, PU, Vans	8	0	8	0	16	0	0	0	0	0	0	599	4	0	603	3	290	0	0	293	912
% Cars, PU, Vans	100.0	0.0	88.9	0.0	94.1	0.0	0.0	0.0	0.0	0.0	0.0	99.3	80.0	0.0	99.2	100.0	97.0	0.0	0.0	97.0	98.4
Heavy Trucks	0	0	1	0	1	0	0	0	0	0	0	4	1	0	5	0	9	0	0	9	15
%Heavy Trucks	0.0	0.0	11.1	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.7	20.0	0.0	0.8	0.0	3.0	0.0	0.0	3.0	1.6

PM

	Stratham Dr Northbound					Stratham Dr Southbound					Kimball Bridge Rd Eastbound					Kimball Bridge Rd 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 04:30 PM																					
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	69	4	0	73	0	117	0	0	117	190
4:45 PM	3	0	0	0	3	0	0	0	0	0	0	45	1	0	46	1	119	0	0	120	169
5:00 PM	3	0	0	0	3	0	0	0	0	0	0	52	1	0	53	1	137	0	0	138	194
5:15 PM	2	0	2	0	4	0	0	0	0	0	0	52	3	0	55	0	141	0	0	141	200
Total Volume	8	0	2	0	10	0	0	0	0	0	0	218	9	0	227	2	514	0	0	516	753
% App. Total	80.0	0.0	20.0	0.0	100	0.0	0.0	0.0	0.0	0	0.0	96.0	4.0	0.0	100	0.4	99.6	0.0	0.0	100	
PHF	0.625										0.777					0.915					0.941
Cars, PU, Vans	8	0	2	0	10	0	0	0	0	0	0	217	9	0	226	2	512	0	0	514	750
% Cars, PU, Vans	100.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	99.5	100.0	0.0	99.6	100.0	99.6	0.0	0.0	99.6	99.6
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	0.5	0.0	0.0	0.4	0.0	0.4	0.0	0.0	0.4	0.4

Project ID: 18-09450-003
Location: Northwinds Pkwy & Kimball Bridge Rd
City: Alpharetta

Day: Wednesday
Date: 08/29/2018

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Northwinds Pkwy Northbound						Northwinds Pkwy Southbound						Kimball Bridge Rd Eastbound						Kimball Bridge Rd 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	2	1	10	1	0	14	44	28	2	0	0	74	0	48	6	0	0	54	53	37	4	0	0	94	236	
7:15 AM	1	0	21	0	0	22	41	44	4	0	0	89	1	69	9	0	0	79	46	39	10	0	1	95	285	
7:30 AM	4	5	26	0	0	35	58	54	5	0	0	117	3	91	22	0	0	116	48	51	10	0	1	109	377	
7:45 AM	2	2	23	0	0	27	65	66	2	0	0	133	3	106	31	0	0	140	40	52	8	0	0	100	400	
Total	9	8	80	1	0	98	208	192	13	0	0	413	7	314	68	0	0	389	187	179	32	0	2	398	1298	
8:00 AM	1	1	34	0	0	36	46	39	3	0	0	88	4	142	21	0	0	167	47	76	16	0	0	139	430	
8:15 AM	4	4	29	0	0	37	48	40	2	0	0	90	4	127	22	0	0	153	62	59	17	0	0	138	418	
8:30 AM	5	3	31	1	0	40	48	31	5	0	0	84	4	119	20	0	0	143	53	71	14	0	1	138	405	
8:45 AM	3	2	45	0	0	50	50	31	6	0	0	87	4	146	11	0	0	161	58	65	11	0	3	134	432	
Total	13	10	139	1	0	163	192	141	16	0	0	349	16	534	74	0	0	624	220	271	58	0	4	549	1685	
BREAK																										
4:00 PM	9	22	44	1	0	76	15	7	1	0	0	23	3	69	1	0	0	73	48	88	11	0	0	147	319	
4:15 PM	6	24	63	1	0	94	15	2	4	0	0	21	2	62	4	0	0	68	52	84	22	0	0	158	341	
4:30 PM	8	28	46	1	0	83	8	1	1	0	0	10	4	63	2	0	0	69	37	101	21	0	0	159	321	
4:45 PM	6	26	44	0	0	76	16	4	3	0	0	23	4	39	3	0	0	46	49	113	23	0	0	185	330	
Total	29	100	197	3	0	329	54	14	9	0	0	77	13	233	10	0	0	256	186	386	77	0	0	649	1311	
5:00 PM	16	44	41	0	0	101	20	6	1	0	0	27	2	43	2	0	0	47	57	121	41	0	0	219	394	
5:15 PM	10	38	23	0	0	71	15	13	0	0	0	28	6	44	2	0	0	52	56	118	44	0	0	218	369	
5:30 PM	16	46	33	1	0	96	12	10	1	0	0	23	3	37	14	0	0	54	37	101	31	0	0	169	342	
5:45 PM	11	35	9	0	0	55	11	9	3	0	0	23	3	39	9	0	0	51	45	81	32	0	0	158	287	
Total	53	163	106	1	0	323	58	38	5	0	0	101	14	163	27	0	0	204	195	421	148	0	0	764	1392	
Grand Total	104	281	522	6	0	913	512	385	43	0	0	940	50	1244	179	0	0	1473	788	1257	315	0	6	2360	5686	
Apprch %	11.4	30.8	57.2	0.7	0.0		54.5	41.0	4.6	0.0	0.0		3.4	84.5	12.2	0.0	0.0		33.4	53.3	13.3	0.0	0.3			
Total %	1.8	4.9	9.2	0.1	0.0	16.1	9.0	6.8	0.8	0.0	0.0	16.5	0.9	21.9	3.1	0.0	0.0	25.9	13.9	22.1	5.5	0.0	0.1	41.5		
Cars, PU, Vans	103	280	519	6	0	908	511	385	38		0	934	46	1235	179	0		1460	788	1254	314		6	2356	5658	
% Cars, PU, Vans	99.0	99.6	99.4	100.0	0.0	99.5	99.8	100.0	88.4	0.0	0.0	99.4	92.0	99.3	100.0	0.0	0.0	99.1	100.0	99.8	99.7	0.0	100.0	99.8	99.5	
Heavy Trucks	1	1	3	0		5	1	0	5	0		6	4	9	0	0		13	0	3	1	0		4	28	
%Heavy Trucks	1.0	0.4	0.6	0.0	0.0	0.5	0.2	0.0	11.6	0.0	0.0	0.6	8.0	0.7	0.0	0.0	0.0	0.9	0.0	0.2	0.3	0.0	0.0	0.2	0.5	

City: Alpharetta

Date: 08/29/2018

Peak Hour for Entire Intersection Begins at 08:00 AM

Peak Hour for Entire Intersection Begins at 04:45 PM

[illegible]

Project Fact Sheets

Short Title

SR 120 (OLD MILTON PARKWAY) FROM SR 400 TO STATE BRIDGE ROAD

GDOT Project No.

TBD

Federal ID No.

N/A

Status

Programmed

Service Type

Roadway / General Purpose Capacity

Sponsor

City of Alpharetta

Jurisdiction

Fulton County (North)

Analysis Level

In the Region's Air Quality Conformity Analysis

Existing Thru Lane

4

LCI

☐

Planned Thru Lane

6

Flex

☐

Network Year

2030

Corridor Length

2.53 miles



Detailed Description and Justification

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

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Local Jurisdiction/Municipality Funds		2018	\$1,250,000	\$0,000	\$0,000	\$0,000	\$1,250,000
ROW	Local Jurisdiction/Municipality Funds		2019	\$2,000,000	\$0,000	\$0,000	\$0,000	\$2,000,000
CST	Local Jurisdiction/Municipality Funds		2020	\$15,000,000	\$0,000	\$0,000	\$0,000	\$15,000,000
				\$18,250,000	\$0,000	\$0,000	\$0,000	\$18,250,000

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



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



Site Photos

Stonewalk Companies, LLC
Photograph Sheet

KHA Job No.: 013221000

KHA Rep.: TAK

Date: September 24, 2018

Page: 1 of 6

Site Name: Kimball Bridge School Adaptive Redevelopment

Photo No. 1



Comments:

Looking south from Proposed Site Driveway # 1

Photo No. 2



Comments:

Looking west from Proposed Site Driveway # 1

Stonewalk Companies, LLC
Photograph Sheet

KHA Job No.: 013221000

KHA Rep.: TAK

Date: September 24, 2018

Page: 2 of 6

Site Name: Kimball Bridge School Adaptive Redevelopment

Photo No. 3



Comments:

Looking east from Proposed Site Driveway # 1

Photo No. 4



Comments:

Looking south from Proposed Site Driveway # 2

Site Name: Kimball Bridge School Adaptive Redevelopment

Photo No. 1



Comments:

Looking west from Proposed Site Driveway # 2

Photo No. 2



Comments:

Looking east from Proposed Site Driveway # 2

Stonewalk Companies, LLC
Photograph Sheet

KHA Job No.: 013221000

KHA Rep.: TAK

Date: September 24, 2018

Page: 4 of 6

Site Name: Kimball Bridge School Adaptive Redevelopment

Photo No. 1



Comments:

Looking south from Proposed Site Driveway # 3 (Egress)

Photo No. 2



Comments:

Looking west from Proposed Site Driveway # 3 (Egress)

Stonewalk Companies, LLC
Photograph Sheet

KHA Job No.: 013221000

KHA Rep.: TAK

Date: September 24, 2018

Page: 5 of 6

Site Name: Kimball Bridge School Adaptive Redevelopment

Photo No. 1



Comments:

Looking east from Proposed Site Driveway # 3 (Egress)

Photo No. 2



Comments:

Looking south from Proposed Site Driveway # 3 (Ingress)

Stonewalk Companies, LLC
Photograph Sheet

KHA Job No.: 013221000

KHA Rep.: TAK

Date: September 24, 2018

Page: 6 of 6

Site Name: Kimball Bridge School Adaptive Redevelopment

Photo No. 1



Comments:

Looking west from Proposed Site Driveway # 3 (Ingress)

Photo No. 2



Comments:

Looking east from Proposed Site Driveway # 3 (Ingress)

VOLUME

Kimball Bridge Rd W/O Northwinds Pkwy

Day: Wednesday
Date: 11/7/2018

City: Alpharetta
Project #: GA18_9640_001

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						4,431	4,412						8,843
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL							
00:00			4	1	5		12:00			96	100	196							
00:15			3	1	4		12:15			92	113	205							
00:30			2	3	5		12:30			91	112	203							
00:45			2	11	4	18	12:45			92	371	125	450	217	821				
01:00			1	3	4		13:00			119	82	201							
01:15			3	0	3		13:15			98	83	181							
01:30			0	1	1		13:30			86	76	162							
01:45			0	4	0	4	13:45			94	397	74	315	168	712				
02:00			0	0	0		14:00			82	61	143							
02:15			1	0	1		14:15			62	70	132							
02:30			1	0	1		14:30			66	59	125							
02:45			2	4	1	1	14:45			60	270	59	249	119	519				
03:00			0	0	0		15:00			58	43	101							
03:15			0	0	0		15:15			60	72	132							
03:30			1	1	2		15:30			73	85	158							
03:45			1	2	0	1	15:45			67	258	78	278	145	536				
04:00			0	1	1		16:00			67	111	178							
04:15			0	1	1		16:15			69	98	167							
04:30			1	4	5		16:30			51	123	174							
04:45			1	2	3	9	16:45			39	226	110	442	149	668				
05:00			4	4	8		17:00			50	157	207							
05:15			4	7	11		17:15			57	132	189							
05:30			9	11	20		17:30			85	110	195							
05:45			16	33	8	30	17:45			55	247	110	509	165	756				
06:00			20	23	43		18:00			58	91	149							
06:15			36	18	54		18:15			37	62	99							
06:30			48	21	69		18:30			33	70	103							
06:45			72	176	20	82	18:45			39	167	85	308	124	475				
07:00			66	49	115		19:00			35	55	90							
07:15			82	58	140		19:15			39	36	75							
07:30			101	70	171		19:30			36	42	78							
07:45			117	366	75	252	19:45			32	142	18	151	50	293				
08:00			158	69	227		20:00			32	27	59							
08:15			137	74	211		20:15			38	28	66							
08:30			157	73	230		20:30			43	18	61							
08:45			149	601	64	280	20:45			37	150	26	99	63	249				
09:00			140	54	194		21:00			31	15	46							
09:15			93	64	157		21:15			34	19	53							
09:30			64	68	132		21:30			32	13	45							
09:45			80	377	56	242	21:45			21	118	11	58	32	176				
10:00			49	53	102		22:00			19	8	27							
10:15			63	62	125		22:15			20	11	31							
10:30			60	52	112		22:30			9	4	13							
10:45			45	217	63	230	22:45			8	56	6	29	14	85				
11:00			55	59	114		23:00			9	4	13							
11:15			54	74	128		23:15			6	5	11							
11:30			46	111	157		23:30			2	2	4							
11:45			61	216	127	371	23:45			3	20	4	15	7	35				
TOTALS			2009	1509	3518		TOTALS			2422	2903	5325							
SPLIT %			57.1%	42.9%	39.8%		SPLIT %			45.5%	54.5%	60.2%							

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						4,431	4,412						8,843
AM Peak Hour			08:00	11:45	08:00		PM Peak Hour			12:30	16:30	12:15							
AM Pk Volume			601	452	881		PM Pk Volume			400	522	826							
Pk Hr Factor			0.951	0.890	0.958		Pk Hr Factor			0.840	0.831	0.952							
7 - 9 Volume	0	0	967	532	1499		4 - 6 Volume	0	0	473	951	1424							
7 - 9 Peak Hour			08:00	07:45	08:00		4 - 6 Peak Hour			17:00	16:30	17:00							
7 - 9 Pk Volume	0	0	601	291	881		4 - 6 Pk Volume	0	0	247	522	756							
Pk Hr Factor	0.000	0.000	0.951	0.970	0.958		Pk Hr Factor	0.000	0.000	0.726	0.831	0.913							

VOLUME

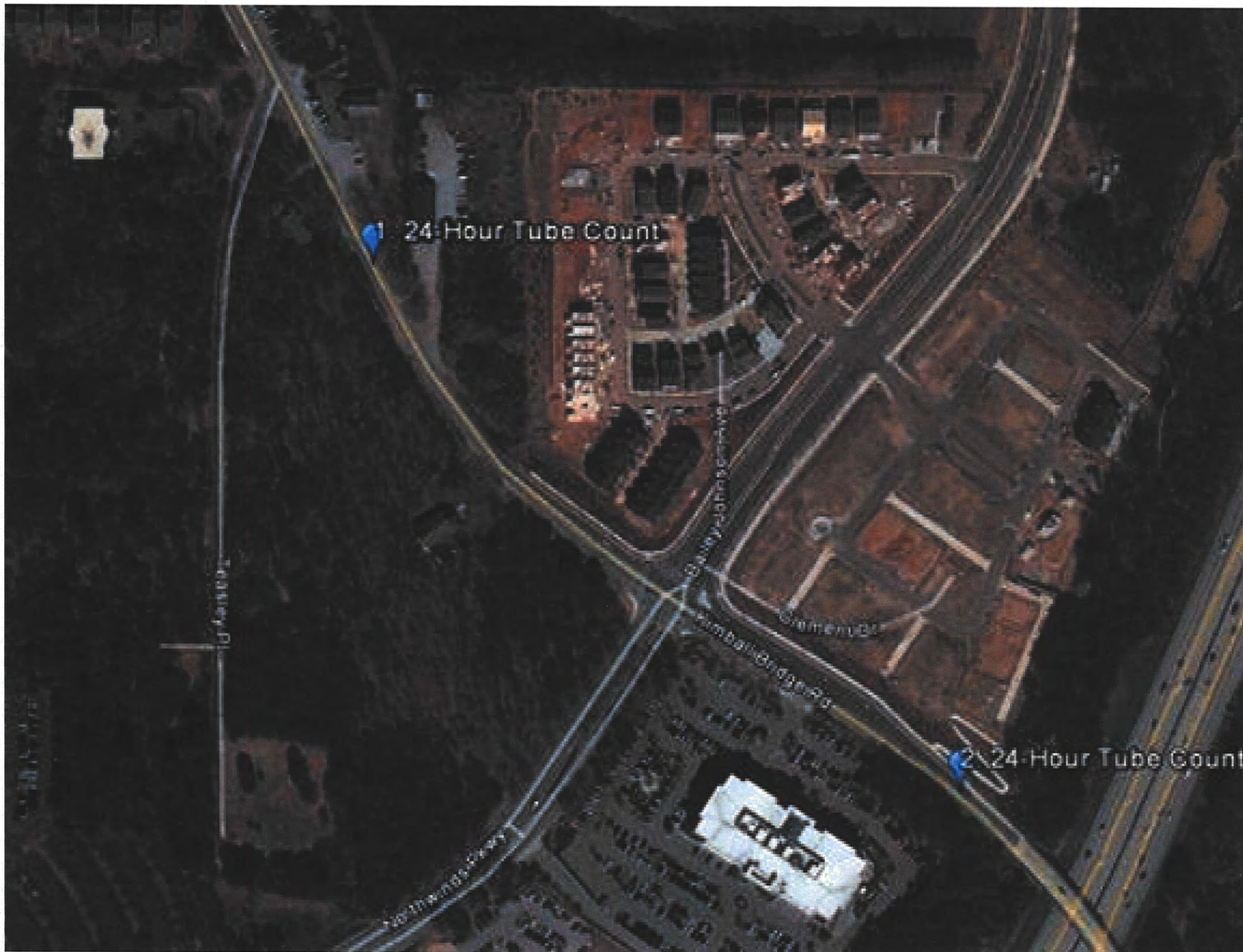
Kimball Bridge Rd E/O Northwinds Pkwy

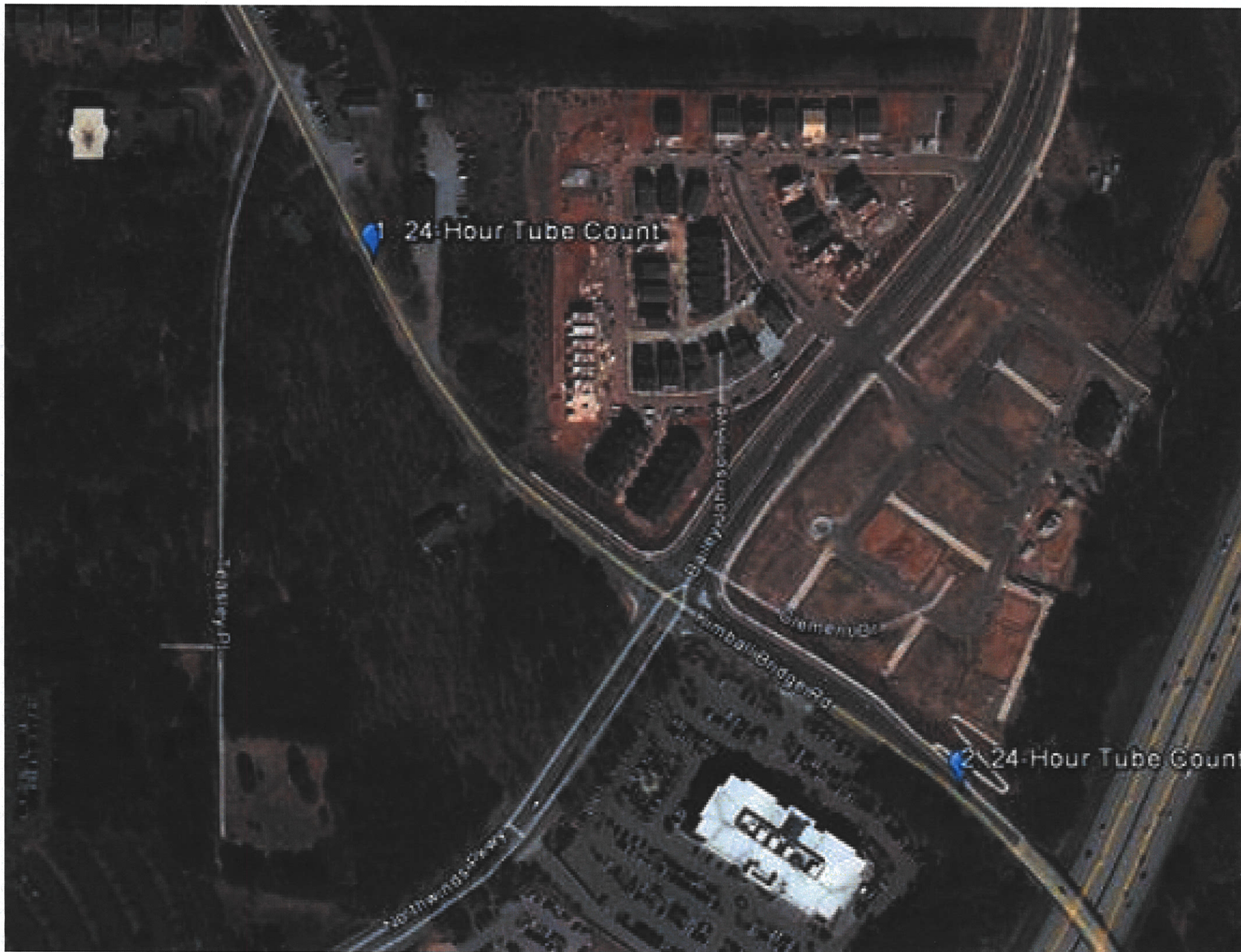
Day: Wednesday
Date: 11/7/2018

City: Alpharetta
Project #: GA18_9640_002

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						6,625	6,948						13,573
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL							TOTAL
00:00			5	2	7		12:00			134	144	278							
00:15			5	3	8		12:15			141	161	302							
00:30			3	4	7		12:30			117	164	281							
00:45			6	19	4	13	10	32		119	511	153	622	272	1133				
01:00			2	2	4		13:00			168	124	292							
01:15			3	1	4		13:15			123	119	242							
01:30			1	4	5		13:30			112	112	224							
01:45			0	6	1	8	1	14		142	545	109	464	251	1009				
02:00			2	1	3		14:00			118	96	214							
02:15			1	0	1		14:15			108	87	195							
02:30			1	1	2		14:30			111	80	191							
02:45			2	6	1	3	3	9		111	448	82	345	193	793				
03:00			1	0	1		15:00			97	103	200							
03:15			0	2	2		15:15			106	105	211							
03:30			2	0	2		15:30			112	118	230							
03:45			1	4	3	5	4	9		109	424	109	435	218	859				
04:00			1	2	3		16:00			144	166	310							
04:15			1	5	6		16:15			125	153	278							
04:30			0	7	7		16:30			78	193	271							
04:45			2	4	8	22	10	26		75	422	181	693	256	1115				
05:00			3	15	18		17:00			63	248	311							
05:15			6	23	29		17:15			68	191	259							
05:30			13	35	48		17:30			80	145	225							
05:45			20	42	36	109	56	151		88	299	134	718	222	1017				
06:00			26	45	71		18:00			73	136	209							
06:15			30	46	76		18:15			62	111	173							
06:30			84	60	144		18:30			69	106	175							
06:45			114	254	62	213	176	467		61	265	112	465	173	730				
07:00			96	96	192		19:00			54	86	140							
07:15			122	127	249		19:15			68	60	128							
07:30			139	116	255		19:30			56	52	108							
07:45			175	532	131	470	306	1002		57	235	31	229	88	464				
08:00			192	141	333		20:00			60	37	97							
08:15			206	146	352		20:15			57	39	96							
08:30			190	146	336		20:30			58	31	89							
08:45			197	785	121	554	318	1339		54	229	33	140	87	369				
09:00			227	97	324		21:00			47	21	68							
09:15			147	119	266		21:15			49	23	72							
09:30			114	104	218		21:30			42	18	60							
09:45			113	601	105	425	218	1026		33	171	19	81	52	252				
10:00			79	82	161		22:00			33	15	48							
10:15			93	91	184		22:15			26	15	41							
10:30			90	78	168		22:30			15	12	27							
10:45			76	338	95	346	171	684		22	96	11	53	33	149				
11:00			74	96	170		23:00			14	8	22							
11:15			89	123	212		23:15			8	7	15							
11:30			87	135	222		23:30			9	7	16							
11:45			104	354	155	509	259	863		4	35	4	26	8	61				
TOTALS			2945	2677	5622		TOTALS			3680	4271	7951							
SPLIT %			52.4%	47.6%	41.4%		SPLIT %			46.3%	53.7%	58.6%							

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						6,625	6,948						13,573
AM Peak Hour			08:15	11:45	08:00		PM Peak Hour			12:15	16:30	12:15							
AM Pk Volume			820	624	1339		PM Pk Volume			545	813	1147							
Pk Hr Factor			0.903	0.951	0.951		Pk Hr Factor			0.811	0.820	0.950							
7 - 9 Volume	0	0	1317	1024	2341		4 - 6 Volume	0	0	721	1411	2132							
7 - 9 Peak Hour			08:00	07:45	08:00		4 - 6 Peak Hour			16:00	16:30	16:15							
7 - 9 Pk Volume	0	0	785	564	1339		4 - 6 Pk Volume	0	0	422	813	1116							
Pk Hr Factor	0.000	0.000	0.953	0.966	0.951		Pk Hr Factor	0.000	0.000	0.733	0.820	0.897							





2/26/19

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: Kimball Bridge School Adaptive Reuse

Contact Name: Robert Forrest

Telephone: 404-514-8575

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.

