



PLANNING COMMISSION MEETING

APRIL 1, 2021

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

- I. CALL TO ORDER
- II. ROLL CALL
- III. APPROVAL OF MEETING MINUTES
 - a. March 4, 2021 Meeting Minutes
- IV. ITEMS FROM BOARD MEMBERS
- V. ITEMS FROM STAFF
- VI. PUBLIC HEARING
 - a. Z-20-05/CU-20-09/V-20-14 Alcovy Condominiums 82/92 Thompson Street
Consideration of a rezoning from O-P (Office-Professional) and R-12 (Dwelling, 'For-Sale', Residential) to DT-LW (Downtown Live-Work) to allow for the construction of 12 'For-Sale' condominium units on 1.13 acres in the Downtown. A conditional use is requested to increase the residential density to 10.62 dwelling units per acre and a variance to allow a stream buffer encroachment. The property is located at 82 and 92 Thompson Street and is legally described as being located in Land Lot 748, 1st District, 2nd Section, Fulton County, Georgia.
 - b. MP-21-01/CLUP-21-02/Z-21-03/CU-21-02/V-21-04 The Bailey/Northwinds
Consideration of a master plan amendment, comprehensive land use plan amendment, rezoning, conditional use and variances to allow a 238,017 square foot wellness center, a 119-room boutique hotel, 37 'For-Sale' condominium units and 35,400 square feet of retail/restaurant use. A master plan amendment to the Northwinds Master Plan is requested to add 'Dwelling, 'For-Sale', Attached' to Pod A. A comprehensive land use plan amendment is requested from 'Corporate Office' to 'Mixed Use', as well as a rezoning from O-I (Office-Institutional) to MU (Mixed Use). A conditional use is requested to allow 'Dwelling, 'For-Sale', Attached' as a permitted use in the MU district. Variances are requested to reduce the minimum lot size in the MU district; to increase the maximum impervious area; to reduce the minimum open space; and to reduce landscape strips. The property is located at 2650 Northwinds Parkway and is legally described as being located in Land Lots 799, 805 and 806, 1st District, 2nd Section, Fulton County, Georgia.
 - c. CU-21-03 Enriched Events/4150 Old Milton Parkway
Consideration of a conditional use to allow a 'Special Event Facility' in a 5,520 square foot suite in The Shops at Old Milton. A conditional use is requested to allow a 'Special Event Facility' for Enriched Events. The property is located at 4150 Old Milton Parkway, Suites 212, 213, 214 and 215 and is legally described as being located in Land Lot 90, 1st District, 1st Section, Fulton County, Georgia.
- VII. ADJOURNMENT



PLANNING COMMISSION MEETING SUMMARY MARCH 4, 2021

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

I. CALL TO ORDER

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

II. ROLL CALL

Members

- Francis Kung'u (Chair)
- Larry Attig
- Jamie Bendall (Alternate)
- Dana Davis
- William Perkins
- Candy Waylock
- Martine Zurinskas
- Fergal Brady (Vice-Chair) (Absent)
- Valerie Manley (Alternate) (Absent)

Staff Present

- Kathi Cook, Director of Community Development
- Michael Woodman, Senior Planner
- Ben Kern, Planner, GIS Specialist
- Elicia Taylor Planning and Zoning Coordinator
- Terry Bankhead Farmer, Information Technology

III. APPROVAL OF MEETING MINUTES

a. February 4, 2021 Minutes

- ❖ Commissioner Zurinskas offered a motion to approve
 - Commissioner Waylock seconded the motion
 - The motion was approved (7-0)

IV. ITEMS FROM BOARD MEMBERS

V. ITEMS FROM STAFF

VI. PUBLIC HEARING

a. MP-21-01/CLUP-21-02/Z-21-03/CU-21-02/V-21-04 The Bailey/Northwinds

This item was deferred by the Applicant. It was not be discussed or considered at this meeting.

Consideration of a master plan amendment, comprehensive land use plan amendment, rezoning, conditional use and variances to allow a 238,017 square foot wellness center, a 119-room boutique hotel, 37 'For-Sale' condominium units and 35,400 square feet of retail/restaurant use. A master plan amendment to the Northwinds Master Plan is requested to add 'Dwelling, 'For-Sale', Attached' to Pod A. A comprehensive land use plan amendment is requested from 'Corporate Office' to 'Mixed Use', as well as a rezoning from O-I (Office-Institutional) to MU (Mixed Use). A conditional use is requested to allow 'Dwelling, 'For-Sale', Attached' as a permitted use in the MU district. Variances are requested to reduce the minimum lot size in the MU district; to increase the maximum impervious area; to reduce the minimum open space; and to reduce landscape strips. The property is located at 2650 Northwinds Parkway and is legally described as being located in Land Lots 799, 805 and 806, 1st District, 2nd Section, Fulton County, Georgia.

b. PH-21-05 UDC Text Amendments – Backyard Chickens

Michael Woodman, Senior Planner, presented consideration of a text amendment to Unified Development Code (UDC) Subsection 2.2.6 R- 12 Dwelling, 'For-Sale', Residential, to add backyard chickens as an accessory use on minimum one (1) acre properties. Code Enforcement placed the applicant on notice that the zoning and lot size of his property does not comply with the City's backyard chicken regulations as it is less than one acre and in R-12 Zoning district. The UDC was amended in June 2020 to allow backyard chickens in the AG, RE, R, R-22 and R-15 zoning districts on minimum one (1) acre lots.

There was discussion from the Board :

- This came about as a result of a See Click Fix complaint to Code Enforcement
- Applicant has 24 letters of support from neighbors
- Requirements for owning chickens
- HOA Covenants supersede City Ordinance
- Backyard Chicken regulations in Other Jurisdictions
- Changes to City if ½ acre is permitted
- What if chicken owners across the City do not follow rules of Backyard Chicken Ordinance

Applicant presented:

- Background on neighborhood support
- Support animals for Ms. Rose
- Family Pets
- No Roosters

- Size & Location of Chicken Coop
- Neighbor has offered to lease part of his property to the Rose's if needed

Public Comment:

In Support:

1. Seth Gamba, 205 Birch Hollow Place
2. Fred Bunn, 750 Birch Drive
3. Mary Naylor, 200 Birch Hollow Place
4. Barbara Howell, 225 Birch Hollow Place
5. Vanessa Dyon, 8551 Birch Hollow Drive
6. Gary Becker, 8540 Birch Hollow Drive
7. Narasimha Acharya, 8590 Birch Hollow Drive

There was no opposition.

After discussion the Planning Commission recommended approval to permit to permit backyard chickens as an accessory use in the R-12 zoning district and to allow backyard chickens on minimum one-half (1/2) acre lots in the AG, RE, R, R-22, R-15 and R-12 zoning districts.

- ❖ Commissioner Attig offered a motion to approve
 - Commissioner Waylock seconded the motion
 - The motion was approved (6-1)(Bendall)

c. PH-21-03 UDC Text Amendments – Prerequisites for Public Hearing Requests

Michael Woodman, Senior Planner, presented consideration of text amendments to Unified Development Code, Article IV Procedures to add prerequisites pertaining to the submittal of a public hearing request.

There was no public comment.

After discussion, Planning Commission recommended unanimous approval, subject to changes clarifying that delinquent taxes, assessments, fees, fines or other indebtedness to the City pertains to a property and not a person.

1. No application shall be accepted or reviewed for completeness ~~from a person who owes~~ pertaining to a property on which delinquent taxes, assessments, fees, fines, or is otherwise indebted to the City until the taxes, assessments, debts, or obligations have been first fully discharged by payment, or ~~until an arrangement satisfactory to the Director has been made for the payment of such debts or obligations.~~

~~2. No application pertaining to~~ property that is not in compliance with applicable City codes and ordinances shall be accepted or reviewed for completeness until the property is brought into compliance, or until an arrangement satisfactory to the Director has been made for bringing the property into compliance.

~~32.~~ It shall be the Applicant's responsibility to provide evidence or proof that (i) all taxes

and fees have been paid, or that other arrangements have been made for payment of said taxes, fees, etc. and/or (ii) the property has been brought into compliance or that arrangements have been made to bring the property into compliance.”

- ❖ Commissioner Bendall offered a motion to approve
 - Commissioner Zurinkas seconded the motion
 - The motion was approved (7-0)

VII. ADJOURNMENT

Chairman Kung’u adjourned the meeting at 8:04 p.m.



CITY COUNCIL MEETING STAFF REPORT

SUBMITTING DEPARTMENT: COMMUNITY DEVELOPMENT

SUBMITTED BY: KATHI COOK

DRAFTED BY: MICHAEL WOODMAN

I. AGENDA ITEM TITLE: Z-20-05/CU-20-09/V-20-14 ALCOVY CONDOMINIUM/82 & 92 THOMPSON STREET

PLANNING COMMISSION: APRIL 1, 2021

CITY COUNCIL: APRIL 26, 2021

II. RECOMMENDATION:

Approve Z-20-05/CU-20-09/V-20-14 Alcovy Condominium/82 & 92 Thompson Street, subject to the following conditions:

1. The site, consisting of approximately 1.13 acres, shall be zoned DT-LW and developed substantially similar to site plan submitted by Engineering 303, revised 3/22/2021, except for modifications required to comply with the conditions below. However, lot yield depicted is not guaranteed and subject to meeting all City code requirements and conditions of zoning.
2. Architecture and materials shall be developed substantially similar to the renderings prepared by D. Tracy Ward, dated 3/17/2021, except for modifications required to comply with these conditions and in compliance with the Alpharetta Downtown Code, subject to final approval by DRB. The buildings shall not have rooftop amenities.
3. Thompson Street streetscape shall generally be improved, as follows: 30' half width right-of-way to incorporate an 8' sidewalk (concrete with brick banding), 6' planter, 8' on-street parking, 10' travel lane, street trees and decorative pedestrian lighting, with final approval by Staff.
4. Shade trees shall be required in the planter along Thompson Street and behind the sidewalk in the 10' landscape strip as a continuation of what has been planted or designed in the Downtown and outside of utility easements, as approved by Staff. In lieu of tree grates, the soil area around street trees shall be planted with evergreen ornamental grasses, groundcovers and/or shrubs.
5. Project pedestrian entrance shall include decorative landscaping and wall, as depicted on submitted renderings, with final approval by Staff.
6. Amenity space shall be developed with decorative landscaping, hardscape, walls and seating. Landscape plan shall include plant selections promoting the historic Downtown.
7. Tree removal shall be limited to the site plan prepared by Engineering 303, revised 3/22/2021.
8. Developer shall construct an 8' accessible, concrete connection between the Alpha Loop and Thompson Street sidewalk along the east side of the property, as shown on the site plan prepared by Engineering 303, revised 3/22/2021. Alpha Loop connection shall be placed within a minimum 12' public right-of-way or a permanent easement and shall include lighting (bollards), landscape, hardscape, wayfinding signage and crosswalk at Kingry Lane. Crosswalk at Kingry Lane shall be located on the west side of the intersection lining up with the existing sidewalk along Kingry Lane, as approved by Staff. If the developer is able to secure an easement for the Alpha Loop from the adjacent property to the east, Alpha Loop alignment may be shifted to the east along the common property line, as approved by Staff.
9. Fences and walls visible from the public right-of-way shall be decorative, as approved by Staff.
10. Prior to the issuance of an LDP, developer shall provide the City with an engineering justification showing that the proposed Alpha Loop connection and existing channel along eastern property line will function properly. Any modification to the existing channel would require a hydraulic trespass assessment.
11. Stream buffer encroachment shall be permitted as depicted on the site plan prepared by Engineering 303, revised 3/22/2021. Developer shall mitigate stream buffer encroachment through

stream restoration on the subject property and the adjacent property to the west under common ownership. A stream restoration plan shall be approved by Staff prior to the issuance of an LDP and restoration completed prior to the commencement of building construction or at the beginning of the first planting season after building construction commences. A 3-year maintenance bond shall be provided to the City upon acceptance by the City of the completed stream restoration project.

12. Underground stormwater facility discharge point, as proposed, shall require permission from the adjacent downstream property owner to the east.
13. No more than 10% of the residential units shall be permitted to be rented, as recorded in the HOA's declarations and covenants.

III. REPORT IN BRIEF:

The applicant, Alcovy Group, LLC, is requesting to rezone 1.13 acres from O-P (Office-Professional) and R-12 (Dwelling, 'For-Sale', Residential) to DT-LW (Downtown Live-Work) in order to construct ten (10) 'For-Sale' condominium units in two (2) buildings. A conditional use is requested to increase the residential density above eight (8) dwelling units per acre to 8.85 dwelling units per acre and a variance is requested to allow a stream buffer encroachment. The subject property is located at 82 and 92 Thompson Street at the northwest corner of Thompson Street and Kingry Lane.

DISCUSSION

The submitted request, if approved, would allow for the construction of ten (10) 'For-Sale' condominium units in two (2) buildings on 1.13 acres in the Downtown. The proposed residential density is 8.85 dwelling units per acre, which requires a conditional use to exceed eight (8) dwelling units per acre. A rezoning is proposed from O-P (Office-Professional) and R-12 (Dwelling, 'For-Sale', Residential) to DT-LW (Downtown Live-Work), as well as a variance to allow a stream buffer encroachment. The subject property is located at 82 and 92 Thompson Street at the northwest corner of Thompson Street and Kingry Lane.

The property represents two (2) parcels of land with frontage on Thompson Street. Both properties are developed with single-family detached homes, of which one (1) was previously used as a law office. Surrounding properties are zoned MU (Mixed Use) and DT-R (Downtown Residential) to the north, O-P to the east, O-I (Office-Institutional) to the south and DT-LW to the west. Voysey and The Rows subdivisions are located to the north, the Moss property to the east, State Bank to the south and Alcovy Place is under construction to the west. The proposed use is consistent with the Comprehensive Land Use Plan designation of the property, which is 'Mixed Use Live Work'.

The applicant requests a variance from Unified Development Code (UDC) Section 3.3.6(C)(1)(a) Stream Buffer Protection – Land Development Requirements, which requires a 50' undisturbed natural vegetative buffer on both banks of a non-perennial stream and an additional 25' impervious setback for a total of 75'. The UDC prohibits impervious cover within the 25' impervious setback, which includes man-made structures that impede the natural infiltration of water into the ground. The site plan depicts the rear portion of the building in the 75' impervious setback and an underground stormwater facility is depicted in the 50' stream buffer. Also, an existing 3,800 square foot concrete parking lot located at the rear of 82 Thompson Street encroaches into the City and State stream buffers. The applicant proposes to remove the parking lot and stabilize the streambanks, which requires a stream buffer variance from both the City and State.

In order to mitigate the impacts to the stream buffer, the applicant's engineer proposes to stabilize the stream banks using Geo-Lifts, Rock Cross Vanes and Rock J Hooks. After streambank stabilization, the stream buffers are proposed to be replanted to buffer standards, per the USACE, State and City requirements. If approved, Staff recommends that the stream be restored back to a stable state with appropriate dimensions, pattern and profile. Stream restoration should extend upstream on the applicant's adjacent property to the west and should address the existing erosion issue at the upstream Alpha Loop bridge.

The Downtown Master Plan 5-Year market demand study reflects a demand potential of 45 – 50 high-end condominium units. The demand analysis is intended to be a measure of market viability, not a prediction or recommendation for Downtown development. As shown in the table below, 48 high-end condominium units have been approved in the Downtown in the five (5) years since the adoption of the 2015 Downtown Master Plan update.

Downtown Overlay – Residential Approvals since the 2015 Downtown Master Plan Update

Development Name	Type	Acres	Density
The 1858	11 SFD	1.68 acres	6.55 du/ac
AlphaDev	11 SFD, 6 TH	2.21 acres	7.7 du/ac
Alcove Place	10 SFD	1.23 acres	8.1 du/ac
City Center/Voysey	42 SFD, 168 For-Rent	25 acres	8.0 du/ac
Midwick	17 SFD, 23 TH	5.85 acres	6.8 du/ac
Old Milton Holdings (Foundry)	25 SFD, 137 TH	23.89 acres	6.8 du/ac
Thompson Street Flats (Kairos)*	24 Condo (High)	2.39 acres	10.0 du/ac
Burnett Circle (Ouray)	43 TH	5.72 acres	7.5 du/ac
Weyhill	9 SFD	3.1 acres	2.9 du/ac
Teasley Place	24 Condo (High)	2.2 acres	10.9 du/ac
East of Main	60 SFD, 42 TH	13.87 acres	7.35 du/ac
Twelve on Canton	12 SFD	5.46 acres	2.2 du/ac
The Maxwell	58 SFD, 80 Condo (Mid)	12.91 acres	10.7 du/ac
Rowes Downtown (Tiffany Square)	22 SFD	3.26 acres	6.75 du/ac
Chelsea Walk	49 TH	7.04 acres	7.0 du/ac
Manning on the Square	58 SFD	11.7 acres	4.96 du/ac
Villa Magnolia	26 SFD	3.53 acres	7.37 du/ac

*Pending public hearing request to replace 12 condo units with 10 single-family detached homes.

Downtown Overlay – Number of Approved Residential Units by Type

Residential Type	Number Approved
Single-Family Detached	366 units
Townhome	300 units
Condominium (Mid-Entry)	80 units
Condominium (High-End)	48 units
For-Rent	168 units
TOTAL	957 units (82% For-Sale/18% For-Rent)

SITE PLAN

The submitted site plan depicts ten (10) condominium units in two (2), 3-story buildings over basement-level structured parking. Access to parking is proposed from the Alcove Place development to the west, which is under common ownership and currently under construction. Condominium units will range in size from 2,200 – 2,400 square feet. Minimum building setbacks are consistent with the DT-LW development regulations.

The basement-level parking includes 27 parking spaces and six (6) on-street, parallel parking spaces are depicted along Thompson Street. The Downtown Code requires two and a half (2.5) parking spaces per unit for residents and guests for a total of 25 parking spaces.

The site plan calls out 14,543 square feet, or 29.6%, open space, which includes the central courtyard, balconies, common areas, and the Alpha Loop. The applicant's proposal exceeds the minimum 13.3% amenity space required in the DT-LW district and conditional use requests to increase density. If approved, amenity areas should include improvements associated with gathering and seating areas.

The City completed construction of the Alpha Loop on the subject property in Spring 2020. The applicant's site plan depicts an eight-foot (8') concrete path connection between the Alpha Loop and Thompson Street sidewalk along the east side of the property. The proposed connection, which lies within a 12' easement, is consistent with the City's planned connections between the Alpha Loop and Thompson Street sidewalk approximately every 500' along the corridor. The connection also lines up with the Kingry Lane sidewalk, which will facilitate a future Alpha Loop connection over to Old Milton Parkway. The site plan depicts the crosswalk on the east side of the intersection at Thompson Street and Kingry Lane. However, Staff recommends moving it to the west side of the intersection to limit the number of crossings. If the applicant is able to secure an easement from the adjacent property to the east for the Alpha Loop connection and drainage, the connection may straddle the common property line.

Many of the trees on the property are in 'Poor' condition or have been deemed hazardous due to their structural condition. Tree# 140 is a 17" Dogwood in 'Good' condition, which qualifies as a specimen tree. However, that tree is located up against Thompson Street and would be removed with the completion of the required streetscape. The only other tree warranting design consideration is Tree# 142, which is a 16" Magnolia classified as a tree of quality (not specimen). That tree sits front and center on the property and would require the buildings to be pushed further back into the stream buffer. Trees in the stream buffers not impacted by the stream buffer variance would remain unless removed as part of the stream restoration plan.

An underground stormwater management facility is depicted at the northeast corner of the building and within the City's stream buffer. The discharge point is depicted on the downstream property to the east, which requires permission from that property owner.

RENDERINGS

According to the applicant's architect, the proposed renderings reflect a Mercantile/Mill architectural style. Buildings are depicted to be 3-stories with flat rooftops. To address density and massing concerns from Staff and residents in the area, the applicant removed one (1) condominium unit on the 3rd floor of each building and stepped the 3rd floor back on each side. The result is one (1) penthouse unit with outdoor amenity areas on the 3rd floor of each building.

The primary building material is brick with surfaces varying in color and texture. Stone is depicted on the basement-level parking deck with decorative louvers on the rear of the building providing ventilation while screening the view of cars from the Alpha Loop. Covered balconies are depicted on the front and sides of the buildings and balconies overlooking the natural area and Alpha Loop are located on the rear of the building. Rear balconies have metal railings and are cantilevered out from the buildings using steel beams.

TRAFFIC

Staff estimates that the proposed ten (10) condominium units would generate five (5) PM Peak Hour trips.

SCHOOLS

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

FULTON COUNTY SCHOOLS – 12 Condominium Units

School	Single Family Average #
Manning Oaks Elementary School	0 to 2 students
Hopewell Middle School	0 to 1 students
Alpharetta High School	0 to 1 students
TOTAL	0 to 4 students

Based on the total figure for all three school levels, it can be assumed that the proposed development could house approximately 0 – 4 school age children. Numbers provided by Fulton County Schools show that Alpharetta High School is currently over capacity.

STANDARDS FOR ZONING CHANGES

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

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

Response: The proposed condominium use is a permitted housing type in the DT-LW zoning district. In addition, a variety of residential types adds to the character and interest of a downtown. In an effort to address density and building massing concerns from Staff and surrounding residents, the applicant reduced the number of units from twelve (12) to ten (10) and stepped the 3rd floor of each building back on each side.

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

Response: The proposed condominium use is a permitted housing type in the DT-LW zoning district. In addition, a variety of residential types adds to the character and interest of a downtown. In an effort to address density and building massing concerns from Staff and surrounding residents, the applicant reduced the number of units from twelve (12) to ten (10) and stepped the 3rd floor of each building back on each side.

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

Response: The applicant's proposal reflects a stream buffer encroachment. However, the applicant proposes stream buffer mitigation that would address existing erosion issues on the stream.

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

Response: The subject properties could be developed with an office and a single-family detached home under the existing zoning of O-P and R-12. While the future land use of Thompson Street allows for a live-work environment, non-residential uses have not been developed or approved along this corridor. The proposed use and density are consistent with surrounding development.

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 increase demand on public facilities and services; however, the increase should be insignificant due to the size of the property and development.

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

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

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

Response: The applicant's zoning proposal reflects a reasonable balance. In an effort to address density and building massing concerns from Staff and surrounding residents, the applicant reduced the number of units from twelve (12) to ten (10) and stepped the 3rd floor of each building back on each side.

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

Response: The subject properties could be developed with an office and a single-family detached home under the existing zoning of O-P and R-12. While the future land use of Thompson Street allows for a live-work environment, non-residential uses have not been developed or approved along this corridor. The proposed use and density are consistent with surrounding development.

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

Response: The proposed rezoning to DT-LW is consistent with the Comprehensive Land Use Plan designation of the property, which is 'Mixed Use Live Work'.

CONDITIONAL USE REVIEW CRITERIA

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

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

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

Response: Access to the property is proposed through the adjacent subdivision, Alcovy Place, which contributes to a walkable environment by limiting the number of curb cuts. Staff and area residents had concerns with the applicant's initial proposal with respect to density and building massing. In response, the applicant reduced the number of units from twelve (12) to ten (10) and stepped the 3rd floor of each building back on each side. The applicant's request to increase density to 8.85 dwelling units per acre is below the maximum density approved on Thompson Street. Thompson Street Flats has the highest density on Thompson Street at ten (10) dwelling units per acre.

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

Response: Refuse and services areas will be provided in the basement-level parking deck. All required resident and guest parking spaces are met in the structured parking deck.

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

Response: While the buildings meet the City's maximum height of three (3) stories and 40', as measured across the front of the building, they will have the appearance of being larger as viewed from the Alpha Loop due to the topography of the property. In an effort to address building massing concerns from Staff and surrounding residents, the applicant reduced the number of units from twelve (12) to ten (10) and stepped the 3rd floor of each building back on each side. If approved, lighting on the rear of the building should be minimal and the stream buffer should be heavily planted.

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

Response: Not applicable.

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

Response: A variety of residential types would add to the character and interest of the Thompson Street corridor. Staff and area residents had concerns with the applicant's initial

proposal with respect to density and building massing. In response, the applicant reduced the number of units from twelve (12) to ten (10) and stepped the 3rd floor of each building back on each side. The applicant's request to increase density to 8.85 dwelling units per acre is below the maximum density approved on Thompson Street. Thompson Street Flats has the highest density on Thompson Street at ten (10) dwelling units per acre.

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

Response: A variety of residential types would add to the character and interest of the Thompson Street corridor. Staff and area residents had concerns with the applicant's initial proposal with respect to density and building massing. In response, the applicant reduced the number of units from twelve (12) to ten (10) and stepped the 3rd floor of each building back on each side. The applicant's request to increase density to 8.85 dwelling units per acre is below the maximum density approved on Thompson Street. Thompson Street Flats has the highest density on Thompson Street at ten (10) dwelling units per acre.

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

Response: Not applicable.

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 upon a finding that":

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

Response: The property has topographic challenges due to the presence of a stream. In addition, there is existing erosion along the stream at the newly constructed upstream bridge on the Alpha Loop that could be resolved with stream restoration. If approved, it is recommended that the stream buffer encroachment be mitigated with stream restoration.

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

Response: Application of the Ordinance would not create an unnecessary hardship. However, there is existing erosion along the stream at the newly constructed upstream bridge on the Alpha Loop that could be resolved with stream restoration. If approved, it is recommended that the stream buffer encroachment be mitigated with stream restoration.

(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 topographic challenges due to the presence of a stream. In addition, there is existing erosion along the stream at the newly constructed upstream bridge

on the Alpha Loop that could be resolved with stream restoration. If approved, it is recommended that the stream buffer encroachment be mitigated with stream restoration.

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

Response: The property has topographic challenges due to the presence of a stream. In addition, there is existing erosion along the stream at the newly constructed upstream bridge on the Alpha Loop that could be resolved with stream restoration. If approved, it is recommended that the stream buffer encroachment be mitigated with stream restoration.

CONCURRENCES

Staff has reviewed the applicant's proposal and finds that it can generally support the request for rezoning, conditional use and variance. The DT-LW zoning district is appropriate for use on the subject property given its comprehensive land use plan designation and a variety of residential types would add to the character and interest along Thompson Street. Staff and area residents had concerns with the applicant's initial proposal with respect to density and building massing. In response, the applicant reduced the number of units from twelve (12) to ten (10) and stepped the 3rd floor of each building back on each side. The applicant's request to increase density to 8.85 dwelling units per acre is below the maximum density approved on Thompson Street. In addition, the existing erosion along the stream at the newly constructed upstream bridge on the Alpha Loop could be resolved with stream restoration by the applicant.

CITIZEN PARTICIPATION PLAN

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

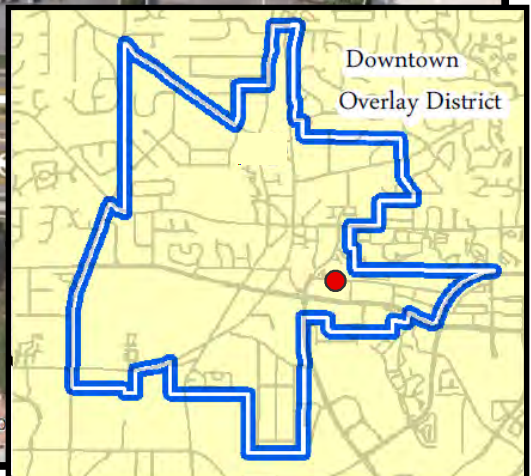
COMMUNITY ZONING INFORMATION MEETING

CZIM was held on January 13, 2021. There were several questions and comments regarding the applicant's proposal. Public concerns included lighting, increased traffic on Thompson Street, the marketability of the proposed product type given the vacancies at Thompson Street Flats, stream erosion, the amount of balcony area on the rear side of the building impacting privacy, and tree removal.

In addition, the City received several emails from the public with concerns that the massing and scale of the buildings is not appropriate given the property's location on the Alpha Loop. There were also concerns over tree removal and stormwater runoff.

IV. ATTACHMENTS:

- Site Plan
- Renderings

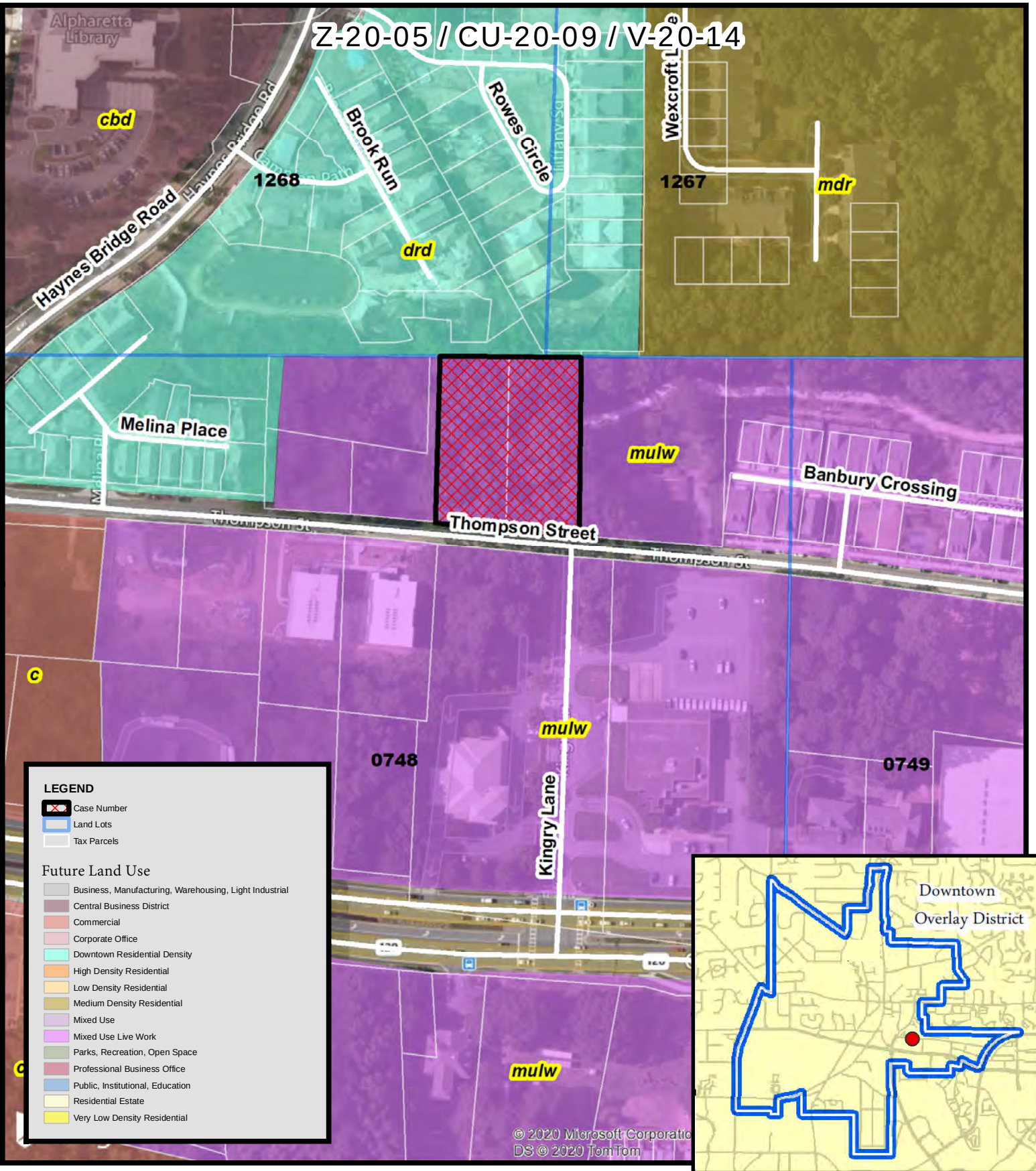


Aerial Map
Alcove Condominiums
82 & 92 Thompson Street

Z-20-05 / CU-20-09 / V-20-14
D/LL: 1/2/748
PC: 4/1/21
CC: 4/26/21

Location Map Provided by:
Community Development - GIS

Z-20-05 / CU-20-09 / V-20-14



Future Land Use
Alcovy Condominiums
82 & 92 Thompson Street

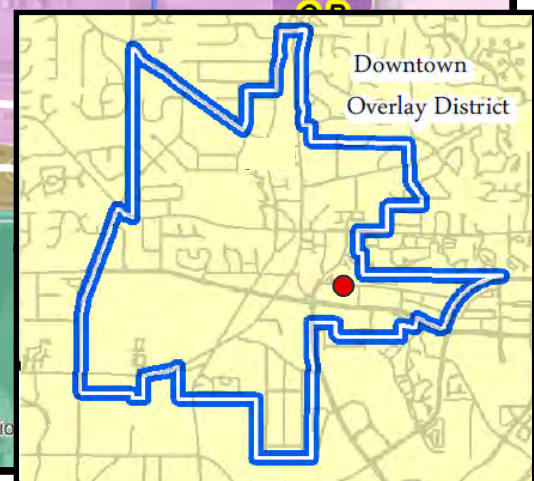
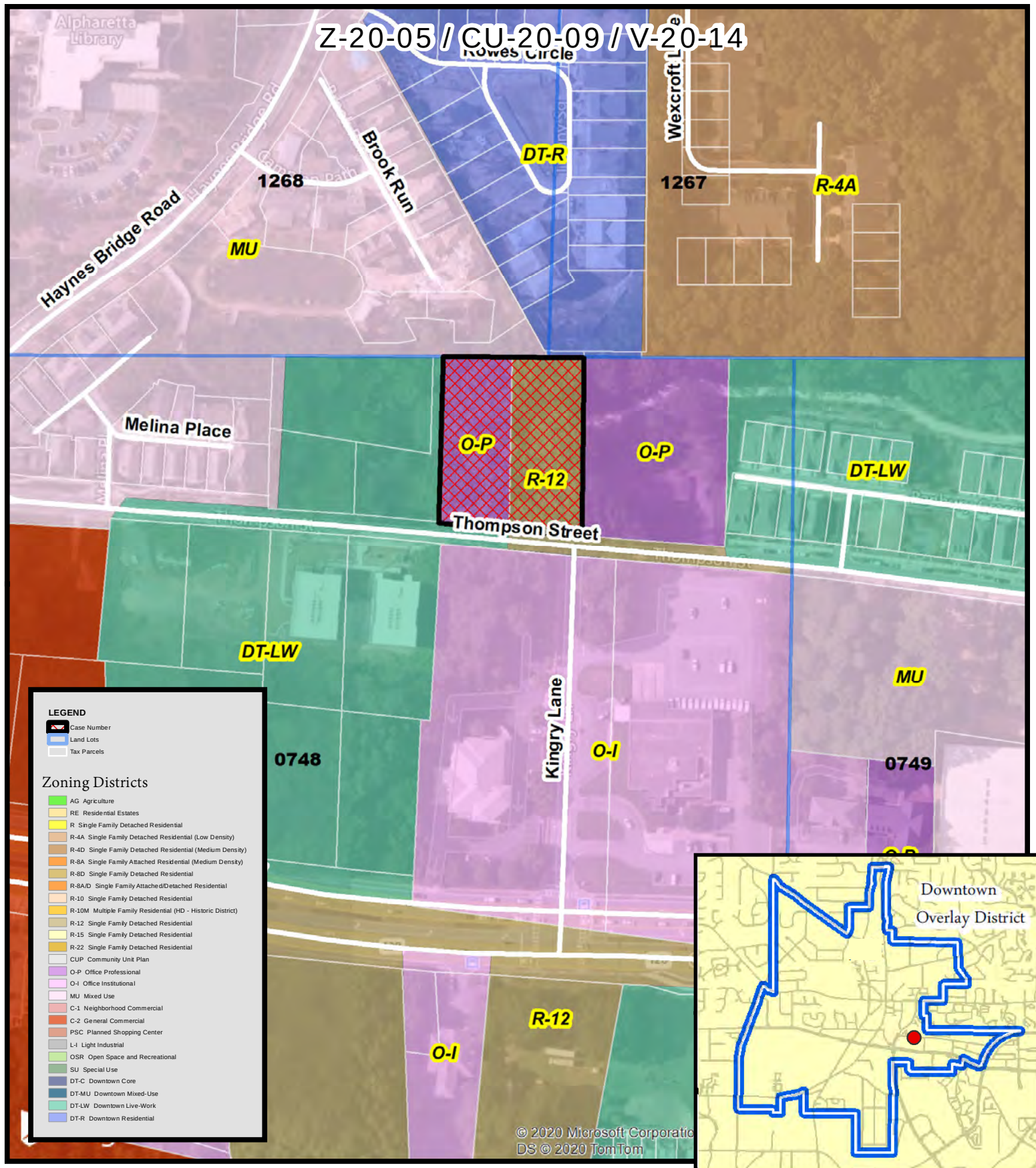
Z-20-05 / CU-20-09 / V-20-14

D/LL: 1/2/748

PC: 4/1/21

CC: 4/26/21

Location Map Provided by:
Community Development - GIS



Zoning Map
Alcovy Condominiums
82 & 92 Thompson Street

Z-20-05 / CU-20-09 / V-20-14

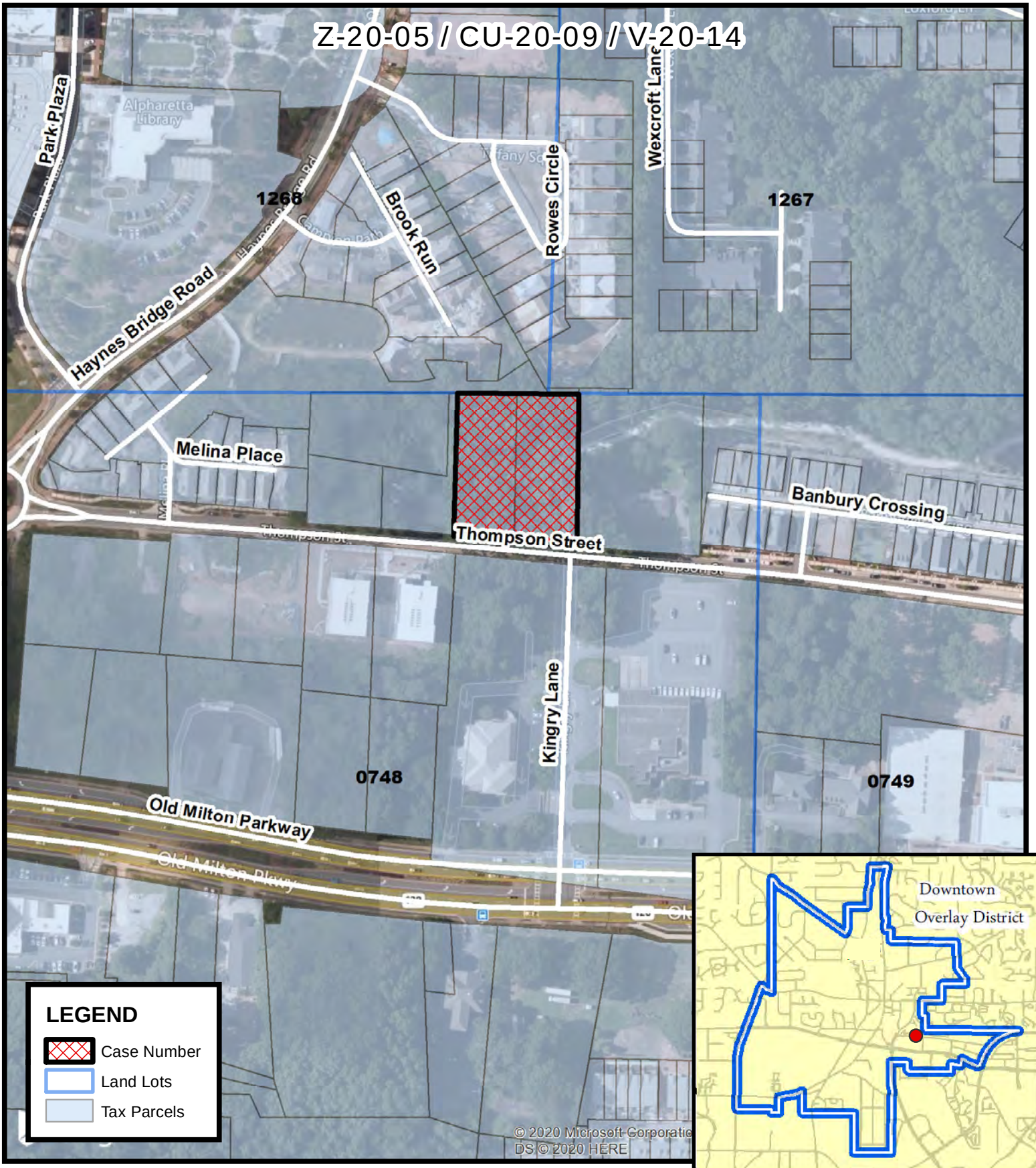
D/LL: 1/2/748

PC: 4/01/21

CC: 4/26/21

Location Map Provided by:
Community Development - GIS

Z-20-05 / CU-20-09 / V-20-14



Location Map
Alcovy Condominiums
82 & 92 Thompson Street

Z-20-05 / CU-20-09 / V-20-14

D/LL: 1/2/748

PC: 4/01/21

CC: 4/26/21

Location Map Provided by:
Community Development - GIS

From: Woodman, Michael
To: Nick
Cc: Taylor, Elicia
Subject: RE: Alcovy Zoning Meeting Feedback
Date: Monday, January 25, 2021 12:20:26 PM

Nick,

Thank you for participating in the public hearing process. We will include your comments with this file as it moves through the process. Please note that public comment is also available at the Planning Commission and City Council meetings scheduled for Thursday, February 4th and Monday, February 22nd at 6:30 PM, respectively. Please let me know if you have any questions.

Best regards,

Michael A. Woodman, AICP
Senior Planner

City of Alpharetta
Community Development Department
2 Park Plaza
Alpharetta, Georgia 30009
(678) 297-6072
www.alpharetta.ga.us

From: Nick [REDACTED]
Sent: Monday, January 25, 2021 11:46 AM
To: Woodman, Michael <mwoodman@alpharetta.ga.us>
Subject: Alcovy Zoning Meeting Feedback

Dear Michael,

I appreciate the Planning Committee call on January 13th discussing the Alcovy Condominium's. As I think more about the project and discuss with my neighbors, I wanted to reiterate and express why I think it's wrong for the burgeoning community on Thompson Street.

At a high level, the builder would like to deviate from their current planned single home development and build two mid-rise buildings, 6 units each for a total of 12 (similar to the Lofts on Thompson Street), 3 stories high as viewed from on Thompson Street and 4 stories as viewed on the Loop side. The two projects would be connected via a shared road that runs parallel to the Loop.

My personal concerns are:

- Lack of demand – The Flats on Thompson still have two condos for sale at the moment, one selling for \$925k on market since Feb. 2019, the 2nd for \$1.2M since Sep. 2019. The second phase of The Flats has been cancelled due to a lack of demand. While the Planning & Zoning team suggested additional market studies, the builder reiterated he believes demand is there with no proof.
- Aesthetics – while the height of the building meets Alpharetta requirements, it will be noticeably different than Vosey's and other homes along the Loop. It's a very large commercial building flat roof between typical A frame style homes.
- Aesthetics – two large 4-story buildings on top of the Loop will take away from the quaint nature of the walk. The builder disagrees, explaining the buildings breakup the visual monotony of the homes. It's that monotony that provides the quaint views along the loop.
- Aesthetics - all trees to be removed except for a few by the Loop exposing the entire building to the Loop.
- Aesthetics - the private Alcovy Street used to enter the condo buildings parking will be very close to the Alpha Loop exposing Loop walkers to see cars/trucks entering and exiting the parking lot.
- Water Runoff - to be drained directly into the creek. The builder will reinforce and protect the area of the creek in front of the proposed development, but our concerns extend to the rest of the creek which has seen rapid erosion in the past couple of years.
- Another caller mentioned the Voysey homes loss of privacy as looking directly onto the condo three stories of balconies/windows.
- Better suited for South-side Thompson Flats garage seen cars driving under

So in my humble opinion, this project is wrong for that location on the North side of Thompson Street and does not warrant a zoning change/variance. I believe our Thompson Street community is organically developing into an old time neighborhood of traditional homes that enhance the Loop experience and not distract from it. Please feel free to reach out for any clarifications.

Warm regards,
Nick Grecco



From: [Woodman, Michael](#)
To: [Katherine Bogart](#)
Cc: [Taylor, Elicia](#)
Subject: RE: ALCOVY CONDOS 82/92 THOMPSON ST
Date: Wednesday, January 27, 2021 1:11:40 PM

Good afternoon Katherine.

Thank you for participating in the public hearing process. We will include your comments with this file as it moves through the process. Please note that public comment is also available at the Planning Commission and City Council meetings scheduled for Thursday, February 4th and Monday, February 22nd at 6:30 PM, respectively.

The proposed plan does meet the required parking. There are 27 spaces in the basement-level parking deck and 6 on-street spaces, of which the Code allows developments to count the on-street spaces adjacent to the site. However, Staff has noted a concern in the staff report with a residential development not meeting all required parking on the property. Also, the proposed building setback on Thompson Street meets the required setback.

Please let me know if you have any questions.

Best regards,

Michael A. Woodman, AICP
Senior Planner

City of Alpharetta
Community Development Department
2 Park Plaza
Alpharetta, Georgia 30009
(678) 297-6072
www.alpharetta.ga.us

From: Katherine Bogart <[REDACTED]>
Sent: Wednesday, January 27, 2021 12:45 PM
To: Woodman, Michael <mwoodman@alpharetta.ga.us>
Subject: ALCOVY CONDOS 82/92 THOMPSON ST

Good day Mr. Woodman,
We are neighbors to the proposed dev't, living in Midwick
Subdivision on Thompson St.

We object to rezoning allowing 12 condo units for the following reasons:

- City code requires 2.5 parking per unit; 12 units=30 spots. The plan has approximately 25. Parking on Thompson St is already dreadfully dense & often dangerous/ impossible.
- The units as shown appear to lack sufficient setback from Thompson St, unlike the Flats which have a more appropriate & nicely landscaped setback from the street.
- The apparent "clear cutting" of native trees on the property has negatively altered views from the street as well as the AlphaLoop. This is a shame as the Loop is the jewel of Alpharetta! Shade trees have been lost & the condos seemingly loom over the path. There needs to be plenty of space for a nicely landscaped "buffer."

Thanks for your consideration!

Regards,

Kate & Steve Bogart

360 Banbury Xing 30009

From: [Woodman, Michael](#)
To: [Stephen Bogart](#)
Cc: [katebogart](#); [Taylor, Elicia](#)
Subject: RE: ALCOVY CONDOS 82/92 THOMPSON ST
Date: Wednesday, January 27, 2021 2:25:56 PM

Stephen,

Thank you for participating in the public hearing process. We will include your comments with this file as it moves through the process. Please note that public comment is also available at the Planning Commission and City Council meetings scheduled for Thursday, February 4th and Monday, February 22nd at 6:30 PM, respectively.

Best regards,

Michael A. Woodman, AICP
Senior Planner

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2 Park Plaza
Alpharetta, Georgia 30009
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From: Stephen Bogart [REDACTED]
Sent: Wednesday, January 27, 2021 2:17 PM
To: Woodman, Michael <mwoodman@alpharetta.ga.us>
Cc: katebogart@hotmail.com
Subject: Re: ALCOVY CONDOS 82/92 THOMPSON ST

Michael: I think you know well that street parking is "fair game" to everyone on Thompson Street as well as those going to downtown activities, shops, etc. There simply is not sufficient parking for this proposal. Realistically, there are 3 vehicles for every other home and therefore 2.5 spots are needed for residents alone. This does not provide for any guest parking nor does it provide for the influx of service vehicles that are numerous over the first year for new construction and often occupy more than one space. The parking of 27 spots is totally insufficient for 12 units and will put a strain on other developments who are also under-spaced for parking. Therefore, we encourage the city to reconsider its inclusion of on-street parking as meeting the requirement of 2.5 per unit.

Also, based on the plan, a large building practically on top of Thompson Street and the Loop detracts from the character of the area and further reduces trees that provide shade in the summer months. The portion of the loop curves very close to the building and provides an "institutional appearance" unlike other homes along the Alphaloop. In fact it will be the only apartment style home on the loop.

We are strongly opposed to this proposed development.

regards,

Stephen and Katherine Bogart

On Wednesday, January 27, 2021, 01:57:24 PM EST, Katherine Bogart [REDACTED] wrote:

From: Woodman, Michael <mwoodman@alpharetta.ga.us>

Sent: Wednesday, January 27, 2021 1:11 PM

To: Katherine Bogart [REDACTED]

Cc: Taylor, Elicia <etaylor@alpharetta.ga.us>

Subject: RE: ALCOVY CONDOS 82/92 THOMPSON ST

Good afternoon Katherine.

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From: Katherine Bogart <[REDACTED]>
Sent: Wednesday, January 27, 2021 12:45 PM
To: Woodman, Michael <mwoodman@alpharetta.ga.us>

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Thanks for your consideration!

Regards,

Kate & Steve Bogart

360 Banbury Xing 30009

From: [Woodman, Michael](#)
To: [Stephen Bogart](#)
Cc: katebogart@hotmail.com; [Taylor, Elicia](#)
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Date: Wednesday, January 27, 2021 2:25:56 PM

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From: Stephen Bogart <stephenbogart@yahoo.com>
Sent: Wednesday, January 27, 2021 2:17 PM
To: Woodman, Michael <mwoodman@alpharetta.ga.us>
Cc: katebogart@hotmail.com
Subject: Re: ALCOVY CONDOS 82/92 THOMPSON ST

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regards,

Stephen and Katherine Bogart

On Wednesday, January 27, 2021, 01:57:24 PM EST, Katherine Bogart <katebogart@hotmail.com> wrote:

From: Woodman, Michael <mwoodman@alpharetta.ga.us>

Sent: Wednesday, January 27, 2021 1:11 PM

To: Katherine Bogart <katebogart@hotmail.com>

Cc: Taylor, Elicia <etaylor@alpharetta.ga.us>

Subject: RE: ALCOVY CONDOS 82/92 THOMPSON ST

Good afternoon Katherine.

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From: Katherine Bogart <katebogart@hotmail.com>

Sent: Wednesday, January 27, 2021 12:45 PM

To: Woodman, Michael <mwoodman@alpharetta.ga.us>

Subject: ALCOVY CONDOS 82/92 THOMPSON ST

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Thanks for your consideration!

Regards,

Kate & Steve Bogart

360 Banbury Xing 30009

From: Woodman, Michael
To: Andy Christiansen, [REDACTED]
Cc: Taylor, Elcia
Subject: RE: Condo's vs single family
Date: Tuesday, January 19, 2021 8:46:17 AM

Good morning Andy.

Thank you for participating in the public hearing process. The Downtown zoning district applicable to this property allows single family homes, townhomes and condominiums. The condominiums are being proposed by the owner of the property, not the City. We will include your comments with this file as it moves through the process. Please note that public comment is also available at the Planning Commission and City Council meetings scheduled for Thursday, February 4th and Monday, February 22nd at 6:30 PM, respectively. Please let me know if you have any questions.

Best regards,

Michael A. Woodman, AICP
Senior Planner

City of Alpharetta
Community Development Department
2 Park Plaza
Alpharetta, Georgia 30009
(678) 297-6072
www.alpharetta.ga.us

From: Andy Christiansen, PCC, CLC [REDACTED]
Sent: Tuesday, January 19, 2021 7:54 AM
To: Woodman, Michael <mwoodman@alpharetta.ga.us>
Subject: Condo's vs single family

Hello,
Your sign near voysey states 10 single family homes. The condos do not look good or fit the area. Why not good looking single family homes?

Thank you,

Andy Christiansen, PCC, CLC



From: Woodman, Michael
To: Kendrick McLaughlin
Cc: Jim McLaughlin; Taylor, Elicia
Subject: RE: Alcove Condos
Date: Tuesday, January 19, 2021 8:40:56 AM

Good morning Kendrick.

Thank you for participating in the public hearing process. We will include your comments with this file as it moves through the process. Please note that public comment is also available at the Planning Commission and City Council meetings scheduled for Thursday, February 4th and Monday, February 22nd at 6:30 PM, respectively. Please let me know if you have any questions.

Best regards,

Michael A. Woodman, AICP
Senior Planner

City of Alpharetta
Community Development Department
2 Park Plaza
Alpharetta, Georgia 30009
(678) 297-6072
www.alpharetta.ga.us

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

From: Kendrick McLaughlin [REDACTED]
Sent: Friday, January 15, 2021 10:51 PM
To: Woodman, Michael <mwoodman@alpharetta.ga.us>
Cc: Jim McLaughlin [REDACTED]
Subject: Alcove Condos

Hi Mr Woodman:

My husband and I live in Alpharetta with our lab, fig, and we do a lot of walking in the area. We moved here from Midtown, where so called "progress" resulted in crowded roads, limited parking, and packed communities with increasing crime. We were so glad to get out of there.

We've often commented on Alpharetta's careful community planning, but were surprised and disturbed by the possible addition of the Alcove condos on Thompson Street - that street is already LINED with condos and houses and there will soon be a multi-use building on the corner. Do we really need more condos? And just because there is a few square feet of land available doesn't mean it has to developed!! Consider developing a natural green area with those beautiful old trees, rather than the standard landscaping trees and mulch.

May I suggest that you take a walk back there and imagine what it would be like to have multi story condos in that spot on Thompson St, with the Alpha Loop directly behind condos, are we going to be walking between big privacy fences? This can't be good...

Kendrick & Jim McLaughlin
12000 Campion Path
Alpharetta, GA 30009

From: [Woodman, Michael](#)
To: [Katy Sutter](#)
Cc: [Taylor, Elcia](#)
Subject: RE: Alcovy concerns
Date: Tuesday, January 19, 2021 8:41:39 AM

Good morning Katy.

Thank you for participating in the public hearing process. We will include your comments with this file as it moves through the process. Please note that public comment is also available at the Planning Commission and City Council meetings scheduled for Thursday, February 4th and Monday, February 22nd at 6:30 PM, respectively. Please let me know if you have any questions.

Best regards,

Michael A. Woodman, AICP
Senior Planner

City of Alpharetta
Community Development Department
2 Park Plaza
Alpharetta, Georgia 30009
(678) 297-6072
www.alpharetta.ga.us

From: Katy Sutter [REDACTED]
Sent: Sunday, January 17, 2021 11:30 AM
To: Woodman, Michael <mwoodman@alpharetta.ga.us>
Subject: Alcovy concerns

Hi Michael,

I live in the Midwick community between the Alpharetta Loop and Thompson Street. I am writing to you based on the number of concerns I have with the Alcovy condos being proposed between Midwick and Voysey. Honestly, I am completely surprised that Alpharetta would even consider such large and looming structures on the loop. When we were purchasing our townhouse, we were repeatedly told about how difficult and restrictive Alpharetta is with respect to the Alpha Loop and the visual "feel" that is so important. To see proposed large, 4 story structures is completely and utterly outside of the "vibe" of the Loop and the visual appearance of the community. We need to have similar styles and designs on the Loop. What is already built and the houses being proposed both beside Voysey as well as by Westside continue the feel of the community.

I also understand many/most of the trees will be removed, again taking away from the beautiful, trail like nature of the Alpha Loop. Not to mention the enormous water drainage issues that have already risen based on the developments.

The same builder built the Flats and not only are they an eyesore, but they haven't even sold out yet (in

such a demanding market area) and the others were cancelled. To give this builder all of the houses and the condos is completely irresponsible. It appears they are not interested in the community and the feel of the area, but in just making money. The comment "the condo buildings take away from the visual monotony of the houses" is downright horrible.

Please please please don't let this builder ruin the precious Loop.

Katy Sutter

[REDACTED]

[REDACTED]

[REDACTED]

From: [Woodman, Michael](#)
To: [Reese Kemp](#)
Cc: [Taylor, Elicia](#)
Subject: RE: Alcovy condo project.
Date: Friday, January 15, 2021 8:31:21 AM

Good morning Marisa.

Thank you for participating in the public hearing process. We will include your comments with this file as it moves through the process. Please note that public comment is also available at the Planning Commission and City Council meetings scheduled for Thursday, February 4th and Monday, February 22nd at 6:30 PM, respectively. Please let me know if you have any questions.

Best regards,

Michael A. Woodman, AICP
Senior Planner

City of Alpharetta
Community Development Department
2 Park Plaza
Alpharetta, Georgia 30009
(678) 297-6072
www.alpharetta.ga.us

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

From: Reese Kemp [REDACTED]
Sent: Thursday, January 14, 2021 7:27 PM
To: Woodman, Michael <mwoodman@alpharetta.ga.us>
Subject: Alcovy condo project.

Mr Woodman,

Please consider the homeowners in Alpharetta on the Alpha Loop in regards to approving the Alcovy Condos. In keeping with the aesthetics that Alpharetta has tried to maintain, my personal opinion is.... the condos/LWP as structured would crowd out the beauty and serene nature of the Alpha Loop. Mohan Meruga & Nanda Veluru's greed (over building) would severely damage the charm of Alpharetta, we've had enough shady developers take advantage of the city and homeowners. As a last resort, based on The Thompson Street Lofts situation, we can all see condo's in that price range do not sell. I am not opposed to more single family homes or towns homes on Thompson Street but the designs as presented do NOT belong on the Alpha Loop.

Thank you for taking the time to hear my concerns.

Sincerely,

Marisa Kemp

From: Mark Roberts
To: Woodman, Michael
Cc: Taylor, Elicia
Subject: Re: Alcovy flats
Date: Tuesday, January 19, 2021 8:58:24 AM

Thanks Michael.

From: Woodman, Michael <mwoodman@alpharetta.ga.us>
Date: Tuesday, January 19, 2021 at 8:56 AM
To: Mark Roberts [REDACTED]
Cc: Taylor, Elicia <etaylor@alpharetta.ga.us>
Subject: RE: Alcovy flats

Good morning Mark.

Thank you for participating in the public hearing process. We will include your comments with this file as it moves through the process. Please note that public comment is also available at the Planning Commission and City Council meetings scheduled for Thursday, February 4th and Monday, February 22nd at 6:30 PM, respectively. Please let me know if you have any questions.

Best regards,

Michael A. Woodman, AICP
Senior Planner

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Community Development Department
2 Park Plaza
Alpharetta, Georgia 30009
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www.alpharetta.ga.us

From: Mark Roberts [REDACTED]
Sent: Tuesday, January 19, 2021 8:53 AM
To: Woodman, Michael <mwoodman@alpharetta.ga.us>
Subject: Alcovy flats

Hey Michael, apologies that the first time I've reached out is to raise an issue.

I've been mulling over the Alcovy Flats being proposed for the Alphaloop. Having looked at the plans for several days, I can understand why Alcovy wants the density, but they feel totally out of place along the Alphaloop. It's one of the prettiest walks around here, defined by the meandering path, single family homes and wooded areas that you guys seem to have made a trademark of Alpharetta in that area. It was one of the things that attracted us to living in this area.

The words that come to mind when I look at the Alcovy flats are: imposing, castle, stark, monolithic.

It feels like they would be totally out of place, it feels like the flats have been lifted from the downtown area and dropped into a theme where they simply wouldn't fit & it feels like something was created to simply maximize profit and then move on.

Leaving the residents of Alpharetta to ponder this 'out of place building' for years to come.

I'd urge planning to reconsider, I thought the original plan was to continue the with single family homes along the Alphaloop, that was a great plan and would (IMHO) maintain the integrity and beauty of the Alphaloop path.

Rgds

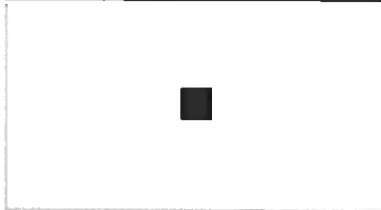
Mark



From: [Janel Newell](#)
To: [Woodman, Michael](#)
Cc: [Taylor, Elicia](#)
Subject: Re: Development on 82/92 Thompson Street
Date: Tuesday, January 19, 2021 8:54:40 AM

Thank you for the confirmation of my email and the quick response! The City has been fantastic in its responses to the many issues here in Voysey and, even if we don't always see eye to eye on every single issue, your responses are prompt and professional!

[REDACTED]



Janel Myers Newell

[REDACTED]

On Tue, Jan 19, 2021 at 8:44 AM Woodman, Michael <mwoodman@alpharetta.ga.us> wrote:

Good morning Janel.

Thank you for participating in the public hearing process. We will include your comments with this file as it moves through the process. Please note that public comment is also available at the Planning Commission and City Council meetings scheduled for Thursday, February 4th and Monday, February 22nd at 6:30 PM, respectively. Please let me know if you have any questions.

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Community Development Department
2 Park Plaza
Alpharetta, Georgia 30009
(678) 297-6072
www.alpharetta.ga.us

From: Janel Newell [REDACTED]
Sent: Tuesday, January 19, 2021 8:41 AM
To: Woodman, Michael <mwoodman@alpharetta.ga.us>
Subject: Development on 82/92 Thompson Street

Mr. Woodman -

I am disappointed that the developer has decided to change his plans for this particular project. I am not in favor of 12 condo units that are now proposed.

Single family homes will each have garages in the back facing the walking trail and my property. Garage doors will be on the garages - which these doors can be closed.

The proposed condos will have a general parking garage below each building (providing parking for 6 units each) and you will constantly see cars. As such, your view from the trail and from the homes on the other side of the trail will be looking directly at the cars.

Additionally, the condos across the other side of Thompson Street are not selling - there are still vacant and unoccupied units in the buildings. However, single family detached homes are much more sought after in this area and in this location.

Single family homes are in keeping with the structures that already border the trail in this area. I am asking that you hold the developer to the original plan. When you weigh the consequences of allowing condos in order to increase the developer's possible profit margin

(if the condos sell), it definitely weighs in favor of keeping the trail area as originally envisioned.

[REDACTED]

[REDACTED]

From: [Woodman, Michael](#)
To: [Taylor, Elicia](#)
Subject: FW: First, do no harm
Date: Wednesday, March 3, 2021 2:07:35 PM
Attachments: [Alcovy Condo to City Council 20210129.docx](#)
[image001.png](#)
[image002.png](#)

Public comment on Alcovy Thompson St for the file.

From: Cook, Kathi <Kcook@alpharetta.ga.us>
Sent: Wednesday, March 03, 2021 1:09 PM
To: Woodman, Michael <mwoodman@alpharetta.ga.us>; Truelove, Zachary <ZTruelove@alpharetta.ga.us>; Graves, Eric <egraves@alpharetta.ga.us>
Subject: FW: First, do no harm



From: O'Dwyer, Amber <aodwyer@alpharetta.ga.us>
Sent: Wednesday, March 03, 2021 11:15 AM
To: Cook, Kathi <Kcook@alpharetta.ga.us>
Subject: FW: First, do no harm

Looping you in.

Amber O'Dwyer
Executive Office Coordinator
City of Alpharetta

P: 678.297.6010
F: 678.802.3293
E: aodwyer@alpharetta.ga.us
www.alpharetta.ga.us

From: Sue Jacques [REDACTED]
Sent: Wednesday, March 03, 2021 10:36 AM
To: City Council and Mayor <CityCouncilandMayor@alpharetta.ga.us>
Cc: Lisa Davis <[REDACTED]>; Sharon Cain [REDACTED];
[REDACTED]
Subject: First, do no harm

Dear City Council Members

I refer you to my earlier letter of February 1 2021 addressing the Alcovy condo development, attached for your convenience. We were pleased to read in the 'Herald' that you had discussed the problem of storm water run-off at your recent retreat and dismayed to hear that you had subsequently approved a stream buffer waiver for a Cummings Street development.

Having acknowledged the significant problem with storm water run-off and admitted to the lack of either a plan or resources to fund it, one would have assumed that the least you could do is to prevent further harm. What possible grounds could there be for effectively halving the land available to absorb run-off and increasing the impervious surfaces, when you know that this directly leads to the problem you identified? You are not only kicking the can down the road, but also power charging it.

When the developers who have benefited from your largesse are long gone, it is we the taxpayers who will be paying for a costly remediation. It will be the parks and other quality of life enhancements that will be the first to be cut in order to fund it; the same factors you tout when persuading businesses to move to our city. It is time that you adopted the policy of 'do no harm' by:

- Ceasing to issue variances
- Enforcing existing regulations
- Considering stricter measures

Thank you for your attention,

Sue and Peter Jacques
Sharon and Todd Cain
Lisa Davis
Katherine and Russ Thomas

Academy Park Owners

Sent from [Mail](#) for Windows 10

From: [Woodman, Michael](#)
To: [Taylor, Elicia](#)
Subject: FW: Alcovy Condominiums: Time to stop waivering!
Date: Tuesday, February 2, 2021 8:24:06 AM

Please add to citizen emails

From: Cook, Kathi <Kcook@alpharetta.ga.us>
Sent: Tuesday, February 02, 2021 7:25 AM
To: Woodman, Michael <mwoodman@alpharetta.ga.us>
Subject: Fwd: Alcovy Condominiums: Time to stop waivering!

Sent from my iPhone

Begin forwarded message:

From: "Merkel, Dan" <dmerkel@alpharetta.ga.us>
Date: February 2, 2021 at 5:27:13 AM EST
To: "Cook, Kathi" <Kcook@alpharetta.ga.us>, "Sewczwicz, Peter" <psewczwicz@alpharetta.ga.us>
Subject: Fwd: Alcovy Condominiums: Time to stop waivering!

FYI.

Sent from my iPhone

Begin forwarded message:

From: Sue Jacques <Sue.jacques@att.net>
Date: February 1, 2021 at 11:28:06 PM EST
To: City Council and Mayor <CityCouncilandMayor@alpharetta.ga.us>
Cc: MJ <kmeyers167@bellsouth.net>, Nancy Hutchison <nancyzhutchison3@gmail.com>, Patricia Whittall <patriciairedrocks@me.com>
Subject: Alcovy Condominiums: Time to stop waivering!

Dear City Council:

It is well past time to:

- stop issuing variances
- enforce existing regulations
- consider stricter measures

When waivers and variances were issued for the Voysey and Midwick

developments, the impact on the creek and downstream properties was hypothetical and we accepted the engineers promises that their storm retention measures would work. We now have significant evidence to the contrary. Rather than protect existing property owners, the planning process protected developers' profits.

Mr. Meruga's application claims a number of 'benefits' to the surrounding community such as 'spacious courtyards' and paved paths leading to the Alpha Loop. In fact, they are benefits to potential buyers (ergo his profits) and will increase the impervious surfaces thereby exacerbating the erosion downstream. Every tree has been removed from the Town Home site and according to his application looks to be replicated on the Condominium site. Several run-off beds have been laid with large stones on both. The former would have slowed (and absorbed some) run-off while the latter enables and speeds storm water to the creek.

Other communities limit the percentage of impervious surfaces per acre. Pre-revolutionary homes on the banks of the Delaware in PA now regularly flood thanks to increased development on higher ground. We may not face damage on that scale, but it is time to consider stricter measures here.

In addition to the damage to the environment and neighboring properties, this development negatively impacts traffic and parking. Mr. Meruga recycled an argument that claims the incremental effect is minimal. The problem with that argument is that each incremental change adds up to a significant change overtime that we will come to regret. The impact on trips per 24 hours of the 1.3-acre plot is a 600% increase.

Issuing waivers and variances should not be routine. Maximizing a developer's profits is not a valid argument. It is time to remember that regulations are in place for a reason and enforce them on behalf of existing property owners.

Thank you for your attention to this matter.

Sue and Peter Jacques
Nancy Hutchinson
Ken and MJ Meyers
Patricia Whittall

Academy Park Owners

Sent from [Mail](#) for Windows 10

From: [Woodman, Michael](#)
To: [REDACTED]
Cc: [Jay G. Hines](#)
Subject: RE: Alcovy Condos
Date: Thursday, February 4, 2021 2:02:57 PM
Attachments: [image002.png](#)
[image003.png](#)

Cathy,

Thank you for participating in the public hearing process. We will include your comments with this file as it moves through the process. Please note that public comment is also available at the Planning Commission and City Council meetings scheduled for Thursday, April 1st and Monday, April 26th at 6:30 PM, respectively. The applicant recently requested a deferral to the April meetings in order to address comments from the public and Staff.

The future land use designation of properties along Thompson Street is Mixed Use Live Work, except that the corner of Haynes Bridge and Thompson St is designated Commercial. This is the same future land use that has been in effect since 2015. The Mixed Use Live Work designation provides an opportunity for property owners to seek rezoning to DT-LW (Downtown Live-Work), which is the same zoning that Midwick has. That zoning district allows single-family detached homes, townhomes, condominiums and office by-right. An applicant can also seek a conditional use to allow limited commercial uses, such as an art gallery or restaurant. Given the future land use designation of Thompson St, which was adopted in 2015 with extensive input from the public, there is no guarantee that Thompson Street will be all residential. In addition, the applicable zoning district allows a condo product on the north side of Thompson Street. Of the applicant's 2 parcels of land, 1 is currently zoned O-P (Office-Professional) and could be developed with a professional or medical office building by-right and without Council approval.

There is no update on the Commercial corner at Haynes and Thompson. Nothing has been submitted to the City on that property. The next property to the east on the south side of Thompson St is owned by Kairos, who built the 2 condo buildings to the east. They have approval to building 2 more condo buildings (12 total units), but just submitted an application to change that to 10 single-family homes.

Below is what the building would look like from the Alpha Loop. As you can see the parking deck does not appear as such and you will not see cars from that view. There are already erosion issues on the stream and at one of the recently installed pedestrian bridges. Stream buffer variance requests require the applicant to mitigate any impacts to the stream. We can only enforce mitigation improvements to the stream, if a stream buffer variance is granted. While we do not like stream buffer variances, they can sometimes be used as a means to correct an existing problem.



Please let me know if you have any questions.

Best regards,

Michael A. Woodman, AICP
Senior Planner

City of Alpharetta
Community Development Department
2 Park Plaza
Alpharetta, Georgia 30009
(678) 297-6072
www.alpharetta.ga.us



From: [REDACTED]
Sent: Thursday, February 04, 2021 1:36 PM
To: Woodman, Michael <mwoodman@alpharetta.ga.us>
Subject: Alcovy Condos

Michael,

I'm writing to express our household's opinion of the proposed Alcovy Condominiums.

We moved into Midwick in June 2019 and have enjoyed living on Thompson St. with the amazing walkability to both downtown and Avalon. Watching the Alpha Loop develop has been exciting as well.

While we knew the older homes between Vosey and Midwick would someday be torn down, we assumed that the City of Alpharetta would promote the "neighborly vibe" that has been established when we bought. In fact, Edward Andrews made it clear that the City would see that the entire street would remain Residential, which has now changed with the property at Thompson and Haynes Bridge going commercial. (Any update on that would be appreciated)

The biggest complaint we have is the overall size of the structure and the appearance from The Loop. I understand that the parking garage will be accessed from the back. What an eyesore on The Loop! To us they will appear like a large medical/office building. Ugh. We're also concerned about the "stream buffer encroachment" which will create an erosion issue for sure. What will the City require the developer to do in order to prevent erosion downstream?

As a Realtor, I question the demand for Flats? Look how long it has taken to sell the Thompson Street Flats. They still have 2 units that are for sale in a VERY STRONG SELLERS MARKET.

We vote NO for this massive structure on the Loop!

Cathy & Peter Treible
335 Banbury Crossing
[REDACTED]



From: Woodman, Michael
To: Nick
Cc: Taylor, Elicia
Subject: RE: Alcovy Zoning Meeting Feedback
Date: Monday, January 25, 2021 12:20:26 PM

Nick,

Thank you for participating in the public hearing process. We will include your comments with this file as it moves through the process. Please note that public comment is also available at the Planning Commission and City Council meetings scheduled for Thursday, February 4th and Monday, February 22nd at 6:30 PM, respectively. Please let me know if you have any questions.

Best regards,

Michael A. Woodman, AICP
Senior Planner

City of Alpharetta
Community Development Department
2 Park Plaza
Alpharetta, Georgia 30009
(678) 297-6072
www.alpharetta.ga.us

From: Nick [REDACTED]
Sent: Monday, January 25, 2021 11:46 AM
To: Woodman, Michael <mwoodman@alpharetta.ga.us>
Subject: Alcovy Zoning Meeting Feedback

Dear Michael,

I appreciate the Planning Committee call on January 13th discussing the Alcovy Condominium's. As I think more about the project and discuss with my neighbors, I wanted to reiterate and express why I think it's wrong for the burgeoning community on Thompson Street.

At a high level, the builder would like to deviate from their current planned single home development and build two mid-rise buildings, 6 units each for a total of 12 (similar to the Lofts on Thompson Street), 3 stories high as viewed from on Thompson Street and 4 stories as viewed on the Loop side. The two projects would be connected via a shared road that runs parallel to the Loop.

My personal concerns are:

- Lack of demand – The Flats on Thompson still have two condos for sale at the moment, one selling for \$925k on market since Feb. 2019, the 2nd for \$1.2M since Sep. 2019. The second phase of The Flats has been cancelled due to a lack of demand. While the Planning & Zoning team suggested additional market studies, the builder reiterated he believes demand is there with no proof.
- Aesthetics – while the height of the building meets Alpharetta requirements, it will be noticeably different than Vosey's and other homes along the Loop. It's a very large commercial building flat roof between typical A frame style homes.
- Aesthetics – two large 4-story buildings on top of the Loop will take away from the quaint nature of the walk. The builder disagrees, explaining the buildings breakup the visual monotony of the homes. It's that monotony that provides the quaint views along the loop.
- Aesthetics - all trees to be removed except for a few by the Loop exposing the entire building to the Loop.
- Aesthetics - the private Alcovy Street used to enter the condo buildings parking will be very close to the Alpha Loop exposing Loop walkers to see cars/trucks entering and exiting the parking lot.
- Water Runoff - to be drained directly into the creek. The builder will reinforce and protect the area of the creek in front of the proposed development, but our concerns extend to the rest of the creek which has seen rapid erosion in the past couple of years.
- Another caller mentioned the Voysey homes loss of privacy as looking directly onto the condo three stories of balconies/windows.
- Better suited for South-side Thompson Flats garage seen cars driving under

So in my humble opinion, this project is wrong for that location on the North side of Thompson Street and does not warrant a zoning change/variance. I believe our Thompson Street community is organically developing into an old time neighborhood of traditional homes that enhance the Loop experience and not distract from it. Please feel free to reach out for any clarifications.

Warm regards,
Nick Grecco



From: [Woodman, Michael](#)
To: [Katherine Bogart](#)
Cc: [Taylor, Elicia](#)
Subject: RE: ALCOVY CONDOS 82/92 THOMPSON ST
Date: Wednesday, January 27, 2021 1:11:40 PM

Good afternoon Katherine.

Thank you for participating in the public hearing process. We will include your comments with this file as it moves through the process. Please note that public comment is also available at the Planning Commission and City Council meetings scheduled for Thursday, February 4th and Monday, February 22nd at 6:30 PM, respectively.

The proposed plan does meet the required parking. There are 27 spaces in the basement-level parking deck and 6 on-street spaces, of which the Code allows developments to count the on-street spaces adjacent to the site. However, Staff has noted a concern in the staff report with a residential development not meeting all required parking on the property. Also, the proposed building setback on Thompson Street meets the required setback.

Please let me know if you have any questions.

Best regards,

Michael A. Woodman, AICP
Senior Planner

City of Alpharetta
Community Development Department
2 Park Plaza
Alpharetta, Georgia 30009
(678) 297-6072
www.alpharetta.ga.us

From: Katherine Bogart <[REDACTED]>
Sent: Wednesday, January 27, 2021 12:45 PM
To: Woodman, Michael <mwoodman@alpharetta.ga.us>
Subject: ALCOVY CONDOS 82/92 THOMPSON ST

Good day Mr. Woodman,
We are neighbors to the proposed dev't, living in Midwick
Subdivision on Thompson St.

We object to rezoning allowing 12 condo units for the following reasons:

- City code requires 2.5 parking per unit; 12 units=30 spots. The plan has approximately 25. Parking on Thompson St is already dreadfully dense & often dangerous/ impossible.
- The units as shown appear to lack sufficient setback from Thompson St, unlike the Flats which have a more appropriate & nicely landscaped setback from the street.
- The apparent "clear cutting" of native trees on the property has negatively altered views from the street as well as the AlphaLoop. This is a shame as the Loop is the jewel of Alpharetta! Shade trees have been lost & the condos seemingly loom over the path. There needs to be plenty of space for a nicely landscaped "buffer."

Thanks for your consideration!

Regards,

Kate & Steve Bogart

360 Banbury Xing 30009

From: [Woodman, Michael](#)
To: [Stephen Bogart](#)
Cc: [katebogart](#); [Taylor, Elicia](#)
Subject: RE: ALCOVY CONDOS 82/92 THOMPSON ST
Date: Wednesday, January 27, 2021 2:25:56 PM

Stephen,

Thank you for participating in the public hearing process. We will include your comments with this file as it moves through the process. Please note that public comment is also available at the Planning Commission and City Council meetings scheduled for Thursday, February 4th and Monday, February 22nd at 6:30 PM, respectively.

Best regards,

Michael A. Woodman, AICP
Senior Planner

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Community Development Department
2 Park Plaza
Alpharetta, Georgia 30009
(678) 297-6072
www.alpharetta.ga.us

From: Stephen Bogart [REDACTED]
Sent: Wednesday, January 27, 2021 2:17 PM
To: Woodman, Michael <mwoodman@alpharetta.ga.us>
Cc: katebogart@hotmail.com
Subject: Re: ALCOVY CONDOS 82/92 THOMPSON ST

Michael: I think you know well that street parking is "fair game" to everyone on Thompson Street as well as those going to downtown activities, shops, etc. There simply is not sufficient parking for this proposal. Realistically, there are 3 vehicles for every other home and therefore 2.5 spots are needed for residents alone. This does not provide for any guest parking nor does it provide for the influx of service vehicles that are numerous over the first year for new construction and often occupy more than one space. The parking of 27 spots is totally insufficient for 12 units and will put a strain on other developments who are also under-spaced for parking. Therefore, we encourage the city to reconsider its inclusion of on-street parking as meeting the requirement of 2.5 per unit.

Also, based on the plan, a large building practically on top of Thompson Street and the Loop detracts from the character of the area and further reduces trees that provide shade in the summer months. The portion of the loop curves very close to the building and provides an "institutional appearance" unlike other homes along the Alphaloop. In fact it will be the only apartment style home on the loop.