Overall everyone loves the project. Walkability is a big like and having this here is good for the neighbors that I met with.

The history is VERY important to the past attendees of the school and members of the church. So preservation and history

telling is very important and a big part of why we want to save it. Concerns wise we have heard two small comments:

Greenstone to the north - thru staff (we emailed them with no response) - that we aren't providing enough parking for our office.

We are doing over 3 per 1k sq ft which is adequate. Driveway alignment with neighborhood across some there don't like.

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



Letter



Personal Visits



Telephone



Group Meeting



Email



Other (Please Specify) _____

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

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

Signature of Authorized Agent: _____



Date: 2/22/19

Print Form

2/26/19

Subject: Re: Bailey-Johnson

Date: Friday, January 25, 2019 at 5:54:32 PM Eastern Standard Time

From: Robert Forrest

To: Pat Miller

CC: Dodson, Kim, Rodgers, Morgan

Absolutely! I chased this with the school board for years and am beyond happy they picked me about a year ago. I'd love to meet with you all just confirm as soon as you know.

And the whole place will be a museum of sorts

Thank you for reaching out and pulling this together

Robert Forrest

On Jan 25, 2019, at 5:35 PM, Pat Miller <[REDACTED]> wrote:

Hi, Robert,

My name is Pat Miller, and I am the president of the Alpharetta and Old Milton County Historical Society. Thank you so much for reaching out to us. I've been interested in the fate of Bailey-Johnson for some time now as have many other people in the area.

The school served the African-American communities in Alpharetta, Shakerag (Johns Creek), Grove Way (Roswell), and Oak Grove (Sandy Springs). The presidents of all of the North Fulton Historical Societies would very much like to see a portion of the old school preserved as a small museum to house memorabilia from the school and the Bailey-Johnson community.

Would you have time to meet with some of us on Monday, Feb. 4th at 1:00 at the Mansell House. I will need a week to get in touch with people that I know are the most interested. I will ask them to bring their ideas and some samples of memorabilia that can be used.

I look forward to meeting you. Have a nice weekend.

Pat

2/26/19

Subject: FW: Kimball Bridge School Adaptive Reuse

Date: Wednesday, January 30, 2019 at 10:17:28 AM Eastern Standard Time

From: Cook, Kathi

To: ROBERT FORREST

From: Chris Scott <[REDACTED]>
Sent: Tuesday, January 22, 2019 5:19 PM
To: Cook, Kathi <Kcook@alpharetta.ga.us>
Cc: De Little [REDACTED]
Subject: Re: Kimball Bridge School Adaptive Reuse

Great and thank you!

Chris Scott

On Jan 22, 2019, at 5:16 PM, Cook, Kathi <Kcook@alpharetta.ga.us> wrote:

Thanks Chris, we also have concerns with the proposed density and parking. I will send you the report when finalized.

From: Chris Scott [REDACTED]
Sent: Tuesday, January 22, 2019 2:13 PM
To: Cook, Kathi <Kcook@alpharetta.ga.us>
Cc: De Little [REDACTED]
Subject: Kimball Bridge School Adaptive Reuse

Kathi,

I just received the notice regarding the Kimball Bridge school. I am very concerned about the proposed density and the amount of parking needed accommodate that amount of density. I am not familiar with the site plan, but I would assume that the majority of the parking will be housed in parking decks. We are not in a position to share parking and are concerned their site can't accommodate that amount of density. I am hopeful the city will pay close attention to the parking ratios to ensure neighboring property owners aren't adversely damaged.

Thank you,
Chris

Chris Scott
Greenstone Properties

2/26/19

Subject: Re: Meeting

Date: Wednesday, January 23, 2019 at 9:36:28 AM Eastern Standard Time

From: [REDACTED]

To: 'ROBERT FORREST'

I only heard from a few and they seem very open to the concept. They like the walkability to this type of facility.

Doug

From: "ROBERT FORREST"

To: [REDACTED]

Cc:

Sent: Wednesday January 23 2019 9:30:52AM

Subject: Re: Meeting

Anyone hating on me yet about it?? Or liking it??

From: [REDACTED]

Date: Wednesday, January 23, 2019 at 9:26 AM

To: 'Robert Forrest' <rob@stonewalkco.com>

Subject: Re: Meeting

Robert,

I posted the information on our neighborhood Facebook page and advised you would be at Alpharetta City Hall Thursday evening to present an overview of the proposal and answer any immediate questions.

Our Annual HOA meeting should end about 7:30, so plan on being there by then. See you Thursday.

Doug

From: "Robert Forrest"

To: [REDACTED]

Cc:

Sent: Sunday January 20 2019 10:53:49AM

Subject: Re: Meeting

Ok sounds good yes I'd like to be there Thursday

Robert Forrest

> On Jan 20, 2019, at 10:47 AM, [REDACTED] wrote:

>

> We have an HOA meeting this Thursday from 6:30 - 7:30 at Alpharetta City Hall. Can you speak at end if meeting?

>

2/26/19

Subject: Re: Bailey-Johnson School Development

Date: Friday, February 22, 2019 at 3:51:38 PM Eastern Standard Time

From: Craig Owen

To: Robert Forrest

CC: Charles Edmundson, Kevin Johnson

Rob, In our previous meeting at City Hall, you met with myself and the two other HOA Board members, Charles Edmundson and Kevin Johnson. I am having surgery Monday to repair a ruptured Achilles Tendon so I am going to have limited availability. I'm not sure if either Charles or Kevin have the time to organize a meeting, but I have copied them on this email. While I appreciate your willingness and desire to meet with the community, if the plan still calls for a driveway entrance to the Parking Garage to be located across from Stratham Drive, there are likely to concerns expressed by members of the community. Craig

On Thu, Feb 21, 2019 at 5:02 PM Robert Forrest <rob@stonewalkco.com> wrote:

Can I meet with everyone before that meeting? I can't afford to have people come and voice concerns or questions at the hearing

Robert Forrest

On Feb 21, 2019, at 4:28 PM, Craig Owen [REDACTED] > wrote:

Rob, Thank you for the follow up. We did discuss the project at our Annual Meeting and people were generally supportive of the concept. The primary concern expressed by a number of people is the plan to have a driveway entrance to the parking garage directly across the street from our community at exit at Stratham Drive. Is the Public Hearing still on schedule for March 7, I know a number of people said they might attend? Regards, Craig

On Tue, Feb 19, 2019 at 4:33 PM ROBERT FORREST <rob@stonewalkco.com> wrote:

Wanted to circle back and see if anyone has come up with any other questions, comments, or concerns about our development across the street? Again, happy to meet with anyone and everyone on it!

And could you tell me who all I met with from your neighborhood at the city meeting besides yourself?

Thanks again,

Rob Forrest

On 11/1/18, 4:17 PM, "Robert Forrest" <rob@stonewalkco.com> wrote:

We submitted the zoning package today FYI

Great meeting you all! If other neighbors want to get together and go over it I'm available anytime. Also need ideas and intros etc for tenants restaurants etc y'all would like to see there!

Robert Forrest

> On Nov 1, 2018, at 3:54 PM, Craig Owen [REDACTED] > wrote:

>

> Rob, I wanted to thank you again for taking the time to share your plans for the development

2/26/19

of the Bailey-Johnson School property. I really appreciated the information you presented and the concept behind the plans. Please keep me posted on any new information you can share on how the city received your plan and any impact it might have for the expansion of Kimball Bridge Road.

>

> Regards, Craig Owen - President Kimball Bridge Walk HOA

2/26/19

WHILEAWAY HOLDINGS LLC
2520 NORTHWINDS PKWY STE 285
ALPHARETTA GA 30009

GREENSTONE PARKWAY FOUR HUNDRED LL
LP
3301 WINDY RIDGE PKWY SUITE 320
ATLANTA GA 30339

ANDALUSIA PROPERTIES INC
3225 CUMBERLAND BLVD SUITE 100
ATLANTA GA 30339

GREENSTONE PARKWAY FOUR HUNDRED LL
LP
3301 WINDY RIDGE PKWY SUITE 320
ATLANTA GA 30339

GREENESTONE PARKWAY FOUR HUNDRED L
LLP
3301 WINDY RIDGE PKWY SUITE 320
ATLANTA GA 30339

PATEL AAKASH Y & DESAI ANKITA A
2622 KENTWOOD LANE
ALPHARETTA GA 30009

GANGE LLC
161 KIMBALL BRIDGE RD STE 100
ALPHARETTA GA 30009

FULTON COUNTY BOARD OF EDUCATION
786 CLEVELAND AVE
ATLANTA GA 30315

DANIELS PAUL J & DANIELS MARGARET D
2624 KENTWOOD LANE
ALPHARETTA GA 30009

ANDERSON DOROTHY MAE
165 KIMBALL BRIDGE RD
ALPHARETTA GA 30004

GIANT REALTY LLC
2104 GLEN CASTLE CT
DULUTH GA 30097

LAMATTINA FRANCINE & ANGELA
2626 KENTWOOD LANE
ALPHARETTA GA 30009

GEORGIA POWER COMPANY TAX DEPT BIN
10120
241 RALPH MCGILL BLVD NE
ATLANTA GA 30308-3374

GEORGIA POWER COMPANY TAX DEPT BIN
10120
241 RALPH MCGILL BLVD NE
ATLANTA GA 30308-3374

WHITEHEAD JONATHAN W & SIMONE A
2620 KENTWOOD LANE
ALPHARETTA GA 30009

PULTE HOME CORPORATION
2475 NORTHWINDS PKWY STE 600
ALPHARETTA GA 30009

GEORGIA POWER COMPANY TAX DEPT BIN
10120
241 RALPH MCGILL BLVD NE
ATLANTA GA 30308-3374

AGARWAL ANKITA & SHAH NIKHIL P
2618 KENTWOOD LANE
ALPHARETTA GA 30009

CARTER CHESTENE M
218 BAILEY JOHNSON RD
ALPHARETTA GA 30004-2203

GEORGIA POWER COMPANY TAX DEPT BIN
10120
241 RALPH MCGILL BLVD NE
ATLANTA GA 30308-3374

HARVEY JOHN M & HARVEY LAURYANN R
2616 KENTWOOD LANE
ALPHARETTA GA 30009

NLB NORTHWINDS LLC
20 HEARDS OVERLOOK CT
ATLANTA GA 30328

ST JAMES UNITED METHODIST CHURCH I
NC
3000 WEBB BRIDGE RD
ALPHARETTA GA 30009

PARR KRISTIN M
2614 KENTWOOD LANE
ALPHARETTA GA 30009

WINDWARD EYE GROUP LLC
5315 WINDWARD PKY SUITE F
ALPHARETTA GA 30004

MY HOMES AT KIMBALL BRIDGE LLC
11020 KEMP RD
SUWANEE GA 30024

JOHNSON KEVIN D
2612 KENTWOOD LN
ALPHARETTA GA 30009

WBCMT 2007 C31 AMBERPARK LIMITED P
ARTNERSHIP
1601 WASHINGTON AVE SUITE 700
MIAMI FL 33139-3164

KALIFEH ANDY & SUSAN
1050 CANTON ST
ROSWELL GA 30075-3644

PACE MARYANNE
2610 KENTWOOD LANE
ALPHARETTA GA 30009

2/26/19

EDMUNDSON CHARLES R JR & LYNDA J
2707 CANOPY CIR
ALPHARETTA GA 30009

PREDOLIN RENATO V & TORDIN JULIANA
FRAGAILE
11765 STRATHAM DR
ALPHARETTA GA 30009

CARR MARK ANDREW & CARR GERALDINE
ANNE
11750 STRATHAM DR
ALPHARETTA GA 30009

KIMBALL BRIDGE WALK HOMEOWNERS ASS
N INC
1100 NORTHMEADOW PKWY STE 114
ROSWELL GA 30076

KIMBALL BRIDGE WALK HOMEOWNERS ASS
N INC
1100 NORTHMEADOW PKWY STE 114
ROSWELL GA 30076

SECRETARIO NEIL & MICHELLE
11760 STRATHAM DR
ALPHARETTA GA 30009

VEMULA PRIYANKA
2709 CANOPY CIR
ALPHARETTA GA 30009

BERGERT JAMES S & BERGERT PAULINE B
11775 STRATHAM DR
ALPHARETTA GA 30009

VERSTEEG KATHLEEN & VERSTEEG HERMA
NUS MARTINUS
11770 STRATHAM DR
ALPHARETTA GA 30009

PARK MIN & JOO
11735 STRATHAM DR
ALPHARETTA GA 30009

OZTURK OZGUR & ZEHRA
11785 STRATHAM DR
ALPHARETTA GA 30009

CHRISTIANSSEN ANDREW C & NIKKI B
11780 STRATHAM DR
ALPHARETTA GA 30009

KONDABATTULA SAI B & KONDABATTULA
DEEPA
11745 STRATHAM DR
ALPHARETTA GA 30009

FONDY PENNY & TIMOTHY
11795 STRATHAM DR
ALPHARETTA GA 30009

SHARLOCK MARGARET
11790 STRATHAM DR
ALPHARETTA GA 30009

JORDAN D WESLEY
2711 CANOPY CIR
ALPHARETTA GA 30009

HAIM KENNETH I
11805 STRATHAM DR
ALPHARETTA GA 30009

KIMBALL BRIDGE WALK HOMEOWNERS ASS
N INC
1100 NORTHMEADOW PKWY STE 114
ROSWELL GA 30076

OWEN CRAIG A
2713 CANOPY CIR
ALPHARETTA GA 30009

KIMBALL BRIDGE WALK HOMEOWNERS ASS
N INC
1100 NORTHMEADOW PKWY STE 114
ROSWELL GA 30076

BROOKS JOHN L & KAREN A
11810 STRATHAM DR
ALPHARETTA GA 30009

CHUNG WU PETER DII & WU CATHERINE
JEN
2715 CANOPY CIR
ALPHARETTA GA 30009

SHUKLA ANITA & VENKATARAMANAN VIJA
YAN
11720 STRATHAM DR
ALPHARETTA GA 30009

KIMBALL BRIDGE WALK HOMEOWNERS ASS
N INC
1100 NORTHMEADOW PKWY STE 114
ROSWELL GA 30076

WINE JESSICA
11755 STRATHAM DR
ALPHARETTA GA 30009

EDMAN DOUGLAS C
11730 STRATHAM DR
ALPHARETTA GA 30009

FLOOD LISA
11710 STRATHAM DR
ALPHARETTA GA 30009

AKTARAN KALAYCI TUBA & KALAYCI ALT
AN
2705 CANOPY CIR
ALPHARETTA GA 30009

MARTIN ORLANDO S & JACQUELINE M
11740 STRATHAM DR
ALPHARETTA GA 30009

GREENSTONE PARKWAY 400 LLLP
3301 WINDY RIDGE PKWY SUITE 320
ATLANTA GA 30339

CITY OF ALPHARETTA

PUBLIC HEARING APPLICATION

Z-18-13/CU-18-13

KIMBALL SCHOOL ADAPTIVE REDEVELOPMENT 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: Stonewalk Companies, LLC - Robert Forrest

Telephone: 404-514-8575

Address: 88 Roswell Street

Suite: _____

City Alpharetta

State: GA

Zip: 30009

Fax: NA

Mobile Tel: 404-514-8575

Email: rob@stonewalkco.com scott@stonewalkco.com brian@stonewalkco.com

Subject Property Information:

Address: 154 Kimball Bridge Road

Current Zoning: SU

District: 1

Section: 2

Land Lot: 801

Parcel ID: 12-2842-0801-011-1

Proposed Zoning: O-I

Current Use: Closed school - county school maintenance facility

This Application For (Check All That Apply):

☐ Conditional Use

☐ Master Plan Amendment

☒ Rezoning

☐ Master Plan Review

☒ Variance

☐ Public Hearing

☐ Comprehensive Plan Amendment

☐ Other (Specify): _____

11/1/18

KIMBALL SCHOOL ADAPTIVE REDEVELOPMENT APPLICANT REQUEST AND INTENT

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

Redevelop the historic (circa 1950) school into a food-hall/entertainment/retail/mixed use destination and the vacant property as parking and loft office spaces.

Applicant's Request (Please itemize the proposal):

Rezone from SU to OI with variance for retail, restaurant, entertainment, and potential school(s).

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

Alpharetta doesn't have a lot of older buildings like Atlanta and other suburbs have, that can be redeveloped & preserved, but the subject property is one, and our intent is to restore the historic school as a mixed use food hall, entertainment, retail, and office similar to other in-town redevelopments such as Krog Street, Stockyards, and on a much larger scale, Ponce City Market. The school was built in 1950 and renamed after a few years as the Bailey Johnson school. After 18 years or so, it served as a regular school for a number of years and then was relegated to being the county's north maintenance facility.

The AJC did a big article on it about a year ago:

<https://www.myajc.com/news/local/years-ago-segregated-school-north-fulton-was-bond-family/z755opJAry7KKtiU9hyOnM/>

The property is surrounded by O&I zoned property and our main use is as such. Loft offices, hopefully of timberframe construction if we can make it work feasibly and cost effectively, will be located on top of a new 600+ space semi-subsurface parking deck. There will be open spaces on top of the deck between the loft buildings, plus a small 2 story retail/brewery/distillery hopefully. The existing curb cuts will be utilized plus two (2) new access points to the adjacent driveways to the north and east to provide primary access to Old Milton Parkway through adjacent parcels. There will be sidewalks and Loop-like multiuse paths to provide pedestrian connectivity between the surrounding offices, hotels, retail, and residential.

The property sits on one of the highest points in North Fulton and affords views over Avalon and the six-story building next door known as Parkway 400. This vantage point will provide excellent views and ambiance for gathering and work and play.

PROPERTY OWNER AUTHORIZATION

Property Owner Information:

Contact Name: David Knotts, Executive Director of Capital Programs Department

Telephone: 470-254-2219

Address: Fulton County Schools, 6201 Powers Ferry Rd. NW

Suite:

City Atlanta

State: GA

Zip: 30339

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: Stonewalk Companies, LLC (contact: Robert Forrest)

Telephone: 404-514-8575

Address: 88 Roswell Street

Suite:

City Alpharetta

State: GA

Zip: 30009

So Sworn and Attested:

Owner Signature:

[Signature]
Jeff Rose, Ed.D., Superintendent

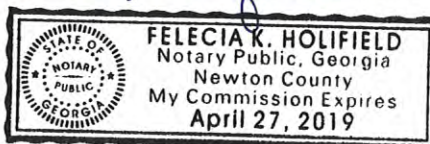
Date: 10-4-18

Notary:

Notary Signature:

[Signature]

Date: 10-4-18



11/1/18

KIMBALL SCHOOL ADAPTIVE REDEVELOPMENT 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: Stonewalk Companies, LLC - Robert Forrest

Subject Public Hearing Case: Kimball Bridge School Adaptive Redevelopment

Campaign Contribution Information:

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

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

Name of Official: NA Position: _____

Description of Contribution: NA 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: _____

11/1/18

ALPHARETTA PLANNING COMMISSION REVIEW CRITERIA

How will this proposal be compatible with surrounding properties?

The zonings surrounding the property are zoned for similar uses

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

Right now this side of Old Milton has a "mix" of uses but isn't really mixed use. Our intent is to bring together through enhanced connectivity and walkable amenities that we will create plus incredible views to make this side of Old Milton much more walkable. Also, loft office & adaptive reuse is the most desired sub class of office and Alpharetta has almost none.

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

SU is used for schools (current user who is selling to us) or government use. So no commercial viability

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

No increase in population and traffic study will be provided

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

No impact to schools and utilities are adequate for the intended uses.

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

It is consistent with both.

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

The property is almost 70 years old and in dire need of adaptive reuse versus demolition

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.

11/1/18

KIMBALL SCHOOL ADAPTIVE REDEVELOPMENT 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.

Yes, the property was developed 70 years ago well before zoning and codes were in place. It is a triangular shape and sits on top of a ridge affording excellent views but topographic challenges.

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

Yes. Again, when the property was first developed there were no zoning or real building codes that exist today. In order to preserve this unique piece of history in North Fulton, variances to some of these codes will allow us to redevelop the property while preserving the existing look & feel and history of this property.

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

Yes. The property is a 70 year old historic school sitting on top of a ridge with over 80' of elevation change between parcels. Also to enable the adaptive reuse to be successful it needs to have enough "gravity" or sense of place and mixed uses in order to be viable. If you look at Krog Street Market, it is seen as a highly successful adaptive reuse but is lacking surrounding office and hotel currently (although several projects are now announced and/or underway adjacent and nearby). Our project with the addition of loft-style office which is in demand by almost 40% of tenants looking in the Atlanta market (Colliers), will make for a highly sought after active mixed use and walkable development.

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. Again because of the age of the buildings on the property and the desire to save them and remake them into something new yet historic is highly unique in Alpharetta and North Fulton.