We are strongly opposed to this proposed development.

regards,

Stephen and Katherine Bogart

On Wednesday, January 27, 2021, 01:57:24 PM EST, Katherine Bogart [REDACTED] wrote:

From: Woodman, Michael <mwoodman@alpharetta.ga.us>

Sent: Wednesday, January 27, 2021 1:11 PM

To: Katherine Bogart [REDACTED]

Cc: Taylor, Elicia <etaylor@alpharetta.ga.us>

Subject: RE: ALCOVY CONDOS 82/92 THOMPSON ST

Good afternoon Katherine.

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Senior Planner

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(678) 297-6072
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From: Katherine Bogart <[REDACTED]>

Sent: Wednesday, January 27, 2021 12:45 PM

To: Woodman, Michael <mwoodman@alpharetta.ga.us>

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Thanks for your consideration!

Regards,

Kate & Steve Bogart

360 Banbury Xing 30009

From: [Woodman, Michael](#)
To: [Stephen Bogart](#)
Cc: katebogart@hotmail.com; [Taylor, Elicia](#)
Subject: RE: ALCOVY CONDOS 82/92 THOMPSON ST
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Senior Planner

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Community Development Department
2 Park Plaza
Alpharetta, Georgia 30009
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www.alpharetta.ga.us

From: Stephen Bogart <stephenbogart@yahoo.com>
Sent: Wednesday, January 27, 2021 2:17 PM
To: Woodman, Michael <mwoodman@alpharetta.ga.us>
Cc: katebogart@hotmail.com
Subject: Re: ALCOVY CONDOS 82/92 THOMPSON ST

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Also, based on the plan, a large building practically on top of Thompson Street and the Loop detracts from the character of the area and further reduces trees that provide shade in the summer months. The portion of the loop curves very close to the building and provides an "institutional appearance" unlike other homes along the Alphaloop. In fact it will be the only apartment style home on the loop.

We are strongly opposed to this proposed development.

regards,

Stephen and Katherine Bogart

On Wednesday, January 27, 2021, 01:57:24 PM EST, Katherine Bogart <katebogart@hotmail.com> wrote:

From: Woodman, Michael <mwoodman@alpharetta.ga.us>

Sent: Wednesday, January 27, 2021 1:11 PM

To: Katherine Bogart <katebogart@hotmail.com>

Cc: Taylor, Elicia <etaylor@alpharetta.ga.us>

Subject: RE: ALCOVY CONDOS 82/92 THOMPSON ST

Good afternoon Katherine.

Thank you for participating in the public hearing process. We will include your comments with this file as it moves through the process. Please note that public comment is also available at the Planning Commission and City Council meetings scheduled for Thursday, February 4th and Monday, February 22nd at 6:30 PM, respectively.

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Senior Planner

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From: Katherine Bogart <katebogart@hotmail.com>

Sent: Wednesday, January 27, 2021 12:45 PM

To: Woodman, Michael <mwoodman@alpharetta.ga.us>

Subject: ALCOVY CONDOS 82/92 THOMPSON ST

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Thanks for your consideration!

Regards,

Kate & Steve Bogart

360 Banbury Xing 30009

From: Woodman, Michael
To: Andy Christiansen, [REDACTED]
Cc: Taylor, Elcia
Subject: RE: Condo's vs single family
Date: Tuesday, January 19, 2021 8:46:17 AM

Good morning Andy.

Thank you for participating in the public hearing process. The Downtown zoning district applicable to this property allows single family homes, townhomes and condominiums. The condominiums are being proposed by the owner of the property, not the City. We will include your comments with this file as it moves through the process. Please note that public comment is also available at the Planning Commission and City Council meetings scheduled for Thursday, February 4th and Monday, February 22nd at 6:30 PM, respectively. Please let me know if you have any questions.

Best regards,

Michael A. Woodman, AICP
Senior Planner

City of Alpharetta
Community Development Department
2 Park Plaza
Alpharetta, Georgia 30009
(678) 297-6072
www.alpharetta.ga.us

From: Andy Christiansen, PCC, CLC [REDACTED]
Sent: Tuesday, January 19, 2021 7:54 AM
To: Woodman, Michael <mwoodman@alpharetta.ga.us>
Subject: Condo's vs single family

Hello,
Your sign near voysey states 10 single family homes. The condos do not look good or fit the area. Why not good looking single family homes?

Thank you,

Andy Christiansen, PCC, CLC



From: Woodman, Michael
To: Kendrick McLaughlin
Cc: Jim McLaughlin; Taylor, Elicia
Subject: RE: Alcove Condos
Date: Tuesday, January 19, 2021 8:40:56 AM

Good morning Kendrick.

Thank you for participating in the public hearing process. We will include your comments with this file as it moves through the process. Please note that public comment is also available at the Planning Commission and City Council meetings scheduled for Thursday, February 4th and Monday, February 22nd at 6:30 PM, respectively. Please let me know if you have any questions.

Best regards,

Michael A. Woodman, AICP
Senior Planner

City of Alpharetta
Community Development Department
2 Park Plaza
Alpharetta, Georgia 30009
(678) 297-6072
www.alpharetta.ga.us

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

From: Kendrick McLaughlin [REDACTED]
Sent: Friday, January 15, 2021 10:51 PM
To: Woodman, Michael <mwoodman@alpharetta.ga.us>
Cc: Jim McLaughlin [REDACTED]
Subject: Alcove Condos

Hi Mr Woodman:

My husband and I live in Alpharetta with our lab, fig, and we do a lot of walking in the area. We moved here from Midtown, where so called "progress" resulted in crowded roads, limited parking, and packed communities with increasing crime. We were so glad to get out of there.

We've often commented on Alpharetta's careful community planning, but were surprised and disturbed by the possible addition of the Alcove condos on Thompson Street - that street is already LINED with condos and houses and there will soon be a multi-use building on the corner. Do we really need more condos? And just because there is a few square feet of land available doesn't mean it has to developed!! Consider developing a natural green area with those beautiful old trees, rather than the standard landscaping trees and mulch.

May I suggest that you take a walk back there and imagine what it would be like to have multi story condos in that spot on Thompson St, with the Alpha Loop directly behind condos, are we going to be walking between big privacy fences? This can't be good...

Kendrick & Jim McLaughlin
12000 Campion Path
Alpharetta, GA 30009

From: [Woodman, Michael](#)
To: [Katy Sutter](#)
Cc: [Taylor, Elcia](#)
Subject: RE: Alcovy concerns
Date: Tuesday, January 19, 2021 8:41:39 AM

Good morning Katy.

Thank you for participating in the public hearing process. We will include your comments with this file as it moves through the process. Please note that public comment is also available at the Planning Commission and City Council meetings scheduled for Thursday, February 4th and Monday, February 22nd at 6:30 PM, respectively. Please let me know if you have any questions.

Best regards,

Michael A. Woodman, AICP
Senior Planner

City of Alpharetta
Community Development Department
2 Park Plaza
Alpharetta, Georgia 30009
(678) 297-6072
www.alpharetta.ga.us

From: Katy Sutter [REDACTED]
Sent: Sunday, January 17, 2021 11:30 AM
To: Woodman, Michael <mwoodman@alpharetta.ga.us>
Subject: Alcovy concerns

Hi Michael,

I live in the Midwick community between the Alpharetta Loop and Thompson Street. I am writing to you based on the number of concerns I have with the Alcovy condos being proposed between Midwick and Voysey. Honestly, I am completely surprised that Alpharetta would even consider such large and looming structures on the loop. When we were purchasing our townhouse, we were repeatedly told about how difficult and restrictive Alpharetta is with respect to the Alpha Loop and the visual "feel" that is so important. To see proposed large, 4 story structures is completely and utterly outside of the "vibe" of the Loop and the visual appearance of the community. We need to have similar styles and designs on the Loop. What is already built and the houses being proposed both beside Voysey as well as by Westside continue the feel of the community.

I also understand many/most of the trees will be removed, again taking away from the beautiful, trail like nature of the Alpha Loop. Not to mention the enormous water drainage issues that have already risen based on the developments.

The same builder built the Flats and not only are they an eyesore, but they haven't even sold out yet (in

such a demanding market area) and the others were cancelled. To give this builder all of the houses and the condos is completely irresponsible. It appears they are not interested in the community and the feel of the area, but in just making money. The comment "the condo buildings take away from the visual monotony of the houses" is downright horrible.

Please please please don't let this builder ruin the precious Loop.

Katy Sutter

[REDACTED]

[REDACTED]

[REDACTED]

From: [Woodman, Michael](#)
To: [Reese Kemp](#)
Cc: [Taylor, Elicia](#)
Subject: RE: Alcovy condo project.
Date: Friday, January 15, 2021 8:31:21 AM

Good morning Marisa.

Thank you for participating in the public hearing process. We will include your comments with this file as it moves through the process. Please note that public comment is also available at the Planning Commission and City Council meetings scheduled for Thursday, February 4th and Monday, February 22nd at 6:30 PM, respectively. Please let me know if you have any questions.

Best regards,

Michael A. Woodman, AICP
Senior Planner

City of Alpharetta
Community Development Department
2 Park Plaza
Alpharetta, Georgia 30009
(678) 297-6072
www.alpharetta.ga.us

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

From: Reese Kemp [REDACTED]
Sent: Thursday, January 14, 2021 7:27 PM
To: Woodman, Michael <mwoodman@alpharetta.ga.us>
Subject: Alcovy condo project.

Mr Woodman,

Please consider the homeowners in Alpharetta on the Alpha Loop in regards to approving the Alcovy Condos. In keeping with the aesthetics that Alpharetta has tried to maintain, my personal opinion is.... the condos/LWP as structured would crowd out the beauty and serene nature of the Alpha Loop. Mohan Meruga & Nanda Veluru's greed (over building) would severely damage the charm of Alpharetta, we've had enough shady developers take advantage of the city and homeowners. As a last resort, based on The Thompson Street Lofts situation, we can all see condo's in that price range do not sell. I am not opposed to more single family homes or towns homes on Thompson Street but the designs as presented do NOT belong on the Alpha Loop.

Thank you for taking the time to hear my concerns.

Sincerely,

Marisa Kemp

From: Mark Roberts
To: Woodman, Michael
Cc: Taylor, Elicia
Subject: Re: Alcovy flats
Date: Tuesday, January 19, 2021 8:58:24 AM

Thanks Michael.

From: Woodman, Michael <mwoodman@alpharetta.ga.us>
Date: Tuesday, January 19, 2021 at 8:56 AM
To: Mark Roberts [REDACTED]
Cc: Taylor, Elicia <etaylor@alpharetta.ga.us>
Subject: RE: Alcovy flats

Good morning Mark.

Thank you for participating in the public hearing process. We will include your comments with this file as it moves through the process. Please note that public comment is also available at the Planning Commission and City Council meetings scheduled for Thursday, February 4th and Monday, February 22nd at 6:30 PM, respectively. Please let me know if you have any questions.

Best regards,

Michael A. Woodman, AICP
Senior Planner

City of Alpharetta
Community Development Department
2 Park Plaza
Alpharetta, Georgia 30009
(678) 297-6072
www.alpharetta.ga.us

From: Mark Roberts [REDACTED]
Sent: Tuesday, January 19, 2021 8:53 AM
To: Woodman, Michael <mwoodman@alpharetta.ga.us>
Subject: Alcovy flats

Hey Michael, apologies that the first time I've reached out is to raise an issue.

I've been mulling over the Alcovy Flats being proposed for the Alphaloop. Having looked at the plans for several days, I can understand why Alcovy wants the density, but they feel totally out of place along the Alphaloop. It's one of the prettiest walks around here, defined by the meandering path, single family homes and wooded areas that you guys seem to have made a trademark of Alpharetta in that area. It was one of the things that attracted us to living in this area.

The words that come to mind when I look at the Alcovy flats are: imposing, castle, stark, monolithic.

It feels like they would be totally out of place, it feels like the flats have been lifted from the downtown area and dropped into a theme where they simply wouldn't fit & it feels like something was created to simply maximize profit and then move on.

Leaving the residents of Alpharetta to ponder this 'out of place building' for years to come.

I'd urge planning to reconsider, I thought the original plan was to continue the with single family homes along the Alphaloop, that was a great plan and would (IMHO) maintain the integrity and beauty of the Alphaloop path.

Rgds

Mark



CZIM Chat Box Transcript – 1.13.21 6PM

Bob Collins : What is going to happen to water runoff. Is there a retention pond?

Todd Stratton : how about a price range? can you give a \$200k range - upper and

Gail LaFleche : Do we know if the other similar units on Thompson have been sold?

Nick & Diane Grecco : Our concern is that the Lofts across the street still have 2 units for sale (1 since Feb 2019) and the Loft builder didn't complete the development due to lack of sales. We believe this may not be an appropriate site for this type of condo building.

Mark Roberts : Two units for sale and the next phase wasn't developed due to lack of sales

Nick & Diane Grecco : The Flats were originally 24 units - the builder backed out of building the next 2 buildings.

Mark Roberts : I think the unfinished statement goes to them not doing the second phase

Mark Roberts : correct

Scott Lance : what about the traffic on Thompson? This seems like a lot of units in a small space. This would add to the congestion that is already on the road.

Bob Collins : What is going to be done to prevent further erosion of the creek when your storm water is released into the creek. We are experiencing significant erosion from all the water entering in from various sources.

Andrea : For the shared courtyard area, what is the lighting that's been designed. I'm concerned at the amount of light pollution for those of us that live across the creek.

Andrea : Actually, wanting to understand lighting along the back side of the building as well.

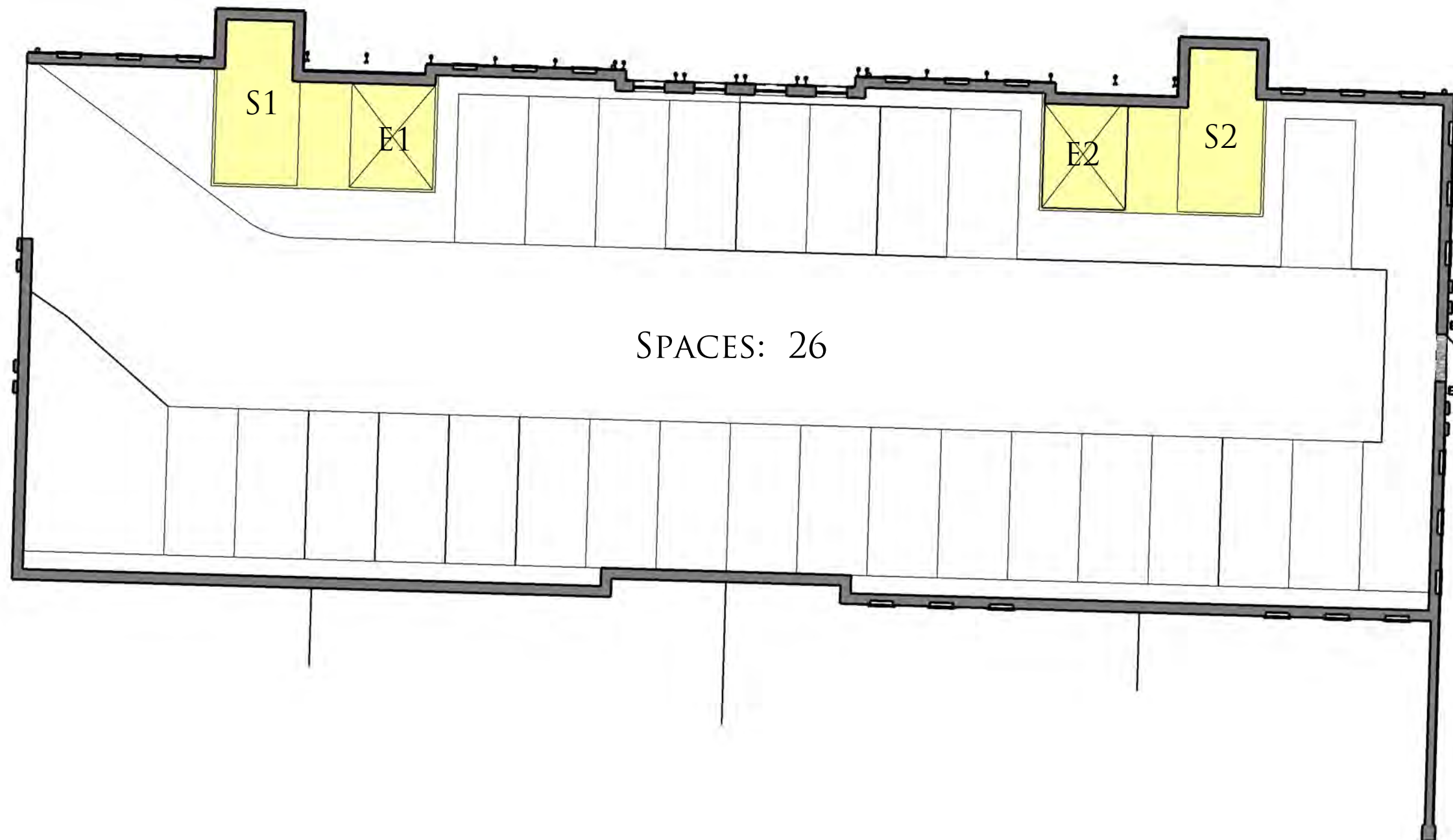
Nick & Diane Grecco : Is parking a concern?

Andrea : Going back to the Alcovy Project, just want to share another concern about the amount of balcony area on the backside of the condos. It appears that the only private outdoor area for each unit is in the back. Concern overall for privacy for neighbors across the creek. If these were detached homes, the amount of balcony sq. footage would be extremely less.

Russ : will all the trees be removed

Russ : I was asking about the other property

3/19/21

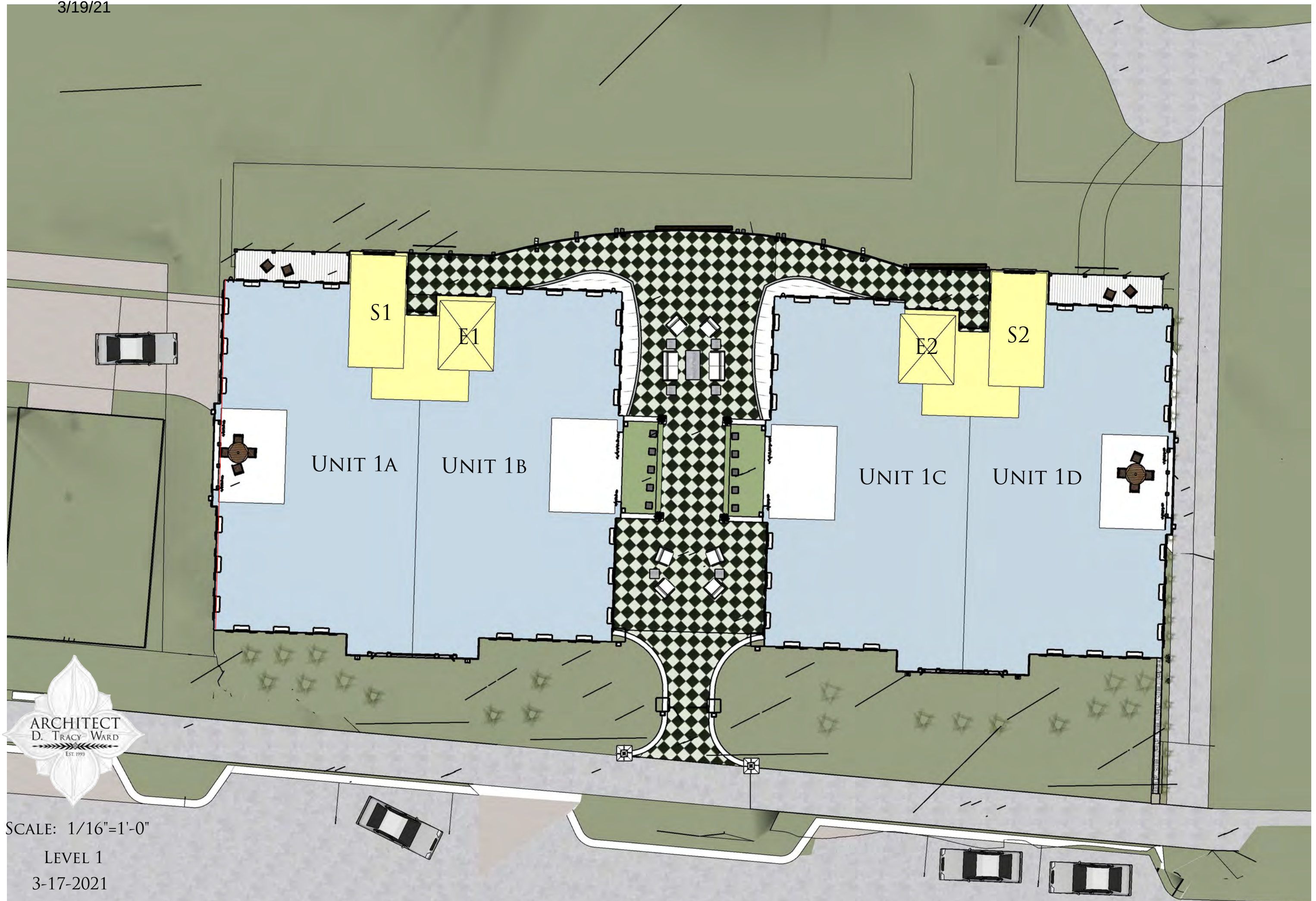


SCALE: 1/16"=1'-0"

BASEMENT LEVEL

3-17-2021

3/19/21



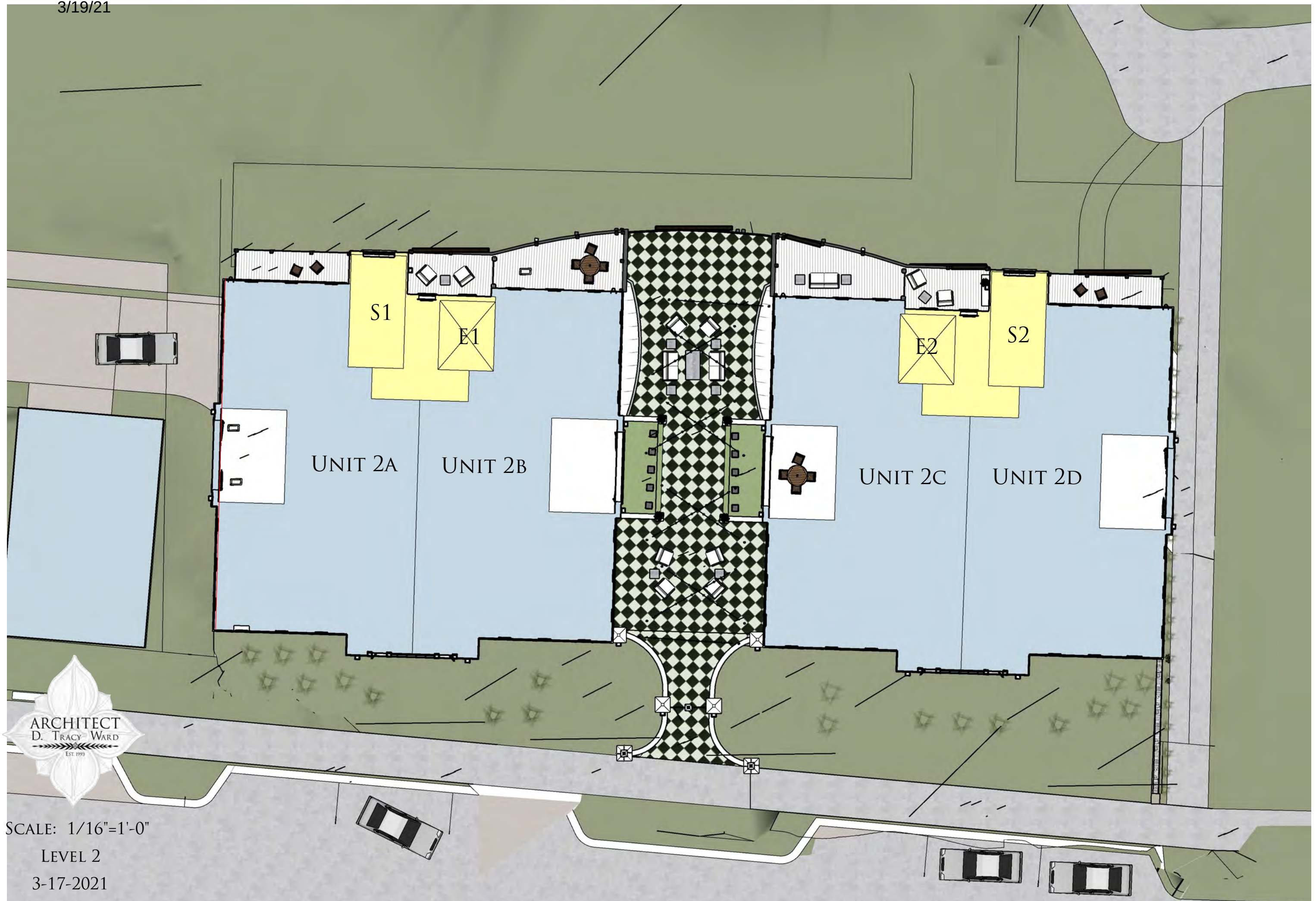
ARCHITECT
D. TRACY WARD
EST. 1993

SCALE: 1/16"=1'-0"

LEVEL 1

3-17-2021

3/19/21

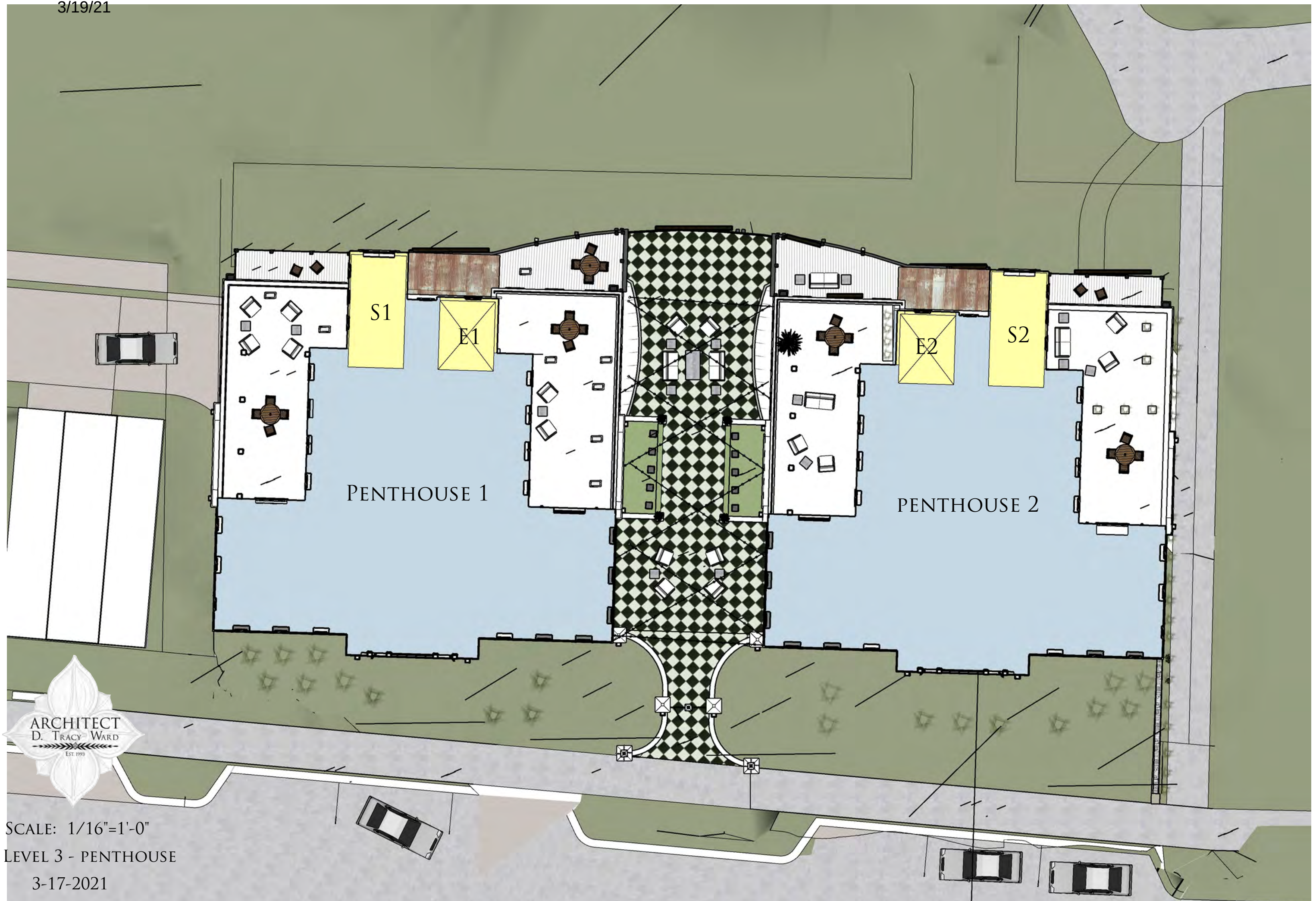


SCALE: 1/16"=1'-0"

LEVEL 2

3-17-2021

3/19/21



ARCHITECT
D. TRACY WARD
EST. 1993

SCALE: 1/16"=1'-0"
LEVEL 3 - PENTHOUSE
3-17-2021

3/19/21



3-17-2021









3/19/21



3-17-2021



3/19/21



SCALE: 1/16"=1'-0"
SOUTH ELEVATION
3-17-2021

3/19/21



SCALE: 1/16"=1'-0"
COURTYARD WEST ELEVATION
3-17-2021

3/19/21



SCALE: 1/16"=1'-0"
NORTH ELEVATION
3-17-2021

3/19/21



SCALE: 1/16"=1'-0"
EAST ELEVATION
3-17-2021

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: Alcovy Group LLC

Contact Name: Mohan Rao Meruga

Telephone: 317 445 6394

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

No Comments were received from Public Notification Letter.

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) <u>CZIM</u> |

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: 01/21/2021

DATE 12/28/20

RE: Z-20-05/V-20-14 Alcovy Condominiums Thompson Street

Dear Property Owner:

We are requesting consideration to rezone the property from OP (Office Professional) and R12 (Dwelling, 'For- Sale' Detached Residential) to DT-LW (Downtown Live Work) as well as a variance to use the impervious buffer zone for a driveway into parking area.

The Community Zoning Information will be held via ZOOM Wednesday, January 13, 2021 at 6:00 p.m. Please use <https://zoom.us/j/91602437651> as the link to participate in the meeting. This is an informal meeting where the Public may ask questions of the Applicants.

This item will be considered by the Planning Commission on Thursday, February 4, 2021. Items forwarded by the Planning Commission will be considered by City Council on Monday, February 22, 2021 at 6:30 p.m. Both meetings will take place in Council Chambers at City Hall. If you have any questions or would like additional information, please contact me at 678 734 5224 or email me at mohan@alcovy.com.

Wish you and your Family A Very Happy New Year 2021.

Thank you,

Mohan Meruga

Name

FOOS JOSEPH F FOOS MARILYN W
HENDERLIGHT CAROL W
MATTS WALTER J & SANDRA L
LUMSDEN DONNA KAY
NEWHALL LAND CO
DREYFUS PROPERTIES L L C
AYCOCK ELVIN L
AYCOCK ELVIN L
KDC THOMPSON LLC
HOM LLC
CRP EAH TS L L C
BUCKLEY KERRY M TR
KDC THOMPSON LLC
STATURE PROPERTIES LLC
UNITED STATES POSTAL SERVICE
STATE BANK & TRUST COMPANY
GREEN RESIDENTIAL LLC
CHANDLER ALLYSON B
MORGAN REBECCA
SPURLOCK SHERI R
ANDRADE KANICE M
NEWHALL LAND CO
VALLERIE SUSAN
EATON JOANNE
SCOTT ROBERT J & SCOTT NANCY H
MELROSE RICHARD MELROSE BEVERLEY DAWN
GLEITER LINDA DICKERSON
COPLIN CARROLL
EICKHOFF ROBERT W & NIKKI C
TORTORELLO MICHAEL F
RONALD D & LINDA J COLEMAN TRUST AGREEMENT THE
KDC THOMPSON LLC
MOSS LESLIE MOSS RHONDA
NOEL RAYMOND E
NEWHALL LAND CO
CRP EAH TS L L C
CRP EAH TS L L C
MC KNIGHT CAROLYN S
NEWHALL LAND CO
KDC THOMPSON LLC
CRP EAH TS L L C
BLACKWATER VENTURES LLC

Address

P O BOX 1313
12506 WEXCROFT LN
12504 WEXCROFT LN
12502 WEXCROFT LANE UNIT 283
2974 HARDMAN CT
6094 ODELL ST
185 THOMPSON ST
185 THOMPSON ST
410 PEACHTREE PKWY STE 4245
11785 NORTHFALL LANE SUITE 510
2303 CUMBERLAND PKWY SE
1985 SOUTHERS CIR
410 PEACHTREE PKWY STE 4245
675 SEMINOLE AVE SUITE 301
1735 NORTH BROWN RD SUITE 200
4219 FORSYTH RD
2660 GRASSVIEW DR
4006 TIFFANY SQ
4005 TIFFANY SQ
4004 TIFFANY SQUARE DR
4003 TIFFANY SQ DR
2974 HARDMAN CT
12528 WEXCROFT LANE
12526 WEXCROFT LN
12524 WEXCROFT LANE
12522 WEXCROFT LN
12500 WEXCROFT LN
12511 WEXCROFT LANE
12513 WEXCROFT LANE
12515 WEXCROFT LN
514 WHITE PELICAN CIR
410 PEACHTREE PKWY STE 4245
112 THOMPSON ST
911 KINGHORN DR NW
2974 HARDMAN CT
2303 CUMBERLAND PKWY SE
2303 CUMBERLAND PKWY SE
910 DOGWOOD TRL
2974 HARDMAN CT
410 PEACHTREE PKWY STE 4245
2303 CUMBERLAND PKWY SE
306 CHAMPIONS CT

JONES JAMES T & JONES CATHERINE G
KALDANI NARDEN & KAHVAZADEH HAMID R
ACADEMY PARK NEIGHBORHOOD ASSN INC
VELASQUEZ BEATRIZ
NOEL DIANE H
ANDRADE DANIEL J & KANDICE M
SPURLOCK SHERI RENEE
BENNETT JOE T
BURGAMY SCOTT E & BURGAMY REBECCA L
TIFFANY SQUARE HOMEOWNERS ASSOC INC
FULTON COUNTY GEORGIA
NEWHALL LAND CO

2305 DINSMORE RD
145 THOMPSON ST
12102 DANCLIFF TRC
4011 TIFFANY SQUARE
911 KINGHORN DR NW
4003 TIFFANY SQUARE
4008 TIFFANY SQUARE DR
4002 TIFFANY SQUARE
1011 FOUNTAIN GLEN DR
4004 TIFFANY SQ
141 PRYOR ST
2974 HARDMAN CT

Address 2

ALPHARETTA GA 30009
ALPHARETTA GA 30009-8761
ALPHARETTA GA 30009-8761
ALPHARETTA GA 30009
ATLANTA GA 30305
CUMMING GA 30040
ALPHARETTA GA 30004
ALPHARETTA GA 30004
CUMMING GA 30041
ALPHARETTA GA 30009
ATLANTA GA 30339
SUWANEE GA 30024
ALPHARETTA GA 30009
ATLANTA GA 30307
LAWRENCEVILLE GA 30043-8153
MACON GA 31208
ALPHARETTA GA 30004
ALPHARETTA GA 30009
ALPHARETTA GA 30009
ALPHARETTA GA 30201
ALPHARETTA GA 30004
ATLANTA GA 30305
ALPHARETTA GA 30009
ALPHARETTA GA 30004
ALPHARETTA GA 30009
ALPHARETTA GA 30009-8761
ALPHARETTA GA 30004
ALPHARETTA GA 30009
ALPHARETTA GA 30009
ALPHARETTA GA 30009
VERO BEACH FL 32963
CUMMING GA 30041
ALPHARETTA GA 30004
KENNESAW GA 30152
ATLANTA GA 30305
ATLANTA GA 30339
ATLANTA GA 30339
HIAWASSEE GA 30546-3815
ATLANTA GA 30305
CUMMING GA 30041
ATLANTA GA 30339
WOODSTOCK GA 30188

ALPHARETTA GA 30004
ALPHARETTA GA 30004
ALPHARETTA GA 30009
ALPHARETTA GA 30004
KENNESAW GA 30152
ALPHARETTA GA 30004
ALPHARETTA GA 30009
ALPHARETTA GA 30201
LAWRENCEVILLE GA 30043
ALPHARETTA GA 30009-3768
ATLANTA GA 30303
ATLANTA GA 30305

ABBREVIATION LEGEND:

BC = back of curb
C&G = curb and gutter
CB = catch basin
CD = check dam
CL = centerline
CMF = concrete monument found
CMP = corrugated metal pipe
CO = clean out
CT = crimp top pin
DI = drop inlet
DIP = ductile iron pipe
DWCB = dbl. wing catch basin
EP = edge of pavement
ES = face of curb
FCS = flared end section
FH = fire hydrant
GI = grate inlet
GW = guy wire
GP = guy pole
HW = head wall
IPF = iron pin found
IPS = iron pin set
JB = junction box
INV = invert
L.L.L. = land lot line
LP = light pole
MH = manhole (sanitary sewer)
OCS = outlet control structure
OT = open top pipe
PL = property line
PP = power pole
RB = reinforcing bar
RCP = reinforced concrete pipe
R/W = right-of-way
TSP = traffic signal pole
TSB = traffic signal box
TP = telephone pole
TSP = traffic signal pole
WM = water meter
WV = water valve
YI = yard inlet

SYMBOL LEGEND:

4 = existing concrete
= existing asphalt
= existing gravel/riprap
= fire hydrant
= guy wire
= light pole
= power pole
= sanitary sewer manhole
= clean out
= transformer
= water meter
= single wing catch basin
= grate inlet
= junction box
= head wall
= buffer
= bldg setback
X = fence
OHE = overhead electric
UGE = underground electric
W = water line
SS = sanitary line
= hardwood
= pine

GENERAL NOTES:

- Only evidence of easements or structures which are readily apparent from an above ground field inspection of the premises are shown, unless stated otherwise hereon. No liability is assumed by this firm for losses relating to the existence of any easement not discovered by above ground field inspection of the premises.
- This plat was prepared for the exclusive use of the person, persons, or entity named hereon. Said certification does not extend to any unnamed persons without a recertification by the surveyor.
- Jurisdictional areas or negative easements, if any, which might impact the use of the property were not located, unless stated otherwise. No liability is assumed by this firm for any losses resulting from the exercise of any government jurisdiction affecting the use of the property.
- The property shown and described hereon is subject to any existing easements, rights-of-way, restrictive covenants, zoning regulations, underground utilities and/or setback lines whether or not they may be shown. No liability is assumed by this firm for any losses that may be associated with the existence of any easements or restrictions on the use of the property.
- Location map from Bing Maps.
- All building ties are perpendicular to the properties lines unless otherwise noted.
- Only evidence of surface observable utilities were located. No underground utilities were field located during the course of this survey. Prior to any digging or construction, contact Georgia One Call (811) for utilities marking.

FLOOD HAZARD NOTE:

No portion of this property is contained within the limits of a Special Flood Hazard Zone as defined by the Federal Emergency Management Agency Flood Insurance Rate Map No. 13121C0058F of Fulton County, GA., most recently revised September 18, 2013.

REVISIONS:		
NO.	DESCRIPTION	DATE

Owners

Tract 1
Nanda K. Veluru
Parcel ID No. 12 270307480701
82 Thompson Street

Tract 2
Mohammed Gayasuddin
3626 Robinson Walk Dr
Parcel ID No. 12 2070307480719
92 Thompson Street

Total Area

Tract 1	24,087 Sq. Ft.	0.553 Acres
Tract 2	25,111 Sq. Ft.	0.577 Acres
Total	49,198 Sq. Ft.	1.13 Acres

PARCEL INFORMATION:

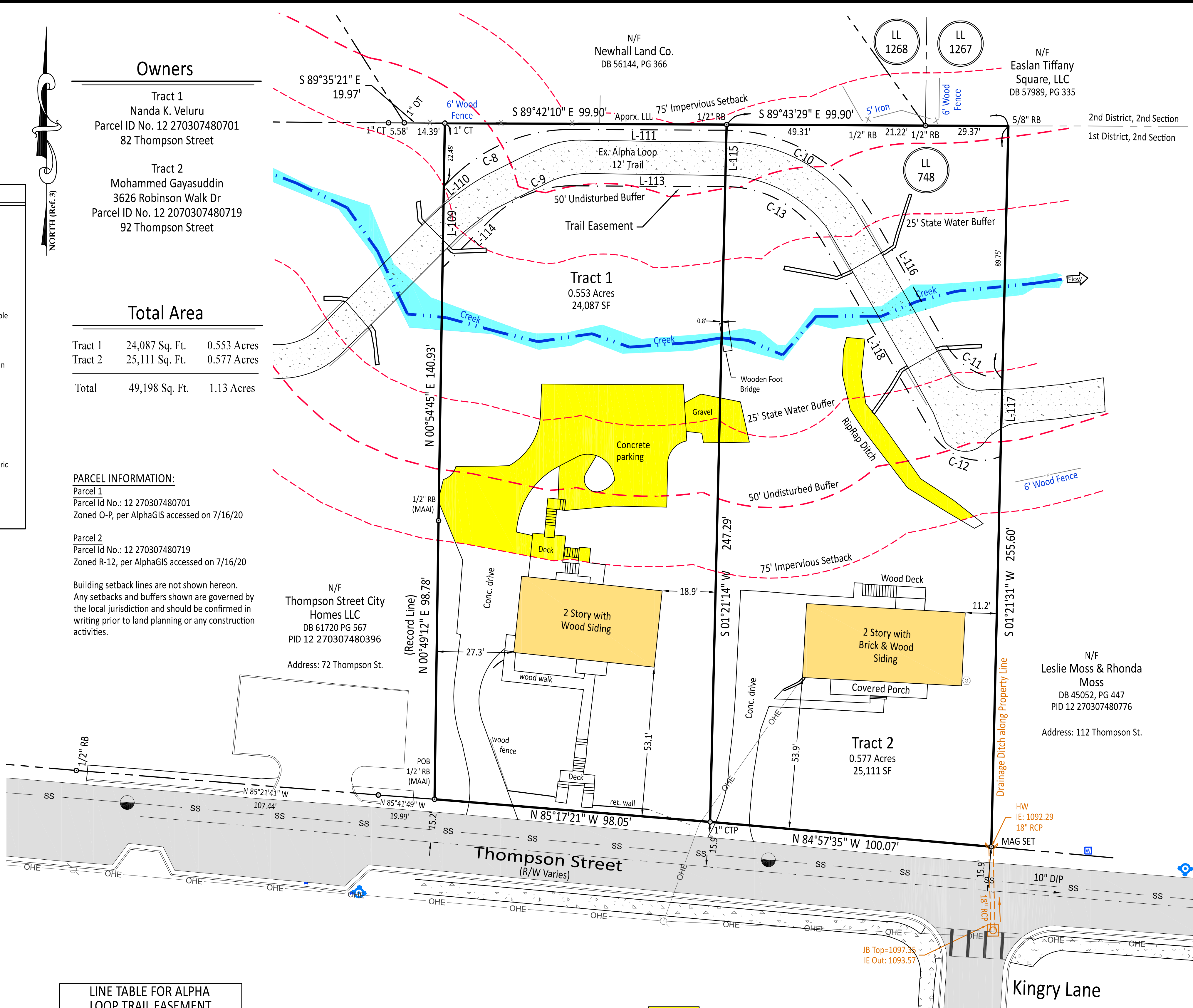
Parcel 1
Parcel Id No.: 12 270307480701
Zoned O-P, per AlphaGIS accessed on 7/16/20

Parcel 2
Parcel Id No.: 12 270307480719
Zoned R-12, per AlphaGIS accessed on 7/16/20

Building setback lines are not shown hereon.
Any setbacks and buffers shown are governed by the local jurisdiction and should be confirmed in writing prior to land planning or any construction activities.

N/F
Thompson Street City
Homes LLC
DB 61720 PG 567
PID 12 270307480396

Address: 72 Thompson St.



LINE TABLE FOR ALPHA LOOP TRAIL EASEMENT		
LINE	BEARING	DISTANCE
L-109	N 00°54'45" E	28.88'
L-110	N 44°45'02" E	3.48'
L-111	S 89°42'33" E	54.80'
L-113	N 89°42'33" W	54.48'
L-114	S 44°45'02" W	24.31'
L-115	N 01°21'14" E	20.00'
L-116	S 29°43'29" E	52.31'
L-117	S 01°21'31" W	27.45'
L-118	N 29°43'29" W	76.91'

CURVE TABLE FOR ALPHA LOOP TRAIL EASEMENT				
CURVE	ARC LENGTH	RADIUS	CHORD BEARING	CHORD LENGTH
C-8	47.69'	60.00'	N 67°31'15" E	46.44'
C-9	31.79'	40.00'	S 67°31'15" W	30.96'
C-10	62.77'	60.00'	S 59°41'36" E	59.94'
C-11	24.72'	25.00'	S 58°02'52" E	23.72'
C-12	28.49'	20.00'	N 70°32'02" W	26.14'
C-13	41.88'	40.00'	N 59°43'01" W	39.99'

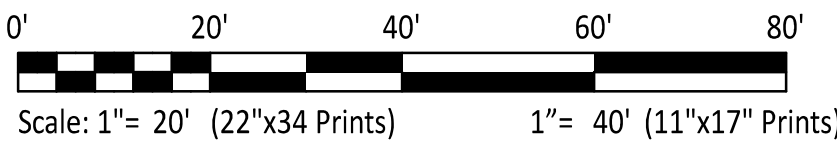
Buffer Intrusion

Buffer and Setback Intrusion	
ID	Existing Impact
25' Stream Buffer	1,007 Sq. Ft.
50' Undisturbed Buffer	1,548 Sq. Ft.
75' Impervious Setback	1,275 Sq. Ft.

Note: Does not include Existing Alpha Loop.
Note: All Existing Intrusion associated with the existing Houses to be Removed. Stream Buffer Variance required to remove intrusions.

ENVIRONMENTAL NOTES:

- Stream Buffers shown as required by the State of Georgia and the City of Alpharetta. Consult with City Staff to confirm.
- No attempt was made by this firm to determine presence of wetlands.
- No attempt was made by this firm to determine presence of specimen trees.



REFERENCES:

- Deed to Secure Debt and Assignment of Leases and Rents to Nanda Veluru recorded in Deed Book 59933, Page 298.
- Limited Warranty Deed to Mohammed Gayasuddin recorded in Deed Book 59149, Page 678.
- Warranty Deed to Tad Ransopher, recorded in Deed Book 25554, Page 205.
- Warranty Deed to Tad Ransopher, recorded in Deed Book 28693, Page 156.
- Boundary Survey for Dream Realty, LLC, performed by Engineering 303, LLC dated March 22, 2018 and last revised March 30, 2018.
- Limited Warranty Deed to Mohammed Gayasuddin recorded in Deed Book 59149, Page 678
- Easement Exhibit 2 for the "Alpha Loop", City of Alpharetta prepared by Engineering 303, dated 5/7/2019.
- Easement Exhibit 3 for the "Alpha Loop", City of Alpharetta prepared by Engineering 303, dated 5/7/2019.

SURVEY NOTES:

- Certain interior improvements may not be shown hereon, i.e. fence lines, guy wires, etc.
- Matters of record not shown hereon are excepted.
- Bearing basis per reference 3. Record line shown.
- Measurements shown are US Survey Feet (ground).
- Vertical Datum is NAVD 88(2012B) based on network-based RTK GPS solution using a Carlson Supervisor GPS System and eGPS Network elevation derived from 2 control points. Field angles and linear distances measured using a Topcon PS-103A Robotic Total Station.
- The field data upon which this plat is based has a field closure of one foot in 58,331 feet and an angular error of 4 seconds per angle point and was adjusted using Compass Rule. Last day of fieldwork Completed on July 19, 2020.
- This map or plat has been calculated for closure and is found to be accurate within one foot in 100,931 feet.
- Property corners marked IPS (Iron Pin Set) are 1/2" x 18" rebar with blue plastic cap (E303 LSF #1121) unless otherwise indicated. Unless indicated as set, monumentation shown was found.
- No evidence of human burials or cemeteries was observed during the course of the fieldwork.

SURVEYOR CERTIFICATION:

This plat is a retracement of an existing parcel or parcels of land and does not subdivide or create a new parcel or make any changes to any real property boundaries. The recording information of the documents, maps, plats, or other instruments which created the parcel or parcels are stated hereon.
RECORDATION OF THIS PLAT DOES NOT IMPLY APPROVAL OF ANY LOCAL JURISDICTION, AVAILABILITY OF PERMITS, COMPLIANCE WITH LOCAL REGULATIONS OR REQUIREMENTS, OR SUITABILITY FOR ANY USE OR PURPOSE OF THE LAND. Furthermore, the undersigned land surveyor 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.



GA CERT OF AUTH. LSF 1121



LOCATION MAP
NOT TO SCALE
(Bing Maps)



Boundary Survey of
82 & 92 Thompson Street for:

The Alcovy Group, LLC

Fulton County, GA

City of Alpharetta
1st District, 2nd Section

Land Lot 748

Ga Cert. of Auth. LSF 1121

Civil Engineering, Land Surveying,
Stream and Wetland Restoration

108 Allen Street, Cumming, GA 30040
Phone: 770-442-0500 www.engineering303.com

Drawn: mes
Date: 07/19/20
Sheet
1 of 5
Project Number
20-4699

-  = existing concrete
-  = existing asphalt
-  = existing gravel/riprap
-  = fire hydrant
-  = guy wire
-  = light pole
-  = power pole
-  = sanitary sewer manhole
-  = clean out
-  = transformer
-  = water meter
-  = single wing catch basin
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-  = junction box
-  = head wall
-  = bldg setback
-  = fence
-  = overhead electric
-  = underground electric
-  = water line
-  = sanitary line
-  = hardwood
-  = pine

Tract 1
Nanda K. Veluru

Tract 2
Mohammed Gayasuddin
3626 Robinson Walk Dr
Parcel ID No. 12 2070307480719
92 Thompson Street

Tract 1	24,087 Sq. Ft.	0.553 Acres
Tract 2	25,111 Sq. Ft.	0.577 Acres
Total	49,198 Sq. Ft.	1.13 Acres

Tree No.	Description	Tree No.	Description
858	27" HRD	1608	10" HRD
883	25" HRD	1684	22" PINE
884	28" PINE	2078	9" HRD
1195	18" PINE	2090	32" HRD
1201	20" HRD	2099	19" HRD
1204	22" HRD	2100	6" HRD
1205	35" HRD	2101	24" HRD
1463	19" PINE	2102	24" HRD
1464	22" PINE	2103	23" HRD
1465	18" PINE	2104	19" HRD
1470	17" PINE	2105	33" HRD
1471	11" PINE	2112	18" HRD
1472	14" PINE	2113	12" HRD
1473	17" PINE	2114	30" HRD
1474	15" PINE	2115	14" HRD
1475	11" PINE	2116	15" HRD
1477	16" PINE	2117	25" PINE
1478	16" HRD	2118	14" HRD
1479	7" HRD	2119	18" HRD
1482	12" HRD	2122	25" PINE
1483	10" HRD	2123	17" HRD
1485	13" HRD	2124	24" HRD
1487	14" HRD	2125	20" HRD
1498	7" HRD	2126	19" HRD
1504	15" HRD	2131	25" HRD
1505	17" PINE	2132	12" HRD
1506	12" PINE	2133	18" PINE
1602	20" HRD	2134	12" HRD
1606	28" HRD	2135	18" HRD
1607	28" HRD	2139	13" HRD

1. Only evidence of easements or structures which are readily apparent from an above ground field inspection of the premises are shown, unless stated otherwise hereon. No liability is assumed by this firm for losses relating to the existence of any easement not discovered by above ground field inspection of the premises.
2. This plat was prepared for the exclusive use of the person, persons, or entity named hereon. Said certification does not extend to any unnamed persons without a recertification by the surveyor.
3. Jurisdictional areas or negative easements, if any, which might impact the use of the property were not located, unless stated otherwise. No liability is assumed by this firm for any losses resulting from the exercise of any government jurisdiction affecting the use of the property.
4. The property shown and described hereon is subject to any existing easements, rights-of-way, restrictive covenants, zoning regulations, underground utilities and/or setback lines whether or not they may be shown. No liability is assumed by this firm for any losses that may be associated with the existence of any easements or restrictions on the use of the property.
5. Location map from Bing Maps.
6. All building ties are perpendicular to the properties lines unless otherwise noted.
7. Only evidence of surface observable utilities were located. No underground utilities were field located during the course of this survey. Prior to any digging or construction, contact Georgia One Call (811) for utilities marking.

1. No attempt was made by this firm to determine presence of wetlands.
2. Trees indicated on this map are shown per requirements as defined by the jurisdictional Tree Ordinance in effect as of the date of fieldwork.
3. Tree size indicated is DBH (diameter breast height) in inches.
4. Certification applies to the location of trees, but does not extend to the identification of species. Trees are only shown as hardwood, softwood, and pine.

No portion of this property is contained within the limits of a Special Flood Hazard Zone as defined by the Federal Emergency Management Agency Flood Insurance Rate Map No. 13121C0058F of Fulton County, GA., most recently revised September 18, 2013.

REVISIONS:		
NO.	DESCRIPTION	DATE
1	Revise Tree Survey - Trees along stream removed	11/23/20
2	Cut Down Specimen Trees Removed	12/2/20



LOCATION MAP
NOT TO SCALE
(Bing Maps)

Parcel 1
Parcel Id No.: 12 270307480701
Zoned O-P, per AlphaGIS accessed on 7/16/20

Parcel 2
Parcel Id No.: 12 270307480719
Zoned R-12, per AlphaGIS accessed on 7/16/20

Building setback lines are not shown hereon. Any setbacks and buffers shown are governed by the local jurisdiction and should be confirmed in writing prior to land planning or any construction activities.

1. Deed to Secure Debt and Assignment of Leases and Rents to Nanda Veluru recorded in Deed Book 59933, Page 298.
2. Limited Warranty Deed to Mohammed Gayasudden recorded in Deed Book 59149, Page 678.
2. Boundary Survey of 82 & 92 Thompson St prepared by Engineering 303, dated 7/27/2020.
3. Warranty Deed to Tad Ransopher, recorded in Deed Book 25554, Page 205.
4. Warranty Deed to Tad Ransopher, recorded in Deed Book 28693, Page 156.
5. Boundary Survey for Dream Realty, LLC, performed by Engineering 303, LLC dated March 22, 2018 and last revised March 30, 2018.
6. Limited Warranty Deed to Mohammed Gayasuddin recorded in Deed Book 59149, Page 678
7. Easement Exhibit 2 for the "Alpha Loop", City of Alpharetta prepared by Engineering 303, dated 5/7/2019.
8. Easement Exhibit 3 for the "Alpha Loop", City of Alpharetta prepared by Engineering 303, dated 5/7/2019.

1. Certain interior improvements may not be shown hereon, i.e. fence lines, guy wires, etc.
2. Matters of record not shown hereon are excepted.
3. Measurements shown are US Survey Feet (ground).
4. Vertical Datum is NAVD 88(2012B) based on network-based RTK GPS solution using a Carlson Supervisor GPS System and eGPS Network elevation derived from 2 control points. Field angles and linear distances measured using a Topcon PS-103A Robotic Total Station and a Sokkia IX.
5. The field data upon which this plat is based has a field closure of one foot in 58,331 feet and an angular error of 4 seconds per angle point and was adjusted using Compass Rule. Last day of fieldwork Completed on July 19, 2020.
6. This map or plat has been calculated for closure and is found to be accurate within one foot in 100,931 feet.
7. Property corners marked IPS (Iron Pin Set) are 1/2" x 18" rebar with blue plastic cap (E303 LSF #1121) unless otherwise indicated. Unless indicated as set, monumentation shown was found.
8. No evidence of human burials or cemeteries was observed during the course of the fieldwork.

Buffer Intrusion

Buffer and Setback Intrusion	
ID	Existing Impact
25' Stream Buffer	1,007 Sq. Ft.
50' Undisturbed Buffer	1,548 Sq. Ft.
75' Impervious Setback	1,275 Sq. Ft.

Note: Does not include Existing Alpha Loop.

Note: All Existing Intrusion associated with the existing Houses to be Removed. Stream Buffer Variance required to remove intrusions.

1. Contours displayed at a 2-foot interval.
2. Measurements shown are US Survey Feet (ground).
3. Vertical accuracy complies with 180-7-.04 (3) - measurements vertical.
4. Boundary lines shown per Reference 1. See Reference 1 for more details.

TREE CHART					
Tree No.	Description	Tree No.	Description	Tree No.	Description
2140	18" HRD	2145	14" PINE	2150	17" PINE
2141	12" HRD	2146	24" HRD	2151	25" HRD
2142	22" PINE	2147	18" PINE	2152	19" HRD
2143	12" PINE	2148	12" PINE	10094	42" HRD
2144	14" PINE	2149	14" PINE	10166	16" HRD

* Specimen Trees shown in green *

See Arborist Report prepared by Scott Hall for details.

Due to the construction of the Alpha Loop and the construction on the property to the west, trees # 136, 138, 140, 112, 113, and 114 shown on the report have since been removed and are not shown hereon.

ABBREVIATION LEGEND:	SYMBOL LEGEND:
BC = back of curb	= existing concrete
C&G = curb and gutter	= existing asphalt
CB = catch basin	= existing gravel/riprap
CD = check dam	= fire hydrant
CL = centerline	= guy wire
CMF = concrete monument found	= light pole
CMP = corrugated metal pipe	= power pole
CO = clean out	= sanitary sewer manhole
CT = crimp top pin	= clean out
DI = drop inlet	= transformer
DIP = ductile iron pipe	= water meter
DWCB = dbl. wing catch basin	= single wing catch basin
FC = face of curb	= guy pole
FES = flared end section	= grate inlet
FH = fire hydrant	= junction box
GI = grate inlet	= head wall
GP = guy wire	= buffer
GW = head wall	= bldg setback
IPF = iron pin found	= fence
IPS = iron pin set	= land lot line
JB = junction box	= light pole
INV = invert	= manhole (sanitary sewer)
L.L.L. = land lot line	= outlet control structure
LP = light pole	= open top pipe
MH = manhole (sanitary sewer)	= property line
OCS = outlet control structure	= power pole
OT = open top pipe	= reinforcing bar
PL = property line	= reinforced concrete pipe
PP = power pole	= right-of-way
RB = reinforcing bar	= traffic signal pole
RCP = reinforced concrete pipe	= traffic signal box
R/W = right-of-way	= telephone pole
TSP = traffic signal pole	= traffic signal pole
TSB = traffic signal box	= water meter
TP = telephone pole	= water valve
TSP = traffic signal pole	= yard inlet
WM = water meter	
WV = water valve	
YI = yard inlet	

Owners

Tract 1
Nanda K. Veluru
Parcel ID No. 12 270307480701
82 Thompson Street

Tract 2
Mohammed Gayasuddin
3626 Robinson Walk Dr
Parcel ID No. 12 2070307480719
92 Thompson Street

Total Area

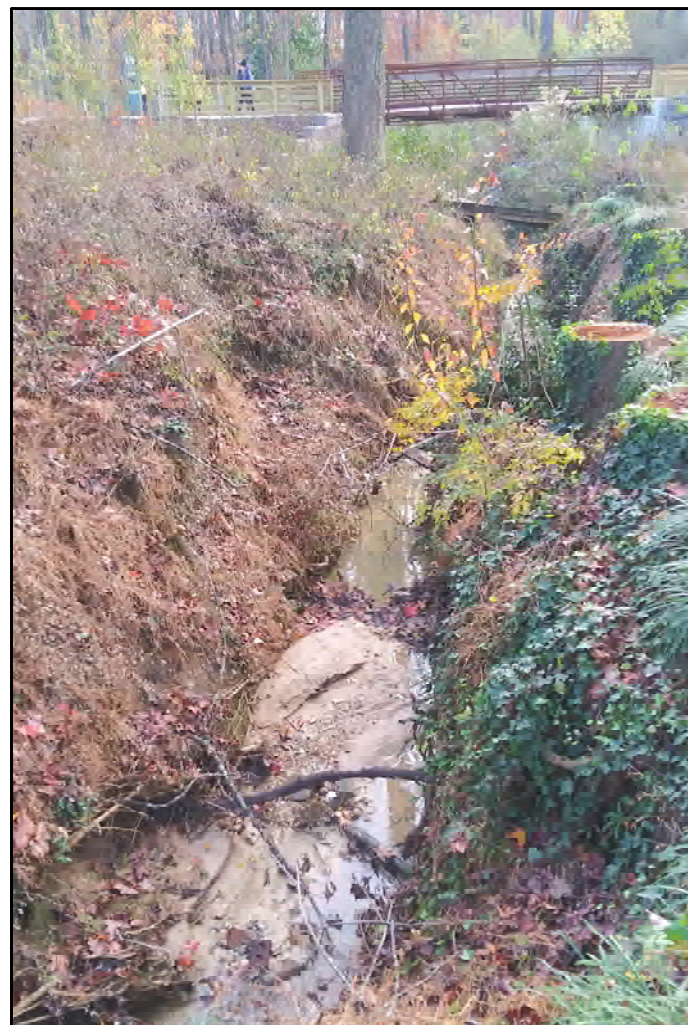
Tract 1	24,087 Sq. Ft.	0.553 Acres
Tract 2	25,111 Sq. Ft.	0.577 Acres
Total	49,198 Sq. Ft.	1.13 Acres



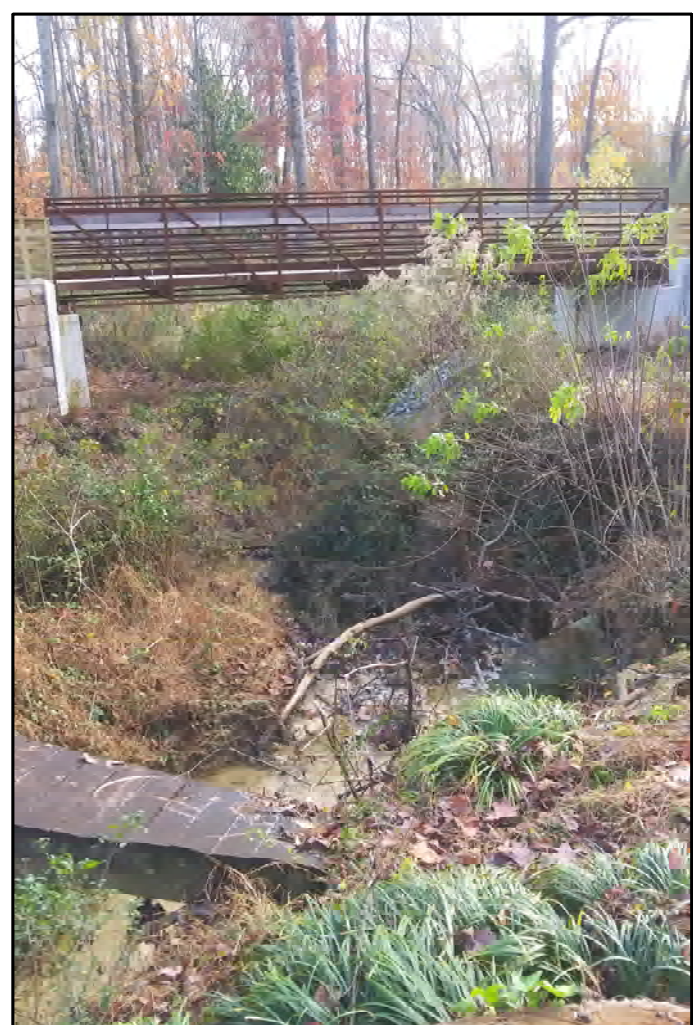
Picture 1



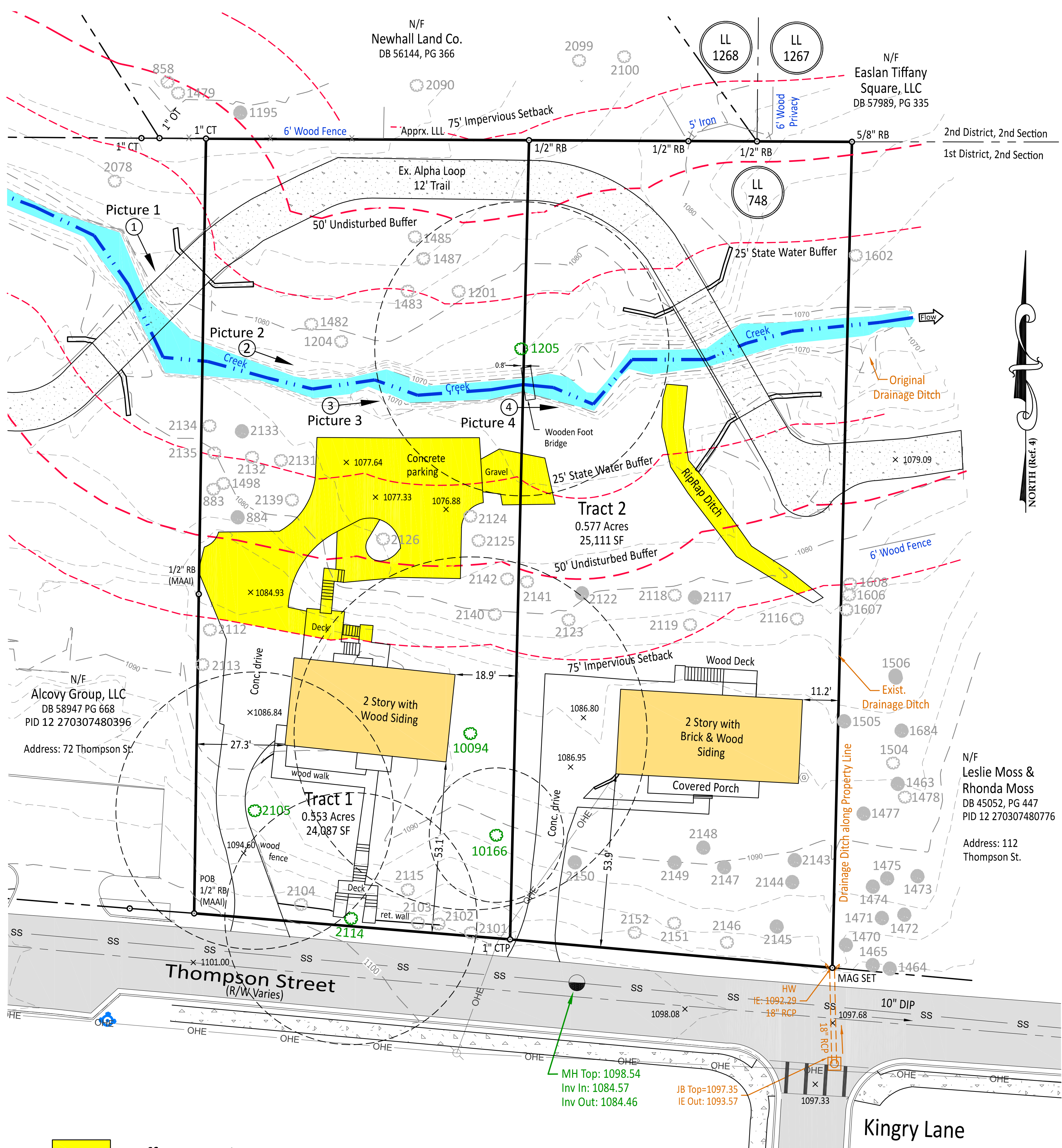
Picture 2



Picture 3



Picture 4



10/20/20

Alcovy Condos Thompson St

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: **Alcovy Group LLC**

Subject Public Hearing Case: _____

Campaign Contribution Information:

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

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

Name of Official: _____ Position: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Campaign Contribution Information:

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

Signature: _____

Date: 09/30/2020

CITY OF ALPHARETTA

3/24/21 Revised App

PUBLIC HEARING APPLICATION

Alcovy Condos
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: Mohan Meruga Telephone: 317-445-6394

Address: 6220 Imes Way Suite: _____

City: Duluth State: GA Zip: 30097 Fax: _____

Mobile Tel: 317-445-6394 Email: mohan@alcovy.com

Subject Property Information:

Address: 82 & 92 Thompson St Current Zoning: OP&R12

District: 1 Section: 2 Land Lot: 748 Parcel ID: 12 270307480701& 12 270307480719

Proposed Zoning: DTLW Current Use: Residential

This Application For (Check All That Apply):

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

3/24/21

Revised App

APPLICANT REQUEST AND INTENT

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

Two detached Units of 5 Stacked flats in each unit. Total 10 stacked flats.

1st Floor will have two flats in each unit.

2nd floor will have two flats in each unit.

Top floor will be a single flat penthouse style per unit.

Applicant's Request (Please itemize the proposal):

1. Request to Rezone the subject properties from OP & R12 to DT-LW
2. Variance to use impervious buffer to set back Courtyard, Structure and Underground Storm Water basin into Subject Property.
3. Variance on easement to accommodate Alpha Loop walk way
4. Request conditional use for proposed density of 8.85 units/acre .
5. Variance to remove existing parking structure in buffer area and restore the area.

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

The Applicant's proposal is to construct 10 high-end stacked flats (condominiums). The condominiums will be high-end homes which will incorporate the design standards of the Downtown Overlay District, which will enhance Thompson St/Alpharetta City vibrancy. The Subject property also provides pedestrian and cyclist extension of the proposed Alpha Loop Trail. A more detailed description of the Applicant's intent is included with the Letter of Intent, which is submitted with this Application and incorporated herein by reference.

3/24/21

Revised App

PROPERTY OWNER AUTHORIZATION

Property Owner Information:Contact Name: Nanda K Veluru Telephone: 704 502 4372Address: 3367 Archgate Ct Suite: _____City Alpharetta State: GA Zip: 30004 - _____**Authorization:**

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

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

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

Identify Authorized Applicant:Name of Authorized Applicant: Alcovy Group LLC Telephone: 317-445-6394

Address: _____ Suite: _____

City Duluth State: GA Zip: 30097 - _____**So Sworn and Attested:**

Owner Signature: _____ Date: _____

Notary:

Notary Signature: _____ Date: _____

3/24/21

Revised App

ALPHARETTA PLANNING COMMISSION REVIEW CRITERIA

How will this proposal be compatible with surrounding properties?

The surrounding properties to the subject property are in Mixed Use Live Work category. The future development road map shows subject property in the Mixed Use Live Work category with in Downtown Overlay district where DT-LW zoning classification is appropriate category. This proposal to rezone to DT-LW for 10 single family units is compatible and consistent with residential development that already exists or is anticipated in the surrounding properties.

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

The value of the surrounding properties will be enhanced by premium design condos with high-end elevations. The Alpha Loop trail on the north side of the subject property enhances and provides interconnectivity to surrounding properties along with side walk to east side of the subject property that interconnects Alpha Loop Trail and Thompson St. The Alpha Loop trail along with creek on the north side of the subject property also provides aesthetic look and feel to surrounding properties. This proposal thus positively affects the use and value of surrounding properties.

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

No. As the subject properties is currently zoned as Residential and OP, these zonings will prohibit any joint development of the properties and any enhancement to the property. Therefore subject properties cannot be developed for a reasonable economic use with current zoning, ever increasing development costs and land prices.

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

The increase to population and traffic would be very minimal if this proposal were approved. This has 10 units which 25 people approximately (assuming 2.5 people per unit) and traffic would be approximately 58 trips per 24 hours (10 residences multiplied by 5.75 vehicle trips per residence for 24 hours)

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

The impact to schools and utilities if the proposal were approved would be minimal. The number of new students that would be in this property will be 7 (assuming 0.75 student per residence) spread across all grades. The impact of public utilities - Sanitary, water, sewer, gas, electricity and cable (available to the subject property) - will be in the growth projected by the utility providers.

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

The Alpharetta Comprehensive Plan designates the Subject Property as lying within the Alpharetta DownTown overlay, where one of the goals is to "create opportunities for.. medium and high density resident developments" and 'adding and/or linking sidewalks". This proposal is consistent with Alpharetta Comprehensive Plan and Future Land Use Map/Future Development Map.

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

All properties along side of Thompson St are zoned or being zoned under DT-LW zoning category. These properties that already exists are high-quality, high-density residential products that have enhanced Alpharetta down town and Thompson st. Thus, rezoning subject property to DT-LW zoning category will ensure that high-quality development is consistent with adjacent properties as envisioned in the Alpharetta Comprehensive Plans

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.

3/24/21

Revised App

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 topography, size, depth of property, the creek & impervious buffer on the north side of the property, setbacks and landscaping requirements along the boundary lines, substantially limit build-able area of the subject property. This resulted in placement of drive ways and other structures in the locations proposed by the Applicant. With all the constraints mentioned of the Subject Property, unless the proposed conditional use and variance is approved, construction of the proposed condo types, architectural designs and elevations would result in condo shapes with significantly reduced finished square footage, open courtyards and sidewalks for the subject property prohibiting the development of the said properties.

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

Given the shape, size, elevation of the Subject property, UDC standards for proposed DT-LW zoning classification would create unnecessary hardship to the Subject Property. Strict conformity to the requirement will prohibit utilizing connecting driveway on west side, prohibit development of open concept structures with spacious court yards, prohibit alpha loop connecting side-walk, prohibit the elevation design and prohibit the larger setback on the front to provide more green space. These would prevent reasonable economic development of the subject property. After discussing with engineering team and City Staff, Applicant has submitted this conditional use and variance.

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

Yes. The subject property is reserving land for the city to utilize for side walk that connects between Thompson st and Alpha loop trail. City has also used Subject Property to build Alpha Loop trail that connects its surrounding properties. With current condition of the creek on the north the subject property will need restoration of the creek and landscaping of large areas. Due to shape and topography of the site, best access to parking area of the subject property is to use Alcovy drive way for its residence. Conforming to strict UDC standards would prohibit aesthetics of condo design, spaciousness of the condo & courtyard, high-quality development consistent with adjacent properties

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

No. The variance is minimum necessary to facilitate the proposed project with 10 luxurious condos. The requested conditional use and variance would not cause substantial detriment to public good or impair the purpose and intent of the Zoning code. This subject property project will accomplish the intent of zoning code at issue, to provide vibrancy and aesthetic appeal, premium housing, interconnectivity and walk-ability within the project and surrounding areas.

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.

3/24/21

Revised App

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

The site conditions and variance requested are consistent with surrounding developments within downtown overlay. These are required to enhance the alpha loop and the buffer area which are enjoyed by the public at large.

☐ 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

3/24/21

Revised App

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: Leccio LLC

Contact Name: Alcovy Group LLC

Telephone: 317 445 6394

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.

Owners of properties located within 500 ft of the Subject Property

Affected government departments

Interested parties noted on any list provided by the City

City Officials

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

☒

Letter

☐

Personal Visits

☐

Telephone

☐

Group Meeting

☐

Email

☒

Other *(Please Specify)*

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

Individuals can contact Mohan Meruga via telephone at 317-445-6394 or via email at mohan@alcovygroup.com as well as during the public participation process

3/24/21

Revised App

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: Leccio LLC

Contact Name: Alcovy Group Telephone: 317 445 6394

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

Date: 1/12/2019

LETTER OF INTENT

Applicant: Leccio Homes LLC / Alcovy Group
Subject Property: 82 Thompson St, Alpharetta, Parcel ID: 12 270307480701, 0.557 Acres
92 Thompson St, Alpharetta, Parcel ID: 12 270307480719, 0.576 Acres
Total 1.13 Acres.

Current Zoning: OP, 82 Thompson St, Alpharetta
R-12, 92 Thompson St, Alpharetta

Proposed Zoning: DT-LW

Proposed Use: 10 Residential Dwellings (Single Family stacked units)
Built as 2 detached units of 5 single family stacked units.

ROW Access: Thompson St through Alcovy Place drive way.

This Letter of Intent is intended to comply with the application procedures established by The City of Alpharetta, GA for submittal of land use applications, as required by the City of Alpharetta Unified Development Code (the "UDC"), City of Alpharetta Public Hearing Application Requirements, and other City of Alpharetta Ordinances and Standards.

The Applicant submitted with this Letter of Intent the application package for the Proposed Zoning and Proposed Use, as may be amended (the "Application"). With regard to any zoning, conditional use permit, and variances requested in the Application (as applicable), the Applicant incorporates all statements made in the Public Hearing Application as part of this Letter of Intent.

PROPOSED ZONING AND USE

The Applicant requests to rezone the Subject Property to the Proposed Zoning and intends to develop the Subject Property for the Proposed Use. The Applicant intends to develop 10 Residential Single Family Dwellings in two block units of 5 stacked flats each, sidewalk and other amenities and site features.

The Applicant also intends to develop the connecting walkway of the proposed Alpha Loop through the eastern property side for public use as requested by City of Alpharetta.

The Proposed Use incorporates the design standards of the Downtown Overlay District and will increase the vibrancy of Downtown Alpharetta. The Proposed Use is compatible with the surrounding properties because the surrounding properties are also zoned for Downtown Live Work. The DT-LW zoning category is also consistent with the Future Development Map, which shows the Subject Property in the Mixed Use Live Work category within the Downtown Overlay District.

Like the Subject Property, the adjacent properties to the all directions are located within the Mixed Use Live Work category; The Proposed Use to rezone to DT-LW is therefore consistent with the medium-to high-density residential development that either already exists or is anticipated on the surrounding properties. The Proposed Use will also provide pedestrian and cyclist interconnectivity via a public sidewalk along Thompson Street on the south end of the Property and a connecting walkway from the Kingley Ln for public access of the Alpha Loop trail.

The Proposed Use will result in only a minor population increase of approximately 20 people (assuming 2.5 people per residence minus existing dwellings residence) and only a minor increase to traffic: approximately 46 trips per 24 hours (10 residences multiplied by 5.75 vehicle trips per residence minus existing dwellings trips). Likewise, the impact to schools would be minimal: approximately 6 new students (assuming 0.75 students per residence) spread across all grades. Sanitary sewer, water, natural gas, electricity and cable are available to the Subject Property and the impact on public utilities will be in keeping with growth projected by utility providers.

CREEK RESTORATION & REHABILITATION

The site contains creek on the Northside of the property and very large buffer area. The creek and the buffer zone is in need of extensive rehabilitation due to erosion and loss of trees due to erosion. Upon the opportunity for development, the Applicant with some form of monetary support from city (credits) will restore the creek, install new tree plantings in undisturbed and disturbed areas to comply with City requirements.

The site design also includes tree save areas along the northern and southern boundaries of the Subject Property. Preservation of these tree save areas will provide a visual separation between neighboring property owners and the proposed development, and the tree groupings within these tree save areas will provide wildlife habitat that would not be accommodated by the preservation of trees elsewhere on the Subject Property.

PUBLIC ACCESS:

The Applicant as requested by city plans to develop a walkway on the east side of the property for public to access the Alpha Loop Trail. This walkway will be connected to the Kingley Ln cross walk thus giving easy access to public to come from Milton Hwy and on to the Alpha loop.

The Proposed Use provides a unique opportunity to create an extraordinary enclave of luxury single-family stacked homes tucked away, and yet just steps away (via the Alpha Loop) from Alpharetta's City Hall and City Center downtown district.

ARCHITECTURE:

Thompson Street Flats/Condos – architectural narrative:

The Downtown Design Guidelines allow for a “**Mercantile/Mill**” style, which we believe is best suited for this residential project. As the Guidelines explain –

“Nineteenth and early 20th century urban mills and/or warehouses are included in this “style” which is characterized by **primarily brick/masonry** construction and minimal ornamentation with **flat** (but not always) **roofs**. Windows were usually metal and varied in size, depending on the historic use of the facility; and many featured large, storefront window elements at street level. **Brick surfaces should vary in color and texture** to demonstrate age. Indigenous & vernacular **stone details** are encouraged and would be appropriate if historic precedent details are presented to DRB. Although remaining historic (agrarian based) structures of this type may not remain in the area, this “Mercantile” aesthetic is charming, appropriate and desired especially when such structures are redeveloped into modern uses. Elevations are usually multi-storied with **stairs/elevators pronounced in tower elements**, and former “loading dock” areas are apparent. Overall facades should comply with other restrictions in these Guidelines, and minimize large city block masses...and instead, feature smaller elevation blocks that **appear to have been built over longer periods of time** by different architects and developers.”

We expect to introduce and utilize many of the specifics as highlighted above in the project details, materials, textures and colors. The correlation to a historic mill seems even more appropriate on this site/setting overlooking the natural environment of the Alpha Loop. Our goal when completed is to blend with the quiet elegant nature of Thompson Street and to feel as if it’s been here all along.

The Architectural renderings are conceptual at this time. Final plans and elevations will be designed after the Land Disturbance Permit (LDP) documents are substantially complete. Any reference to retaining walls, elevations, driveways, rooflines, etc. shown on the renderings are stylistic and conceptual. Similarly, the number of flat or gable rooflines is conceptual for rendering purposes. It is the intent of the developer at this time to provide a variety of architectural styles and rooflines. The exact mix will be determined after approval of the LDP.

CONDITIONAL USE & VARIANCE

Pursuant to City of Alpharetta UDC § 4.5.3, Conditional use & variance may be granted when a zoning provision will result in a hardship that is substantially unwarranted by the protection of the public health, safety or general welfare and the need for consistency among all properties similarly zoned. The Applicant is requesting the following variance:

1. Request to Rezone the subject properties from OP & R12 to DT-LW
2. Variance to use impervious buffer to set back Courtyard, Structure and Underground Storm Water basin into Subject Property.
3. Variance on easement to accommodate Alpha Loop walk way on East side of property
4. Request conditional use for proposed density of 10.62 units/acre .
5. Variance to remove existing parking structure in buffer area and restore the area.

The narrow shape, size, and topography of the property, and the resulting setbacks and landscaping requirements along the boundary lines, the public walkway access substantially limit the buildable area of the subject property and necessitate placement of the structures in the locations proposed by the Applicant. The concept incorporates a large courtyard which will bring the asthenic look to the Thompson st. The concept of two separate units is the right approach to show beautiful architecture and spacious nature of this development the architecture style will be three floors looking from Thompson st and single floor living requiring 6 dwellings per unit with floor space of 2100 -2400 sq ft compatible with other residential developments around Alpharetta Downtown overlay.

The requested site conditional use & variances, however, will not cause substantial detriment to the public good or impair the purpose and intent of the UDC. First, conditional use and variances are minimal and apply only to the subject property and within the architecture style and concepts of similar dwellings developed on Thompson st.

3/24/21

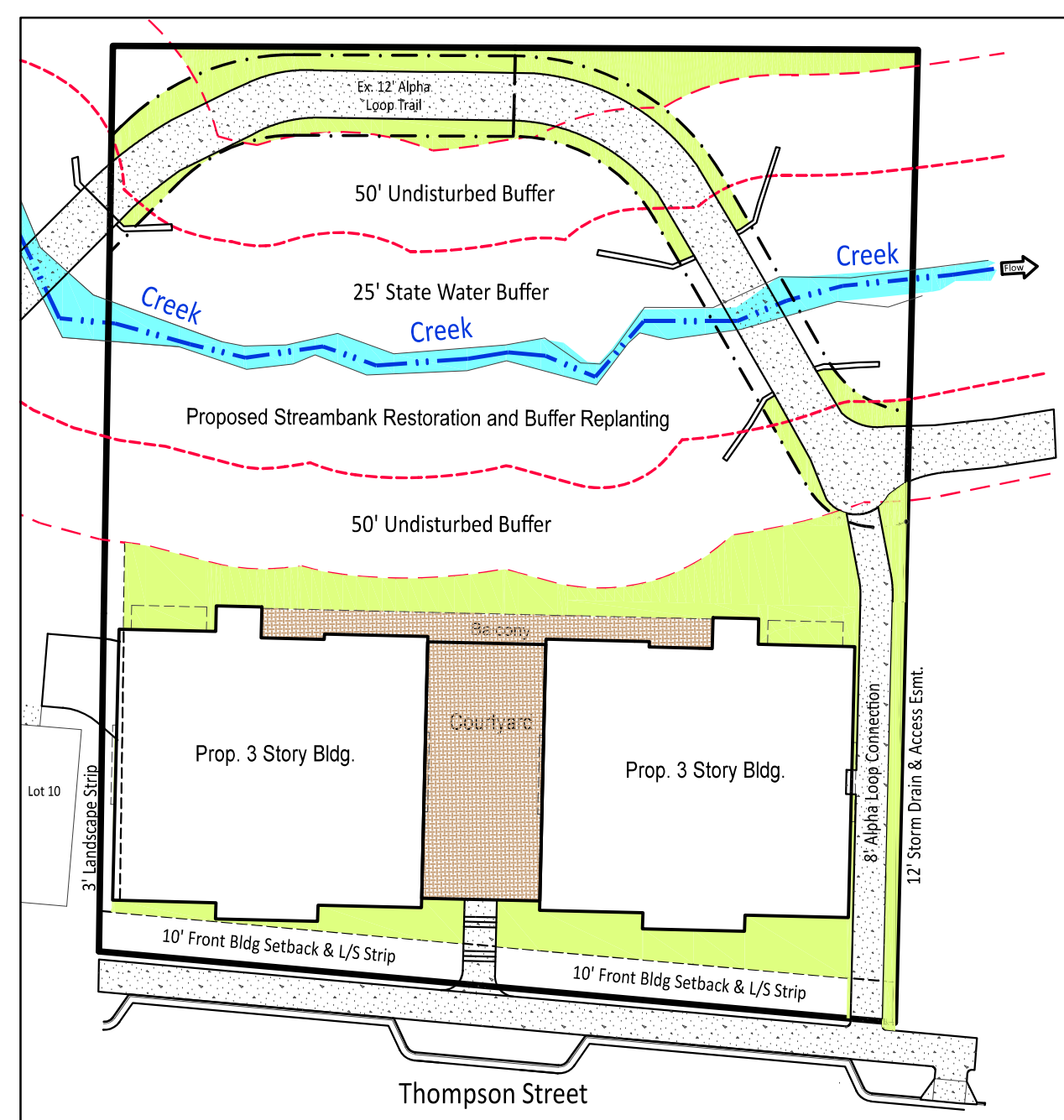
Revised App

The proposed homes are unique product type along Thompson Street, and the exemplary architectural detail proposed by the Applicant and enhancements and public access to be developed justify the requested conditional use and variance, if such is deemed necessary. Because the Proposed Use complies with all criteria appropriate for consideration of the land use application, the Applicant and owners respectfully request that this Application be approved as requested by the Applicant and in the manner shown on the Application, which is incorporated herein by reference. The Applicant and owners reserve the right to amend and supplement this Letter of Intent at any time.

Respectfully,



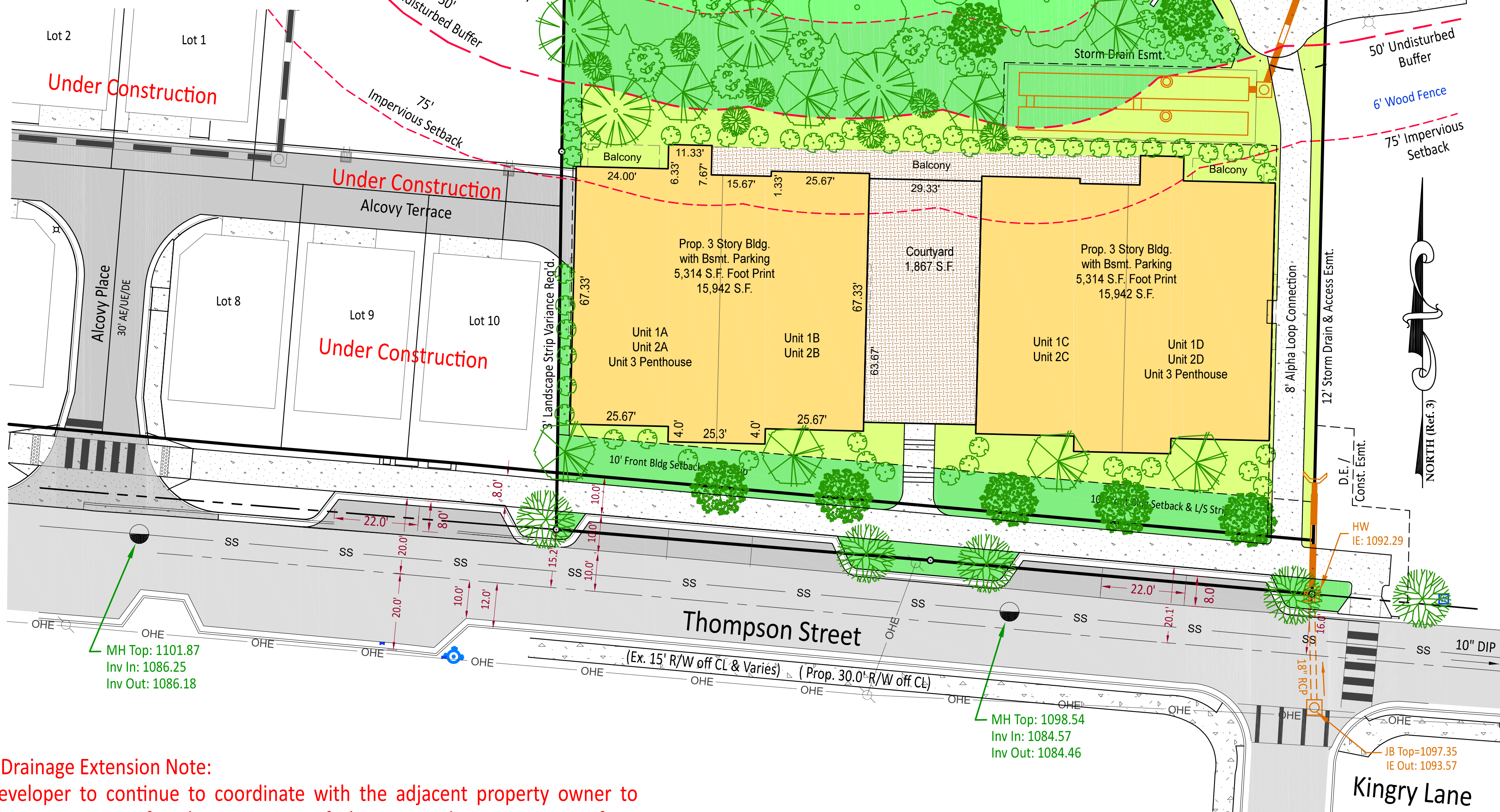
Mo Gayasuddin
Managing Partner



Open Space Exhibit

Scale: 1" = 40'

Area This Tract		
Tract 1	24,087 Sq. Ft.	0.553 Acres
Tract 2	25,111 Sq. Ft.	0.577 Acres
Total	49,198 Sq. Ft.	1.13 Acres
Owners		
Tract 1		
Nanda K. Veluru		
Parcel ID No. 12 270307480701		
82 Thompson Street		
Tract 2		
Mohammed Gayasuddin		
3626 Robinson Walk Dr		
Parcel ID No. 12 2070307480719		
92 Thompson Street		
Open / Amenity Space:		
Required Required Amenity Space: 4,920 S.F. (10.0%)		
Proposed Open / Amenity Space:		
Ex. Alpha Loop 5,235 S.F.		
Prop. Alpha Loop 1,025 S.F.		
Common Area (Courtyard) 2,792 S.F.		
Resident Balcony: 560 S.F.		
Landscaping (excluding Buffers) 5,489 S.F.		
Total 14,543 S.F. (29.6%)		



Thompson Street Flats/Condos – architectural narrative:

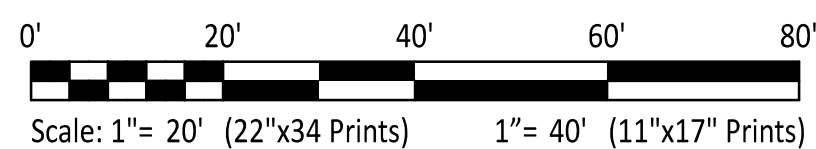
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FLOOD HAZARD NOTE:

No portion of this property is contained within the limits of a Special Flood Hazard Zone as defined by the Federal Emergency Management Agency Flood Insurance Rate Map No. 13121C0058F of Fulton County, GA., most recently revised September 18, 2013.

[illegible]

Storm Drainage Extension Note:

The Developer to continue to coordinate with the adjacent property owner to acquire an easement for the extension of the storm drainage system from Thompson Street and Kingry Lane to the Creek. Said easement to be a 20' drainage and access easement. The Developer will construct an 8' sidewalk within the easement to connect Thompson Street to the Alpha-Loop.

If Said easement cannot be acquired, then the project will be constructed as shown with the proposed 8' Alpha Loop connection contained on Alcovy's property and the drainage to continue to flow along the property line in the existing drainage ditch.

Revised App



Site Information

Zoning:
Current Zoning: R-12
Overlay District: Downtown
Future Land Use: MULW, Mix Use Live-Work

Proposed Zoning: DT-LW, Downtown Live-Work

Zoning Requirements:

Landscape Strips:
10' adjacent to Thompson
5' Exterior Property Lines

Proposed Building Setbacks (DT-LW):

Front: 10 foot
Side: None, 10' min. between dwellings
Rear: 3 foot

Maximum Density:	8 units/acre
Proposed Density:	8.85 units/acre

Proposed Units: 10 Flats

Required Min. House Requirements: 2,500 SF, 25' Width
Required Min. Townhome Requirements: 900 SF, 20' Width

Proposed Flats 38' x 67' (Typ.) = 2,657 SF Approx.

Impervious Lot Coverage:

Allowable:	33,038 S.F. or 70% Max.
Proposed:	
Building, Courtyard, SW =	13,071 S.F. or 26.6%
Alpha Loop (Ex. & Prop.) =	3,707 S.F. or 7.5%
Total Impervious: =	16,778 S.F. or 34.1%

Max. Bldg Height: 3 Stories/40'

Parking Requirements:

Required Parking per Overlay:
2 spaces per unit + 0.5 spaces per unit: $20 + 5 = 25$ spaces

Proposed Parking:

Basement: 27 spaces
Street Parking: 6 spaces

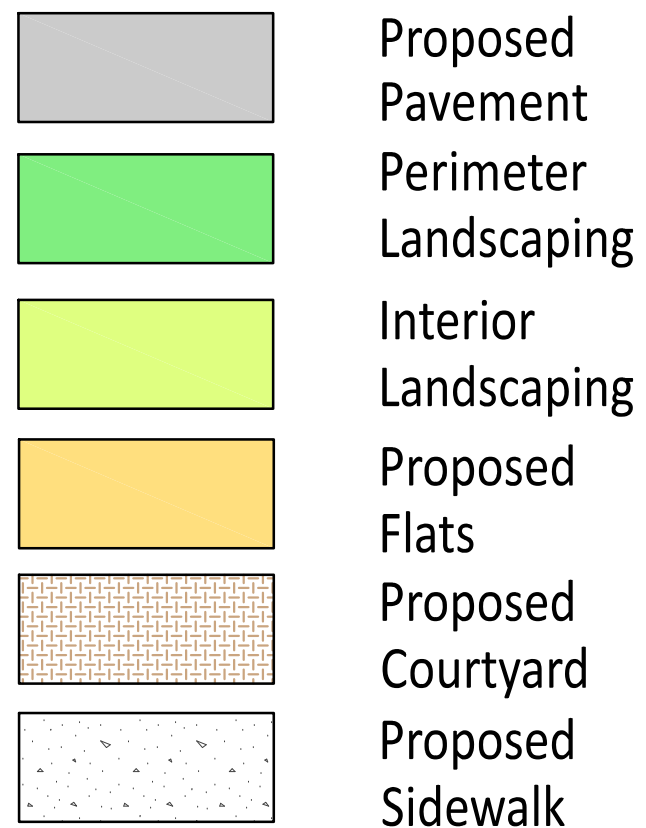
Total: 33 spaces

Amenity Space:
Required Amenity Space: 4,920 S.F. (10.0%)

Proposed Open / Amenity Space:	
Ex. Alpha Loop	5,235 S.F.
Prop. Alpha Loop	1,025 S.F.
Common Area:	2,792 S.F.
Resident Balcony:	560 S.F.
Landscaping (excluding Buffers)	5,489 S.F.

Total	14,543 S.F. (29.6%)
-------	---------------------

Legend



This project will require a Stream Buffer Variance from both the City of Alpharetta and the State of Georgia for the removal of the existing impervious within said buffers. The project will also require a Nationwide Permit and Stream Buffer Variance to restore/stabilize the existing streambanks. E303 is proposing to stabilize the streambanks using Geo-Lifts, Rock Cross Vanes and Rock J Hooks. After completion of the streambank stabilization, the stream buffers shall be replanted to buffer standards per the USACE, State and City.

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Z-20-05/CU-20-09/V-20-14
Alcovy Condos

Buffer and Setback Intrusion			
ID	Existing Impact	Proposed Building	Underground Detention
25' Stream Buffer	1,007 Sq. Ft.	0	0
50' Undisturbed Buffer	1,548 Sq. Ft.	0	552 Sq. Ft.
75' Impervious Setback	1,275 Sq. Ft.	1,968 Sq. Ft.	920 Sq. Ft.
Note: Does not include Alpha Loop or connection to the Alpha Loop			
Note: All Existing Intrusion associated with the existing Houses to be Removed			

Owners

Tract 1
Nanda K. Veluru
Parcel ID No. 12 270307480701
82 Thompson Street

Tract 2
Mohammed Gayasuddin
3626 Robinson Walk Dr
Parcel ID No. 12 2070307480719
92 Thompson Street

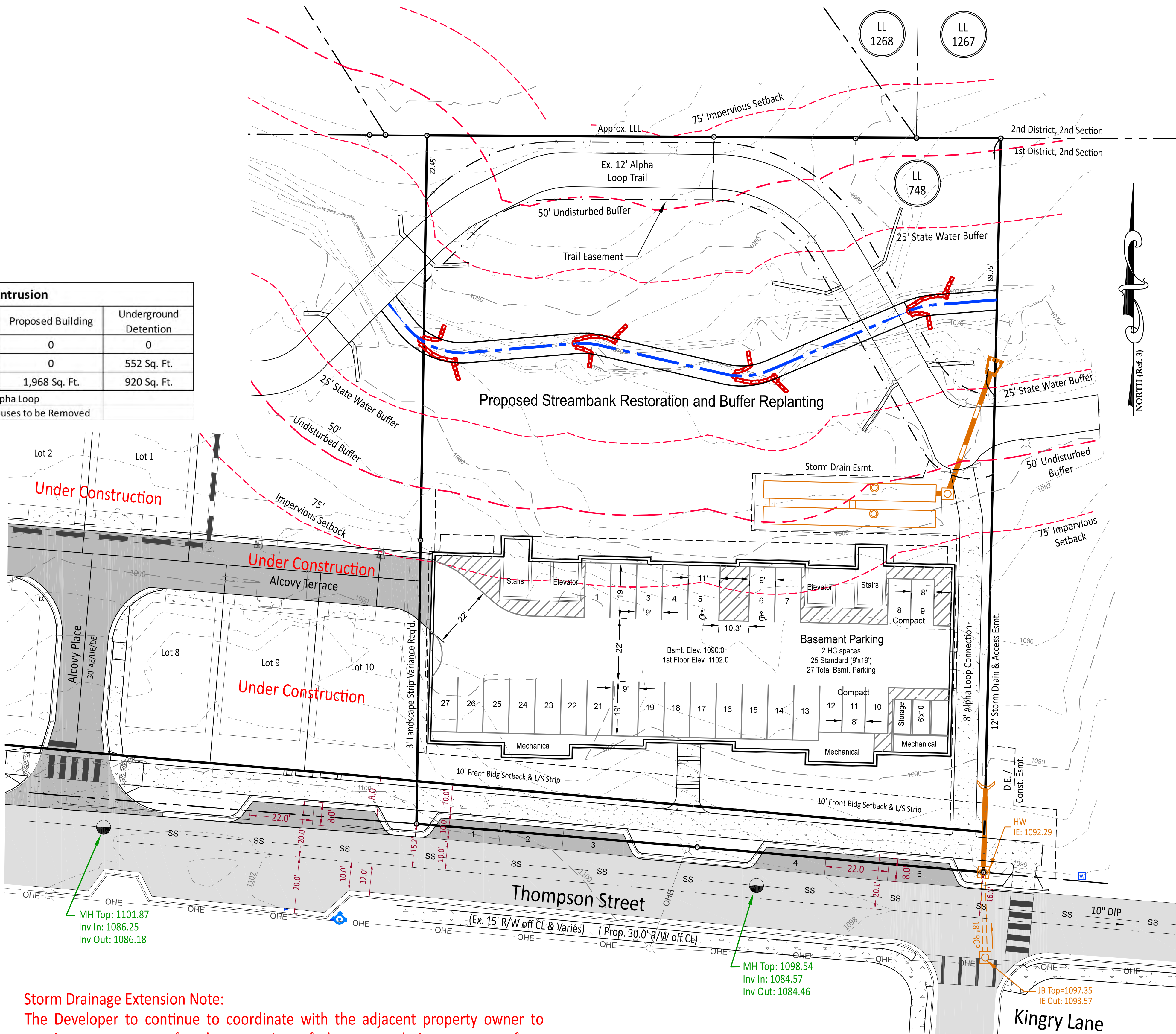
Area This Tract

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Total	49,198 Sq. Ft.	1.13 Acres

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0' 20' 40' 60' 80'
Scale: 1"= 20' (22"x34 Prints) 1"= 40' (11"x17" Prints)

REVISIONS:		
NO.	DESCRIPTION	DATE



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Total Impervious: = 16,778 S.F. or 34.1%

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Engineering
E303

Fulton County Georgia

Zoning Exhibit - Basement Parking

82 & 92 Thompson Street

The Alcovy Group, LLC

City of Alpharetta
1st District, 2nd Section

Land Lot 748



Civil Engineering, Land Surveying,
Stream and Wetland Restoration

108 Allen Street, Cumming, GA 30040
Phone: 770-442-0500 www.engineering303.com

Drawn: BJK
Date: 3-22-2021
Sheet
5 of 5
Project Number
20-4699





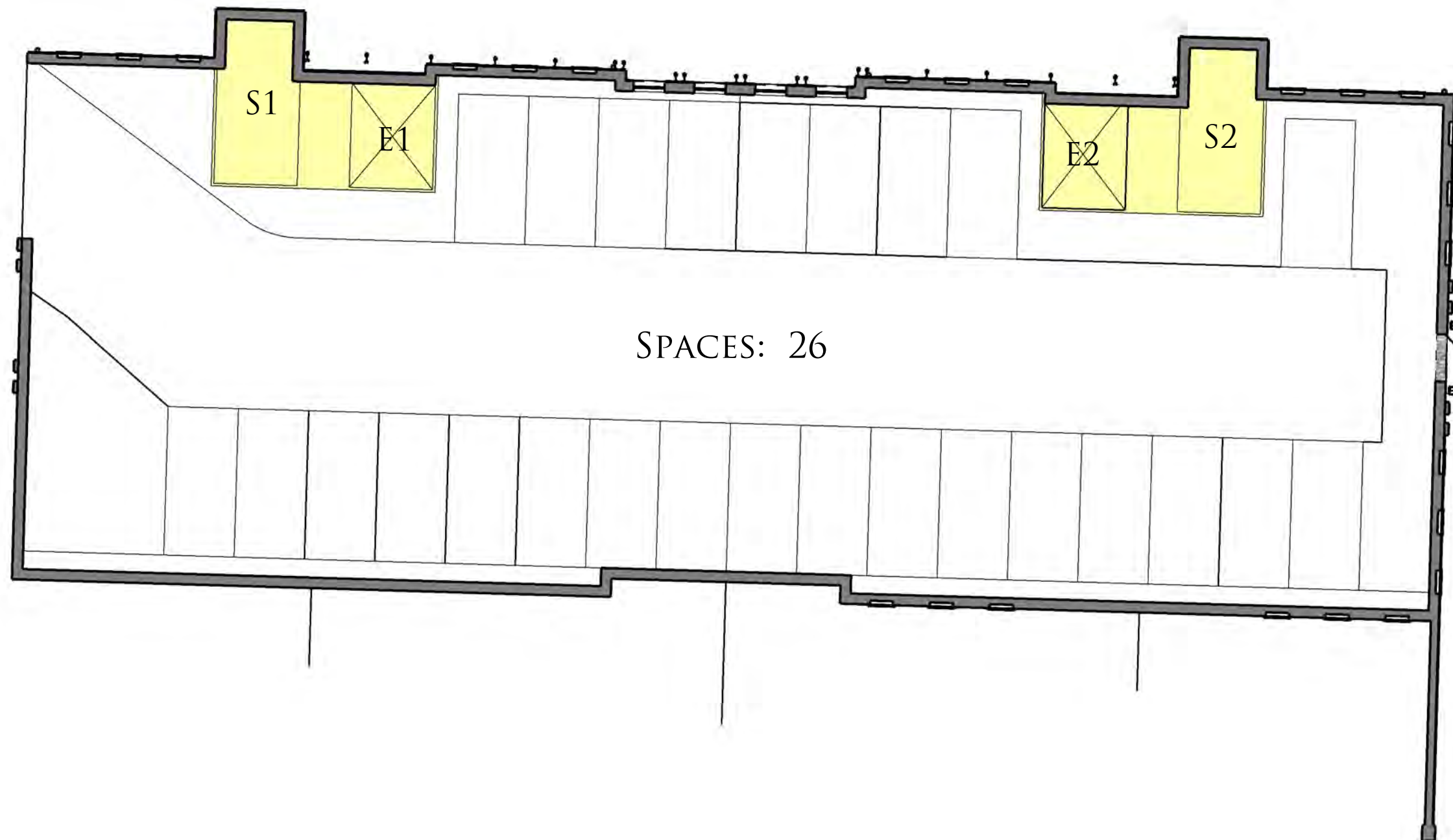




SCALE: 1/16"=1'-0"

SOUTH ELEVATION

3-17-2021



SCALE: 1/16"=1'-0"

BASEMENT LEVEL

3-17-2021

3/24/21

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20-09-03-01 82-92 Thompson St Arborist Report Alpharetta

Reference UDC
Alpharetta, Georgia



Location Map



All of the following information is based upon visual field observations and 30 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.

Outdoor Spaces, LLC

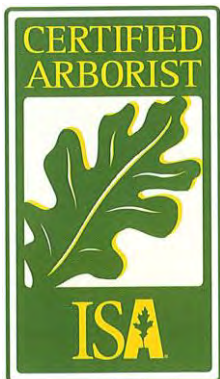
A blue ink handwritten signature, appearing to be 'Scott Hall', written over a light blue rectangular background.

By Scott Hall, Owner

On Site Specimen Evaluation Date: September 8, 2020

Report Date: September 9, 2020

Revised Date:



Outdoor Spaces, LLC
Scott Hall, Owner
RLA, Certified Arborist
Certificate Number: SO-5434A
404-328-6561 Cell
678-965-4784 Fax
scottandcyrena@bellsouth.net

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Warranty Disclaimer:

Although, this report will determine whether or not a tree is a specimen; it is provided as best judgment opinion. Ultimately, the governing body's (City of Alpharetta) arborist or representative shall determine whether a tree is classified as a specimen or not.

All specimen tree locations shall be approximate. The provided tree locations shall NOT be GPS located and in no manner shall the provided tree location plan be used or represented as a tree survey. It is the sole responsibility of the OWNER to have all tagged specimen trees located by a Certified Land Surveyor.

No warranties express or implied are made with respect to the report of aforementioned specimen trees. It is understood the OWNER makes use of this report by the ARBORIST at OWNER's sole risk and that the report is provided as best judgment opinion. In no manner does this report guarantee the life or imply any length of life span of the trees that are determined to be specimens.

Arborist Note:

Due to certain species and undesirable traits, some trees shall be considered in poor condition if the following is true. Numerous trees grown in a native setting may appear to grow as multi-trunk; however this is not desirable in most trees. Most trees that have multi-trunks at the base are usually created when two separate trees grow together or the tree branches off at an early age and they become Co-Dominate Leaders. Either scenario is an undesirable condition for most trees because they both create weak crotches, included bark and/or a prime place for debris and water to get trapped that will always cause decay. In this case these trees become a life safety issue and cannot be considered specimen trees.

Some trees are an exception to this rule, such as, but not limited to:

Crape Myrtles, Birches, Wax Myrtles, Red Buds, Fringe Trees, Dogwoods, Hollies, Cedars, Sourwoods, Sweet Bay Magnolias, Red Bays and Live Oaks.

These are an exception because they naturally create sucker growth from the roots and/or trunk or do not typically have the life safety issues because they are not large growing trees.

Reference: Sinclair, Wayne A., 1936. Diseases of Trees and Shrubs / Wayne A. Sinclair and Howard H. Lyon.-2nd Ed. Published 2005

Smiley, E.. (2003). Does included bark reduce the strength of codominant stems?. Journal of Arboriculture 29.

One of the most common locations for the aboveground portion of a tree to fail is at the junction of two or more codominant stems. Due to the frequency of failures at this point, a study was undertaken to get a better understanding of the mechanical strength of this point and to determine if included bark reduces the strength of the union. Eighty-four codominant stems were removed from 26 felled maple trees. These crotches were securely anchored and split apart using measured force. Breaking force varied from 64 to 2,363 kg. The regression line produced from the comparison of stem diameter and force required for breaking the union when there was no included bark was $\text{Force} = \text{Diameter} * 613 - 1388$, $r^2 = 0.92$. When only those unions with included bark were analyzed, the regression line was $\text{Force} = \text{Diameter} * 537 - 1285$, $r^2 = 0.76$. There was

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a significant difference between the regression lines ($p < 0.05$). Codominant stems that have bark trapped in the union are significantly weaker than those that do not have bark included. The differences appear to be greater with smaller-diameter stems than with larger stems.

SECTION 3.2 - TREE CONSERVATION, LANDSCAPE, AND BUFFER REQUIREMENTS (Adopted 05-15-17)

3.2.2 Definitions.

For the purposes of this Section, unless the context indicates otherwise, the following terms shall have the meaning set forth below:

Boundary Tree: Any tree located on adjacent property with a critical root zone that will be impacted by proposed land disturbance activity.

Caliper: A standard of trunk measurement for replacement trees. Caliper inches are measured at the height of 6 inches above the ground for trees up to and including 4 inch caliper and 12 inches above the ground for trees larger than 4 inch caliper.

Conifer Tree: Any tree with needle leaves and a woody cone fruit including, but not limited to, pine, juniper and cedar species.

Critical Root Zone (CRZ): The minimum area beneath a tree which must be left undisturbed in order to preserve a sufficient root mass to give a tree a reasonable chance of survival. The Critical Root Zone will typically be represented by a concentric circle centering on the tree's trunk with a radius equal in feet to one and three-tenths times the number of inches of the trunk diameter. EXAMPLE: The CRZ radius of a twenty (20) inch diameter tree is twenty-six (26) feet.

Dead Tree: Any standing tree which is no longer alive or has the ability to sustain itself through natural processes as determined by a qualified professional.

Diameter Breast-Height (DBH): The standard measure of tree size (for trees existing on a site). The tree trunk is measured at a height of 4 1/2 feet above the ground. If a tree splits into multiple trunks below 4 1/2 feet, the trunk is measured at its most narrow point beneath the split.

Guidance Document: A document maintained by the City of Alpharetta Arborist that includes clarifications to requirements with examples and additional technical standards about tree protection, tree planting, species selection, and other information relevant to the protection and replanting of trees in the City of Alpharetta. The document may be revised by the City Arborist as conditions and technical standards evolve.

Hardwood Tree: Any tree that is not coniferous (cone bearing). This definition is based on the colloquialism, and does not necessarily reflect any true qualities of the tree.

International Society of Arboriculture (ISA): A professional organization that promotes the professional practice of arboriculture, sets standards for obtaining professional credentials for arborist, and establishes best practices for tree care, pruning, and protection.

Landscape Tree: A tree or trees that were planted or retained on a developed or previously developed site.

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Ornamental Tree: A tree that provides a visual impact in the landscape. The impact may be provided through form, bark, branching structure, leaf color, and / or flower color. Typically a small or medium size tree.

Overstory Tree: Those trees that compose the top layer or canopy of vegetation and will generally reach a mature height greater than 40 feet and typically have a spreading canopy.

Pine Tree: An evergreen coniferous tree that has clusters of needle-shaped leaves.

Pruning (Tree Pruning): To cut away dead, overgrown, or undesirable branches or stems. Pruning of trees to be done in compliance with standard arboricultural practices as outlined in ANSI A300 and shall maintain the trees natural form and structure.

Qualified Professional: An International Society of Arboriculture (ISA) Certified Arborist; an American Society of Consulting Arborists (ASCA) Registered Consulting Arborist, or a Registered Forester.

Shade Tree: Any tree that has a spreading canopy that provides partial to full shade to the ground with a minimum height of 20 feet.

Softwood Tree: Any coniferous (cone bearing) tree. This definition is based on the colloquialism, and does not necessarily reflect any true qualities of the tree.

Specimen Tree: Any tree which qualifies for special consideration for preservation due to its size, type, condition, location or historical significance and which also meets the minimum size criteria set forth below.

Size Criteria:

Pine Trees: 30-inch diameter or larger for trees in the *Pinus* (Pine) genus.

Coniferous Trees: 20" diameter or larger for trees in the *cedrus* (deodar cedar), *Thuja* (Arborvitae), or other ecologically similar trees,

Overstory Trees: 30-inch diameter or larger for trees in the *Liquidambar* (Sweetgum) or *Liriodendron* (Tulip poplar) genus

- 20-inch diameter or larger for trees in the *Fagus* (Beech), *Nyssa* (Tupelo), *Diospyros* (Persimmon), *Sassafras* (Sassafras), or other ecologically similar trees,
- 20-inch diameter or larger for *Magnolia grandiflora* (Southern magnolia) and those cultivars that generally reach a mature height over 40'
- 24-inch (24") diameter or larger for trees in all other genera

Understory Trees: 8-inch (8") diameter or larger.

- 10-inch (10") diameter or larger for *Oxydendron arboretum* (Sourwood).

See additional requirements for Specimen Trees in The Guidance Document

Street/Streetscape Tree: Any tree located or proposed to be located along a public or private street. The actual location will be determined by the specific zoning district or overlay. In situations where there is limited planting space in the right of way and or safety concerns, street trees may be located at the back of the sidewalk or within the landscape strip on private property and the discretion of the Director.

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Structural Root Plate: The zone of rapid root taper that provides the tree stability against wind throw. The radius of the structural root plate is equal to 0.5 feet per inch of DBH.

Tree: Any living, self-supporting woody or fibrous plant which normally obtains a diameter breast height of at least three (3) inches and typically has one (1) main stem or trunk and many branches.

Tree Care Plan: A plan developed to provide an impacted tree the best possible chance of survival. A tree care plan should be prepared by a qualified professional and conform to the requirements of ANSI A300 and the Guidance Document

Tree Grouping: A community of trees as determined by the Director to merit special consideration as an ecological feature based upon species composition, form, structure, age, and condition. Specimen trees and trees of quality may be included in tree groupings and every alternative should be evaluated to save these trees. Except as otherwise provided in Section 3.2., Tree Groupings will be treated as specimen trees for preservation credits and every alternative should be evaluated to save these trees.

Tree of Quality: A tree that merits special consideration due to historical significance, ideal shape and structure, or uniqueness of the species as determined by the Director. Except as otherwise provided in Section 3.2., Trees of Quality will be treated as specimen trees for preservation credits and every alternative should be evaluated to save these trees.

Tree Planting List: List of preferred tree species for use in the City of Alpharetta. Species not included on this list may be approved at the discretion of the Director. The Tree Planting List is included in the Arborist Guidance Document.

Tree Protection Area: An area encompassing the critical root zone of a tree that shall remain in a previous state.

Tree Save Area: An area designated for the purpose of meeting tree density requirements, saving natural trees, and/or preserving natural buffers that shall remain in a previous state.

Understory Trees: Those trees that grow beneath the overstory, and will generally reach a mature height less than 40 feet. Understory trees may include coniferous trees that meet these same height characteristics.

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Notes:

- All tree locations are approximate and have not been field surveyed. Refer to survey for locations.
- All 20" DBH trees within 30' of property line have been identified and specimen size have been evaluated.



Tree Location



North

Not To Scale

**Specimen
Location Plan**

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Revised App

20-02-24-01 Kimball Bridge Arborist Report Alpharetta

Tree #	Size/ Species	Health Condition	Structural Condition	Classification	Comments	Design Around	Photo # (See Attached)	City of Alpharetta's Assessment
135	35" Tulip Poplar	Good	Good	Specimen		Yes		
136	19" Water Oak	Poor	Hazard	Non-Specimen	Tree has 30% size of a normal canopy. Tree has a 30° lean towards some homes on neighboring property and Greenway. Tree should be removed due to life safety issues.	No	1	
137	42" Water Oak	Fair	Poor	Non-Specimen	Several limbs are gone/ dead. 2 Co-Dominate Leaders 20' up with included bark and weak crotch. Due the species, a multi-stem tree is undesirable and could be a life safety issue.	No	2	
138	26" Tulip Poplar	Good	Hazard	Non-Specimen	50% of root zone is compromised by undermining from stream with Greenway and neighboring town homes as targets Tree should be removed due to life safety issues.	No	3	
139	33" Tulip Poplar	Poor	Poor	Non-Specimen	Tree's root flare/ structural root plate has been compromised by driveway and vehicular traffic. At least one main limb and several minor limbs are gone/ dead.	No	4-5	
140	17" Dogwood	Good	Fair	Specimen	Boundary Tree. Needs corrective pruning	Yes		
112	35" Tulip Poplar	Fair	Good	Specimen	Boundary Tree	Yes		
113	27" Tulip Poplar	Good	Good	Non-Specimen	Boundary Tree	Yes		
114	25" Tulip Poplar	Good	Good	Non-Specimen	Boundary Tree	Yes		
141	30"(Estimated) Tulip Poplar	Poor	Fair	Non-Specimen	Unable to access for measurement. At least one main limb and several minor limbs are gone/ dead.	No	6	
142	16" Southern Magnolia	Good	Good	Tree of Quality		Yes		

3/24/21

Revised App

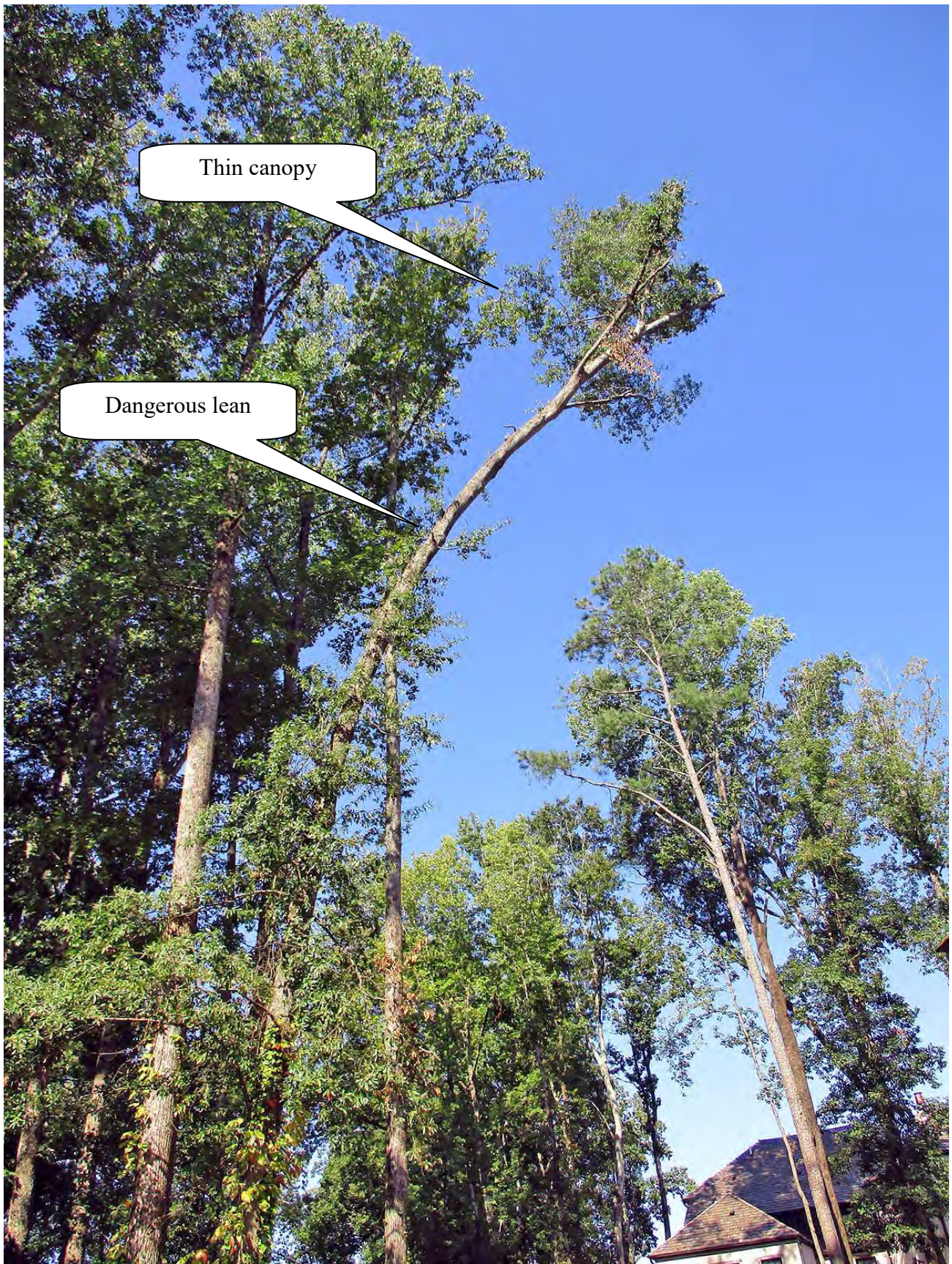


Photo 1

3/24/21

Revised App



Photo 2

3/24/21

Revised App



Photo 3

3/24/21

Revised App

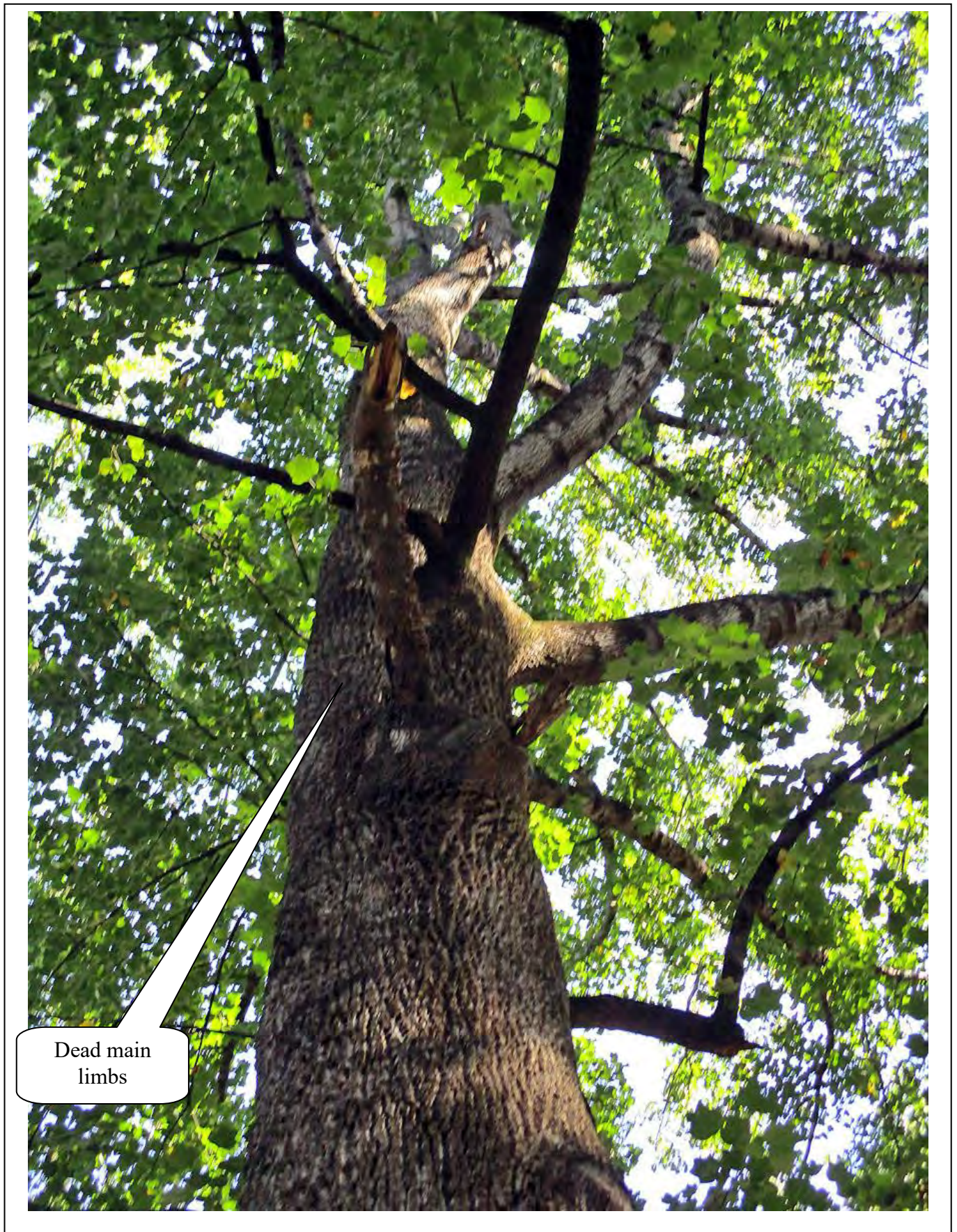


Compromised
root plate

Photo 4

3/24/21

Revised App



Dead main
limbs

Photo 5

3/24/21

Revised App



Dead main
limbs

Photo 6



CITY COUNCIL MEETING STAFF REPORT

SUBMITTING DEPARTMENT: COMMUNITY DEVELOPMENT

SUBMITTED BY: KATHI COOK

DRAFTED BY: MICHAEL WOODMAN

I. AGENDA ITEM TITLE: CLUP-21-02/MP-21-01/Z-21-03/CU-21-02/V-21-04 THE BAILEY/NORTHWINDS

PLANNING COMMISSION: APRIL 1, 2021

CITY COUNCIL: APRIL 19, 2021

II. RECOMMENDATION:

Deny CLUP-21-02/MP-21-01/Z-21-03/CU-21-02/V-21-04 The Bailey/Northwinds request for comprehensive land use plan amendment, master plan amendment, rezoning, conditional use and variances.

If approval is considered, recommend the following conditions:

1. The property shall be zoned MU and 'Dwelling, 'For-Sale', Attached' shall be added as a conditional use to Pod A of the Northwinds Master Plan.
2. The 4.72-acre site shall be developed substantially similar to the plan prepared by Goode Van Slyke Architecture, dated 3/25/2021, except for modifications required to comply with the conditions below and subject to meeting all City code requirements and conditions of zoning.
3. The comprehensive land use plan designation of the property shall be 'Mixed Use'.
4. Development regulations shall be as follows (Use square footage shall be deducted from the remaining Northwinds Master Plan entitlement):
 - a. Wellness Center/Office – Non-residential maximum of 18,780 square feet/acre (includes retail/restaurant use).
 - b. Dwelling, 'For-Sale', Attached – Maximum density of 4.98 dwelling units per acre or 23 'For-Sale' condominium units. 5 units shall be located in the hotel and the remaining units located in mixed-use buildings with ground-floor active uses, such as office, retail/restaurant, and residential amenities. Use square footage shall be deducted at a rate of 800 square feet of office per dwelling unit. No more than 10% of the residential units shall be permitted to be rented, as recorded in the HOA's declarations and covenants.
 - c. Retail/Restaurant – Maximum 22,160 square feet (25% total permitted non-residential density) and limited to mixed-use buildings (no freestanding retail). Retail shall be limited to uses incidental to the wellness center. Restaurants shall not have drive-thru facilities.
 - d. Hotel – One luxury boutique or full-service hotel shall be permitted with a maximum of 104 rooms. Use shall be deducted at an exchange rate of 800 SF of office per hotel room. Hotel may not be an extended stay facility.
 - e. Structured Parking – Parking shall be below-grade as depicted on the site plan prepared by Goode Van Slyke Architecture, dated 3/25/2021. Any portion of the parking deck visible from Northwinds Parkway or Kimball Bridge Road shall be treated with similar materials and finishes as the buildings they serve and shall be screened with landscaping. Suitability of parking deck elevation, visibility and landscape screening shall be approved by the DRB.
5. Maximum building height shall exceed 8 stories.
6. Buildings shall be primarily brick and/or stone, with final approval by DRB.
7. Retaining walls shall receive architectural façade treatment or be heavily landscaped, as approved by DRB. Walls visible from developed areas exceeding 16' in height shall be terraced.
8. Backside of buildings or 'back of house' functions, such as loading or dumpster areas, shall not be visible from the public right-of-way. This includes the southern-most driveway on Northwinds Parkway. Parapet walls shall be used to screen roof-top mechanical equipment and views.
9. Corner of Northwinds Parkway and Kimball Bridge Road shall be designed with a minimum 2,000 square foot open space to incorporate decorative hardscape and landscape with a water feature, sculpture or similar focal point feature, as approved by the Cultural Arts Commission. Corner feature shall be completed with the first CO.
10. Open space areas shall be developed with decorative landscape, hardscape, low walls and seating/gathering areas, as approved by DRB.
11. The maximum impervious area of the property shall be 80%.
12. Minimum 20' landscape strip shall be provided along Kimball Bridge Road and minimum 10' landscape strip shall be provided along Northwinds Parkway. Landscape strips shall be exclusive of utilities and easements.
13. Existing row of street trees (Oaks) along Northwinds Parkway shall be saved and shrubs shall be planted in between the existing trees or within the planter, as approved by DRB.
14. Pedestrian lights shall be required along Kimball Bridge Road. Existing pedestrian lights along Northwinds Parkway shall be replaced, where necessary, and supplemented with additional lights, as approved by Staff.
15. Developer shall construct a minimum 6' sidewalk and 4' planter (between curb and sidewalk) along Kimball Bridge Road, as approved by Staff. Planter shall be planted with street trees.

16. Site driveways and the Kimball Bridge Road and Northwinds Parkway intersection shall be improved as recommended by the traffic study, with final approval by the City's Transportation Engineer.
17. Developer shall dedicate necessary right-of-way to accommodate the required streetscape and future traffic signal equipment.
18. Developer shall design and construct driveways and road improvements needed to mitigate impacts from the development, as determined by the City's Traffic Engineer. At a minimum, road improvements shall include:
 - a. Southbound left turn lane on Kimball Bridge Road shall be extended to provide 50' of queuing length for left turns into the Kimball Bridge Road driveway.
 - b. Northbound left turn lane shall be provided on Northwinds Parkway at the main driveway.
19. If not used, existing curb cut on Northwinds Parkway shall be removed. Proposed curb cuts on Northwinds Parkway shall comply with the City's minimum separation requirements.
20. Development shall comply with the City's parking regulations. A shared parking demand study shall be required at LDP to justify parking reductions, with final approval by Staff.
21. Specimen trees, tree groupings and trees of quality shall be given special consideration and every attempt to incorporate them into the site plan shall be made, as approved by Staff.
22. Developer shall dedicate a permanent easement to the City and construct a 12' concrete, accessible path (Alpha Loop) as depicted on the plan prepared by Goode Van Slyke Architecture, dated 3/25/2021, with final alignment/design/materials approved by Staff and construction completed prior to first CO. An enhanced crossing shall be provided across Kimball Bridge Road and shall include design and materials approved by Staff. Path shall include seating/gathering areas, lighting (pedestrian and bollard), landscape, hardscape, bike share station, wayfinding signage and public parking, as approved by Staff. Path entrance gateways/arches shall be provided on Northwinds Parkway and Kimball Bridge Road.
23. Fire lanes shall be a minimum 26' wide and main entrance (motor court) shall accommodate the required fire truck turnaround, as approved by Staff.
24. Detention facilities shall not be visible from the public right-of-way, except a decorative water feature approved by Staff.

III. REPORT IN BRIEF:

The applicant, Brandon Wheelless, is requesting a comprehensive land use plan amendment, master plan amendment, rezoning, conditional use and variances to allow for The Bailey (A.K.A. Lux Atlanta) mixed-use development on 4.72 acres. The development is proposed to include a 145,798 square foot wellness center, 26,200 square feet of retail/restaurant, 3,350 co-working space, 104-room boutique hotel and 37 'for-sale' condominium units served by below-grade structured parking. A comprehensive land use plan amendment is requested from 'Corporate Office' to 'Mixed Use' and a rezoning is requested from O-I (Office-Institutional) to MU (Mixed-Use). A master plan amendment is requested to the Northwinds Master Plan to add 'Dwelling, 'For-Sale', Attached' to Pod A and amend development regulations and a conditional use is requested to allow 'Dwelling, 'For-Sale', Attached'. Variances are requested to reduce the minimum lot size in the MU district, increase the maximum impervious area, and reduce landscape strips. The subject property is located at the northwest corner of Northwinds Parkway and Kimball Bridge Road.

DISCUSSION

The submitted request, if approved, will allow for the construction of The Bailey mixed-use development, which consists of a 145,798 square foot wellness center, 26,200 square foot retail/restaurant, 3,350 SF co-working space, 104-room boutique hotel and 37 'for-sale' condominium units served by below-grade structured parking on 4.72 acres. The proposed residential density is 7.84 units per acre. A comprehensive land use plan amendment is requested from 'Corporate Office' to 'Mixed Use' and a rezoning is requested from O-I (Office-Institutional) to MU (Mixed-Use). A master plan amendment is requested to the Northwinds

Master Plan to add 'Dwelling, 'For-Sale', Attached' to Pod A and amend development regulations and a conditional use is requested to allow 'Dwelling, 'For-Sale', Attached'. Variances are requested to reduce the minimum lot size in the MU district, increase the maximum impervious area, and reduce landscape strips. The subject property is located at the northwest corner of Northwinds Parkway and Kimball Bridge Road.

The undeveloped property is zoned O-I (Office-Institutional), subject to the Northwinds Master Plan Pod A. The property received approval of a master plan amendment and rezoning in 2018 to allow an athletic facility, office, restaurant and boutique/full-service hotel. The property is bound by Northwinds Parkway to the east and Kimball Bridge Road to the north. Surrounding properties are Jackson Healthcare to the east, Braeden subdivision to the north, Clear Springs Baptist Church and a cemetery to the west and the Northwinds VII office building to the south. The property has a Comprehensive Land Use Plan designation of 'Corporate Office'.

The Northwinds Master Plan was approved in 1986 and has been amended on a few occasions over the years. The Master Plan was approved for approximately 4.3 million square feet of office and retail/restaurant uses in Pods A & C. Retail/restaurant use in Pod A is required to be located within an office building and is limited to no more than 25% of the floor area of the building. A master plan amendment was approved in June 2017 for the Northwinds Summit mixed-use development, which is located at the northeast corner of Haynes Bridge Road and Georgia 400. That amendment utilized existing entitlements in the Northwinds Master Plan, including the approved residential uses that require an exchange for existing office density.

In 2018, the subject property was approved for an exclusive athletic facility based on private membership and geared toward professional and developing athletes, including athletic training and development, as well as injury recovery/rehabilitation. The current application describes the development as a, "tech-centric wellness center for progressive science-based rehabilitation and analytics. There will be a basketball court, pool, weight training and calisthenics, outdoor running track. It will also provide outpatient services such as physical therapy and offices with similar services. The exquisite boutique hotel and the condominium building providing upscale accommodations. At the base of the condominium building will have ground level retail and a Michelin star restaurant. The hotel will also have a public restaurant." The table below provides a comparison between the applicant's 2018 approval and the current proposal.

2018 Approval vs. Applicant's Current Proposal		
Use	Current Proposal	2018 Approval
Wellness Center	145,798 SF	40,000 SF
Retail/Restaurant	26,200 SF (incl. 7,100 SF restaurant)	12,800 SF Restaurant
Office	3,350 SF (co-working space)	10,000 SF
Hotel	104 rooms (boutique) 88,330 SF	60 rooms (boutique, St. Regis or similar) 60,000 SF
Dwelling, 'For-Sale', Attached	37 condo units	N/A
Building Heights	14 stories, 10 stories, 6 stories, 5 stories	4 stories, 4 stories, 4 stories, 2 stories
Non-residential	263,678 SF or 55,864 SF/ac	122,800 SF or 26,017 SF/ac
Residential Density	7.84 du/ac	N/A

As shown in the table below, Northwinds Pods A & C have a remaining entitlement of 603,759 square feet of office and retail/restaurant use and 284 hotel rooms. If approved, the applicant's proposed uses should be deducted from remaining entitlements in the Northwinds Master Plan.

Northwinds Master Plan – Remaining Entitlement			
Use	Remaining Approval	Applicant's Proposal	Remaining Approval w/ Applicant's Proposal
Office/Retail	603,759 SF	204,948 SF*	398,811 SF
Hotel	284 rooms	104 rooms	180 rooms

*Square footage for condominiums represented by an exchange rate of 800 SF office per residential unit.

Similar mixed-use developments in the City have non-residential densities that are much less intense than what is proposed on the applicant's property. The applicant proposes 263,678 square feet of non-residential uses (wellness center, retail/restaurant, office and hotel), which represents a non-residential density of 55,864 square feet per acre. As shown in the table below, the applicant's proposed non-residential density is nearly 3-times greater than the non-residential density of Avalon. If approved, it is recommended that the non-residential density not exceed 18,780 SF per acre, or 88,642 square feet, on the subject site.

Alpharetta Mixed-Use Developments – Non-Residential Density (SF/Acre)					
Development	O-I (SF)	Retail (SF)	Hotel (SF)	Acreage	Non-Residential Density
Applicant's Site	149,148 SF	26,200 SF	88,330 SF	4.72 acres	55,864 SF/acre
Teasley Place	4,820 SF	16,609 SF		1.52 acres	14,098 SF/acre
City Center	108,171 SF	104,400 SF		25 acres	8,503 SF/acre
Perling	61,500 SF	54,350 SF		12.91 acres	8,972 SF/acre
360 Tech Village	664,400 SF	55,500 SF		62.5 acres	11,518 SF/acre
Avalon	660,000 SF	558,900 SF	396,067 SF*	86 acres	18,779 SF/acre
Windward Park	500,000 SF	31,400 SF	169,500 SF	47.65 acres	14,709 SF/acre

*Includes the Alpharetta Conference Center.

The nearest residential development to the applicant's site is Braeden subdivision, which was approved for 130 'For-Sale' single-family detached homes and townhomes at a density of 4.98 dwelling units/acre. If approved, it is recommended that the residential density not exceed the density approved at Braeden.

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

1. UDC Subsection 3.2.8(D) Landscape strips. A variance is requested to reduce the landscape strip along Northwinds Parkway from ten-feet (10') to approximately seven-feet (7'). A variance is requested to reduce the landscape strip along Kimball Bridge Road from twenty-feet (20') to approximately fifteen-feet (15') and to allow the landscape strip within a utility easement with overhead utilities. The site plan depicts a stepped terrace public space at the corner of Northwinds Parkway and Kimball Bridge Road, which encroaches even further into the required landscape strips.
2. UDC Subsection 2.2.20(D), MU mixed use district, District Regulations. A variance is requested to reduce the minimum lot size in the MU district from 25 acres to 4.72 acres.

3. UDC Subsection 2.2.20(D), MU mixed use district, District Regulations. A variance is requested to increase the maximum impervious area permitted in the MU district from 80% to 85%.

SITE PLAN ANALYSIS

The site plan depicts five (5) and six (6) story mixed-use buildings (32 total residential units over ground-floor retail/office) along Kimball Bridge Road and Northwinds Parkway. A 14-story boutique hotel is located in the southeast corner of the site and includes 104 rooms, five (5) 'For-Sale' condominium units and 15,501 square feet of restaurant/meeting space. A 10-story wellness center building is located in the western corner of the property and consists of 49,000 square foot athletic facility, 79,584 square feet medical/professional office and 17,214 square feet retail/restaurant. Site access is depicted at three (3) locations with two (2) driveways on Northwinds Parkway and one (1) driveway on Kimball Bridge Road. Building setbacks are proposed to be 20' along Northwinds Parkway and Kimball Bridge Road. The maximum building height permitted in Pod A of the Northwinds Master Plan is twenty (20) stories; however, the tallest building in the area is 8 stories (see table below). If approved, it is recommended that the maximum building height not exceed eight (8) stories to ensure compatibility with surrounding developments.

Northwinds Master Plan Building Heights	
Building	Building Height
Jackson Healthcare	5 Stories
Jackson Healthcare Phase 2	8 stories
Jackson Healthcare Amenity Building	2 stories
Jackson Healthcare Childcare Building (Devry)	3 stories
Northwinds VII	5 stories
Northwinds II	5/6 stories

As reflected in the table below, the zoning proposal would require a total of 1,057 parking spaces. The applicant provided a shared parking demand study to support their request to allow a 25% shared parking reduction. However, the applicant's shared parking study is not consistent with the development mix on the site plan. If Staff supported the 25% shared parking reduction, the required parking would be 816 spaces, which represents a deficit of 49 parking spaces. 767 parking spaces are proposed in below-grade structured parking decks under the hotel, wellness center and mixed-use buildings with 2/3 levels of parking. Structured parking is depicted to be accessed from a motor court off Northwinds Parkway and by way of a drive aisle off Kimball Bridge Road.

Required vs. Provided Parking – The Baily			
Use	SF/rooms/units	Parking Rate	Parking Required
Boutique Hotel	104 rooms	1/room + 1 employee space/20 rooms + 1/500 SF (meeting space, retail, restaurant)	104 + 5 + 31 = 140
Wellness Center	49,000 SF (60/40 split assumed)	1/500 SF court, field, spectator area + 1/200 SF other patron use areas (athletic facility)	59 + 98 = 157
	37,684 SF	1/200 SF (medical office)	188
	41,900 SF	1/250 SF (professional office)	168
	9,014 SF	1/100 SF (restaurant)	90

	8,200 SF	1/200 SF (retail)	41
Total	145,800 SF		644
Office	3,350 SF	1/250 SF	13
Retail	19,100 SF	1/200 SF	96
Restaurant	7,100 SF	1/100 SF	71
Residential	37 units (18 2-br, 19 3-br)	1 bedroom - 1.5 spaces, 2 bedrooms or more - 1/bedroom	36 + 57 = 93
Parking Required			1,057
Parking Provided			767

The site plan includes 1.87 acres of open space, consisting of a mix of amenity and civic spaces. The MU district requires that all developments set aside a minimum 10% of the gross land area be designed for use as civic space open space. In addition, developments with residential uses are required to provide a minimum one (1) acre of open space per 100 population generated by residential uses. The 37 condominium units would generate a population of 100 residents, based on the current U.S. Census estimates for average household size (2.72 persons per household). Therefore, the proposed development requires 1.472 acres of open space. The applicant provided an open space exhibit depicting several civic and amenity spaces, including the Alpha Loop along Northwinds Parkway, a plaza and pocket park at the corner of Northwinds Parkway and Kimball Bridge Road, a pool deck, rooftop terraces, and balconies.

The Alpha Loop is depicted running parallel to Northwinds Parkway and at the back side of the existing street trees to be saved. The 2018 plan depicted the Alpha Loop running through the proposed development and terminating at the corner of Northwinds Parkway and Kimball Bridge Road. If approved, staff recommends that the developer dedicate a permanent easement for public access and construct the Alpha Loop, including a 12' concrete accessible path, crosswalk at Northwinds Pkwy and Kimball Bridge Road, seating/gathering areas, lighting, landscape, hardscape, bicycle facilities, crosswalks and wayfinding signage.

The property is heavily wooded, consisting of a mix of Pines and hardwoods. There is a row of existing street trees along Northwinds Parkway that should be saved. The site plan depicts an underground stormwater vault between the hotel and wellness center.

TRAFFIC

The applicant submitted a trip generation report for the proposed mixed-use development. As shown in the table below, the proposed uses would generate a total of 586 AM Peak Hour trips and 859 PM Peak Hour trips, which includes trip reductions for pass-by trips. In addition, the City has requested a traffic study in order to assess the impacts to adjacent roadways, as well as to identify potential traffic and pedestrian safety issues.

	CODE	DESCRIPTION	UNIT	TRIPS PER UNIT	ACTUAL SF / UNITS	DAILY TRIPS	A.M. PEAK				P.M. PEAK			
							IN	OUT	TOTAL	PASS-BY REDUCTION	IN	OUT	TOTAL	PASS-BY REDUCTION
HOTEL	230	CONDO (9TH ED)		5.81	5.00	29.05	0.37	1.83	2.20		1.74	0.86	2.60	
	312	BUSINESS HOTEL		5.79	119.00	689.01	19.4922	26.9178	46.41		20.944	17.136	38.08	
	932	HIGH TURNOVER RESTAURANT	1,000	135.48	8,917.00	1208.075	53.01602	43.37675	96.39277	(41.45)	52.69947	35.13298	87.83245	(37.77)
	932	HIGH TURNOVER (SEATS)		4.37	8.00	34.96	1.9968	1.8432	3.84		1.9152	1.4448	3.36	
	TOTAL					1961.095			148.84	(41.45)			131.87	(37.77)
WELLNESS	492	HEALTH/FITNESS CLUB	1,000		30,000.00	0	20.043	19.257	39.3		58.995	44.505	103.5	
	720	MEDICAL-DENTAL OFFICE BLDG	1,000	34.8	50,000.00	1740	108.42	30.58	139		48.44	124.56	173	
	720	MED-DENT EMPLOYEE		8.7	18.00	156.6	9.5472	2.6928	12.24		5.9364	11.5236	17.46	
	710	OFFICE	1,000	9.74	33,100.00	322.394	33.02056	5.37544	38.396		6.0904	31.9746	38.065	
	710	OFFICE (EMPLOYEE)		3.28	10.00	32.8	3.071	0.629	3.7		0.8	3.2	4	
	931	QUALITY RESTAURANT	1,000	90.04	5,700.00	513.228			4.617	(2.03)	28.60431	14.08869	42.693	(18.78)
	931	QUALITY RESTAURANT (SEATS)	1	2.6	250.00	650			7.5	(3.30)	43.55	21.45	65	(28.60)
	TOTAL					3415.022			244.753	(5.33)			443.718	(47.38)
RES/RET	231	MID-RISE DWELLING, 1ST FLOOR RETAIL		3.44	32.00	110.08	2.688	6.912	9.6		8.064	3.456	11.52	
	814	Variety Store	1,000	63.47	26,936.00	1709.628	48.82419	36.83229	85.65648		95.80596	88.43628	184.2422	
	814	Variety Store Employee		95.59	28.00	2676.52								
	932	HIGH TURNOVER RESTAURANT	1,000	135.48	8,460.00	1146.161	50.29893	41.15367	91.4526	(39.32)	49.9986	33.3324	83.331	(35.83)
	932	HIGH TURNOVER (SEATS)		4.37	10.00	43.7	2.496	2.304	4.80		2.394	1.806	4.20	
TOTAL						5686.089			191.5091	(39.32)			283.2932	(35.83)
TOTAL						11062.21	353	218	586.00	(87.00)	425	433	859.00	(121.00)

Revised 01/07/21

STANDARDS FOR COMPREHENSIVE LAND USE PLAN (CLUP) AMENDMENTS

Unified Development Code Section 4.1.3 Standards for CLUP amendment approval, provides the following criteria for consideration when evaluating a request for a change in land use:

A. The extent to which a change in the economy, land use or development opportunities of the area has occurred.

Response: There have not been changes in the economy, land use or development opportunities in the area of the applicant's proposal.

B. The extent to which the proposed designation is in compliance with the goals and policies of the Plan.

Response: The applicant's proposed non-residential density is nearly three-times (3x) greater than that of Avalon and the residential density (7.84 dwelling units per acre) is maxed out. In addition, the proposed amount of retail use is inconsistent with Plan policies that seek to limit "retail creep".

C. The extent to which the proposed designation would require changes in the provision of public facilities and services.

Response: The proposal would have significant impacts on public facilities and services as it relates to increased demand on roads, parks, water/sewer, fire and police and schools. The applicant's trip generation report indicates that the development would generate 859 PM Peak Hour trips, which is excessive given that Kimball Bridge Road is a two-lane road and does not have an interchange at Georgia 400. The development would negatively impact the level-of-service on Kimball Bridge Road and Northwinds Parkway.

D. The extent to which the proposed designation would impact the public health, safety, and welfare.

Response: The applicant's proposal, which has a non-residential density that is nearly three-times (3x) greater than that of Avalon, would negatively impact public health, safety or welfare.

E. The extent to which additional land area is needed to be developed for a specific type of use.

Response: There is already a significant amount of land in the City designated 'Mixed Use', including large, undeveloped parcels, as well as underutilized land and redevelopment opportunities.

F. The extent to which area demographics or projections are not occurring as projected.

Response: Not applicable.

STANDARDS FOR ZONING/MASTER PLAN CHANGES

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

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

Response: The zoning proposal has a non-residential density that is nearly three-times (3x) greater than that of Avalon and the residential density is maxed out at 7.84 dwelling units per acre. The highest residential density in the area is 4.98 dwelling units per acre at the Braeden Subdivision. In addition, the amount of retail use and excessive building heights are not appropriate given that the adjacent property, Braeden Subdivision, is developed with single-family detached homes and townhomes.

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 and nearby properties. The proposal has a non-residential density that is nearly three-times (3x) greater than that of Avalon and the residential density is maxed out at 7.84 dwelling units per acre. The highest residential density in the area is 4.98 dwelling units per acre at the Braeden Subdivision. In addition, the amount of retail use and excessive building heights are not appropriate given that the adjacent property, Braeden Subdivision, is developed with single-family detached homes and townhomes.

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

Response: The proposed mixed-use development could adversely affect the natural environment. There is very limited greenspace proposed on the site plan and no natural areas are being preserved on the heavily wooded site.

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

Response: There are not substantial reasons why the property cannot be used as currently zoned. The subject property was approved in 2018 to allow an exclusive athletic facility based on private membership and geared toward professional and developing athletes, which included an athletic facility, office, restaurant and boutique hotel.

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 have significant impacts on public facilities and services as it relates to increased demand on roads, parks, water/sewer, fire and police and schools. The applicant's trip generation report indicates that the development would generate 859 PM Peak Hour trips, which is excessive given that Kimball Bridge Road is a two-lane road and does not have an interchange at Georgia 400. The development would negatively impact the level-of-service on Kimball Bridge Road and Northwinds Parkway.

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, which has a non-residential density that is nearly three-times (3x) greater than that of Avalon, would negatively impact public health, safety or welfare.

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

Response: There are not substantial reasons why the property cannot be used as currently zoned. The subject property was approved in 2018 to allow an exclusive athletic facility based on private membership and geared toward professional and developing athletes, which included an athletic facility, office, restaurant and boutique hotel.

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

Response: The zoning proposal requires a change to the Comprehensive Land Use Plan designation of the subject property from 'Corporate Office' to 'Mixed Use'. The applicant's proposed non-residential density is nearly three-times (3x) greater than that of Avalon and the proposed residential density (7.84 dwelling units per acre) is maxed out. In addition, the proposed amount of retail use is inconsistent with Plan policies that seek to limit "retail creep".

CONDITIONAL USE REVIEW CRITERIA

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

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

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

Response: The applicant's trip generation report indicates that the mixed-use development would generate 859 PM Peak Hour trips, which is excessive given that Kimball Bridge Road is a two-lane road and does not have an interchange at Georgia 400. The development would impact the level-of-service on Kimball Bridge Road and Northwinds Parkway.

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

Response: The applicant's proposal does not comply with the City's parking regulations. The site plan reflects a 25% shared parking reduction; however, the applicant's shared parking demand study and required parking calculations are erroneous. Even with the shared parking reduction, the applicant's site plan reflects a deficit of 49 parking spaces. In addition, the applicant is requesting variances to reduce landscape strip requirements along both roads.

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

Response: The applicant's proposed residential density is maxed out at 7.84 dwelling units per acre and the non-residential density that is nearly three-times (3x) greater than that of Avalon. In addition, the excessive building heights are not appropriate given that the adjacent property, Braeden Subdivision, is developed with single-family detached homes and townhomes.

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

Response: Not applicable.

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

Response: The applicant's proposed residential density is maxed out at 7.84 dwelling units per acre and the non-residential density that is nearly three-times (3x) greater than that of Avalon. In addition, the excessive building heights are not appropriate given that the adjacent property, Braeden Subdivision, is developed with single-family detached homes and townhomes. The density and intensity of the proposed mixed-use development could impede the normal and orderly development of surrounding properties.

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

Response: The applicant's proposed residential density is maxed out at 7.84 dwelling units per acre and the non-residential density that is nearly three-times (3x) greater than that of Avalon. In addition, the excessive building heights are not appropriate given that the adjacent property, Braeden Subdivision, is developed with single-family detached homes and townhomes. The density and intensity of the proposed mixed-use development is inconsistent with the City's desired pattern of development.

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

Response: Not applicable.

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 upon a finding that":

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

Response: The property has an unusual shape and topography. However, the shape of the property and topography does not contribute to the requested variances. The hardship is related to the applicant's proposal for a high density, high intensity mixed-use development on less than five (5) acres.

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

Response: Application of the Ordinance, master plan, and current conditions of zoning to the subject property would allow for an exclusive athletic facility based on private membership and geared toward professional and developing athletes, which includes an athletic facility, office, restaurant and boutique hotel.

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

Response: The subject property does not have peculiar conditions that adversely affect its reasonable use as currently zoned. The current conditions of zoning allow for an exclusive athletic facility based on private membership and geared toward professional and developing athletes, which includes an athletic facility, office, restaurant and boutique hotel. The hardship is related to the applicant's proposal for a high density, high intensity mixed-use development on less than five (5) acres.

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

Response: Approval of the variance requests would cause a substantial detriment to the public good. An increase to the maximum impervious area could impact stormwater runoff and a reduction in the minimum lot size of the mixed-use development would result in a non-residential density that is nearly three-times (3x) greater than that of Avalon.

CONCURRENCES

Staff has reviewed the applicant's proposal and has determined that the request for comprehensive land use plan amendment, master plan amendment, rezoning, conditional use and variances conflicts with the established review criteria. The proposal does not match the future land use designation of the property and the property has value as currently zoned. The proposed non-residential density is nearly three-times (3x) greater than that of Avalon, which is in addition to a residential density that is maxed out at 7.84 dwelling units per acre. The nearest residential subdivision, Braeden, has a residential density of 4.98 dwelling units per acre.

CITIZEN PARTICIPATION PLAN

The report submitted by the applicant states that letters were mailed to each property owner within 500' of the subject property stating the applicant's intent. In addition, the applicant held a meeting with a representative from Braeden who voiced concerns over the need to minimize excessive lighting impacts to the Braeden subdivision. The report states that no other feedback has been received from the public.

COMMUNITY ZONING INFORMATION MEETING

CZIM was held on February 10, 2021. There were several questions from the public including, why the overall density was increased, why residential has been added, what uses are in the wellness center, who are some of the wellness and retail tenants, number of retail spaces, price points of condos, whether or not retail would front each street, why the hotel was doubled in size, whether or not workforce housing would be addressed in the development.