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.

11/1/18

KIMBALL SCHOOL ADAPTIVE REDEVELOPMENT
SIGN VARIANCE REVIEW CRITERIA

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

☐ Yes☐ No

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

☐ Yes☐ No

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

☐ Yes☐ No

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

☐ Yes☐ No

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

☐ Yes☐ No

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

☐ Yes☐ No

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

☐ Yes☐ No

11/1/18

KIMBALL SCHOOL ADAPTIVE REDEVELOPMENT 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: Kimball Bridge School Adaptive Reuse

Contact Name: Stonewalk Companies, LLC - Robert Forrest

Telephone: 404-514-8575

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

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



Letter



Personal Visits



Telephone



Group Meeting



Email



Other (Please Specify)

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

They may email to rob@stonewalkco.com, can call me personally at 404-514-8575, or can come meet me in person at Alpha Soda by appointment almost anytime.

11/1/18

WHILEAWAY HOLDINGS LLC
2520 NORTHWINDS PKWY STE 285
ALPHARETTA GA 30009

KIMBALL SCHOOL ADAPTIVE REDEVELOPMENT

GREENSTONE PARKWAY FOUR HUNDRED LL
LP
3301 WINDY RIDGE PKWY SUITE 320
ATLANTA GA 30339

Z-18-13/CU-18-13

ANDALUSIA PROPERTIES INC
3225 CUMBERLAND BLVD SUITE 100
ATLANTA GA 30339

GREENSTONE PARKWAY FOUR HUNDRED LL
LP
3301 WINDY RIDGE PKWY SUITE 320
ATLANTA GA 30339

GREENESTONE PARKWAY FOUR HUNDRED L
LLP
3301 WINDY RIDGE PKWY SUITE 320
ATLANTA GA 30339

PATEL AAKASH Y & DESAI ANKITA A
2622 KENTWOOD LANE
ALPHARETTA GA 30009

GANGE LLC
161 KIMBALL BRIDGE RD STE 100
ALPHARETTA GA 30009

FULTON COUNTY BOARD OF EDUCATION
786 CLEVELAND AVE
ATLANTA GA 30315

DANIELS PAUL J & DANIELS MARGARET D
2624 KENTWOOD LANE
ALPHARETTA GA 30009

ANDERSON DOROTHY MAE
165 KIMBALL BRIDGE RD
ALPHARETTA GA 30004

GIANT REALTY LLC
2104 GLEN CASTLE CT
DULUTH GA 30097

LAMATTINA FRANCINE & ANGELA
2626 KENTWOOD LANE
ALPHARETTA GA 30009

GEORGIA POWER COMPANY TAX DEPT BIN
10120
241 RALPH MCGILL BLVD NE
ATLANTA GA 30308-3374

GEORGIA POWER COMPANY TAX DEPT BIN
10120
241 RALPH MCGILL BLVD NE
ATLANTA GA 30308-3374

WHITEHEAD JONATHAN W & SIMONE A
2620 KENTWOOD LANE
ALPHARETTA GA 30009

PULTE HOME CORPORATION
2475 NORTHWINDS PKWY STE 600
ALPHARETTA GA 30009

GEORGIA POWER COMPANY TAX DEPT BIN
10120
241 RALPH MCGILL BLVD NE
ATLANTA GA 30308-3374

AGARWAL ANKITA & SHAH NIKHIL P
2618 KENTWOOD LANE
ALPHARETTA GA 30009

CARTER CHESTENE M
218 BAILEY JOHNSON RD
ALPHARETTA GA 30004-2203

GEORGIA POWER COMPANY TAX DEPT BIN
10120
241 RALPH MCGILL BLVD NE
ATLANTA GA 30308-3374

HARVEY JOHN M & HARVEY LAURYANN R
2616 KENTWOOD LANE
ALPHARETTA GA 30009

NLB NORTHWINDS LLC
20 HEARDS OVERLOOK CT
ATLANTA GA 30328

ST JAMES UNITED METHODIST CHURCH I
NC
3000 WEBB BRIDGE RD
ALPHARETTA GA 30009

PARR KRISTIN M
2614 KENTWOOD LANE
ALPHARETTA GA 30009

WINDWARD EYE GROUP LLC
5315 WINDWARD PKY SUITE F
ALPHARETTA GA 30004

MY HOMES AT KIMBALL BRIDGE LLC
11020 KEMP RD
SUWANEE GA 30024

JOHNSON KEVIN D
2612 KENTWOOD LN
ALPHARETTA GA 30009

WBCMT 2007 C31 AMBERPARK LIMITED P
ARTNERSHIP
1601 WASHINGTON AVE SUITE 700
MIAMI FL 33139-3164

KALIFEH ANDY & SUSAN
1050 CANTON ST
ROSWELL GA 30075-3644

PACE MARYANNE
2610 KENTWOOD LANE
ALPHARETTA GA 30009

11/1/18

EDMUNDSON CHARLES R JR & LYNDA J
2707 CANOPY CIR
ALPHARETTA GA 30009

KIMBALL BRIDGE WALK HOMEOWNERS ASS
N INC
1100 NORTHMEADOW PKWY STE 114
ROSWELL GA 30076

VEMULA PRIYANKA
2709 CANOPY CIR
ALPHARETTA GA 30009

PARK MIN & JOO
11735 STRATHAM DR
ALPHARETTA GA 30009

KONDABATTULA SAI B & KONDABATTULA
DEEPA
11745 STRATHAM DR
ALPHARETTA GA 30009

JORDAN D WESLEY
2711 CANOPY CIR
ALPHARETTA GA 30009

OWEN CRAIG A
2713 CANOPY CIR
ALPHARETTA GA 30009

CHUNG WU PETER DII & WU CATHERINE
JEN
2715 CANOPY CIR
ALPHARETTA GA 30009

WINE JESSICA
11755 STRATHAM DR
ALPHARETTA GA 30009

AKTARAN KALAYCI TUBA & KALAYCI ALT
AN
2705 CANOPY CIR
ALPHARETTA GA 30009

KIMBALL SCHOOL ADAPTIVE REDEVELOPMENT

PREDOLIN RENATO V & TORDIN JULIANA
FRAGAILE
11765 STRATHAM DR
ALPHARETTA GA 30009

KIMBALL BRIDGE WALK HOMEOWNERS ASS
N INC
1100 NORTHMEADOW PKWY STE 114
ROSWELL GA 30076

BERGERT JAMES S & BERGERT PAULINE B
11775 STRATHAM DR
ALPHARETTA GA 30009

OZTURK OZGUR & ZEHRA
11785 STRATHAM DR
ALPHARETTA GA 30009

FONDY PENNY & TIMOTHY
11795 STRATHAM DR
ALPHARETTA GA 30009

HAIM KENNETH I
11805 STRATHAM DR
ALPHARETTA GA 30009

KIMBALL BRIDGE WALK HOMEOWNERS ASS
N INC
1100 NORTHMEADOW PKWY STE 114
ROSWELL GA 30076

SHUKLA ANITA & VENKATARAMANAN VIJA
YAN
11720 STRATHAM DR
ALPHARETTA GA 30009

EDMAN DOUGLAS C
11730 STRATHAM DR
ALPHARETTA GA 30009

MARTIN ORLANDO S & JACQUELINE M
11740 STRATHAM DR
ALPHARETTA GA 30009

Z-18-13/CU-18-13

CARR MARK ANDREW & CARR GERALDINE
ANNE
11750 STRATHAM DR
ALPHARETTA GA 30009

SECRETARIO NEIL & MICHELLE
11760 STRATHAM DR
ALPHARETTA GA 30009

VERSTEEG KATHLEEN & VERSTEEG HERMA
NUS MARTINUS
11770 STRATHAM DR
ALPHARETTA GA 30009

CHRISTIANSSEN ANDREW C & NIKKI B
11780 STRATHAM DR
ALPHARETTA GA 30009

SHARLOCK MARGARET
11790 STRATHAM DR
ALPHARETTA GA 30009

KIMBALL BRIDGE WALK HOMEOWNERS ASS
N INC
1100 NORTHMEADOW PKWY STE 114
ROSWELL GA 30076

BROOKS JOHN L & KAREN A
11810 STRATHAM DR
ALPHARETTA GA 30009

KIMBALL BRIDGE WALK HOMEOWNERS ASS
N INC
1100 NORTHMEADOW PKWY STE 114
ROSWELL GA 30076

FLOOD LISA
11710 STRATHAM DR
ALPHARETTA GA 30009

GREENSTONE PARKWAY 400 LLLP
3301 WINDY RIDGE PKWY SUITE 320
ATLANTA GA 30339

11/1/18

KIMBALL SCHOOL ADAPTIVE REDEVELOPMENT 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: Kimball Bridge School Adaptive Reuse

Contact Name: Robert Forrest

Telephone: 404-514-8575

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.

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

☐

Letter

☐

Personal Visits

☐

Telephone

☐

Group Meeting

☐

Email

☐

Other (Please Specify) _____

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

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

Signature of Authorized Agent: _____

Date: _____

Print Form

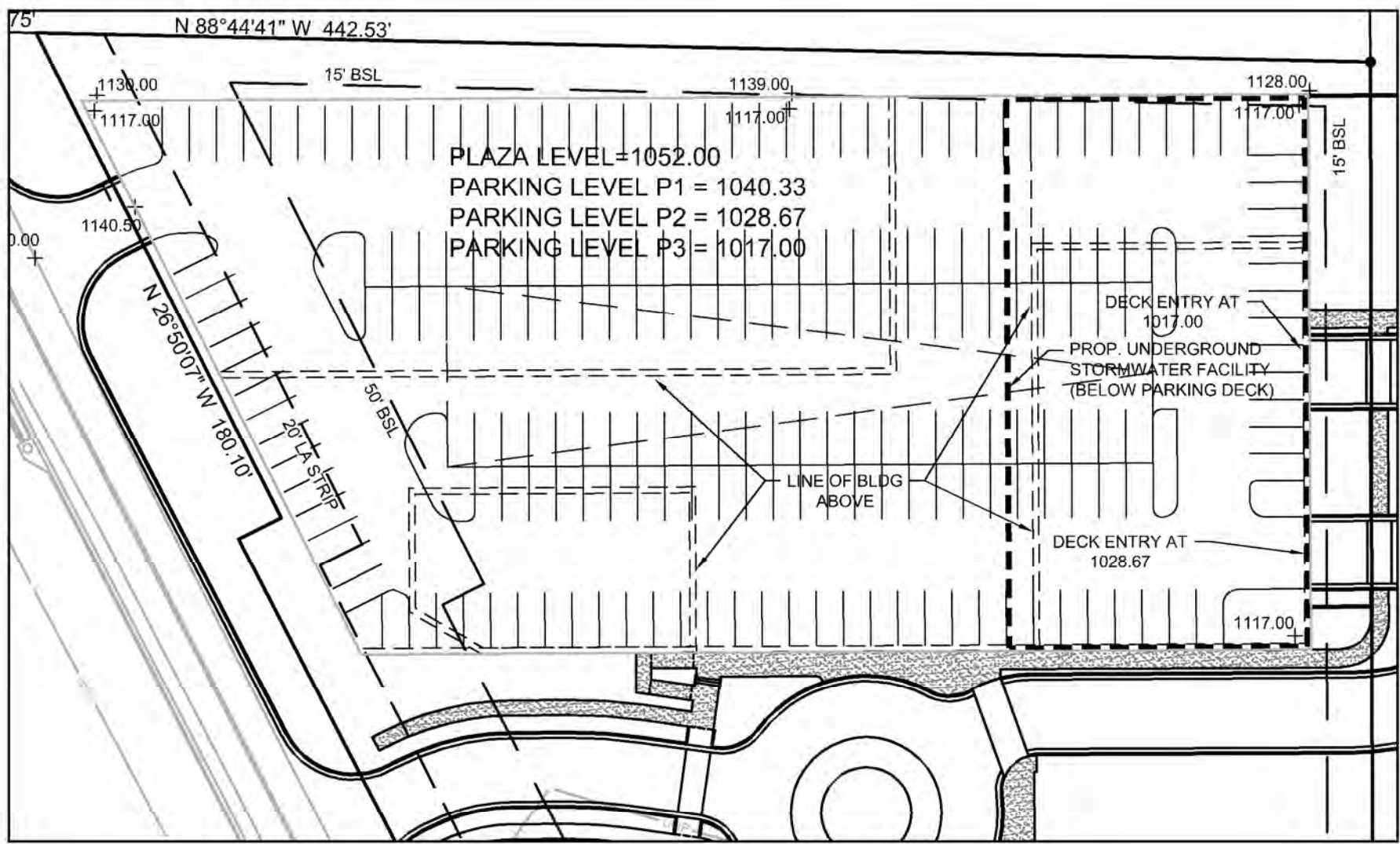


VICINITY MAP

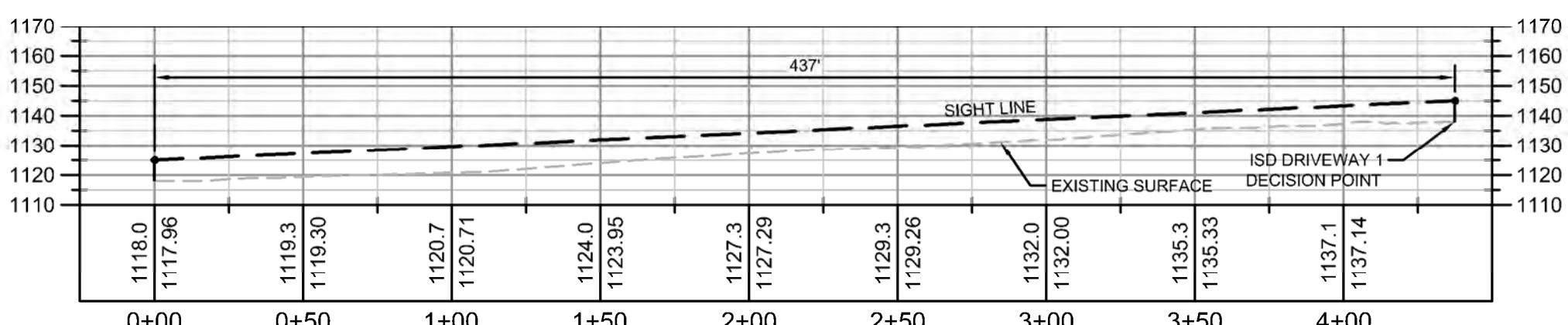


FEMA MAP

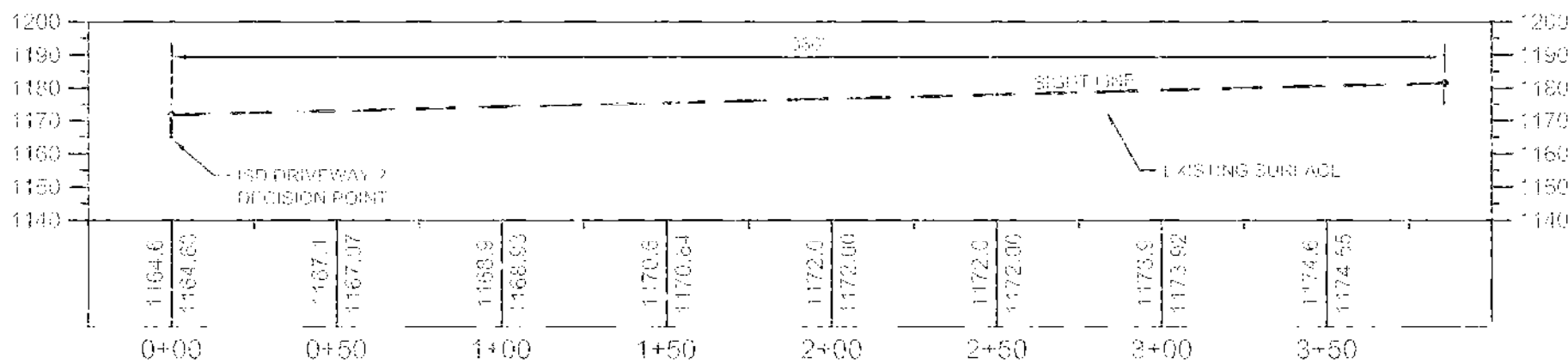
THE PROJECT SITE DOES NOT LIE WITHIN A FLOOD HAZARD AREA PER FIRM PANEL 13121C0058F AND 13121C0059F DATED 09/18/2013.



BELOW GRADE PARKING VIEW
SCALE: 1" = 50'



PROFILE VIEW
SIGHT DISTANCE PROFILE - DRIVEWAY 1 (NORTH TO SOUTH)
1" = 50' HORIZ.
1" = 50' VERT.



PROFILE VIEW
SIGHT DISTANCE PROFILE - DRIVEWAY 2 (NORTH TO SOUTH)
1" = 50' HORIZ.
1" = 50' VERT.



SITE NOTES:

PROPERTY ADDRESS:	154 KIMBALL BRIDGE ROAD
LAND LOT / DISTRICT / SECTION:	801 / 1 / 2
PARCEL ID NUMBERS:	12-2842-0801-011-1
EXISTING ZONING:	SU (SPECIAL USE)
PROPOSED ZONING:	O-I (OFFICE - INSTITUTIONAL)
OVERALL SITE AREA:	4.437 ACRES
MAXIMUM LOT COVERAGE:	3.108 ACRES (70.0%)
MAXIMUM BUILDING COVERAGE:	1.775 ACRES (40.0%)
MINIMUM OPEN SPACE:	0.444 ACRES (10.0%)
PROPOSED LOT COVERAGE:	3.770 ACRES (85.0%)
PROPOSED BUILDING COVERAGE:	2.040 ACRES (46.0%)
PROPOSED OPEN SPACE:	0.850 ACRES (19.1%)
- TERRACE AREA	0.161 ACRES
- OPEN AREA	0.689 ACRES
MAXIMUM BUILDING HEIGHT:	40'
PROPOSED BUILDING HEIGHT:	40'
MAXIMUM BUILDING STORIES:	4 STORIES
PROPOSED BUILDING HEIGHT:	4 STORIES + PARKING DECK
PROPOSED LAND USE DENSITY:	
OFFICE BUILDINGS	210,000 SF
RETAIL	10,000 SF
CULINARY SCHOOL	16,000 SF
RESTAURANT	24,000 SF
REQUIRED PARKING:	1,170 SPACES TOTAL
OFFICE	840 SPACE (4.0 / 1000 SF)
RETAIL	50 SPACE (5.0 / 1000 SF)
CULINARY SCHOOL	80 SPACE (5.0 / 1000 SF)
RESTAURANT	200 SPACE (10.0 / 1000 SF)
PROPOSED PARKING:	629 SPACES TOTAL
PARKING DECK	618 SPACES
20-MINUTE PARKING	11 SPACES
BUILDING SETBACK:	
FRONT	50' (0' VARIANCE)
SIDE	15' (10' VARIANCE)
REAR	15' (0' VARIANCE)
1. EXISTING CONDITIONS SHOWN HEREON ARE FROM A SURVEY FILE PROVIDED BY BOUNDARY ZONE, INC. DATED 06/11/18.	
2. SHARED PARKING ANALYSIS SHALL BE PROVIDED PRIOR TO PERMIT APPROVAL	

LEGAL DESCRIPTION

All that tract or parcel of land lying and being in Land Lot 801 of the 1st District, 2nd Section, Fulton County, Georgia, more particularly described as follows:

Beginning at $\frac{1}{2}$ " rebar found at the landlot corner of landlots 800, 801, 804, and 805, which is the true point of beginning, thence running S89°03'51"W along the landlot line dividing land lots 801 and 800 for a distance of 95.41' to a PK nail set on the easterly right-of-way of Kimball Bridge road (RW varies), thence leaving said landlot line and running along the right-of-way following courses and distances, N27°23'30"W for a distance of 613.11' to a $\frac{1}{2}$ " rebar set, thence running N63°10'00"E for a distance of 15.86' to a $\frac{1}{2}$ " rebar set, thence running N26°50'07"W for a distance of 180.10' to a $\frac{1}{2}$ " rebar set, thence leaving said right-of-way and running N88°44'41"W for a distance of 442.53' to an axle found on the landlot line dividing landlots 801 and 804, thence running along said landlot line the following courses and distances, S00°10'40"E for a distance of 583.31' to a $\frac{1}{2}$ " rebar found, thence running S00°11'25"E for a distance of 117.68' to a $\frac{1}{2}$ " rebar found at the landlot corner, which is the true point of beginning.

Said tract or parcel of land containing 4.437 acres (193,260 square feet) more or less.

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.