IV. ATTACHMENTS:

- Site Plan

MP-21-01/CLUP-21-02/Z-21-03/CU-21-02/V-21-04



Aerial Map

The Bailey Northwinds
2650 Northwinds Parkway

**MP-21-01/CLUP-21-02/Z-21-03/
CU-21-02/V-21-04**

D/LL: 1/2/805,806

PC: 4/1/21

CC: 4/19/21

Location Map Provided by:
Community Development - GIS



MP-21-01/CLUP-21-02/Z-21-03/CU-21-02/V-21-04



Future Land Use The Bailey Northwinds 2650 Northwinds Parkway

**MP-21-01/CLUP-21-02/
Z-21-03/CU-21-02/V-21-04**

D/L: 1/2/805,806

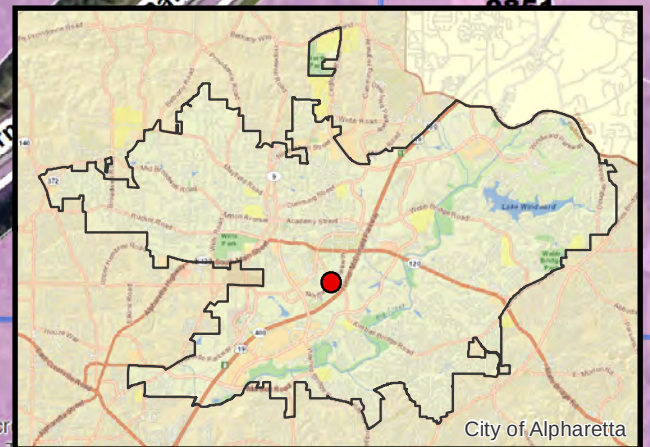
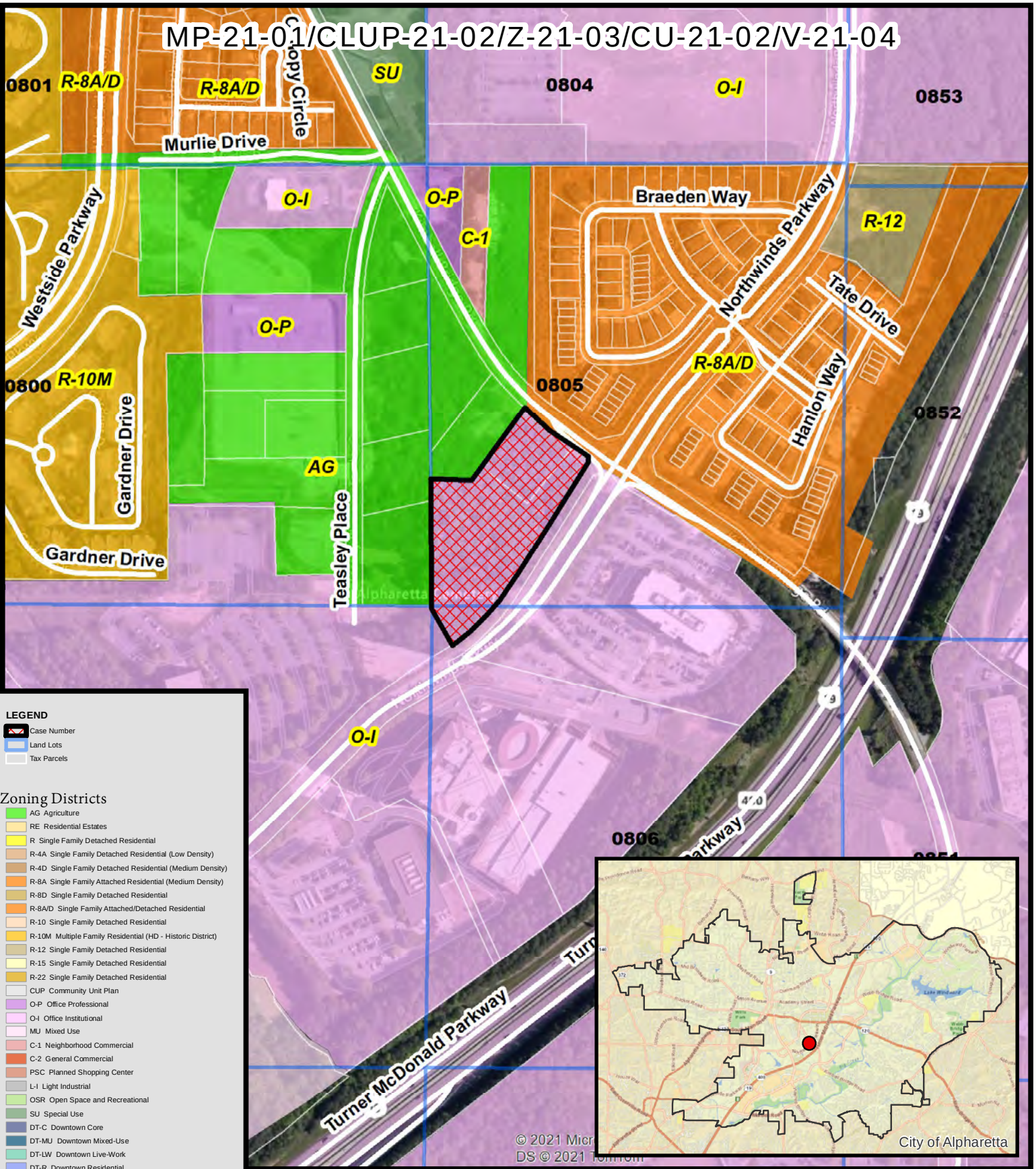
PC: 4/1/21

CC: 4/19/21

Location Map Provided by:
Community Development - GIS



MP-21-01/CLUP-21-02/Z-21-03/CU-21-02/V-21-04



Zoning Map The Bailey Northwinds 2650 Northwinds Parkway

**MP-21-01/CLUP-21-02/
Z-21-03/CU-21-02/V-21-04**

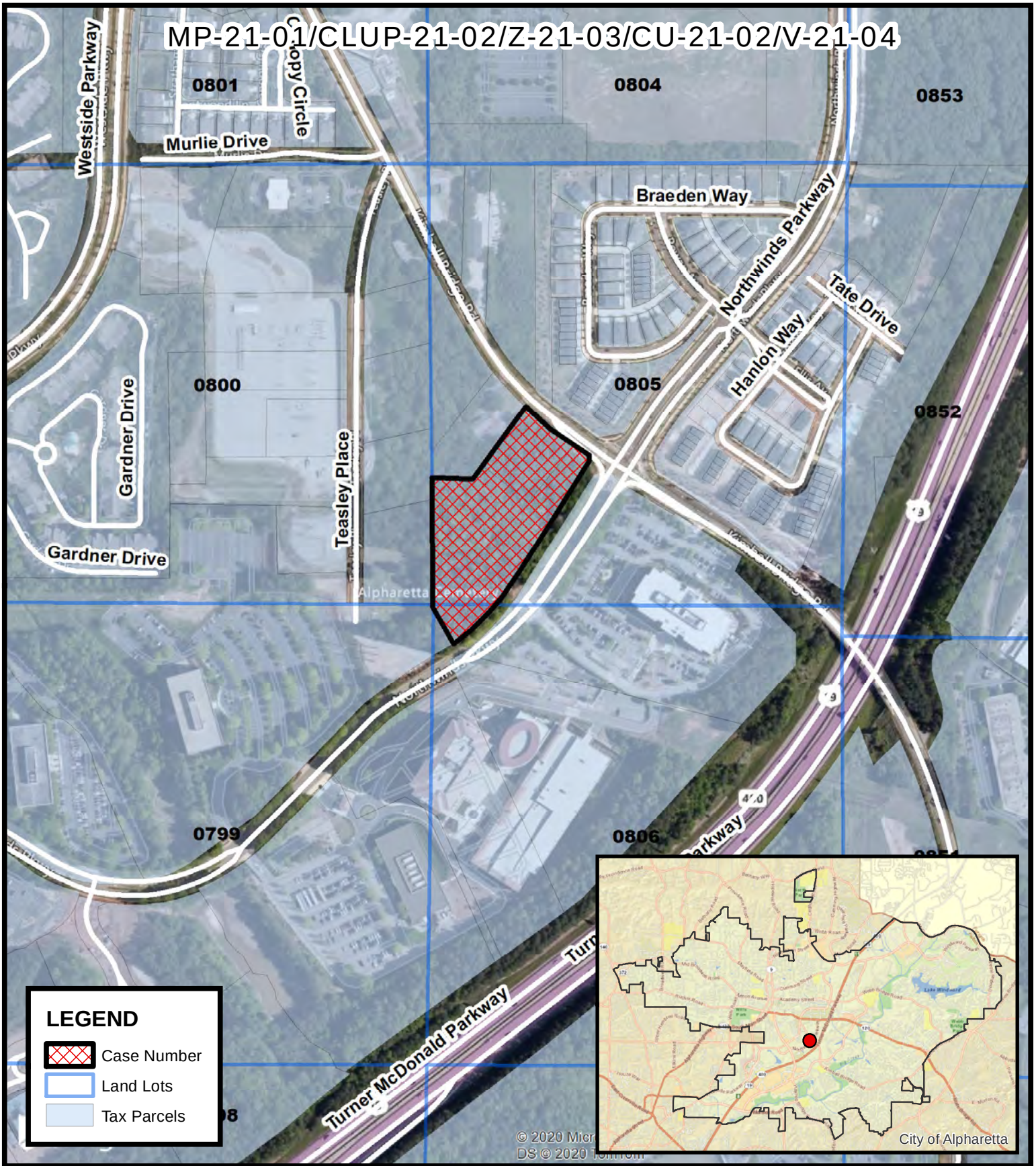
D/LL: 1/2/805,806

PC: 4/1/21

CC: 4/19/21

Location Map Provided by:
Community Development - GIS

MP-21-01/CLUP-21-02/Z-21-03/CU-21-02/V-21-04



Location Map
The Bailey Northwinds
2650 Northwinds Parkway

**MP-21-01/CLUP-21-02/
Z-21-03/CU-21-02/V-21-04**

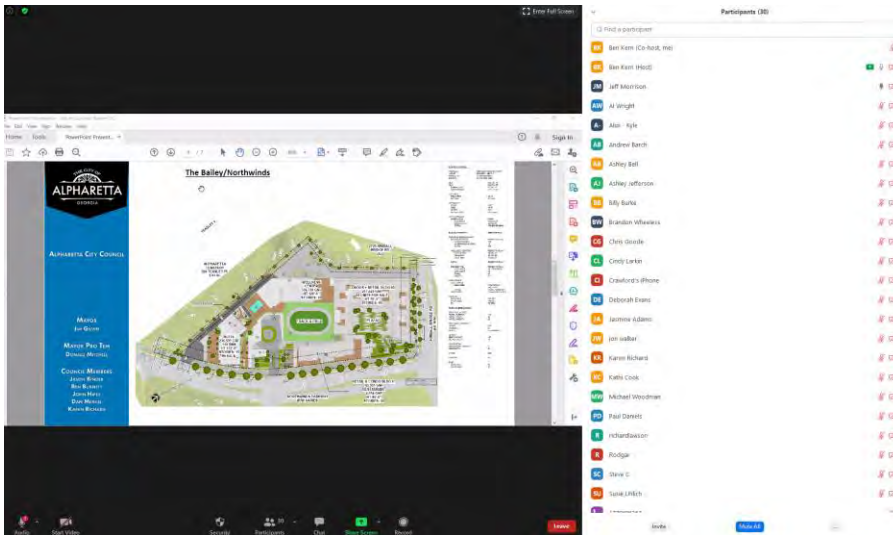
D/LL: 1/2/805,806

PC: 4/1/21

CC: 4/19/21

Location Map Provided by:
Community Development - GIS

CZIM Comments from 2.10.21 Virtual Meeting



36 Participants on Zoom (during peak)

(All Regarding 'the Bailey')

From [richardlawson](#) to [Everyone](#):

Why is the increase in density necessary from what was already approved two years ago (Richard Lawson — Braeden)

From [Ben Kern](#) to [Everyone](#):

Richard Lawson has a question that we can get to next

From [Cindy Larkin](#) to [Everyone](#):

Can you give me an example of some of the tenants for the wellness center?
and the type of retail clients you are targeting?

From [Rodgar](#) to [Everyone](#):

how many spaces for retail will be there?

From [Cindy Larkin](#) to [Everyone](#):

What is the targeted price point for the condos?

Verbal Questions (All Regarding 'the Bailey')

Andrew Barch – will there be retail on both street frontages?

What are the details of 'medical facilities'?

Richard Lawson – What is the reason for increase in hotel size and add condos?

What role does CapStone Healthcare have in the project?

Jack Murphy – Question about if any consideration was given to adding workforce housing to this project.

Second question regarding transportation for workers who would be supporting the retail/restaurants at the project.

CITIZEN PARTICIPATION FORM - PART B

This form must be completed and submitted to the City of Alpharetta Community Development Department a minimum of twenty (20) working days prior to the scheduled Public Hearing. Failure to do so will result in cancellation of the scheduled hearing.

Public Hearing or Project Name: The Bailey

Contact Name: James Cain

Telephone: 404.523.5525

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.

Here is a summary of the feedback from the client's face-to-face meeting held on Dec. 1, 2020 with Doug Derito of the Braeden Community:

- + Accessibility to project site and inner alpha loop
- + Excited about the project's public offering: activity lawn, retail space, and restaurants
- + Placement of the hotel and residential areas in relation to the their community, Braeden, the possibility of excessive lighting/light pollution is minimized.
- + Residential units could increase property value

Letters were mailed on Jan 11th and 29th of 2021 informing adjacent property owners. In a separate attachment is a copy of each letter sent. There has not been any feedback to date.

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: 2/2/21

Print Form

EXAMPLE OF LETTER

January 29, 2021

ALI RAMEEZ SULTAN
627 HANLON WAY
ALPHARETTA GA 30009

Dear Property Owner:

RE: Application for MP-21-01/CLUP-21-02/Z-21-03/CU-21-02/V-21-04 The Bailey/Northwinds

We have filed a request for a master plan amendment, comprehensive land use plan amendment, rezoning, conditional use and variances to allow a wellness center, a boutique hotel, 'For-Sale' condominium units and retail/restaurant use. A master plan amendment to the Northwinds Master Plan is requested to add 'Dwelling, 'For-Sale', Attached' to Pod A. A comprehensive land use plan amendment is requested from 'Corporate Office' to 'Mixed Use', as well as a rezoning from O-I (Office-Institutional) to MU (Mixed Use). A conditional use is requested to allow 'Dwelling, 'For-Sale', Attached' as a permitted use in the MU district. Variances are requested to reduce the minimum lot size in the MU district from 25 acres to 4.72 acres; to increase the maximum impervious area from 80% to 87%; to reduce the amenity open space required for residential use from 2.14 acres to 0.1 acres; and to eliminate the landscape strip along Kimball Bridge Road.

The Community Zoning Information Meeting will be held via ZOOM on February 10, 2021 at 6:00p.m. This is an informal meeting to allow citizens to view submittal and ask questions prior to the Public Hearings. The ZOOM Link is: <https://zoom.us/j/96166261641>.

This item will be considered by the Planning Commission on Thursday, March 4, 2021 at 6:30 p.m. Items forwarded by the Planning Commission will be considered by City Council on Monday, March 22, 2021. Both meetings will be held at 2 Park Plaza, Alpharetta, GA in Council Chambers.

If you need any further information or have any other questions regarding the application, please feel free to contact me at your convenience. I can be reached (404) 986 – 8768.

Sincerely,

ALUX PROPERTIES
8601 DUNWOODY PL, STE 444
ATLANTA, GA 30350

ALI RAMEEZ SULTAN
627 HANLON WAY
ALPHARETTA GA 30009

ANDERSON DOROTHY MAE
165 KIMBALL BRIDGE RD
ALPHARETTA GA 30004

BHATIA VISHAL & SHAILA
828 ADLER CT
ALPHARETTA GA 30005-2800

BOYAPATI PREMCHAND & RAMBABU
SOWJANYA BOLLIMPALLI
230 BRAEDEN WAY
ALPHARETTA GA 30009

BRAEDEN NEIGHBORHOOD ASSOCIATION INC
2675 PACES FERRY RD SUITE 125
ATLANTA GA 30339

BRAEDEN NEIGHBORHOOD ASSOCIATION INC
2675 PACES FERRY RD SUITE 125
ATLANTA GA 30339

BROWN RODNEY A
625 HANLON WAY
ALPHARETTA GA 30009

CANN MILLARD SCOTT
222 BRAEDEN WAY
ALPHARETTA GA 30009

CAPSTONE DIAGNOSTICS LLC
8601 DUNWOODY PL SUITE 444
SANDY SPRINGS GA 30350

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

CLEAR SPRINGS BAPTIST CHURCH
2725 KIMBALL BRIDGE RD
ALPHARETTA GA 30009

CLINTON JOSHUA R & DEBERRY HEATHER L
218 BRAEDEN WAY
ALPHARETTA GA 30009

CONSOR BRUCE J & ROBIN L
214 BRAEDEN WAY
SANDY SPRINGS GA 30350

D ALESSANDRO MARK J
621 HANLON WAY
ALPHARETTA GA 30009

DE LA VEGA WALTER
10105 WESTSIDE PKWY 332
ALPHARETTA GA 30009

DEGERTEKIN MUZAFFER MURAT
4091 PARAN POINTE DR NW
ATLANTA GA 30327

DEVELOPMENT AUTHORITY OF ALPHARETTA
2 S MAIN ST
ALPHARETTA GA 30009

DEVELOPMENT AUTHORITY OF ALPHARETTA
2 S MAIN ST
ALPHARETTA GA 30009

ELIAS CREWS NANCY C & CREWS ROBERT
240 BRAEDEN WAY
ALPHARETTA GA 30009

ELLER BAILEY B & SARAANNE M
610 HANLON WAY
ALPHARETTA GA 30009

ESLICK PATRICK
603 HANLON WAY
ALPHARETTA GA 30009

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

FURNEAUX MARTHA D & GLENN M
255 BRAEDEN WAY
ALPHARETTA GA 30009

GARCIA RODRIGO & SANCHEZ MARTHA
245 BRAEDEN WAY
ALPHARETTA GA 30009

GEORIGA POWER COMPANY
241 RALPH MCGILL BLVD # 1015
ATLANTA GA 30308

HENDRICK CHRISTOPHER MICHAEL & TANYA LEE
224 BRAEDEN WAY
ALPHARETTA GA 30009

HUI CONG
208 BRAEDEN WAY
ALPHARETTA GA 30009

HURLEY MARK & PIERCE VICKY D
195 BRAEDEN WAY
ALPHARETTA GA 30009

HUTTO PHOENIX SHAOJEN
226 BRAEDEN WAY
ALPHARETTA GA 30009

JAYAPANDI DHANAPAL & THILAGARAJ ROHINI
142 ROWAN AVE
ALPHARETTA GA 30009

JHS BUILDING LLC
2655 NORTHWINDS PKWY
ALPHARETTA GA 30009-2280

JIG PROPERTY LLC
2655 NORTHWINDS PKWY
ALPHARETTA GA 30009

KALIFEH ANDY & SUSAN
1050 CANTON ST
ROS WELL GA 30075-3644

LAMBING DONALD JR & ERYN
270 BRAEDEN WAY
ALPHARETTA GA 30009

LARKIN ROBERT C & LARKIN LUCINDA M
205 BRAEDEN WAY
ALPHARETTA GA 30009

LU JUNQING
565 HANLON WAY
ALPHARETTA GA 30009

MC ELROY QUINDELDA
212 BRAEDEN WAY
ALPHARETTA GA 30009

MEDINA SAMMY & JENNIFER S
260 BRAEDEN WAY
ALPHARETTA GA 30009

MERCADO TARA P & ROWLAND RANDALL
575 HANLON WAY
ALPHARETTA GA 30009

MICALE LEONINA
236 BRAEDEN WAY
ALPHARETTA GA 30009

MUENKEL ROBERT EDWARD & KARIN LEE
619 HANLON WAY
ALPHARETTA GA 30009

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

NAGAR PUNIT
629 HANLON WAY
ALPHARETTA GA 30009

NASERI RAHA KATHERINE
210 BRAEDEN WAY
ALPHARETTA GA 30009

NEELAKANTAN RAMESH ET AL
609 HANLON WAY
ALPHARETTA GA 30009

NLB NORTHWINDS LLC
20 HEARDS OVERLOOK CT
ATLANTA GA 30328

PARKASH MANJIT
238 BRAEDEN WAY
ALPHARETTA GA 30009

PEASLEY JOHN P & PEASLEY SUSAN
146 ROWAN AVE
ALPHARETTA GA 30009

PINEVIEW CEMETERY ASSN LTD
2010 CRABAPPLE PARC WAY
ROS WELL GA 30076-4240

PULLIN WILLIAM GEORGE & LEACH JAIME IRENE
601 HANLON WAY
ALPHARETTA GA 30009

PULTE HOME CORPORATION
2475 NORTHWINDS PKWY STE 600
ALPHARETTA GA 30009

RAWLS JOSEPH & LINDSAY BRANDINO
220 BRAEDEN WAY
ALPHARETTA GA 30009

RC CPA PA 401K TRUST
275 BRAEDEN WAY
ALPHARETTA GA 30009

REDDYBATTULA NARESH REDDY & BOREDDY LEELA
PRASANTHY
265 BRAEDEN WAY
ALPHARETTA GA 30009

ROUSEY BETTYEE
617 HANLON WAY
ALPHARETTA GA 30009

RUTLEDGE JOHN & DIANA LYNN
620 HANLON WAY
ALPHARETTA GA 30009

SARKAR SATINATH
202 BRAEDEN WAY
ALPHARETTA GA 30009

SCHMIDT CALLY
150 ROWAN AVE
ALPHARETTA GA 30009

SHEN WEIDONG
613 HANLON WAY
ALPHARETTA GA 30009

SHEPHERD KATHERINE
232 BRAEDEN WAY
ALPHARETTA GA 30009

SHI YAN
206 BRAEDEN WAY
ALPHARETTA GA 30009

SINGH IS KING INVESTMENTS LLC
8220 ROYAL SAINT GEORGES WAY
DULUTH GA 30097

SRIVASTAVA SHOBHIT
611 HANLON WAY
ALPHARETTA GA 30009

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

STEVENS JOHN M & STEVENS CAROLINE
215 BRAEDEN WAY
ALPHARETTA GA 30009

STIRNE HOWARD D & KATHY J
555 HANLON WAY
ALPHARETTA GA 30009

SUN AN CHI
235 BRAEDEN WAY
ALPHARETTA GA 30009

TADJALLI SOBHAN & RAMCHANDANI GLORIA
1172 ALEXANDRIA CT
ATLANTA GA 30319

TEJADA GLADYS L
631 HANLON WAY
ALPHARETTA GA 30009

THOKALA VAMSI K & NUTTAKKI BINA
250 BRAEDEN WAY
ALPHARETTA GA 30009

THURMAN ROBERT SCOTT & ASHLEY ANN
216 BRAEDEN WAY
ALPHARETTA GA 30009

TUFARO JOHN C & ESTERMYER RACHEL A
605 HANLON WAY
ALPHARETTA GA 30009

WALLS DONNA
600 HANLON WAY
ALPHARETTA GA 30009

WANG CHING SHIH
225 BRAEDEN WAY
ALPHARETTA GA 30009

WENNER SCOTT J & RENAE D
280 BRAEDEN WAY
ALPHARETTA GA 30009

YANG STEVE Q & CHU IRIS
623 HANLON WAY
ALPHARETTA GA 30009

YUN HYEUNSUK
615 HANLON WAY
ALPHARETTA GA 30009

COX MANDI NICOLE & COX DAVID ROBERT
595 HANLON WAY
ALPHARETTA GA 30009

SCHIAVONE ASHLEY L & MICHAEL G
585 HANLON WAY
ALPHARETTA GA 30009

MERCADO TARA P & ROWLAND RANDALL
575 HANLON WAY
ALPHARETTA GA 30009

Corrections to First Amended Letter of Intent and Impact Analysis
MP-21/01/CLUP-21-02/Z-21-03/CU-21-02/V-21-04

City of Alpharetta

Master Plan Amendment
Comprehensive Land Use Plan
Rezoning
Conditional Use Permit
Variances

Applicant:
Bailey, LLC

Property:
+/- 4.72 acres at Kendall Bridge Road and Northwind Parkway
Alpharetta, GA 30004

Please note the following corrections to First Amended Letter of Intent and Impact Analysis.

At page #1 in First Amended Letter (page # 10 of 48 in the overall revised application) in the description of the Development Intent, we note that the “spa-services” will be what the City considers to be “med-spa” services operated under the supervision of medical personnel. We understand that the med-spa use can be differentiated from spa-services use and will not need to be advertised with respect to the name of the business, list of services, size of the space/suite, number of employees, and hours of operation.

At page #1 in First Amended Letter (page # 10 of 48 in the overall revised application) in the number of hotel rooms to be provided is 104, not 112 .

At page #1 in First Amended Letter (page # 10 of 48 in the overall revised application) in the description of the variances or exceptions requested in item (5) there will be four variances or exceptions requested. The reduction of the landscape buffers on Kimball Bridge Road and on Northwinds Parkway will be justified as two separate variances rather than as a single variance. After further review of the Code, the variance or exception to “reduce the setbacks along Kimball Bridge and Northwinds Pkwy from 50ft to 20ft” can be eliminated and the variance or exception to reduce required level of office building use from 25% to 12% can be eliminated.

- (1) reduce minimum size of a mixed-use master plan site from 25 acres to 4.72 acres;
- (2) increase the impervious coverage on the site from 80% to 85%;
- (3) reduce the landscape buffer along Kimball Bridge Road from 20’ to 10’, and allow it to occupy a utility easement, to allow paved retail frontage;
- (4) provide the required 10ft landscape buffer along Northwinds Parkway within the right-of-way as a part of the Alpha Loop configuration.

The justification for these variances will be set forth in a new section set forth below.

At page #2 in First Amended Letter (page # 11 of 48 in the overall revised application) in Section II, which is entitled “Details of the Letter of Intent as to the Requests” at subsection (1), which is further entitled “The Master Plan Amendment 21-01,” please note that the amendment to the Northwinds Master Plan, is request to be for 69 additional rooms submitted for adjustment under the hotel entitlement exchange not 62 rooms.

At page #7 in First Amended Letter (page # 16 of 48 in the overall revised application) Section II, which is entitled “Details of the Letter of Intent as to the Requests” at subsection (4), which is further entitled “Conditional Uses Requested,” the first paragraph at line 7 which states the program of uses requested for this Project to be reflected in its Master Plan were a boutique hotel, an office building with a unique concept to combine outpatient services with a wellness center offering med-spa services and athletic training facilities, a residential condominium with restaurant

and retail and above and below grade structured parking” should be amended to reflect the fact that the residential condominium and restaurant uses will be spread among the various buildings on the Site such that the correct wording would be “*residential condominiums in the various buildings with restaurant and retail* .”

At page #9 in First Amended Letter (page # 18 of 48 in the overall revised application) Section II, which is entitled “Details of the Letter of Intent as to the Requests” at subsection (5), which is further entitled Variances should be replaced in its entirety by the following text:

(5) Variances / Exceptions. The City Code allows the City Council to exercise its discretion to grant variances and exceptions from the requirements of the Code when deciding on the rezoning of property approving such requests as noted in the ordinance approving the rezoning. The advantage to the exercise of such discretion is that the Applicant is permitted to develop a site plan and development program that can be presented as a part of the rezoning process when more detailed criteria are reviewed. The City Council is asked to consider the following variances / exceptions which are to be incorporated into the rezoning approval.

Some of the requests would be general variances under Sec. 4.5.3 and some of these items would be requests for exception pursuant to Sec. 4.5.4 as part of a rezoning or conditional use application to be heard by the Planning Commission and decided by the City Council as part of the public hearing process related to the rezoning or conditional use application. However, all of these requests meet the standard that the hardship to the property or owner that is substantially unwarranted by the protection of the public health, safety or general welfare and the need for consistency among all properties similarly zoned or such other criteria for variance and exceptions as required and as described herein.

- (1) reduce minimum size of a mixed-use master plan site from 25 acres to 4.72 acres;
- (2) increase the impervious coverage on the site from 80% to 85%;
- (3) reduce the landscape buffer along Kimball Bridge Road from 20’ to 10’, and allow it to occupy a utility easement to allow paved retail frontage;
- (4) provide the required 10ft landscape buffer along Northwinds Parkway within the right-of-way as a part of the Alpha Loop configuration.

Some of the requests would be general variances under Sec. 4.5.3 and some of these items would be requests for exception pursuant to Sec. 4.5.4 as part of a rezoning or conditional use application shall be heard by the Planning Commission and decided by the City Council as part of the public hearing process related to the rezoning or conditional use application. However, all of these requests do meet the standard that the hardship to the property or owner that is substantially unwarranted by the protection of the public health, safety or general welfare and the need for consistency among all properties similarly zoned.

Variance # 1 is for the reduction of the lot size for mixed-use zoning from 25 acres to 4.72 acres. Given the pace of development and high land cost on the City of Alpharetta, 25 acre sites are becoming difficult to locate. Many development programs can fill a 25 acre mixed use site but development programs with specialized characteristics such as this one would not typically be that large. In order to have residential (the “for sale” condominiums), office (medical office for the practitioner who will supervise the med-spa and rehabilitation facilities) with commercial (athletic training facility, restaurants, retail) mixed use zoning is necessary. A mixed use zoning requires 25%, residential and 25% office to go along with the other 50%, of which 10% of the entire total has to be commercial. As a function of how the math works, is the fact that when the commercial aspects such as the hotel and the athletic facility require the office aspect of the programming to be at a certain level, the square footage devoted to residential part of the project must grow as well. While the programming for this site needs the “mix of uses,” the accumulation of additional parcels is constrained by the fact that the rear of this site is adjacent to a cemetery and a large area devoted to Georgia Power facility. The other adjoining neighbor is a historic church.

The unique nature of the med-spa / rehabilitation center use under medical supervision requiring medical office as 25% along with a training facility, the extraordinary and exceptional conditions do pertain because of the Site’s constrained size and topography create an unnecessary hardship by application of the minimum lot size requirement.

Allowing such relief owner does not impact the protection of the public health, safety or general welfare because these are uses with low impact on adjoining properties and because this is a unique development program it will not be inconsistent with other mixed uses zoning or give the Applicant any advantage or interest over similarly zoned properties.

Variance # 2 for the increase of impervious surface is the result of the hardship imposed by the grade changes in the topography that is evident on both the Northwinds Parkway and the Kimball Bridge Road frontage. The amount of excavation required to make enough of the site usable for an economically viable project requires that much of the interior of the site must be stabilized through construction methods that have to be capped in some form such that the available pervious surface had to be reduced.

The exceptional conditions pertaining to the Site is that its constrained size and topography that would create an unnecessary hardship if the design footprint had to be reduced. However, even with the increase in the impervious area, the amenity spaces and civic spaces are not reduced.

Allowing such relief owner does not impact the protection of the public health, safety or general welfare because there will be no stormwater flow impact on adjoining properties. A significant portion of rainfall in any natural watershed is absorbed into soils (infiltration), is stored as groundwater, and is slowly discharged to streams through seeps and springs. Flooding is less significant in these conditions because some of the runoff during a storm is absorbed into the ground, thus lessening the amount of runoff into a stream during the storm

It is well known that impervious surface regulations are needed because when watersheds are urbanized, and the vegetation is replaced by impervious surfaces, the area where infiltration to groundwater can occur is reduced. Thus, when stormwater runoff occurs, it either must be collected by extensive drainage systems that combine curbs, storm sewers, and ditches to prevent stormwater runoff going directly to streams, and usually in urbanized areas, this is the municipal stormwater collection system. More simply stated, for any development site, unless the water is prevented from flowing into the City's stormwater system at a rate which is comparable to the rate which would occur under "ordinary" circumstances, the burden on the City's stormwater infrastructure would be increased. However, on this site the stormwater concepts will be developed such that no excess stormwater should flow into the City's system.

Therefore, there will be no negative impact on the adjoining properties or on the City as a whole if the stormwater concept is robust enough to prevent heavy sheetflow off of the property or into streams.

Variance #3 is to reduce the landscape buffer along Kimball Bridge Road from 20' to 10', and allow it to occupy a utility easement to allow paved retail frontage. The requirement to provide a twenty foot landscape buffer on Kimball Bridge Road in addition to the sidewalk and planting strip condition is a severe hardship because of the effect on the overall site design which has to take account certain factors. The grade changes are fairly severe on both the Northwinds Parkway frontage and the Kimball Bridge Road frontage and the amount of excavation required to provide adequate circulation in the below ground parking levels is increased if the parking levels are pushed further inward to the center of the site. The size of structured parking is somewhat fixed at minimum efficient sizes and incremental increases in the size of parking levels are not easy to accomplish. If additional below ground parking levels are required, the cost increases greatly on this site because of increased excavation and ventilation required. If the number of levels above ground has to increase, the height of the residential building will have to increase resulting a different type of cost burden. Therefore a variance is requested to reduce the twenty-seven foot total investment of property (twenty-foot landscape buffer, sidewalk with a minimum of five feet clear zone and a two foot planting strip per Sec. 3.5.5) down to the ten foot landscape buffer and allow the sidewalk condition to be established as presented in the Site Plan. There is a Bell South easement which covers 15 feet of the Site on the Kimball Bridge Road frontage. The easement (DB. 1212, P. 300) has been reviewed and still burdens the Site. The requested configuration is also to allow the ten foot landscape buffer along Kimball Bridge Road occupy the Bell South utility easement.

Assuming the same type of easement continues down Kimball Bridge Road, a similar configuration to that existing on the Jackson Health Care Campus frontage on Kimball Bridge Road which beginning on the other side of Northwinds Parkway should be possible within the configuration set forth in the Site Plan.

The hardship to the property or owner that compliance with the twenty foot landscape buffer and requiring that the buffer be free of easements is substantially unwarranted by the protection of the public health, safety or general welfare because the general condition will be maintained and will be consistent with adjoining properties that have already complied.

This relief requested is the minimum necessary to alleviate such unnecessary hardship and recognizes existing conditions. Such relief would not allow the property owner to gain any advantage or interest over similarly zoned properties

Variance # 4 is to reduce the landscape buffer along Kimball Bridge Road from 20' to 10', and allow it to occupy a utility easement to allow paved retail frontage. This is the result of a requirement in Sec. 3.2.8. D that requires Northwinds Parkway have a ten (10) foot landscape strip in addition to the required sidewalk.

Because the City wants to promote tree lined streets and therefore imposes the minimum of ten (10) feet wide landscape strip on Northwinds Parkway but also wants to accommodate the Alpha Loop, the City and the Applicant can work together to accommodate the City's request that a twenty foot easement be granted for the Alpha Loop.

Providing the ten (10) feet wide landscape strip on Northwinds Parkway would result in a hardship, even if the City allows impact fee credits and/or reimbursement when development impact fees are imposed on the development of the Property when placing a condition requiring a twenty (20) foot easement for the Alpha Loop. If providing the Alpha Loop easement is made a condition of the rezoning and relief is not given as to the additional ten foot landscape strip, a thirty (30) foot reduction of buildable area occurs rather than 10 feet. However, if the City allows the existing trees to serve as the landscape strip, the Alpha Loop can be accommodated and the City's plan is not diminished because there is already a city constructed landscape strip in the right of way.

The Georgia Development Impact Fee Act ("DIFA"), codified at O.C.G.A. § 36-71-1 et seq. provides the controlling law on the use of zoning conditions to exact additional property imposed by conditions in a rezoning ("... development exactions for other than project improvements shall be imposed by municipalities and counties only by way of development impact fees imposed pursuant to and in accordance with the provisions of this chapter." O.C.G.A. § 36-71-3).

Because the sidewalk and the landscape strip can likely be provided without the burden of the Alpha Loop Easement, this is a placeholder for further discussion which acknowledges that the sidewalk and the landscape strip can be provided but that discussions concerning the Alpha Loop are ongoing.

Conclusion as to the Variances / Exceptions

As shown above there are extraordinary and exceptional conditions pertaining to the piece of property in this application because of its size, shape or topography and the application of the ordinance would create an unnecessary hardship. The granting of these variances / exceptions will and the relief requested is the minimum necessary to alleviate such unnecessary hardship and recognizes existing conditions. Such relief would not allow the property owner to gain any advantage or interest over similarly zoned properties.

3/25/21

3/25/2021 2:02:26 PM

SITE PLAN NOTES

ADDRESS
L/DIST
PARCEL ID
ZONING
PROPOSED ZONING
NLA
GLA¹
KIMBALL BR
NORTHWINDS
LOT AREA
REQUIRED
ACTUAL
SETBACKS²
REAR
SIDE
FRONT
ALPHA LOOP
LOT COVERAGE
IMPERVIOUS
BUILDINGS
IMPERVIOUS
TOTAL
OPEN SPACE³
BUILDING HEIGHT⁴
PROGRAM BREAKDOWN⁵
PARKING
REQUIRED
PROPOSED
EV
LOADING
BIKE
REQUIRED
PROPOSED
REFER TO SHEET ASP 1.1 FOR ITEMIZED PARKING
REQUIREMENTS

2650 NORTHWINDS PKWY
8054806/1 SECT 2
12 285008050611
12 285108050610
OI
MU (MIXED USE)
205,798 SF
260,784 SF
+7,951 SF
+47,177 SF
25 AC
4.72 AC
15 FT
20 FT
20 FT
+80%⁶
130,353 SF
44,540 SF
174,893 SF (88%)
REFER TO PLAN SHEET ASP 1.1
SEE SITE PLAN
REFER TO SHEET ASP 1.1
754 SP¹⁷
767 SP
31 REQ
05
39
40

SITE NOTES

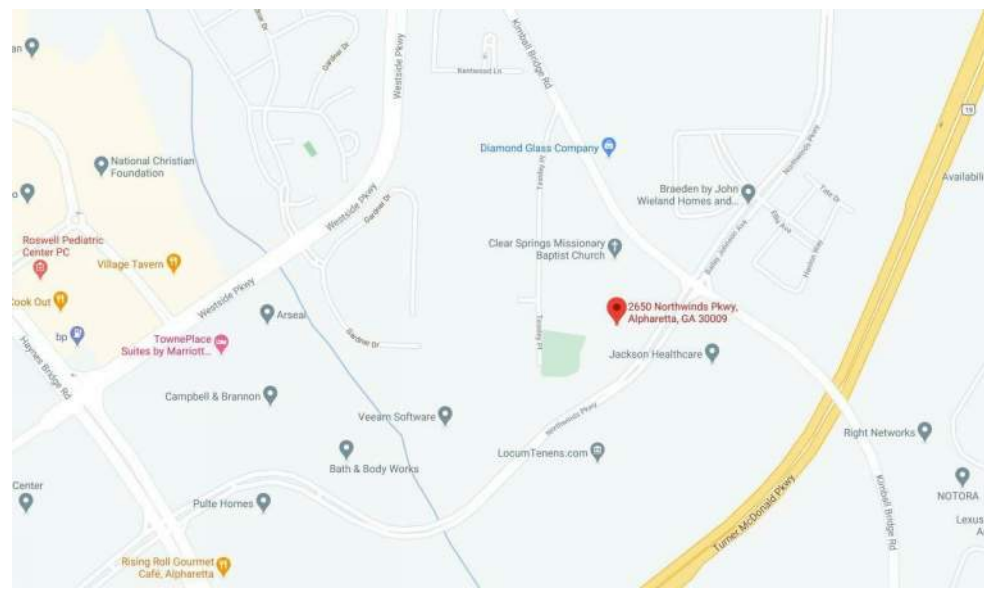
1. RESIDENTIAL USE MAY USE GLA FOR FAR.
2. SHALL BE DETERMINED DURING MU MASTER PLAN APPROVAL.
3. PROPOSED LOT COVERAGE INCLUDES IMPERVIOUS SURFACES + BUILDING + DECK PARKING / NLA. IMPERVIOUS COVERAGE MAY NOT EXCEED 80% OF DEVELOPMENT.
4. PROPOSED HEIGHT IS TAKEN FROM THE AVERAGE GRADE. MECHANICAL STRUCTURES, ELEVATOR OVERHEADS, SHORT PARAPET WALLS (<12') ARE NOT CALCULATED IN BUILDING HEIGHT.
5. CIVIC SPACE SHALL BE IN THE FORMS OF PLAZA (1/4 AC MIN), POCKET PARKS, OVERLOOKS, AND MULTI-USE TRAILS. FOR RESIDENTIAL USE, A MIN OF 1 AC PER 100 POPULATION OF RESIDENTS SHALL BE PROVIDED AS AMENITY SPACE. CURRENT CENSUS DATA IS 2.89 PERSON PER HOUSEHOLD.
6. UNCOVERED STEPS, PATIO SLABS, DRIVEWAYS, RETAINING WALLS ≤ 4 FT, AND OVERHANGS 18" MAY BE LOCATED WITHIN A SETBACK. NO OTHER BUILDING, STRUCTURE, OR PROJECTION SHALL BE ALLOWED ENCROACHMENT.
7. RESIDENTIAL PARKING REQUIREMENTS ARE 1 SP PER UNIT AND 1 SP PER BED FOR 2 OR MORE BEDROOM UNITS.
8. 1 SP PER ROOM, 1 EMPLOYEE SP PER 30 ROOMS, 1 SP PER 500 SF FOR SPECIAL USE SPACE.
9. 1 SP PER 200 SF.
10. PUBLIC PLACES FOR ASSEMBLY REQUIRE 1 SP PER 500 SF OF SPECTATOR AREA PLUS 1 SP PER 200 SF DIRECTED FOR OTHER PATRON USE.

FOR-SALE RESIDENTIAL UNITS

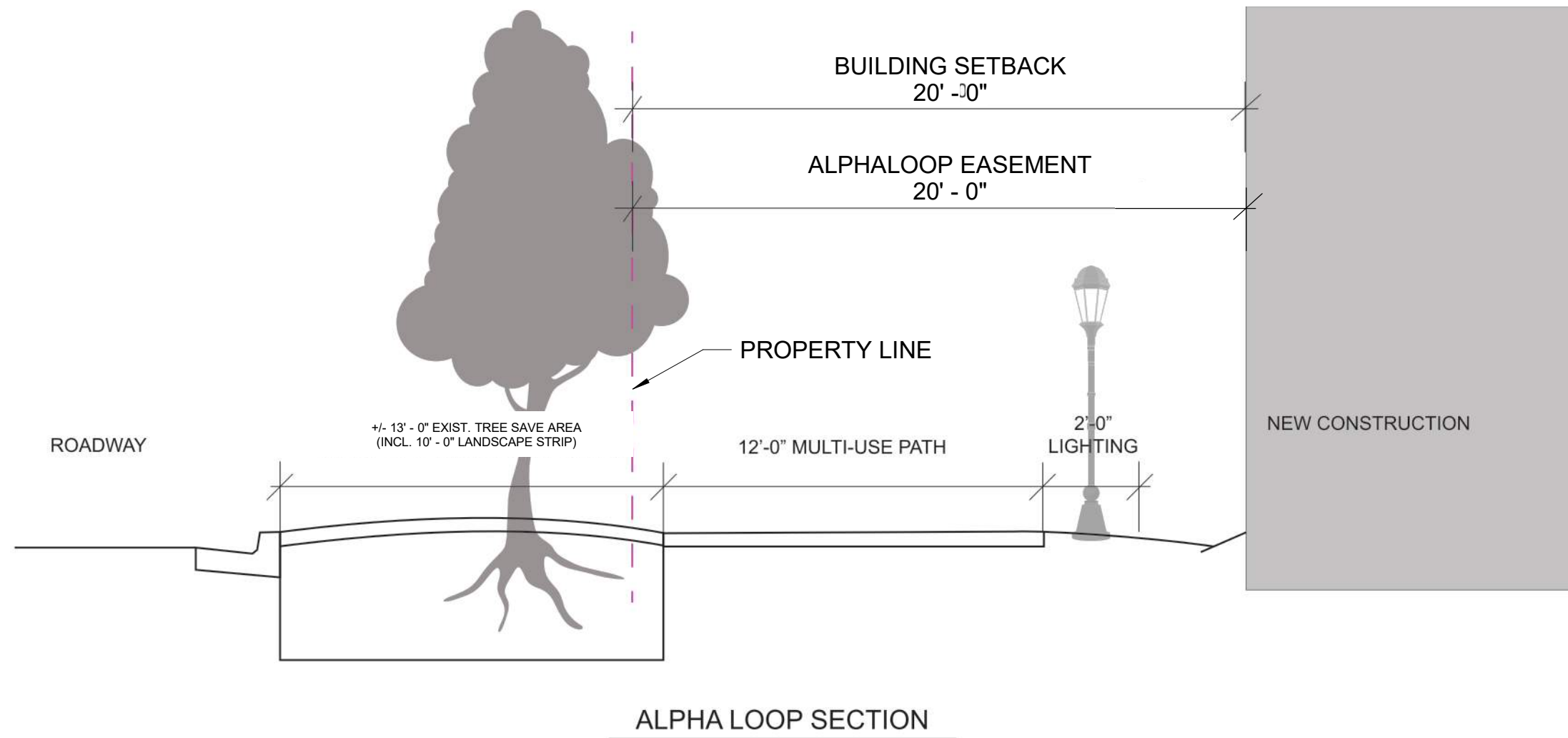
MAX. ALLOWABLE DENSITY:¹⁹
8 DWELLINGS PER ACRE X 4.72 AC = 37 UNITS
PROVIDED:
HOTEL
RES/BLDG. 01
RES/BLDG. 02
TOTAL UNITS: 37

SITE NOTES

11. LOADING STALL SHALL BE 12X40. REFER TO 2.5.3 FOR NUMBER OF REQUIRED SPACES.
12. PARKING SHALL BE DESIGNED FOR STANDARD DIMENSION OF 9X19 FOR 80% OF STALLS AND COMPACT STALL 8X16 THE REMAINING 20%.
13. STANDARD BAYS SHALL NOT BE LESS THAN 80 FT WIDE UNLESS FOR COMPACT.
14. TANDEN STALLS SHALL ONLY COUNT AS 1 SPACE. CURB CUTS SHALL BE LOCATED 300 FT FROM A STREET INTERSECTION.
15. ALL DEVELOPMENTS WITH > 100 STALLS SHALL PROVIDE EV CHARGING STATIONS AT 1 PER 25 STALLS.
16. BIKING SHALL BE PROVIDED 1 PER REQUIRED 25 STALLS.
17. 25% SHARED PARKING REDUCTION APPLIED.
18. PROGRAM SF INCLUDES PARKING SF.
19. RESIDENTIAL DENSITY SHALL NOT EXCEED 8 DWELLING UNITS PER ACRE EXCEPT BY VARIANCE.
20. DWELLING FOR SALE SF TAKEN OUT FROM HOTEL AND ADDED TO RESIDENTIAL SF.
21. DWELLINGS ARE ABOVE OTHER USES THEREFORE VERTICAL MIX CALCULATIONS USED.



VICINITY MAP
3/4" = 1'-0"



THE BAILEY

2650 NORTHWINDS
PKWY
ALPHARETTA,
GEORGIA 30009



Owner

Alux Properties
8000 Avalon Blvd. #100
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AHA Consulting Engineers
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Alpharetta, GA 30022
770.992.8585

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Key Plan

seal/signature

not for construction

rev date description

date 03/25/21
phase SCHEMATIC DESIGN
issued for 100% SD
project number 20029.00

ARCHITECTURAL SITE PLAN -
OVERALL

sheet number

ASP1.0

MIXED USE DEVELOPMENT BREAKDOWN				
CATEGORY	REQUIRED		PROVIDED	
	%	SF	SF ²	% OF GROSS INCLUDING PARKING
DWELLING	25% REQ	189,626 SF	196,261 SF	26%
COMMERCIAL	10% REQ	75,851 SF	318,964 SF	42%
OFFICE	25% REQ	189,626 SF	243,281 SF	32%
TOTAL	60% REQ		758,506 SF	100%

NOTES

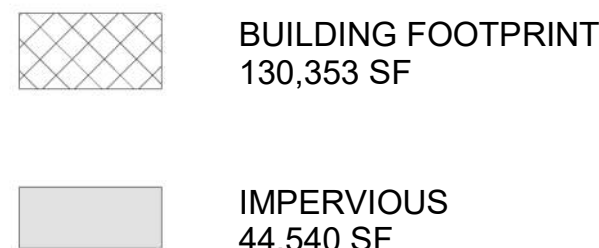
1. TOTAL FLOOR AREA OF ALL DEVELOPMENT INCLUDING PARKING = 758,506 SF.
2. VERTICAL MIX FACTORS USED.
3. REFER TO SHEET ASP-1.1 FOR DETAILED AREA BREAKDOWN.

KEY NOTE LEGEND

- 01 EXIST SEWER EASEMENT 20' X 20'
- 02 ALPHA INNER LOOP TRAIL. CONCRETE PAVEMENT W/ ACCENT BAND. BUILT UP TO PROTECT CRITICAL ROOT ZONE OF EXISTING TREES
- 03 EXIST. SIGN EASEMENT 6' X 30'
- 04 NEW SIDEWALK.
- 05 LANDSCAPE BUFFER. TREE SPACING SHALL BE BASED ON AVG CANOPY SPREAD & MIX OF SHRUB TYPES.
- 06 STEPPED TERRACE PUBLIC SPACE
- 07 PUBLIC SPACE
- 08 ROOFTOP AMENITY
- 09 RESIDENTIAL BALCONY TERRACE
- 10 EXIST FIRE HYDRANT
- 11 EXIST BOUNDARY TREE(S) TO REMAIN
- 12 NEW STREET TREE(S)
- 13 CANOPY (13'-8" ABOVE FINISHED SURFACE)
- 14 NEW CURB CUT(S)
- 15 NEW SHADE TREE(S) W/IN LANDSCAPE BUFFER
- 16 REMOVE TREE (SEE LDP)
- 17 NEW FIRE HYDRANT
- 18 FIRE ACCESS LANE
- 19 LOADING DOCK. NO OBSTRUCTION TO FIRE ACCESS LANES
- 20 NEW LANDSCAPE BERM(S)
- 21 PROPOSED REMOVAL OF EXIST. SIDEWALK
- 22 MOTOR COURT / DROP-OFF
- 23 ENTRY TO HOTEL PARKING RAMP
- 24 HOTEL PARKING SINGLE DIRECTION RAMP
- 25 SHARED POOL (HOTEL & WELLNESS)
- 26 SITE RETAINING WALLS
- 27 UNDERGROUND DETENTION. SEE CIVIL
- 28 MECHANICAL YARD. SEE MEP & CIVL
- 29 TRANSFORMER. SEE MEP
- 30 VALET PARKING
- 31 EXISTING BOUNDARY TREE TO BE PROTECTED
- 32 ARCHITECTURAL SCREEN WALL
- 33 NEW FIRE DEPT. CONNECTION

MAXIMUM ALLOWABLE IMPERVIOUS AREA

TOAL SITE AREA = 205,756 SF
MAXIMUM IMPERVIOUS AREA = 80% (164,605 SF)
TOTAL IMPERVIOUS AREA PROVIDED = 85% (174,893 SF)



G10	SITE PLAN - IMPERVIOUS SURFACE
ASP1.1	1" = 50'-0"

CIVIC / OPEN SPACE REQUIRED

CIVIC SPACE REQUIRED
(REQ: ARTICLE II.2.2.20.B.3.a) CIVIC SPACE REQUIRED
10% GROSS LAND AREA

$$10\% \times 4.72 \text{ AC} = .472 \text{ AC REQUIRED}$$

TOTAL CIVIC SPACE PROVIDED = 49,999 SF (1.15 AC)

OPEN SPACE REQUIRED

1 AC / 100 RESIDENTS

37 UNITS X 2.72 RESIDENTS PER UNIT (PER CENSUS DATA) =
100.64 = 1 AC REQUIRED

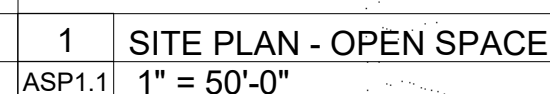
TOTAL OPEN SPACE = AMENITY SPACE + CIVIC SPACE
(ARTICLE II.2.10.10.A)

TOTAL AMENITY SPACE PROVIDED = 31,224 SF (.72 AC)
TOTAL CIVIC SPACE PROVIDED = 49,999 SF (1.15 AC)

TOTAL OPEN SPACE PROVIDED = 1.87 AC

**CIVIC SPACE INCLUDING
POCKET PARK, PLAZA, AND
MULTI-USE TRAIL**

AMENITY SPACES
INCLUDING ROOF
DECKS, BALCONIES,
AND POOL DECK



2650 NORTHWINDS
PKWY
ALPHARETTA,
GEORGIA 30009



Owner

Alux Properties
8000 Avalon Blvd. #100
Alpharetta, GA 30009

Architect

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Structural Engineer

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Mechanical/Plumbing/

Fire Protection/Electrical
AHA Consulting Engineers
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Alpharetta, GA 30022
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Key Plan

seal/signature

not for construction

rev	date	description
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date 22/05/20

phase SCHEMATIC DESIGN

issued for 100% SD

project number	20029.00
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ARCHITECTURAL SITE PLAN -
CALCULATIONS

sheet numb

ASP1.1

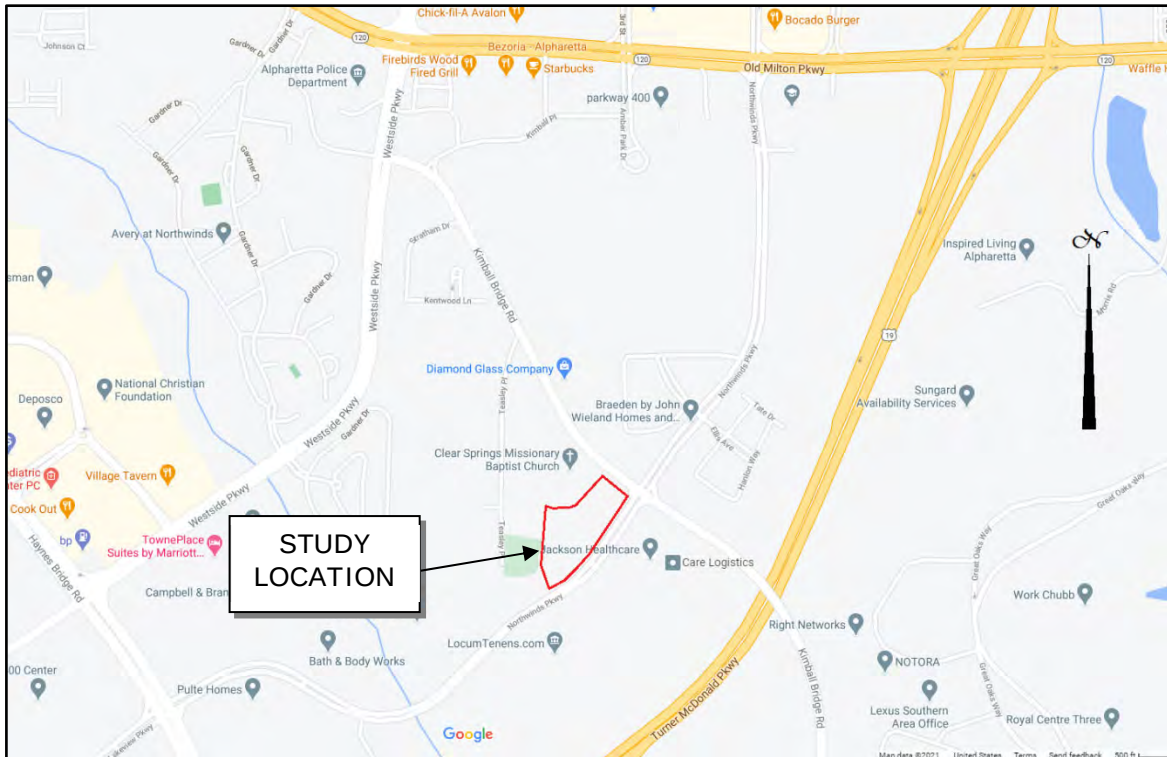
TRAFFIC ENGINEERING REPORT

Evaluation of Traffic Operations at the Site of the

Proposed “The Bailey” Development

City of Alpharetta, Fulton County

Figure 1: Study Location



Report prepared by:

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Title Senior Transportation Engineer

Address Atlas Technical Consultants, Inc.

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Introduction

The following report was prepared by Atlas Technical Consultants to summarize the findings of a traffic impact study for the proposed “The Bailey” mixed-use development in Alpharetta, GA. The site is located on the north-west quadrant of the intersection of Kimball Bridge Rd and Northwinds Parkway in Alpharetta, Georgia. The total area of the property is 4.72 acres.



This study has been prepared at the request of the City of Alpharetta to assess the impact of traffic generated by this proposed mixed-use development to the adjacent roadway network and to assess what measures or modifications would be necessary at intersections near the site, including additional turn lanes and general intersection improvements.

Description of the Site

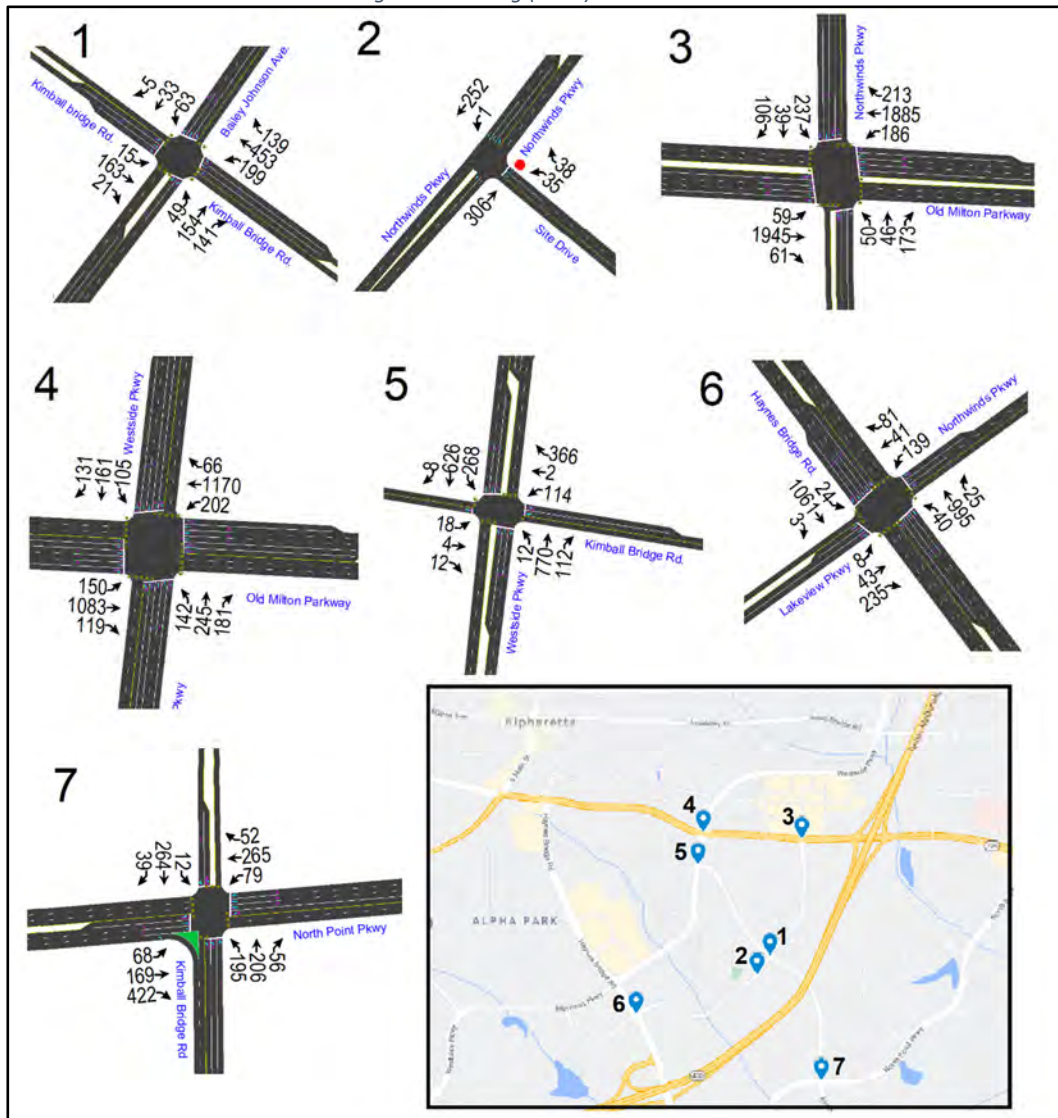
The proposed development, to be known as “The Bailey”, is a complex mixed-use development with a focus on healthcare services. The Bailey will include a training facility for elite athletes, supported by medical office space. A private social club on site will offer these health and fitness services to its members. A boutique hotel with exclusive residences on the upper floors will provide accommodation for athletes as well as for people partaking of the medical services. The site will also include multifamily residential units and a variety of commercial and restaurant spaces. Access to the proposed development will be through three driveways, one on Kimball Bridge Road and two on Northwinds Parkway. The southernmost driveway on Northwinds parkway will serve the Hotel Parking Garage while the center parkway, located directly across from the existing gated driveway of 2655 Northwinds Parkway, will be the sites main entrance and hotel drop-off. The third driveway, on Kimball Bridge Road, will serve Residential Building #2, and the associated retail spaces.

Northwinds Parkway, in the vicinity of the site, is a 4-lane local roadway with a posted speed limit of 35 miles per hour, while Kimball Bridge road is a 2-lane major collector roadway with a posted speed limit of 35 miles per hour.

Existing Traffic Conditions.

ATLAS conducted traffic volume counts at seven intersections in the area that would be most affected by the site generated traffic, these counts were conducted on Tuesday, February 9th, 2021. Due to variations of traffic volumes due to the ongoing COVID-19 pandemic, GDOT's Automated Traffic Signal Performance Measure (ATSPM) database was consulted to obtain volumes at these intersections prior to the pandemic. Only the intersections of Northwinds Parkway at Old Milton Parkway, and the intersection of Westside Parkway at Kimball Bridge Road showed a difference in traffic volumes that could be associated with the pandemic. A correction factor will be applied to the existing counts in order to adjust the volumes for these two intersections. The resulting existing (2021) PM peak traffic volumes are shown in Figure 2. The PM peak was chosen for display as it is the higher of the two (AM and PM) peak hours. For the sake of accuracy, pre-COVID counts were obtained from the developer for the intersection of Northwinds Parkway at Kimball Bridge Road. These counts were taken in August of 2018.

Figure 2: Existing (2021) PM Volumes



Each of the seven intersections were modeled in Trafficware’s Synchro traffic analysis software in order to determine how these intersections were functioning currently, as a reference. Level of service (LOS) is a term used to qualitatively describe the operating conditions of a roadway or intersection based on factors such as speed, travel time, maneuverability, delay, and safety. The level of service of a facility is designated with a letter, A to F, with A representing the best operating conditions and F the worst. Specifically, at intersections, the LOS is determined by the average delay that motorists experience when driving through the intersection. The thresholds for each LOS is described in Table 1 below.

Table 1: Level of Service and Delay Values

LOS	Signalized Intersection	Unsignalized Intersection
A	≤10 sec	≤10 sec
B	10–20 sec	10–15 sec
C	20–35 sec	15–25 sec
D	35–55 sec	25–35 sec
E	55–80 sec	35–50 sec
F	>80 sec	>50 sec

All seven intersections were found to have acceptable levels of service under the existing traffic volumes. The LOS ranged from A to C with delays from 9.9 seconds to 28.6 seconds.

Table 2: LOS Results - Existing Conditions

Int. #	Intersection	Existing	
		AM	PM
1	Northwinds Pkwy @ Kimball Bridge Rd.	C (25.7)	B (16.8)
2	Northwinds Pkwy @ Site Drive	B (11.9)	B (10.9)
3	Northwinds Pkwy @ Old Milton Pkwy	B (19.1)	C (28.6)
4	Westside Pkwy @ Old Milton Pkwy	B (19.2)	C (20.6)
5	Westside Pkwy @ Kimball Bridge Rd.	A (9.9)	B (15.9)
6	Northwinds Pkwy @ Haynes Bridge Rd.	B (12.5)	B (13.7)
7	Kimball Bridge Road @ North Point Pkwy	B (18.8)	B (17.9)

Background (No-Build) Traffic Conditions.

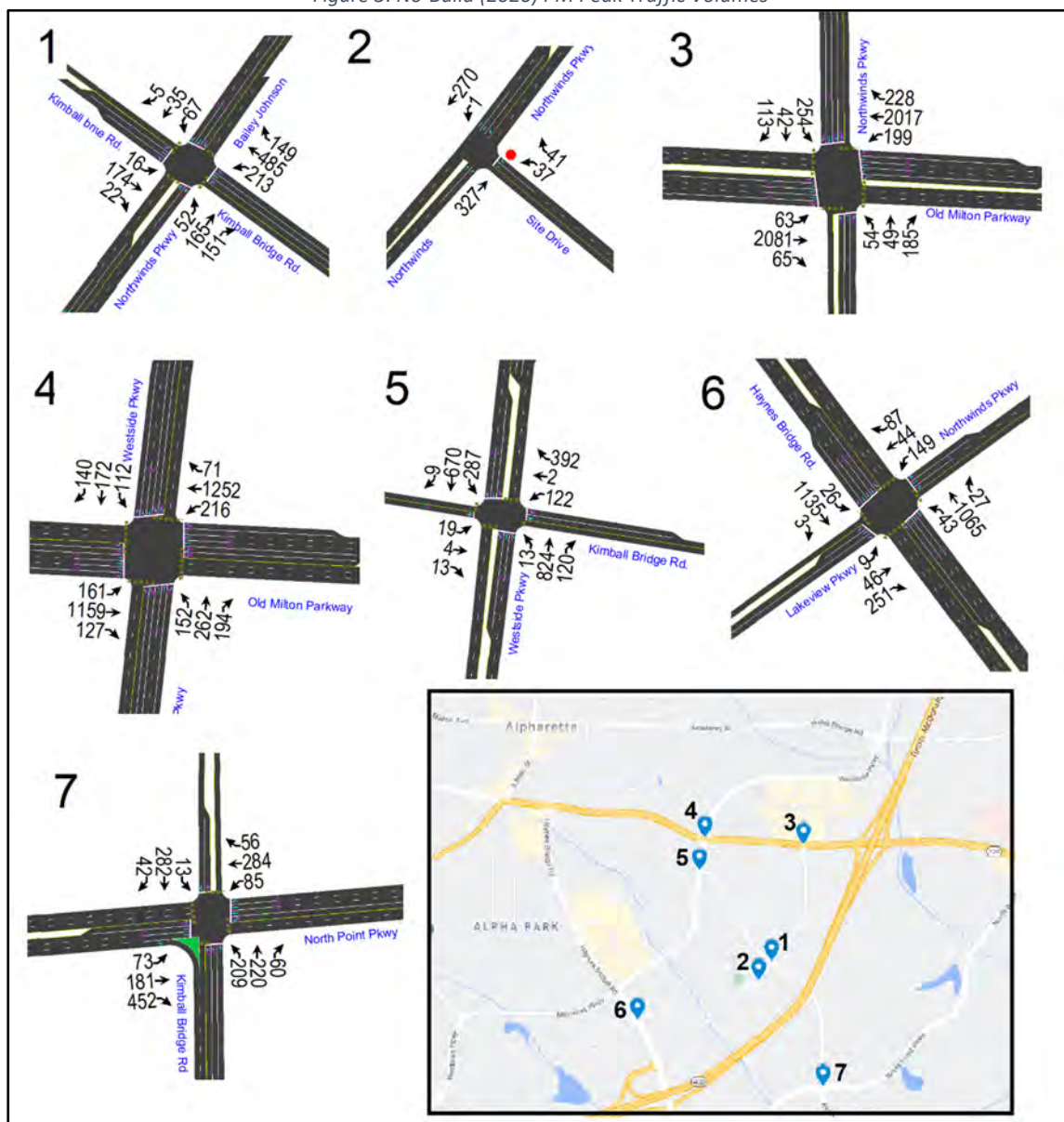
After adjusting the traffic counts for the effects of the COVID-19 pandemic, the volumes were projected to the approximate open year of the proposed development (2026). In order to determine the appropriate growth rate to apply to the existing volumes, traffic data was obtained from all GDOT count stations in the study area. The data obtained from the GDOT count stations, as well as their individual growth rates, and global growth rate is shown in Table XX. The average growth rate for traffic in the area was found to be 1.13% per year. Compounded 5 years, for 2026, the total growth rate would be 6.67%.

Table 3: GDOT Count Station Data and Growth Rates

Count Station	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	%
121-0310	35500	41000	41700	36500	36500	37500	38700	45200	45100	50000	2.64%
121-0308	32700	33000	27600	27700	37600	38900	40200	42600	35900	36200	2.93%
121-0306	39200	27200	27600	43700	43700	40100	41400	22800	22800	36500	-1.9%
121-0824	24900	25000	24900	25000	25000	24100	24900	26400	24000	24200	-0.2%
SUM	132300	126200	121800	132900	142800	140600	145200	137000	127800	146900	1.13%

The existing 2021 Traffic volumes for each of the seven intersections were grown by 6.67% to obtain the approximate volumes for 2026 under no-build conditions, i.e. without the proposed development. The resulting volumes are shown in Figure 3.

Figure 3: No-Build (2026) PM Peak Traffic Volumes



Trip Generation.

The Institute of Transportation Engineer’s (ITE) Trip Generation Manual, 10th edition, was used as a guide to determine a plausible number of trips generated during peak hours by the proposed mixed-use development. The ITE Trip Generation Manual provides the following codes and description of land uses chosen to represent trips generated by the project based on their category:

310 – Hotel: A hotel is a place of lodging that provides sleeping accommodations and supporting facilities such as restaurants, cocktail lounges, meeting and banquet rooms or convention facilities, limited recreational facilities (pool, fitness room), and/or other retail and service shops. This land use was assigned to the 111 units designated as “hotel” in the supplied building use summary, and the 5 units designated as “hotel residential”.

710 – General Office Building: A general office building houses multiple tenants; it is a location where affairs of businesses, commercial or industrial organizations, or professional persons or firms are conducted. An office building or buildings may contain a mixture of tenants including professional services, insurance companies, investment brokers, and tenant services, such as a bank or savings and loan institution, a restaurant, or cafeteria and service retail facilities.

720 – Medical-Dental Office Building: A facility that provides diagnoses and outpatient care on a routine basis but is unable to provide prolonged in-house medical and surgical care. One or more private physicians or dentists generally operate this type of facility. This land use was assigned to the 50,000 gsf of medical office space within the wellness center.

492 – Health/Fitness Club: Privately-owned facility that primarily focuses on individual fitness or training. It typically provides exercise classes; weightlifting, fitness and gymnastics equipment; spas; locker rooms; and small restaurants or snack bars. This land use may also include ancillary facilities, such as swimming pools, whirlpools, saunas, tennis, racquetball and handball courts, and limited retail. These facilities are membership clubs that may allow access to the general public for a fee. This is the land use that was assigned to the 49,000 gross square feet (gsf) designated to the “Athletic Facility” as described in the supplied “Building Use Summary” (see Figure 1).

820 – Shopping Center: An integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. A shopping center’s composition is related to its market area in terms of size, location, and type of store. A shopping center also provides on-site parking facilities sufficient to serve its own parking demands. This land use was assigned to the 33,830 gsf designated as Restaurant/Retail in the building use summary.

221 – Multifamily Housing (Mid-Rise): Includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have between three and 10 levels (floors). This land use was assigned to the 75 units designated as “residential” in the provided building use summary.

These six land uses were used to determine the trip generation for the proposed development according to the square footage or number of units for each land use as indicated on the provided building use summary.

Figure 4: Provided Building Use Summary

The Bailey				
Building Use Summary		02.23.21		
Bldg.	Use (Conditional Approval)	Function	Mixed Use Zoning Development Standards	
Hotel		Commercial	Office	Residential
	Boutique Hotel	(119 Guest Rooms)	97,234	
	Restaurant	Hotel Restaurant	9,160	
	Special Event Facility	Hotel Conference	6,341	
	Dwelling: For-Sale Attached	Penthouse- 5 units		19,000
				131,735 gsf
Wellness Center		Commercial	Office	Residential
	Office	Professional Office	10,000	
	Office	Medical Office w/ Outpatient Services	37,684	
	Drug Store (Pharmacy)	Pharmacy	1,500	
	Spa Services	Med Spa	6,700	
	Athletic Facility	Membership	49,000	
	Office	Membership Club	31,900	
	Restaurant	Membership Dining	9,014	
				145,798 gsf
Residential Bldg 1- Northwinds Plwy		Commercial	Office	Residential
	Restaurant	3,600		
	Retail	1,770		
	Office	Co-working	3350	
	Dwelling: For-Sale Attached	8 Units		34,588
				43,308 gsf
Residential Bldg 2- Kimball Br.		Commercial	Office	Residential
	Restaurant	3,500		
	Retail	17,330		
	Dwelling: For-Sale Attached	24 Units		102,907
				123,737 gsf

Each of the six land uses previously described include formulas and/or graphs to determine the number of trips to expect for both AM and PM peak hours of the adjacent street. The formulas and graphs are included in the appendix, and the results of using the formulas and/or graphs are shown in Table 1 below

Table 4: Site Generated Volumes

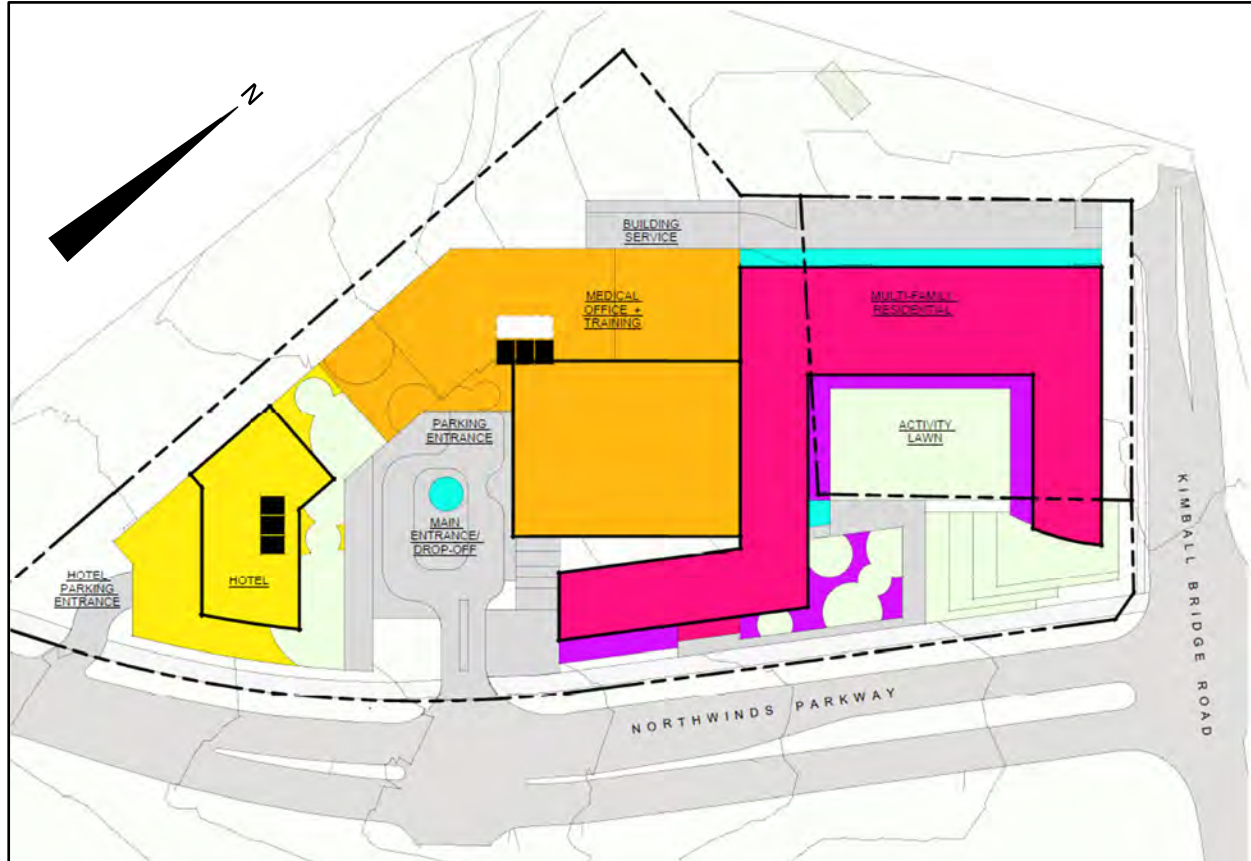
Code	USE	gsf	units	AM			PM		
				TRIPS	IN	OUT	TRIPS	IN	OUT
310	Hotel Comm.	112735	97	49	29	20	56	28	28
	Hotel Resid.	19000	12						
710	Office	45250		69	59	10	54	9	45
720	Med. Office	45884		112	87	25	158	44	114
	Pharmacy								
	Med. Spa								
492	Athletic Facility	49000		64	33	31	156	89	67
820	Restaurant/Retail	35184		169	105	64	251	120	131
221	Residential Bldg 1	34588	8	3	1	2	4	2	2
221	Residential Bldg 2	102907	24	8	2	6	11	7	4
TOTAL				474	316	158	690	299	391

The traffic volumes generated by the development were distributed among the site's three proposed driveways (two on Northwinds Parkway and one on Kimball Bridge Road), All traffic associated to Building

2 (3500 square feet of restaurant, 17,300 gsf pf retail, and 24 dwelling units_ was assigned to the driveway on Kimball Bridge Road. The remaining traffic was distributed among the two driveway locations on Northwinds Parkway. Driveway locations can be seen on Figure 2: Site Plan.

Approximately 60 of traffic associated with land use 310 was assigned to the main/drop-off driveway, as well as roughly 75% of all other traffic. The remaining volumes were assigned to the southernmost driveway labeled “Hotel Parking Entrance”.

Figure 5: Site Plan and Driveway Location

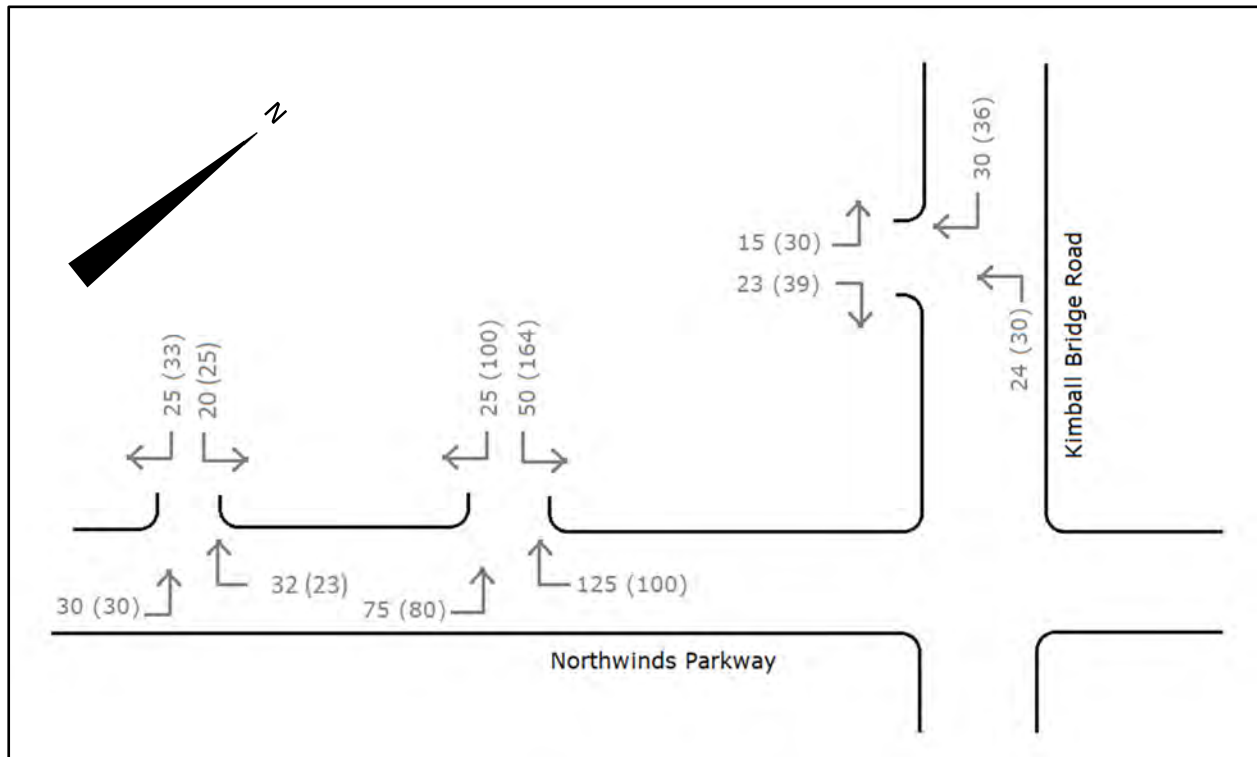


The traffic volumes generated by the proposed site, shown in Table 4, were assigned to each driveway, as explained previously with roughly 55% of exiting/entering vehicles turning right and 45% of vehicles entering or exiting turning left. The resulting site-generated volumes can be seen on Table 5 and Figure 6.

Table 5: Trip Distribution at Site Driveways

	AM			PM		
	TRIPS	IN	OUT	TRIPS	IN	OUT
Hotel Parking Entrance	107	62	45	111	53	58
Main Entrance/ Drop-off	275	200	75	444	180	264
Driveway on Kimball	92	54	38	135	66	69

Figure 6: Site Generated Traffic

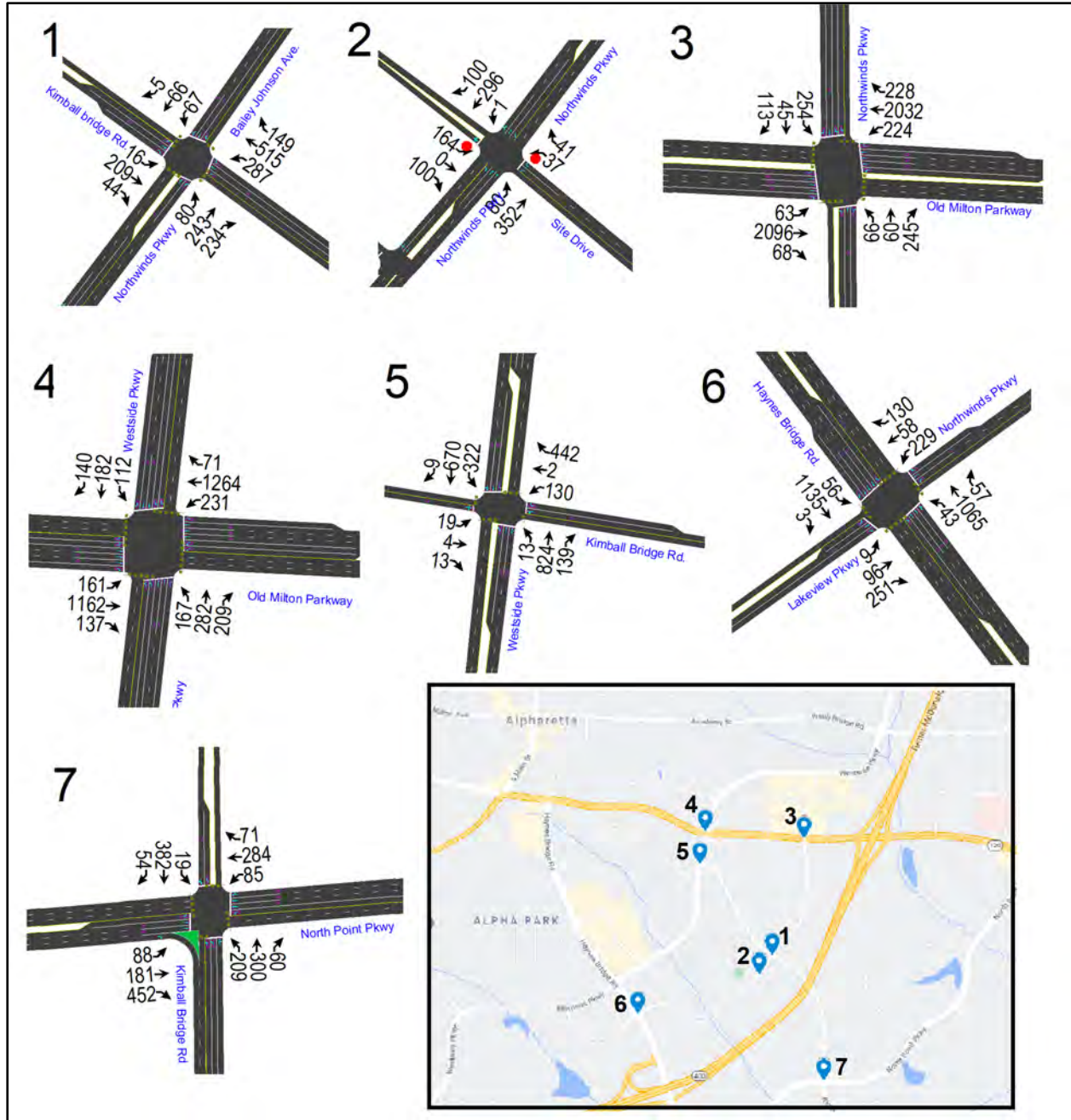


The origin and destination of the entering and exiting vehicles generated by the proposed development, will be distributed according to the traffic counts that were conducted for this study and overlapped onto the projected 2026 background traffic.

Build Traffic Conditions

As described previously, the Existing Traffic volumes were projected to the year 2026 by applying a growth rate of 1.13% per year, resulting in the background volume shown in Figure 3. The site's forecasted generated traffic (Figure 6) was added to the background traffic to obtain the future (2026) conditions which include the site, i.e. the build traffic conditions, which are shown in Figure 7. As with the previous figures, the volumes shown in Figure 7 are for the PM peak hour only, since the PM is the higher of the two peak hours.

Figure 7: Build 2026 PM Traffic Volumes



A Synchro analysis of each of the seven intersections was performed as to determine the impact of the proposed development, and to determine if any measures should be taken to mitigate any potential issues. The existing geometry, lane configuration, traffic control type, and signal phasing were maintained at these intersections in the analysis. The analysis allows us to compare traffic operations and performance of the intersections with and without the proposed development. The results of the analysis are shown in Table 6. The intersections shown in italics are unsignalized, while those shown in bold are signalized.

Table 6: LOS and Delay Comparison

Int. #	Intersection	2026 No-Build		2026 Build	
		AM	PM	AM	PM
1	Northwinds Pkwy @ Kimball Bridge Rd.	C (32.2)	B (17.5)	C (32.5)	B (23.1)
<i>2</i>	<i>Northwinds Pkwy @ Site Drive</i>	<i>B (12.5)</i>	<i>B (11.2)</i>	<i>D (25.5)</i>	<i>E (44.7)</i>
3	Northwinds Pkwy @ Old Milton Pkwy	C (21.2)	C (29.4)	C (22.3)	C (32.9)
4	Westside Pkwy @ Old Milton Pkwy	B (19.9)	C (22.2)	C (20.2)	C (23.6)
5	Westside Pkwy @ Kimball Bridge Rd.	B (10.5)	B (17.2)	B (11.9)	B (19.2)
6	Northwinds Pkwy @ Haynes Bridge Rd.	B (14.0)	B (14.3)	B (12.4)	B (16.7)
7	Kimball Bridge Road @ North Point Pkwy	B (19.3)	B (18.8)	C (21.3)	C (22.3)
<i>8</i>	<i>Driveway to Hotel parking</i>	<i>n/a</i>	<i>n/a</i>	<i>B (13.0)</i>	<i>B (13.3)</i>
<i>9</i>	<i>Driveway on Kimball</i>	<i>n/a</i>	<i>n/a</i>	<i>C (20.7)</i>	<i>C (15.0)</i>

The analysis results show that the impact of the development is minimal and the intersections would continue to operate at acceptable levels of service (LOS C or better).

As shown on Table 6, the main driveway on Northwinds Parkway would perform at a LOS D and E for the AM and PM peak hours, respectively. A queue analysis shows that the 95th percentile queue length for vehicles turning left, entering the site, would be of one vehicle length (25 feet), at most. While the 95th percentile queue length exiting the site would be of 175 feet.

The second driveway on Northwinds parkway, which would serve the Hotel Parking garage will operate at LOS B for both AM and PM. The analysis results show 95th percentile queues that are one vehicle length, at worst. Therefore, no operational or queueing issues are anticipated at this driveway.

The driveway on Kimball Bridge Road will operate at LOS C for both AM and PM peak hours. The analysis also shows 95th percentile queues to be one car length at worst.

Historical Crash data analysis

The latest available 3-year crash data (from January 1, 2017 to December 31, 2019) was obtained from the Georgia Electronic Accident Reporting System in order to perform a crash data analysis for the seven existing intersections within the study area. The data is summarized on Table 7 and Table 8. No Fatal crashes were recorded during the three years of available data at any of the seven intersections.

Table 7: Number of Crashes by Intersection by Year

Int. #	Intersection	2017	2018	2019	TOTAL
1	Northwinds Pkwy @ Kimball Bridge Rd.	2	3	1	6
2	<i>Northwinds Pkwy @ Site Drive</i>	0	0	1	1
3	Northwinds Pkwy @ Old Milton Pkwy	14	16	27	57
4	Westside Pkwy @ Old Milton Pkwy	30	30	29	89
5	Westside Pkwy @ Kimball Bridge Rd.	6	6	3	15
6	Northwinds Pkwy @ Haynes Bridge Rd.	22	19	15	56
7	Kimball Bridge Rd. @ North Point Pkwy	28	24	19	71

Table 8: Crashes by Intersection by Type (2017-2019)

#	Intersection	Angle	Head-on	Single Car	Rear End	Sideswipe OD	Sideswipe SD	TOTAL
1	Northwinds Pkwy @ Kimball Bridge Rd.	3			2		1	6
2	<i>Northwinds Pkwy @ Site Drive</i>				1			1
3	Northwinds Pkwy @ Old Milton Pkwy	19	1	3	23	2	9	57
4	Westside Pkwy @ Old Milton Pkwy	13	2	4	55		15	89
5	Westside Pkwy @ Kimball Bridge Rd.	2		2	10		1	15
6	Northwinds Pkwy @ Haynes Bridge Rd.	21	1	2	29		3	56
7	Kimball Bridge Rd. @ North Point Pkwy	31	1		33		6	71

The crash data shows that the majority of crashes at all intersections were rear-end type collisions. The incidence of rear-end collisions is typical at signalized intersections, where stop-and-go traffic is frequent. The second most frequent crash types were angle/type collisions, which should be less frequent at signalized intersections. The occurrence of this type of crash at signalized intersections could indicate the need for a protected left-turn phase or a revision of the clearance interval duration.

Conclusions:

The proposed mixed-use development, to be known as "The Bailey" would generate a total of 474 trips (316 in and 158 out) during the AM peak hour of the adjacent streets and 690 trips (299 in and 391 out) during the PM peak hour of the adjacent streets. These volumes, when distributed among the roadway network do not cause major operational issues at the seven intersections that were analyzed as part of this study. The seven intersections would continue to operate at acceptable levels of service (LOS C or better).

The proposed development's three driveways were assigned traffic volumes according to the land use of the portion of the development that they would be serving. The analysis of the driveways indicates that all three driveways will operate at acceptable levels of service without the need for signalization.

Recommendations

- It is recommended that signal timing be revised and optimized for the seven intersections in this study area as to accommodate the additional traffic volumes generated by the proposed development. No other intersection improvements would be necessary.
- A left turn bay is recommended for vehicles turning left into the Kimball Road driveway. Kimball Road is a two-lane road in the frontage of the development and vehicles turning left into the site may block through vehicles from continuing westbound and potentially backing up onto the intersection of Kimball Bridge Road at Northwinds Parkway. The length of this turn lane would not need to be more than 50 feet, since the 95th percentile queue length for this maneuver is one vehicle length at most.
- A left turn lane is recommended for vehicles entering the Main/Drop-off driveway on Northwinds Parkway. The existing intersection has a left turn lane to turn into the existing driveway across the street from the proposed site. A left turn lane for the proposed driveway would avoid left turning vehicles from blocking the sight-lines of opposing left turning vehicles into the existing driveway on the opposite side of Northwinds Parkway. The length of this turn lane would not need to be more than 50 feet, since the 95th percentile queue length for this maneuver is one vehicle length at most.

RECOMMENDED BY:



David A. Fairlie, P.E.
Senior Transportation Engineer

DATE:.....3/18/2021.....

Traffic Engineering Report Appendix

- ITE Trip Generation Manual Sources
- Traffic Turning Movement Counts, AM and PM.
- Existing (2021) Synchro Analysis Results
- 2026 No-Build Synchro Analysis Results
- 2026 Build Synchro Analysis Results

ITE Trip Generation Manual Sources

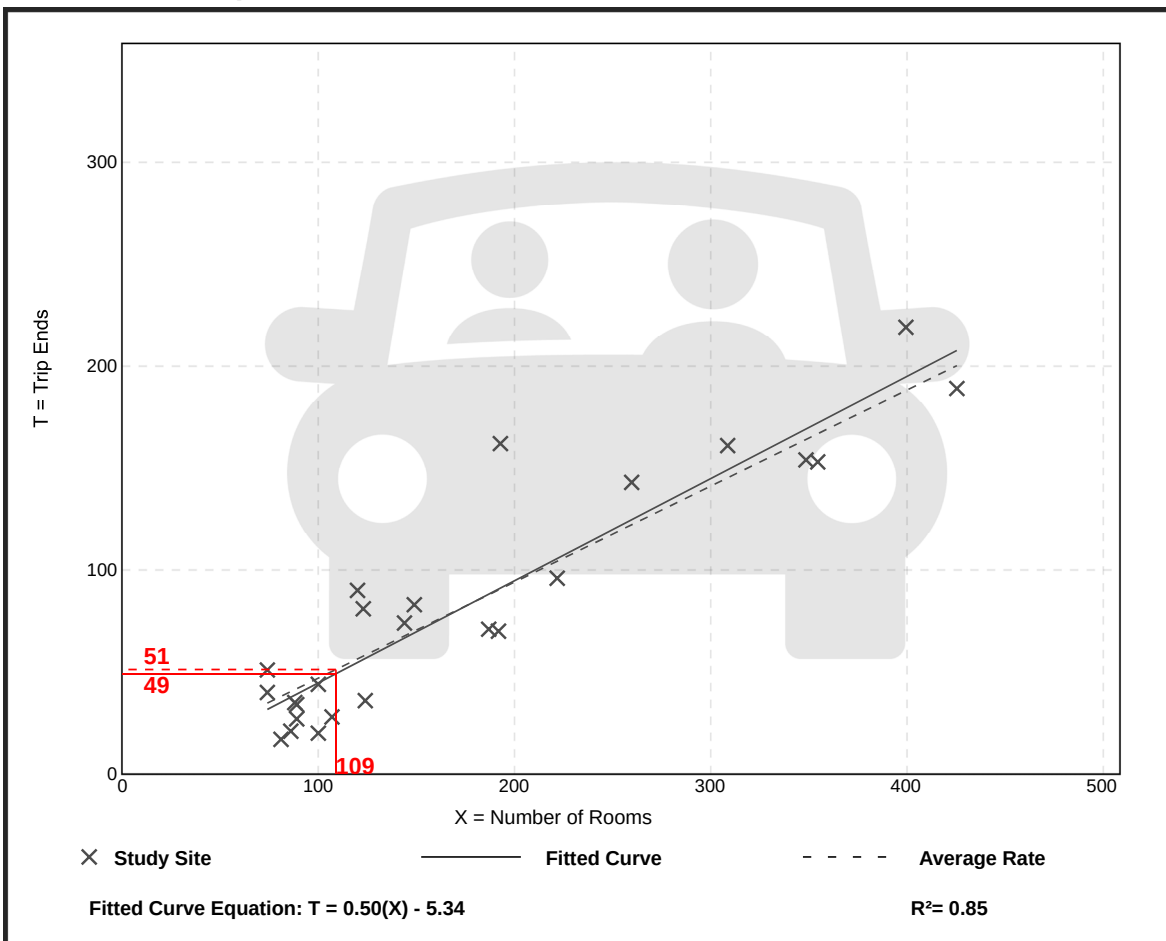
Hotel (310)

Vehicle Trip Ends vs: Rooms
On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 25
 Avg. Num. of Rooms: 178
 Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.47	0.20 - 0.84	0.14

Data Plot and Equation



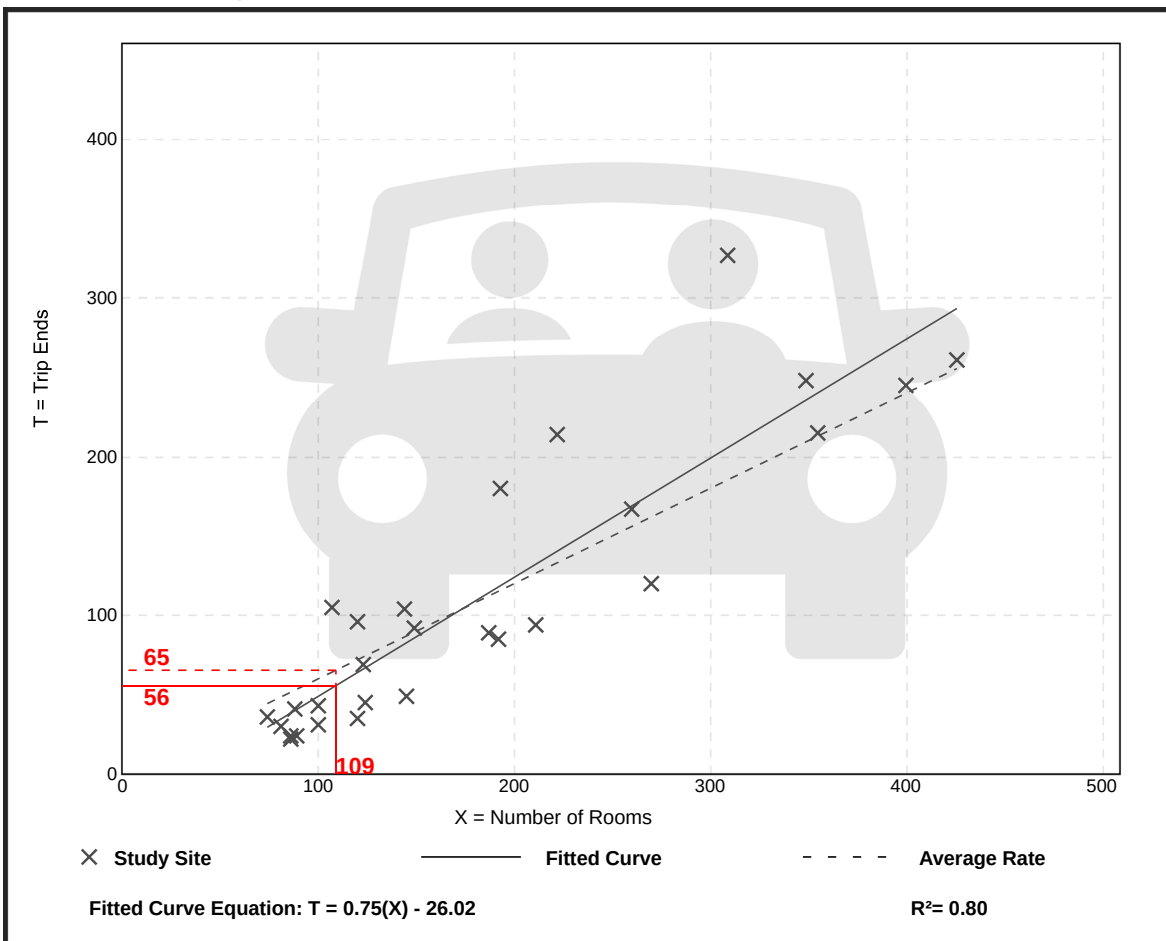
Hotel (310)

Vehicle Trip Ends vs: Rooms
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 28
 Avg. Num. of Rooms: 183
 Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.60	0.26 - 1.06	0.22

Data Plot and Equation



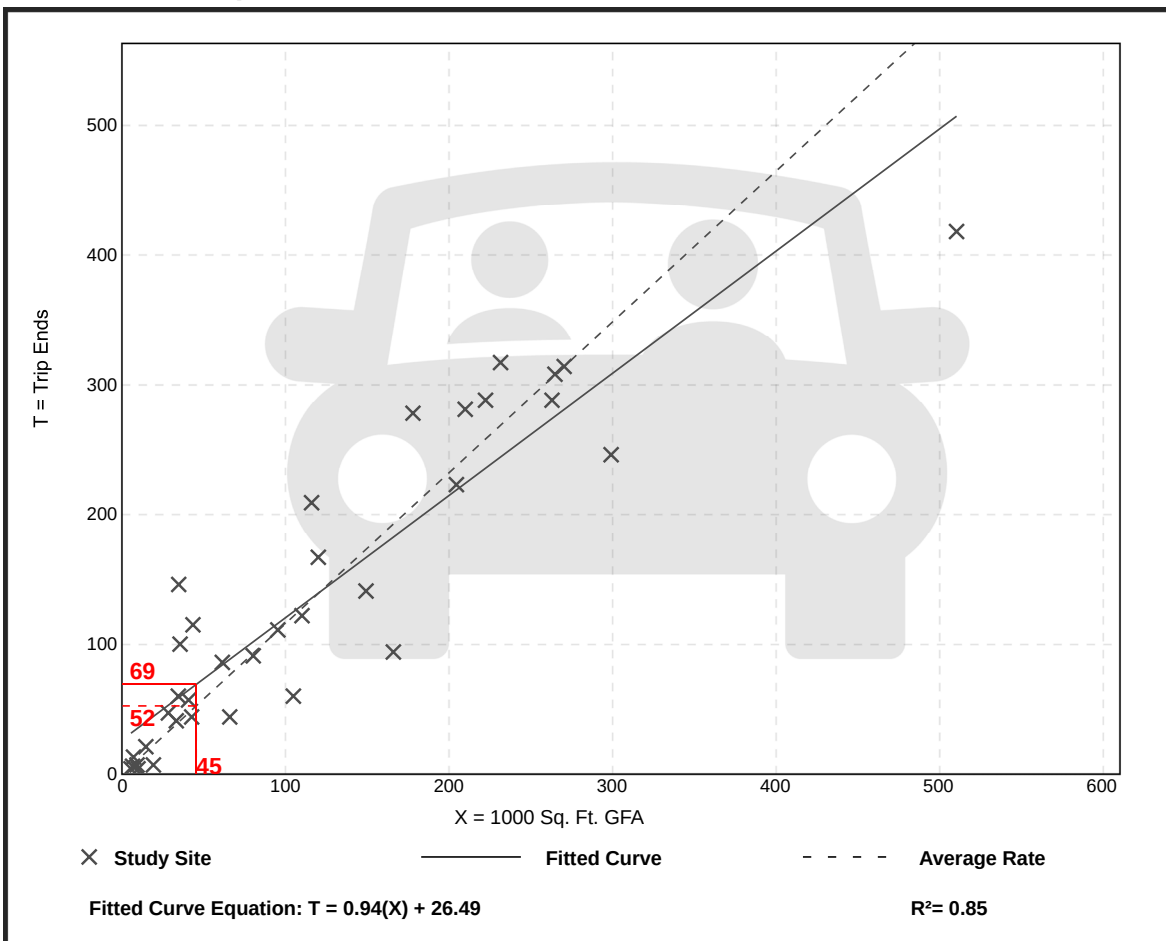
General Office Building (710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 35
 Avg. 1000 Sq. Ft. GFA: 117
 Directional Distribution: 86% entering, 14% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.16	0.37 - 4.23	0.47

Data Plot and Equation



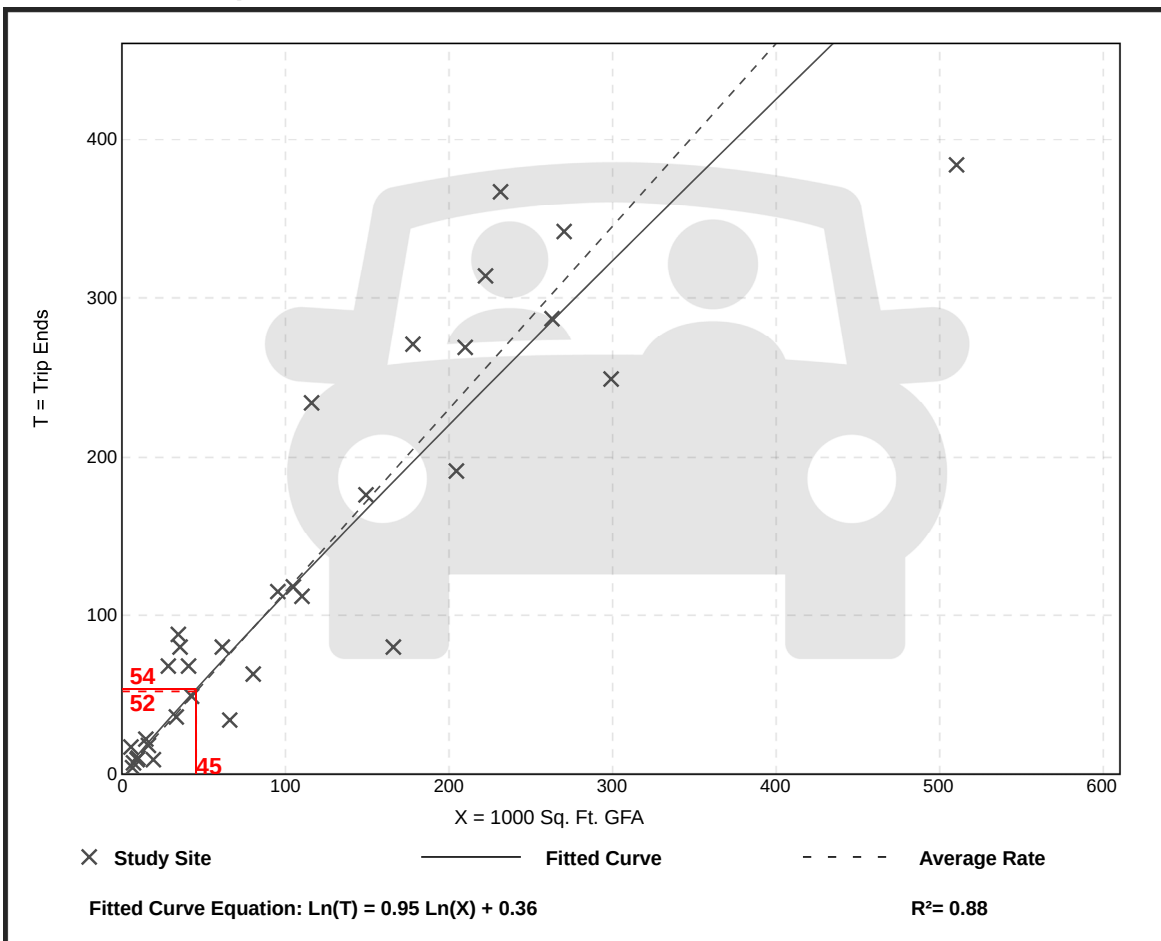
General Office Building (710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 32
 Avg. 1000 Sq. Ft. GFA: 114
 Directional Distribution: 16% entering, 84% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.15	0.47 - 3.23	0.42

Data Plot and Equation



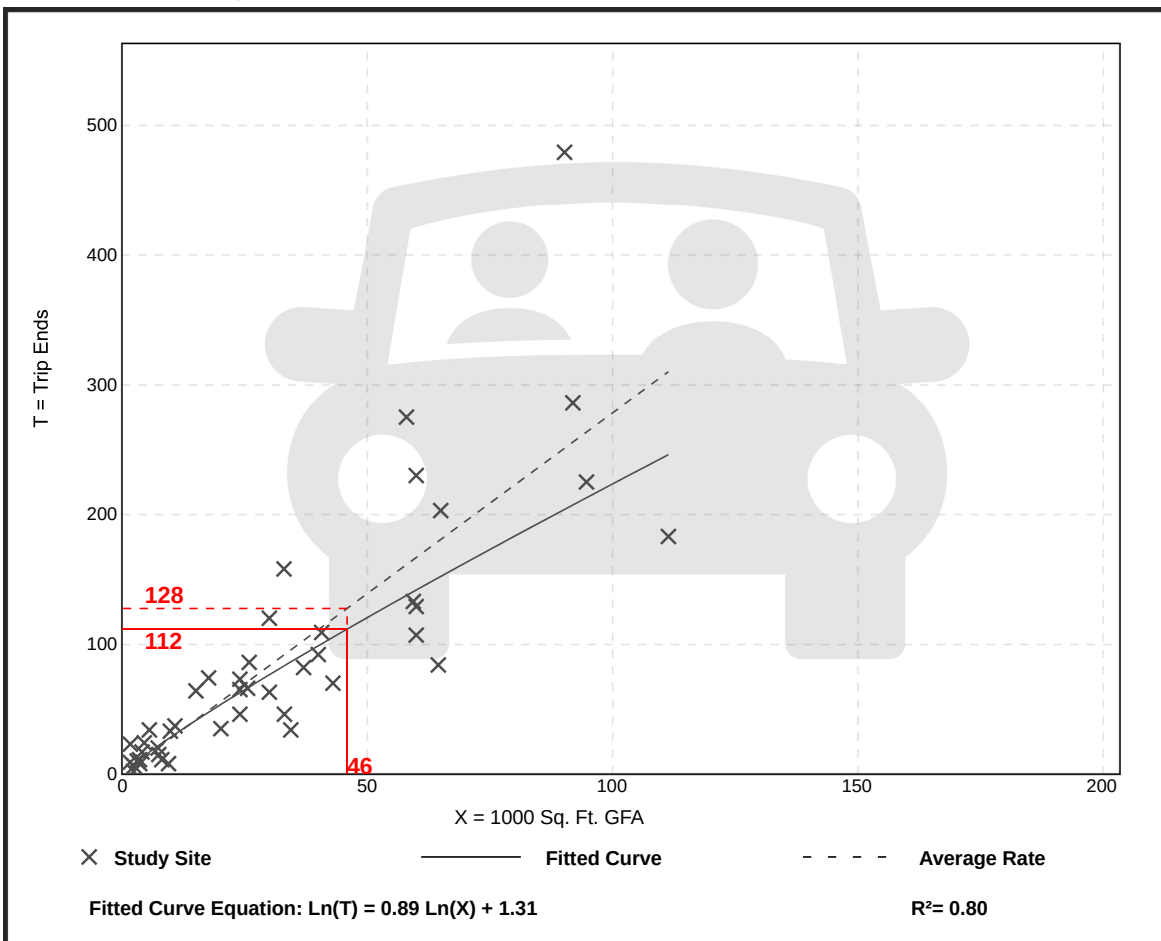
Medical-Dental Office Building (720)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 44
 Avg. 1000 Sq. Ft. GFA: 32
 Directional Distribution: 78% entering, 22% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.78	0.85 - 14.30	1.28

Data Plot and Equation



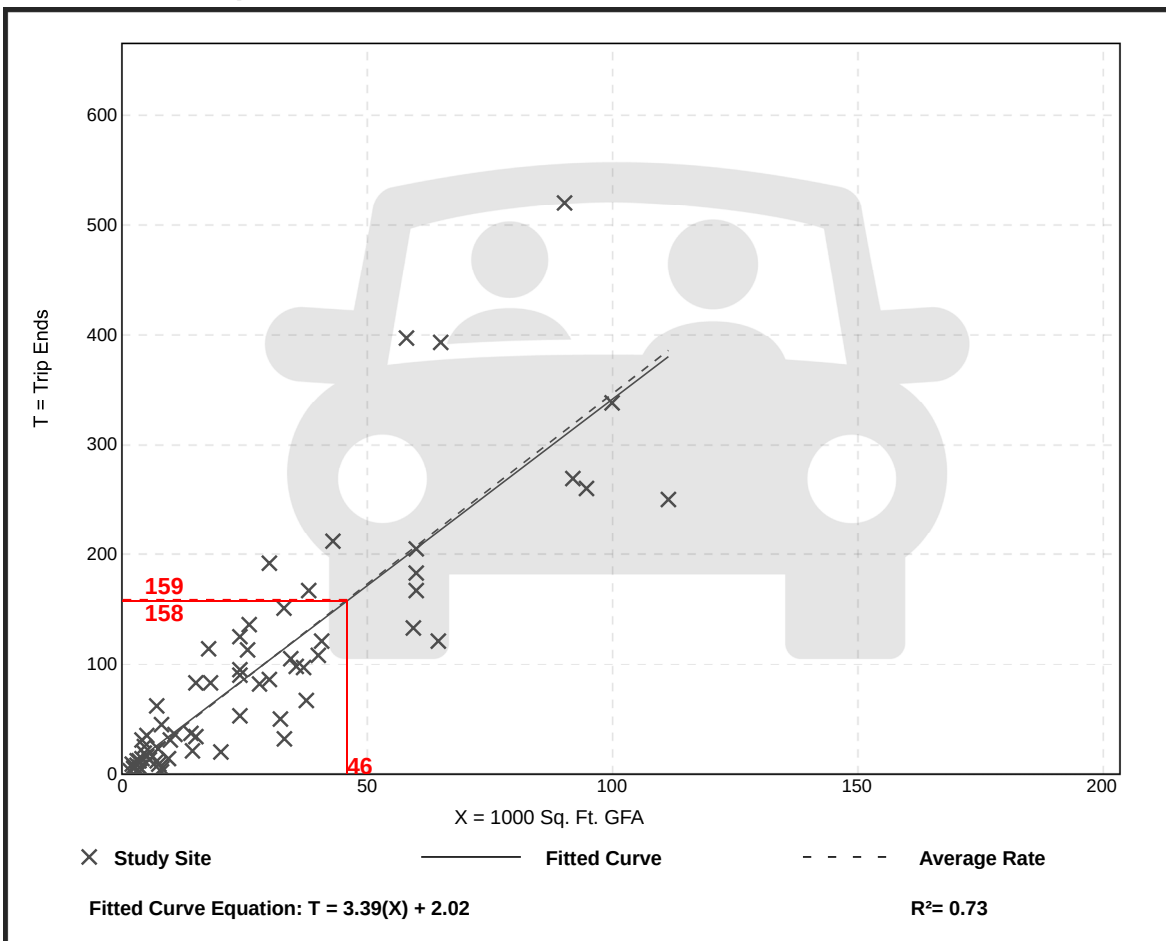
Medical-Dental Office Building (720)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 65
 Avg. 1000 Sq. Ft. GFA: 28
 Directional Distribution: 28% entering, 72% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.46	0.25 - 8.86	1.58

Data Plot and Equation



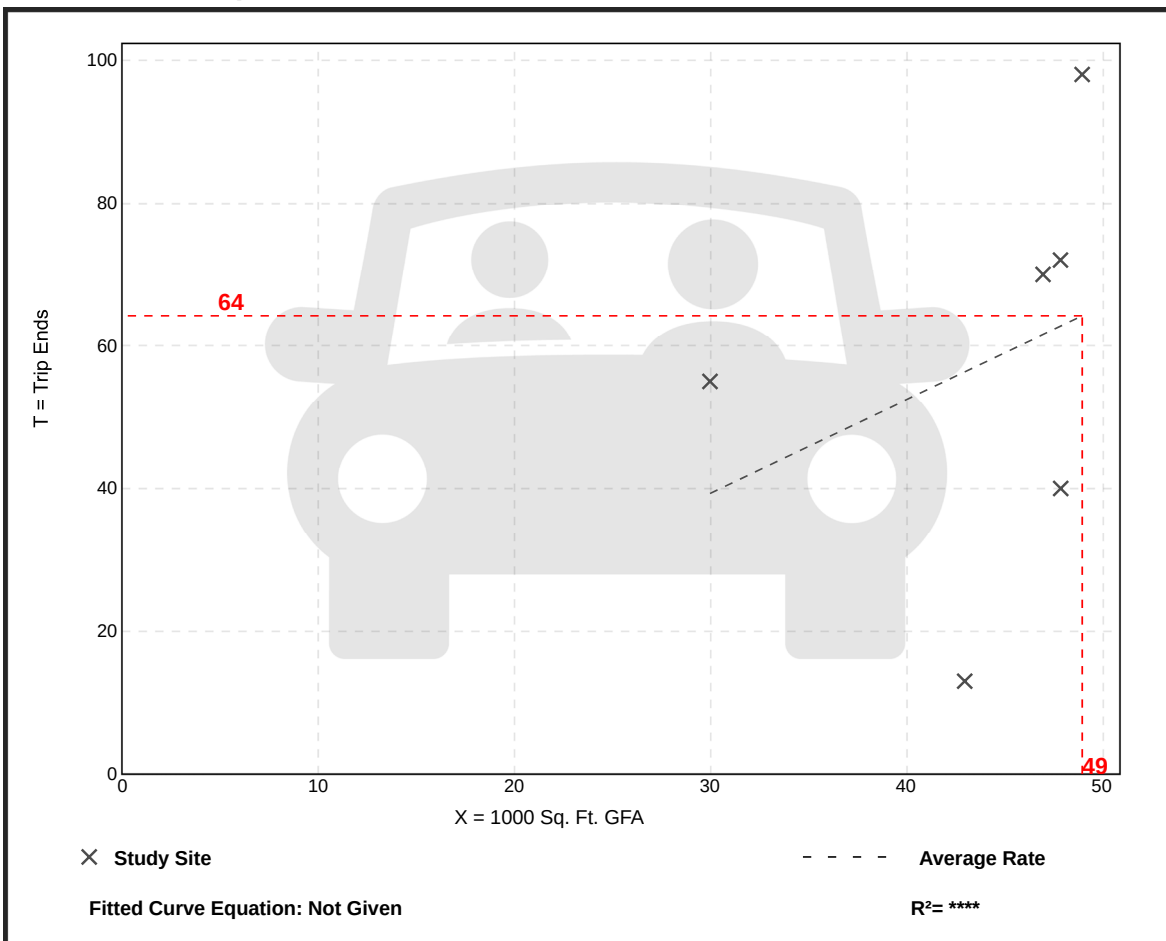
Health/Fitness Club (492)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 6
 Avg. 1000 Sq. Ft. GFA: 44
 Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.31	0.30 - 2.00	0.64

Data Plot and Equation



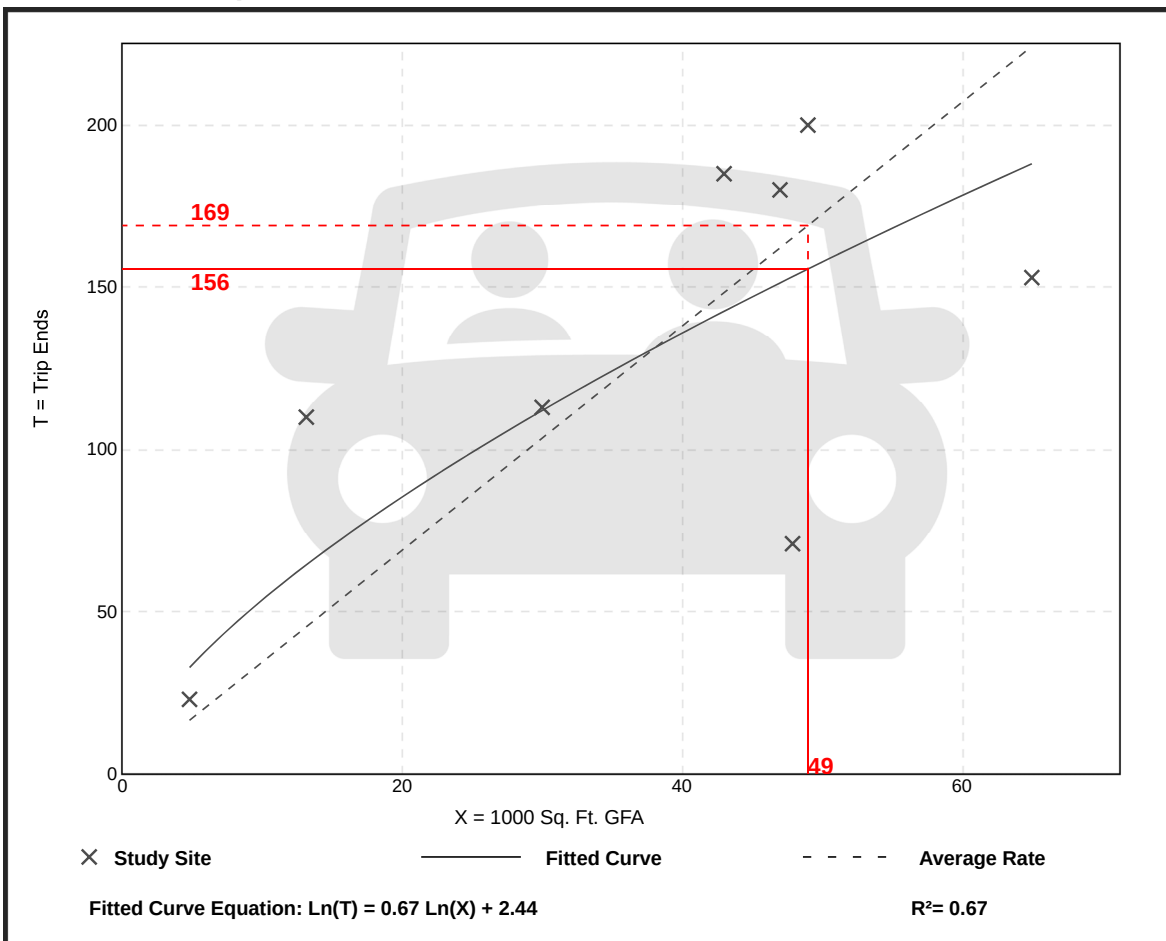
Health/Fitness Club (492)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 8
 Avg. 1000 Sq. Ft. GFA: 37
 Directional Distribution: 57% entering, 43% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.45	1.48 - 8.37	1.57

Data Plot and Equation



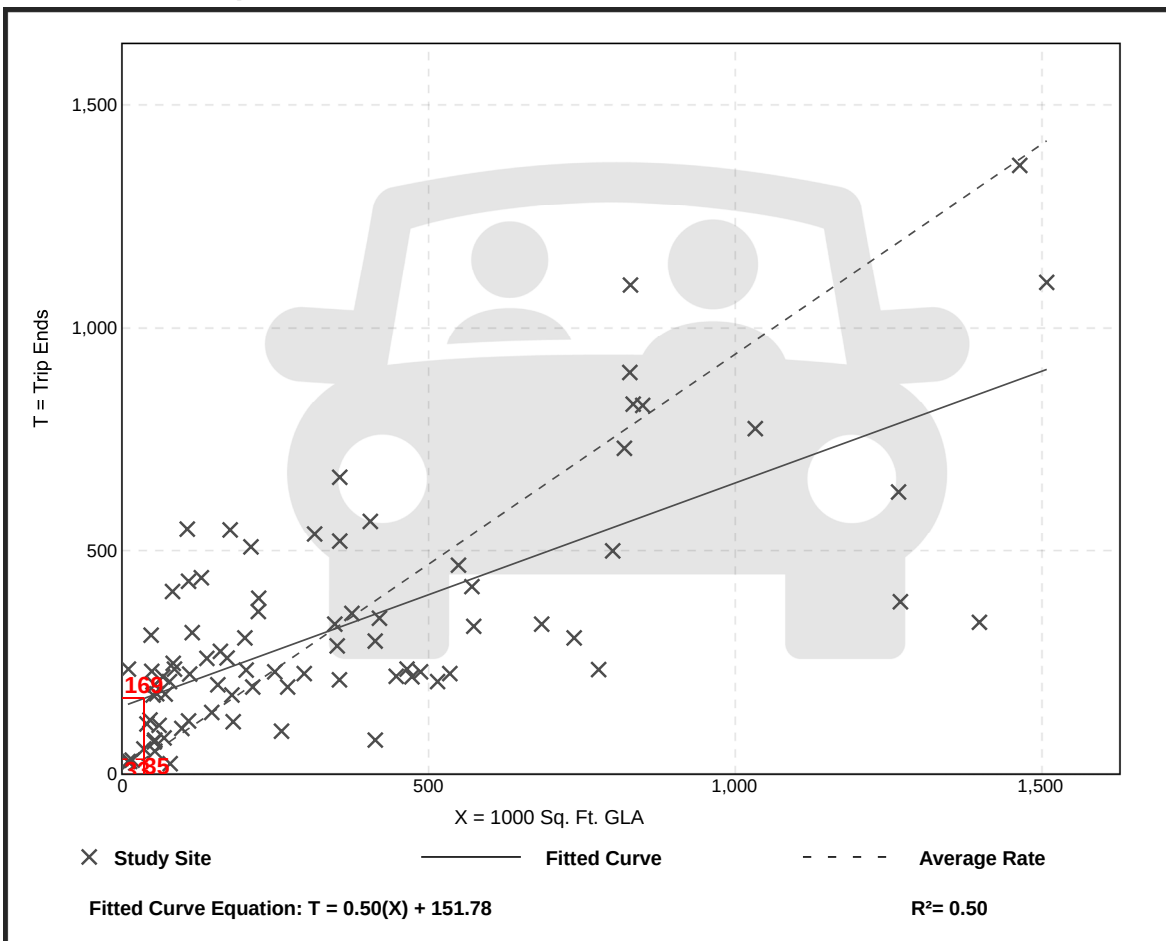
Shopping Center (820)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 84
 Avg. 1000 Sq. Ft. GLA: 351
 Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.94	0.18 - 23.74	0.87

Data Plot and Equation



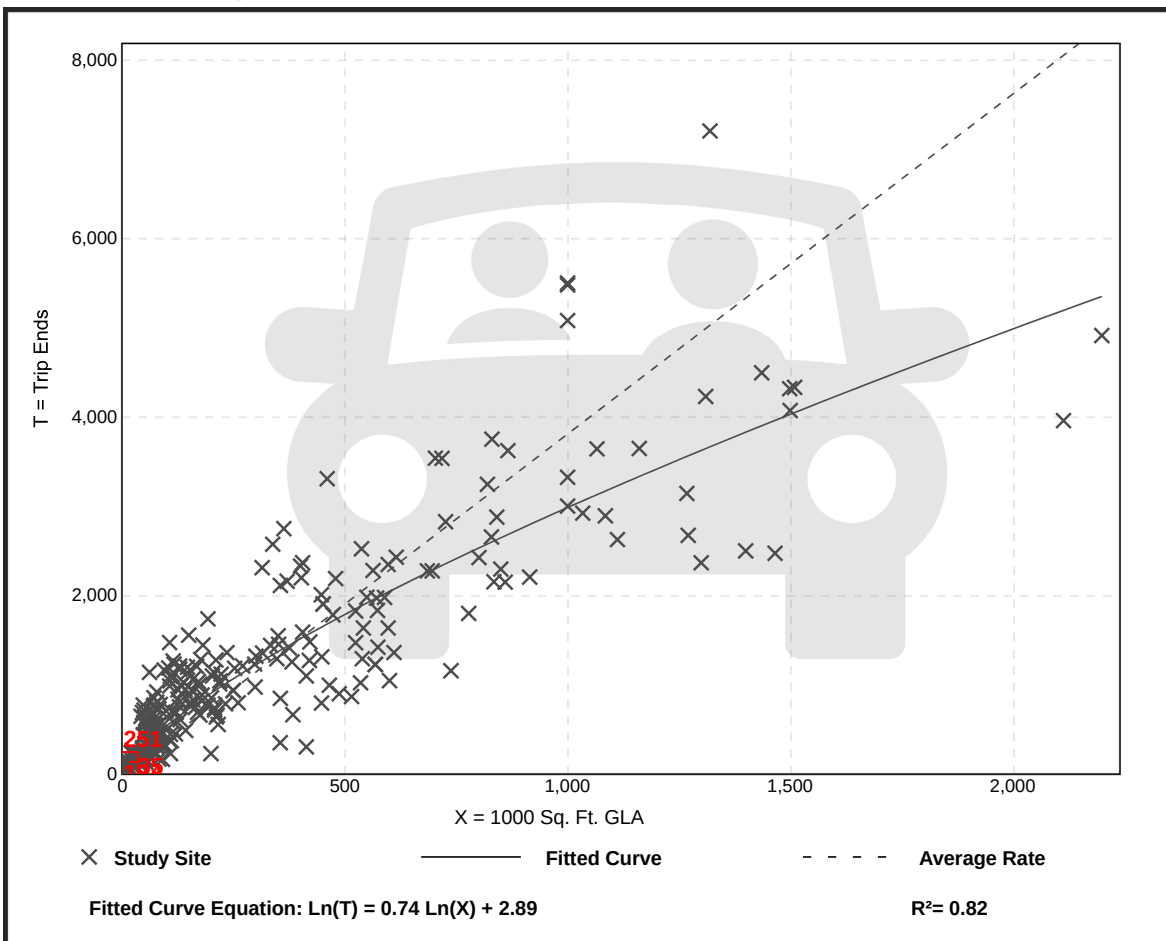
Shopping Center (820)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 261
 Avg. 1000 Sq. Ft. GLA: 327
 Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.81	0.74 - 18.69	2.04

Data Plot and Equation



Multifamily Housing (Mid-Rise) (221)

Vehicle Trip Ends vs: Dwelling Units

**On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.**

Setting/Location: General Urban/Suburban

Number of Studies: 53

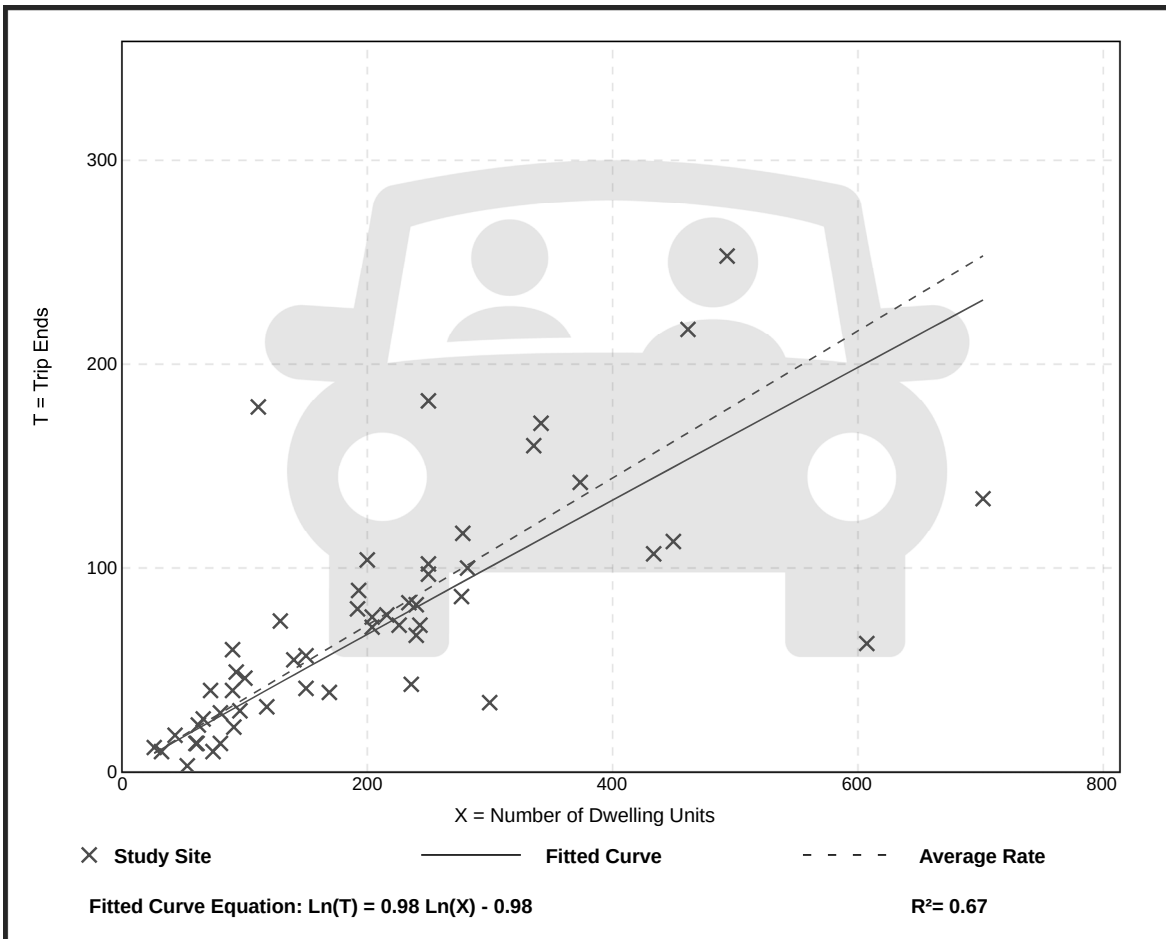
Avg. Num. of Dwelling Units: 207

Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.36	0.06 - 1.61	0.19

Data Plot and Equation



Multifamily Housing (Mid-Rise) (221)

Vehicle Trip Ends vs: Dwelling Units

**On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.**

Setting/Location: General Urban/Suburban

Number of Studies: 60

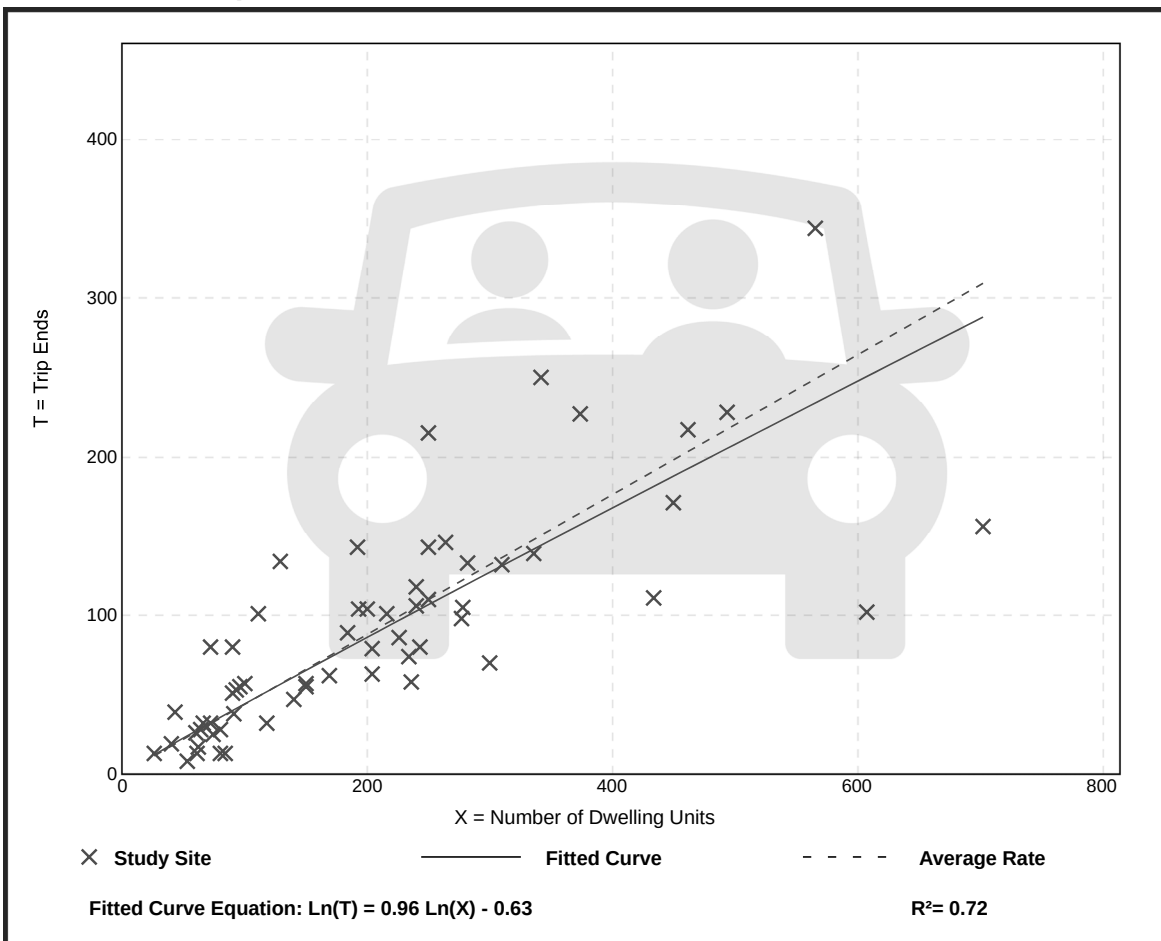
Avg. Num. of Dwelling Units: 208

Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.44	0.15 - 1.11	0.19

Data Plot and Equation



Traffic Turning Movement Counts, AM and PM

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	4	125	54	0	89	121	47	0	6	9	26	0	81	97	10	669
Mediums	0	1	5	0	0	3	4	1	0	0	1	0	0	2	0	1	18
Total	0	5	130	54	0	92	125	48	0	6	10	26	0	83	97	11	687



(303) 216-2439
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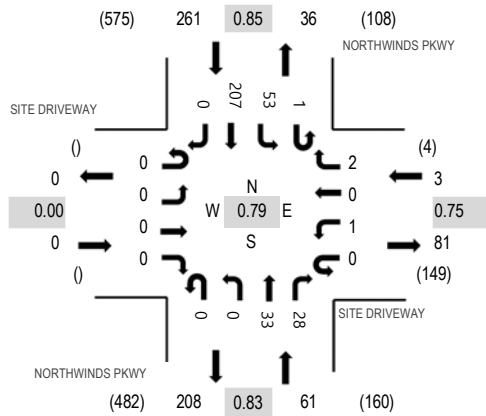
Location: #2 NORTHWINDS PKWY & SITE DRIVEWAY AM

Date: Tuesday, February 9, 2021

Peak Hour: 07:45 AM - 08:45 AM

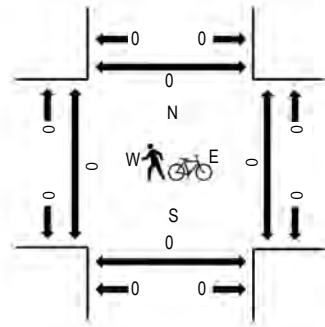
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	SITE DRIVEWAY Eastbound				SITE DRIVEWAY Westbound				NORTHWINDS PKWY Northbound				NORTHWINDS PKWY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:30 AM	0	0	0	0	0	0	0	0	0	0	4	1	0	3	23	0	31	170	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	3	1	1	3	30	0	38	195	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	2	1	0	10	28	0	41	230	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	7	4	0	6	43	0	60	254	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	11	2	0	6	37	0	56	297	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	1	0	0	7	5	0	15	45	0	73	325	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	1	0	0	5	4	0	10	45	0	65	319	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	15	11	1	16	60	0	103	314	0	0	0	0
8:30 AM	0	0	0	0	0	1	0	0	0	0	6	8	0	12	57	0	84	272	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	13	11	0	5	38	0	67		0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	15	7	0	5	33	0	60		0	0	0	0
9:15 AM	0	0	0	0	0	1	0	0	0	0	16	1	0	2	41	0	61		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	1	0	2	0	0	33	28	1	53	201	0	319
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6
Total	0	0	0	0	0	1	0	2	0	0	33	28	1	53	207	0	325



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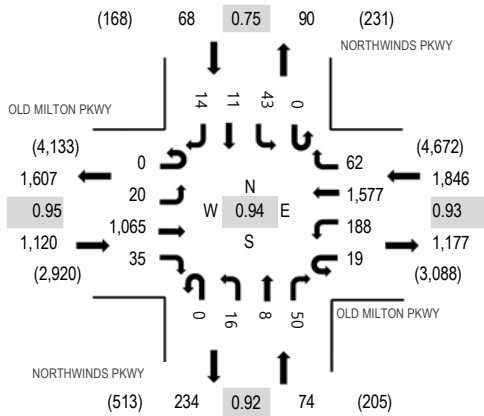
Location: #3 NORTHWINDS PKWY & OLD MILTON PKWY AM

Date: Tuesday, February 9, 2021

Peak Hour: 07:45 AM - 08:45 AM

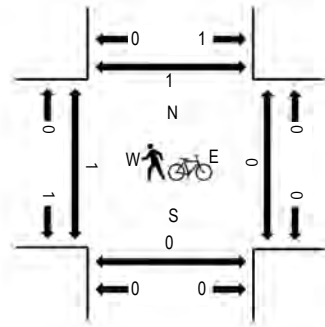
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	OLD MILTON PKWY Eastbound				OLD MILTON PKWY Westbound				NORTHWINDS PKWY Northbound				NORTHWINDS PKWY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:30 AM	0	1	157	0	4	17	216	1	0	1	0	11	0	5	1	2	416	2,090	0	0	0	2
6:45 AM	0	0	168	1	3	29	266	11	0	2	1	5	0	5	1	1	493	2,373	0	0	0	0
7:00 AM	0	2	177	5	4	28	294	7	0	1	3	13	0	9	1	4	548	2,706	0	0	0	0
7:15 AM	0	1	213	4	1	29	349	3	0	3	4	14	0	4	3	5	633	2,933	0	0	0	2
7:30 AM	0	2	278	7	5	33	326	11	0	7	3	16	0	7	3	1	699	3,037	0	0	0	1
7:45 AM	0	4	295	3	6	52	423	15	0	5	0	10	0	9	2	2	826	3,108	0	0	0	0
8:00 AM	0	4	286	13	3	35	394	7	0	3	3	11	0	11	3	2	775	3,015	0	0	0	0
8:15 AM	0	8	241	9	5	47	376	15	0	4	2	15	0	10	1	4	737	2,926	1	0	0	0
8:30 AM	0	4	243	10	5	54	384	25	0	4	3	14	0	13	5	6	770	2,838	0	0	0	1
8:45 AM	0	7	237	9	7	29	388	22	0	5	3	14	0	11	1	0	733		0	0	1	0
9:00 AM	1	4	267	7	3	28	331	21	0	2	3	3	0	12	1	3	686		0	0	0	0
9:15 AM	0	8	230	14	4	27	309	20	0	3	3	11	0	13	1	6	649		0	2	0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	5
Lights	0	20	1,038	34	19	186	1,524	61	0	16	8	48	0	40	11	13	3,018
Mediums	0	0	24	1	0	2	51	1	0	0	0	2	0	3	0	1	85
Total	0	20	1,065	35	19	188	1,577	62	0	16	8	50	0	43	11	14	3,108



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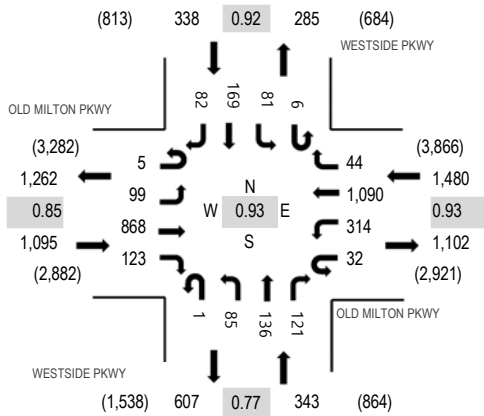
Location: #4 WESTSIDE PKWY & OLD MILTON PKWY AM

Date: Tuesday, February 9, 2021

Peak Hour: 07:45 AM - 08:45 AM

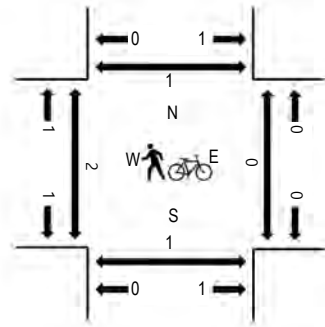
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	OLD MILTON PKWY Eastbound				OLD MILTON PKWY Westbound				WESTSIDE PKWY Northbound				WESTSIDE PKWY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:30 AM	1	11	130	6	3	64	117	1	0	11	8	13	0	8	21	8	402	2,166	0	0	3	0
6:45 AM	0	11	126	14	9	77	188	5	0	11	18	11	2	6	35	10	523	2,498	0	0	0	0
7:00 AM	1	8	165	17	8	62	188	3	1	13	14	12	1	11	17	13	534	2,854	2	0	2	0
7:15 AM	3	11	195	21	9	86	240	5	0	22	35	21	0	11	33	15	707	3,132	0	1	1	0
7:30 AM	0	20	207	13	5	74	250	9	0	21	20	36	0	21	42	16	734	3,193	1	0	2	1
7:45 AM	1	29	264	28	7	82	262	10	0	20	49	46	3	22	37	19	879	3,256	0	0	0	0
8:00 AM	1	33	195	22	7	94	286	9	0	24	29	23	2	22	44	21	812	3,161	1	0	1	0
8:15 AM	2	11	210	35	9	72	254	13	1	26	29	30	0	20	39	17	768	3,107	0	0	0	0
8:30 AM	1	26	199	38	9	66	288	12	0	15	29	22	1	17	49	25	797	3,066	1	0	0	1
8:45 AM	2	20	217	27	9	68	257	9	0	35	45	23	0	18	40	14	784		0	0	1	0
9:00 AM	2	34	234	28	8	64	247	13	0	13	21	26	2	14	28	24	758		0	0	0	0
9:15 AM	1	28	207	27	13	41	247	7	0	28	36	27	2	16	25	22	727		0	0	1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	7
Lights	5	98	850	121	32	306	1,051	43	1	78	130	113	6	77	152	77	3,140
Mediums	0	1	15	2	0	8	35	1	0	7	6	8	0	4	17	5	109
Total	5	99	868	123	32	314	1,090	44	1	85	136	121	6	81	169	82	3,256



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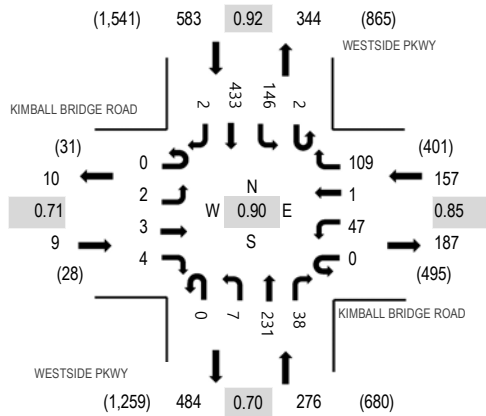
Location: #5 WESTSIDE PKWY & KIMBALL BRIDGE ROAD AM

Date: Tuesday, February 9, 2021

Peak Hour: 07:30 AM - 08:30 AM

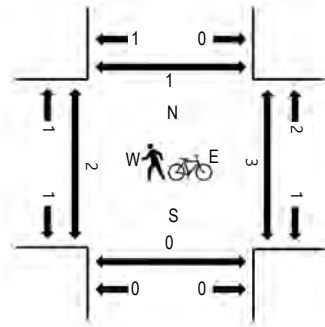
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	KIMBALL BRIDGE ROAD Eastbound				KIMBALL BRIDGE ROAD Westbound				WESTSIDE PKWY Northbound				WESTSIDE PKWY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:30 AM	0	0	0	1	0	1	1	13	0	1	23	7	0	16	81	0	144	706	0	1	0	0
6:45 AM	0	0	0	0	0	9	0	16	0	2	23	12	0	26	93	1	182	810	0	1	0	0
7:00 AM	0	1	0	1	0	6	0	13	0	1	32	2	1	19	76	0	152	914	0	0	0	0
7:15 AM	0	1	0	1	0	9	1	24	0	1	45	5	0	32	109	0	228	991	0	0	0	0
7:30 AM	0	0	0	0	0	8	0	28	0	3	69	10	0	22	108	0	248	1,025	0	0	0	0
7:45 AM	0	1	2	0	0	13	0	25	0	2	80	16	0	36	111	0	286	1,011	0	2	0	1
8:00 AM	0	0	0	1	0	13	0	31	0	1	34	4	1	35	107	2	229	995	2	1	0	0
8:15 AM	0	1	1	3	0	13	1	25	0	1	48	8	1	53	107	0	262	983	0	0	0	0
8:30 AM	0	2	0	2	0	11	1	27	0	3	41	11	0	38	97	1	234	919	2	0	0	0
8:45 AM	0	0	0	2	0	16	1	34	0	2	53	9	0	44	109	0	270		0	0	0	0
9:00 AM	0	1	2	3	0	8	0	17	0	2	57	6	1	40	78	2	217		0	0	0	0
9:15 AM	0	2	0	0	0	4	1	31	0	0	62	4	1	35	58	0	198		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Lights	0	2	3	4	0	46	1	101	0	7	211	35	2	144	418	2	976
Mediums	0	0	0	0	0	1	0	8	0	0	19	3	0	2	15	0	48
Total	0	2	3	4	0	47	1	109	0	7	231	38	2	146	433	2	1,025

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	0	11
Lights	0	0	36	101	0	36	33	31	3	100	690	101	1	51	756	5	1,944
Mediums	0	0	0	10	0	0	4	1	0	1	97	2	0	2	47	0	164
Total	0	0	36	111	0	36	37	32	3	101	797	104	1	53	803	5	2,119



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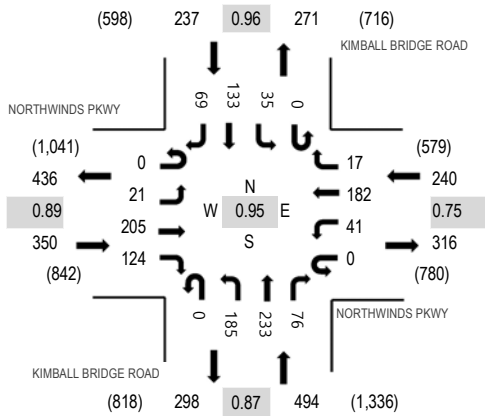
Location: #7 KIMBALL BRIDGE ROAD & NORTHWINDS PKWY AM

Date: Tuesday, February 9, 2021

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

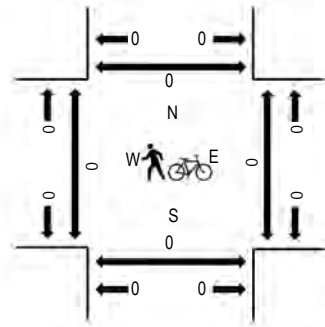
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	NORTHWINDS PKWY				NORTHWINDS PKWY				KIMBALL BRIDGE ROAD				KIMBALL BRIDGE ROAD				Total	Rolling Hour	Pedestrian Crossings			
	Eastbound				Westbound				Northbound				Southbound						West	East	South	North
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
6:30 AM	0	1	13	12	0	2	7	1	0	19	39	5	0	2	22	3	126	805	0	0	0	0
6:45 AM	1	4	21	25	0	7	17	3	0	20	35	19	0	4	26	7	189	1,014	0	0	0	0
7:00 AM	0	9	17	22	0	16	20	3	0	35	46	8	0	2	26	2	206	1,142	1	0	0	0
7:15 AM	0	3	35	33	0	23	24	3	0	47	59	18	0	5	22	12	284	1,258	0	0	0	0
7:30 AM	0	3	40	31	0	18	36	2	0	71	59	28	0	12	25	10	335	1,316	0	0	0	0
7:45 AM	0	3	47	18	0	18	37	3	0	53	58	23	1	11	32	13	317	1,289	0	0	0	1
8:00 AM	0	4	52	34	0	10	37	1	0	44	68	21	0	7	30	14	322	1,321	0	0	0	0
8:15 AM	0	5	61	32	0	13	60	8	0	45	45	20	0	7	32	14	342	1,290	0	0	0	0
8:30 AM	0	6	45	30	0	9	40	3	0	42	50	17	0	11	33	22	308	1,234	0	0	0	0
8:45 AM	0	6	47	28	0	9	45	5	0	54	70	18	0	10	38	19	349		0	0	0	0
9:00 AM	0	3	44	33	0	15	31	6	0	36	35	21	0	14	39	14	291		0	0	0	0
9:15 AM	0	6	49	19	0	6	36	5	0	38	55	15	0	11	30	16	286		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
Lights	0	21	200	120	0	39	180	16	0	183	224	75	0	35	129	67	1,289
Mediums	0	0	4	4	0	2	1	1	0	2	9	1	0	0	4	2	30
Total	0	21	205	124	0	41	182	17	0	185	233	76	0	35	133	69	1,321



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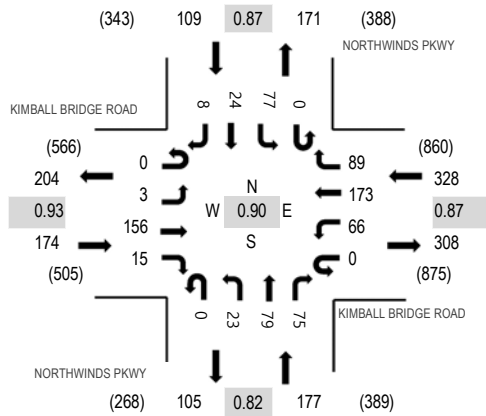
Location: #1 NORTHWINDS PKWY & KIMBALL BRIDGE ROAD PM

Date: Tuesday, February 9, 2021

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

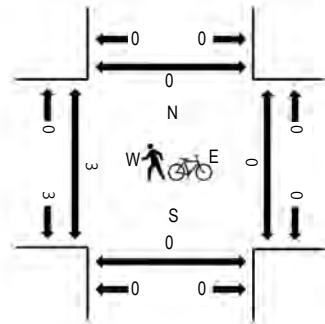
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	KIMBALL BRIDGE ROAD Eastbound				KIMBALL BRIDGE ROAD Westbound				NORTHWINDS PKWY Northbound				NORTHWINDS PKWY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	3	36	3	0	24	46	13	0	2	8	8	0	21	5	1	170	726	0	0	0	0
4:15 PM	0	0	45	1	0	12	48	16	0	2	13	14	0	27	6	3	187	776	0	0	0	0
4:30 PM	0	0	44	1	0	13	47	20	0	7	22	12	0	19	3	2	190	778	0	2	0	0
4:45 PM	0	2	32	3	0	16	41	21	0	2	21	12	0	19	6	4	179	788	0	0	0	0
5:00 PM	0	1	41	5	0	19	54	21	0	10	23	21	0	18	5	2	220	773	2	0	0	0
5:15 PM	0	0	40	5	0	10	41	19	0	6	14	20	0	24	9	1	189	707	0	0	0	0
5:30 PM	0	0	43	2	0	21	37	28	0	5	21	22	0	16	4	1	200	672	1	0	0	0
5:45 PM	0	1	36	1	0	17	39	13	0	4	16	12	0	17	4	4	164	632	2	0	0	1
6:00 PM	0	4	31	3	0	11	30	19	0	3	13	13	0	17	8	2	154	598	2	0	0	0
6:15 PM	0	1	44	1	0	10	33	8	0	8	5	12	0	17	10	5	154		2	0	0	0
6:30 PM	0	2	43	2	0	12	39	14	0	2	4	7	0	28	5	2	160		0	1	0	0
6:45 PM	0	1	28	0	0	5	31	12	0	1	9	15	0	21	6	1	130		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	2
Lights	0	3	155	14	0	64	168	85	0	23	79	75	0	77	21	8	772
Mediums	0	0	1	1	0	2	5	3	0	0	0	0	0	0	2	0	14
Total	0	3	156	15	0	66	173	89	0	23	79	75	0	77	24	8	788



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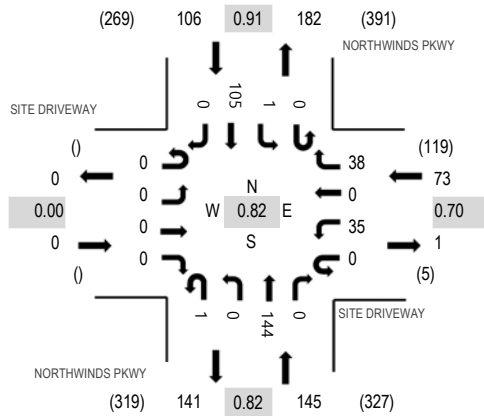
Location: #2 NORTHWINDS PKWY & SITE DRIVEWAY PM