VARIANCES:

PROPOSED REDUCTION OF THE 50' FRONT SETBACK TO A 0' FRONT SETBACK FOR ± 215 LF ALONG THE RIGHT-OF-WAY LINE

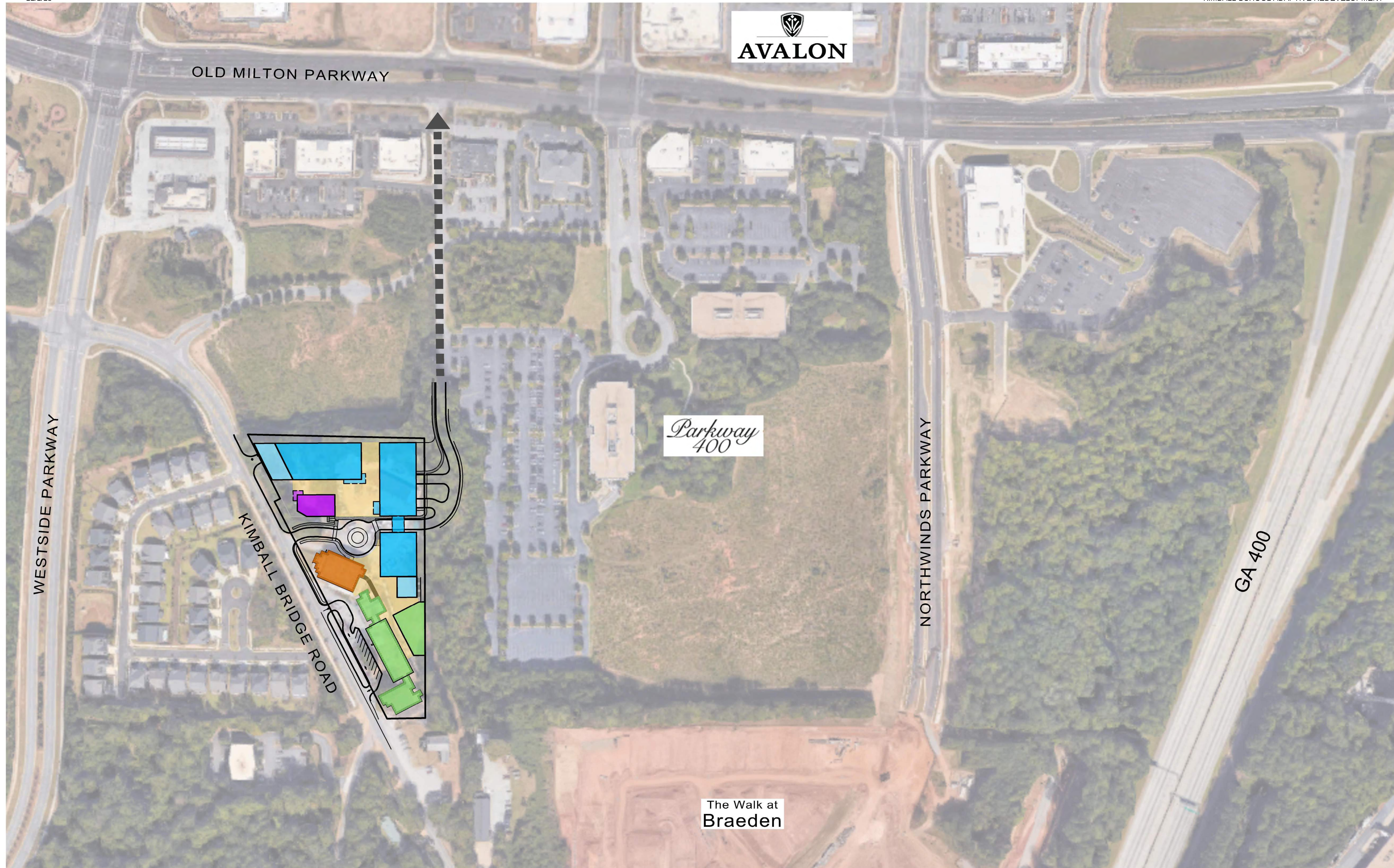
PROPOSED REDUCTION OF THE 15' SIDE SETBACK TO A 10' SIDE SETBACK FOR ± 160 LF ALONG THE NORTH PROPERTY LINE

PROPOSED REDUCTION OF THE 15' REAR SETBACK TO A 0' REAR SETBACK FOR ± 135 LF ALONG THE PROPERTY LINE

PROPOSED IMPERVIOUS AREA COVERAGE VARIANCE FROM 70% TO 35%

PROPOSED BUILDING COVERAGE VARIANCE FROM 40% TO 46%

PROPOSED REDUCTION IN THE TOTAL AMOUNT OF REQUIRED PARKING SPACES BASED ON THE FINDINGS OF A SHARED PARKING ANALYSIS TO BE PERFORMED AND APPROVED PRIOR TO PERMIT APPROVAL



11/1/18

Z-18-13/CU-18-13
KIMBALL SCHOOL ADAPTIVE REDEVELOPMENT



11/1/18

Z-18-13/CU-18-13
KIMBALL SCHOOL ADAPTIVE REDEVELOPMENT



11/1/18

Z-18-13/CU-18-13
KIMBALL SCHOOL ADAPTIVE REDEVELOPMENT



11/1/18



LEGEND:

- CW CROSS WALK
- DWL DASHED WHITE LINE
- DYL DASHED YELLOW LINE
- DSYL DOUBLE SOLID YELLOW LINE
- SWL SINGLE WHITE LINE
- SYL SINGLE YELLOW LINE
- R CONCRETE RAMP
- STOP BAR
- BOLLARD
- PARKING STOP
- TRAFFIC SIGNAL POLE
- TRAFFIC SIGNAL BOX
- TELEPHONE MANHOLE

THIS PLAT IS A RETRACEMENT OF AN EXISTING PARCEL OR PARCELS OF LAND AND DOES NOT SUBDIVIDE OR CREATE A NEW PARCEL. THE RECORDING INFORMATION OF THE DOCUMENTS, MAPS, PLATS, OR OTHER INSTRUMENTS WHICH CREATED THE PARCEL OR PARCELS ARE STATED HEREON. RECORDATION OF THIS PLAT DOES NOT IMPLY APPROVAL OF ANY LOCAL JURISDICTION, AVAILABILITY OF PERMITS, COMPLIANCE WITH LOCAL REGULATIONS OR REQUIREMENTS, NOR SUITABILITY FOR ANY USE OR PURPOSE OF THE LAND. FURTHERMORE, THE UNDERSIGNED LAND SURVEYOR CERTIFIES THAT THIS PLAT COMPLIES WITH THE MINIMUM TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN THE RULES AND REGULATIONS OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN O.C.G.A. SECTION 15-6-67.

BEN E. BUTTERWORTH RLS #2294

DATE 06/11/18



FOR THE FIRM
BOUNDARY ZONE, INC.
LSF #839
NOT VALID WITHOUT
ORIGINAL SIGNATURE

TBM:
NAIL IN SIDEWALK
ELEV. 1144.67'

TBM:
PK IN SIDEWALK
ELEV. 1158.50'

LEGEND:

- PROPERTY CORNER FOUND (AS NOTED)
- 1/2" REBAR WITH CAP SET LSF# 839
- R/W MONUMENT
- FIRE HYDRANT
- WATER METER
- WATER VALVE
- POWER POLE
- LIGHT POLE
- POWER/LIGHT POLE
- GUY WIRE
- POWER METER
- POWER BOX
- A/C UNIT
- MANHOLE
- CLEAN OUT
- JUNCTION BOX
- OUTFLOW STRUCTURE
- DRAINAGE INLET
- GAS METER
- GAS VALVE
- CABLE BOX
- TELEPHONE BOX
- SIGN
- W-WATER LINE
- U-OVERHEAD UTILITY LINE
- S-SEWER LINE
- G-GAS LINE
- C CABLE LINE
- T-TELEPHONE LINE
- X-FENCE LINE
- 920-CONTOUR LINE
- BSL BUILDING SETBACK LINE
- CONC CONCRETE
- EOP EDGE OF PAVEMENT
- L.L. LAND LOT
- N/F NOW OR FORMERLY
- R/W RIGHT-OF-WAY
- P/L PROPERTY LINE
- OH OVERHANG
- C.B. CATCH BASIN
- CNT CANTILEVER
- H/C HANDICAP
- FTE FINISHED FLOOR ELEVATION
- BFE BASEMENT FLOOR ELEVATION
- GFE GARAGE FLOOR ELEVATION
- DB DEED BOOK
- PB PLAT BOOK
- PG PAGE
- POB POINT OF BEGINNING
- POC POINT OF COMMENCEMENT
- NAD NORTH AMERICAN DATUM
- NAVD NORTH AMERICAN VERTICAL DATUM
- HARDWOOD TREE
- PINE TREE



BU FORD
4195 SOUTH LEE STREET, SUITE 1
BU FORD, GEORGIA 30018
ATLANTA
235 PEACHTREE STREET NE, SUITE 400
ATLANTA, GEORGIA 30303
MARIETTA
1870 THE EXCHANGE, SUITE 100
MARIETTA, GA 30039
RALEIGH
2206-C CANDY DRIVE, APEX
NORTH CAROLINA 27523

ALTA / NSPS LAND TITLE SURVEY

PREPARED FOR: STONEWALK COMPANIES LLC
LAND LOT 801, 1ST DISTRICT, 2ND SECTION
CITY OF ALPHARETTA, FULTON COUNTY, GEORGIA - 06/11/18

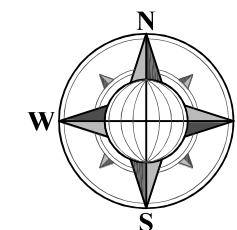
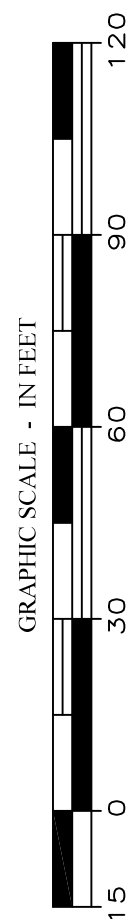
PROJECT
1940901

SHEET
2 OF 3

DATE

REVISION

NO.



GRID NORTH
GA WEST NAD 83
DATUM NAVD 88

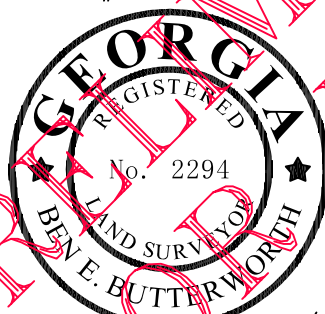
SCALE: 1"=30'

LEGEND:

- CW CROSS WALK
- DWL DASHED WHITE LINE
- DYL DOUBLE YELLOW LINE
- DSYL DOUBLE SOLID YELLOW LINE
- SWL SINGLE WHITE LINE
- SYL SINGLE YELLOW LINE
- R CONCRETE RAMP
- STOP BAR
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BEN E. BUTTERWORTH RLS #2294 06/11/18 DATE



FOR THE FIRM
BOUNDARY ZONE, INC.
LSF #839
NOT VALID WITHOUT
ORIGINAL SIGNATURE

NOT FOR RECORDING



LINE	BEARING	DISTANCE
L1	S 89°03'42" W	1.00'
L2	N 00°56'18" W	1.00'
L3	S 89°03'42" W	55.00'
L4	N 01°15'39" W	6.98'
L5	N 61°18'58" E	62.19'
L6	S 00°56'18" E	35.93'
L7	N 63°10'00" E	15.86'

STORM INVERTS

A - LWCB
TOP: 1143.78'
INV OUT:

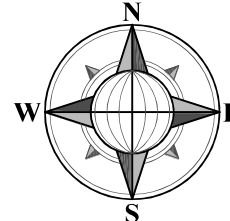
B - JB
TOP: 1132.94'
INV IN:
INV OUT:

C - LWCB
TOP: 1132.11'
INV IN:
INV OUT:

D - DI
TOP: 1157.53'
COULD NOT OPEN

E - STORM STRUCTURE
TOP: 1172.52'
COULD NOT OPEN

F - 12" RCP
INV: 1172.08'
COULD NOT FIND OTHER END OF PIPE



GRID NORTH
GA WEST NAD 83
DATUM NAVD 88

SCALE: 1"=30'

NO.	REVISION	DATE
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		



ALTA / NSPS LAND TITLE SURVEY

PREPARED FOR: STONEWALK COMPANIES LLC
LAND LOT 801, 1ST DISTRICT, 2ND SECTION
CITY OF ALPHARETTA, FULTON COUNTY, GEORGIA - 06/11/18

THIS PLAT WAS PREPARED FOR THE EXCLUSIVE USE OF THE PERSON, PERSONS OR ENTITY NAMED HEREON AND DOES NOT EXTEND TO ANY UNNAMED PERSON WITHOUT A RECERTIFICATION BY THE SURVEYOR NAMING SAID PERSON.

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THIS DRAWING AND IT'S REPRODUCTIONS ARE THE PROPERTY OF THE SURVEYOR AND MAY NOT BE REPRODUCED, PUBLISHED OR USED IN ANY WAY WITHOUT THE WRITTEN PERMISSION OF THIS SURVEYOR.

TOTAL AREA: ACRES / SQUARE FEET

BOUNDARY REFERENCE:
FIELDWORK PERFORMED ON

THIS MAP OR PLAT HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO BE ACCURATE WITHIN ONE FOOT IN XX FEET.

THIS PLAT HAS BEEN PREPARED USING A TRIMBLE 5603 ROBOTIC TOTAL STATION.

THE FIELD DATA UPON WHICH THIS PLAT IS BASED HAS A RELATIVE POSITIONAL ACCURACY OF 0.03 FEET.

LEGEND:

- PROPERTY CORNER FOUND (AS NOTED)
- 1/2" REBAR WITH CAP SET LSF# 839
- R/W MONUMENT
- FIRE HYDRANT
- WATER METER
- WATER VALVE
- POWER POLE
- LIGHT POLE
- POWER/LIGHT POLE
- GUY WIRE
- POWER METER
- POWER BOX
- A/C UNIT
- CLEAN OUT
- JUNCTION BOX
- OUTFLOW STRUCTURE
- DRAINAGE INLET
- GAS METER
- GAS VALVE
- CABLE BOX
- TELEPHONE BOX
- SIGN
- WATER LINE
- OVERHEAD UTILITY LINE
- SEWER LINE
- GAS LINE
- CABLE LINE
- TELEPHONE LINE
- FENCE LINE
- CONTOUR LINE
- BUILDING SETBACK LINE
- CONCRETE
- EDGE OF PAVEMENT
- LAND LOT
- NOW OR FORMERLY
- RIGHT-OF-WAY
- PROPERTY LINE
- OVERHANG
- CATCH BASIN
- CANTILEVER
- HANDICAP
- FINISHED FLOOR ELEVATION
- BASEMENT FLOOR ELEVATION
- GARAGE FLOOR ELEVATION
- DEED BOOK
- PLAT BOOK
- PAGE
- POB POINT OF BEGINNING
- POC POINT OF COMMENCEMENT
- NAD NORTH AMERICAN DATUM
- NAVD NORTH AMERICAN VERTICAL DATUM
- HARDWOOD TREE
- PINE TREE



BUFORD
4195 SOUTH LEE STREET, SUITE 1
BUFORD, GEORGIA 30518

ATLANTA
235 PEACHTREE STREET NE, SUITE 400
ATLANTA, GEORGIA 30303

MARIETTA
1870 THE EXCHANGE, SUITE 100
MARIETTA, GA 30039

RALEIGH
2206-C CANDLEN DRIVE, APEX
NORTH CAROLINA 27523

PROJECT
1940901

SHEET
3 OF 3

LEGAL DESCRIPTION

All that tract or parcel of land lying and being in Land Lot 801 of the 1st District, 2nd Section, Fulton County, Georgia, more particularly described as follows:

Beginning at 1/2" rebar found at the landlot corner of landlots 800, 801, 804, and 805, which is the true point of beginning, thence running S89°03'51"W along the landlot line dividing land lots 801 and 800 for a distance of 95.41' to a PK nail set on the easterly right-of-way of Kimball Bridge road (R/W varies), thence leaving said landlot line and running along the right-of-way following courses and distances, N27°23'30"W for a distance of 613.11' to a 1/2" rebar set, thence running N63°10'00"E for a distance of 15.86' to a 1/2" rebar set, thence running N26°50'07"W for a distance of 180.10' to a 1/2" rebar set, thence leaving said right-of-way and running N88°44'41"W for a distance of 442.53' to an axle found on the landlot line dividing landlots 801 and 804, thence running along said landlot line the following courses and distances, S00°10'40"E for a distance of 583.31' to a 1/2" rebar found, thence running S00°11'25"E for a distance of 117.68' to a 1/2" rebar found at the landlot corner, which is the true point of beginning.

Said tract or parcel of land containing 4.437 acres (193,260 square feet) more or less.

11/1/18

Kimley»Horn

11720 Amber park Drive
Suite 600
Alpharetta, GA 30009

KIMBALL SCHOOL ADAPTIVE REDEVELOPMENT

Stonewalk Companies, LLC
Photograph Sheet

Z-18-13/CU-18-13

KHA Job No.: 013221000

KHA Rep.: TAK

Date: September 24, 2018

Page: 1 of 6

Site Name: Kimball Bridge School Adaptive Redevelopment

Photo No. 1



Comments:

Looking south from Proposed Site Driveway # 1

Photo No. 2



Comments:

Looking west from Proposed Site Driveway # 1

11/1/18

Kimley»Horn

11720 Amber park Drive
Suite 600
Alpharetta, GA 30009

KIMBALL SCHOOL ADAPTIVE REDEVELOPMENT

Stonewalk Companies, LLC
Photograph Sheet

Z-18-13/CU-18-13

KHA Job No.: 013221000

KHA Rep.: TAK

Date: September 24, 2018

Page: 2 of 6

Site Name: Kimball Bridge School Adaptive Redevelopment

Photo No. 3



Comments:

Looking east from Proposed Site Driveway # 1

Photo No. 4



Comments:

Looking south from Proposed Site Driveway # 2

11/1/18

Kimley»Horn

11720 Amber park Drive
Suite 600
Alpharetta, GA 30009

KIMBALL SCHOOL ADAPTIVE REDEVELOPMENT

Stonewalk Compannies, LLC
Photograph Sheet

Z-18-13/CU-18-13

KHA Job No.: 013221000

KHA Rep.: TAK

Date: September 24, 2018

Page: 3 of 6

Site Name: Kimball Bridge School Adaptive Redevelopment

Photo No. 1



Comments:

Looking west from Proposed Site Driveway # 2

Photo No. 2



Comments:

Looking east from Proposed Site Driveway # 2

11/1/18

Kimley»Horn

11720 Amber park Drive
Suite 600
Alpharetta, GA 30009

KIMBALL SCHOOL ADAPTIVE REDEVELOPMENT

Stonewalk Compannies, LLC
Photograph Sheet

Z-18-13/CU-18-13

KHA Job No.: 013221000

KHA Rep.: TAK

Date: September 24, 2018

Page: 4 of 6

Site Name: Kimball Bridge School Adaptive Redevelopment

Photo No. 1



Comments:

Looking south from Proposed Site Driveway # 3 (Egress)

Photo No. 2



Comments:

Looking west from Proposed Site Driveway # 3 (Egress)

11/1/18

Kimley»Horn

11720 Amber park Drive
Suite 600
Alpharetta, GA 30009

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Photograph Sheet

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KHA Job No.: 013221000

KHA Rep.: TAK

Date: September 24, 2018

Page: 5 of 6

Site Name: Kimball Bridge School Adaptive Redevelopment

Photo No. 1



Comments:

Looking east from Proposed Site Driveway # 3 (Egress)

Photo No. 2



Comments:

Looking south from Proposed Site Driveway # 3 (Ingress)

11/1/18

Kimley»Horn

11720 Amber park Drive
Suite 600
Alpharetta, GA 30009

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KHA Job No.: 013221000

KHA Rep.: TAK

Date: September 24, 2018

Page: 6 of 6

Site Name: Kimball Bridge School Adaptive Redevelopment

Photo No. 1



Comments:

Looking west from Proposed Site Driveway # 3 (Ingress)

Photo No. 2



Comments:

Looking east from Proposed Site Driveway # 3 (Ingress)

11/1/18



Georgia Forestry Consulting

KIMBALL SCHOOL ADAPTIVE REDEVELOPMENT

August 31, 2018

**Stonewalk Companies
Attn: Rob Forrest
13210 Owens Way
Milton, GA 30004**

re: 154 Kimble Bridge Tree Assessment

Mr. Forrest,

I have completed an inspection of the trees located at 154 Kimble Bridge Rd in Alpharetta, Ga on August 29, 2018. All of the following information is based upon visual field observations and 18 years of practical horticultural experience. No scientific or lab tests have been performed. I certify that all information in this report is true and inclusive to the best of my knowledge and is prepared in good faith.

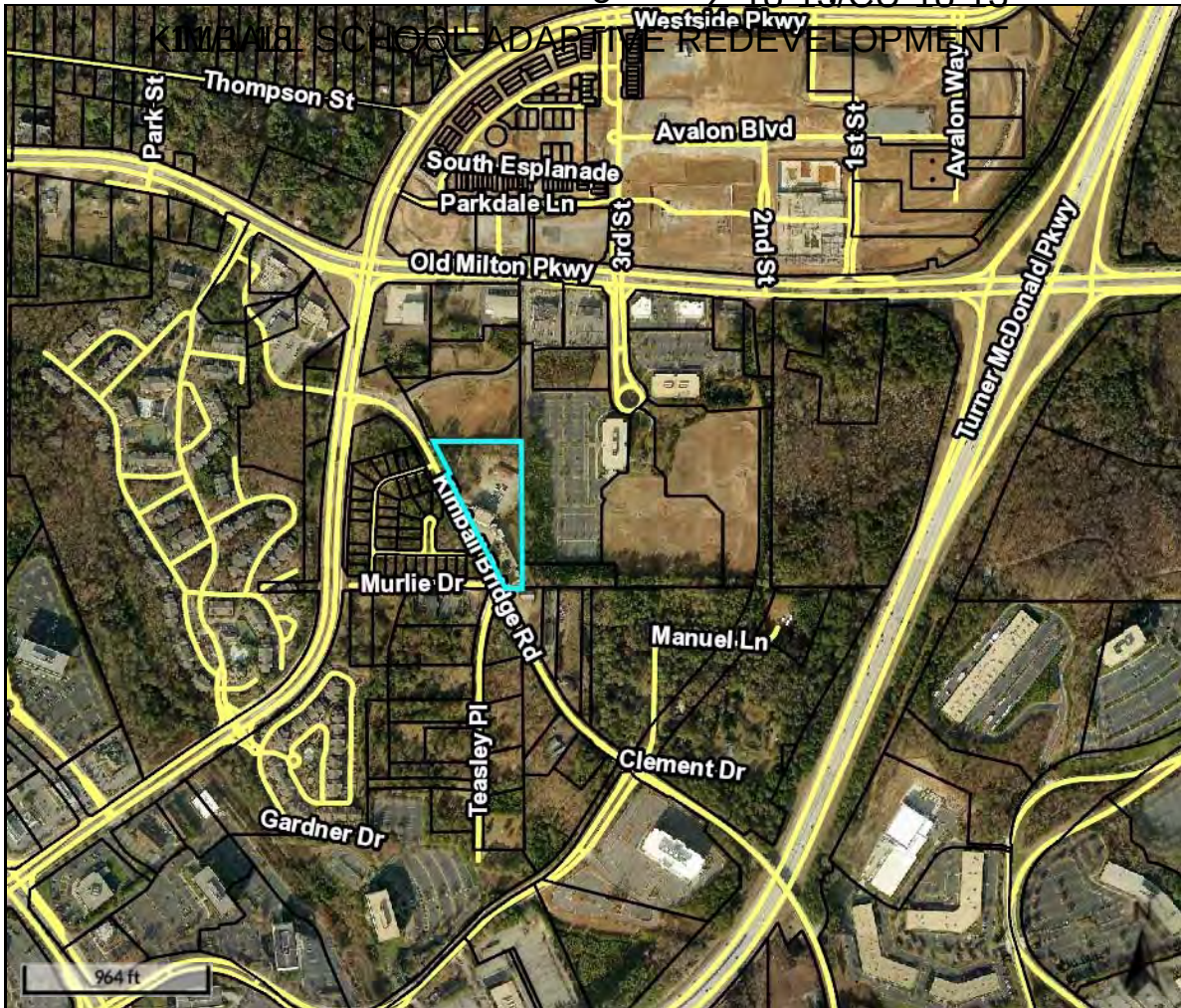
Sincerely,

A handwritten signature in dark ink, appearing to read "Scott Berta".

Scott Berta
Georgia Forestry Consulting
GA Registered Forester #2683

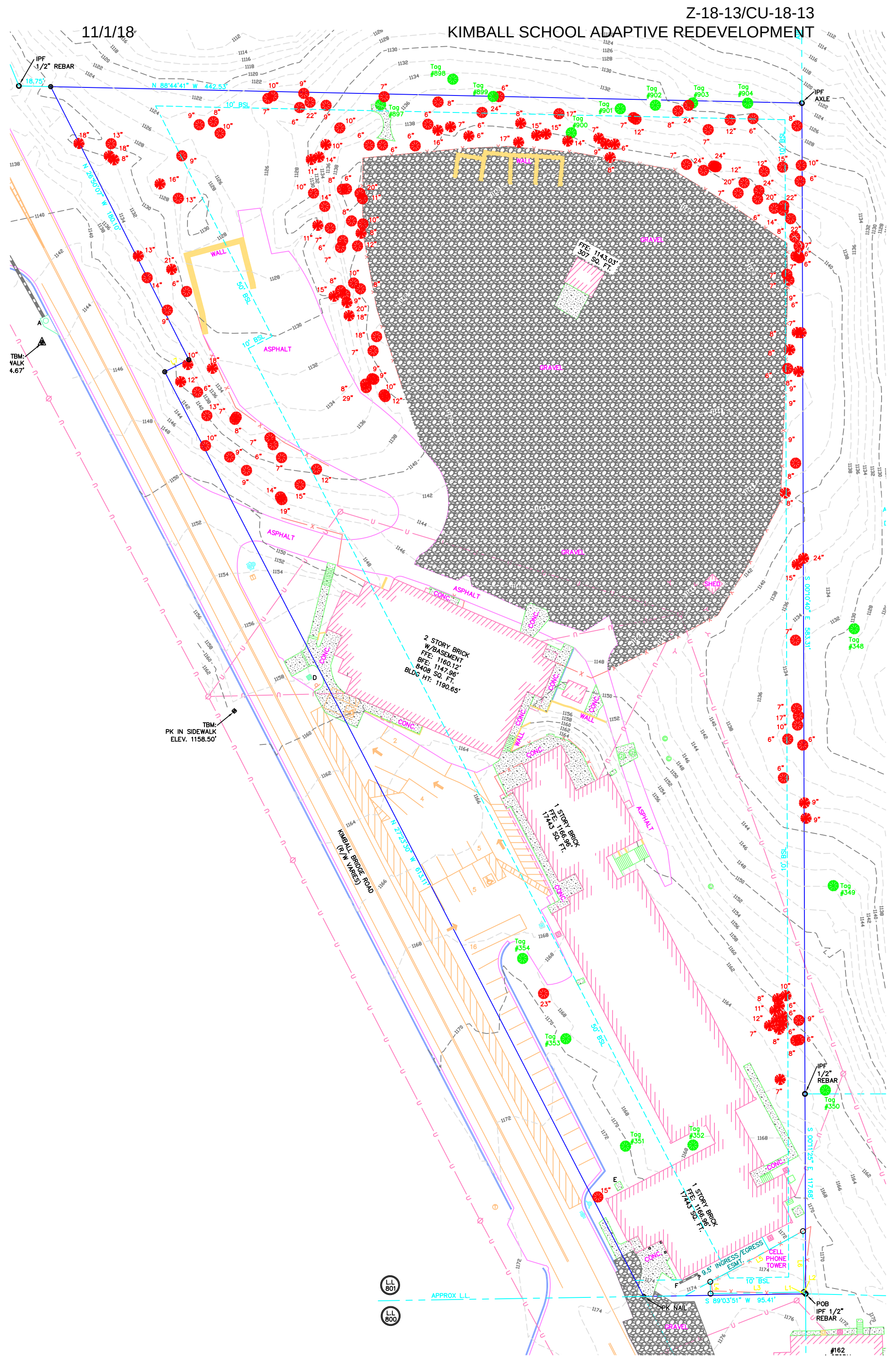
154 Kimble Bridge Rd Site Map

KIMBLE SCHOOL ADAPTIVE REDEVELOPMENT



11/1/18

KIMBALL SCHOOL ADAPTIVE REDEVELOPMENT



11/1/18

KIMBALL SCHOOL ADAPTIVE REDEVELOPMENT

Specimen Analysis

(General Observations: The site was previously residential and has been used as commercial business. With the exception of the magnolias along Roswell St, all trees located on the site appear to be naturally established.)

Tree #	Size/ Species	Health Condition	Structural Condition	Specimen	Comments	Photo # (See Attached)	City of Alpharetta's Assessme
897	35.5" Red Oak	Good	Good	Yes	Due to condition, this tree should be taken into design consideration.		
898	34.2" Red Oak	Good	Good	Yes	Boundary Tree. Due to condition, this tree should be taken into design consideration.		
899	25.7" Red Oak	Good	Good	Yes	Boundary Tree. Due to condition, this tree should be taken into design consideration.		
900	24.3" Red Oak	Good	Poor	Yes	Due to condition, this tree should not be taken into design consideration.	1 & 2	
901	41.7" Poplar - Forked (30" & 21")	Good	Poor	Yes	2 Co-Dominate Leaders with weak crotches and included bark. Large, extended wound exposing heartwood. Due to the species, a multi-stem tree at or near the base of the tree is undesirable and a life safety issue. Due to condition tree is not a design consideration	3	
902	27.2" Red Oak	Good	Poor	Yes	Due to condition, this tree should not be taken into design consideration.	4	
903	36.2" Red Oak	Good	Good	Yes	Boundary Tree. Due to condition, this tree should be taken into design		
904	30" Red Oak	Good	Good	Yes	Boundary Tree. Due to condition, this tree should be taken into design		
348	28.7" Elm	Good	Good	Yes	Boundary Tree. Due to condition, this tree should be taken into design consideration.		
349	30.7" Red Oak	Good	Good	Yes	Boundary Tree. Due to condition, this tree should be taken into design		
350	42" Red Oak - Forked(28.2" & 28.7")	Poor	Poor	Yes	Boundary Tree. 2 Co-Dominate Leaders with weak crotches and included bark. Large, extended wound exposing heartwood. Half of crown missing from power line pruning and sever insect damage. Due to the species, a multi-stem tree at or near the base of the tree is undesirable and a life safety issue. Due to condition tree is not a design consideration		
351	37.8" White Pine	Good	Poor	Yes	Large stem canker near base of tree is undesirable and a life safety issue .Due to condition tree is not a design consideration.	5	
352	10.8" Dogwood - Forked(8.7" & 8.1")	Good	Good	Yes	Due to condition, this tree should be taken into design consideration.		
353	22.3" Magnolia	Good	Good	Yes	Due to condition, this tree should be taken into design consideration.		

11/1/18

KIMBALL SCHOOL ADAPTIVE REDEVELOPMENT

354	25.6" Magnolia - Forked (11.5" & 19.4")	Good	Good	Yes	Due to condition, this tree should be taken into design consideration.		
-----	--	------	------	-----	---	--	--



Picture #1 - Tree #900. Large stem canker



Picture #2 - Tree #900. Major dead limbs



Picture #3 - Tree #901. Extremely long stem wound and exposed heartwood. Forked near the ground as well as major sweeping in stem.



Picture #4 - Tree #902. Major dead limbs and over half the crown has died back.



Picture #5 - Tree #351. Major stem canker and heartwood exposed.



CITY COUNCIL MEETING STAFF REPORT

SUBMITTING DEPARTMENT: COMMUNITY DEVELOPMENT

SUBMITTED BY: KATHI COOK

DRAFTED BY: MICHAEL WOODMAN

I. AGENDA ITEM TITLE: PH-18-17 UNIFIED DEVELOPMENT CODE AND CODE OF ORDINANCE TEXT AMENDMENTS – DESIGN REVIEW BOARD

PLANNING COMMISSION: MARCH 7, 2019

CITY COUNCIL: MARCH 25, 2019

II. RECOMMENDATION:

Approve text amendments to the Unified Development Code Section 1.4 Definitions and Section 5.4 Design Review Board and Code of Ordinances Chapter 36, Division 2 Design Review Board.

III. REPORT IN BRIEF:

Consideration of text amendments to Code of Ordinances Section 36-65 to add a definition for 'Downtown Overlay' and to Section 36-66 to require Design Review Board review of new construction applications that are forwarded by the Director of Community Development. The Board currently reviews commercial projects within the Downtown Overlay, Corridors of Influence and Interchange Districts. Staff currently reviews items outside of those areas and is recommending a change to the Code in order to allow the Board to review any commercial project if forwarded by the Director.

Staff also recommends amendments to Unified Development Code (UDC) Section 1.4 Definitions to add a definition for 'Downtown Overlay' and to Section 5.4 Design Review Board adding applicability language to the powers and duties of the Board and requiring demolitions on buildings over 50 years old be reviewed by the Board. The Historic Preservation Incentive Ordinance requires buildings listed as a 'Contributing Historic Building' obtain demolition permit approval from City Council. This section, as proposed, would require that two (2) Boards approve a demolition permit on some structures.

IV. ATTACHMENTS:

- Strike Through and Underline Edits

ARTICLE I. - GENERAL

SECTION 1.1 - TITLE AND PURPOSE

1.4.2 Defined terms.

Words and phrases defined herein shall be interpreted as defined without regard to other meanings in common or ordinary use, unless the context of the word or phrase indicates otherwise. Words and phrases not defined in this Ordinance shall be construed to have the meaning given by common and ordinary use as defined by Webster's New International Dictionary, Latest Edition. Figures associated with defined terms in this Section are provided for illustration only and do not limit or change the meaning of the term as defined in writing.

Acceleration Lane. An added roadway lane which permits integration and merging of slower moving vehicles into the main vehicular stream.

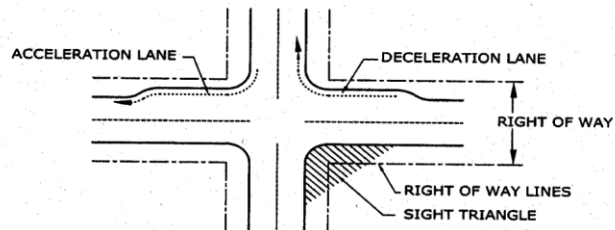
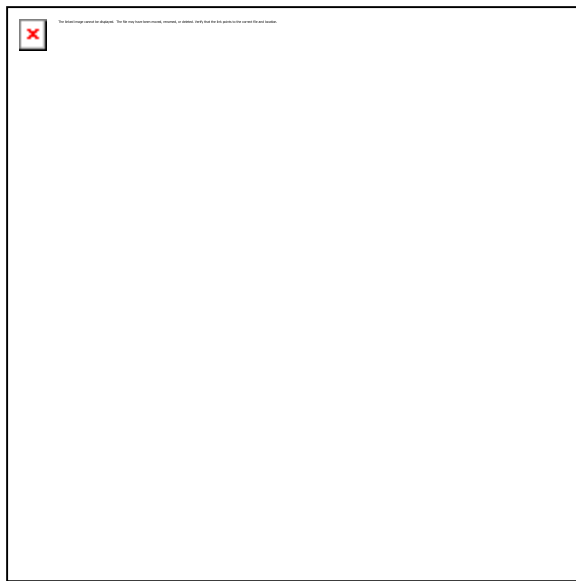


FIGURE 1

Access. A way or means of approach to provide physical entrance to a property.

Accessory Structure. A structure detached from a principal building on the same lot and customarily incidental and subordinate to the principal building or use.

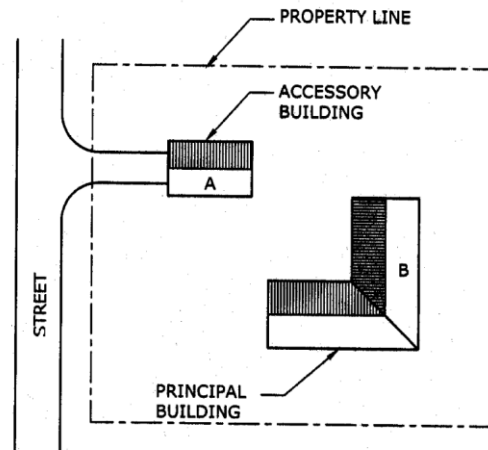
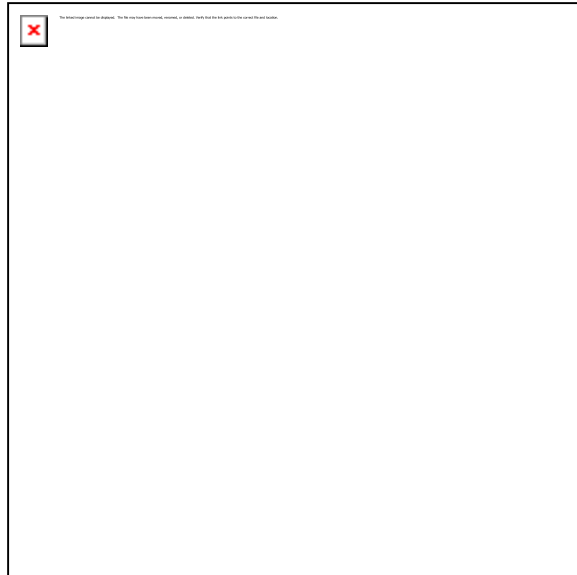


FIGURE 2

Accessory Use. A use customarily incidental and subordinate to the principal use and located on the same lot with such principal use.

Acre. A measure of land area containing 43,560 square feet.

1. **Acreage, Gross.** The total area of a property measured in acres and fractions thereof rounded to the nearest one-tenth acre.
2. **Acreage, Net.** The total buildable area of a property measured in acres to the nearest one-tenth, as existed when originally approved for its current zoning district, less any flood plain, easements and land dedicated to and accepted for streets or other public improvements by the City.

Adult Book Store. A retail establishment, a majority of whose inventory consists of books, magazines, videotapes and similar materials containing sexual activities or specified anatomical parts.

Airport. A property or structure licensed and approved by the Federal Aviation Administration where fixed wing aircraft or helicopters can land and take off, which may be equipped with hangars, facilities for refueling and repair and various accommodations for passengers.

Aisle. The traveled way, which is not the public right-of-way, by which cars enter and depart parking spaces.

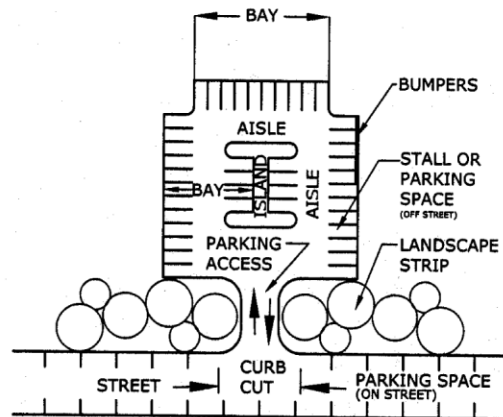
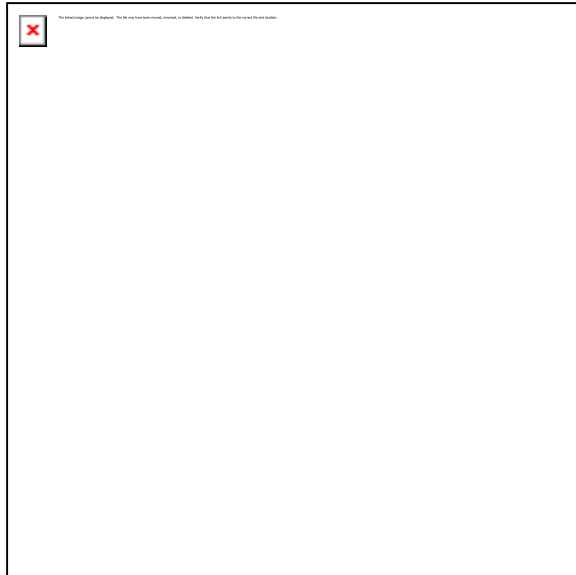


FIGURE 3

Alley. A non-exclusive private easement or publicly dedicated service way providing a secondary means of public access to abutting property and not intended for general traffic circulation.

Alteration of Building. Any change in the supporting members of a building (such as bearing walls, columns or girders); any change in the non-supporting interior walls of a building; any addition or reduction to a building; any change in use; or any relocation of a building from one location or position to another.

Amphitheater. An outdoor area designed or intended for the projection of sound to be heard by a nearby audience.

Amenity. A natural or man-made feature which is intended to enhance or make more attractive or satisfying a particular property.

Animal Hospital, Large Animals. A place where horses, cattle, sheep or other animals normally kept in agricultural settings are given medical or surgical treatment and the boarding of animals is limited to short-term care incidental to the hospital use.

Animal Hospital, Small Animals. A place where dogs, cats, birds or other animals normally kept as household pets are given medical or surgical treatment and the boarding of animals is limited to short-term care incidental to the hospital use.

Annexation. The incorporation of a land area into the City with a resulting change in the city limit boundaries.

Antenna. See Section 2.8 for definition of 'antenna.'

Apartment. One or more rooms comprising an independent dwelling unit in a 'For-Rent' building.

Applicant. Any person making a request to the City for any approval, permit or authorization under the procedures contained in this Ordinance.

Art Galleries. An establishment engaged in the sale, loan, or display of art books, paintings, sculpture, or other works of art. This does not include libraries, museums, or non-commercial art galleries, or where such display of art is incidental to the primary use.

Asphalt Plant. A business which manufactures, mixes, or blends asphaltic products for distribution.

Assisted Living Facility. See Congregate Housing.

Associations. An organization of persons having common interests or purposes.

Auditorium. An indoor building or structure designed or intended for use for the gathering of people as an audience to hear music, lectures, plays, and other presentations.

Auto Sales and Leasing. The use of any building, land area, or other premises or portions thereof, for the display, sales or lease of automobiles, trucks, vans, trailers or recreational vehicles, including internet transactions where most vehicles are not stored on site.

Automobile. A self-propelled, free moving vehicle, with at least four but no more than six wheels, designed primarily for the transportation of passengers or for conveyance of up to two tons of materials on a street or roadway.

Automobile Service Station. Any building, land area or other premises, or portion thereof used or intended to be used for the retail dispensing or sales of vehicular fuels; and including as an accessory use the sale and installation of lubricants, tires, batteries and similar accessories, or the provision of tune-up or light maintenance services for vehicles.

Automotive Service Establishment. A business principally engaged in the repair of automobiles or other motorized vehicles, or the installation or repair of equipment or parts on motorized vehicles such as mufflers, brakes, tires, radios, transmissions, and engines or engine parts.

Bakery. An establishment primarily engaged in the retail sale of baked products for consumption off site. The products may be prepared either on or off site. Such use may include incidental food service.

Bank. A freestanding building, with or without a drive-up window, for the custody, loan, or exchange of money; for the extension of credit; and for facilitating the transmission of funds. This may include credit unions, savings and loans, and traditional banks.

Barber Shop. Any establishment or place of business within which the practice of barbering is engaged in or carried on by one or more barbers.

Basement. An area below the first floor of a building used for storage, garages, and utilities or for common use of the occupants of the building. A basement used for any one or more of the above purposes shall not be counted as a story.

Beauty Shop. Any commercial establishment, residence, vehicle, or other establishment, place, or event wherein cosmetology is offered or practiced on a regular basis for compensation, excluding such types of services requiring customers to disrobe.

Bed and Breakfast. A building in which lodging and meals are provided for no more than 15 guest and meals are served in a common dining room.

Berm. A mound of earth, or the act of pushing earth into a mound.

Block. A tract of land bounded by streets or a combination of streets and public land, rights-of-way or any other barrier to the community or development.

Board of Appeals. The appointed Board of Appeals of the City of Alpharetta.

Boarding House. A dwelling where more than two, but fewer than six rooms are provided for lodging for definite periods of times. Meals may or may not be provided, but there is one common kitchen facility. No meals are provided to outside guests.

Book or Stationery Store. An establishment for the sale or distribution of books and miscellaneous stationery by direct retail sales to the public.

Bottled Gas Storage and Distribution. An establishment where gas is stored for wholesale distribution.

Boutique Hotel. A high quality hotel which contains less than 120 rooms located in a unique setting, such as the City's Downtown, mixed-use developments and/or an entertainment district. The building shall reflect a unique exterior architecture and interior design compatible with the area in which the hotel is located. The boutique hotel shall provide guests with high quality services, such as, but not limited to, concierge, on-site restaurant, room service, meeting space, business center, banquet facilities, spas, doormen, valet parking, boutiques and/or other amenities. Guest rooms within the building shall contain

no equipment for food preparation other than a mini-fridge and/or microwave. There shall be no self-serve laundry facilities (for guests use) within the building. Access to each guest room shall be through an inside lobby supervised at all hours.

Brewery. A facility where malt beverages are manufactured or brewed.

Broadcasting Studio. An establishment for the dissemination of radio, television, satellite, or similar medium, which may include a transmission tower.

Buffer Area or Buffer Strip. That portion of a lot set aside for open space and screening purposes pursuant to applicable provisions of this Ordinance to separate different zoning districts or uses on one property from uses on another property. A required set back area may not be included in a required buffer area or visa-versa.

Buffer, Undisturbed. An area of land as defined above that exists in its natural state without intrusion or alteration. The addition of landscaping into areas of sparse vegetation within undisturbed buffers does not constitute intrusion or alteration.

Buildable Area. See "Lot Building Area."

Builder's Equipment. An area designed or intended for the storage and use of equipment or materials common in the construction trade. This may not include sales of such equipment or materials.

Building. Any structure built for or intended for occupancy, storage or shelter of persons, animals, personal or business property, or machinery of any kind which is entirely separated from any other structure.

Building Code. The latest edition of all codes relating to the construction of buildings and their mechanical, electrical and other systems, as adopted by the City of Alpharetta pursuant to the Georgia Uniform Building Code Act and also referred to as the Standard Building Code.

Building Frontage. The linear width of a building facing or most nearly facing a street.

Building Height. The vertical distance to the highest point of the roof surface of a flat roof, the deck line of a mansard roof, and to the mean height level between eaves and ridge of a gable, hip or gambrel roof, as measured from the average finished grade across the building frontage.

Building Inspector. The Building Official of the City of Alpharetta or the Building Official's designated representative.

Building Site. A parcel or lot or land occupied or intended to be occupied by a building or structure having not less than the minimum area permitted by the code.

Bus Shelter. A small, roofed structure, having from one to three walls, located near a street, and designed primarily for the protection and convenience of bus passengers.

Car Wash. Any building or premises or portions thereof dedicated to use for washing automobiles; or a structure containing facilities for washing automobiles.

Carpenter Shop. An establishment utilized for the manufacture or assemblage of wood into usable forms for sale and distribution.

Carpet and Rug Sales. An establishment for the retail or wholesale sale of floor coverings.

Cemetery. Land used or dedicated to the burial or internment of human or animal remains, including crematoriums, mausoleums, necessary sales, and maintenance facilities.

Center Line of Street. Any line surveyed as such by the City of Alpharetta or the Georgia Department of Transportation or their designee, or, if no such survey exists, the line which is midway between the edge of pavement or back of curb of a street.

Central Business District (CBD). That portion of the City bounded by Mayfield Road to the North, Old Milton Parkway to the South, Haynes Bridge Road and Highway 9 to the east and Roswell and Canton Streets to the west. (see page 2-103)

Certificate of Occupancy. A document issued by the Director indicating that a particular building conforms with the requirements of this Ordinance and the building is complete and ready for use.

Church. A facility incorporating one or more buildings where religious services are conducted.

City. The City of Alpharetta, Georgia.

City Administrator. The Chief Operating Officer of the City of Alpharetta or his designee.

City Clerk. The City Clerk of Alpharetta, Georgia, or the City Clerk's designated representative.

City Council or Mayor and Council. The legally constituted and elected governing body of the City of Alpharetta, Georgia.