Date: Tuesday, February 9, 2021

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

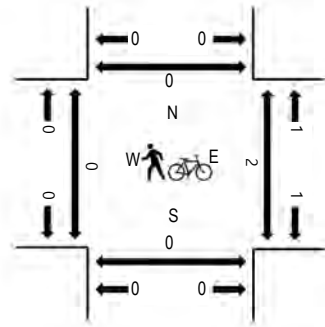
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	SITE DRIVEWAY Eastbound				SITE DRIVEWAY Westbound				NORTHWINDS PKWY Northbound				NORTHWINDS PKWY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	0	0	0	0	0	2	0	0	17	0	0	0	32	0	51	224	0	0	0	0
4:15 PM	0	0	0	0	0	1	0	5	0	0	23	0	1	0	18	0	48	272	0	0	0	0
4:30 PM	0	0	0	0	0	4	0	7	0	0	34	0	0	0	17	0	62	300	0	0	0	0
4:45 PM	0	0	0	0	0	3	0	10	0	0	24	0	0	1	25	0	63	324	0	0	0	0
5:00 PM	0	0	0	0	0	15	0	11	1	0	43	0	0	0	29	0	99	316	0	0	0	0
5:15 PM	0	0	0	0	0	9	0	7	0	0	36	0	0	0	24	0	76	271	0	2	0	0
5:30 PM	0	0	0	0	0	8	0	10	0	0	41	0	0	0	27	0	86	241	0	0	0	0
5:45 PM	0	0	0	0	0	6	0	3	0	0	24	0	0	0	22	0	55	193	0	0	1	0
6:00 PM	0	0	0	0	0	2	0	4	0	0	26	0	0	0	22	0	54	175	0	0	0	0
6:15 PM	0	0	0	0	0	2	0	2	0	0	22	0	0	1	19	0	46		0	0	0	0
6:30 PM	0	0	0	0	0	3	0	1	0	0	14	0	0	2	18	0	38		0	0	0	0
6:45 PM	0	0	0	0	0	2	0	2	0	0	22	0	0	1	10	0	37		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Lights	0	0	0	0	0	35	0	38	1	0	144	0	0	1	99	0	318
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5
Total	0	0	0	0	0	35	0	38	1	0	144	0	0	1	105	0	324



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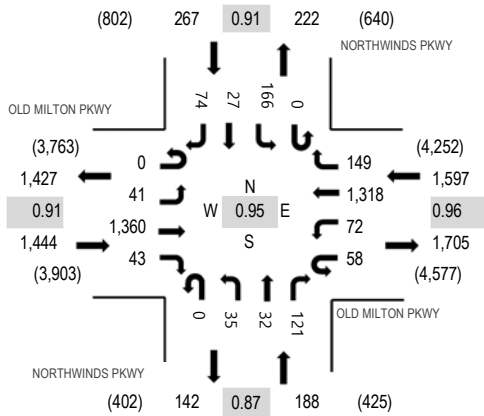
Location: #3 NORTHWINDS PKWY & OLD MILTON PKWY PM

Date: Tuesday, February 9, 2021

Peak Hour: 04:30 PM - 05:30 PM

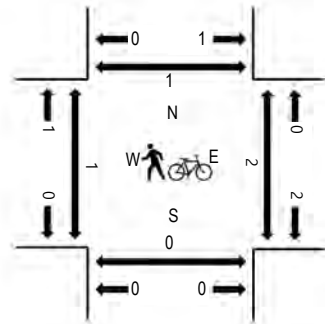
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	OLD MILTON PKWY Eastbound				OLD MILTON PKWY Westbound				NORTHWINDS PKWY Northbound				NORTHWINDS PKWY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	1	11	332	8	16	11	306	32	0	9	5	8	1	35	9	17	801	3,356	1	0	0	0
4:15 PM	0	5	392	6	13	21	322	34	0	4	10	19	0	32	10	18	886	3,461	0	0	1	1
4:30 PM	0	13	304	9	14	16	327	42	0	9	7	33	0	33	4	19	830	3,496	0	2	0	0
4:45 PM	0	8	320	11	14	16	338	28	0	12	7	29	0	33	7	16	839	3,438	0	0	0	0
5:00 PM	0	14	369	8	16	17	315	36	0	6	8	40	0	50	6	21	906	3,319	0	0	0	0
5:15 PM	0	6	367	15	14	23	338	43	0	8	10	19	0	50	10	18	921	3,143	1	0	0	1
5:30 PM	0	14	285	13	16	12	287	31	0	10	8	29	0	44	9	14	772	2,916	2	0	0	0
5:45 PM	0	11	270	8	17	14	259	42	0	10	7	19	0	40	7	16	720	2,808	0	0	0	2
6:00 PM	1	5	277	10	14	15	257	45	0	8	6	18	0	50	8	16	730	2,707	0	0	0	0
6:15 PM	0	16	260	8	9	14	257	35	0	6	7	8	0	46	7	21	694		2	0	0	0
6:30 PM	0	13	240	9	9	18	248	34	0	5	3	17	0	43	12	13	664		0	1	0	1
6:45 PM	0	6	250	8	12	10	211	34	0	8	3	10	0	42	13	12	619		0	2	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	5	0	0	1	3	0	0	0	0	1	0	0	0	0	10
Lights	0	41	1,328	42	58	71	1,263	149	0	34	32	118	0	166	26	73	3,401
Mediums	0	0	27	1	0	0	52	0	0	1	0	2	0	0	1	1	85
Total	0	41	1,360	43	58	72	1,318	149	0	35	32	121	0	166	27	74	3,496



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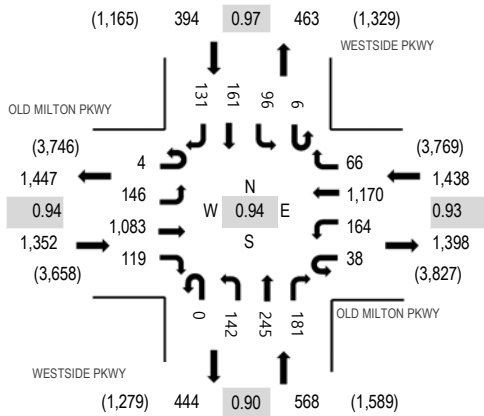
Location: #4 WESTSIDE PKWY & OLD MILTON PKWY PM

Date: Tuesday, February 9, 2021

Peak Hour: 04:30 PM - 05:30 PM

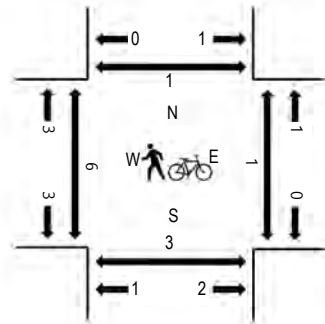
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	OLD MILTON PKWY Eastbound				OLD MILTON PKWY Westbound				WESTSIDE PKWY Northbound				WESTSIDE PKWY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	2	29	262	24	7	42	254	18	1	33	55	47	1	23	47	28	873	3,623	2	0	2	0
4:15 PM	0	26	287	31	5	51	280	15	1	40	66	47	4	19	39	34	945	3,702	0	3	1	0
4:30 PM	0	32	243	32	6	46	296	14	0	36	52	47	1	29	31	33	898	3,752	2	0	1	0
4:45 PM	0	35	264	29	12	36	290	18	0	35	62	28	2	18	42	36	907	3,677	2	0	1	0
5:00 PM	0	31	300	30	9	28	281	15	0	44	65	50	3	28	37	31	952	3,601	0	0	0	0
5:15 PM	4	48	276	28	11	54	303	19	0	27	66	56	0	21	51	31	995	3,416	2	0	0	1
5:30 PM	0	32	227	23	10	39	254	8	0	27	59	46	3	20	45	30	823	3,204	1	3	0	1
5:45 PM	1	49	247	18	8	32	230	15	0	33	67	31	1	31	41	27	831	3,139	0	0	0	1
6:00 PM	2	39	202	25	11	32	213	19	1	26	48	44	4	31	43	27	767	2,957	0	0	0	1
6:15 PM	0	33	217	25	16	42	209	23	0	37	56	39	3	26	36	21	783		0	0	1	2
6:30 PM	0	39	195	23	14	44	200	14	0	32	49	36	1	21	42	48	758		0	0	0	0
6:45 PM	0	24	205	19	9	31	173	13	1	18	52	29	1	17	37	20	649		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	3	0	0	1	1	0	0	0	0	0	0	0	0	0	5
Lights	4	146	1,061	116	38	142	1,132	64	0	141	243	179	6	96	156	130	3,654
Mediums	0	0	19	3	0	21	37	2	0	1	2	2	0	0	5	1	93
Total	4	146	1,083	119	38	164	1,170	66	0	142	245	181	6	96	161	131	3,752



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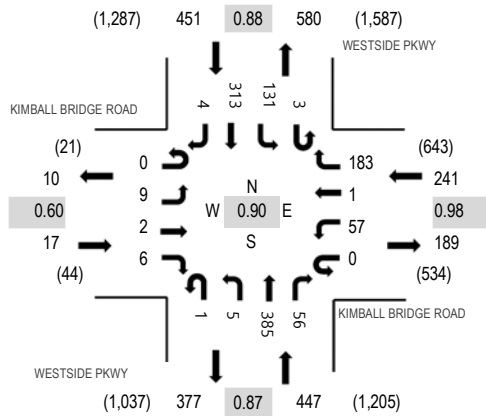
Location: #5 WESTSIDE PKWY & KIMBALL BRIDGE ROAD PM

Date: Tuesday, February 9, 2021

Peak Hour: 04:30 PM - 05:30 PM

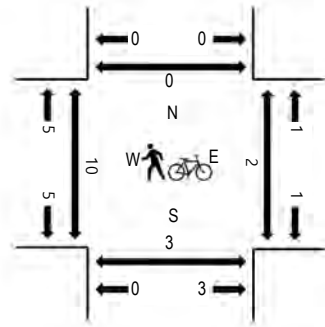
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	KIMBALL BRIDGE ROAD				KIMBALL BRIDGE ROAD				WESTSIDE PKWY				WESTSIDE PKWY				Total	Rolling Hour	Pedestrian Crossings			
	Eastbound				Westbound				Northbound				Southbound						West	East	South	North
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
4:00 PM	0	3	0	2	0	16	0	41	0	0	86	12	1	31	79	1	272	1,115	1	0	0	1
4:15 PM	0	4	0	4	0	14	0	49	1	0	95	10	0	43	83	3	306	1,142	4	2	0	0
4:30 PM	0	2	1	1	0	17	1	43	0	2	93	14	0	38	67	1	280	1,156	3	0	1	0
4:45 PM	0	1	0	1	0	14	0	45	0	0	75	15	0	32	73	1	257	1,144	2	0	0	0
5:00 PM	0	5	1	4	0	10	0	53	0	2	114	13	1	30	65	1	299	1,127	2	0	0	0
5:15 PM	0	1	0	0	0	16	0	42	1	1	103	14	2	31	108	1	320	1,064	3	2	2	0
5:30 PM	0	2	1	2	0	16	1	41	0	0	91	13	0	35	65	1	268	1,000	5	7	0	0
5:45 PM	0	1	1	0	0	13	1	42	0	0	81	10	2	25	64	0	240	965	6	0	0	0
6:00 PM	0	1	0	3	0	9	1	29	0	1	86	8	2	28	68	0	236	937	5	2	0	0
6:15 PM	0	0	0	1	0	7	0	42	0	0	86	12	1	41	66	0	256		1	1	0	0
6:30 PM	0	2	0	0	0	6	0	38	0	2	77	7	0	33	68	0	233		0	1	0	0
6:45 PM	0	0	0	0	0	6	0	30	0	0	71	9	3	26	67	0	212		1	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	0	0	0	0	1	0	0	0	2	0	4
Lights	0	9	2	6	0	46	1	182	1	5	379	53	3	129	287	4	1,107
Mediums	0	0	0	0	0	10	0	1	0	0	5	3	0	2	24	0	45
Total	0	9	2	6	0	57	1	183	1	5	385	56	3	131	313	4	1,156



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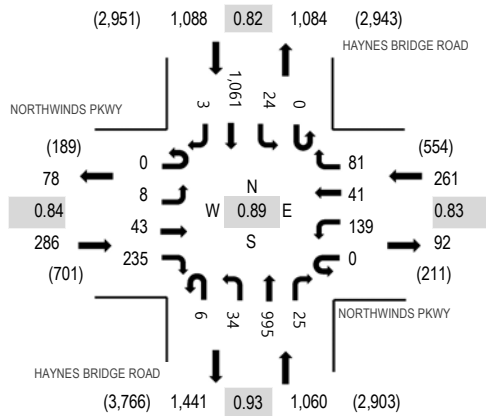
Location: #6 HAYNES BRIDGE ROAD & NORTHWINDS PKWY PM

Date: Tuesday, February 9, 2021

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

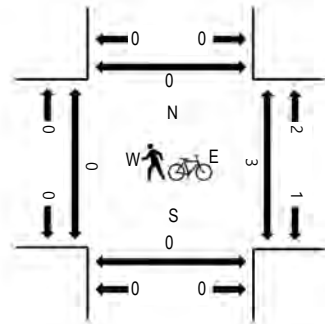
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	NORTHWINDS PKWY Eastbound				NORTHWINDS PKWY Westbound				HAYNES BRIDGE ROAD Northbound				HAYNES BRIDGE ROAD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	5	78	0	17	5	18	3	10	236	4	0	3	259	1	639	2,479	0	0	0	0
4:15 PM	0	3	7	50	0	18	6	10	2	10	253	1	0	8	237	1	606	2,599	0	0	0	0
4:30 PM	0	3	5	61	0	26	5	12	2	7	228	5	0	10	253	1	618	2,682	0	0	0	0
4:45 PM	0	0	7	50	0	18	11	14	2	10	259	10	0	3	231	1	616	2,695	0	0	0	0
5:00 PM	0	4	13	66	0	46	13	22	3	6	244	2	0	5	334	1	759	2,677	0	0	0	0
5:15 PM	0	3	16	70	0	35	4	20	0	8	270	9	0	7	246	1	689	2,449	0	2	0	0
5:30 PM	0	1	7	49	0	40	13	25	1	10	222	4	0	9	250	0	631	2,305	0	1	0	0
5:45 PM	0	1	6	32	0	24	9	17	2	3	244	3	0	4	253	0	598	2,108	0	1	0	0
6:00 PM	0	4	5	34	0	22	7	9	4	6	206	2	0	8	223	1	531	1,953	1	0	0	1
6:15 PM	0	3	4	36	0	20	5	13	0	8	219	3	0	7	226	1	545		0	0	0	0
6:30 PM	0	1	4	41	0	12	8	9	1	4	179	1	0	6	168	0	434		0	1	0	0
6:45 PM	0	1	9	22	0	14	4	3	1	7	186	3	1	6	184	2	443		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	10
Lights	0	8	43	233	0	139	38	79	6	33	948	24	0	24	1,045	3	2,623
Mediums	0	0	0	2	0	0	3	2	0	1	42	1	0	0	11	0	62
Total	0	8	43	235	0	139	41	81	6	34	995	25	0	24	1,061	3	2,695



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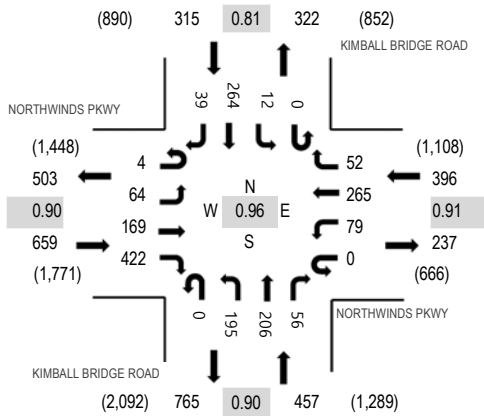
Location: #7 KIMBALL BRIDGE ROAD & NORTHWINDS PKWY PM

Date: Tuesday, February 9, 2021

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

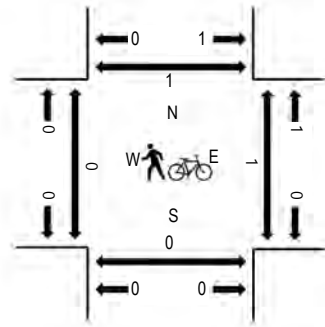
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	NORTHWINDS PKWY				NORTHWINDS PKWY				KIMBALL BRIDGE ROAD				KIMBALL BRIDGE ROAD				Total	Rolling Hour	Pedestrian Crossings			
	Eastbound				Westbound				Northbound				Southbound						West	East	South	North
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
4:00 PM	0	9	36	96	0	19	85	14	0	59	62	11	0	8	48	13	460	1,793	1	0	0	0
4:15 PM	1	20	49	91	0	18	87	11	0	34	49	15	0	3	74	13	465	1,810	0	0	0	0
4:30 PM	0	8	48	89	0	15	81	11	0	51	57	10	0	2	60	9	441	1,808	0	0	0	0
4:45 PM	1	19	36	106	0	16	64	10	0	47	46	14	0	3	53	12	427	1,827	0	0	0	0
5:00 PM	0	15	48	120	0	18	68	18	0	59	58	10	0	4	54	5	477	1,815	0	0	0	1
5:15 PM	3	10	41	104	0	24	68	10	0	40	50	16	0	3	84	10	463	1,694	0	0	0	0
5:30 PM	0	20	44	92	0	21	65	14	0	49	52	16	0	2	73	12	460	1,613	0	0	0	0
5:45 PM	0	7	42	106	0	17	63	13	0	38	45	19	0	2	53	10	415	1,534	0	0	0	0
6:00 PM	0	9	28	94	0	9	47	4	0	49	46	12	0	1	44	13	356	1,450	0	0	0	0
6:15 PM	0	7	38	88	1	14	50	6	0	39	46	12	0	2	65	14	382		0	1	1	1
6:30 PM	0	6	26	85	1	18	58	7	0	35	52	12	0	4	69	8	381		0	0	0	0
6:45 PM	0	7	34	88	0	13	48	2	0	35	32	12	0	1	54	5	331		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	4	64	168	422	0	79	265	52	0	194	197	56	0	12	263	39	1,815
Mediums	0	0	1	0	0	0	0	0	0	1	9	0	0	0	1	0	12
Total	4	64	169	422	0	79	265	52	0	195	206	56	0	12	264	39	1,827

Existing (2021) Synchro Analysis Results

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	15	534	74	220	268	58	13	10	139	192	141	16
Future Volume (vph)	15	534	74	220	268	58	13	10	139	192	141	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		150	300		300	0		0	300		0
Storage Lanes	1		1	1		1	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850		0.871			0.985	
Flt Protected	0.950			0.950				0.996		0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	0	3070	0	1770	3486	0
Flt Permitted	0.582			0.151				0.996		0.950		
Satd. Flow (perm)	1084	1863	1583	281	1863	1583	0	3070	0	1770	3486	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			127			127		151			12	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		503			534			437			512	
Travel Time (s)		11.4			12.1			9.9			11.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	16	580	80	239	291	63	14	11	151	209	153	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	580	80	239	291	63	0	176	0	209	170	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA		Split	NA	
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases	6		6	2		2						



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	1	6	6	5	2	2	4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5		22.5	22.5	
Total Split (s)	9.5	32.4	32.4	12.6	35.5	35.5	22.5	22.5		22.5	22.5	
Total Split (%)	10.6%	36.0%	36.0%	14.0%	39.4%	39.4%	25.0%	25.0%		25.0%	25.0%	
Maximum Green (s)	5.0	27.9	27.9	8.1	31.0	31.0	18.0	18.0		18.0	18.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5		4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None		None	None	
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0	0		0	0	0	0		0	0	
Act Effect Green (s)	40.8	34.9	34.9	53.6	51.4	51.4		6.8		16.0	16.0	
Actuated g/C Ratio	0.45	0.39	0.39	0.60	0.57	0.57		0.08		0.18	0.18	
v/c Ratio	0.03	0.80	0.12	0.59	0.27	0.07		0.47		0.66	0.27	
Control Delay	10.8	37.2	1.8	18.5	13.2	0.1		14.1		44.2	29.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay	10.8	37.2	1.8	18.5	13.2	0.1		14.1		44.2	29.4	
LOS	B	D	A	B	B	A		B		D	C	
Approach Delay		32.4			14.0			14.1			37.6	
Approach LOS		C			B			B			D	
90th %ile Green (s)	6.7	27.9	27.9	12.6	33.8	33.8	9.4	9.4		22.1	22.1	
90th %ile Term Code	Gap	Coord	Coord	Max	Coord	Coord	Gap	Gap		Gap	Gap	
70th %ile Green (s)	0.0	29.3	29.3	16.3	50.1	50.1	7.5	7.5		18.9	18.9	
70th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Gap	Gap		Gap	Gap	
50th %ile Green (s)	0.0	35.6	35.6	14.4	54.5	54.5	6.2	6.2		15.8	15.8	
50th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Gap	Gap		Gap	Gap	
30th %ile Green (s)	0.0	39.0	39.0	14.1	57.6	57.6	5.5	5.5		13.4	13.4	
30th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Gap	Gap		Gap	Gap	
10th %ile Green (s)	0.0	42.7	42.7	13.8	61.0	61.0	5.5	5.5		10.0	10.0	
10th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Gap	Gap		Gap	Gap	
Queue Length 50th (ft)	3	283	0	57	71	0		7		112	41	
Queue Length 95th (ft)	15	#549	12	#159	190	1		37		170	64	
Internal Link Dist (ft)		423			454			357			432	
Turn Bay Length (ft)	200		150	300		300				300		
Base Capacity (vph)	536	722	691	403	1064	958		734		373	745	
Starvation Cap Reductn	0	0	0	0	0	0		0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0		0		0	0	
Storage Cap Reductn	0	0	0	0	0	0		0		0	0	
Reduced v/c Ratio	0.03	0.80	0.12	0.59	0.27	0.07		0.24		0.56	0.23	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

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

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 25.7

Intersection LOS: C

Intersection Capacity Utilization 71.1%

ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Northwinds Pkwy/Bailey Johnson Ave. & Kimball Bridge Rd.

 Ø1	 Ø2 (R)	 Ø4	 Ø8
9.5 s	35.5 s	22.5 s	22.5 s
 Ø5	 Ø6 (R)		
12.6 s	32.4 s		

Lanes, Volumes, Timings
2: Northwinds Pkwy & Site Drive

2021 Existing AM
03/23/2021

						
Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	1	2	160	28	54	381
Future Volume (vph)	1	2	160	28	54	381
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.978			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3461	0	1770	3539
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	3461	0	1770	3539
Link Speed (mph)	30		30			30
Link Distance (ft)	403		429			437
Travel Time (s)	9.2		9.8			9.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	2	174	30	59	414
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	2	204	0	59	414
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Stop
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	22.0%			ICU Level of Service A		
Analysis Period (min)	15					

Lanes, Volumes, Timings
3: Northwinds Pkwy & Old Milton Parkway

2021 Existing AM
03/23/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  					 		
Traffic Volume (vph)	29	1523	50	296	2255	89	23	11	72	61	16	20
Future Volume (vph)	29	1523	50	296	2255	89	23	11	72	61	16	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		300	350		300	350		300	350		300
Storage Lanes	1		1	1		1	1		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1770	1863	1583	3433	1863	1583
Flt Permitted	0.950			0.950			0.746			0.950		
Satd. Flow (perm)	1770	5085	1583	1770	5085	1583	1390	1863	1583	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			182			127			182			182
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2070			1008			1102			675	
Travel Time (s)		47.0			22.9			25.0			15.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	32	1655	54	322	2451	97	25	12	78	66	17	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	1655	54	322	2451	97	25	12	78	66	17	22
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8		8			4

Lanes, Volumes, Timings
3: Northwinds Pkwy & Old Milton Parkway

2021 Existing AM
03/23/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	9.5	36.1	36.1	21.9	48.5	48.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (%)	10.6%	40.1%	40.1%	24.3%	53.9%	53.9%	10.6%	25.0%	25.0%	10.6%	25.0%	25.0%
Maximum Green (s)	5.0	31.6	31.6	17.4	44.0	44.0	5.0	18.0	18.0	5.0	18.0	18.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effect Green (s)	7.2	41.3	41.3	23.2	62.4	62.4	10.2	6.3	6.3	5.0	10.1	10.1
Actuated g/C Ratio	0.08	0.46	0.46	0.26	0.69	0.69	0.11	0.07	0.07	0.06	0.11	0.11
v/c Ratio	0.23	0.71	0.07	0.70	0.70	0.09	0.14	0.09	0.28	0.35	0.08	0.06
Control Delay	42.1	24.4	0.2	38.8	13.3	1.1	32.5	40.1	2.5	46.2	37.9	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.1	24.4	0.2	38.8	13.3	1.1	32.5	40.1	2.5	46.2	37.9	0.3
LOS	D	C	A	D	B	A	C	D	A	D	D	A
Approach Delay		23.9			15.7			12.9			35.3	
Approach LOS		C			B			B			D	
90th %ile Green (s)	9.3	31.6	31.6	27.6	49.9	49.9	5.0	7.8	7.8	5.0	7.8	7.8
90th %ile Term Code	Gap	Coord	Coord	Max	Coord	Coord	Max	Hold	Hold	Max	Gap	Gap
70th %ile Green (s)	8.0	34.9	34.9	25.2	52.1	52.1	5.0	6.9	6.9	5.0	6.9	6.9
70th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Hold	Hold	Max	Gap	Gap
50th %ile Green (s)	7.0	37.3	37.3	23.7	54.0	54.0	0.0	6.0	6.0	5.0	15.5	15.5
50th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Skip	Gap	Gap	Max	Hold	Hold
30th %ile Green (s)	0.0	39.6	39.6	21.9	66.0	66.0	0.0	5.5	5.5	5.0	15.0	15.0
30th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Skip	Gap	Gap	Max	Hold	Hold
10th %ile Green (s)	0.0	63.2	63.2	17.8	85.5	85.5	0.0	0.0	0.0	0.0	0.0	0.0
10th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Skip	Skip	Skip	Skip	Skip	Skip
Queue Length 50th (ft)	17	291	0	165	361	0	12	7	0	19	8	0
Queue Length 95th (ft)	45	#427	0	242	487	13	33	23	0	40	29	0
Internal Link Dist (ft)		1990			928			1022			595	
Turn Bay Length (ft)	350		300	350		300	350		300	350		300
Base Capacity (vph)	141	2334	825	457	3525	1136	179	372	462	190	372	462
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.71	0.07	0.70	0.70	0.09	0.14	0.03	0.17	0.35	0.05	0.05

Intersection Summary

Area Type: Other

Lanes, Volumes, Timings

3: Northwinds Pkwy & Old Milton Parkway

2021 Existing AM

03/23/2021

Cycle Length: 90

Actuated Cycle Length: 90

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

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 19.1

Intersection LOS: B

Intersection Capacity Utilization 67.4%

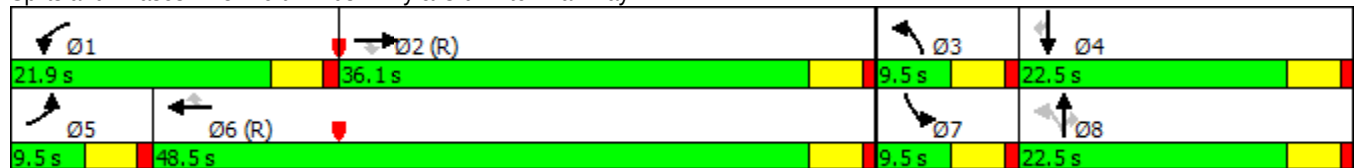
ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Northwinds Pkwy & Old Milton Parkway



Lanes, Volumes, Timings
4: Westside Pkwy & Old Milton Parkway

2021 Existing AM
03/23/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	104	868	123	346	1090	44	86	136	121	87	169	82
Future Volume (vph)	104	868	123	346	1090	44	86	136	121	87	169	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		300	350		300	300		250	350		300
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			176			176			176			176
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1057			2070			671			732	
Travel Time (s)		24.0			47.0			15.3			16.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	113	943	134	376	1185	48	93	148	132	95	184	89
Shared Lane Traffic (%)												
Lane Group Flow (vph)	113	943	134	376	1185	48	93	148	132	95	184	89
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4

Lanes, Volumes, Timings
4: Westside Pkwy & Old Milton Parkway

2021 Existing AM
03/23/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	9.5	23.0	23.0	10.0	23.5	23.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (%)	14.6%	35.4%	35.4%	15.4%	36.2%	36.2%	14.6%	34.6%	34.6%	14.6%	34.6%	34.6%
Maximum Green (s)	5.0	18.5	18.5	5.5	19.0	19.0	5.0	18.0	18.0	5.0	18.0	18.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effect Green (s)	7.5	20.0	20.0	15.0	29.6	29.6	5.1	8.9	8.9	5.1	8.9	8.9
Actuated g/C Ratio	0.12	0.31	0.31	0.23	0.46	0.46	0.08	0.14	0.14	0.08	0.14	0.14
v/c Ratio	0.29	0.60	0.22	0.48	0.51	0.06	0.35	0.31	0.36	0.35	0.38	0.24
Control Delay	27.8	21.6	2.7	24.8	15.9	0.1	32.3	26.3	5.0	32.4	27.3	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.8	21.6	2.7	24.8	15.9	0.1	32.3	26.3	5.0	32.4	27.3	1.7
LOS	C	C	A	C	B	A	C	C	A	C	C	A
Approach Delay		20.0			17.5			20.3			22.5	
Approach LOS		C			B			C			C	
90th %ile Green (s)	9.3	18.5	18.5	11.6	20.8	20.8	5.0	11.9	11.9	5.0	11.9	11.9
90th %ile Term Code	Gap	Coord	Coord	Max	Coord	Coord	Max	Hold	Hold	Max	Gap	Gap
70th %ile Green (s)	8.2	18.5	18.5	13.9	24.2	24.2	5.0	9.6	9.6	5.0	9.6	9.6
70th %ile Term Code	Gap	Coord	Coord	Max	Coord	Coord	Max	Hold	Hold	Max	Gap	Gap
50th %ile Green (s)	7.5	18.5	18.5	14.8	25.8	25.8	5.0	8.7	8.7	5.0	8.7	8.7
50th %ile Term Code	Gap	Coord	Coord	Max	Coord	Coord	Max	Hold	Hold	Max	Gap	Gap
30th %ile Green (s)	6.7	18.5	18.5	15.7	27.5	27.5	5.0	7.8	7.8	5.0	7.8	7.8
30th %ile Term Code	Gap	Coord	Coord	Max	Coord	Coord	Max	Hold	Hold	Max	Gap	Gap
10th %ile Green (s)	0.0	26.2	26.2	18.9	49.6	49.6	0.0	6.4	6.4	0.0	6.4	6.4
10th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Skip	Hold	Hold	Skip	Gap	Gap
Queue Length 50th (ft)	21	119	0	67	130	0	18	28	0	19	35	0
Queue Length 95th (ft)	41	159	21	111	195	0	39	49	24	39	59	3
Internal Link Dist (ft)		977			1990			591			652	
Turn Bay Length (ft)	350		300	350		300	300		250	350		300
Base Capacity (vph)	395	1567	609	791	2314	816	269	980	565	269	980	565
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.60	0.22	0.48	0.51	0.06	0.35	0.15	0.23	0.35	0.19	0.16

Intersection Summary

Area Type: Other

Lanes, Volumes, Timings

4: Westside Pkwy & Old Milton Parkway

2021 Existing AM
03/23/2021

Cycle Length: 65

Actuated Cycle Length: 65

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

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.60

Intersection Signal Delay: 19.2

Intersection LOS: B

Intersection Capacity Utilization 50.5%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 4: Westside Pkwy & Old Milton Parkway

 Ø1	 Ø2 (R)	 Ø3	 Ø4
10 s	23 s	9.5 s	22.5 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
9.5 s	23.5 s	9.5 s	22.5 s

Lanes, Volumes, Timings
5: Westside Pkwy & Kimball Bridge Rd.

2021 Existing AM
03/23/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	6	8	94	2	218	14	426	76	296	866	4
Future Volume (vph)	4	6	8	94	2	218	14	426	76	296	866	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		300	200		0	200		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.939				0.850		0.977			0.999	
Flt Protected		0.990			0.953		0.950			0.950		
Satd. Flow (prot)	0	1732	0	0	1775	1583	1770	3458	0	1770	3536	0
Flt Permitted		0.942			0.716		0.303			0.354		
Satd. Flow (perm)	0	1648	0	0	1334	1583	564	3458	0	659	3536	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9				237		35			1	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		537			780			566			671	
Travel Time (s)		12.2			17.7			12.9			15.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	7	9	102	2	237	15	463	83	322	941	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	20	0	0	104	237	15	546	0	322	945	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2			6		

Lanes, Volumes, Timings
5: Westside Pkwy & Kimball Bridge Rd.

2021 Existing AM
03/23/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5	22.5	9.5	22.5		9.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5	22.5	9.5	22.5		15.0	28.0	
Total Split (%)	37.5%	37.5%		37.5%	37.5%	37.5%	15.8%	37.5%		25.0%	46.7%	
Maximum Green (s)	18.0	18.0		18.0	18.0	18.0	5.0	18.0		10.5	23.5	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5			4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Min		None	C-Min	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0			7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0			0	
Act Effect Green (s)		10.0			10.0	10.0	31.9	26.1		41.0	38.8	
Actuated g/C Ratio		0.17			0.17	0.17	0.53	0.44		0.68	0.65	
v/c Ratio		0.07			0.47	0.51	0.04	0.36		0.50	0.41	
Control Delay		14.7			28.4	7.6	5.5	12.9		7.3	7.4	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		14.7			28.4	7.6	5.5	12.9		7.3	7.4	
LOS		B			C	A	A	B		A	A	
Approach Delay		14.7			13.9			12.7			7.4	
Approach LOS		B			B			B			A	
90th %ile Green (s)	15.0	15.0		15.0	15.0	15.0	6.2	18.0		13.5	25.3	
90th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Gap	Coord		Max	Coord	
70th %ile Green (s)	11.6	11.6		11.6	11.6	11.6	0.0	23.0		11.9	39.4	
70th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Skip	Coord		Gap	Coord	
50th %ile Green (s)	9.9	9.9		9.9	9.9	9.9	0.0	26.1		10.5	41.1	
50th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Skip	Coord		Gap	Coord	
30th %ile Green (s)	8.1	8.1		8.1	8.1	8.1	0.0	29.4		9.0	42.9	
30th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Skip	Coord		Gap	Coord	
10th %ile Green (s)	5.6	5.6		5.6	5.6	5.6	0.0	34.2		6.7	45.4	
10th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Skip	Coord		Gap	Coord	
Queue Length 50th (ft)		3			35	0	1	61		35	61	
Queue Length 95th (ft)		17			68	46	8	121		86	191	
Internal Link Dist (ft)		457			700			486			591	
Turn Bay Length (ft)						300	200			200		
Base Capacity (vph)		500			400	640	414	1526		660	2288	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.04			0.26	0.37	0.04	0.36		0.49	0.41	

Intersection Summary

Area Type: Other

Lanes, Volumes, Timings
5: Westside Pkwy & Kimball Bridge Rd.

2021 Existing AM
03/23/2021

Cycle Length: 60

Actuated Cycle Length: 60

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

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.51

Intersection Signal Delay: 9.9

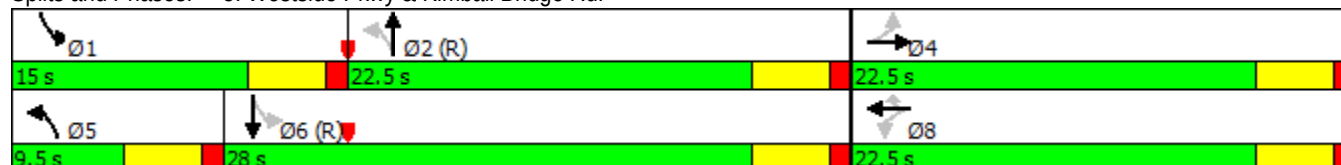
Intersection LOS: A

Intersection Capacity Utilization 53.8%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 5: Westside Pkwy & Kimball Bridge Rd.



												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	54	803	5	104	797	104	0	36	111	36	37	32
Future Volume (vph)	54	803	5	104	797	104	0	36	111	36	37	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		150	250		0	100		350	0		150
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.983				0.850			0.850
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	1770	5085	1583	1770	4999	0	1863	1863	1583	1770	1863	1583
Flt Permitted	0.950			0.950						0.427		
Satd. Flow (perm)	1770	5085	1583	1770	4999	0	1863	1863	1583	795	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			176		36				176			176
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1235			1225			765			869	
Travel Time (s)		28.1			27.8			17.4			19.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	59	873	5	113	866	113	0	39	121	39	40	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	59	873	5	113	979	0	0	39	121	39	40	35
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6				4		4	8		8

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	1	6	6	5	2		7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	4.0	4.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5		9.5	22.5	22.5	9.5	20.0	20.0
Total Split (s)	9.5	23.0	23.0	10.0	23.5		9.5	22.5	22.5	9.5	22.5	22.5
Total Split (%)	14.6%	35.4%	35.4%	15.4%	36.2%		14.6%	34.6%	34.6%	14.6%	34.6%	34.6%
Maximum Green (s)	5.0	18.5	18.5	5.5	19.0		5.0	18.0	18.0	5.0	18.5	18.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0			7.0	7.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0
Act Effect Green (s)	7.6	35.9	35.9	10.0	40.2			6.9	6.9	10.7	11.1	11.1
Actuated g/C Ratio	0.12	0.55	0.55	0.15	0.62			0.11	0.11	0.16	0.17	0.17
v/c Ratio	0.29	0.31	0.01	0.42	0.31			0.20	0.37	0.18	0.13	0.08
Control Delay	29.1	12.3	0.0	28.9	9.8			28.3	5.3	22.0	20.5	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0
Total Delay	29.1	12.3	0.0	28.9	9.8			28.3	5.3	22.0	20.5	0.4
LOS	C	B	A	C	A			C	A	C	C	A
Approach Delay		13.3			11.8			10.9			14.9	
Approach LOS		B			B			B			B	
90th %ile Green (s)	10.0	20.4	20.4	12.8	23.2		0.0	8.8	8.8	5.0	18.8	18.8
90th %ile Term Code	Gap	Coord	Coord	Gap	Coord		Skip	Gap	Gap	Max	Hold	Hold
70th %ile Green (s)	8.6	23.0	23.0	11.4	25.8		0.0	7.6	7.6	5.0	17.6	17.6
70th %ile Term Code	Gap	Coord	Coord	Gap	Coord		Skip	Gap	Gap	Max	Hold	Hold
50th %ile Green (s)	7.5	34.4	34.4	10.3	37.2		0.0	6.8	6.8	0.0	7.3	7.3
50th %ile Term Code	Gap	Coord	Coord	Gap	Coord		Skip	Gap	Gap	Skip	Hold	Hold
30th %ile Green (s)	0.0	36.7	36.7	8.8	50.0		0.0	6.0	6.0	0.0	6.5	6.5
30th %ile Term Code	Skip	Coord	Coord	Gap	Coord		Skip	Gap	Gap	Skip	Hold	Hold
10th %ile Green (s)	0.0	60.5	60.5	0.0	60.5		0.0	0.0	0.0	0.0	0.0	0.0
10th %ile Term Code	Skip	Coord	Coord	Skip	Coord		Skip	Skip	Skip	Skip	Skip	Skip
Queue Length 50th (ft)	22	65	0	41	64			14	0	15	15	0
Queue Length 95th (ft)	51	139	0	80	142			39	20	31	31	0
Internal Link Dist (ft)		1155			1145			685			789	
Turn Bay Length (ft)	200		150	250					350			150
Base Capacity (vph)	207	2808	953	272	3108			515	565	215	532	577
Starvation Cap Reductn	0	0	0	0	0			0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0			0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0			0	0	0	0	0
Reduced v/c Ratio	0.29	0.31	0.01	0.42	0.31			0.08	0.21	0.18	0.08	0.06

Intersection Summary

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 65

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

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.42

Intersection Signal Delay: 12.5

Intersection LOS: B

Intersection Capacity Utilization 41.4%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 6: Lakeview Pkwy/Northwinds Pkwy & Haynes Bridge Rd.

 Ø1	 Ø2 (R)	 Ø3	 Ø4
9.5 s	23.5 s	9.5 s	22.5 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
10 s	23 s	9.5 s	22.5 s

Lanes, Volumes, Timings
7: Kimball Bridge Rd & North Point Pkwy

2021 Existing AM
03/23/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	205	124	41	182	17	185	233	76	35	133	69
Future Volume (vph)	21	205	124	41	182	17	185	233	76	35	133	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	400		0	425		0	150		0
Storage Lanes	1		1	1		0	2		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	0.91	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.987			0.963			0.949	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	5019	0	3433	1794	0	1770	1768	0
Flt Permitted	0.611			0.570			0.950			0.558		
Satd. Flow (perm)	1138	3539	1583	1062	5019	0	3433	1794	0	1039	1768	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			176		18			25			40	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		680			1114			896			875	
Travel Time (s)		15.5			25.3			20.4			19.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	23	223	135	45	198	18	201	253	83	38	145	75
Shared Lane Traffic (%)												
Lane Group Flow (vph)	23	223	135	45	216	0	201	336	0	38	220	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Prot	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6						4		

Lanes, Volumes, Timings
7: Kimball Bridge Rd & North Point Pkwy

2021 Existing AM
03/23/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	9.5	23.0	23.0	9.5	23.0		10.0	23.0		9.5	22.5	
Total Split (%)	14.6%	35.4%	35.4%	14.6%	35.4%		15.4%	35.4%		14.6%	34.6%	
Maximum Green (s)	5.0	18.5	18.5	5.0	18.5		5.5	18.5		5.0	18.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	
Flash Dont Walk (s)		11.0	11.0		11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effect Green (s)	26.9	23.5	23.5	28.2	25.8		9.2	21.5		18.8	12.4	
Actuated g/C Ratio	0.41	0.36	0.36	0.43	0.40		0.14	0.33		0.29	0.19	
v/c Ratio	0.04	0.17	0.20	0.09	0.11		0.41	0.55		0.10	0.59	
Control Delay	13.1	18.4	3.0	13.0	15.1		27.7	20.4		10.7	25.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	13.1	18.4	3.0	13.0	15.1		27.7	20.4		10.7	25.4	
LOS	B	B	A	B	B		C	C		B	C	
Approach Delay		12.7			14.7			23.1			23.2	
Approach LOS		B			B			C			C	
90th %ile Green (s)	5.0	12.8	12.8	5.0	12.8		11.2	21.9		7.3	18.0	
90th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	Max		Gap	Hold	
70th %ile Green (s)	6.4	14.2	14.2	7.1	14.9		10.3	18.9		6.8	15.4	
70th %ile Term Code	Gap	Coord	Coord	Gap	Coord		Gap	Gap		Gap	Hold	
50th %ile Green (s)	0.0	19.3	19.3	6.4	30.2		9.3	25.8		0.0	12.0	
50th %ile Term Code	Skip	Coord	Coord	Gap	Coord		Gap	Hold		Skip	Gap	
30th %ile Green (s)	0.0	33.3	33.3	0.0	33.3		8.3	22.7		0.0	9.9	
30th %ile Term Code	Skip	Coord	Coord	Skip	Coord		Gap	Hold		Skip	Gap	
10th %ile Green (s)	0.0	37.8	37.8	0.0	37.8		6.9	18.2		0.0	6.8	
10th %ile Term Code	Skip	Coord	Coord	Skip	Coord		Gap	Hold		Skip	Gap	
Queue Length 50th (ft)	5	34	0	9	15		38	87		9	66	
Queue Length 95th (ft)	20	68	25	31	42		64	171		19	113	
Internal Link Dist (ft)		600			1034			816			795	
Turn Bay Length (ft)	200			400			425			150		
Base Capacity (vph)	526	1387	727	526	2146		485	611		371	518	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.04	0.16	0.19	0.09	0.10		0.41	0.55		0.10	0.42	

Intersection Summary

Area Type: Other

Lanes, Volumes, Timings

7: Kimball Bridge Rd & North Point Pkwy

2021 Existing AM
03/23/2021

Cycle Length: 65

Actuated Cycle Length: 65

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

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.59

Intersection Signal Delay: 18.8

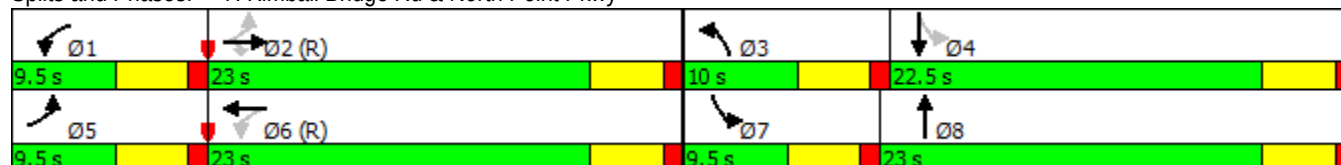
Intersection LOS: B

Intersection Capacity Utilization 45.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 7: Kimball Bridge Rd & North Point Pkwy



Lanes, Volumes, Timings

2021 Existing PM

1: Northwinds Pkwy/Bailey Johnson Ave. & Kimball Bridge Rd.

03/23/2021

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	15	163	21	199	453	139	49	154	141	63	33	5
Future Volume (vph)	15	163	21	199	453	139	49	154	141	63	33	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		150	300		300	0		0	300		0
Storage Lanes	1		1	1		1	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850		0.938			0.982	
Flt Protected	0.950			0.950				0.993		0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	0	3297	0	1770	3476	0
Flt Permitted	0.472			0.559				0.993		0.950		
Satd. Flow (perm)	879	1863	1583	1041	1863	1583	0	3297	0	1770	3476	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			143			151		153			5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		503			534			437			512	
Travel Time (s)		11.4			12.1			9.9			11.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	16	177	23	216	492	151	53	167	153	68	36	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	177	23	216	492	151	0	373	0	68	41	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA		Split	NA	
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases	6		6	2		2						

Baseline

Synchro 9 Report
Page 1



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	1	6	6	5	2	2	4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5		22.5	22.5	
Total Split (s)	9.5	24.6	24.6	10.4	25.5	25.5	22.5	22.5		22.5	22.5	
Total Split (%)	11.9%	30.8%	30.8%	13.0%	31.9%	31.9%	28.1%	28.1%		28.1%	28.1%	
Maximum Green (s)	5.0	20.1	20.1	5.9	21.0	21.0	18.0	18.0		18.0	18.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5		4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None		None	None	
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0	0		0	0	0	0		0	0	
Act Effect Green (s)	40.1	34.2	34.2	49.0	46.7	46.7		11.1		8.5	8.5	
Actuated g/C Ratio	0.50	0.43	0.43	0.61	0.58	0.58		0.14		0.11	0.11	
v/c Ratio	0.03	0.22	0.03	0.30	0.45	0.15		0.64		0.36	0.11	
Control Delay	10.1	19.5	0.1	10.1	14.9	3.4		23.5		37.9	28.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay	10.1	19.5	0.1	10.1	14.9	3.4		23.5		37.9	28.8	
LOS	B	B	A	B	B	A		C		D	C	
Approach Delay		16.7			11.7			23.5			34.5	
Approach LOS		B			B			C			C	
90th %ile Green (s)	6.6	20.1	20.1	14.5	28.0	28.0	15.8	15.8		11.6	11.6	
90th %ile Term Code	Gap	Coord	Coord	Max	Coord	Coord	Gap	Gap		Gap	Gap	
70th %ile Green (s)	0.0	27.9	27.9	11.8	44.2	44.2	12.6	12.6		9.7	9.7	
70th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Gap	Gap		Gap	Gap	
50th %ile Green (s)	0.0	32.7	32.7	10.0	47.2	47.2	10.9	10.9		8.4	8.4	
50th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Gap	Gap		Gap	Gap	
30th %ile Green (s)	0.0	37.1	37.1	8.5	50.1	50.1	9.2	9.2		7.2	7.2	
30th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Gap	Gap		Gap	Gap	
10th %ile Green (s)	0.0	53.4	53.4	6.3	64.2	64.2	6.8	6.8		0.0	0.0	
10th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Gap	Gap		Skip	Skip	
Queue Length 50th (ft)	3	56	0	46	125	0		54		32	8	
Queue Length 95th (ft)	13	130	0	102	#338	37		90		67	22	
Internal Link Dist (ft)		423			454			357			432	
Turn Bay Length (ft)	200		150	300		300				300		
Base Capacity (vph)	506	797	759	730	1088	987		860		398	785	
Starvation Cap Reductn	0	0	0	0	0	0		0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0		0		0	0	
Storage Cap Reductn	0	0	0	0	0	0		0		0	0	
Reduced v/c Ratio	0.03	0.22	0.03	0.30	0.45	0.15		0.43		0.17	0.05	

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

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

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.64

Intersection Signal Delay: 16.8

Intersection LOS: B

Intersection Capacity Utilization 57.4%

ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Northwinds Pkwy/Bailey Johnson Ave. & Kimball Bridge Rd.

 Ø1	 Ø2 (R)	 Ø4	 Ø8
9.5 s	25.5 s	22.5 s	22.5 s
 Ø5	 Ø6 (R)		
10.4 s	24.6 s		

Lanes, Volumes, Timings
2: Northwinds Pkwy & Site Drive

2021 Existing PM
03/23/2021

						
Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations			 			 
Traffic Volume (vph)	35	38	306	0	1	252
Future Volume (vph)	35	38	306	0	1	252
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850				
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3539	0	1770	3539
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	3539	0	1770	3539
Link Speed (mph)	30		30			30
Link Distance (ft)	403		429			437
Travel Time (s)	9.2		9.8			9.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	38	41	333	0	1	274
Shared Lane Traffic (%)						
Lane Group Flow (vph)	38	41	333	0	1	274
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	18.5%			ICU Level of Service A		
Analysis Period (min)	15					

Lanes, Volumes, Timings
3: Northwinds Pkwy & Old Milton Parkway

2021 Existing PM
03/23/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  					 		
Traffic Volume (vph)	59	1945	61	186	1885	213	50	46	173	237	39	106
Future Volume (vph)	59	1945	61	186	1885	213	50	46	173	237	39	106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		300	350		300	350		300	350		300
Storage Lanes	1		1	1		1	1		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1770	1863	1583	3433	1863	1583
Flt Permitted	0.950			0.950			0.730			0.950		
Satd. Flow (perm)	1770	5085	1583	1770	5085	1583	1360	1863	1583	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			182			232			182			182
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2070			1008			1102			675	
Travel Time (s)		47.0			22.9			25.0			15.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	64	2114	66	202	2049	232	54	50	188	258	42	115
Shared Lane Traffic (%)												
Lane Group Flow (vph)	64	2114	66	202	2049	232	54	50	188	258	42	115
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8		8			4

Lanes, Volumes, Timings
3: Northwinds Pkwy & Old Milton Parkway

2021 Existing PM
03/23/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	9.5	40.9	40.9	15.0	46.4	46.4	9.6	22.5	22.5	11.6	24.5	24.5
Total Split (%)	10.6%	45.4%	45.4%	16.7%	51.6%	51.6%	10.7%	25.0%	25.0%	12.9%	27.2%	27.2%
Maximum Green (s)	5.0	36.4	36.4	10.5	41.9	41.9	5.1	18.0	18.0	7.1	20.0	20.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effect Green (s)	8.6	39.7	39.7	16.8	50.0	50.0	13.4	8.3	8.3	7.1	12.3	12.3
Actuated g/C Ratio	0.10	0.44	0.44	0.19	0.56	0.56	0.15	0.09	0.09	0.08	0.14	0.14
v/c Ratio	0.38	0.94	0.08	0.61	0.73	0.24	0.24	0.29	0.60	0.96	0.17	0.31
Control Delay	44.2	35.2	0.2	42.4	18.4	2.6	30.0	41.3	15.2	87.8	36.4	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.2	35.2	0.2	42.4	18.4	2.6	30.0	41.3	15.2	87.8	36.4	3.3
LOS	D	D	A	D	B	A	C	D	B	F	D	A
Approach Delay		34.4			18.8			22.4			59.2	
Approach LOS		C			B			C			E	
90th %ile Green (s)	10.2	36.4	36.4	15.7	41.9	41.9	5.1	12.8	12.8	7.1	14.8	14.8
90th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	Gap	Gap	Max	Hold	Hold
70th %ile Green (s)	10.3	37.0	37.0	19.0	45.7	45.7	5.1	8.9	8.9	7.1	10.9	10.9
70th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Gap	Gap	Max	Hold	Hold
50th %ile Green (s)	9.0	39.2	39.2	17.9	48.1	48.1	5.1	7.8	7.8	7.1	9.8	9.8
50th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Gap	Gap	Max	Hold	Hold
30th %ile Green (s)	7.7	41.4	41.4	16.8	50.5	50.5	5.1	6.7	6.7	7.1	8.7	8.7
30th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Gap	Gap	Max	Hold	Hold
10th %ile Green (s)	0.0	44.6	44.6	14.8	63.9	63.9	0.0	5.5	5.5	7.1	17.1	17.1
10th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Skip	Gap	Gap	Max	Hold	Hold
Queue Length 50th (ft)	35	412	0	105	313	0	25	27	3	76	22	0
Queue Length 95th (ft)	73	#571	0	#186	438	38	52	59	62	#152	50	11
Internal Link Dist (ft)		1990			928			1022			595	
Turn Bay Length (ft)	350		300	350		300	350		300	350		300
Base Capacity (vph)	169	2244	800	331	2826	983	226	372	462	270	414	493
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.94	0.08	0.61	0.73	0.24	0.24	0.13	0.41	0.96	0.10	0.23

Intersection Summary

Area Type: Other

Lanes, Volumes, Timings

3: Northwinds Pkwy & Old Milton Parkway

2021 Existing PM

03/23/2021

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 50 (56%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.96

Intersection Signal Delay: 28.6

Intersection LOS: C

Intersection Capacity Utilization 72.6%

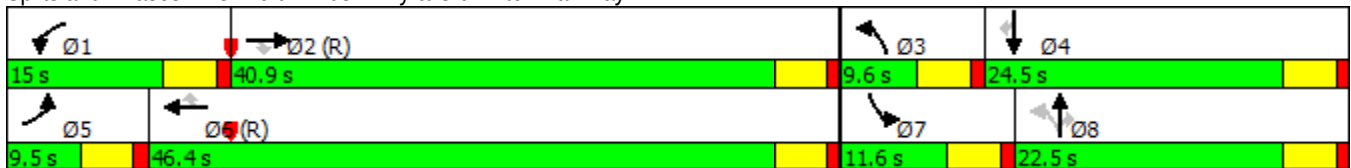
ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Northwinds Pkwy & Old Milton Parkway



Lanes, Volumes, Timings
4: Westside Pkwy & Old Milton Parkway

2021 Existing PM
03/23/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	1083	119	202	1170	66	142	245	181	105	161	131
Future Volume (vph)	150	1083	119	202	1170	66	142	245	181	105	161	131
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		300	350		300	300		250	350		300
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			176			176			197			176
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1057			2070			671			732	
Travel Time (s)		24.0			47.0			15.3			16.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	163	1177	129	220	1272	72	154	266	197	114	175	142
Shared Lane Traffic (%)												
Lane Group Flow (vph)	163	1177	129	220	1272	72	154	266	197	114	175	142
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4

Lanes, Volumes, Timings
4: Westside Pkwy & Old Milton Parkway

2021 Existing PM

03/23/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	9.5	23.0	23.0	10.0	23.5	23.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (%)	14.6%	35.4%	35.4%	15.4%	36.2%	36.2%	14.6%	34.6%	34.6%	14.6%	34.6%	34.6%
Maximum Green (s)	5.0	18.5	18.5	5.5	19.0	19.0	5.0	18.0	18.0	5.0	18.0	18.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effect Green (s)	8.0	24.1	24.1	9.1	25.2	25.2	5.2	10.7	10.7	5.1	10.7	10.7
Actuated g/C Ratio	0.12	0.37	0.37	0.14	0.39	0.39	0.08	0.16	0.16	0.08	0.16	0.16
v/c Ratio	0.39	0.62	0.18	0.46	0.65	0.10	0.56	0.46	0.46	0.42	0.30	0.35
Control Delay	28.8	20.3	2.2	28.9	20.3	0.3	37.5	26.5	7.8	33.7	24.4	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.8	20.3	2.2	28.9	20.3	0.3	37.5	26.5	7.8	33.7	24.4	5.1
LOS	C	C	A	C	C	A	D	C	A	C	C	A
Approach Delay		19.7			20.6			23.3			20.5	
Approach LOS		B			C			C			C	
90th %ile Green (s)	8.3	18.5	18.5	8.8	19.0	19.0	5.0	14.7	14.7	5.0	14.7	14.7
90th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	Gap	Gap	Max	Hold	Hold
70th %ile Green (s)	9.4	19.0	19.0	10.8	20.4	20.4	5.0	12.2	12.2	5.0	12.2	12.2
70th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Gap	Gap	Max	Hold	Hold
50th %ile Green (s)	8.5	22.0	22.0	9.8	23.3	23.3	5.0	10.2	10.2	5.0	10.2	10.2
50th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Gap	Gap	Max	Hold	Hold
30th %ile Green (s)	7.6	24.3	24.3	8.7	25.4	25.4	5.0	9.0	9.0	5.0	9.0	9.0
30th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Gap	Gap	Max	Hold	Hold
10th %ile Green (s)	6.3	36.9	36.9	7.2	37.8	37.8	0.0	7.4	7.4	0.0	7.4	7.4
10th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Skip	Gap	Gap	Skip	Hold	Hold
Queue Length 50th (ft)	30	144	0	41	154	0	30	51	0	22	32	0
Queue Length 95th (ft)	56	206	19	72	#246	0	#62	76	45	45	53	27
Internal Link Dist (ft)		977			1990			591			652	
Turn Bay Length (ft)	350		300	350		300	300		250	350		300
Base Capacity (vph)	423	1888	698	478	1969	721	277	980	580	271	980	565
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.62	0.18	0.46	0.65	0.10	0.56	0.27	0.34	0.42	0.18	0.25

Intersection Summary

Area Type: Other

Lanes, Volumes, Timings

4: Westside Pkwy & Old Milton Parkway

2021 Existing PM
03/23/2021

Cycle Length: 65

Actuated Cycle Length: 65

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

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.65

Intersection Signal Delay: 20.6

Intersection LOS: C

Intersection Capacity Utilization 52.8%

ICU Level of Service A

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: Westside Pkwy & Old Milton Parkway

 Ø1	 Ø2 (R)	 Ø3	 Ø4
10 s	23 s	9.5 s	22.5 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
9.5 s	23.5 s	9.5 s	22.5 s

Lanes, Volumes, Timings
5: Westside Pkwy & Kimball Bridge Rd.

2021 Existing PM
03/23/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	4	12	114	2	366	12	770	112	268	626	8
Future Volume (vph)	18	4	12	114	2	366	12	770	112	268	626	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		300	200		0	200		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.953				0.850		0.981			0.998	
Flt Protected		0.974			0.953		0.950			0.950		
Satd. Flow (prot)	0	1729	0	0	1775	1583	1770	3472	0	1770	3532	0
Flt Permitted		0.833			0.702		0.390			0.158		
Satd. Flow (perm)	0	1479	0	0	1308	1583	726	3472	0	294	3532	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13				248		29			3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		537			780			566			671	
Travel Time (s)		12.2			17.7			12.9			15.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	20	4	13	124	2	398	13	837	122	291	680	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	37	0	0	126	398	13	959	0	291	689	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2			6		

Lanes, Volumes, Timings
5: Westside Pkwy & Kimball Bridge Rd.

2021 Existing PM
03/23/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5	22.5	9.5	22.5		9.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5	22.5	9.5	24.5		13.0	28.0	
Total Split (%)	37.5%	37.5%		37.5%	37.5%	37.5%	15.8%	40.8%		21.7%	46.7%	
Maximum Green (s)	18.0	18.0		18.0	18.0	18.0	5.0	20.0		8.5	23.5	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5			4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Min		None	C-Min	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0			7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0			0	
Act Effect Green (s)		12.6			12.6	12.6	30.2	24.7		38.2	36.5	
Actuated g/C Ratio		0.21			0.21	0.21	0.50	0.41		0.64	0.61	
v/c Ratio		0.12			0.46	0.76	0.03	0.66		0.70	0.32	
Control Delay		12.9			24.7	17.7	6.5	18.5		20.8	8.0	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		12.9			24.7	17.7	6.5	18.5		20.8	8.0	
LOS		B			C	B	A	B		C	A	
Approach Delay		12.9			19.3			18.3			11.8	
Approach LOS		B			B			B			B	
90th %ile Green (s)	18.0	18.0		18.0	18.0	18.0	5.0	20.0		8.5	23.5	
90th %ile Term Code	Hold	Hold		Max	Max	Max	Max	Coord		Max	Coord	
70th %ile Green (s)	17.0	17.0		17.0	17.0	17.0	0.0	20.0		9.5	34.0	
70th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Skip	Coord		Max	Coord	
50th %ile Green (s)	12.8	12.8		12.8	12.8	12.8	0.0	22.4		11.3	38.2	
50th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Skip	Coord		Gap	Coord	
30th %ile Green (s)	9.0	9.0		9.0	9.0	9.0	0.0	28.1		9.4	42.0	
30th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Skip	Coord		Gap	Coord	
10th %ile Green (s)	6.1	6.1		6.1	6.1	6.1	0.0	33.0		7.4	44.9	
10th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Skip	Coord		Gap	Coord	
Queue Length 50th (ft)		7			40	47	1	147		38	49	
Queue Length 95th (ft)		24			74	118	8	#254		#168	138	
Internal Link Dist (ft)		457			700			486			591	
Turn Bay Length (ft)						300	200			200		
Base Capacity (vph)		452			392	648	461	1446		419	2150	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.08			0.32	0.61	0.03	0.66		0.69	0.32	

Intersection Summary

Area Type: Other

Lanes, Volumes, Timings 5: Westside Pkwy & Kimball Bridge Rd.

2021 Existing PM
03/23/2021

Cycle Length: 60

Actuated Cycle Length: 60

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

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 15.9

Intersection LOS: B

Intersection Capacity Utilization 62.9%

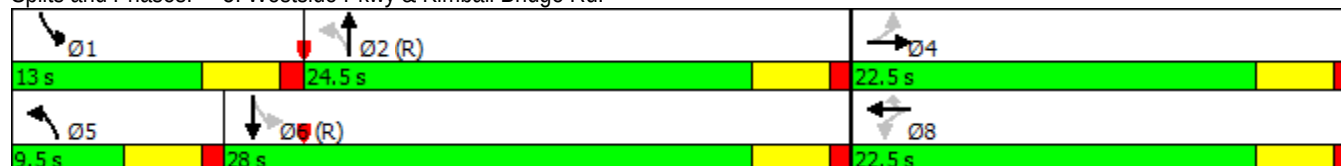
ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 5: Westside Pkwy & Kimball Bridge Rd.



												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	24	1061	3	40	995	25	8	43	235	139	41	81
Future Volume (vph)	24	1061	3	40	995	25	8	43	235	139	41	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		150	250		0	100		350	0		150
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.996				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	5065	0	1770	1863	1583	1770	1863	1583
Flt Permitted	0.950			0.950			0.728			0.558		
Satd. Flow (perm)	1770	5085	1583	1770	5065	0	1356	1863	1583	1039	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			176		6				255			176
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1235			1225			765			869	
Travel Time (s)		28.1			27.8			17.4			19.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	26	1153	3	43	1082	27	9	47	255	151	45	88
Shared Lane Traffic (%)												
Lane Group Flow (vph)	26	1153	3	43	1109	0	9	47	255	151	45	88
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6				4		4	8		8

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	1	6	6	5	2		7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	4.0	4.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5		9.5	22.5	22.5	9.5	20.0	20.0
Total Split (s)	9.5	23.5	23.5	9.5	23.5		9.5	22.5	22.5	9.5	22.5	22.5
Total Split (%)	14.6%	36.2%	36.2%	14.6%	36.2%		14.6%	34.6%	34.6%	14.6%	34.6%	34.6%
Maximum Green (s)	5.0	19.0	19.0	5.0	19.0		5.0	18.0	18.0	5.0	18.5	18.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0			7.0	7.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0
Act Effect Green (s)	6.6	32.4	32.4	7.1	35.1		12.2	8.1	8.1	15.4	14.7	14.7
Actuated g/C Ratio	0.10	0.50	0.50	0.11	0.54		0.19	0.12	0.12	0.24	0.23	0.23
v/c Ratio	0.15	0.45	0.00	0.22	0.41		0.03	0.20	0.61	0.49	0.11	0.18
Control Delay	28.0	14.1	0.0	28.6	12.0		15.9	26.1	10.4	24.5	19.7	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.0	14.1	0.0	28.6	12.0		15.9	26.1	10.4	24.5	19.7	0.9
LOS	C	B	A	C	B		B	C	B	C	B	A
Approach Delay		14.4			12.6			12.9			16.4	
Approach LOS		B			B			B			B	
90th %ile Green (s)	8.1	19.3	19.3	9.2	20.4		5.0	13.5	13.5	5.0	14.0	14.0
90th %ile Term Code	Gap	Coord	Coord	Gap	Coord		Max	Gap	Gap	Max	Hold	Hold
70th %ile Green (s)	7.1	25.7	25.7	7.9	26.5		0.0	8.4	8.4	5.0	18.4	18.4
70th %ile Term Code	Gap	Coord	Coord	Gap	Coord		Skip	Gap	Gap	Max	Hold	Hold
50th %ile Green (s)	0.0	28.0	28.0	7.0	39.5		0.0	7.0	7.0	5.0	17.0	17.0
50th %ile Term Code	Skip	Coord	Coord	Gap	Coord		Skip	Gap	Gap	Max	Hold	Hold
30th %ile Green (s)	0.0	38.6	38.6	0.0	38.6		0.0	6.1	6.1	6.8	17.9	17.9
30th %ile Term Code	Skip	Coord	Coord	Skip	Coord		Skip	Gap	Gap	Max	Hold	Hold
10th %ile Green (s)	0.0	50.5	50.5	0.0	50.5		0.0	5.5	5.5	0.0	6.0	6.0
10th %ile Term Code	Skip	Coord	Coord	Skip	Coord		Skip	Gap	Gap	Skip	Hold	Hold
Queue Length 50th (ft)	10	117	0	16	69		3	17	0	49	13	0
Queue Length 95th (ft)	29	197	0	41	182		11	40	52	80	38	2
Internal Link Dist (ft)		1155			1145			685			789	
Turn Bay Length (ft)	200		150	250			100		350			150
Base Capacity (vph)	178	2536	877	193	2737		287	515	622	309	530	576
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.45	0.00	0.22	0.41		0.03	0.09	0.41	0.49	0.08	0.15

Intersection Summary

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 65

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

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.61

Intersection Signal Delay: 13.7

Intersection LOS: B

Intersection Capacity Utilization 53.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 6: Lakeview Pkwy/Northwinds Pkwy & Haynes Bridge Rd.

 Ø1	 Ø2 (R)	 Ø3	 Ø4
9.5 s	23.5 s	9.5 s	22.5 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
9.5 s	23.5 s	9.5 s	22.5 s

Lanes, Volumes, Timings
7: Kimball Bridge Rd & North Point Pkwy

2021 Existing PM
03/23/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	169	422	79	265	52	195	206	56	12	264	39
Future Volume (vph)	68	169	422	79	265	52	195	206	56	12	264	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	400		0	425		0	150		0
Storage Lanes	1		1	1		0	2		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	0.91	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.975			0.968			0.981	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	4958	0	3433	1803	0	1770	1827	0
Flt Permitted	0.537			0.581			0.950			0.585		
Satd. Flow (perm)	1000	3539	1583	1082	4958	0	3433	1803	0	1090	1827	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			459		57			21			11	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		680			1114			896			875	
Travel Time (s)		15.5			25.3			20.4			19.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	74	184	459	86	288	57	212	224	61	13	287	42
Shared Lane Traffic (%)												
Lane Group Flow (vph)	74	184	459	86	345	0	212	285	0	13	329	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Prot	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6						4		

Lanes, Volumes, Timings
7: Kimball Bridge Rd & North Point Pkwy

2021 Existing PM

03/23/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	9.5	23.0	23.0	9.5	23.0		10.0	23.0		9.5	22.5	
Total Split (%)	14.6%	35.4%	35.4%	14.6%	35.4%		15.4%	35.4%		14.6%	34.6%	
Maximum Green (s)	5.0	18.5	18.5	5.0	18.5		5.5	18.5		5.0	18.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	
Flash Dont Walk (s)		11.0	11.0		11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effect Green (s)	24.1	19.4	19.4	25.1	21.6		8.3	26.3		21.0	15.5	
Actuated g/C Ratio	0.37	0.30	0.30	0.39	0.33		0.13	0.40		0.32	0.24	
v/c Ratio	0.17	0.17	0.58	0.18	0.20		0.49	0.38		0.03	0.74	
Control Delay	13.5	19.6	5.7	13.6	15.3		32.3	15.0		10.2	32.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	13.5	19.6	5.7	13.6	15.3		32.3	15.0		10.2	32.6	
LOS	B	B	A	B	B		C	B		B	C	
Approach Delay		10.1			15.0			22.4			31.7	
Approach LOS		B			B			C			C	
90th %ile Green (s)	5.0	18.5	18.5	5.0	18.5		5.5	18.5		5.0	18.0	
90th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	Max		Max	Max	
70th %ile Green (s)	5.0	12.9	12.9	5.0	12.9		10.6	33.6		0.0	18.5	
70th %ile Term Code	Max	Coord	Coord	Max	Coord		Gap	Hold		Skip	Max	
50th %ile Green (s)	7.2	13.5	13.5	7.5	13.8		9.6	30.5		0.0	16.4	
50th %ile Term Code	Gap	Coord	Coord	Gap	Coord		Gap	Hold		Skip	Gap	
30th %ile Green (s)	0.0	18.0	18.0	6.5	29.0		8.5	27.0		0.0	14.0	
30th %ile Term Code	Skip	Coord	Coord	Gap	Coord		Gap	Hold		Skip	Gap	
10th %ile Green (s)	0.0	33.9	33.9	0.0	33.9		7.1	22.1		0.0	10.5	
10th %ile Term Code	Skip	Coord	Coord	Skip	Coord		Gap	Hold		Skip	Gap	
Queue Length 50th (ft)	18	32	0	21	35		40	61		3	114	
Queue Length 95th (ft)	38	51	61	43	52		#89	156		11	189	
Internal Link Dist (ft)		600			1034			816			795	
Turn Bay Length (ft)	200			400			425			150		
Base Capacity (vph)	438	1175	831	480	1842		436	743		409	516	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.17	0.16	0.55	0.18	0.19		0.49	0.38		0.03	0.64	

Intersection Summary

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 65

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

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 17.9

Intersection LOS: B

Intersection Capacity Utilization 58.0%

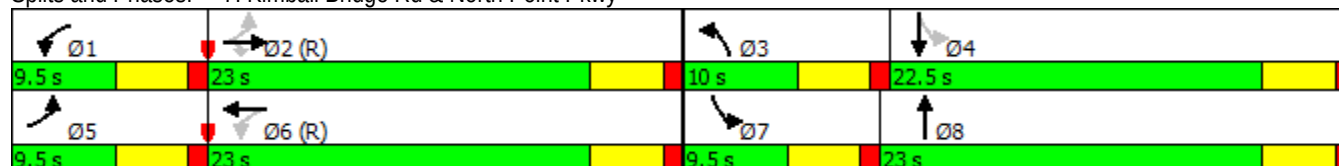
ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 7: Kimball Bridge Rd & North Point Pkwy



2025 No-Build Synchro Analysis Results

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	15	534	74	220	268	58	13	10	139	192	141	16
Future Volume (vph)	15	534	74	220	268	58	13	10	139	192	141	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		150	300		300	0		0	300		0
Storage Lanes	1		1	1		1	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850		0.871			0.984	
Flt Protected	0.950			0.950				0.996		0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	0	3070	0	1770	3483	0
Flt Permitted	0.571			0.109				0.996		0.950		
Satd. Flow (perm)	1064	1863	1583	203	1863	1583	0	3070	0	1770	3483	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			127			127		162			12	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		503			534			437			512	
Travel Time (s)		11.4			12.1			9.9			11.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%
Adj. Flow (vph)	17	621	86	256	312	67	15	12	162	223	164	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	17	621	86	256	312	67	0	189	0	223	183	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA		Split	NA	
Protected Phases	1	6		5	2		4	4		8	8	

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Permitted Phases	6		6	2		2						
Detector Phase	1	6	6	5	2	2	4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5		22.5	22.5	
Total Split (s)	9.5	33.0	33.0	12.0	35.5	35.5	22.5	22.5		22.5	22.5	
Total Split (%)	10.6%	36.7%	36.7%	13.3%	39.4%	39.4%	25.0%	25.0%		25.0%	25.0%	
Maximum Green (s)	5.0	28.5	28.5	7.5	31.0	31.0	18.0	18.0		18.0	18.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5		4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None		None	None	
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0	0		0	0	0	0		0	0	
Act Effect Green (s)	38.1	32.1	32.1	52.6	48.4	48.4		6.9		16.8	16.8	
Actuated g/C Ratio	0.42	0.36	0.36	0.58	0.54	0.54		0.08		0.19	0.19	
v/c Ratio	0.03	0.94	0.13	0.64	0.31	0.07		0.49		0.67	0.28	
Control Delay	11.4	53.1	2.1	26.7	15.9	0.5		14.1		43.6	29.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay	11.4	53.1	2.1	26.7	15.9	0.5		14.1		43.6	29.0	
LOS	B	D	A	C	B	A		B		D	C	
Approach Delay		46.1			18.6			14.1			37.0	
Approach LOS		D			B			B			D	
90th %ile Green (s)	6.8	28.5	28.5	10.3	32.0	32.0	9.6	9.6		23.6	23.6	
90th %ile Term Code	Gap	Coord	Coord	Max	Coord	Coord	Gap	Gap		Gap	Gap	
70th %ile Green (s)	6.2	28.5	28.5	16.2	38.5	38.5	7.6	7.6		19.7	19.7	
70th %ile Term Code	Gap	Coord	Coord	Max	Coord	Coord	Gap	Gap		Gap	Gap	
50th %ile Green (s)	0.0	32.7	32.7	16.6	53.8	53.8	6.3	6.3		16.4	16.4	
50th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Gap	Gap		Gap	Gap	
30th %ile Green (s)	0.0	35.3	35.3	17.2	57.0	57.0	5.5	5.5		14.0	14.0	
30th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Gap	Gap		Gap	Gap	
10th %ile Green (s)	0.0	35.5	35.5	20.5	60.5	60.5	5.5	5.5		10.5	10.5	
10th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Gap	Gap		Gap	Gap	
Queue Length 50th (ft)	4	332	0	79	79	0		7		120	44	
Queue Length 95th (ft)	16	#594	15	#248	212	4		38		177	67	
Internal Link Dist (ft)		423			454			357			432	
Turn Bay Length (ft)	200		150	300		300				300		
Base Capacity (vph)	496	664	646	400	1000	909		743		383	762	
Starvation Cap Reductn	0	0	0	0	0	0		0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0		0		0	0	
Storage Cap Reductn	0	0	0	0	0	0		0		0	0	
Reduced v/c Ratio	0.03	0.94	0.13	0.64	0.31	0.07		0.25		0.58	0.24	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

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

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay: 32.2

Intersection LOS: C

Intersection Capacity Utilization 75.0%

ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Northwinds Pkwy/Bailey Johnson Ave. & Kimball Bridge Rd.