Clinic. An establishment where patients are admitted for examination and treatment by one or more physicians, dentists, psychologists, medical professionals, or social workers and where patients are not usually lodged overnight.

Club. Buildings and facilities owned or operated by an association or persons for a social or recreational purpose.

Collection Box. A container, trailer, vehicle or other structure, used for the purpose of acquiring donated goods, by a for-profit or not-for-profit entity.

Commercial Parking Lot. An area or structure dedicated to the temporary storage of automobiles or other vehicles for periods of less than 24 hours for a fee, operated as the principal use of the property or structure.

Community Development Director. The Director of the Community Development Department or his designee.

Comprehensive Plan (CP). The long-range plan for guiding development in the City of Alpharetta and the City's urban area to a point in time at least 15 years from when the plan was adopted, with the overall goal being to accommodate development in a timely, orderly, and efficient arrangement of land uses and public facilities and services that meet the needs of present and future residents and businesses.

Concept Plan. A generalized map presenting an image or representation of a proposed development, and showing those plan elements as further required by this Ordinance.

Concrete Plant. A business which manufactures, mixes, or blends concrete products for distribution.

Conditional Use. A use that generally would not be appropriate throughout a zoning district but which, if controlled as to visual appearance, number, area, height, location, or relation to abutting or nearby uses, would not be injurious to the public, health, safety, welfare, morals, order, comfort, convenience, appearance or general welfare. Such uses may be permitted only in zoning districts specified in this Ordinance and are subject to conditions and approval by the Mayor and Council.

Condominium. A legal form of multiple ownership consisting of a building, or group of buildings, in which units are owned individually, and the structure, common areas and facilities are owned by all the owners on a proportional, undivided basis.

Condominium, Office. An office building (or group of buildings) organized, owned and maintained as a condominium.

Condominium, Residential. A building type consisting of individual units located within a single structure. The structure normally has at least two, but no more than six stories. The structure is designed to appear as a single building with no architectural distinction between the units. Architectural elements such as materials, colors and windows are repeated consistently throughout the building and there is usually a single roof element and a single point of primary entry. The architectural style typically expresses the horizontal lines of the building which then accentuates the floors of the building as a primary visual element. The common areas of the building such as the elevators and lobby may be expressed as special features on the main elevations of the structure.

Congregate Housing. Any group dwelling or facility licensed by the state, public or private, which for gain or otherwise, regularly provides one or more persons with assisted living care. The term "assisted living care" means specialized care and services including the provision of personal services, the administration of medications by a certified medication aide and the provision of assisted self-preservation. The term "personal services" includes, but is not limited to, individual assistance with or supervision of self-administered medication, assistance, essential activities of daily living such as eating, bathing, grooming, dressing, toileting, ambulation and transfer. The term "assisted self-preservation" means the capacity of a resident to be evacuated from an assisted living facility to a designated point of safety and within an established period of time as determined by the Office of Fire Safety Commissioner. Assisted self-preservation is a function of all of the following:

1. The condition of the individual.
2. The assistance that is available to be provided to the individual by the staff of the assisted living facility; and
3. The construction of the building in which the assisted living facility is housed, including whether such building meets the state fire safety requirements applicable to an existing health care occupancy.

Construction Trailer. A temporary structure used as an office and located on an active construction site.

Contractor's Office with outside storage. A room or group of rooms used for conducting business that includes an enclosed exterior space for the storage of business related equipment and supplies.

Contractor's Office without outside storage. A room or group of rooms used for conducting business that does not use any exterior storage area.

Convenience Center with Gas Pumps. A facility that combines a small retail store with the sale and dispensing of gasoline products.

Convenience Store. A retail establishment primarily selling packaged food and household convenience items, which may also dispense automobile fuel, oil and accessories. Excluded from this definition is any establishment providing automotive maintenance services or repairs.

Craftsman Shop or Studio. A facility where products are made or serviced on an individual basis without the use of mechanized or assembly line production equipment.

Curb Break or Curb Cut. Any interruption or break in the line of a street curb for the purpose of connecting a driveway to a street, or otherwise to provide vehicular access to abutting property.

Data Center. A building or complex of buildings in which a substantial portion of the gross square footage is dedicated to the housing of computer or data processing equipment or systems.

Day Care Center. Any establishment operated by an individual, partnership, society, agency, corporation, institution or group, and licensed by or registered with the State of Georgia as a group day care home or day care center, which enrolls therein for pay, for supervision and care, seven or more children or adults. Such facility may provide supervision, care, education, recreation and specialized programmings but does not provide overnight accommodations.

Deed. An instrument that conveys or transfers title to land or other real property.

Density. The average number of dwelling units or gross square feet of building floor area per gross acre of land. For an individual property, the density shall be calculated by dividing the total dwelling units or gross square footage of the building by the total gross acres of the property that existed when originally approved for its current zoning district.

Design Review Board. The Design Review Board of the City of Alpharetta, as established by this Ordinance and appointed by the Mayor and Council.

Development Activity. The construction of public improvements, site improvements, or buildings, including any alteration of a property in preparation for such construction. Development Activity shall also include the "thinning" or removal of trees from undeveloped land in conjunction with a forest management

program, and the removal of trees incidental to the development of land or to the marketing of land for development.

Director. Unless otherwise specified, the Director of Community Development of the City of Alpharetta, Georgia, or the Director's designated representative.

Discount Store. A retail store that sells new or used goods or products at prices lower than traditional retail outlets. Discount stores principally engage in offering a category of similar goods or a wide assortment of goods for sale to the general public.

Distillery. A facility where distilled spirits are manufactured (distilled, rectified or blended).

Drainage. See Article III, Section 3.1 for all definitions relating to drainage and storm water control.

Drive or Driveway. A surfaced asphalt or concrete area on a lot which provides direct access for vehicles between a street and a private garage, carport or other permitted parking space or parking area or loading area.

Dry cleaning, pick-up station. An establishment or business maintained for the pickup and delivery of dry cleaning and/or laundry without the maintenance or operation of any laundry or dry-cleaning equipment or machinery on the premises.

Dry cleaning plant. A building, portion of a building, or premises used or intended to be used for cleaning fabrics, textiles, wearing apparel, or articles of any sort by immersion and/or agitation, and other processes incidental thereto.

Downtown Overlay. That portion of the City generally bounded by Canton Street to the North, Wills Road to the West, South Main Street and Old Milton Parkway to the South and Westside Parkway to the East. The study area of the City of Alpharetta Downtown Master Plan shall be shown on the Official Zoning Map and labeled "Downtown Overlay." (See Appendix C – Downtown Overlay District)

Duplex (or semi-detached). A building type consisting of two independent units that are attached by a common side wall, floor and/or ceiling. Such units normally have at least two, but no more than four floors. These units may share a common front door and are sometimes designed to appear as a single unit.

Dwelling, 'For-Rent' (Downtown Overlay).

- a. Unit—A residential unit designed to be leased or rented and occupied by a single family tenant and located within the Downtown Overlay.
- b. Building—A structure incorporating multiple rental units. (See Apartments.)
- c. See Section 2.7 Standards for Downtown Overlay.

Dwelling, 'For-Rent' (Outside of Downtown Overlay).

- a. Unit—A residential unit designed to be leased or rented and occupied by a single family tenant.
- b. Building—A structure incorporating multiple rental units. (See Apartment.)
- c. See Section 2.7 Standards for Units (outside of Downtown Overlay).

Dwelling, 'For-Sale'.

- a. Detached—A free-standing residential unit designed to be purchased and occupied by a single family.
- b. Attached—A residential unit attached to other residential units and designed to be purchased and occupied by a single family.
- c. Condominium—A type of property ownership in which a 'For-Sale' unit is purchased and the purchaser of each unit acquires full title to the unit and an undivided interest in the common elements (the land, roof, elevator, etc.).

Dwelling, Group. A building or portion of a building occupied or intended for occupancy by a number of unrelated persons or families, but in which separate cooking facilities are not provided for such resident persons or families. The term "group dwelling" includes but is not limited to the terms rooming house, apartment hotel, nursing home, fraternity or sorority house, YMCA or YWCA. A hotel, motel or bed and breakfast tourist home shall not be deemed to be a group dwelling as herein defined.

Dwelling Unit. One or more rooms connected together and constituting a separate, independent housekeeping establishment designed for use by one family with provision for cooking, eating, sleeping, bathing and personal sanitation, and physically set apart from any other rooms or dwelling units in the same structure or another structure.

Easement. A grant by a property owner of any designated part of a property for the use by another for a specified purpose without transfer of title or right of ownership.

Egress. An exit.

Electric power yards, substation. All equipment, fixtures, and personal property operated or maintained in connection with the production of electricity using any source of thermal, steam, wind, or solar energy with a generating capacity of more than 500 kilowatts and less than 50 megawatts.

Existing Use. The use of a lot or structure at the current time or another time if so designated.

Extended Stay Hotel. A building containing guest rooms for lodging, offered to the public for compensation, which are advertised, designed, intended or routinely utilized for weekly or monthly occupancy, or in which at least 30% of all guest rooms have facilities for the refrigeration and preparation of food by guests, such as a refrigerator and a cooktop/stove (or a refrigerator, a microwave, and a dishwasher or kitchenette sink), and a self-serve laundry facility is available for guests use. For the purposes of this Code, extended stay hotels and hotels (or motels) are separate and distinct uses. See, Section 2.7.3.

Family. One or more persons related by blood, adoption, guardianship or marriage and/or not more than three unrelated persons, living and cooking together as a single, nonprofit housekeeping unit.

Family Day Care Home. An accessory use within a private residence, licensed by or registered with the State of Georgia as a family day care home, operated by the occupant of the dwelling who enrolls for pay, for supervision and care without overnight accommodations, three but not more than six children or adults.

Fast Food Restaurant. See Restaurant, Drive-thru or Fast Food.

Fence. A structure made of manufactured materials—and used for the purpose of defining a boundary, creating an enclosure, providing security, privacy or screening, or as a means of protection.

Flood Control. See Article III, Section 3.4, for definitions relating to flooding and flood control.

Floor Area. The total number of square feet of heated floor space within the exterior walls of a building.

Floor, First. The location within a building in which the primary egress and ingress are provided.

Florist, Retail With Greenhouse. Any business establishment which, as its primary business, sells at retail flowers and ornamental plants. A greenhouse or nursery for the growing of plants, or another open or enclosed supplemental display area outside the establishment, is permitted as a normal accessory use.

Florist, Retail Without Greenhouse. Any business establishment which, as its primary business, sells at retail flowers and ornamental plants. A greenhouse or nursery for the growing of plants, or another open or enclosed supplemental display area outside the establishment, is not permitted.

Frontage Lot or Street Frontage. The width in linear feet of a lot where it abuts the right-of-way of any street from which access may be directly gained.

Funeral Home. A building used for the preparation of deceased human beings for burial and the display of the deceased and ceremonies connected therewith before burial or cremation.

Future Land Use Map. The map named as such and contained in the Comprehensive Plan that indicates areas appropriate for various land uses and public facilities over time and as described in the Comprehensive Plan text.

Garage Sale. The sale or offering for sale of miscellaneous personal items on a residential zoned lot, (not including churches and schools).

Garden District. That portion of Canton Street bounded by Church Street to the south and Hopewell Road to the north.

Gasoline Station. A facility where primary use is the dispensation of fuels. (Also see Convenience Center with Gas Pumps)

Gazebo. An accessory, open air structure not exceeding 300 sq. ft. in size.

Governing Body. The Mayor and Council of the City of Alpharetta, Georgia, under whose authority this Ordinance is enacted into law, administered, and enforced.

Grade. The degree rise or descent of a sloping surface. The average elevation of the sidewalk or crown of road surrounding a building site.

Grade, Finished. See Section 3.1, "Site Grading and Land Disturbance."

Greenhouse. A building whose roof and sides are made largely of glass or other transparent or translucent material and in which the temperature and humidity can be regulated for the cultivation of plants for subsequent sale or for personal enjoyment.

Group Home. A dwelling shared by four or fewer persons, excluding resident owner, (or no more than six persons including the resident owner), who live together as a single housekeeping unit and in a long term, family-like environment in which the resident owner, serving as the primary caregiver to the residents, provides care, education and participation in community activities for the residents with the primary goal of enabling the residents to live as independently as possible in order to reach their maximum potential. 1. No group home shall be located within 2,000 ft. of another group home as measured at the property line. 2. A group home shall be limited to one structure and multiple structures located near one another shall not be considered components of one group home. Each structure shall meet distance requirements. The term "group home" shall not include a halfway house, a treatment center for alcoholism or drug abuse, and work release facility for convicts or ex-convicts, a home for detention and/or rehabilitation of juveniles adjudged delinquent or unruly and placed in custody of the state or other housing facilities serving as an alternate to incarceration. The term "group home" shall also not allow the use of a dwelling as an apartment or duplex. A "group home" shall not allow use of the dwelling as a home for individuals on parole, probation, or convicted and released from incarceration, for any crimes including child molestation, aggravated child molestation, or child sexual abuse, as defined in O.C.G.A. 16-6-4 or individuals required to register as sex offenders pursuant to O.C.G.A. 42-1-12. A group home may include a home for the handicapped. As used in this subsection, the term "handicapped" shall mean:

1. Having a physical or mental impairment that substantially limits one or more of such person's major life activities so that such person is incapable of living independently;
2. Having a record of having such an impairment; or
3. Being regarded as having impairment.

However, the term "handicapped" shall not include current illegal use of or addiction to a controlled substance, nor shall it include any person whose residency in the home would constitute a direct threat to the health and safety of other individuals.

Hardware Store. A facility of 30,000 or fewer square feet gross floor area, primarily engaged in the retail sale of various basic hardware lines, such as tools, builders' hardware, plumbing and electrical supplies, paint and glass, housewares and household appliance, garden supplies, etc.; if greater than 30,000 square feet, such a facility is a Home Improvement Center.

~~*Historic Business District.* That portion of the Central Business District bounded by Church Street to the north, Highway 9 to the east, Marietta Street to the south and Milton High School to the west. (see page 2-122)~~

Home Improvement Center. A facility of more than 30,000 square feet gross floor area, engaged in the retail sale of various basic hardware lines, such as tools, builders hardware, paint and glass, houseware and household appliances, garden supplies, and cutlery.

Home Occupation. Any activity carried out as a business and/or for profit by the resident and conducted as an accessory use in the resident's dwelling unit.

Hospital. A building providing primary or tertiary health services and medical or surgical care to persons including in-patients and out-patients, suffering from illness, disease, injury, deformity and other abnormal physical or mental conditions, and including as an integral part of the institution, related facilities such as laboratories, outpatient facilities or training facilities.

Hotel (or Motel). A building in which lodging along with customary lodging facilities and services, such as meeting rooms, restaurant, maid service and fitness center, are provided for transient guests for an average stay of less than 7 days and offered to the public for compensation. Hotel services shall include the provision of food and beverage services suitable for both guests and groups, on-site restaurant, lounges, group meeting spaces with banquet facilities and selective amenities, such as but not limited to spas, banquet rooms, doormen, valet parking, concierge, and high-end restaurant and boutiques. Guest rooms within the building shall contain no equipment for food preparation other than a mini-fridge and/or microwave. There shall be no self-serve laundry facilities (for guests use) within the building. Access to each guest room shall be through an inside lobby supervised at all hours.

Improvements. The buildings, public utilities and facilities, and accessory structures built on or serving a property.

- A. *Public Improvements.* Any structure, owned by or to be dedicated to a government or a utility regulated by the Georgia Public Service Commission, together with its associated public land, easement or right-of-way, necessary to provide transportation, drainage, public or private utilities, or other public services such as education, recreation, or public safety.
- B. *Site Improvements.* Any structure, other than a principal building or a structure intended for dedication to public ownership, constructed to support or provide for the use or occupancy of a property, such as driveways, parking and loading areas, retaining walls and other earthen works, erosion and sedimentation control facilities, stormwater drains and detention facilities, and connections to public water, sewer or other utilities.

Industrial Park. A development that contains a number of separate industrial buildings and supporting uses on one or more lots, which is designed, planned, constructed and managed on an integrated and coordinated basis.

Industrialized Buildings. Prefabricated structures as defined in O.C.G.A. 110-2 and usually used for a limited time period such as for a site construction office, portable classroom and site real estate office.

Ingress. Access or entry.

Island. In parking lot and street design, built-up curbs (and in parking lots usually placed at the end of parking rows) as a guide to traffic and also used for landscaping, signing or lighting.

Junk or Salvage Yards. Any area, lot, land, parcel, building or structure or part thereof used for the storage, processing, purchase, sale or abandonment of wastepaper, rags, scrap metal or other scrap or discarded goods, materials, machinery or two or more unregistered, inoperable vehicles or other type of junk. See Also "Recycling Center."

Kennel. An establishment in which more than six dogs or other domesticated animals more than one year old may be housed, groomed, bred, boarded, trained or sold.

Land Disturbance Permit. A permit issued by the City that authorizes Development Activity, and includes, but is not limited to, activity related to soil erosion control, clearing and grubbing, grading, public and site improvements. This permit does not authorize building construction.

Land Use. See "Use," "Principal Use," and "Accessory Use."

Landscape Strip. A portion of a lot required to be reserved for, installed with, and maintained with vegetation. Such a strip may or may not be required to be of a linear form. No utilities or parking shall be allowed within a required landscape strip.

Loading Space, Off-street. A space or berth used for the loading or unloading of commercial vehicles, trucks or other vehicles.

Lot. A portion of a subdivision, or any other parcel of land, intended as a unit for transfer of ownership or for development or both. In determining the area and dimensions of a lot, no part of the street right-of-way or private street easement may be included.

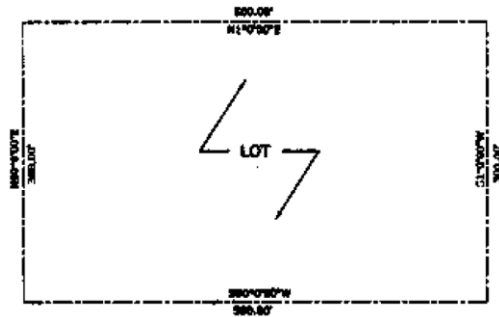
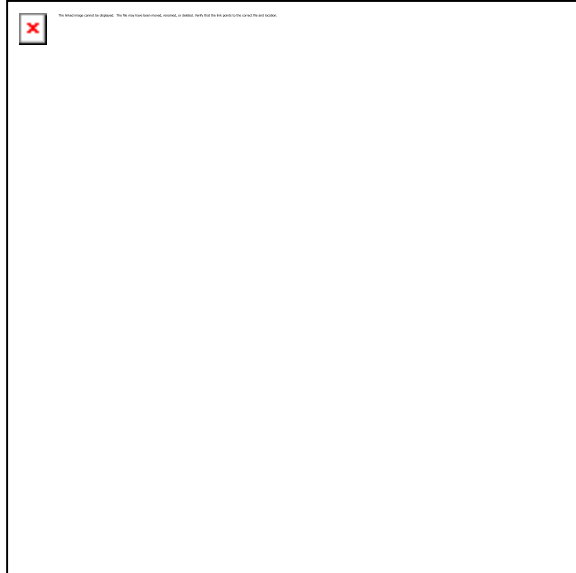


FIGURE 4

Lot Building Area. The portion of a lot located interior to the front, side and rear yard building setback lines; that is, the portion of a lot wherein a building may be located.

Lot, Corner. A lot abutting two or more streets at their intersection.

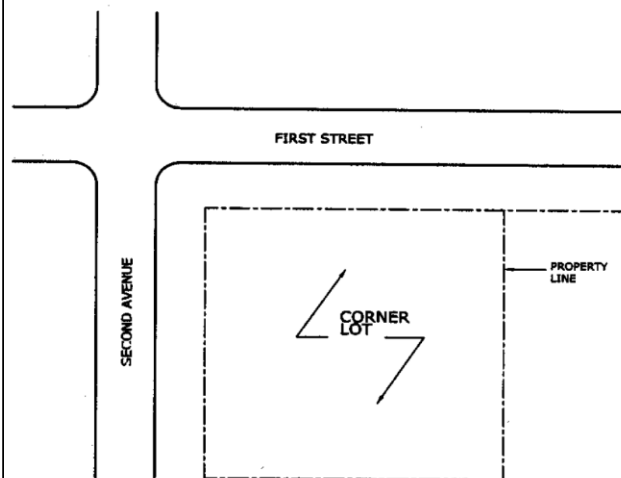
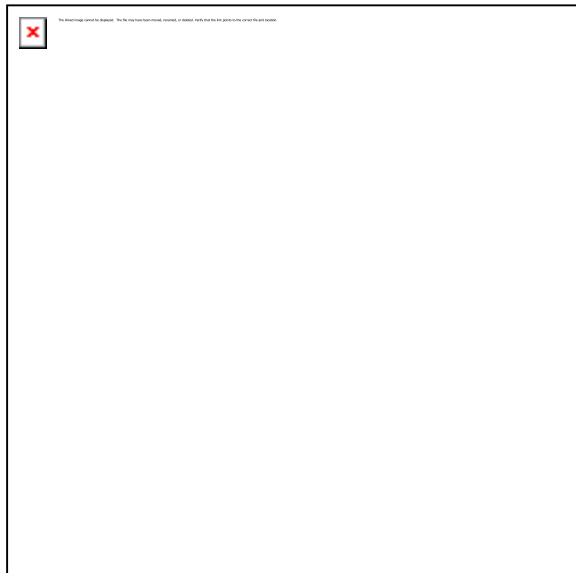


FIGURE 5

Lot Coverage. That portion of the lot that is covered by buildings, structures, and any other impervious surface.

Lot Depth. The distance between front and rear lot lines. If front and rear lines of said lot are not parallel, such least dimension shall be deemed to be the lot depth.

Lot, Double Frontage. A lot which has frontage on more than one street, provided however, that no corner lot shall qualify as a double frontage lot unless said corner lot has frontage on three or more streets.

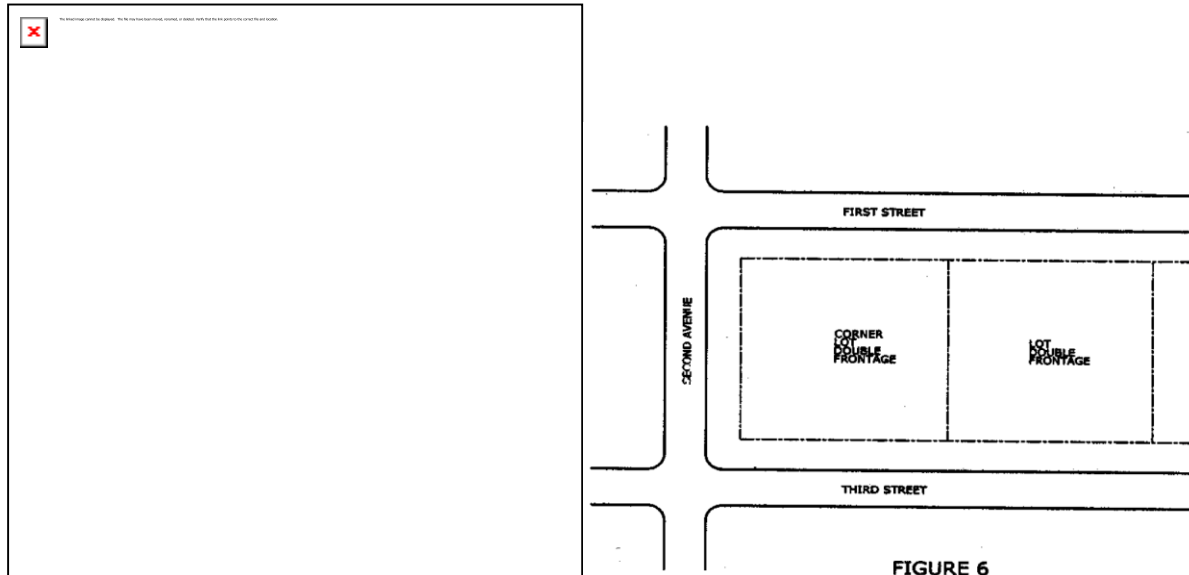


FIGURE 6

Lot, Flag. An "L" shaped lot whose frontage is provided by the driveway access which ties the buildable portion of the property to the street.

Lot Frontage. See "Frontage."

Lot Line. A line of record bounding a lot which divides one lot from another lot or from a street or any public space.

- A. **Front Lot Line.** Any boundary line of a lot which is coterminous with a public street right-of-way line or private street easement line. For a corner lot, the narrow portion is usually considered the front.
- B. **Rear Lot Line.** Any boundary line of a lot which does not intersect with a street right-of-way or private street easement line and which is usually opposite of the front lot line.
- C. **Side Lot Line.** Any boundary line of a lot which intersects with a street right-of-way or private street easement line.

Lot of Record. A lot which exists as shown or described on a plat or deed recorded in the Office of the Clerk of the Superior Court of Fulton County.

Lot Width. The distance measured between side lot lines at the front minimum setback line between intersecting lot lines.

Lot Width—Cul-de-sac. The distance measured between side lot lines at the point of the property that is twice the front setback requirement from the front property line.

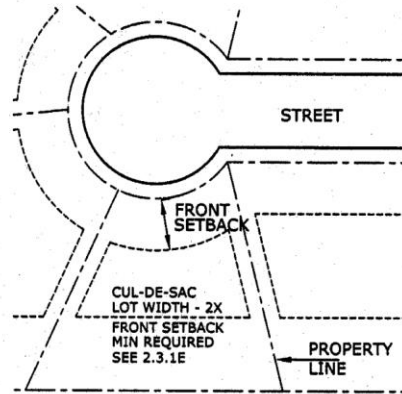
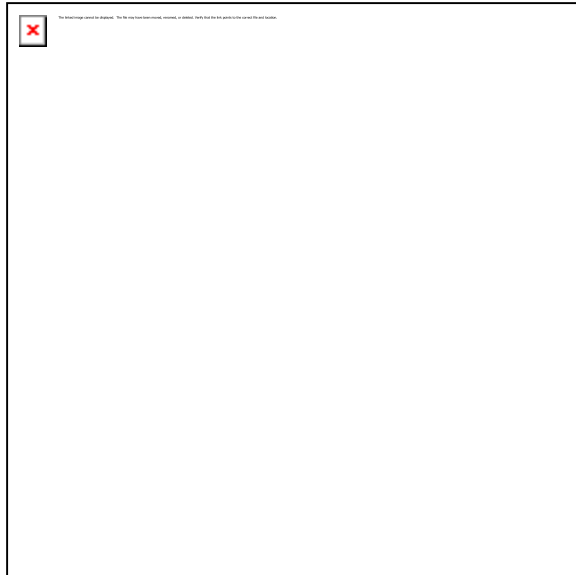


FIG 7

Mansard Façade. An architectural appendage or embellishment to a flat topped structure which is attached to the front external wall and if intended to create the appearance of a mansard roof. See also "Roof."

Manufactured Building. A factory-built, structure that meets national standards for manufactured buildings.

Manufacturing, Heavy. The extraction of natural resources or the transformation of raw materials through mechanical or chemical means into new products ready for assembly, fabrication or use in the production of finished goods.

Manufacturing, Light. The fabrication or assembly of parts into a finished product or component products.

Marquee. Any hood, canopy, awning or permanent construction which projects from a wall of a building, usually above an entrance.

Massage Therapy. Any use, other than a hospital or clinic, where non-medical manipulative devices or exercises are practiced upon the human body by someone other than a licensed medical professional.

Master Plan. A plan map and associated statement of intent which, at least, includes a depiction of pods, roads, buffers, flood areas, permitted uses and development regulations which represents the framework for development activity on a property. See also "Concept Plan."

Median Break or Cut. Any interruption in the curb separating opposing vehicular travel lanes of a street for the purpose of allowing ingress or egress by left turning movements to a street, or abutting property.

Metes and Bounds. A method of describing the boundaries of land by directions and distances from a known point of reference.

Mezzanine. An intermediate floor between two other stories that does not contain more than 1/3 of the area of the floor below it.

Mini-Warehouse. A structure containing separate storage spaces of varying sizes leased or rented on an individual basis.

Mobile Home. A structure, transportable in one or more sections, which is built on a permanent chassis and designed to be used as a dwelling. 'For-Sale', with or without a permanent foundation when connected to public. utilities. The term mobile home shall not include motorized vehicles with temporary

living quarters. Mobile homes built after 1976 are referred to as "Manufactured Homes" or "Industrialized Buildings".

Mobile Home Park. A site with required public and/or private improvements and utilities for the long-term parking of two or more mobile homes or manufactured homes each on a single lot, and which may include such accessory uses as retail convenience sales, Laundromat, and recreational facilities for the exclusive use of residents.

Motel. See "Hotel".

Nail Salon. An establishment that offers nail care services such as manicures, pedicures, and nail enhancements, excluding such types of services requiring customers to disrobe.

Natural Resources Commission. The appointed natural resources commission (formerly known as the Tree Commission) for the City of Alpharetta.

Neighborhood Grocery. A facility with a floor area of at least 3,000 square feet but not more than 50,000 square feet that sells primarily grocery items such as prepackaged food, produce, meats, baked goods, beverages and similar food items intended for off-site consumption. At least 60% of the floor area of the facility shall be dedicated to the sale of said grocery items, including any immediately adjacent circulation and service areas, but not including storage.

Nonconforming Lot. A lot of record whose area, frontage, dimensions, or location were lawful prior to the adoption, revision, or amendment of this Ordinance, and which, by reason of such adoption, revision or amendment, no longer meets or exceeds one or more such requirements of the applicable zoning district.

Nonconforming Sign. Any structure or sign which was lawfully erected and maintained prior to the adoption, revision, or amendment of this Ordinance, and which by reason of such adoption, revision or amendment fails to conform to all applicable regulations and restrictions of this Ordinance.

Nonconforming Structure. A structure or building whose size, dimensions, or location on a property were lawful prior to the adoption, revision, or amendment of this Ordinance, but which, by reason of such adoption, revision, or amendment, no longer meets or conforms to one or more such requirements of this Ordinance.

Nonconforming Use. A use or activity that was lawful prior to the adoption, revision, or amendment of this Ordinance, but which, by reason of such adoption, revision, or amendment, is not a use or activity permitted by right or no longer meets or conforms to the requirements of this Ordinance.

Nursery, Plant. Land or greenhouses used to raise flowers, shrubs and plants for sale to distributors or for subsequent replanting by the owner, a landscape company or others. See also "Florist, Retail."

Nursery School. See "Day Care Center."

Nursing Home. An extended or intermediate care facility required to be licensed or approved by the State of Georgia to provide full-time convalescent or chronic care to individuals who, by reason of advanced age, chronic illness or infirmity, are unable to care for themselves.

Office. A room or group of rooms used for conducting the affairs of a business, profession, service, industry or government.

Office Building. A building used primarily for conducting the affairs of a business, profession, service, industry or government, or like activity, that may include ancillary services for office workers such as a restaurant, coffee shop, newspaper or candy stand.

Office Park. A development that contains a number of separate office buildings and supporting uses on one or more lots, which is designed, planned, constructed and managed on an integrated and coordinated basis.

Opaque. Impenetrable to view, or so obscuring to view that buildings, structures, and uses become visually indistinguishable.

Open Space. A privately owned area on the grounds of a premises outside of any principal building or parking area, which is open to the sky and set aside and intended for the outdoor enjoyment of occupants or visitors to the property, and which may but is not required to include such pedestrian oriented improvements as landscaping, walkway paths, pergolas, gazebos, bikeways, exercise or play equipment, and benches, and which may further include up to 20% of its area in water bodies or areas inappropriate for pedestrian use. Open space shall not include any other required open areas such as required building setbacks, buffers, landscape strips or other similar requirements of this ordinance.

Outdoor Storage. The keeping, in an unroofed area of any goods, material, merchandise or vehicles in the same place for more than 24 hours.

Outdoor Vending. Sale and/or display of products in an area exposed to open air on two or more sides.

Owner. An individual, firm, association, syndicate, partnership or corporation having a majority proprietary interest in land or a building, or their authorized representative.

Parapet. That portion of a wall which extends above the roof line.

Parcel. A lot or tract of land, or several adjoining lots in common ownership.

Park Space. A public- or privately-owned area, which is set aside for the enjoyment for occupants or visitors to the property, and which may include both outdoor and indoor areas developed for active and/or passive recreation.

Parking Area. Any public or private area at grade or within a structure used for the express purpose of temporarily parking automobiles and other vehicles otherwise in operation for personal or business use.

Parking Garage. An accessory building or portion of a principal building used only for the private storage of motor vehicles as an accessory use.

Parking Space. A space identified and set aside for the temporary parking of an automobile or other motor vehicle which is subdivided into the following categories:

- A. *Compact Car Parking Space.* A designated space not less than 8 feet by 16 feet expressly provided within a parking area for purposes of temporarily parking a compact car or other compact motor vehicle.
- B. *Handicapped Parking Space.* A designated space not less than thirteen feet in width (including loading area) and twenty feet in length, laid out and designated by signage in accordance with the requirements of the Georgia Accessibility Code for Buildings and Facilities.
- C. *Handicap - Van Only.* A designated space not less than sixteen feet in width including loading area and twenty feet in length.
- D. *Regular Parking Space.* A designated space not less than 9 feet in width by 19 feet in length.

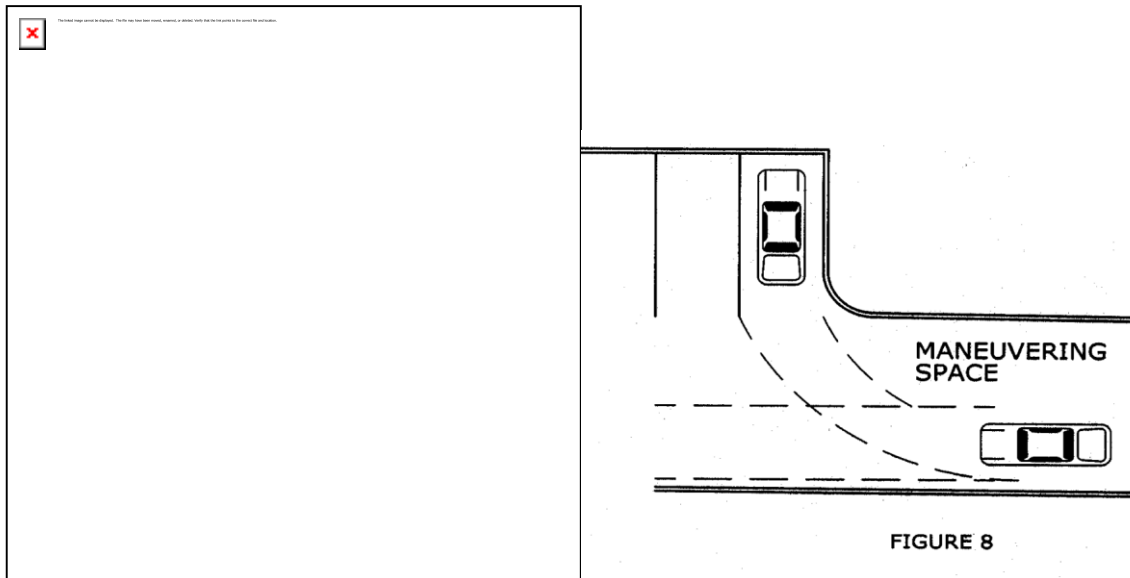


FIGURE 8

Patio House. A 'For-Sale' dwelling in which most, or all, of a lot is used with yard space combined instead of divided. Front, rear and side yard are consolidated into one garden area, either partially or completely bordered by rooms or enclosed by walls. See also "Zero Lot Line."

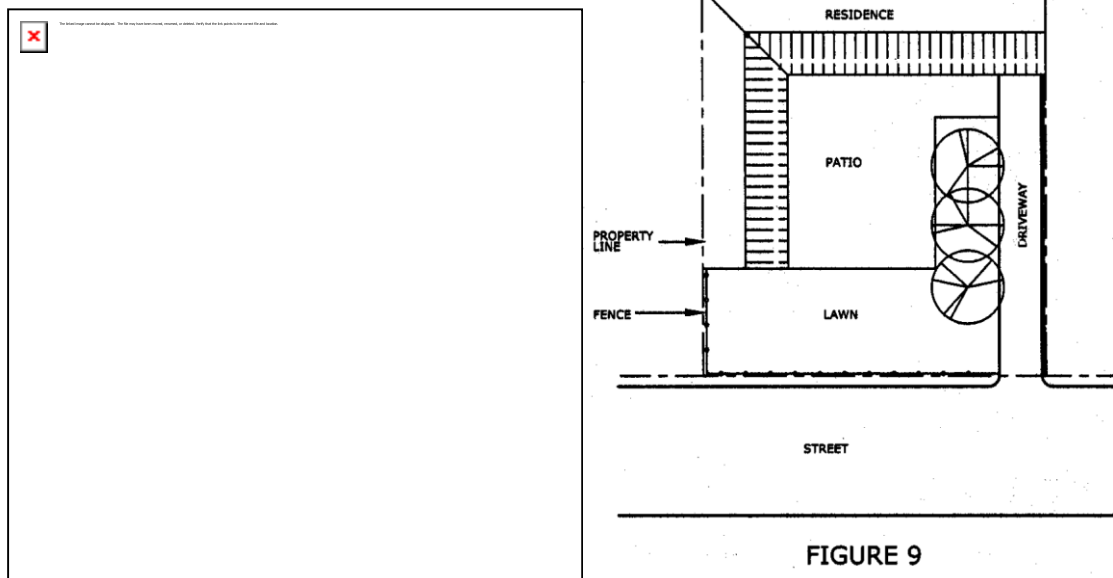


FIGURE 9

Pedestrian Walkway. A right-of-way within a block dedicated to public use, five feet or more in width, intended primarily for pedestrians or bicycles and other non-motorized vehicles.

Perimeter. The boundaries or borders of a lot, tract or parcel of land.

Permit. Written governmental permission issued by an authorized official, empowering the holder thereof to do some act not forbidden by law, but not allowed without such authorization.

Permitted Use. Any use allowed in a zoning district and subject to the restrictions applicable to that zoning district.

Person. Any individual, corporation, association, firm, partnership or other legal entity.

Pet Day Care. A facility that provides care on a regular basis to household animals for a period of less than 24 hours with no overnight accommodations.

Planned Center, Office, Commercial or Industrial. A group of rental stores, service establishments, offices, industries and any other businesses planned to serve the public, which is in common ownership or condominium ownership.

Planning Commission. The appointed Planning Commission of the City of Alpharetta, Georgia.

Planted Area. An area of living plant material created for the purpose of establishing open space and consisting of a minimum of 50% of the area devoted to trees and shrubs.

Plat. (1) a map representing a tract of land, showing the boundaries and location of individual properties and streets; (2) a map of a subdivision or site plan.

Plat, Final. The final map of all or a portion of a subdivision which is presented to the proper review authority for final approval and recorded in the office of the Clerk of Superior Court of Fulton County.

Plat, Minor. A division of a tract or parcel of land into not more than four (4) lots and does not dedicate or offer for dedication any new street or require construction of any private road for access to any lots and does not require extension of sanitary sewer, stormwater, or water mains to service lots.

Plat, Preliminary. A preliminary map indicating the proposed layout of the subdivision or site plan which is submitted to the proper review authority for consideration and preliminary approval.

Portable. See Industrialized Buildings.

Premises. An area of land with its appurtenances and buildings which, because of its unity of use, is one unit of real estate.

Principal Building. The building or other structure within which is conducted (or intended to be conducted) the principal use of the lot on which said building is situated.

Principal Use. The primary or predominant use of any lot.

Prohibited Use. A use that is not permitted in a zoning district by right as a principal use, as an accessory use, or as a conditional use.

Public Space. A public- or privately-owned area, which is set aside for the enjoyment for occupants or visitors to the property, and which is developed for recreation, entertainment, and/or civic purposes and may include plazas, outdoor theaters, sculpture gardens, parks, playgrounds, community gardens, or other areas where people can gather. Areas that are restricted to the general public, like residential amenities, may not be included within the public space requirement.

Recreation Facility. A place designed and equipped for the conduct of sports, leisure time activities and other customary and usual recreational activities.

1. *Recreation Facilities, Indoor.* Recreational uses conducted almost wholly indoors, including bowling alley, skating rink, shooting range, health club, etc.
2. *Recreation Facilities, Outdoors.* Recreational uses conducted almost wholly outdoors, including ball fields, soccer, etc.

Recycling Center. A use operated exclusively for the collection and temporary storage of used paper, glass, metal, and similar materials suitable for reprocessing, which are transported elsewhere for separating, processing, or storage.

Rental Services Establishment. Any business establishment which rents or leases items of personal property such as tools, appliances and equipment to the general public.

Residence. A dwelling unit.

Restaurant. An establishment where food and drink are prepared, served and consumed primarily within the principal building, and without a drive-in or drive-thru component.

Restaurant, Drive-thru or Fast-Food. Any establishment, building or structure where food or drink are served for consumption, either on or off the premises, with drive-thru components. This definition shall not

include otherwise permitted restaurants where outdoor table service is provided to customers in outdoor dining areas.

Retail Establishment, Mixed Sales. Any business establishment selling a wide variety of goods arranged in several departments including, but not limited to, hardware, automotive, sporting goods, audio and video equipment, and clothing.

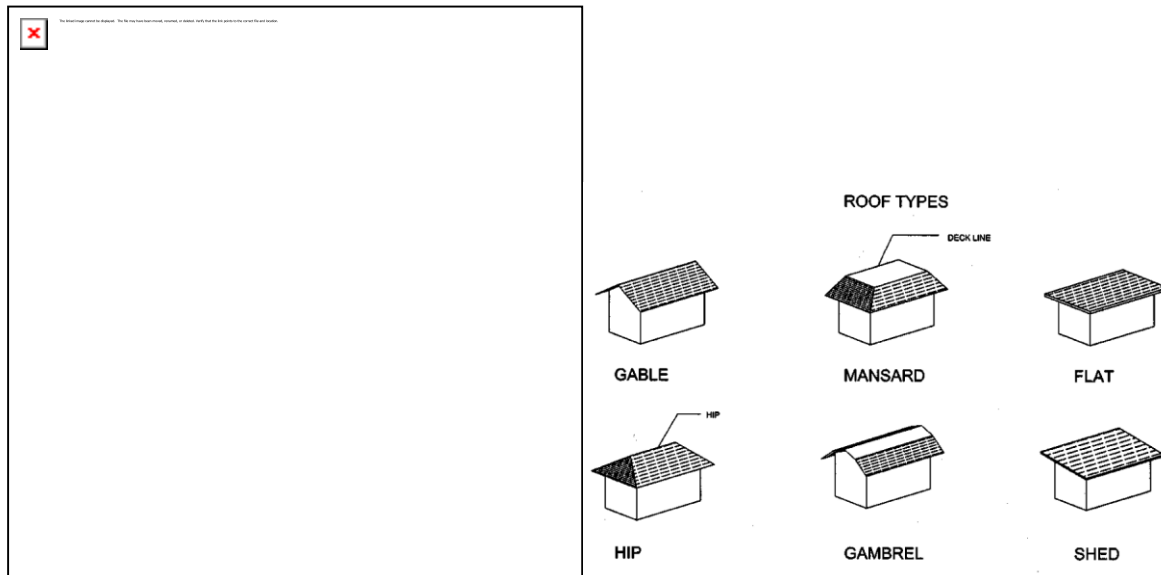
Retail Sales Establishment. A business principally engaged in offering a category of similar goods or products for sale to the general public, such as grocery store, hardware store, pharmacy, clothing shop, home furnishings store, office supplies store, and the like.

Retail Services Establishment. A business principally engaged in providing a service, as opposed to products, to the general public, such as a banking or financial institution, real estate or insurance office, barber or beauty shop, travel agency, amusement or recreation center, health clinic, legal firm, professional service, and the like.

Retail Strip Center. A group of retail stores designed as one development and being less than 50,000 square feet in size.

Right-of-Way. A strip of land occupied or intended to be occupied by a street, sidewalk, railroad, road, electric transmission line, oil or gas pipeline, water main, sanitary or storm sewer main, or for another special purpose use. Rights-of-way intended for streets, crosswalks, water mains, sanitary sewers, sewers, storm drains, or any other use involving maintenance by a public agency shall be dedicated to public use in fee simple.

Roof. The outside top covering of a building.



Salvage Yard. A facility or area for storing, keeping, selling, dismantling, shredding, compressing, or salvaging scrap or discarded material.

School, Academic. Any building or part thereof which is designed, constructed or used for education or instruction following the same curriculum offered in a public elementary, secondary, trade or technical, or higher education facility, and accredited to award diplomas as such.

School, Commercial. Any building or part thereof which is designed, constructed or used for education or instruction in any branch of knowledge or vocational pursuit, other than an academic school.

Semipublic Use. A use owned or operated by a nonprofit, religious, or educational institution for the purpose of providing educational, cultural, recreational, religious, or social services to the general public.

Service Drive. A minor, permanent, public right-of-way which is used primarily for vehicular service access to the back or side of properties otherwise abutting on a street.

Setback. The straight line distance between a street right-of-way or a lot line and the nearest point of a structure or building or projection therefrom (excluding steps, roof overhang, chimneys, bay windows and patios).

Setback, Front Cul-de-Sac.