 Ø1	 Ø2 (R)	 Ø4	 Ø8
9.5 s	35.5 s	22.5 s	22.5 s
 Ø5	 Ø6 (R)		
12 s	33 s		

Lanes, Volumes, Timings
2: Northwinds Pkwy & Site Drive

2025 No-Build AM
03/23/2021

						
Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	1	2	160	28	54	381
Future Volume (vph)	1	2	160	28	54	381
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.977			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3458	0	1770	3539
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	3458	0	1770	3539
Link Speed (mph)	30		30			30
Link Distance (ft)	403		429			437
Travel Time (s)	9.2		9.8			9.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	107%	107%	107%	107%	107%	107%
Adj. Flow (vph)	1	2	186	33	63	443
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	2	219	0	63	443
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Stop
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	22.4%			ICU Level of Service A		
Analysis Period (min)	15					

Lanes, Volumes, Timings
3: Northwinds Pkwy & Old Milton Parkway

2025 No-Build AM

03/23/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  					 		
Traffic Volume (vph)	29	1523	50	296	2255	89	23	11	72	61	16	20
Future Volume (vph)	29	1523	50	296	2255	89	23	11	72	61	16	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		300	350		300	350		300	350		300
Storage Lanes	1		1	1		1	1		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1770	1863	1583	3433	1863	1583
Flt Permitted	0.950			0.950			0.745			0.950		
Satd. Flow (perm)	1770	5085	1583	1770	5085	1583	1388	1863	1583	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			182			127			182			182
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2070			1008			1102			675	
Travel Time (s)		47.0			22.9			25.0			15.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%
Adj. Flow (vph)	34	1771	58	344	2623	104	27	13	84	71	19	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	34	1771	58	344	2623	104	27	13	84	71	19	23
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	

Baseline

Synchro 9 Report
Page 5

Lanes, Volumes, Timings
3: Northwinds Pkwy & Old Milton Parkway

2025 No-Build AM

03/23/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			2			6	8		8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	9.5	36.8	36.8	21.2	48.5	48.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (%)	10.6%	40.9%	40.9%	23.6%	53.9%	53.9%	10.6%	25.0%	25.0%	10.6%	25.0%	25.0%
Maximum Green (s)	5.0	32.3	32.3	16.7	44.0	44.0	5.0	18.0	18.0	5.0	18.0	18.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effect Green (s)	7.3	38.2	38.2	26.3	62.3	62.3	10.3	6.4	6.4	5.0	10.2	10.2
Actuated g/C Ratio	0.08	0.42	0.42	0.29	0.69	0.69	0.11	0.07	0.07	0.06	0.11	0.11
v/c Ratio	0.24	0.82	0.07	0.67	0.75	0.09	0.15	0.10	0.30	0.37	0.09	0.07
Control Delay	42.2	29.1	0.2	35.2	14.8	1.4	32.6	40.0	2.7	46.9	37.8	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.2	29.1	0.2	35.2	14.8	1.4	32.6	40.0	2.7	46.9	37.8	0.4
LOS	D	C	A	D	B	A	C	D	A	D	D	A
Approach Delay		28.4			16.7			13.1			35.9	
Approach LOS		C			B			B			D	
90th %ile Green (s)	9.4	32.3	32.3	26.7	49.6	49.6	5.0	8.0	8.0	5.0	8.0	8.0
90th %ile Term Code	Gap	Coord	Coord	Max	Coord	Coord	Max	Hold	Hold	Max	Gap	Gap
70th %ile Green (s)	8.1	32.6	32.6	27.4	51.9	51.9	5.0	7.0	7.0	5.0	7.0	7.0
70th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Hold	Hold	Max	Gap	Gap
50th %ile Green (s)	7.1	34.9	34.9	26.0	53.8	53.8	0.0	6.1	6.1	5.0	15.6	15.6
50th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Skip	Gap	Gap	Max	Hold	Hold
30th %ile Green (s)	0.0	35.9	35.9	25.6	66.0	66.0	0.0	5.5	5.5	5.0	15.0	15.0
30th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Skip	Gap	Gap	Max	Hold	Hold
10th %ile Green (s)	0.0	55.3	55.3	25.7	85.5	85.5	0.0	0.0	0.0	0.0	0.0	0.0
10th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Skip	Skip	Skip	Skip	Skip	Skip
Queue Length 50th (ft)	19	339	0	172	416	0	13	7	0	20	9	0
Queue Length 95th (ft)	47	#470	0	265	#581	15	35	25	0	42	32	0
Internal Link Dist (ft)		1990			928			1022			595	
Turn Bay Length (ft)	350		300	350		300	350		300	350		300
Base Capacity (vph)	142	2158	776	516	3517	1134	180	372	462	190	372	462
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.82	0.07	0.67	0.75	0.09	0.15	0.03	0.18	0.37	0.05	0.05

Intersection Summary

Lanes, Volumes, Timings 3: Northwinds Pkwy & Old Milton Parkway

2025 No-Build AM
03/23/2021

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

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

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 21.2

Intersection LOS: C

Intersection Capacity Utilization 70.6%

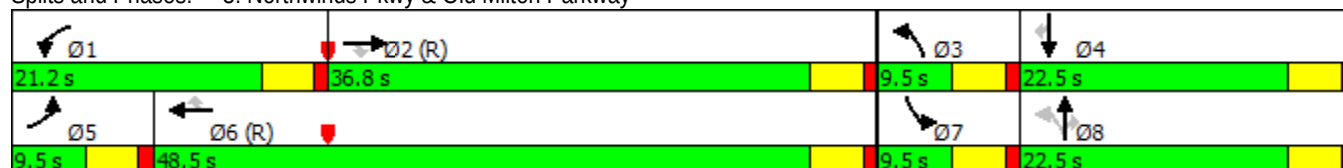
ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

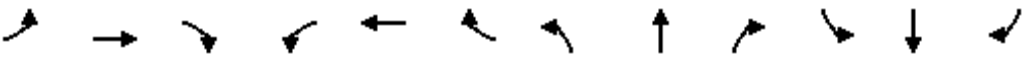
Splits and Phases: 3: Northwinds Pkwy & Old Milton Parkway



Lanes, Volumes, Timings
4: Westside Pkwy & Old Milton Parkway

2025 No-Build AM

03/23/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	104	868	123	346	1090	44	86	136	121	87	169	82
Future Volume (vph)	104	868	123	346	1090	44	86	136	121	87	169	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		300	350		300	300		250	350		300
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			176			176			176			176
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1057			2070			671			732	
Travel Time (s)		24.0			47.0			15.3			16.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%
Adj. Flow (vph)	121	1010	143	402	1268	51	100	158	141	101	197	95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	121	1010	143	402	1268	51	100	158	141	101	197	95
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	

Baseline

Synchro 9 Report
Page 8

Lanes, Volumes, Timings
4: Westside Pkwy & Old Milton Parkway

2025 No-Build AM

03/23/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	9.5	23.0	23.0	10.0	23.5	23.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (%)	14.6%	35.4%	35.4%	15.4%	36.2%	36.2%	14.6%	34.6%	34.6%	14.6%	34.6%	34.6%
Maximum Green (s)	5.0	18.5	18.5	5.5	19.0	19.0	5.0	18.0	18.0	5.0	18.0	18.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effect Green (s)	7.6	19.5	19.5	15.3	29.2	29.2	5.1	9.1	9.1	5.1	9.1	9.1
Actuated g/C Ratio	0.12	0.30	0.30	0.24	0.45	0.45	0.08	0.14	0.14	0.08	0.14	0.14
v/c Ratio	0.30	0.66	0.24	0.50	0.56	0.06	0.37	0.32	0.38	0.38	0.40	0.25
Control Delay	27.8	22.7	3.3	25.2	16.8	0.1	32.8	26.3	5.8	32.8	27.3	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.8	22.7	3.3	25.2	16.8	0.1	32.8	26.3	5.8	32.8	27.3	2.2
LOS	C	C	A	C	B	A	C	C	A	C	C	A
Approach Delay		21.0			18.3			20.7			22.7	
Approach LOS		C			B			C			C	
90th %ile Green (s)	9.5	18.5	18.5	11.3	20.3	20.3	5.0	12.2	12.2	5.0	12.2	12.2
90th %ile Term Code	Gap	Coord	Coord	Max	Coord	Coord	Max	Hold	Hold	Max	Gap	Gap
70th %ile Green (s)	8.4	18.5	18.5	13.6	23.7	23.7	5.0	9.9	9.9	5.0	9.9	9.9
70th %ile Term Code	Gap	Coord	Coord	Max	Coord	Coord	Max	Hold	Hold	Max	Gap	Gap
50th %ile Green (s)	7.6	18.5	18.5	14.6	25.5	25.5	5.0	8.9	8.9	5.0	8.9	8.9
50th %ile Term Code	Gap	Coord	Coord	Max	Coord	Coord	Max	Hold	Hold	Max	Gap	Gap
30th %ile Green (s)	6.9	18.5	18.5	15.5	27.1	27.1	5.0	8.0	8.0	5.0	8.0	8.0
30th %ile Term Code	Gap	Coord	Coord	Max	Coord	Coord	Max	Hold	Hold	Max	Gap	Gap
10th %ile Green (s)	0.0	23.6	23.6	21.3	49.4	49.4	0.0	6.6	6.6	0.0	6.6	6.6
10th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Skip	Hold	Hold	Skip	Gap	Gap
Queue Length 50th (ft)	23	130	0	72	143	0	20	30	0	20	38	0
Queue Length 95th (ft)	43	172	25	119	216	0	41	52	28	41	62	6
Internal Link Dist (ft)		977			1990			591			652	
Turn Bay Length (ft)	350		300	350		300	300		250	350		300
Base Capacity (vph)	402	1527	598	805	2284	808	269	980	565	269	980	565
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.66	0.24	0.50	0.56	0.06	0.37	0.16	0.25	0.38	0.20	0.17

Intersection Summary

Lanes, Volumes, Timings

4: Westside Pkwy & Old Milton Parkway

2025 No-Build AM
03/23/2021

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 65

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

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay: 19.9

Intersection LOS: B

Intersection Capacity Utilization 52.7%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 4: Westside Pkwy & Old Milton Parkway

 Ø1	 Ø2 (R)	 Ø3	 Ø4
10 s	23 s	9.5 s	22.5 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
9.5 s	23.5 s	9.5 s	22.5 s

Lanes, Volumes, Timings
5: Westside Pkwy & Kimball Bridge Rd.

2025 No-Build AM
03/23/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	6	8	94	2	218	14	426	76	296	866	4
Future Volume (vph)	4	6	8	94	2	218	14	426	76	296	866	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		300	200		0	200		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.942				0.850		0.977			0.999	
Flt Protected		0.988			0.953		0.950			0.950		
Satd. Flow (prot)	0	1734	0	0	1775	1583	1770	3458	0	1770	3536	0
Flt Permitted		0.932			0.715		0.283			0.327		
Satd. Flow (perm)	0	1635	0	0	1332	1583	527	3458	0	609	3536	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9				254		34			1	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		537			780			566			671	
Travel Time (s)		12.2			17.7			12.9			15.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%
Adj. Flow (vph)	5	7	9	109	2	254	16	495	88	344	1007	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	21	0	0	111	254	16	583	0	344	1012	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	

Lanes, Volumes, Timings
5: Westside Pkwy & Kimball Bridge Rd.

2025 No-Build AM

03/23/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5	22.5	9.5	22.5		9.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5	22.5	9.5	22.5		15.0	28.0	
Total Split (%)	37.5%	37.5%		37.5%	37.5%	37.5%	15.8%	37.5%		25.0%	46.7%	
Maximum Green (s)	18.0	18.0		18.0	18.0	18.0	5.0	18.0		10.5	23.5	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5			4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Min		None	C-Min	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0			7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0			0	
Act Effect Green (s)		10.5			10.5	10.5	30.8	25.0		40.5	38.3	
Actuated g/C Ratio		0.18			0.18	0.18	0.51	0.42		0.68	0.64	
v/c Ratio		0.07			0.47	0.52	0.04	0.40		0.55	0.45	
Control Delay		14.5			27.9	7.3	5.9	14.0		8.4	8.1	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		14.5			27.9	7.3	5.9	14.0		8.4	8.1	
LOS		B			C	A	A	B		A	A	
Approach Delay		14.5			13.5			13.8			8.2	
Approach LOS		B			B			B			A	
90th %ile Green (s)	15.5	15.5		15.5	15.5	15.5	6.3	18.0		13.0	24.7	
90th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Gap	Coord		Max	Coord	
70th %ile Green (s)	12.9	12.9		12.9	12.9	12.9	0.0	20.8		12.8	38.1	
70th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Skip	Coord		Gap	Coord	
50th %ile Green (s)	10.2	10.2		10.2	10.2	10.2	0.0	24.4		11.9	40.8	
50th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Skip	Coord		Gap	Coord	
30th %ile Green (s)	8.4	8.4		8.4	8.4	8.4	0.0	28.2		9.9	42.6	
30th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Skip	Coord		Gap	Coord	
10th %ile Green (s)	5.7	5.7		5.7	5.7	5.7	0.0	33.6		7.2	45.3	
10th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Skip	Coord		Gap	Coord	
Queue Length 50th (ft)		4			37	0	2	70		39	68	
Queue Length 95th (ft)		17			71	47	8	130		95	213	
Internal Link Dist (ft)		457			700			486			591	
Turn Bay Length (ft)						300	200			200		
Base Capacity (vph)		496			399	652	389	1460		637	2257	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.04			0.28	0.39	0.04	0.40		0.54	0.45	
Intersection Summary												

Lanes, Volumes, Timings 5: Westside Pkwy & Kimball Bridge Rd.

2025 No-Build AM
03/23/2021

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

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

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.55

Intersection Signal Delay: 10.5

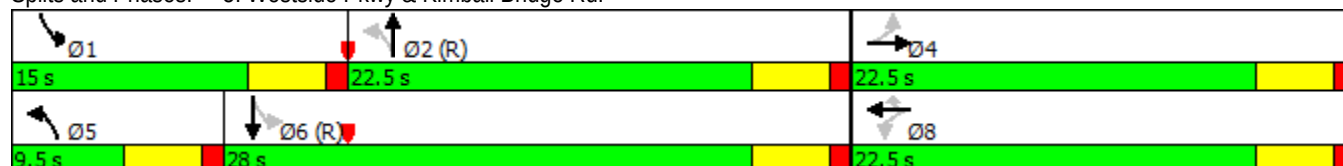
Intersection LOS: B

Intersection Capacity Utilization 56.3%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 5: Westside Pkwy & Kimball Bridge Rd.



												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	54	803	5	104	797	104	0	36	111	36	37	32
Future Volume (vph)	54	803	5	104	797	104	0	36	111	36	37	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		150	250		0	100		350	0		150
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.983				0.850			0.850
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	1770	5085	1583	1770	4999	0	1863	1863	1583	1770	1863	1583
Flt Permitted	0.950			0.950						0.428		
Satd. Flow (perm)	1770	5085	1583	1770	4999	0	1863	1863	1583	797	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			176		36				176			176
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1235			1225			765			869	
Travel Time (s)		28.1			27.8			17.4			19.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%
Adj. Flow (vph)	63	934	6	121	927	121	0	42	129	42	43	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	63	934	6	121	1048	0	0	42	129	42	43	37
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Permitted Phases			6				4		4	8		8
Detector Phase	1	6	6	5	2		7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	4.0	4.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5		9.5	22.5	22.5	9.5	20.0	20.0
Total Split (s)	9.5	23.0	23.0	10.0	23.5		9.5	22.5	22.5	9.5	22.5	22.5
Total Split (%)	14.6%	35.4%	35.4%	15.4%	36.2%		14.6%	34.6%	34.6%	14.6%	34.6%	34.6%
Maximum Green (s)	5.0	18.5	18.5	5.5	19.0		5.0	18.0	18.0	5.0	18.5	18.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0			7.0	7.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0
Act Effect Green (s)	7.8	30.3	30.3	10.5	38.1			7.0	7.0	12.7	13.1	13.1
Actuated g/C Ratio	0.12	0.47	0.47	0.16	0.59			0.11	0.11	0.20	0.20	0.20
v/c Ratio	0.30	0.39	0.01	0.42	0.36			0.21	0.39	0.18	0.11	0.08
Control Delay	29.1	14.6	0.0	28.6	11.4			28.4	5.9	20.4	18.9	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0
Total Delay	29.1	14.6	0.0	28.6	11.4			28.4	5.9	20.4	18.9	0.4
LOS	C	B	A	C	B			C	A	C	B	A
Approach Delay		15.4			13.2			11.5			13.8	
Approach LOS		B			B			B			B	
90th %ile Green (s)	10.3	19.9	19.9	13.2	22.8		0.0	8.9	8.9	5.0	18.9	18.9
90th %ile Term Code	Gap	Coord	Coord	Gap	Coord		Skip	Gap	Gap	Max	Hold	Hold
70th %ile Green (s)	8.8	22.5	22.5	11.8	25.5		0.0	7.7	7.7	5.0	17.7	17.7
70th %ile Term Code	Gap	Coord	Coord	Gap	Coord		Skip	Gap	Gap	Max	Hold	Hold
50th %ile Green (s)	7.7	24.3	24.3	10.8	27.4		0.0	6.9	6.9	5.0	16.9	16.9
50th %ile Term Code	Gap	Coord	Coord	Gap	Coord		Skip	Gap	Gap	Max	Hold	Hold
30th %ile Green (s)	0.0	36.1	36.1	9.4	50.0		0.0	6.0	6.0	0.0	6.5	6.5
30th %ile Term Code	Skip	Coord	Coord	Gap	Coord		Skip	Gap	Gap	Skip	Hold	Hold
10th %ile Green (s)	0.0	48.8	48.8	7.2	60.5		0.0	0.0	0.0	0.0	0.0	0.0
10th %ile Term Code	Skip	Coord	Coord	Gap	Coord		Skip	Skip	Skip	Skip	Skip	Skip
Queue Length 50th (ft)	23	101	0	44	102			16	0	13	13	0
Queue Length 95th (ft)	53	152	0	84	156			40	24	33	33	0
Internal Link Dist (ft)		1155			1145			685			789	
Turn Bay Length (ft)	200		150	250					350			150
Base Capacity (vph)	211	2372	832	285	2948			515	565	234	532	578
Starvation Cap Reductn	0	0	0	0	0			0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0			0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0			0	0	0	0	0
Reduced v/c Ratio	0.30	0.39	0.01	0.42	0.36			0.08	0.23	0.18	0.08	0.06

Intersection Summary

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 65

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

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.42

Intersection Signal Delay: 14.0

Intersection LOS: B

Intersection Capacity Utilization 42.8%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 6: Lakeview Pkwy/Northwinds Pkwy & Haynes Bridge Rd.

 Ø1	 Ø2 (R)	 Ø3	 Ø4
9.5 s	23.5 s	9.5 s	22.5 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
10 s	23 s	9.5 s	22.5 s

Lanes, Volumes, Timings
7: Kimball Bridge Rd & North Point Pkwy

2025 No-Build AM

03/23/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	205	124	41	182	17	185	233	76	35	133	69
Future Volume (vph)	21	205	124	41	182	17	185	233	76	35	133	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	400		0	425		0	150		0
Storage Lanes	1		1	1		0	2		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	0.91	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.987			0.963			0.949	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	5019	0	3433	1794	0	1770	1768	0
Flt Permitted	0.601			0.561			0.950			0.547		
Satd. Flow (perm)	1120	3539	1583	1045	5019	0	3433	1794	0	1019	1768	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			176		20			25			40	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		680			1114			896			875	
Travel Time (s)		15.5			25.3			20.4			19.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%
Adj. Flow (vph)	24	238	144	48	212	20	215	271	88	41	155	80
Shared Lane Traffic (%)												
Lane Group Flow (vph)	24	238	144	48	232	0	215	359	0	41	235	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Prot	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	

Baseline

Synchro 9 Report
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Lanes, Volumes, Timings
7: Kimball Bridge Rd & North Point Pkwy

2025 No-Build AM
03/23/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2		2	6						4		
Detector Phase	5	2	2	1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	9.5	23.0	23.0	9.5	23.0		10.0	23.0		9.5	22.5	
Total Split (%)	14.6%	35.4%	35.4%	14.6%	35.4%		15.4%	35.4%		14.6%	34.6%	
Maximum Green (s)	5.0	18.5	18.5	5.0	18.5		5.5	18.5		5.0	18.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	
Flash Dont Walk (s)		11.0	11.0		11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effect Green (s)	26.6	23.1	23.1	27.9	25.5		9.2	21.8		19.2	12.8	
Actuated g/C Ratio	0.41	0.36	0.36	0.43	0.39		0.14	0.34		0.30	0.20	
v/c Ratio	0.05	0.19	0.21	0.09	0.12		0.45	0.58		0.11	0.62	
Control Delay	12.9	18.5	3.6	13.0	15.0		28.4	21.2		10.7	26.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	12.9	18.5	3.6	13.0	15.0		28.4	21.2		10.7	26.2	
LOS	B	B	A	B	B		C	C		B	C	
Approach Delay		12.9			14.6			23.9			23.9	
Approach LOS		B			B			C			C	
90th %ile Green (s)	5.0	14.1	14.1	5.0	14.1		9.9	20.4		7.5	18.0	
90th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	Max		Gap	Hold	
70th %ile Green (s)	6.4	13.3	13.3	7.2	14.1		10.6	19.7		6.8	15.9	
70th %ile Term Code	Gap	Coord	Coord	Gap	Coord		Gap	Gap		Gap	Hold	
50th %ile Green (s)	0.0	18.5	18.5	6.4	29.4		9.6	26.6		0.0	12.5	
50th %ile Term Code	Skip	Coord	Coord	Gap	Coord		Gap	Hold		Skip	Gap	
30th %ile Green (s)	0.0	32.5	32.5	0.0	32.5		8.6	23.5		0.0	10.4	
30th %ile Term Code	Skip	Coord	Coord	Skip	Coord		Gap	Hold		Skip	Gap	
10th %ile Green (s)	0.0	37.2	37.2	0.0	37.2		7.1	18.8		0.0	7.2	
10th %ile Term Code	Skip	Coord	Coord	Skip	Coord		Gap	Hold		Skip	Gap	
Queue Length 50th (ft)	5	37	0	10	16		40	93		10	71	
Queue Length 95th (ft)	20	70	28	32	43		69	192		21	122	
Internal Link Dist (ft)		600			1034			816			795	
Turn Bay Length (ft)	200			400			425			150		
Base Capacity (vph)	514	1363	718	515	2113		483	618		374	518	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.05	0.17	0.20	0.09	0.11		0.45	0.58		0.11	0.45	
Intersection Summary												

Lanes, Volumes, Timings

7: Kimball Bridge Rd & North Point Pkwy

2025 No-Build AM
03/23/2021

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 65

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

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.62

Intersection Signal Delay: 19.3

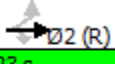
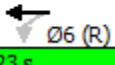
Intersection LOS: B

Intersection Capacity Utilization 47.5%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 7: Kimball Bridge Rd & North Point Pkwy

 Ø1	 Ø2 (R)	 Ø3	 Ø4
9.5 s	23 s	10 s	22.5 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
9.5 s	23 s	9.5 s	23 s

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	15	163	21	199	453	139	49	154	141	63	33	5
Future Volume (vph)	15	163	21	199	453	139	49	154	141	63	33	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		150	300		300	0		0	300		0
Storage Lanes	1		1	1		1	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850		0.938			0.980	
Flt Protected	0.950			0.950				0.993		0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	0	3297	0	1770	3468	0
Flt Permitted	0.436			0.540				0.993		0.950		
Satd. Flow (perm)	812	1863	1583	1006	1863	1583	0	3297	0	1770	3468	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			143			162		164			6	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		503			534			437			512	
Travel Time (s)		11.4			12.1			9.9			11.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%
Adj. Flow (vph)	17	190	24	231	527	162	57	179	164	73	38	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	17	190	24	231	527	162	0	400	0	73	44	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA		Split	NA	
Protected Phases	1	6		5	2		4	4		8	8	

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Permitted Phases	6		6	2		2						
Detector Phase	1	6	6	5	2	2	4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5		22.5	22.5	
Total Split (s)	9.5	24.2	24.2	10.8	25.5	25.5	22.5	22.5		22.5	22.5	
Total Split (%)	11.9%	30.3%	30.3%	13.5%	31.9%	31.9%	28.1%	28.1%		28.1%	28.1%	
Maximum Green (s)	5.0	19.7	19.7	6.3	21.0	21.0	18.0	18.0		18.0	18.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5		4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None		None	None	
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0	0		0	0	0	0		0	0	
Act Effect Green (s)	39.2	33.2	33.2	48.2	46.0	46.0		11.6		8.7	8.7	
Actuated g/C Ratio	0.49	0.42	0.42	0.60	0.58	0.58		0.14		0.11	0.11	
v/c Ratio	0.04	0.25	0.03	0.33	0.49	0.17		0.65		0.38	0.12	
Control Delay	10.6	20.5	0.1	10.8	16.6	3.4		23.2		38.1	28.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay	10.6	20.5	0.1	10.8	16.6	3.4		23.2		38.1	28.3	
LOS	B	C	A	B	B	A		C		D	C	
Approach Delay		17.6			12.8			23.2			34.4	
Approach LOS		B			B			C			C	
90th %ile Green (s)	6.7	19.7	19.7	14.0	27.0	27.0	16.4	16.4		11.9	11.9	
90th %ile Term Code	Gap	Coord	Coord	Max	Coord	Coord	Gap	Gap		Gap	Gap	
70th %ile Green (s)	0.0	25.5	25.5	12.6	42.6	42.6	13.9	13.9		10.0	10.0	
70th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Gap	Gap		Gap	Gap	
50th %ile Green (s)	0.0	31.6	31.6	10.5	46.6	46.6	11.3	11.3		8.6	8.6	
50th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Gap	Gap		Gap	Gap	
30th %ile Green (s)	0.0	36.3	36.3	8.8	49.6	49.6	9.6	9.6		7.3	7.3	
30th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Gap	Gap		Gap	Gap	
10th %ile Green (s)	0.0	53.1	53.1	6.4	64.0	64.0	7.0	7.0		0.0	0.0	
10th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Gap	Gap		Skip	Skip	
Queue Length 50th (ft)	3	62	0	51	140	0		58		35	8	
Queue Length 95th (ft)	14	139	0	112	#409	39		95		71	23	
Internal Link Dist (ft)		423			454			357			432	
Turn Bay Length (ft)	200		150	300		300				300		
Base Capacity (vph)	468	773	741	706	1070	978		868		398	784	
Starvation Cap Reductn	0	0	0	0	0	0		0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0		0		0	0	
Storage Cap Reductn	0	0	0	0	0	0		0		0	0	
Reduced v/c Ratio	0.04	0.25	0.03	0.33	0.49	0.17		0.46		0.18	0.06	

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

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

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.65

Intersection Signal Delay: 17.5

Intersection LOS: B

Intersection Capacity Utilization 59.8%

ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Northwinds Pkwy/Bailey Johnson Ave. & Kimball Bridge Rd.

 Ø1	 Ø2 (R)	 Ø4	 Ø8
9.5 s	25.5 s	22.5 s	22.5 s
 Ø5	 Ø6 (R)		
10.8 s	24.2 s		

Lanes, Volumes, Timings
2: Northwinds Pkwy & Site Drive

2025 No-Build PM

03/23/2021

						
Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	35	38	306	0	1	252
Future Volume (vph)	35	38	306	0	1	252
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850				
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3539	0	1770	3539
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	3539	0	1770	3539
Link Speed (mph)	30		30			30
Link Distance (ft)	403		429			437
Travel Time (s)	9.2		9.8			9.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	107%	107%	107%	107%	107%	107%
Adj. Flow (vph)	41	44	356	0	1	293
Shared Lane Traffic (%)						
Lane Group Flow (vph)	41	44	356	0	1	293
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	19.1%			ICU Level of Service A		
Analysis Period (min)	15					

Lanes, Volumes, Timings
3: Northwinds Pkwy & Old Milton Parkway

2025 No-Build PM
03/23/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  					 		
Traffic Volume (vph)	59	1945	61	186	1885	213	50	46	173	237	39	106
Future Volume (vph)	59	1945	61	186	1885	213	50	46	173	237	39	106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		300	350		300	350		300	350		300
Storage Lanes	1		1	1		1	1		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1770	1863	1583	3433	1863	1583
Flt Permitted	0.950			0.950			0.728			0.950		
Satd. Flow (perm)	1770	5085	1583	1770	5085	1583	1356	1863	1583	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			149			248			158			149
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2070			1008			1102			675	
Travel Time (s)		47.0			22.9			25.0			15.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%
Adj. Flow (vph)	69	2262	71	216	2192	248	58	54	201	276	45	123
Shared Lane Traffic (%)												
Lane Group Flow (vph)	69	2262	71	216	2192	248	58	54	201	276	45	123
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	

Baseline

Synchro 9 Report
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Lanes, Volumes, Timings
3: Northwinds Pkwy & Old Milton Parkway

2025 No-Build PM
03/23/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			2			6	8		8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	11.5	55.2	55.2	18.3	62.0	62.0	9.6	22.5	22.5	14.0	26.9	26.9
Total Split (%)	10.5%	50.2%	50.2%	16.6%	56.4%	56.4%	8.7%	20.5%	20.5%	12.7%	24.5%	24.5%
Maximum Green (s)	7.0	50.7	50.7	13.8	57.5	57.5	5.1	18.0	18.0	9.5	22.4	22.4
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effect Green (s)	8.9	53.8	53.8	18.7	65.8	65.8	15.1	10.0	10.0	9.5	16.3	16.3
Actuated g/C Ratio	0.08	0.49	0.49	0.17	0.60	0.60	0.14	0.09	0.09	0.09	0.15	0.15
v/c Ratio	0.49	0.91	0.08	0.72	0.72	0.24	0.28	0.32	0.70	0.93	0.16	0.34
Control Delay	59.8	33.2	0.2	58.1	18.9	2.3	37.3	50.0	25.9	88.2	42.0	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.8	33.2	0.2	58.1	18.9	2.3	37.3	50.0	25.9	88.2	42.0	6.4
LOS	E	C	A	E	B	A	D	D	C	F	D	A
Approach Delay		33.0			20.6			32.2			60.9	
Approach LOS		C			C			C			E	
90th %ile Green (s)	8.5	50.7	50.7	15.3	57.5	57.5	5.1	16.5	16.5	9.5	20.9	20.9
90th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	Gap	Gap	Max	Hold	Hold
70th %ile Green (s)	11.4	50.7	50.7	19.9	59.2	59.2	5.1	11.9	11.9	9.5	16.3	16.3
70th %ile Term Code	Gap	Coord	Coord	Max	Coord	Coord	Max	Gap	Gap	Max	Hold	Hold
50th %ile Green (s)	9.9	52.5	52.5	21.3	63.9	63.9	5.1	8.7	8.7	9.5	13.1	13.1
50th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Gap	Gap	Max	Hold	Hold
30th %ile Green (s)	8.4	55.3	55.3	19.9	66.8	66.8	5.1	7.3	7.3	9.5	11.7	11.7
30th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Gap	Gap	Max	Hold	Hold
10th %ile Green (s)	0.0	59.8	59.8	17.2	81.5	81.5	0.0	5.5	5.5	9.5	19.5	19.5
10th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Skip	Gap	Gap	Max	Hold	Hold
Queue Length 50th (ft)	47	533	0	141	393	0	34	37	29	101	29	0
Queue Length 95th (ft)	95	#683	0	#289	525	37	64	72	99	#182	59	33
Internal Link Dist (ft)		1990			928			1022			595	
Turn Bay Length (ft)	350		300	350		300	350		300	350		300
Base Capacity (vph)	145	2486	850	301	3040	1046	205	304	391	296	379	441
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.91	0.08	0.72	0.72	0.24	0.28	0.18	0.51	0.93	0.12	0.28
Intersection Summary												

Lanes, Volumes, Timings

3: Northwinds Pkwy & Old Milton Parkway

2025 No-Build PM

03/23/2021

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

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

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.93

Intersection Signal Delay: 29.4

Intersection LOS: C

Intersection Capacity Utilization 76.4%

ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Northwinds Pkwy & Old Milton Parkway



Lanes, Volumes, Timings
4: Westside Pkwy & Old Milton Parkway

2025 No-Build PM

03/23/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	1083	119	202	1170	66	142	245	181	105	161	131
Future Volume (vph)	150	1083	119	202	1170	66	142	245	181	105	161	131
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		300	350		300	300		250	350		300
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			176			176			211			176
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1057			2070			671			732	
Travel Time (s)		24.0			47.0			15.3			16.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%
Adj. Flow (vph)	174	1260	138	235	1361	77	165	285	211	122	187	152
Shared Lane Traffic (%)												
Lane Group Flow (vph)	174	1260	138	235	1361	77	165	285	211	122	187	152
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	

Baseline

Synchro 9 Report
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Lanes, Volumes, Timings
4: Westside Pkwy & Old Milton Parkway

2025 No-Build PM

03/23/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	9.5	23.0	23.0	10.0	23.5	23.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (%)	14.6%	35.4%	35.4%	15.4%	36.2%	36.2%	14.6%	34.6%	34.6%	14.6%	34.6%	34.6%
Maximum Green (s)	5.0	18.5	18.5	5.5	19.0	19.0	5.0	18.0	18.0	5.0	18.0	18.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effect Green (s)	8.0	21.7	21.7	9.1	22.9	22.9	5.0	13.0	13.0	5.0	11.1	11.1
Actuated g/C Ratio	0.12	0.33	0.33	0.14	0.35	0.35	0.08	0.20	0.20	0.08	0.17	0.17
v/c Ratio	0.41	0.74	0.21	0.49	0.76	0.11	0.62	0.40	0.43	0.46	0.31	0.36
Control Delay	29.5	23.8	2.8	29.6	23.7	0.4	35.8	19.1	6.5	34.8	23.9	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.5	23.8	2.8	29.6	23.7	0.4	35.8	19.1	6.5	34.8	23.9	5.6
LOS	C	C	A	C	C	A	D	B	A	C	C	A
Approach Delay		22.6			23.5			19.3			20.7	
Approach LOS		C			C			B			C	
90th %ile Green (s)	7.1	18.5	18.5	7.6	19.0	19.0	5.0	15.9	15.9	5.0	15.9	15.9
90th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	Gap	Gap	Max	Hold	Hold
70th %ile Green (s)	9.7	18.5	18.5	10.9	19.7	19.7	5.0	12.6	12.6	5.0	12.6	12.6
70th %ile Term Code	Gap	Coord	Coord	Max	Coord	Coord	Max	Gap	Gap	Max	Hold	Hold
50th %ile Green (s)	8.8	20.3	20.3	10.3	21.8	21.8	5.0	11.4	11.4	5.0	11.4	11.4
50th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Gap	Gap	Max	Hold	Hold
30th %ile Green (s)	7.8	23.5	23.5	9.2	24.9	24.9	5.0	9.3	9.3	5.0	9.3	9.3
30th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Gap	Gap	Max	Hold	Hold
10th %ile Green (s)	6.5	27.8	27.8	7.7	29.0	29.0	5.0	16.0	16.0	0.0	6.5	6.5
10th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Hold	Hold	Skip	Gap	Gap
Queue Length 50th (ft)	32	164	0	43	175	0	25	58	28	24	34	0
Queue Length 95th (ft)	61	#249	23	78	#276	0	m43	m70	m42	47	55	31
Internal Link Dist (ft)		977			1990			591			652	
Turn Bay Length (ft)	350		300	350		300	300		250	350		300
Base Capacity (vph)	421	1699	646	482	1789	671	264	980	590	264	980	565
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.74	0.21	0.49	0.76	0.11	0.63	0.29	0.36	0.46	0.19	0.27

Intersection Summary

Lanes, Volumes, Timings

4: Westside Pkwy & Old Milton Parkway

2025 No-Build PM

03/23/2021

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 65

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

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 22.2

Intersection LOS: C

Intersection Capacity Utilization 55.2%

ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Westside Pkwy & Old Milton Parkway

 Ø1	 Ø2 (R)	 Ø3	 Ø4
10 s	23 s	9.5 s	22.5 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
9.5 s	23.5 s	9.5 s	22.5 s

Lanes, Volumes, Timings
5: Westside Pkwy & Kimball Bridge Rd.

2025 No-Build PM

03/23/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	4	12	114	2	366	12	770	112	268	626	8
Future Volume (vph)	18	4	12	114	2	366	12	770	112	268	626	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		300	200		0	200		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.953				0.850		0.981			0.998	
Flt Protected		0.974			0.953		0.950			0.950		
Satd. Flow (prot)	0	1729	0	0	1775	1583	1770	3472	0	1770	3532	0
Flt Permitted		0.833			0.700		0.372			0.140		
Satd. Flow (perm)	0	1479	0	0	1304	1583	693	3472	0	261	3532	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14				254		27			2	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		537			780			566			671	
Travel Time (s)		12.2			17.7			12.9			15.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%
Adj. Flow (vph)	21	5	14	133	2	426	14	896	130	312	728	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	40	0	0	135	426	14	1026	0	312	737	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	

Baseline

Synchro 9 Report
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Lanes, Volumes, Timings
5: Westside Pkwy & Kimball Bridge Rd.

2025 No-Build PM
03/23/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5	22.5	9.5	22.5		9.5	22.5	
Total Split (s)	22.6	22.6		22.6	22.6	22.6	9.5	27.4		15.0	32.9	
Total Split (%)	34.8%	34.8%		34.8%	34.8%	34.8%	14.6%	42.2%		23.1%	50.6%	
Maximum Green (s)	18.1	18.1		18.1	18.1	18.1	5.0	22.9		10.5	28.4	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5			4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Min		None	C-Min	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0			7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0			0	
Act Effect Green (s)		13.4			13.4	13.4	33.0	27.6		42.6	40.7	
Actuated g/C Ratio		0.21			0.21	0.21	0.51	0.42		0.66	0.63	
v/c Ratio		0.13			0.50	0.81	0.03	0.69		0.76	0.33	
Control Delay		14.4			28.1	21.9	6.5	19.6		26.5	5.4	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		14.4			28.1	21.9	6.5	19.6		26.5	5.4	
LOS		B			C	C	A	B		C	A	
Approach Delay		14.4			23.4			19.4			11.7	
Approach LOS		B			C			B			B	
90th %ile Green (s)	18.1	18.1		18.1	18.1	18.1	5.0	22.9		10.5	28.4	
90th %ile Term Code	Hold	Hold		Max	Max	Max	Max	Coord		Max	Coord	
70th %ile Green (s)	18.1	18.1		18.1	18.1	18.1	0.0	22.9		10.5	37.9	
70th %ile Term Code	Hold	Hold		Max	Max	Max	Skip	Coord		Max	Coord	
50th %ile Green (s)	14.4	14.4		14.4	14.4	14.4	0.0	24.4		12.7	41.6	
50th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Skip	Coord		Gap	Coord	
30th %ile Green (s)	9.8	9.8		9.8	9.8	9.8	0.0	31.2		10.5	46.2	
30th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Skip	Coord		Gap	Coord	
10th %ile Green (s)	6.6	6.6		6.6	6.6	6.6	0.0	36.8		8.1	49.4	
10th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Skip	Coord		Gap	Coord	
Queue Length 50th (ft)		8			47	60	2	178		43	32	
Queue Length 95th (ft)		28			87	148	8	#273		#190	120	
Internal Link Dist (ft)		457			700			486			591	
Turn Bay Length (ft)						300	200			200		
Base Capacity (vph)		421			363	624	439	1491		424	2212	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.10			0.37	0.68	0.03	0.69		0.74	0.33	
Intersection Summary												

Lanes, Volumes, Timings 5: Westside Pkwy & Kimball Bridge Rd.

2025 No-Build PM
03/23/2021

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 65

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

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.81

Intersection Signal Delay: 17.2

Intersection LOS: B

Intersection Capacity Utilization 66.3%

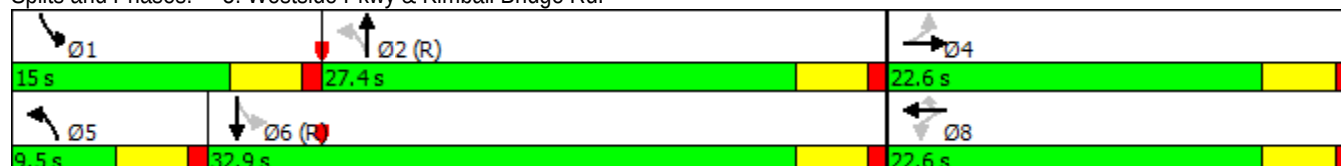
ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 5: Westside Pkwy & Kimball Bridge Rd.



												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	24	1061	3	40	995	25	8	43	235	139	41	81
Future Volume (vph)	24	1061	3	40	995	25	8	43	235	139	41	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		150	250		0	100		350	0		150
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.996				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	5065	0	1770	1863	1583	1770	1863	1583
Flt Permitted	0.950			0.950			0.726			0.570		
Satd. Flow (perm)	1770	5085	1583	1770	5065	0	1352	1863	1583	1062	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			176		6				272			176
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1235			1225			765			869	
Travel Time (s)		28.1			27.8			17.4			19.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%
Adj. Flow (vph)	28	1234	3	47	1157	29	9	50	273	162	48	94
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	1234	3	47	1186	0	9	50	273	162	48	94
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Permitted Phases			6				4		4	8		8
Detector Phase	1	6	6	5	2		7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	4.0	4.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5		9.5	22.5	22.5	9.5	20.0	20.0
Total Split (s)	9.6	23.4	23.4	9.5	23.3		9.5	22.5	22.5	9.6	22.6	22.6
Total Split (%)	14.8%	36.0%	36.0%	14.6%	35.8%		14.6%	34.6%	34.6%	14.8%	34.8%	34.8%
Maximum Green (s)	5.1	18.9	18.9	5.0	18.8		5.0	18.0	18.0	5.1	18.6	18.6
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0			7.0	7.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0
Act Effect Green (s)	6.6	32.5	32.5	7.2	35.2		12.3	8.3	8.3	15.3	14.5	14.5
Actuated g/C Ratio	0.10	0.50	0.50	0.11	0.54		0.19	0.13	0.13	0.24	0.22	0.22
v/c Ratio	0.16	0.49	0.00	0.24	0.43		0.03	0.21	0.62	0.53	0.12	0.19
Control Delay	28.2	14.9	0.0	28.9	12.3		15.6	26.0	10.5	25.5	19.6	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.2	14.9	0.0	28.9	12.3		15.6	26.0	10.5	25.5	19.6	1.3
LOS	C	B	A	C	B		B	C	B	C	B	A
Approach Delay		15.2			13.0			12.9			17.1	
Approach LOS		B			B			B			B	
90th %ile Green (s)	8.2	18.9	18.9	9.1	19.8		5.0	13.9	13.9	5.1	14.5	14.5
90th %ile Term Code	Gap	Coord	Coord	Max	Coord		Max	Gap	Gap	Max	Hold	Hold
70th %ile Green (s)	7.2	25.3	25.3	8.0	26.1		0.0	8.6	8.6	5.1	18.7	18.7
70th %ile Term Code	Gap	Coord	Coord	Gap	Coord		Skip	Gap	Gap	Max	Hold	Hold
50th %ile Green (s)	0.0	27.7	27.7	7.1	39.3		0.0	7.1	7.1	5.1	17.2	17.2
50th %ile Term Code	Skip	Coord	Coord	Gap	Coord		Skip	Gap	Gap	Max	Hold	Hold
30th %ile Green (s)	0.0	40.2	40.2	0.0	40.2		0.0	6.2	6.2	5.1	16.3	16.3
30th %ile Term Code	Skip	Coord	Coord	Skip	Coord		Skip	Gap	Gap	Max	Hold	Hold
10th %ile Green (s)	0.0	50.5	50.5	0.0	50.5		0.0	5.5	5.5	0.0	6.0	6.0
10th %ile Term Code	Skip	Coord	Coord	Skip	Coord		Skip	Gap	Gap	Skip	Hold	Hold
Queue Length 50th (ft)	10	129	0	17	77		3	19	0	52	14	0
Queue Length 95th (ft)	31	#220	0	44	201		10	41	54	84	40	5
Internal Link Dist (ft)		1155			1145			685			789	
Turn Bay Length (ft)	200		150	250			100		350			150
Base Capacity (vph)	179	2543	880	195	2744		287	515	635	308	533	578
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.49	0.00	0.24	0.43		0.03	0.10	0.43	0.53	0.09	0.16

Intersection Summary

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 65

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

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.62

Intersection Signal Delay: 14.3

Intersection LOS: B

Intersection Capacity Utilization 56.6%

ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 6: Lakeview Pkwy/Northwinds Pkwy & Haynes Bridge Rd.

 Ø1	 Ø2 (R)	 Ø3	 Ø4
9.6 s	23.3 s	9.6 s	22.5 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
9.5 s	23.4 s	9.5 s	22.6 s

Lanes, Volumes, Timings
7: Kimball Bridge Rd & North Point Pkwy

2025 No-Build PM
03/23/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	169	422	79	265	52	195	206	56	12	264	39
Future Volume (vph)	68	169	422	79	265	52	195	206	56	12	264	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	400		0	425		0	150		0
Storage Lanes	1		1	1		0	2		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	0.91	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.976			0.968			0.981	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	4963	0	3433	1803	0	1770	1827	0
Flt Permitted	0.524			0.624			0.950			0.574		
Satd. Flow (perm)	976	3539	1583	1162	4963	0	3433	1803	0	1069	1827	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			485		60			21			11	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		680			1114			896			875	
Travel Time (s)		15.5			25.3			20.4			19.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%
Adj. Flow (vph)	79	197	491	92	308	60	227	240	65	14	307	45
Shared Lane Traffic (%)												
Lane Group Flow (vph)	79	197	491	92	368	0	227	305	0	14	352	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Prot	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	

Baseline

Synchro 9 Report
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Lanes, Volumes, Timings
7: Kimball Bridge Rd & North Point Pkwy

2025 No-Build PM

03/23/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2		2	6						4		
Detector Phase	5	2	2	1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	9.5	23.0	23.0	9.5	23.0		10.0	23.0		9.5	22.5	
Total Split (%)	14.6%	35.4%	35.4%	14.6%	35.4%		15.4%	35.4%		14.6%	34.6%	
Maximum Green (s)	5.0	18.5	18.5	5.0	18.5		5.5	18.5		5.0	18.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	
Flash Dont Walk (s)		11.0	11.0		11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effect Green (s)	23.4	18.7	18.7	23.6	18.8		8.5	27.0		21.4	15.9	
Actuated g/C Ratio	0.36	0.29	0.29	0.36	0.29		0.13	0.42		0.33	0.24	
v/c Ratio	0.19	0.19	0.61	0.19	0.25		0.51	0.40		0.03	0.78	
Control Delay	13.9	20.0	6.2	13.9	16.7		32.9	15.1		10.2	34.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	13.9	20.0	6.2	13.9	16.7		32.9	15.1		10.2	34.5	
LOS	B	B	A	B	B		C	B		B	C	
Approach Delay		10.6			16.1			22.7			33.6	
Approach LOS		B			B			C			C	
90th %ile Green (s)	5.0	18.5	18.5	5.0	18.5		5.5	18.5		5.0	18.0	
90th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	Max		Max	Max	
70th %ile Green (s)	5.0	13.5	13.5	5.0	13.5		10.5	33.0		0.0	18.0	
70th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	Hold		Skip	Max	
50th %ile Green (s)	7.4	12.0	12.0	7.7	12.3		10.0	31.8		0.0	17.3	
50th %ile Term Code	Gap	Coord	Coord	Gap	Coord		Gap	Hold		Skip	Gap	
30th %ile Green (s)	6.4	16.5	16.5	6.6	16.7		9.0	28.4		0.0	14.9	
30th %ile Term Code	Gap	Coord	Coord	Gap	Coord		Gap	Hold		Skip	Gap	
10th %ile Green (s)	0.0	32.9	32.9	0.0	32.9		7.4	23.1		0.0	11.2	
10th %ile Term Code	Skip	Coord	Coord	Skip	Coord		Gap	Hold		Skip	Gap	
Queue Length 50th (ft)	20	35	2	24	39		42	64		3	122	
Queue Length 95th (ft)	40	54	65	45	54		#98	168		12	#211	
Internal Link Dist (ft)		600			1034			816			795	
Turn Bay Length (ft)	200			400			425			150		
Base Capacity (vph)	423	1164	846	478	1672		447	760		411	513	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.19	0.17	0.58	0.19	0.22		0.51	0.40		0.03	0.69	

Intersection Summary

Lanes, Volumes, Timings

7: Kimball Bridge Rd & North Point Pkwy

2025 No-Build PM
03/23/2021

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 65

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

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 18.8

Intersection LOS: B

Intersection Capacity Utilization 61.3%

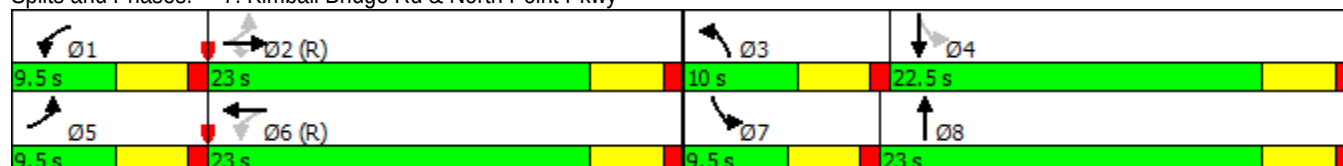
ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

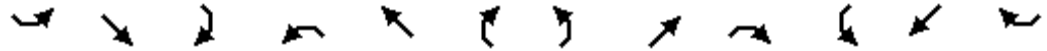
Queue shown is maximum after two cycles.

Splits and Phases: 7: Kimball Bridge Rd & North Point Pkwy



2025 Build Synchro Analysis Results

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	17	589	154	305	310	62	27	25	194	205	168	19
Future Volume (vph)	17	589	154	305	310	62	27	25	194	205	168	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		150	300		300	0		0	300		0
Storage Lanes	1		1	1		1	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850		0.881			0.985	
Flt Protected	0.950			0.950				0.995		0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	0	3102	0	1770	3486	0
Flt Permitted	0.558			0.105				0.995		0.950		
Satd. Flow (perm)	1039	1863	1583	196	1863	1583	0	3102	0	1770	3486	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			149			104		211			10	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		408			534			437			512	
Travel Time (s)		9.3			12.1			9.9			11.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	18	640	167	332	337	67	29	27	211	223	183	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	18	640	167	332	337	67	0	267	0	223	204	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA		Split	NA	
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases	6		6	2		2						



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	1	6	6	5	2	2	4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5		22.5	22.5	
Total Split (s)	9.5	44.0	44.0	21.0	55.5	55.5	22.5	22.5		22.5	22.5	
Total Split (%)	8.6%	40.0%	40.0%	19.1%	50.5%	50.5%	20.5%	20.5%		20.5%	20.5%	
Maximum Green (s)	5.0	39.5	39.5	16.5	51.0	51.0	18.0	18.0		18.0	18.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5		4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None		None	None	
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0	0		0	0	0	0		0	0	
Act Effect Green (s)	49.6	43.9	43.9	69.2	65.1	65.1		8.0		19.3	19.3	
Actuated g/C Ratio	0.45	0.40	0.40	0.63	0.59	0.59		0.07		0.18	0.18	
v/c Ratio	0.04	0.86	0.23	0.79	0.31	0.07		0.63		0.72	0.33	
Control Delay	11.7	45.1	6.2	38.9	14.6	1.2		19.3		55.6	38.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay	11.7	45.1	6.2	38.9	14.6	1.2		19.3		55.6	38.2	
LOS	B	D	A	D	B	A		B		E	D	
Approach Delay		36.5			24.4			19.3			47.3	
Approach LOS		D			C			B			D	
90th %ile Green (s)	5.0	39.5	39.5	16.5	51.0	51.0	12.0	12.0		24.0	24.0	
90th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Gap	Gap		Max	Max	
70th %ile Green (s)	6.3	39.5	39.5	20.1	53.3	53.3	9.4	9.4		23.0	23.0	
70th %ile Term Code	Gap	Coord	Coord	Max	Coord	Coord	Gap	Gap		Gap	Gap	
50th %ile Green (s)	0.0	40.1	40.1	24.8	69.4	69.4	7.5	7.5		19.6	19.6	
50th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Gap	Gap		Gap	Gap	
30th %ile Green (s)	0.0	46.7	46.7	22.7	73.9	73.9	5.7	5.7		16.9	16.9	
30th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Gap	Gap		Gap	Gap	
10th %ile Green (s)	0.0	53.9	53.9	19.6	78.0	78.0	5.5	5.5		13.0	13.0	
10th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Gap	Gap		Gap	Gap	
Queue Length 50th (ft)	4	433	8	150	99	0		20		150	63	
Queue Length 95th (ft)	16	#671	54	#357	224	10		59		224	93	
Internal Link Dist (ft)		328			454			357			432	
Turn Bay Length (ft)	200		150	300		300				300		
Base Capacity (vph)	506	743	721	419	1102	979		684		330	658	
Starvation Cap Reductn	0	0	0	0	0	0		0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0		0		0	0	
Storage Cap Reductn	0	0	0	0	0	0		0		0	0	
Reduced v/c Ratio	0.04	0.86	0.23	0.79	0.31	0.07		0.39		0.68	0.31	

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

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

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 32.5

Intersection LOS: C

Intersection Capacity Utilization 82.0%

ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Northwinds Pkwy/Bailey Johnson Ave. & Kimball Bridge Rd.

 Ø1	 Ø2 (R) 	 Ø4	 Ø8
9.5 s	55.5 s	22.5 s	22.5 s
 Ø5	 Ø6 (R) 		
21 s	44 s		

Lanes, Volumes, Timings
2: Northwinds Pkwy & Site Drive

2025 Build AM
03/23/2021

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	50	0	25	1	0	2	75	194	30	58	444	125
Future Volume (vph)	50	0	25	1	0	2	75	194	30	58	444	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	200		0
Storage Lanes	0		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.955				0.850		0.980			0.967	
Flt Protected		0.968		0.950			0.950			0.950		
Satd. Flow (prot)	0	1722	0	1770	0	1583	1770	3468	0	1770	3422	0
Flt Permitted		0.968		0.950			0.950			0.950		
Satd. Flow (perm)	0	1722	0	1770	0	1583	1770	3468	0	1770	3422	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		387			403			320			437	
Travel Time (s)		8.8			9.2			7.3			9.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	54	0	27	1	0	2	82	211	33	63	483	136
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	81	0	1	0	2	82	244	0	63	619	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	41.4%											
Analysis Period (min)	15											
	ICU Level of Service A											

Lanes, Volumes, Timings
3: Northwinds Pkwy & Old Milton Parkway

2025 Build AM

03/23/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  					 		
Traffic Volume (vph)	31	1636	56	337	2459	95	29	14	89	65	18	21
Future Volume (vph)	31	1636	56	337	2459	95	29	14	89	65	18	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		300	350		300	350		300	350		300
Storage Lanes	1		1	1		1	1		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1770	1863	1583	3433	1863	1583
Flt Permitted	0.950			0.950			0.744			0.950		
Satd. Flow (perm)	1770	5085	1583	1770	5085	1583	1386	1863	1583	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			182			127			182			182
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2070			1008			1102			675	
Travel Time (s)		47.0			22.9			25.0			15.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	34	1778	61	366	2673	103	32	15	97	71	20	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	34	1778	61	366	2673	103	32	15	97	71	20	23
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8		8			4

Baseline

Synchro 9 Report
Page 5

Lanes, Volumes, Timings
3: Northwinds Pkwy & Old Milton Parkway

2025 Build AM
03/23/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	9.5	35.8	35.8	22.2	48.5	48.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (%)	10.6%	39.8%	39.8%	24.7%	53.9%	53.9%	10.6%	25.0%	25.0%	10.6%	25.0%	25.0%
Maximum Green (s)	5.0	31.3	31.3	17.7	44.0	44.0	5.0	18.0	18.0	5.0	18.0	18.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effect Green (s)	7.3	36.9	36.9	27.5	62.2	62.2	10.4	6.5	6.5	5.0	8.4	8.4
Actuated g/C Ratio	0.08	0.41	0.41	0.31	0.69	0.69	0.12	0.07	0.07	0.06	0.09	0.09
v/c Ratio	0.24	0.85	0.08	0.68	0.76	0.09	0.18	0.11	0.34	0.37	0.11	0.07
Control Delay	42.2	31.5	0.2	34.7	15.4	1.4	33.0	40.2	3.3	46.9	39.7	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.2	31.5	0.2	34.7	15.4	1.4	33.0	40.2	3.3	46.9	39.7	0.5
LOS	D	C	A	C	B	A	C	D	A	D	D	A
Approach Delay		30.7			17.2			13.7			36.3	
Approach LOS		C			B			B			D	
90th %ile Green (s)	9.4	31.3	31.3	27.6	49.5	49.5	5.0	8.1	8.1	5.0	8.1	8.1
90th %ile Term Code	Gap	Coord	Coord	Max	Coord	Coord	Max	Hold	Hold	Max	Gap	Gap
70th %ile Green (s)	8.1	31.3	31.3	28.6	51.8	51.8	5.0	7.1	7.1	5.0	7.1	7.1
70th %ile Term Code	Gap	Coord	Coord	Max	Coord	Coord	Max	Hold	Hold	Max	Gap	Gap
50th %ile Green (s)	7.1	33.3	33.3	27.3	53.5	53.5	5.0	6.4	6.4	5.0	6.4	6.4
50th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Hold	Hold	Max	Gap	Gap
30th %ile Green (s)	0.0	34.7	34.7	26.8	66.0	66.0	0.0	5.5	5.5	5.0	15.0	15.0
30th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Skip	Gap	Gap	Max	Hold	Hold
10th %ile Green (s)	0.0	53.8	53.8	27.2	85.5	85.5	0.0	0.0	0.0	0.0	0.0	0.0
10th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Skip	Skip	Skip	Skip	Skip	Skip
Queue Length 50th (ft)	19	352	0	182	437	0	15	8	0	20	11	0
Queue Length 95th (ft)	47	#486	0	280	#653	15	40	27	0	42	33	0
Internal Link Dist (ft)		1990			928			1022			595	
Turn Bay Length (ft)	350		300	350		300	350		300	350		300
Base Capacity (vph)	142	2083	756	540	3512	1132	181	372	462	190	372	462
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.85	0.08	0.68	0.76	0.09	0.18	0.04	0.21	0.37	0.05	0.05

Intersection Summary

Area Type: Other

Lanes, Volumes, Timings 3: Northwinds Pkwy & Old Milton Parkway

2025 Build AM
03/23/2021

Cycle Length: 90

Actuated Cycle Length: 90

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

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay: 22.3

Intersection LOS: C

Intersection Capacity Utilization 71.4%

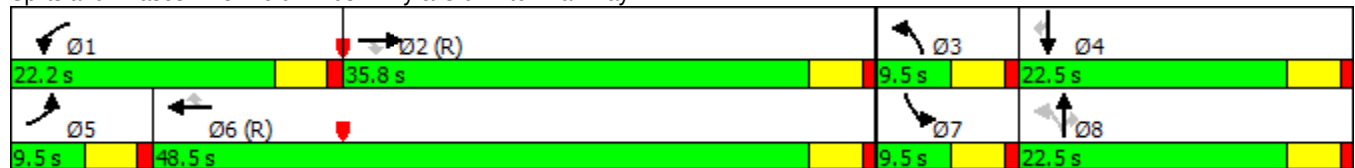
ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Northwinds Pkwy & Old Milton Parkway



Lanes, Volumes, Timings
4: Westside Pkwy & Old Milton Parkway

2025 Build AM
03/23/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	111	929	142	420	1166	47	94	154	137	93	196	88
Future Volume (vph)	111	929	142	420	1166	47	94	154	137	93	196	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		300	350		300	300		250	350		300
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			234			164			234			234
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1057			2070			671			732	
Travel Time (s)		24.0			47.0			15.3			16.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	121	1010	154	457	1267	51	102	167	149	101	213	96
Shared Lane Traffic (%)												
Lane Group Flow (vph)	121	1010	154	457	1267	51	102	167	149	101	213	96
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4

Baseline

Synchro 9 Report
Page 8

Lanes, Volumes, Timings
4: Westside Pkwy & Old Milton Parkway

2025 Build AM

03/23/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	9.5	23.0	23.0	15.0	28.5	28.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (%)	13.6%	32.9%	32.9%	21.4%	40.7%	40.7%	13.6%	32.1%	32.1%	13.6%	32.1%	32.1%
Maximum Green (s)	5.0	18.5	18.5	10.5	24.0	24.0	5.0	18.0	18.0	5.0	18.0	18.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effect Green (s)	7.8	24.6	24.6	14.6	33.4	33.4	5.1	9.7	9.7	5.1	9.7	9.7
Actuated g/C Ratio	0.11	0.35	0.35	0.21	0.48	0.48	0.07	0.14	0.14	0.07	0.14	0.14
v/c Ratio	0.32	0.56	0.22	0.64	0.52	0.06	0.41	0.34	0.35	0.40	0.43	0.23
Control Delay	30.4	21.4	1.6	29.7	16.0	0.1	36.3	28.5	3.2	36.2	29.9	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.4	21.4	1.6	29.7	16.0	0.1	36.3	28.5	3.2	36.2	29.9	1.3
LOS	C	C	A	C	B	A	D	C	A	D	C	A
Approach Delay		19.9			19.1			21.4			24.7	
Approach LOS		B			B			C			C	
90th %ile Green (s)	9.8	18.5	18.5	15.5	24.2	24.2	5.0	13.0	13.0	5.0	13.0	13.0
90th %ile Term Code	Gap	Coord	Coord	Max	Coord	Coord	Max	Hold	Hold	Max	Gap	Gap
70th %ile Green (s)	8.6	20.0	20.0	16.4	27.8	27.8	5.0	10.6	10.6	5.0	10.6	10.6
70th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Hold	Hold	Max	Gap	Gap
50th %ile Green (s)	7.8	22.1	22.1	15.4	29.7	29.7	5.0	9.5	9.5	5.0	9.5	9.5
50th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Hold	Hold	Max	Gap	Gap
30th %ile Green (s)	7.0	24.6	24.6	13.9	31.5	31.5	5.0	8.5	8.5	5.0	8.5	8.5
30th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Hold	Hold	Max	Gap	Gap
10th %ile Green (s)	0.0	37.9	37.9	11.6	54.0	54.0	0.0	7.0	7.0	0.0	7.0	7.0
10th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Skip	Hold	Hold	Skip	Gap	Gap
Queue Length 50th (ft)	25	134	0	91	147	0	22	34	0	22	45	0
Queue Length 95th (ft)	46	191	12	136	219	0	44	58	11	44	71	0
Internal Link Dist (ft)		977			1990			591			652	
Turn Bay Length (ft)	350		300	350		300	300		250	350		300
Base Capacity (vph)	382	1788	708	714	2429	841	251	910	580	251	910	580
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.56	0.22	0.64	0.52	0.06	0.41	0.18	0.26	0.40	0.23	0.17

Intersection Summary

Area Type: Other

Lanes, Volumes, Timings

4: Westside Pkwy & Old Milton Parkway

2025 Build AM
03/23/2021

Cycle Length: 70

Actuated Cycle Length: 70

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

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.64

Intersection Signal Delay: 20.2

Intersection LOS: C

Intersection Capacity Utilization 54.5%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 4: Westside Pkwy & Old Milton Parkway

 Ø1 15 s		 Ø2 (R) 23 s		 Ø3 9.5 s		 Ø4 22.5 s	
 Ø5 9.5 s		 Ø6 (R) 28.5 s		 Ø7 9.5 s		 Ø8 22.5 s	

Lanes, Volumes, Timings
5: Westside Pkwy & Kimball Bridge Rd.

2025 Build AM
03/23/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	6	9	107	4	251	15	456	105	392	927	4
Future Volume (vph)	4	6	9	107	4	251	15	456	105	392	927	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		300	200		0	200		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.936				0.850		0.972			0.999	
Flt Protected		0.991			0.954		0.950			0.950		
Satd. Flow (prot)	0	1728	0	0	1777	1583	1770	3440	0	1770	3536	0
Flt Permitted		0.947			0.718		0.283			0.289		
Satd. Flow (perm)	0	1651	0	0	1337	1583	527	3440	0	538	3536	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10				273		47			1	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		537			780			566			671	
Travel Time (s)		12.2			17.7			12.9			15.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	7	10	116	4	273	16	496	114	426	1008	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	21	0	0	120	273	16	610	0	426	1012	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2			6		

Lanes, Volumes, Timings
5: Westside Pkwy & Kimball Bridge Rd.

2025 Build AM
03/23/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5	22.5	9.5	22.5		9.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5	22.5	9.5	22.5		15.0	28.0	
Total Split (%)	37.5%	37.5%		37.5%	37.5%	37.5%	15.8%	37.5%		25.0%	46.7%	
Maximum Green (s)	18.0	18.0		18.0	18.0	18.0	5.0	18.0		10.5	23.5	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5			4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Min		None	C-Min	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0			7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0			0	
Act Effect Green (s)		11.1			11.1	11.1	27.6	21.9		39.9	37.8	
Actuated g/C Ratio		0.18			0.18	0.18	0.46	0.36		0.66	0.63	
v/c Ratio		0.07			0.49	0.53	0.04	0.47		0.67	0.45	
Control Delay		13.4			27.3	6.9	6.4	16.0		13.2	8.5	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		13.4			27.3	6.9	6.4	16.0		13.2	8.5	
LOS		B			C	A	A	B		B	A	
Approach Delay		13.4			13.2			15.8			9.9	
Approach LOS		B			B			B			A	
90th %ile Green (s)	16.9	16.9		16.9	16.9	16.9	6.1	18.0		11.6	23.5	
90th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Max	Coord		Max	Coord	
70th %ile Green (s)	13.4	13.4		13.4	13.4	13.4	0.0	18.0		15.1	37.6	
70th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Skip	Coord		Max	Coord	
50th %ile Green (s)	10.6	10.6		10.6	10.6	10.6	0.0	20.3		15.6	40.4	
50th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Skip	Coord		Gap	Coord	
30th %ile Green (s)	8.7	8.7		8.7	8.7	8.7	0.0	23.8		14.0	42.3	
30th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Skip	Coord		Gap	Coord	
10th %ile Green (s)	5.9	5.9		5.9	5.9	5.9	0.0	29.5		11.1	45.1	
10th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Skip	Coord		Gap	Coord	
Queue Length 50th (ft)		3			40	0	2	83		53	70	
Queue Length 95th (ft)		16			73	47	9	135		#189	222	
Internal Link Dist (ft)		457			700			486			591	
Turn Bay Length (ft)						300	200			200		
Base Capacity (vph)		502			401	666	361	1286		634	2227	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.04			0.30	0.41	0.04	0.47		0.67	0.45	

Intersection Summary

Area Type: Other

Lanes, Volumes, Timings 5: Westside Pkwy & Kimball Bridge Rd.

2025 Build AM
03/23/2021

Cycle Length: 60

Actuated Cycle Length: 60

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

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay: 11.9

Intersection LOS: B

Intersection Capacity Utilization 61.7%

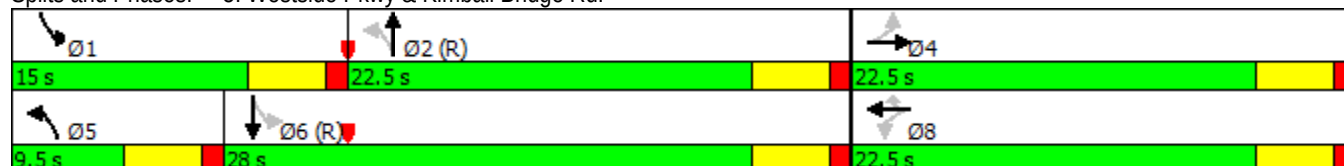
ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 5: Westside Pkwy & Kimball Bridge Rd.



												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	85	859	5	111	853	161	0	69	119	59	60	49
Future Volume (vph)	85	859	5	111	853	161	0	69	119	59	60	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		150	250		0	100		350	0		150
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.976				0.850			0.850
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	1770	5085	1583	1770	4963	0	1863	1863	1583	1770	1863	1583
Flt Permitted	0.208			0.257						0.440		
Satd. Flow (perm)	387	5085	1583	479	4963	0	1863	1863	1583	820	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			176		60				176			176
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1235			1225			765			869	
Travel Time (s)		28.1			27.8			17.4			19.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	92	934	5	121	927	175	0	75	129	64	65	53
Shared Lane Traffic (%)												
Lane Group Flow (vph)	92	934	5	121	1102	0	0	75	129	64	65	53
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2			4		4	8		8

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	1	6	6	5	2		7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	4.0	4.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5		9.5	22.5	22.5	9.5	20.0	20.0
Total Split (s)	9.6	23.0	23.0	10.0	23.4		9.5	22.5	22.5	9.5	22.5	22.5
Total Split (%)	14.8%	35.4%	35.4%	15.4%	36.0%		14.6%	34.6%	34.6%	14.6%	34.6%	34.6%
Maximum Green (s)	5.1	18.5	18.5	5.5	18.9		5.0	18.0	18.0	5.0	18.5	18.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0			7.0	7.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0
Act Effect Green (s)	40.2	35.2	35.2	41.1	35.7			8.0	8.0	13.7	14.1	14.1
Actuated g/C Ratio	0.62	0.54	0.54	0.63	0.55			0.12	0.12	0.21	0.22	0.22
v/c Ratio	0.24	0.34	0.01	0.27	0.40			0.33	0.37	0.25	0.16	0.11
Control Delay	7.9	12.8	0.0	7.6	12.3			29.1	5.2	20.6	18.6	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0
Total Delay	7.9	12.8	0.0	7.6	12.3			29.1	5.2	20.6	18.6	0.5
LOS	A	B	A	A	B			C	A	C	B	A
Approach Delay		12.3			11.8			14.0			14.0	
Approach LOS		B			B			B			B	
90th %ile Green (s)	8.8	21.5	21.5	9.7	22.4		0.0	10.8	10.8	5.0	20.8	20.8
90th %ile Term Code	Gap	Coord	Coord	Gap	Coord		Skip	Gap	Gap	Max	Hold	Hold
70th %ile Green (s)	7.6	24.6	24.6	8.3	25.3		0.0	9.1	9.1	5.0	19.1	19.1
70th %ile Term Code	Gap	Coord	Coord	Gap	Coord		Skip	Gap	Gap	Max	Hold	Hold
50th %ile Green (s)	6.9	26.6	26.6	7.4	27.1		0.0	8.0	8.0	5.0	18.0	18.0
50th %ile Term Code	Gap	Coord	Coord	Gap	Coord		Skip	Gap	Gap	Max	Hold	Hold
30th %ile Green (s)	6.0	38.5	38.5	6.2	38.7		0.0	6.8	6.8	0.0	7.3	7.3
30th %ile Term Code	Gap	Coord	Coord	Gap	Coord		Skip	Gap	Gap	Skip	Hold	Hold
10th %ile Green (s)	0.0	60.5	60.5	0.0	60.5		0.0	0.0	0.0	0.0	0.0	0.0
10th %ile Term Code	Skip	Coord	Coord	Skip	Coord		Skip	Skip	Skip	Skip	Skip	Skip
Queue Length 50th (ft)	14	94	0	19	107			28	0	19	19	0
Queue Length 95th (ft)	34	146	0	43	165			60	23	43	43	0
Internal Link Dist (ft)		1155			1145			685			789	
Turn Bay Length (ft)	200		150	250					350			150
Base Capacity (vph)	387	2756	938	450	2753			515	565	252	547	589
Starvation Cap Reductn	0	0	0	0	0			0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0			0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0			0	0	0	0	0
Reduced v/c Ratio	0.24	0.34	0.01	0.27	0.40			0.15	0.23	0.25	0.12	0.09

Intersection Summary

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 65

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

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.40

Intersection Signal Delay: 12.4

Intersection LOS: B

Intersection Capacity Utilization 45.5%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 6: Lakeview Pkwy/Northwinds Pkwy & Haynes Bridge Rd.

 Ø1	 Ø2 (R)	 Ø3	 Ø4
9.6 s	23.4 s	9.5 s	22.5 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
10 s	23 s	9.5 s	22.5 s

Lanes, Volumes, Timings
7: Kimball Bridge Rd & North Point Pkwy

2025 Build AM

03/23/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	219	133	44	195	23	198	329	81	45	182	89
Future Volume (vph)	27	219	133	44	195	23	198	329	81	45	182	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	400		0	425		0	150		0
Storage Lanes	1		1	1		0	2		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	0.91	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.984			0.970			0.951	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	5004	0	3433	1807	0	1770	1771	0
Flt Permitted	0.598			0.562			0.950			0.370		
Satd. Flow (perm)	1114	3539	1583	1047	5004	0	3433	1807	0	689	1771	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			176		25			19			38	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		680			1114			896			875	
Travel Time (s)		15.5			25.3			20.4			19.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	29	238	145	48	212	25	215	358	88	49	198	97
Shared Lane Traffic (%)												
Lane Group Flow (vph)	29	238	145	48	237	0	215	446	0	49	295	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Prot	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6						4		

Baseline

Synchro 9 Report
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Lanes, Volumes, Timings
7: Kimball Bridge Rd & North Point Pkwy

2025 Build AM

03/23/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	9.5	23.0	23.0	9.5	23.0		10.0	23.0		9.5	22.5	
Total Split (%)	14.6%	35.4%	35.4%	14.6%	35.4%		15.4%	35.4%		14.6%	34.6%	
Maximum Green (s)	5.0	18.5	18.5	5.0	18.5		5.5	18.5		5.0	18.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	Min		None	Min	
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	
Flash Dont Walk (s)		11.0	11.0		11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effect Green (s)	24.1	20.9	20.9	25.1	23.1		9.2	22.2		22.0	15.4	
Actuated g/C Ratio	0.37	0.32	0.32	0.39	0.36		0.14	0.34		0.34	0.24	
v/c Ratio	0.06	0.21	0.23	0.10	0.13		0.45	0.71		0.14	0.66	
Control Delay	14.3	20.1	3.8	14.5	16.0		28.4	26.2		9.9	26.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	14.3	20.1	3.8	14.5	16.0		28.4	26.2		9.9	26.1	
LOS	B	C	A	B	B		C	C		A	C	
Approach Delay		14.0			15.8			26.9			23.8	
Approach LOS		B			B			C			C	
90th %ile Green (s)	5.0	14.1	14.1	5.0	14.1		9.9	20.2		7.7	18.0	
90th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	Max		Gap	Max	
70th %ile Green (s)	5.0	11.6	11.6	5.0	11.6		10.6	23.4		7.0	19.8	
70th %ile Term Code	Max	Coord	Coord	Max	Coord		Gap	Max		Gap	Hold	
50th %ile Green (s)	0.0	12.5	12.5	6.6	23.6		9.6	21.4		6.5	18.3	
50th %ile Term Code	Skip	Coord	Coord	Gap	Coord		Gap	Gap		Gap	Hold	
30th %ile Green (s)	0.0	30.6	30.6	0.0	30.6		8.6	25.4		0.0	12.3	
30th %ile Term Code	Skip	Coord	Coord	Skip	Coord		Gap	Hold		Skip	Gap	
10th %ile Green (s)	0.0	35.6	35.6	0.0	35.6		7.1	20.4		0.0	8.8	
10th %ile Term Code	Skip	Coord	Coord	Skip	Coord		Gap	Hold		Skip	Gap	
Queue Length 50th (ft)	7	43	0	12	19		40	147		9	85	
Queue Length 95th (ft)	22	70	29	32	43		69	#291		24	157	
Internal Link Dist (ft)		600			1034			816			795	
Turn Bay Length (ft)	200			400			425			150		
Base Capacity (vph)	467	1325	702	466	1967		483	628		341	528	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.06	0.18	0.21	0.10	0.12		0.45	0.71		0.14	0.56	

Intersection Summary

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 65

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

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 21.3

Intersection LOS: C

Intersection Capacity Utilization 51.6%

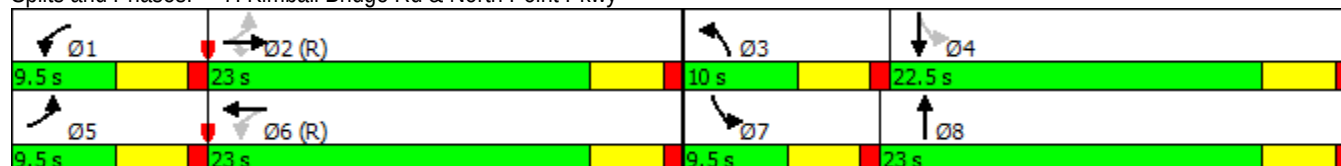
ICU Level of Service A

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 7: Kimball Bridge Rd & North Point Pkwy



Lanes, Volumes, Timings
8: Northwinds Pkwy

2025 Build AM
03/23/2021

						
Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	20	25	30	279	438	32
Future Volume (vph)	20	25	30	279	438	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	100			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt	0.926				0.990	
Flt Protected	0.978		0.950			
Satd. Flow (prot)	1687	0	1770	3539	3504	0
Flt Permitted	0.978		0.950			
Satd. Flow (perm)	1687	0	1770	3539	3504	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	335			634	320	
Travel Time (s)	7.6			14.4	7.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	27	33	303	476	35
Shared Lane Traffic (%)						
Lane Group Flow (vph)	49	0	33	303	511	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	29.8%			ICU Level of Service A		
Analysis Period (min)	15					

						
Lane Group	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	737	30	24	332	15	23
Future Volume (vph)	737	30	24	332	15	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.995				0.918	
Flt Protected				0.997	0.981	
Satd. Flow (prot)	1853	0	0	1857	1678	0
Flt Permitted				0.997	0.981	
Satd. Flow (perm)	1853	0	0	1857	1678	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	503			408	257	
Travel Time (s)	11.4			9.3	5.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	801	33	26	361	16	25
Shared Lane Traffic (%)						
Lane Group Flow (vph)	834	0	0	387	41	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization 50.6%				ICU Level of Service A		
Analysis Period (min) 15						

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	16	209	44	287	515	149	80	243	234	67	66	5
Future Volume (vph)	16	209	44	287	515	149	80	243	234	67	66	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		150	300		300	0		0	300		0
Storage Lanes	1		1	1		1	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850		0.937			0.990	
Flt Protected	0.950			0.950				0.993		0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	0	3293	0	1770	3504	0
Flt Permitted	0.391			0.488				0.993		0.950		
Satd. Flow (perm)	728	1863	1583	909	1863	1583	0	3293	0	1770	3504	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			182			162		181			5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		408			534			437			512	
Travel Time (s)		9.3			12.1			9.9			11.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	17	227	48	312	560	162	87	264	254	73	72	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	17	227	48	312	560	162	0	605	0	73	77	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA		Split	NA	
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases	6		6	2		2						



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	1	6	6	5	2	2	4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5		22.5	22.5	
Total Split (s)	9.5	28.2	28.2	16.8	35.5	35.5	22.5	22.5		22.5	22.5	
Total Split (%)	10.6%	31.3%	31.3%	18.7%	39.4%	39.4%	25.0%	25.0%		25.0%	25.0%	
Maximum Green (s)	5.0	23.7	23.7	12.3	31.0	31.0	18.0	18.0		18.0	18.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5		4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None		None	None	
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0	0		0	0	0	0		0	0	
Act Effect Green (s)	41.0	35.0	35.0	53.1	48.7	48.7		16.4		9.1	9.1	
Actuated g/C Ratio	0.46	0.39	0.39	0.59	0.54	0.54		0.18		0.10	0.10	
v/c Ratio	0.04	0.31	0.07	0.47	0.56	0.17		0.81		0.41	0.22	
Control Delay	11.8	24.5	0.2	13.5	20.1	3.6		33.7		44.1	35.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay	11.8	24.5	0.2	13.5	20.1	3.6		33.7		44.1	35.1	
LOS	B	C	A	B	C	A		C		D	D	
Approach Delay		19.7			15.5			33.7			39.5	
Approach LOS		B			B			C			D	
90th %ile Green (s)	6.7	23.7	23.7	17.8	34.8	34.8	18.0	18.0		12.5	12.5	
90th %ile Term Code	Gap	Coord	Coord	Max	Coord	Coord	Max	Max		Gap	Gap	
70th %ile Green (s)	6.2	27.0	27.0	16.6	37.4	37.4	18.0	18.0		10.4	10.4	
70th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Max		Gap	Gap	
50th %ile Green (s)	0.0	30.5	30.5	14.2	49.2	49.2	18.2	18.2		9.1	9.1	
50th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Gap	Gap		Gap	Gap	
30th %ile Green (s)	0.0	36.8	36.8	11.6	52.9	52.9	15.9	15.9		7.7	7.7	
30th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Gap	Gap		Gap	Gap	
10th %ile Green (s)	0.0	57.1	57.1	7.6	69.2	69.2	11.8	11.8		0.0	0.0	
10th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Gap	Gap		Skip	Skip	
Queue Length 50th (ft)	4	96	0	92	194	0		120		40	20	
Queue Length 95th (ft)	15	178	0	158	#410	38		182		79	40	
Internal Link Dist (ft)		328			454			357			432	
Turn Bay Length (ft)	200		150	300		300				300		
Base Capacity (vph)	400	724	726	675	1008	930		804		354	704	
Starvation Cap Reductn	0	0	0	0	0	0		0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0		0		0	0	
Storage Cap Reductn	0	0	0	0	0	0		0		0	0	
Reduced v/c Ratio	0.04	0.31	0.07	0.46	0.56	0.17		0.75		0.21	0.11	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

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

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.81

Intersection Signal Delay: 23.1

Intersection LOS: C

Intersection Capacity Utilization 67.0%

ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Northwinds Pkwy/Bailey Johnson Ave. & Kimball Bridge Rd.