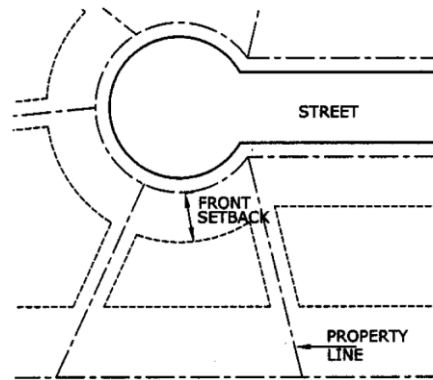
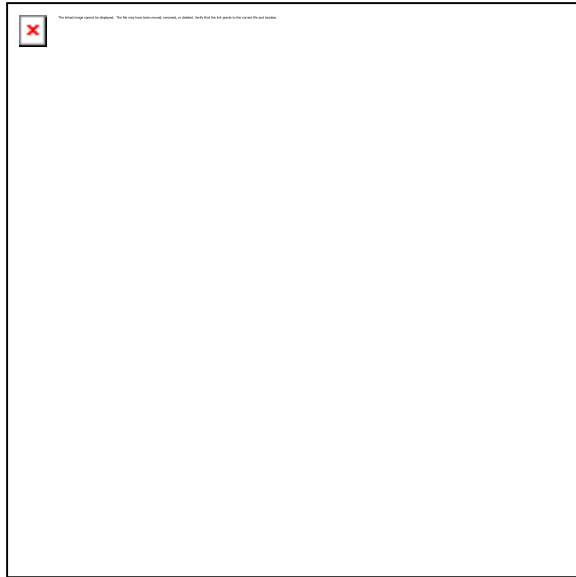


FIG 11

Setback, Minimum. The shortest distance allowed between a property line and any principal or accessory building on a lot, not including any required buffer areas. Minimum setback requirements for buildings are associated with the type of lot line from which the setback is taken; for instance, a "side yard setback" is measured from a side lot line.

Shopping Center. A group of retail sales or services establishments planned, constructed and managed as a total entity with customer and employee parking provided on-site, provision for goods delivery separated from customer access, aesthetic considerations and protection from the elements with a total size of at least 50,000 square feet.

Shopping Center, Specialty. A shopping center whose shops cater to a specific market and are linked together by an architectural, historical or geographic theme or by a commonality of goods and services.

Sidewalk. A paved, surfaced or leveled area, paralleling and usually separated from the street, used as a pedestrian walkway.

Sign. See Article II, Section 2.6, for all definitions relating to signs.

Site Plan. A plan accurately drawn to scale of a development project, depicting the buildings proposed to be placed on the property, related public and site improvements on the site, and additional information as required by this Ordinance or conditions of zoning approval, and other applicable ordinances.

Smoke Shop and Tobacco Store. Any premises dedicated to the display, sale, distribution, delivery, offering, furnishing, or marketing of tobacco, tobacco products, or tobacco instruments; provided, however, that any grocery store, supermarket, convenience store or similar retail use that only sells conventional cigars, cigarettes or tobacco as an ancillary sale shall not be defined as a "smoke shop and tobacco store".

Spa Services. A business that provides services, which may include non-medical massage, other personal services such as skin, nail, hair treatments, hair removal/waxing, and such types of services

requiring a customer to disrobe, and may have the sale of associated retail products. Such business shall be located within a retail center, shall not occupy more than 4,000 sq. ft. and shall not be closer than 2,000 ft. to a comparable business.

Special Care Home. An accessory use in a 'For-Sale' dwelling occupied by one or more persons related by blood, adoption, guardianship or marriage and/or not more than three unrelated persons, some of whom are in need of special care, living together as a nonprofit housekeeping unit. The term "special care home" shall include a home for adolescents, a home for physically handicapped persons and a home for mentally handicapped persons. The term "special care home" shall not include the business of operating a boarding house, rooming house or other similar establishment. Additionally, the term shall not include a penal institution, any place for persons convicted of a crime or any place for persons found to be juvenile delinquents.

Storage, Climate Controlled. A facility consisting of a building or group of buildings that contain individual storage units of varying sizes in a climate controlled environment where customer access is through a lobby and where no commercial transactions or activities take place other than the rental of the storage units (permitted in L-I only).

Storage, Mini-Warehouse. A facility consisting of a building or group of buildings that are surrounded by a security fence with controlled access and which contains individual storage units of varying sizes whose doors open directly to the outside and where no commercial transactions or activities take place other than the rental of the storage units.

Storefront Street. A street, that by virtue of its pre-existing pedestrian-supportive qualities, or its future importance to pedestrian connectivity, requires that new development along it achieves a high standard of design and pedestrian orientation.

Storm Water Management Report. A report prepared by a Professional Engineer registered in the State of Georgia that details the pre and post development activity hydrologic conditions.

Story. That portion of a building, other than a basement, included between the surface of any floor and the surface of the floor next above, or if there is no floor above, the space between the floor and the ceiling next above. Each floor or level in a multi-story building used for parking, even if below grade, shall be classified as a story.

Street. A dedicated and accepted public right-of-way for vehicular traffic from which direct access may be gained to abutting properties, or an easement or private right-of-way approved by the City Council to serve such purpose. The term "street" shall refer to the full width located between the limits of the right-of-way or easement, and not be limited to the roadway itself.

- A. *Principal Arterials* —are those streets and highways which serve major activity centers and emphasize traffic service rather than access to abutting land access. Principal arterials include all limited access freeways, expressways or parkways, and carry a high proportion of total area travel on a minimum of mileage.
- B. *Major Arterials* —are those streets which interconnect with the principal arterial system and provide service to trips of moderate length with emphasis on both traffic service and land access and generally do not penetrate identifiable single family residential neighborhoods.
- C. *Minor Arterials* —provide intra-community continuity but should not penetrate identifiable neighborhoods.
- D. *Collector Streets* —distribute trips from arterial street to their ultimate origin or destination. Collector streets provide a greater level of land access than arterial streets, may enter or traverse identifiable neighborhoods, and rarely serve significant volumes of through traffic.
- E. *Local Streets* —comprise all facilities not classified as arterial or collector. Local streets provide land access with service to through traffic being actively discouraged.

Street, Future Right-of-Way Line. The right-of-way line which is anticipated by the City, State or other agency for future development.

Street Right-of-Way Line. The limit of public ownership or private easement for property containing or intended to contain a street, dividing it from an adjacent lot.

Structure. A combination of materials to form a construction for use, occupancy or ornamentation which is fastened or attached to the ground.

Structure Height. The vertical distance to the highest point of a structure, as measured in the same manner as "Building Height" herein.

Subdivision. The division of a lot, tract or parcel of land into 2 or more lots, tracts, parcels or other divisions of land for sale, development, finance or lease.

Swimming Pool. A water-filled enclosure, permanently constructed or portable, having a depth of more than 18 inches below the level of the surrounding land, or an above-surface pool having a depth of more than 30 inches, designed, used and maintained for swimming and bathing.

Temporary Use. A use established for a fixed period of time with the intent to discontinue such use upon the expiration of the time period.

Theater. A building or part of a building devoted to showing motion pictures, or for dramatic, musical or live performances.

Townhouse/Rowhouse. A building type consisting of at least three, but not more than eight independent units that are attached by common side walls in a linear arrangement. Each unit occupies the space from the ground to the roof and normally has at least two, but no more than four floors. Such units typically feature a primary entrance on the front elevation and variations in materials, colors and/or windows to create a visual distinction between each of the attached units.

Tract. See "Lot."

Tree. See Article III, Section 3.2, for definitions relating to tree protection.

Use. The purpose for which a property or structure is designed, intended, reserved, or occupied.

Use, Accessory. See "Accessory Use."

Use, Conditional. See "Conditional Use."

Use, Principal. See "Principal Use."

Variance. Permission granted under circumstances prescribed herein to depart from the specific requirements of this Ordinance.

Vehicle for Hire Company. An establishment offering to transport passengers for a fee in any motorized or animal-drawn vehicle, the charges for which are determined by agreement, mileage or by the length of time for which the vehicle is engaged and also described as a taxi or limousine service.

Warehouse. A building used primarily for the storage of goods and materials. See also "Mini-Warehouse."

Wholesale Trade. Establishments or places of business primarily engaged in selling merchandise to retailers; to industrial, commercial, institutional or professional business users, or to other wholesalers; or acting as agents or brokers and buying merchandise for, or selling merchandise to, such individuals or companies.

Wireless Telecommunications Facilities. See Section 2.8 for definition of 'wireless tower.'

Yard. An area that lies between the buildings on a lot and the nearest lot line.

1. *Front Yard.* A yard situated along any public street right-of-way or private street easement.
2. *Rear Yard.* A yard situated along a rear lot line.
3. *Side Yard.* A yard situated along a side lot line.

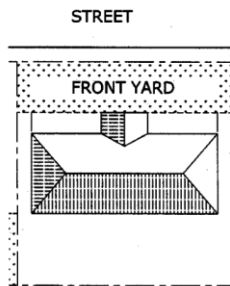
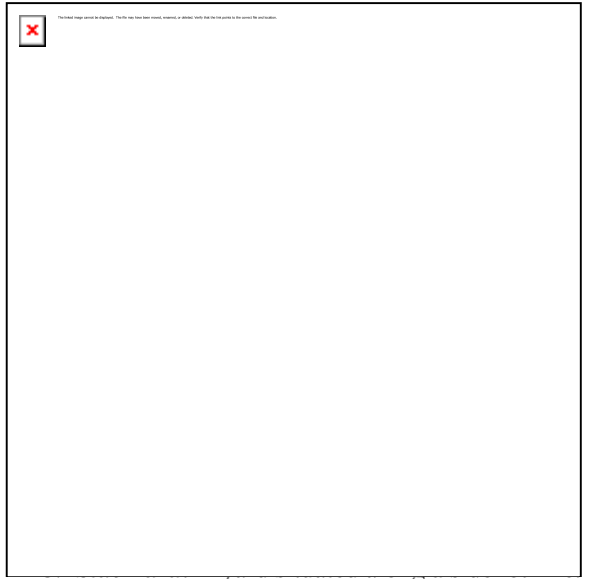


FIG 12

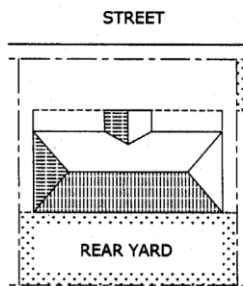


FIG 13

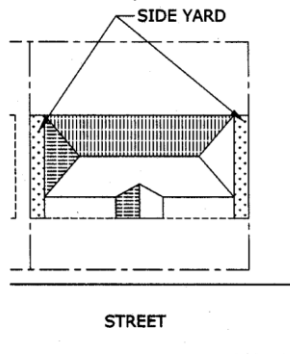


FIG 14

Zero Lot Line. The location of a building on a lot in such a manner that one or more of the building's sides rest directly on a lot line.

Zoning Change. An amendment to the Official Zoning Map or other action having the result of rezoning a property, approval of a Conditional Use on a particular property, or a change in conditions of approval applied to the zoning or conditional uses pertaining to a property.

SECTION 5.4 - DESIGN REVIEW BOARD

5.4.3 Powers and duties of the design review board.

The restrictions imposed by this section shall apply to all non-single-family detached buildings, structures, sites, and areas and the property on which they are located, within the Downtown Overlay, Corridors of Influence, Interchange Districts, to all projects which otherwise expressly include, as a condition of development, review by the Design Review Board and other requests for new construction forwarded to the Board by the Director of Community Development. The Design Review Board shall:

- A. Review for design approval applications for:
 - 1. All exterior features of new construction;
 - 2. All exterior features of construction, alteration, restoration, moving, demolition or repair of existing buildings or improvements involving or resulting in a change in the existing structural composition or architectural design or character of such building or improvement;
 - 3. All proposed changes to existing plot plans, site layout, off-street parking areas and other features such as walls, walks, terraces, fences, signs and lights, except as otherwise provided herein;
 - 4. All proposed screening of dumpsters, satellite antennas, parking lots, and rooftop and other mechanical equipment;
 - 5. All proposed outdoor play yards and/or equipment, and outdoor patios with or without seating.
 - 6. All demolition of buildings or portions of buildings that are over 50 years old and may be of significance.
- B. Review for design approval all applications for signs within the Downtown Overlay and all applications for master sign plans. Further, the Board shall review for design approval any application for a sign that is referred by the Director to the Design Review Board for design review in accordance with other provisions of this Code or the Design Review Board Ordinance.
- C. Grant or deny applications based upon a design review of the proposed development activity for compliance with design standards.
- D. The following shall not be subject to review by the Board:
 - 1. Repainting of a structure to the same color if that color has received previous Board approval;
 - 2. The ordinary maintenance or repair of any exterior elements of any building or structure;
 - 3. The construction, reconstruction, alteration or demolition of any such elements which the authorized City officers shall certify as required for public safety.
 - 4. Signs located outside the Downtown Overlay, unless design review is specifically referred to the Board by the Director or is performed in conjunction with the review of an application for a master sign plan.
- E. Act in an advisory role to other City departments, boards and commissions.
- F. Develop from time to time further design standards consistent with the purposes, intents, and standards established in the Design Review Board Ordinance.
- G. Hear and decide appeals of administrative decisions denying design approval of signs reviewed by the Director for compliance with the design standards set forth in the Design Review Board Ordinance.

ARTICLE II. - DESIGN STANDARDS

DIVISION 2. - DESIGN REVIEW BOARD

Sec. 36-65. - Definitions.

The following words, terms and phrases, when used in this article, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

Accessory structure means a structure detached from a principal building on the same lot, and customarily incidental and subordinate to the principal building or structure.

Action means any decision made by the board including approval, deferral or tabling.

Adaptive use means the process of converting a building to a use other than that for which it was designed (e.g., changing a factory into housing). Such conversions are accomplished with varying alterations to the building.

Alpharetta Highway (State Route 9) corridor of influence means any and all properties contiguous with or within the portion of the city along Alpharetta Highway or State Route 9, extending from Upper Hembree Road to the south, to Windward Parkway to the north.

Alteration of building means any change in the supporting members of a building (such as bearing walls, columns or girders); any change in the non-supporting interior walls of a building; any addition or reduction to the building; any change in use; or any relocation of a building from one location or position to another.

Board means the city design review board, as established by the Unified Development Code and appointed by the mayor and city council.

Building means a structure created to shelter any form of human activity, such as a house, barn, church, hotel, accessory building or similar structure.

Canopy (or marquee or awning) means a permanent roof-like shelter or overhang extending from part or all of a building face and constructed of a durable material such as fabric, metal, glass or plastic.

Central business district (CBD) means that portion of the city bounded by Mayfield Road to the north, Old Milton Parkway to the South, Haynes Bridge Road and Highway 9 to the east and Roswell and Canton Streets to the west (see Map A).

Certificate of design approval means a document issued by the design review board allowing an applicant to proceed with a proposed alteration, demolition, removal or new construction based upon a design review process and determination of the submitted proposal's suitability according to adopted criteria.

Community development director means the director of the community development department for the city, or his designee.

Construction means the act of erecting a new principal building or structure, and/or adding an accessory building or structure; the act of adding to an existing building, structure or other improvement.

Corridors of influence means the roadways and transportation routes having the greatest visual impact within the city and those roads which are considered to be gateways into the city. The corridors of influence include Alpharetta Highway or State Route 9 (except those portions which are considered to be in the Downtown Overlay, Haynes Bridge Road, Mansell Road, North Point Parkway, Old Milton Parkway, Westside Parkway, and Windward Parkway (from State Route 9 to Georgia 400).

Demolition means any act or process that destroys, in part or in whole, any existing condition.

Demolition by neglect means neglect in any maintenance of any building or structure which results in its deterioration.

Design review means the process of ascertaining whether modifications to a particular building, structure, site, area, district, landscape feature or any part thereof meets the standards of appropriateness (design guidelines) established by the design review board.

Design standards, guidelines or criteria means adopted and written standards of appropriate activity that will preserve or enhance the historical, cultural, architectural, archaeological, educational, social, or aesthetic character, function and value of a particular resource, district or area of the city as a whole.

Development activity means all new construction, modification, addition, alteration, moving, destruction or demolition which would affect the exterior appearance of any structure, building, land, site or other object, including, but not limited to, the following:

- (1) The demolition of any building, structure or object.
- (2) The moving or relocation of any building, structure or object.
- (3) Except for housecleaning, any material work on the exterior appearance of existing buildings by additions, reconstruction, rehabilitation, alteration or any maintenance (including exterior color), or any exterior material changes.
- (4) Any new construction of a principal building or accessory building or structure subject to view from a street or public way.
- (5) Changes in existing walls, fences, steps, sidewalks, streets and paving or construction of new walls, fences, steps, sidewalks, streets and paving, if along street rights-of-way, public lanes or public alleys.
- (6) The erection or display on any lot, building or structure of any sign, light, artwork, mural, sculpture or other appurtenant feature.

Director means the director of the community development department for the city.

District means a geographically definable area, urban or rural, possessing a significant concentration, linkage, or continuity of buildings, structures, sites, spaces, or objects united by past events or aesthetically by plan or physical development.

Downtown Overlay. That portion of the City generally bounded by Canton Street to the North, Wills Road to the West, South Main Street and Old Milton Parkway to the South and Westside Parkway to the East. The study area of the City of Alpharetta Downtown Master Plan shall be shown on the Official Zoning Map and labeled "Downtown Overlay." (See Appendix C – Downtown Overlay District)

Exterior features means the architectural style, design, general arrangement and components of all or any of the outer surfaces of an improvement, as distinguished from the interior surfaces enclosed by said exterior surfaces, including, but not limited to, the type, color and texture of the building materials and the type and style of all windows, doors, lights, signs and all other features appurtenant to such improvements.

Facades means the exterior face of a building or structure exposed to public view.

Footcandles means a unit of luminance on a surface that is one foot from a uniform point source of light of one candle and equal to one lumen per square foot.

Garden district means that portion of Canton Street bounded by Church Street to the south and Hopewell Road to the north.

Gazebo means an accessory, open air structure not exceeding 300 square feet in size.

Haynes Bridge Road corridor of influence means any and all properties contiguous with or within the portion of the city along Haynes Bridge Road, extending from Academy Street to the north to Mansell Road to the south.

~~*Historic business district (HBD)* means that portion of the central business district bounded by Church Street to the north, Highway 9 to the east, Marietta Street to the south and the former Milton High School site to the west (see Map A).~~

Improvement means any building, structure, parking facility, fence, gate, wall, landscape feature, work of art or other object constituting a physical change of real property, or any part of such change.

Interchange districts means all properties within 1,000 feet of each interchange along Georgia 400. These districts include Mansell Road Interchange District, Haynes Bridge Road Interchange District, Old Milton Parkway Interchange District and the Windward Parkway Interchange District.

Island means, in parking lot and street design, built-up curbs (and in parking lots, usually placed at the end of parking rows) as a guide to traffic, and also used for landscaping, signage or lighting.

Landscape strip means a portion of a lot required to be reserved for, installed with, and maintained with vegetation. Such a strip may or may not be required to be of a linear form.

Mansell Road corridor of influence means any and all properties contiguous with or within the portion of the city along Mansell Road, extending from Haynes Bridge Road to the east to Warsaw Road to the west.

Master sign plan means a plan that includes all types of signage on a specific property. It shall include colors, design, placement and mounting styles for each sign type.

Mural means any piece of artwork painted directly on a wall, ceiling, or other permanent surface. If the artwork conveys a message about a product or service, it shall be considered a sign.

North Point Parkway corridor of influence means any and all properties contiguous with or within the portion of the city along North Point Parkway, extending from Kimball Bridge Road to the north to Mansell Road to the south.

Object means a material item of functional, aesthetic, cultural, historic or scientific value that may be, by nature or design, movable yet related to a specific setting or environment.

Old Milton Parkway corridor of influence means any and all properties contiguous with or within the portion of the city along Old Milton Parkway, extending from Wills Road to the west, and to the eastern city limits.

Ordinary repairs or maintenance means work done to prevent deterioration of a building or any part thereof by restoring the building as nearly as practical to its condition prior to its deterioration, decay or damage.

Owner means the title owner and his agents or assignees.

Parapet means that portion of a wall which extends above the roof line.

Preservation means the act or process of applying measures to sustain, in the existing form, the integrity and material of a building or structure, and the existing form and vegetative cover of a site (i.e., saving from demolition or deterioration buildings, sites, structures and objects and providing for their continued use by means of restoration, rehabilitation or adaptive use).

Principal building means the building or other structure within which is conducted (or intended to be conducted) the principal use of the lot on which said building is situated.

Reconstruction means the act or process of reproducing by new construction the exact form and detail of a vanished building, structure or object, or part thereof, as it appeared at a specific period of time.

Rehabilitation means the act or process of returning property to a state of utility through repair or alteration which makes possible an efficient contemporary use, while preserving those portions of features of the property which are significant to the historical and architectural values.

Restoration means the act or process of accurately recovering the form and details of a property and its settings as it appeared at a particular period of time by means of the removal of the later work or by the replacement of earlier work.

Roof line means the top edge of the roof or top of the parapet, whichever forms the dominant top line of the building silhouette.

Sign means any identification, description, illustration, symbol, statue or device, illuminated or non-illuminated, which is visible from any public place, each designed to advertise, identify or convey information, including any landscaping where letters or numbers are used for the purpose of directing the public's attention to a product or location, with the exception of window displays and state or national flags. For the purpose of removal, the term "sign" shall also include all sign structures.

Sign structure means any structure which supports, has supported or is designed to support a sign. A decorative cover is part of a sign structure.

Site means the location of a significant event or activity, or a building or a structure, whether standing, ruined, or vanished, where the location itself maintains special or unique value regardless of the value of the existing structure.

Site plan means a plan accurately drawn to scale of a development project, depicting the buildings proposed to be placed on the property, related public and site improvements on the site, and additional information as required by this article or conditions of zoning approval, and other applicable ordinances.

Solar panel means the following two types of devices that collect energy from the sun:

- (1) Solar photovoltaic modules use solar cells to convert light from the sun into electricity; and
- (2) Solar thermal collectors that use the sun's energy to heat water or another fluid such as oil or antifreeze.

Structure means a combination of materials to form a construction for use, occupancy or ornamentation which is fastened or attached to the ground.

Style means a type of architecture distinguished by special characters or features of a structure and ornament and often related in time; also a general quality of distinctive character.

Westside Parkway corridor of influence means any and all properties contiguous with or within the portion of the city along Westside Parkway, extending from Sanctuary Parkway to the southwest to Windward Parkway to the north.

Windward Parkway corridor of influence means any and all properties contiguous with or within the portion of the city along Windward Parkway, extending from State Route 9 to the west to Georgia 400 to the east.

(Code 1989, § 16-40; Ord. No. 437, § 4, 12-20-1999; Ord. No. 473, § 4, 5-7-2001; Ord. No. 637, §§ 1(exh. A), 2, 12-7-2009; Ord. No. 698, § 4, 12-1-2014)

Sec. 36-66. - Scope of division.

The restrictions imposed by this division shall apply to all non-single-family detached buildings, structures, sites, and areas and the property on which they are located, within the Downtown Overlay (as defined and depicted on Map A attached to the ordinance from which this article is derived and incorporated by reference), Corridors of Influence (as defined and depicted on Map B attached to the ordinance from which this article is derived and incorporated by reference), Interchange Districts (as defined and depicted on Map B attached to the ordinance from which this article is derived and incorporated by reference), and to all projects which otherwise expressly include, as a condition of development, review by the design review board [and other requests for new construction forwarded to the Board by the Director of Community Development](#).

(Code 1989, § 16-41; Ord. No. 437, § 5, 12-20-1999; Ord. No. 473, § 5, 5-7-2001; Ord. No. 637, §§ 1(exh. A), 2, 12-7-2009; Ord. No. 698, § 5, 12-1-2014)