 Ø1	 Ø2 (R)	 Ø4	 Ø8
9.5 s	35.5 s	22.5 s	22.5 s
 Ø5	 Ø6 (R)		
16.8 s	28.2 s		

Lanes, Volumes, Timings
2: Northwinds Pkwy & Site Drive

2025 Build PM
03/23/2021

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	164	0	100	37	0	41	80	352	0	1	296	100
Future Volume (vph)	164	0	100	37	0	41	80	352	0	1	296	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	200		0
Storage Lanes	0		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.949				0.850					0.962	
Flt Protected		0.970		0.950			0.950			0.950		
Satd. Flow (prot)	0	1715	0	1770	0	1583	1770	3539	0	1770	3405	0
Flt Permitted		0.970		0.950			0.950			0.950		
Satd. Flow (perm)	0	1715	0	1770	0	1583	1770	3539	0	1770	3405	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		387			403			320			437	
Travel Time (s)		8.8			9.2			7.3			9.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	178	0	109	40	0	45	87	383	0	1	322	109
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	287	0	40	0	45	87	383	0	1	431	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	47.7%						ICU Level of Service A					
Analysis Period (min)	15											

Lanes, Volumes, Timings
3: Northwinds Pkwy & Old Milton Parkway

2025 Build PM

03/23/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  					 		
Traffic Volume (vph)	63	2096	68	224	2032	228	66	60	245	254	45	113
Future Volume (vph)	63	2096	68	224	2032	228	66	60	245	254	45	113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		300	350		300	350		300	350		300
Storage Lanes	1		1	1		1	1		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1770	1863	1583	3433	1863	1583
Flt Permitted	0.950			0.950			0.725			0.950		
Satd. Flow (perm)	1770	5085	1583	1770	5085	1583	1350	1863	1583	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			149			248			185			149
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2070			1008			1102			675	
Travel Time (s)		47.0			22.9			25.0			15.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	68	2278	74	243	2209	248	72	65	266	276	49	123
Shared Lane Traffic (%)												
Lane Group Flow (vph)	68	2278	74	243	2209	248	72	65	266	276	49	123
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8		8			4

Baseline

Synchro 9 Report
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Lanes, Volumes, Timings
3: Northwinds Pkwy & Old Milton Parkway

2025 Build PM

03/23/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	11.4	53.5	53.5	20.0	62.1	62.1	10.1	22.5	22.5	14.0	26.4	26.4
Total Split (%)	10.4%	48.6%	48.6%	18.2%	56.5%	56.5%	9.2%	20.5%	20.5%	12.7%	24.0%	24.0%
Maximum Green (s)	6.9	49.0	49.0	15.5	57.6	57.6	5.6	18.0	18.0	9.5	21.9	21.9
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effect Green (s)	8.1	51.6	51.6	19.2	64.7	64.7	17.4	11.8	11.8	9.5	17.7	17.7
Actuated g/C Ratio	0.07	0.47	0.47	0.17	0.59	0.59	0.16	0.11	0.11	0.09	0.16	0.16
v/c Ratio	0.52	0.96	0.09	0.79	0.74	0.24	0.31	0.33	0.80	0.93	0.16	0.32
Control Delay	63.9	39.8	0.2	63.2	20.0	2.3	36.1	47.9	32.9	88.2	40.6	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.9	39.8	0.2	63.2	20.0	2.3	36.1	47.9	32.9	88.2	40.6	6.0
LOS	E	D	A	E	C	A	D	D	C	F	D	A
Approach Delay		39.2			22.3			35.9			60.4	
Approach LOS		D			C			D			E	
90th %ile Green (s)	6.9	49.0	49.0	15.5	57.6	57.6	5.6	18.0	18.0	9.5	21.9	21.9
90th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	Max	Max	Max	Hold	Hold
70th %ile Green (s)	9.5	49.0	49.0	18.1	57.6	57.6	5.6	15.4	15.4	9.5	19.3	19.3
70th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	Gap	Gap	Max	Hold	Hold
50th %ile Green (s)	9.8	49.0	49.0	21.8	61.0	61.0	5.6	11.7	11.7	9.5	15.6	15.6
50th %ile Term Code	Gap	Coord	Coord	Max	Coord	Coord	Max	Gap	Gap	Max	Hold	Hold
30th %ile Green (s)	8.3	52.9	52.9	21.7	66.3	66.3	5.6	7.9	7.9	9.5	11.8	11.8
30th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Gap	Gap	Max	Hold	Hold
10th %ile Green (s)	0.0	57.9	57.9	18.8	81.2	81.2	0.0	5.8	5.8	9.5	19.8	19.8
10th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Skip	Gap	Gap	Max	Hold	Hold
Queue Length 50th (ft)	46	~584	0	161	427	0	41	43	55	101	31	0
Queue Length 95th (ft)	#111	#712	0	#333	530	37	74	81	140	#182	63	32
Internal Link Dist (ft)		1990			928			1022			595	
Turn Bay Length (ft)	350		300	350		300	350		300	350		300
Base Capacity (vph)	133	2383	820	308	2992	1033	234	304	413	296	370	434
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.96	0.09	0.79	0.74	0.24	0.31	0.21	0.64	0.93	0.13	0.28

Intersection Summary

Area Type: Other

Lanes, Volumes, Timings
3: Northwinds Pkwy & Old Milton Parkway

2025 Build PM
03/23/2021

Cycle Length: 110

Actuated Cycle Length: 110

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

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.96

Intersection Signal Delay: 32.9

Intersection LOS: C

Intersection Capacity Utilization 78.1%

ICU Level of Service D

Analysis Period (min) 15

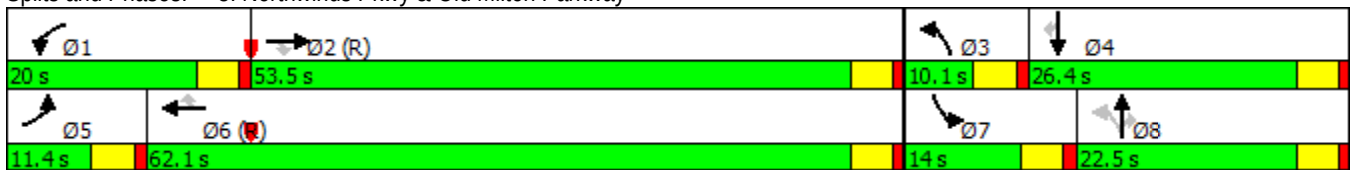
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Northwinds Pkwy & Old Milton Parkway



Lanes, Volumes, Timings
4: Westside Pkwy & Old Milton Parkway

2025 Build PM
03/23/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	161	1162	137	231	1264	71	167	282	209	112	182	140
Future Volume (vph)	161	1162	137	231	1264	71	167	282	209	112	182	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		300	350		300	300		250	350		300
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			176			176			219			176
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1057			2070			671			732	
Travel Time (s)		24.0			47.0			15.3			16.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	175	1263	149	251	1374	77	182	307	227	122	198	152
Shared Lane Traffic (%)												
Lane Group Flow (vph)	175	1263	149	251	1374	77	182	307	227	122	198	152
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4

Baseline

Synchro 9 Report
Page 8

Lanes, Volumes, Timings
4: Westside Pkwy & Old Milton Parkway

2025 Build PM

03/23/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	9.5	22.7	22.7	10.3	23.5	23.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (%)	14.6%	34.9%	34.9%	15.8%	36.2%	36.2%	14.6%	34.6%	34.6%	14.6%	34.6%	34.6%
Maximum Green (s)	5.0	18.2	18.2	5.8	19.0	19.0	5.0	18.0	18.0	5.0	18.0	18.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	Min	Min	None	Min	Min
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effect Green (s)	7.8	21.3	21.3	9.1	22.6	22.6	5.0	13.6	13.6	5.0	11.7	11.7
Actuated g/C Ratio	0.12	0.33	0.33	0.14	0.35	0.35	0.08	0.21	0.21	0.08	0.18	0.18
v/c Ratio	0.43	0.76	0.23	0.53	0.78	0.12	0.69	0.42	0.45	0.46	0.31	0.36
Control Delay	30.1	24.7	3.5	30.7	24.6	0.4	44.8	24.1	7.0	34.8	23.4	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.1	24.7	3.5	30.7	24.6	0.4	44.8	24.1	7.0	34.8	23.4	5.3
LOS	C	C	A	C	C	A	D	C	A	C	C	A
Approach Delay		23.3			24.4			24.0			20.5	
Approach LOS		C			C			C			C	
90th %ile Green (s)	6.6	18.2	18.2	7.4	19.0	19.0	5.0	16.4	16.4	5.0	16.4	16.4
90th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	Gap	Gap	Max	Hold	Hold
70th %ile Green (s)	9.1	18.2	18.2	9.9	19.0	19.0	5.0	13.9	13.9	5.0	13.9	13.9
70th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	Gap	Gap	Max	Hold	Hold
50th %ile Green (s)	8.8	19.6	19.6	10.6	21.4	21.4	5.0	11.8	11.8	5.0	11.8	11.8
50th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Gap	Gap	Max	Hold	Hold
30th %ile Green (s)	7.8	22.8	22.8	9.5	24.5	24.5	5.0	9.7	9.7	5.0	9.7	9.7
30th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Gap	Gap	Max	Hold	Hold
10th %ile Green (s)	6.5	27.5	27.5	7.9	28.9	28.9	5.0	16.1	16.1	0.0	6.6	6.6
10th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Hold	Hold	Skip	Gap	Gap
Queue Length 50th (ft)	32	168	0	46	180	0	37	57	3	24	36	0
Queue Length 95th (ft)	62	#253	28	#86	#280	0	#78	84	50	47	57	31
Internal Link Dist (ft)		977			1990			591			652	
Turn Bay Length (ft)	350		300	350		300	300		250	350		300
Base Capacity (vph)	409	1663	636	478	1764	664	264	980	596	264	980	565
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.76	0.23	0.53	0.78	0.12	0.69	0.31	0.38	0.46	0.20	0.27

Intersection Summary

Area Type: Other

Lanes, Volumes, Timings
4: Westside Pkwy & Old Milton Parkway

2025 Build PM

03/23/2021

Cycle Length: 65

Actuated Cycle Length: 65

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

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 23.6

Intersection LOS: C

Intersection Capacity Utilization 56.0%

ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: Westside Pkwy & Old Milton Parkway

 Ø1	 Ø2 (R)	 Ø3	 Ø4
10.3 s	22.7 s	9.5 s	22.5 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
9.5 s	23.5 s	9.5 s	22.5 s

Lanes, Volumes, Timings
5: Westside Pkwy & Kimball Bridge Rd.

2025 Build PM

03/23/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	4	13	130	2	442	13	824	139	322	670	9
Future Volume (vph)	19	4	13	130	2	442	13	824	139	322	670	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		300	200		0	200		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.952				0.850		0.978			0.998	
Flt Protected		0.974			0.953		0.950			0.950		
Satd. Flow (prot)	0	1727	0	0	1775	1583	1770	3461	0	1770	3532	0
Flt Permitted		0.828			0.700		0.371			0.131		
Satd. Flow (perm)	0	1468	0	0	1304	1583	691	3461	0	244	3532	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14				317		30			3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		537			780			566			671	
Travel Time (s)		12.2			17.7			12.9			15.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	21	4	14	141	2	480	14	896	151	350	728	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	39	0	0	143	480	14	1047	0	350	738	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2			6		

Baseline

Synchro 9 Report
Page 11

Lanes, Volumes, Timings
5: Westside Pkwy & Kimball Bridge Rd.

2025 Build PM
03/23/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5	22.5	9.5	22.5		9.5	22.5	
Total Split (s)	22.8	22.8		22.8	22.8	22.8	9.6	29.2		18.0	37.6	
Total Split (%)	32.6%	32.6%		32.6%	32.6%	32.6%	13.7%	41.7%		25.7%	53.7%	
Maximum Green (s)	18.3	18.3		18.3	18.3	18.3	5.1	24.7		13.5	33.1	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5			4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Min		None	C-Min	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0			7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0			0	
Act Effect Green (s)		14.2			14.2	14.2	35.0	29.7		46.8	44.9	
Actuated g/C Ratio		0.20			0.20	0.20	0.50	0.42		0.67	0.64	
v/c Ratio		0.13			0.54	0.84	0.03	0.71		0.80	0.33	
Control Delay		15.8			31.8	23.1	6.7	21.2		28.4	7.5	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		15.8			31.8	23.1	6.7	21.2		28.4	7.5	
LOS		B			C	C	A	C		C	A	
Approach Delay		15.8			25.1			21.0			14.3	
Approach LOS		B			C			C			B	
90th %ile Green (s)	18.3	18.3		18.3	18.3	18.3	5.1	24.7		13.5	33.1	
90th %ile Term Code	Hold	Hold		Max	Max	Max	Max	Coord		Max	Coord	
70th %ile Green (s)	18.3	18.3		18.3	18.3	18.3	0.0	24.7		13.5	42.7	
70th %ile Term Code	Hold	Hold		Max	Max	Max	Skip	Coord		Max	Coord	
50th %ile Green (s)	15.5	15.5		15.5	15.5	15.5	0.0	26.4		14.6	45.5	
50th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Skip	Coord		Gap	Coord	
30th %ile Green (s)	11.5	11.5		11.5	11.5	11.5	0.0	32.8		12.2	49.5	
30th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Skip	Coord		Gap	Coord	
10th %ile Green (s)	7.2	7.2		7.2	7.2	7.2	0.0	39.7		9.6	53.8	
10th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Skip	Coord		Gap	Coord	
Queue Length 50th (ft)		9			54	61	2	199		84	63	
Queue Length 95th (ft)		30			101	#181	8	#317		#221	146	
Internal Link Dist (ft)		457			700			486			591	
Turn Bay Length (ft)						300	200			200		
Base Capacity (vph)		394			340	647	428	1483		462	2267	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.10			0.42	0.74	0.03	0.71		0.76	0.33	

Intersection Summary

Area Type: Other

Lanes, Volumes, Timings

5: Westside Pkwy & Kimball Bridge Rd.

2025 Build PM
03/23/2021

Cycle Length: 70

Actuated Cycle Length: 70

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

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 19.2

Intersection LOS: B

Intersection Capacity Utilization 70.0%

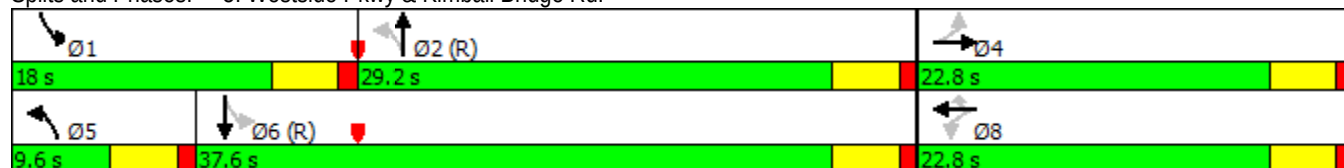
ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 5: Westside Pkwy & Kimball Bridge Rd.



												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	56	1135	3	43	1065	57	9	96	251	229	58	130
Future Volume (vph)	56	1135	3	43	1065	57	9	96	251	229	58	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		150	250		0	100		350	0		150
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.992				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	5045	0	1770	1863	1583	1770	1863	1583
Flt Permitted	0.167			0.169			0.716			0.520		
Satd. Flow (perm)	311	5085	1583	315	5045	0	1334	1863	1583	969	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			176		13				237			176
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1235			1225			765			869	
Travel Time (s)		28.1			27.8			17.4			19.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	61	1234	3	47	1158	62	10	104	273	249	63	141
Shared Lane Traffic (%)												
Lane Group Flow (vph)	61	1234	3	47	1220	0	10	104	273	249	63	141
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2			4		4	8		8

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	1	6	6	5	2		7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	4.0	4.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5		9.5	22.5	22.5	9.5	20.0	20.0
Total Split (s)	9.5	23.4	23.4	9.5	23.4		9.5	22.5	22.5	9.6	22.6	22.6
Total Split (%)	14.6%	36.0%	36.0%	14.6%	36.0%		14.6%	34.6%	34.6%	14.8%	34.8%	34.8%
Maximum Green (s)	5.0	18.9	18.9	5.0	18.9		5.0	18.0	18.0	5.1	18.6	18.6
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0			7.0	7.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0
Act Effect Green (s)	33.6	29.3	29.3	33.2	29.1		14.7	9.6	9.6	19.0	18.5	18.5
Actuated g/C Ratio	0.52	0.45	0.45	0.51	0.45		0.23	0.15	0.15	0.29	0.28	0.28
v/c Ratio	0.20	0.54	0.00	0.16	0.54		0.03	0.38	0.63	0.71	0.12	0.25
Control Delay	9.3	16.1	0.0	9.0	16.3		14.4	27.7	12.3	31.8	18.5	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.3	16.1	0.0	9.0	16.3		14.4	27.7	12.3	31.8	18.5	3.5
LOS	A	B	A	A	B		B	C	B	C	B	A
Approach Delay		15.8			16.0			16.5			21.1	
Approach LOS		B			B			B			C	
90th %ile Green (s)	8.2	19.4	19.4	7.7	18.9		5.0	14.8	14.8	5.1	15.4	15.4
90th %ile Term Code	Max	Coord	Coord	Gap	Coord		Max	Gap	Gap	Max	Hold	Hold
70th %ile Green (s)	7.1	23.9	23.9	6.8	23.6		0.0	11.2	11.2	5.1	21.3	21.3
70th %ile Term Code	Gap	Coord	Coord	Gap	Coord		Skip	Gap	Gap	Max	Hold	Hold
50th %ile Green (s)	6.4	26.8	26.8	6.2	26.6		0.0	8.9	8.9	5.1	19.0	19.0
50th %ile Term Code	Gap	Coord	Coord	Gap	Coord		Skip	Gap	Gap	Max	Hold	Hold
30th %ile Green (s)	0.0	38.8	38.8	0.0	38.8		0.0	7.6	7.6	5.1	17.7	17.7
30th %ile Term Code	Skip	Coord	Coord	Skip	Coord		Skip	Gap	Gap	Max	Hold	Hold
10th %ile Green (s)	0.0	37.6	37.6	0.0	37.6		0.0	5.7	5.7	8.2	18.9	18.9
10th %ile Term Code	Skip	Coord	Coord	Skip	Coord		Skip	Gap	Gap	Gap	Hold	Hold
Queue Length 50th (ft)	9	133	0	7	131		3	38	13	82	18	0
Queue Length 95th (ft)	29	213	0	24	#213		11	71	67	#142	47	26
Internal Link Dist (ft)		1155			1145			685			789	
Turn Bay Length (ft)	200		150	250			100		350			150
Base Capacity (vph)	309	2292	810	303	2265		336	515	609	353	552	593
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.54	0.00	0.16	0.54		0.03	0.20	0.45	0.71	0.11	0.24

Intersection Summary

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 65

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

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 16.7

Intersection LOS: B

Intersection Capacity Utilization 61.0%

ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 6: Lakeview Pkwy/Northwinds Pkwy & Haynes Bridge Rd.

 Ø1	 Ø2 (R)	 Ø3	 Ø4
9.5 s	23.4 s	9.6 s	22.5 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
9.5 s	23.4 s	9.5 s	22.6 s

Lanes, Volumes, Timings
7: Kimball Bridge Rd & North Point Pkwy

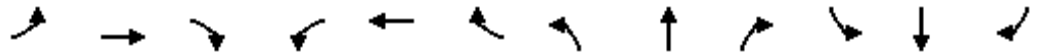
2025 Build PM
03/23/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	181	452	85	284	71	209	300	60	19	382	54
Future Volume (vph)	88	181	452	85	284	71	209	300	60	19	382	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	400		0	425		0	150		0
Storage Lanes	1		1	1		0	2		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	0.91	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.970			0.975			0.981	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	4933	0	3433	1816	0	1770	1827	0
Flt Permitted	0.504			0.628			0.950			0.531		
Satd. Flow (perm)	939	3539	1583	1170	4933	0	3433	1816	0	989	1827	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			408		77			15			10	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		680			1114			896			875	
Travel Time (s)		15.5			25.3			20.4			19.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	96	197	491	92	309	77	227	326	65	21	415	59
Shared Lane Traffic (%)												
Lane Group Flow (vph)	96	197	491	92	386	0	227	391	0	21	474	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Prot	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6						4		

Lanes, Volumes, Timings
7: Kimball Bridge Rd & North Point Pkwy

2025 Build PM

03/23/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	9.6	24.4	24.4	9.6	24.4		11.0	26.5		9.5	25.0	
Total Split (%)	13.7%	34.9%	34.9%	13.7%	34.9%		15.7%	37.9%		13.6%	35.7%	
Maximum Green (s)	5.1	19.9	19.9	5.1	19.9		6.5	22.0		5.0	20.5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	
Flash Dont Walk (s)		11.0	11.0		11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effect Green (s)	23.7	19.3	19.3	23.7	19.2		8.4	31.8		26.4	20.8	
Actuated g/C Ratio	0.34	0.28	0.28	0.34	0.27		0.12	0.45		0.38	0.30	
v/c Ratio	0.25	0.20	0.67	0.21	0.27		0.56	0.47		0.05	0.86	
Control Delay	16.1	21.5	10.1	15.6	17.4		35.9	16.2		10.4	40.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	16.1	21.5	10.1	15.6	17.4		35.9	16.2		10.4	40.8	
LOS	B	C	B	B	B		D	B		B	D	
Approach Delay		13.7			17.0			23.4			39.5	
Approach LOS		B			B			C			D	
90th %ile Green (s)	5.1	19.9	19.9	5.1	19.9		6.5	22.0		5.0	20.5	
90th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	Max		Max	Max	
70th %ile Green (s)	5.1	17.6	17.6	5.1	17.6		8.8	33.8		0.0	20.5	
70th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	Hold		Skip	Max	
50th %ile Green (s)	5.1	12.1	12.1	5.1	12.1		10.1	39.3		0.0	24.7	
50th %ile Term Code	Max	Coord	Coord	Max	Coord		Gap	Hold		Skip	Max	
30th %ile Green (s)	7.0	14.8	14.8	6.9	14.7		9.0	34.8		0.0	21.3	
30th %ile Term Code	Gap	Coord	Coord	Gap	Coord		Gap	Hold		Skip	Gap	
10th %ile Green (s)	0.0	31.9	31.9	0.0	31.9		7.4	29.1		0.0	17.2	
10th %ile Term Code	Skip	Coord	Coord	Skip	Coord		Gap	Hold		Skip	Gap	
Queue Length 50th (ft)	30	39	32	29	43		46	82		4	171	
Queue Length 95th (ft)	51	57	115	50	59		#97	230		16	#355	
Internal Link Dist (ft)		600			1034			816			795	
Turn Bay Length (ft)	200			400			425			150		
Base Capacity (vph)	384	1127	782	443	1623		409	833		436	568	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.25	0.17	0.63	0.21	0.24		0.56	0.47		0.05	0.83	

Intersection Summary

Area Type: Other

Lanes, Volumes, Timings
7: Kimball Bridge Rd & North Point Pkwy

2025 Build PM

03/23/2021

Cycle Length: 70

Actuated Cycle Length: 70

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

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 22.3

Intersection LOS: C

Intersection Capacity Utilization 67.3%

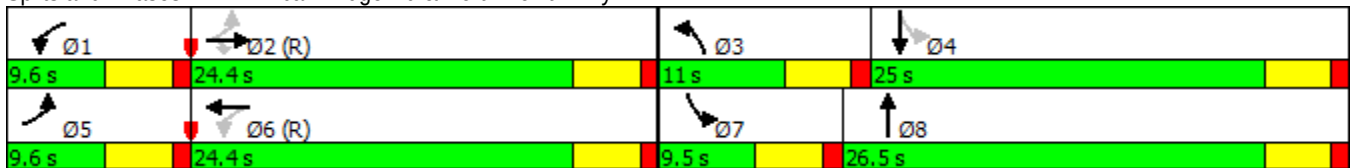
ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 7: Kimball Bridge Rd & North Point Pkwy



Lanes, Volumes, Timings
8: Northwinds Pkwy

2025 Build PM
03/23/2021

						
Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	25	33	30	407	410	23
Future Volume (vph)	25	33	30	407	410	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	100			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt	0.923				0.992	
Flt Protected	0.979		0.950			
Satd. Flow (prot)	1683	0	1770	3539	3511	0
Flt Permitted	0.979		0.950			
Satd. Flow (perm)	1683	0	1770	3539	3511	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	335			634	320	
Travel Time (s)	7.6			14.4	7.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	36	33	442	446	25
Shared Lane Traffic (%)						
Lane Group Flow (vph)	63	0	33	442	471	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	28.8%			ICU Level of Service A		
Analysis Period (min)	15					

						
Lane Group	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	230	36	30	570	30	39
Future Volume (vph)	230	36	30	570	30	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.982				0.924	
Flt Protected				0.997	0.978	
Satd. Flow (prot)	1829	0	0	1857	1683	0
Flt Permitted				0.997	0.978	
Satd. Flow (perm)	1829	0	0	1857	1683	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	503			408	257	
Travel Time (s)	11.4			9.3	5.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	250	39	33	620	33	42
Shared Lane Traffic (%)						
Lane Group Flow (vph)	289	0	0	653	75	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization 60.0%				ICU Level of Service B		
Analysis Period (min) 15						

Table
Project: The Baily
Description: Alpharetta Mixed Use

3/22/2021

SHARED PARKING DEMAND SUMMARY

PEAK MONTH: DECEMBER -- PEAK PERIOD: 1 PM, WEEKDAY

Land Use	Project Data Quantity Unit		Weekday					Weekend					Weekday			Weekend		
			Base	Mode	Non-	Project	Unit	Base	Mode	Non-	Project	Unit	Peak Hr	Peak Mo	Estimated	Peak Hr	Peak Mo	Estimated
			Rate	Adj	Captive	Rate		Rate	Adj	Captive	Rate		1 PM	December	Parking	12 PM	December	Parking
Community Shopping Center (<400 ksf) Employee	18,200	sf GLA	2.90 0.70	1.00 0.80	0.90 1.00	2.61 0.56	/ksf GLA /ksf GLA	3.20 0.80	1.00 0.80	0.90 1.00	2.88 0.64	/ksf GLA /ksf GLA	1.00 1.00	1.00 1.00	48 10	0.85 1.00	1.00 1.00	44 12
Family Restaurant Employee	17,000	sf GLA	9.00 1.50	1.00 0.80	0.90 1.00	8.10 1.20	/ksf GLA /ksf GLA	12.75 2.25	1.00 0.80	0.90 1.00	11.48 1.80	/ksf GLA /ksf GLA	0.90 1.00	1.00 1.00	124 21	1.00 1.00	1.00 1.00	195 30
Health Club Employee	25,800	sf GLA	6.60 0.40	1.00 0.80	0.85 1.00	5.61 0.32	/ksf GLA /ksf GLA	5.50 0.25	1.00 0.80	0.85 1.00	4.68 0.20	/ksf GLA /ksf GLA	0.70 0.75	0.90 1.00	91 6	0.50 0.50	0.90 1.00	54 2
Hotel-Business	97	rooms	1.00	0.80	1.00	0.80	/rooms	0.90	0.80	1.00	0.72	/rooms	0.55	0.67	29	0.55	0.67	26
Hotel-Leisure Restaurant/Lounge	10,000	rooms sf GLA	0.90 10.00	1.00 1.00	1.00 0.90	0.90 9.00	/rooms /ksf GLA	1.00 10.00	1.00 1.00	1.00 0.90	1.00 9.00	/rooms /ksf GLA	0.65 1.00	0.50 1.00	0 90	0.65 1.00	0.50 1.00	0 90
Residential, Rental, Shared Spaces Reserved Guest	1	units sp/unit units	0.00 1 0	1.00 1.00 1.00	1.00 1.00 1.00	0.00 1 0	/unit /unit /unit	0.00 1 0	1.00 1.00 1.00	1.00 1.00 1.00	0.00 1 0	/unit /unit /unit	0.70 1.00 0.20	1.00 1.00 1.00	0 0 0	0.65 1.00 0.20	1.00 1.00 1.00	0 0 0
Residential, Owned, Shared Spaces Reserved Guest	44 44	units sp/unit units	1.15 0.00 0.15	1.00 1.00 1.00	1.00 1.00 1.00	1.15 0.00 0.15	/unit /unit /unit	1.15 0.00 0.15	1.00 1.00 1.00	1.00 1.00 1.00	1.15 0.00 0.00	/unit /unit /unit	0.70 1.00 0.20	1.00 1.00 1.00	36 0 1	0.65 1.00 0.20	1.00 1.00 1.00	33 0 1
Office <25 ksf Employee		sf GLA	0.30 3.50	1.00 1.00	1.00 1.00	0.30 3.50	/unit /unit	0.03 0.35	1.00 1.00	1.00 1.00	0.03 0.35	/unit /unit	0.45 0.90	1.00 1.00	0 0	0.90 0.90	1.00 1.00	0 0
Office 25 to 100 ksf Employee	49,450	sf GLA	0.28 3.39	1.00 0.80	1.00 1.00	0.28 2.71	/ksf GLA /ksf GLA	0.03 0.34	1.00 0.80	1.00 1.00	0.03 0.27	/ksf GLA /ksf GLA	0.45 0.90	1.00 1.00	6 120	0.90 0.90	1.00 1.00	1 12
Office >500 ksf Employee		sf GLA	0.20 2.60	1.00 1.00	1.00 1.00	0.20 2.60	/ksf GLA /ksf GLA	0.02 0.26	1.00 1.00	1.00 1.00	0.02 0.26	/ksf GLA /ksf GLA	0.45 0.90	1.00 1.00	0 0	0.90 0.90	1.00 1.00	0 0
Medical/Dental Office Employee	38,100	sf GLA	3.00 1.50	1.00 0.80	1.00 1.00	3.00 1.20	/ksf GLA /ksf GLA	3.00 1.50	1.00 0.80	1.00 1.00	3.00 1.20	/ksf GLA /ksf GLA	0.90 1.00	1.00 1.00	103 46	0.30 1.00	1.00 1.00	34 46
															Customer Employee Reserved Total	492 259 0 751	Customer Employee Reserved Total	445 149 0 594

CITY OF ALPHARETTA

PUBLIC HEARING APPLICATION

3/25/21

Revised App

MP-21-01/CLUP-21-02/Z-21-03/CU-21-02/

V-21-04 The Ralley Northwind

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: James Cain (GVSA) Telephone: 404-523-5525

Address: 409 John Wesley Dobbs Ave. Suite: _____

City: Atlanta State: GA Zip: 30312 Fax: _____

Mobile Tel: _____ Email: jcain@gvsa.com

Subject Property Information:

Address: 2650 NORTHWINDS PKWY Current Zoning: O-I

District: 1 Section: 2 Land Lot: 805&806 Parcel ID: 12 285008050611 & 12 285108050610

Proposed Zoning: MU Current Use: CORPORATE OFFICE

This Application For (Check All That Apply):

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

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

The development will consist of a boutique hotel, a wellness center, above and below grade parking, fine dining restaurant, and a condo building with ground level retail. The wellness center will house a training facility and outpatient services. In addition to the programmatic elements, the site will also further develop a section of the inner loop of the AlphaLoop.

Applicant's Request (Please itemize the proposal):

We are seeking the following:

- A zoning change from OI to MU for both parcels
- A variance to reduce the required acres for MU from 25 ac to 4.72 ac
- An amendment to the CLUP from Corporate Office to Mixed Use
- A change to the Northwinds Master Plan to include residential
- A variance to increase the impervious coverage from 80% to 85%
- A variance to provide the required 10ft landscape buffer along Northwinds Parkway within the right-of-way
- A variance to reduce the landscape buffer along Kimball Bridge from 20ft to 10ft and include the utility easement within said buffer
- A variance to increase the proposed curb-cut from 24ft wide to 33ft wide along Northwinds Pkwy for hotel loading
- A conditional approval to increase hotel rooms from 60 to 104

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

The intent of the development is to bring to Alpharetta, a high-end hotel and a professional sports development facility. These facilities are sparse across the country and would bring a new clientele to the area. In addition, the Michelin star restaurant will provide a fine dining experience to Alpharetta as well. To help the city expand on the AlphaLoop, a portion of the project will develop a section of the inner loop along Northwinds to engage the public and serve as a portal to the greenway nearby. Please refer to the Letter of intent for additional information.

PROPERTY OWNER AUTHORIZATION

Property Owner Information:Contact Name: Bailey LLC.Telephone: 404 986-8768Address: 8601 Dunwoody PlaceSuite: 444City: AtlantaState: GAZip: 30350**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: Goode van Slyke ArchitectureTelephone: 404 523-5525Address: 409 John Wesley Dobbs Ave

Suite: _____

City: AtlantaState: GAZip: 30312**So Sworn and Attested:**

Owner Signature: _____

Date: Jan 4 2021**Notary:**

Notary Signature: _____

Date: 1/4/2021

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: **James Cain (Goode Van Slyke Architecture)**

Subject Public Hearing Case: _____

Campaign Contribution Information:

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

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

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

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Campaign Contribution Information:

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

Signature: _____

Date: _____

ALPHARETTA PLANNING COMMISSION REVIEW CRITERIA

How will this proposal be compatible with surrounding properties?

Currently the site is undeveloped. With the development of the AlphaLoop, nearby developments are primarily multifamily developments. Our intent is to provide transient and commercial services to the area as well as high-end residential accommodations.

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

The development as intended will expand the commercial and housing success of this corridor. Our hope is that commercial values increase in the immediate adjacency and housing values stay consistent. Our development has 37 condos within the development. 5 are within the hotel and 32 are free standing.

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

The economics of a wellness facility will generally depend on the population whom uses it. In order to provide the facility services to a broader spectrum of the community, the residential aspect would be vital to the economic and social success of the planned development.

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

We are undertaking a trip report. The trip generation report shows a modest increase in daily trips for a development of this kind. Inherently, an outpatient use and dining experiences will generate more daily trips.

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

The impact would be slight as the majority of the development is intended for the transient population. As stated before the non transient population is minimal with 37 for sale dwellings.

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

It is not consistent with the Corporate Office use but is consistent with the intended use of the AlphaLoop by creating an active and usable pathway for residents within an urban fabric.

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

The biggest condition that will affect the development is the AlphaLoop and crafting the development to engage the AlphaLoop in a meaningful way.

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.

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.

There are a few extraordinary conditions at the property that we seek to redress. There is a substantial amount of slope across the site. A difference of about 80 feet across. And below that is weathered rock up to 60ft down. Excavation for this project to create buildable spaces yields a very high impervious coverage and costly for the limitations on development under the current zoning (OI). Also the size and shape of the site limits practical shapes and positions of any building(s).

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

Yes. With the amount of excavation and slope of the site, a lot of cost will go into making the site usable for construction. To offset that cost, the development program has to expand to improve the rate of return on the economic investment. The viability of the project is subject with getting people to and on the site. The current zoning (OI) encourages industrial developments but does not allow for residential component which are necessary for the development. However the intended future development of this parcel seems inconsistent with nearby developments and direction for the corridor's growth therefor limiting the development under OI would be unjust.

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

Yes the proliferation of weathered rock at this site. With the size and shape of the lot, approx. 4.72 acres, parking has to be enclosed and mostly underground. There is estimated 111,000 cy of excavated in order to create usable clearings for construction.

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 we do not believe that relief would negatively impact the public and is consistent with the intent of the Comprehensive Land Use that the city has adopted for this corridor. The incorporation of the AlphaLoop at this parcel, indicates the desire to provide a expansive public amenity and development of this scale along the loop. As currently witnessed by the Beltline in Atlanta, development along the path is crucial to the success of this kind of public project while not displacing or pricing out any communities from using the pathways. The Kimball Bridge corridor is intended for medium density so having the residential component also seems consistent with the future intent of the area.

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.

This form must be completed and submitted with the applicant's completed Public Hearing Application. Applications submitted to the City of Alpharetta without a completed Citizen Participation Form - Part A will not be accepted.

Public Hearing or Project Name: The Bailey

Contact Name: Alux Properties Telephone: (404)986-8768

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.

Georgia Power (multiple addresses)

Carter Chestene (175 Kimball Bridge RD)

Clear Springs Baptist Church (2725 Kimball Bridge Rd)

Jacksoncare Hospital (2655 Northwinds Pkwy)

The Walk at Braeden (various owners)

Braeden by John Wieland (various owners)

F7 NWO LLC (2550 Northwinds Pkwy)

My Homes at KB (172 Kimball Bridge Rd)

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.

The developer has held meetings with these resident(s) previously and received positive feedback. There will be opportunities via email and informal polling to provide comments to the owner/developer. A small group meeting was held with some of the residents from Braeden as recently as December of 2020; it was well received.

A Community Zoning Information Meeting was held on February 10, 2021. Representatives of the Owner responded to questions and comments. Participants and comments were recorded by the Planning Department.

CITIZEN PARTICIPATION FORM - PART B

This form must be completed and submitted to the City of Alpharetta Community Development Department a minimum of twenty (20) working days prior to the scheduled Public Hearing. Failure to do so will result in cancellation of the scheduled hearing.

Public Hearing or Project Name: The Bailey

Contact Name: James Cain

Telephone: 404.523.5525

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.

Here is a summary of the feedback from the client's face-to-face meeting held on Dec. 1, 2020 with Doug Derito of the Braeden Community:

- + Accessibility to project site and inner alpha loop
- + Excited about the project's public offering: activity lawn, retail space, and restaurants
- + Placement of the hotel and residential areas in relation to the their community, Braeden, the possibility of excessive lighting/light pollution is minimized.
- + Residential units could increase property value

Letters were mailed on Jan 11th and 29th of 2021 informing adjacent property owners. In a separate attachment is a copy of each letter sent. There has not been any feedback to date.

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: 2/2/21

Print Form



CITY COUNCIL MEETING STAFF REPORT

SUBMITTING DEPARTMENT: COMMUNITY DEVELOPMENT

SUBMITTED BY: KATHI COOK

DRAFTED BY: MICHAEL WOODMAN

I. AGENDA ITEM TITLE: CU-21-03 ENRICHED EVENTS/4150 OLD MILTON PKWY

PLANNING COMMISSION: APRIL 1, 2021

CITY COUNCIL: APRIL 26, 2021

II. RECOMMENDATION:

Approve CU-21-03 Enriched Events/4150 Old Milton Parkway, subject to the following conditions:

1. 'Special Event Facility' shall be added as a conditional use at 4150 Old Milton Parkway, Suites 212, 213, 214, and 215 and limited to no more than 5,520 square feet.
2. Conditional use approval shall be limited to Enriched Events, LLC; no additional 'Special Event Facility' use or subleasing shall be permitted within the approved space.
3. Special event facility shall be limited to no more than 100 people. Tutoring for nursing school students shall be permitted within a 500 square foot conference room associated with the event facility and limited to no more than 4 people, including tutor.
4. Hours of operation for tutoring services, educational workshops and seminars shall be Monday – Friday 8:00 AM – 5:00 PM. Hours of operation for traditional special events shall be Friday 5:00 PM – 11:00 PM, Saturday 7:00 AM – 11:00 PM and Sunday 6:00 AM – 10:00 PM.
5. If a parking problem is identified by the City, Enriched Events, LLC shall be required to correct the problem by reducing the capacity of events or providing an off-site parking agreement for parking within 500' of the facility, as approved by Staff. Signage addressing no parking in adjacent parking lots shall be posted in a conspicuous place at the event facility.

III. REPORT IN BRIEF:

The applicant, Enriched Events, LLC, is requesting a conditional use to operate a 'Special Event Facility' in a 5,520 square foot suite within The Shops at Old Milton center. A maximum capacity of 100 people is requested. The applicant also intends to provide small group tutoring services for nursing school students when the special event facility is not in use. Tutoring is classified as 'School, Commercial', which is an allowable use on the property. The subject property is located at 4150 Old Milton Parkway, Suites 212, 213, 214 and 215 near the northeast corner of Old Milton Parkway and Park Woods Circle.

DISCUSSION

The submitted request, if approved, would allow Enriched Events, LLC to operate a 'Special Event Facility' in a 5,520 square foot suite in The Shops at Old Milton center. A maximum capacity of 100 people is requested. A conditional use is requested to allow a 'Special Event Facility'. The applicant also intends to provide small group tutoring services for nursing school students when the special event facility is not in use. Tutoring is classified as 'School, Commercial', which is an allowable use on the property. The subject property is located at 4150 Old Milton Parkway, Suites 212, 213, 214 and 215 near the northeast corner of Old Milton Parkway and Park Woods Circle.

The subject property is zoned CUP (Community Unit Plan) and is subject to the Park Bridge Master Plan Pods B & C, which allows 'Special Event Facility' with approval of a conditional use. Surrounding properties are zoned CUP, except the property across Old Milton Parkway to the south is zoned O-P (Office-Professional). Tava Indian Cuisine and Kalos Financial are located to the west, an office condominium development to the north, Manhattan NY Deli & Bagels and Alara Park Bridge Apartments to the east and The Swan Building to the south.

The Shops at Old Milton is approximately 5.1 acres and was developed in 2007 as a 2-story, 49,070 square foot shopping center. Businesses occupying the center include Jerusalem Bakery, Spices Hut and FedEx Office Print & Ship Center, to name a few. Two (2) restaurants currently operate at the center, as well as several retail service businesses, including a beauty shop, barber shop, tutoring services, copy/shipping center, retail sales and indoor recreation. The development has 242 parking spaces, which is sufficient to serve the needs of the existing and proposed uses.

Enriched Events, LLC is a new business offering special event space, as well as tutoring services for nursing school students. The applicant proposes to use Suites 212-215, which are located on the 2nd floor of the center. A maximum capacity of 100 people is requested for the 5,520 square foot space. The special event facility would accommodate weddings, receptions, repass, corporate events, seminars, educational workshops, graduation ceremonies and networking events. All catering (food & drink, DJ, photography, etc.) associated with the event facility will be outsourced. Tutoring services are specific to nursing school curriculum and will be in small groups of no more than three (3) students and one (1) tutor. According to the applicant, tutoring services will be held in a 500 square foot conference room and tutoring will not overlap special events. Tutoring services, educational workshops and seminars will operate Monday – Friday 8:00 AM – 5:00 PM. Traditional special events will be held on Friday 5:00 PM – 11:00 PM, Saturday 7:00 AM – 11:00 PM and Sunday 6:00 AM – 10:00 PM. The applicant anticipates up to five (5) employees for the special event facility.



TRAFFIC

Special event facilities typically look at capacity of the facility, since the use does not usually operate during the AM or PM Peak Hour. Using the applicant's maximum capacity of 100 people and an average vehicle occupancy of two and a half (2.5) people per car, it is estimated that a full event would generate 40 vehicles. Staff reviewed the hours of operation of existing businesses at The Shops at Old Milton and found that some of the businesses have hours of operation that end between 6:00 – 7:00 PM in the evening, which frees up parking at the center.

CONDITIONAL USE REVIEW CRITERIA

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

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

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

Response: The Shops at Old Milton has access from Old Milton Parkway. Secondary access is provided at the rear of the property through the adjacent office condominium development and from Park Woods Circle. The proposed use would not have significant impacts on vehicular and pedestrian access.

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

Response: The above-mentioned improvements are provided at the proposed location. It is anticipated that a full special event would generate approximately 40 cars. The Shops at Old Milton has 242 parking spaces. If approved, a condition is recommended requiring the business to remediate parking problems identified by the City.

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

Response: The proposal should not have significant impacts on surrounding properties or businesses, which are mostly developed with non-residential uses. The special event facility should improve the synergy at The Shops at Old Milton center by providing catering opportunities for the restaurants in the center.

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

Response: Not applicable.

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

Response: The proposal should not impede the normal and orderly development of surrounding properties, which are also primarily developed with non-residential uses.

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

Response: The location and character of the special event facility is appropriate given that the subject property is designated planned shopping center in the Park Bridge Master Plan.

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

Response: There are no special event facilities in the immediate area. The nearest event venues are located at Phase Events (12150 Morris Road) and the Alpharetta Conference Center (9000 Avalon Boulevard), which are over two (2) miles away from the applicant's proposed location.

CONCURRENCES

Staff has reviewed the applicant's proposal and finds that the request is not in conflict with the established review criteria. The proposal should not have significant impacts on surrounding properties, which are mostly developed with non-residential uses. If approved, a condition is recommended requiring the business to remediate parking problems identified by the City.

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 one (1) person reached out requesting information on the location of the proposed event facility.

COMMUNITY ZONING INFORMATION MEETING

The CZIM was held on March 10, 2021. There were no public comments.

IV. ATTACHMENTS:

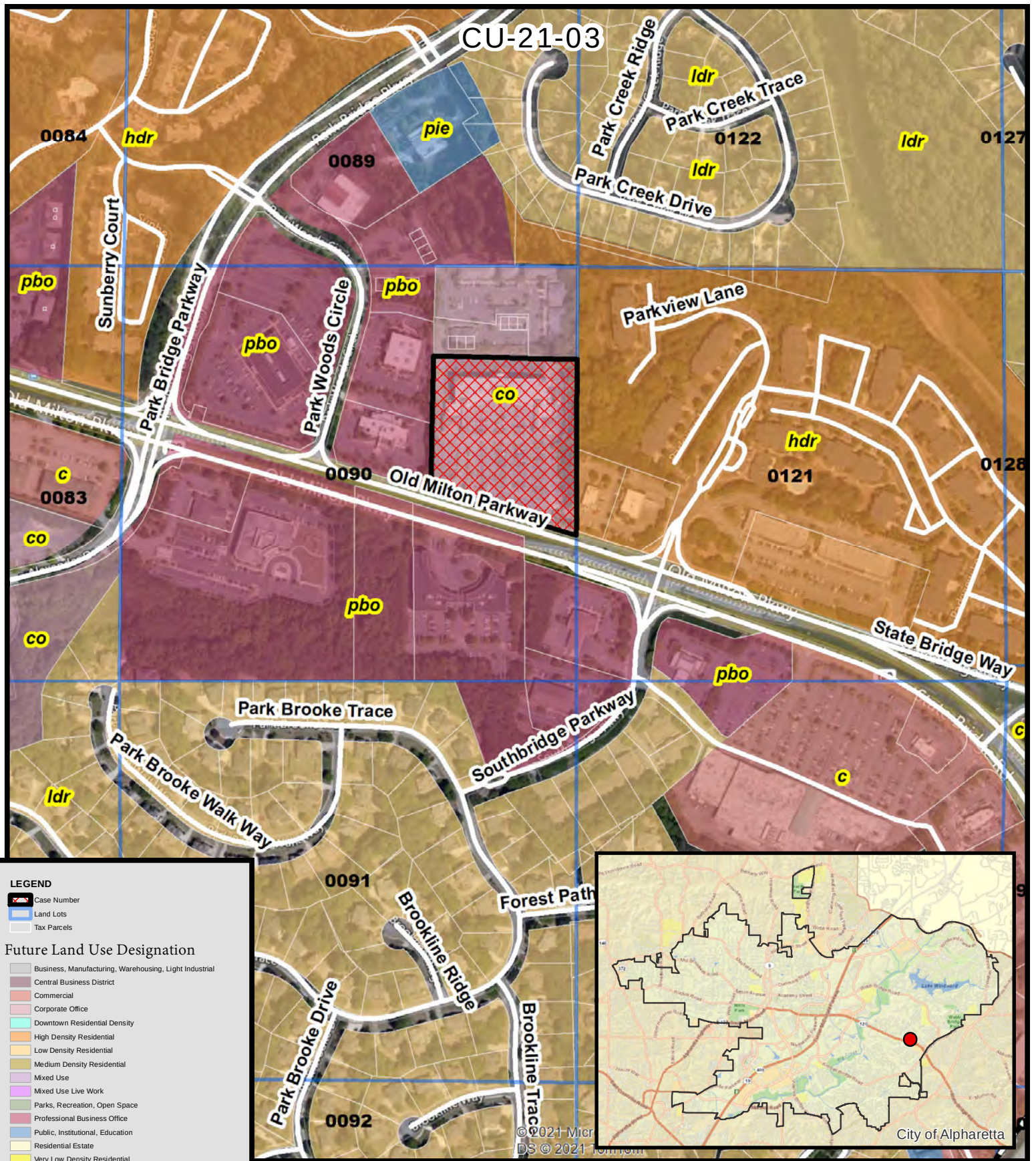
- Site Plan
- Building Elevations



Aerial Map
Enriched Events
4150 Old Milton Parkway

CU-21-03
D/LL: 1/1/0090
PC: 4/01/21
CC: 4/26/21

Location Map Provided by:
Community Development - GIS

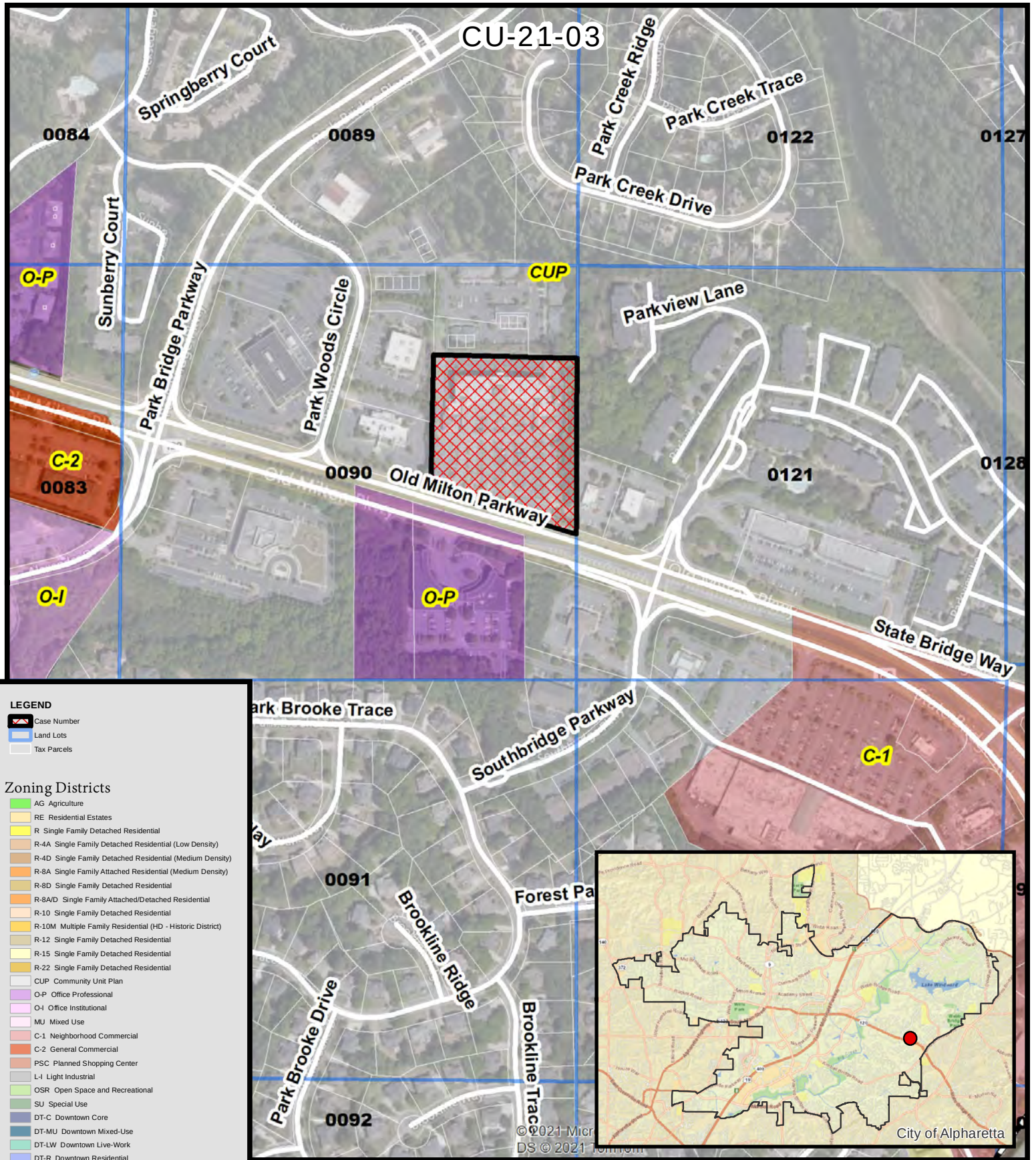


Future Land Use Enriched Events 4150 Old Milton Parkway

CU-21-03
D/LL: 1/1/0090
PC: 4/01/21
CC: 4/26/21



Location Map Provided by:
Community Development - GIS

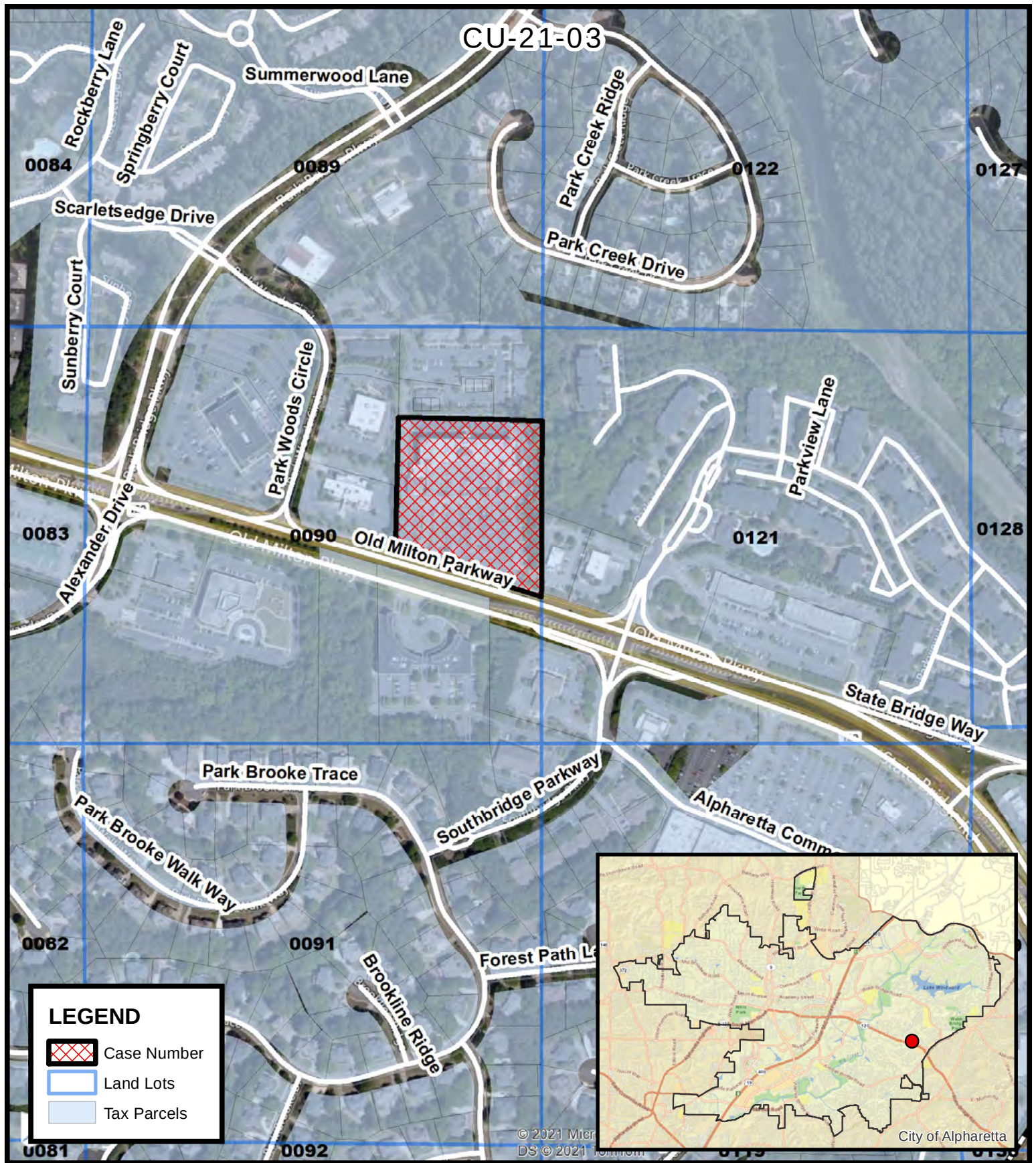


Zoning Map Enriched Events 4150 Old Milton Parkway

CU-21-03
D/LL: 1/1/0090
PC: 4/01/21
CC: 4/26/21



Location Map Provided by:
Community Development - GIS



Location Map
Enriched Events
4150 Old Milton Parkway

CU-21-03
D/LL: 1/1/0090
PC: 4/01/21
CC: 4/26/21

Location Map Provided by:
Community Development - GIS

CU-21-03 Enriched Events

NO COMMENTS

CITIZEN PARTICIPATION FORM - PART B

This form must be completed and submitted to the City of Alpharetta Community Development Department a minimum of twenty (20) working days prior to the scheduled Public Hearing. Failure to do so will result in cancellation of the scheduled hearing.

Public Hearing or Project Name: Enriched Events, LLC

Contact Name: Tiara Carter

Telephone: (770)940-3338

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.

There was only one queson in response to the leers that went out. Roy Copeland with Regional Property Managers asked for the exact locaon and an aerial of the locaon the event venue will be located. We provided him with the address and the site plan, and he has not reached back out with any further quesons

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: _____

Tiara Carter

Date: 03/09/2021

Print Form

3/9/2021

bookenrichedevents.com Mail - FW: Enriched Events Zoning Info



Taravia Boudreaux <info@bookenrichedevents.com>

FW: Enriched Events Zoning Info

2 messages

Roy Copeland [REDACTED]
To: "info@bookenrichedevents.com" <info@bookenrichedevents.com>

Fri, Mar 5, 2021 at 6:48 PM

Hi Taravia,

I received the attached letter this week. At what location will the event venue be opened if approved by zoning? Would you be able to mark it on an aerial?

Roy Copeland
REGIONAL PROPERTY MANAGER
EDENS
3050 Peachtree Road, NW Suite 580
Atlanta, GA 30305
[REDACTED]

 **210304_11_25_43.pdf**
24K

Taravia Boudreaux <info@bookenrichedevents.com>
To: Roy Copeland <rocopeland@edens.com>

Fri, Mar 5, 2021 at 9:05 PM

Greetings Roy,

3/9/2021

bookenrichedevents.com Mail - FW: Enriched Events Zoning Info

We appreciate your response. The venue will be located within Old Milton Mall at 4150 Old Milton Hwy in Alpharetta. Attached you will find a site plan of the location. If you have any other questions, please let us know. Thank you.

Kind Regards,

Taravia Boudreaux
Enriched Events LLC
Info@bookenrichedevents.com
[REDACTED]

On Mar 5, 2021, at 17:48, Roy Copeland <rocopeland@edens.com> wrote:

[Quoted text hidden]

<210304_11_25_43.pdf>



old milton site plan.pdf
605K

February 23, 2021

Dear Property Owner:

RE: CU-21-03 Enriched Events LLC

We have filed a request for consideration for a conditional use to open an upscale event venue as well as a tutoring center for nursing students enrolled in an associate or bachelor degree nursing program.

The Community Zoning Information for this item will be held on March 10, 2021 at 6:00 p.m. via ZOOM. The link to the ZOOM Meeting is <https://zoom.us/j/96248834346>. This is an informal meeting to allow the Public to view current applications and speak with Applicants.

This item will be considered by the Planning Commission on Thursday, April 1, 2021. Items forwarded to City Council will be considered on Monday, April 26, 2021. The meetings will be held at City Hall, 2 Park Plaza, Alpharetta, GA in Council Chambers at 6:30 p.m.

If you need any further information or have any other questions regarding the application, please feel free to contact me at your convenience. I can be reached at 225-892-6858 or by email at Info@bookenrichedevents.com

Sincerely,

Taravia Boudreaux
Enriched Events LLC
Info@bookenrichedevents.com
225-892-6858

B M T INVESTMENTS LLC
115 VILLAGE CENTRE W
WOODSTOCK GA 30188

ANOMACH INC
11539 PARK WOODS CIR STE 701
ALPHARETTA GA 30005-2413

GOKARE HOLDINGS LLC
11545 PARK WOODS CIR SUITE D
ALPHARETTA GA 30005

SOUTHTRUST BANK
P.O. BOX 2609
CARLSBAD CA 92018-2609

NORTHERN HOLDINGS LLC
11539 PARK WOODS CIR # 702
ALPHARETTA GA 30005

SCHNEIDER KIMBERLETA P
390 PARK CREEK DR
ALPHARETTA GA 30005

DOAN MIRA INC & HDP INVESTMENTS LLC
3695 GREY ABBEY DR
ALPHARETTA GA 30022

FORMOSA ATLANTA GROUP LLC
11539 PARK WOODS CIR # 101
ALPHARETTA GA 30005

BNH LLC
930 BROOKLINE WAY
ALPHARETTA GA 30022

AMREIT ALPHARETTA COMMONS LP
P O BOX 528
COLUMBIA SC 29202-0528

SIMPLY BY THE SEA PROPERTIES LLC
11539 PARK WOODS CIR STE 102
ALPHARETTA GA 30005

JPMORGAN CHASE BANK
131 S DEARBORN ST FLOOR 3
CHICAGO IL 60603

NEUSE INC
P. O. BOX 27131
RALEIGH NC 27611-7131

ZHU KAI & CHEN HONG
380 PARK CREEK DR
ALPHARETTA GA 30005

DRAKE REALTY INC
1906 POINSETTA DR
MARIETTA GA 30062

XIAO YU ET AL
11545 PARK WOODS CIR STE A
ALPHARETTA GA 30005

GT HOSPITALITY LLC
5100 PEACHTREE IND BLVD STE 100
NORCROSS GA 30071

MAKE A DIFFERENCE MINISTRIES INC
4305 STATE BRIDGE RD # 103 223
ALPHARETTA GA 30022

ESCALANTE PROPERTIES LLC
1808 BALLYBUNION DR
DULUTH GA 30097

ZHANG PING & CHEN YUANSHEG
11545 PARK WOOD CIR STE A
ALPHARETTA GA 30005

TRAN VENTURES LLC THE
4305 STATE BRIDGE RD # 106
ALPHARETTA GA 30022

CEDAR SIDE PROP LLC
4550 WEATHERVANE DR
ALPHARETTA GA 30022

ALVARO AGUDELO AGENCY LLC
11539 PARK WOODS CIR SUITE 601
ALPHARETTA GA 30005

AJY GEORGE S & KIMBERLY A B
340 PARK CREEK DR
ALPHARETTA GA 30005

KURUP KAILAS & VENUGOPAL GEETHU
370 PARK CREEK DR
ALPHARETTA GA 30005

LARA HOLDINGS INC
11539 PARK WOODS CIR UNIT 401 & 402
ALPHARETTA GA 30005

NGUYEN LANIE & ANH NGOC
310 PARK CREEK DR
ALPHARETTA GA 30005

D & C REAL ESTATE LLC
1045 LEADENHALL ST
ALPHARETTA GA 30022

MYGENOMICS LLC
11535 PARK WOODS CIR SUITE E
ALPHARETTA GA 30005

WU LETING & YING XIAOWEI
350 PARK CREEK DR
ALPHARETTA GA 30022

RP ALPHARETTA LLC
445 BISHOP ST SUITE 200
ATLANTA GA 30318

IDENTITY REALITY LLC
9754 TALISMAN DR
ALPHARETTA GA 30022

VIDHATHRI LLC
8045 BROOKWOOD WAY
CUMMING GA 30041-8348

MAZER COREY J
4165 OLD MILTON PKWY STE 270
ALPHARETTA GA 30005-4479

ANGEL ASSOCIATES LLC
11539 PARK WOODS CIR STE 602
ALPHARETTA GA 30005

LAND SELLUTIONS INC
P O BOX 2458
ALPHARETTA GA 30023-2458

WEALTH MIGRATE MEDICAL 3 HOLDINGS
LLC
1760 PEACHTREE ST NW STE 100
ATLANTA GA 30309

ATLANTA HOSPITALITY LLC
11539 PARK WOODS CIR # 201
ALPHARETTA GA 30005

DHA & ASSOCIATES LLC
11535 PARK WOODS CIR #A3
ALPHARETTA GA 30005

MICHAEL LAST REVOCABLE TRUST THE
210 AUTUMN SAGE DR
ALPHARETTA GA 30005

BNH LLC
930 BROOKLINE WAY
ALPHARETTA GA 30022

LAND SELLUTIONS INC
5675 MILLWICK DR
ALPHARETTA GA 30005

SWARANG PROPERTIES LLC
515 STONEBURY DR
ALPHARETTA GA 30005

PEACHTREE PARK PREP #2 LLC
225 PARK BRIDGE PKY
ALPHARETTA GA 30005

HAIT HOLDINGS LLC
185 STOCKWOOD DR SUITE 100
WOODSTOCK GA 30188

BNH LLC
930 BROOKLINE WAY
ALPHARETTA GA 30022

MSYS TECHNOLOGIES LLC
270 PROSPECT PL
ALPHARETTA GA 30005

TRI MELLAS LLC
5975 SHILOH RD SUITE 101
ALPHARETTA GA 30005

SPECTRUM BUILDERS DSI LLC
P O BOX 4830
ALPHARETTA GA 30023-4830

ESCALANTE PROP LLC
1808 BALLYBUNION DR
DULUTH GA 30097

BNH LLC
930 BROOKLINE WAY
ALPHARETTA GA 30022

MAKE A DIFFERENCE MINISTRIES INC
4305 STATE BRIDGE RD # 103 223
ALPHARETTA GA 30022

TMT PARK BRIDGE INC
3520 PIEDMONT RD NE STE 410
ATLANTA GA 30305-1512

NEEL LLC
2056 SHAUDI LANE
ATLANTA GA 30345

DAMAR INVESTMENTS LLC
11539 PARK WOODS CIR # 603
ALPHARETTA GA 30005

DHA & ASSOCIATES LLC
11535 PARK WOODS CIR #A3
ALPHARETTA GA 30005

WEINBAUM MEREDITH D
320 PARK CREEK DR
ALPHARETTA GA 30005

LARA HOLDINGS INC
11539 PARK WOODS CIR UNIT 401 & 402
ALPHARETTA GA 30005

ESCALANTE PROP LLC
1808 BALLYBUNION DR
DULUTH GA 30097

SHAFIR LORA & SHAFIR PAVEL
330 PARK CREEK DR
ALPHARETTA GA 30005

JENEI R JONATHAN & SUSAN E
360 PARK CREEK DR
ALPHARETTA GA 30005-3772

OLD MILTON PROPERTIES LLC
4125 OLD MILTON PKWY
ALPHARETTA GA 30005-4443

RP ALPHARETTA LLC
445 BISHOP ST SUITE 200
ATLANTA GA 30318

2/25/21 2 2a 3 3a 4

14'-0" 13'-4 3/4" 26'-7 1/4" 19'-2 3/4" 20'-5 1/4"

suite 215

suite 214

suite 213

suite 212

5,520 sq.ft.

AHU

AHU

AHU

3'-3"

15'-3" 5'-8 3/4" 26'-11 9/16" 10'-8 5/8" 29'-3 5/16"

SHEET TITLE

suites 212, 213, 214 & 215

PROJECT

OLD MILTON - LANDLORD'S

AS-BUILT DWGS

DRAWING

A-103



REF:

PROJECT NO: 2014-88

DATE:

CAD DWG FILE: A-103 FLOOR

DRAWN BY: JMM

CHK'D BY: JMM

PLANS.DWG

WASTE GENERATION ANALYSIS (WGA)

THE SHOPS AT OLD MILTON

RETAIL 38,910 SQ FT @ 2.5*/DAY/100 SQ FT = 972.75*/DAY
38,910 SQ FT @ 0.02 CU YD/DAY/100 SQ FT = 7.78 CY/DAY

OFFICE 8,000 SQ FT APP 60 EMP @ 2*/EMP/DAY = 120*/DAY
60 EMP @ 0.02 CU YD/DAY/EMP = 1.2 CU YD /DAY

RESTURANT APP 100 MEALS/DAY @ 1.5*/MEAL = 150*/DAY
APP 100 MEALS/DAY @ 0.008 CU YD/MEAL = 0.8 CU YD/DAY

TOTAL = 1242.75 */DAY AND 9.78 CU YD / DAY

1242.75 LB/DAY X 250 DAYS/YEAR /2000 LB/TON= 155.34 TONS/YEAR

9.78 CY/DAY X 6 DAYS X .75 = 44.0 CY/WEEK

TWO 16 YARD COMPACTORS WILL BE PROVIDED FOR GENERAL WASTE TO BE PICKED UP ONCE A WEEK.

RECYCLE BINS WILL BE PROVIDED IN ALL OFFICES, BACK ROOMS AND BESIDE ALL COPIERS. CLEANING PERSONNEL WILL BE REQUIRED TO EMPTY THE RECYCLE BINS INTO THE CENTRAL RECYCLE CONTAINER.

IT IS ANTICIPATED THAT A MINIMUM OF 40 TONS OF WASTE PER YEAR WILL BE RECYCLED AND A MAXIMUM OF 116 TONS PER YEAR LANDFILLED

AFTER THE PROJECT IS OPEN, THE OWNER, BY LAW, IS RESPONSIBLE FOR FILING QUARTERLY WASTE MANAGEMENT REPORTS. REPORT FORMS WILL BE SENT FROM THE ES OFFICE.

OWNER OR MANAGEMENT COMPANY WILL PROVIDE RECYCLING AND WASTE MANAGEMENT PROCESS TO TENANTS IN LEASE AGREEMENTS.

ALPHARETTA ENVIRONMENTAL NOTES

QUARTERLY WASTE MANAGEMENT REPORTING: ONCE THE DEVELOPMENT IS OPERATIONAL, THE OWNER IS RESPONSIBLE FOR FILING QUARTERLY WASTE MANAGEMENT REPORTS TO DEMONSTRATE COMPLIANCE WITH THE CITY WASTE MANAGEMENT ORDINANCE. REPORT FORMS WILL BE SENT FROM THE ES OFFICE.

ALL STORM DRAINS TO BE MARKED "KEEP DRAINS WASTE FREE! DRAINS TO STREAM/RIVER". STENCIL SHOULD BE APPLIED WITH WHITE TRAFFIC PAINT NO LATER THAN 10 DAYS AFTER DRAIN INSTALLATION. STENCILS CAN BE PURCHASED FROM DIXIE STAMP AND SEAL (ATLANTA) OR WILDCAT STRIPING (CHAMBLEE). SEE STENCIL DETAIL ON SHEET

DUMPSTER PAD DIMENSIONS 10' X 20'. PAD DRAIN CONNECTED TO SANITARY SEWER PER FULTON COUNTY STANDARD 670. HOSE BIBB TO BE LOCATED WITHIN 50' OF PAD. SEE DETAIL ON SHEET

PORTA-JOHNS SHALL BE KEPT AWAY FROM STORM DRAIN INLETS AND RECEIVING BODIES OF WATER. WASHING OR RINSING OF PORTA-JOHNS INTO STORM DRAIN INLETS OR RECEIVING BODIES OF WATER IS NOT ALLOWED AND IS A VIOLATION OF FEDERAL, STATE AND LOCAL WATER QUALITY LAWS.

SAVE AS MANY TREES AS POSSIBLE. DEVELOPER TO CONSIDER GRINDING CLEARED TREE STUMPS AND VEGETATION. THIS SAVES VALUABLE LANDFILL SPACE, TRANSPORTATION, MANPOWER AND LANDFILL COSTS AND IS AN ACCEPTABLE MEANS OF STABILIZING A SITE. DO NOT BURN DEBRIS CLEARED FROM THE SITE.

PRIOR TO LAND DISTRUBING ACTIVITY, CONTACT ES @ 770 442 9057 TO PARTICIPATE IN OPERATION GREENSAVE. THIS PROGRAM PRESERVES PLANT MATERIALS THROUGH RELOCATION TO AREA SCHOOLS. THIS PROGRAM WILL NOT INTERFER WITH THE CONSTRUCTION SCHEDULE, BUT MUST BE COORDANTED PRIOR TO ANY LAND DISTRUBANCE.

THE CONTRACTOR SHALL PREPARE A TEMPORARY STORAGE AREA ON SITE FOR CONSTRUCTION WASTE PRODUCTS (PAINT, SOLVENTS, SHEET ROCK MUD, ETC.). STORAGE AREA TO PROVIDE SECONDARY CONTAINMENT TO PRVENT SPILLS OR LEAKS INTO STORMWATER RUN-OFF OR WATERWAYS.

ALL CONSTRUCTION WASTE SHALL BE DISPOSED OF IN ACCORDANCE WITH ALL APPLICABLE FEDERAL, STATE AND LOCAL WATER QUALITY AND STORMWATER REGULATIONS.

THE CONTRACTOR SHALL MAINTAIN DOCUMENTATION OF ALL CONSTRUCTION WASTE DISPOSAL AND MAKE THIS INFORMATION AVAILABLE TO THE CITY OF ALPHARETTA UPON REQUEST.

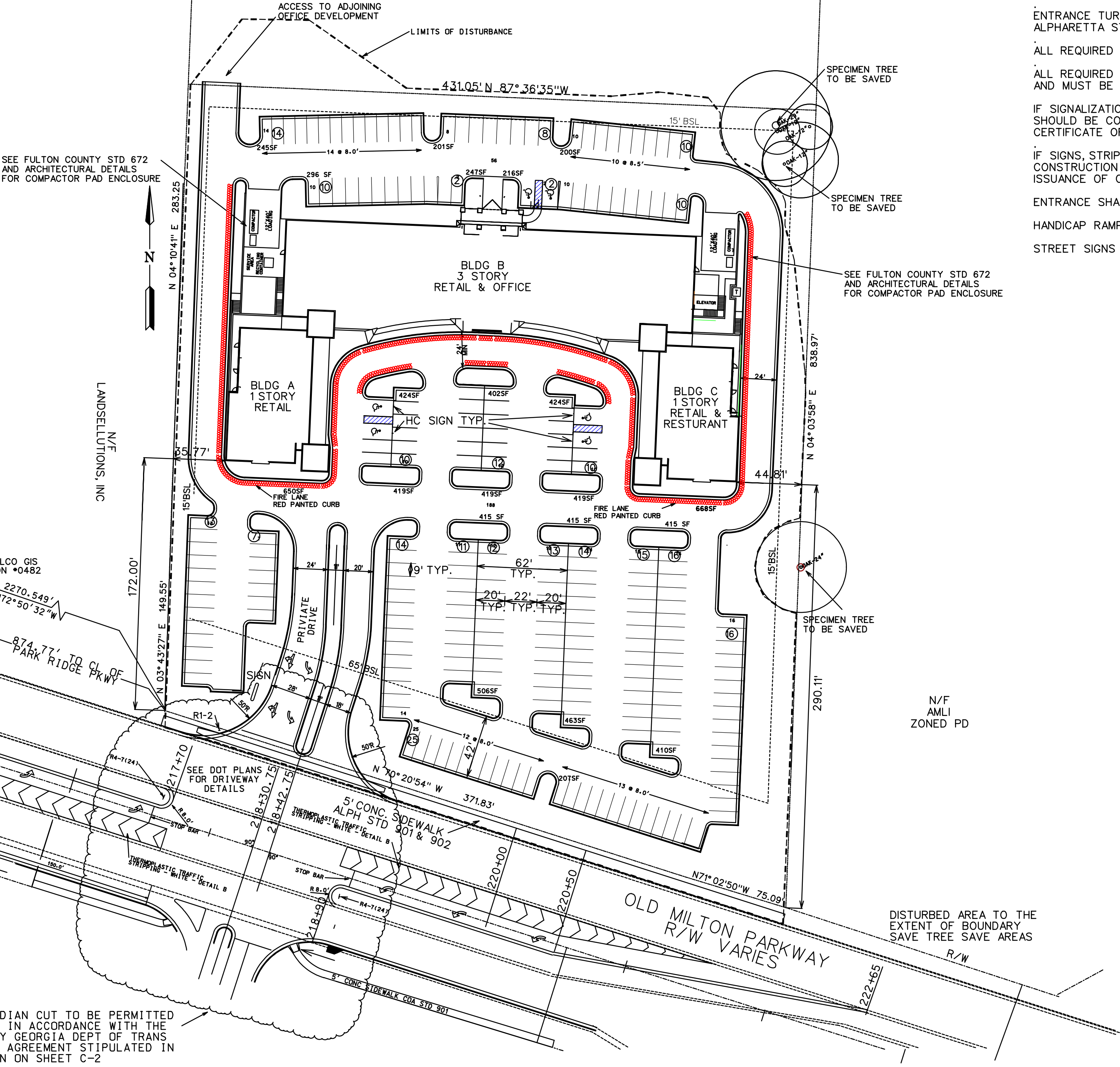
TO HELP AVOID EROSION & SEDIMENTATION CONTROL VIOLATIONS, KEY PROJECT FIELD PERSONEL MUST ATTEND THE ALPHARETTA/ROSWELL FUNDAMENTALS OF EROSION & SEDIMENTATION WORKSHOP. CALL 770 442 9057 OR 678 297 6205 FOR WORKSHOP DATES/LOCATIONS.

CALL ENVIRONMENTAL SERVICES AT 770 442 9057 FOR A FINAL INSPECTION BEFORE APPLYING FOR A CERTIFICATE OF OCCUPANCY.

PROPOERTY DESCRIPTION
ALL THAT TRACT OR PARCEL OF LAND IN LAND LOT 90, FIRST SECTION FIRST DISTRICT OF FULTON COUNTY, GEORGIA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A RIGHT OF WAY MONUMENT FOUND AT THE INTERSECTION OF THE NORTHERLY RIGHT OF WAY OF OLD MILTON PARKWAY (VARIABLE RIGHT OF WAY) AND THE COMMON LINE BETWEEN LAND LOTS 90 AND 121; THENCE ALONG THE NORTHERN RIGHT OF WAY OF OLD MILTON PARKWAY NORTH 71 DEGREES 02 MINUTES 50 SECONDS WEST A DISTANCE OF 75.09 FEET TO A CONCRETE RIGHT OF WAY MONUMENT FOUND; THENCE CONTINUING ALONG SAID RIGHT OF WAY NORTH 70 DEGREES 20 MINUTES 54 SECONDS WEST A DISTANCE OF 371.83 FEET TO A ¾" REBAR FOUND; THENCE LEAVINGS AID RIGHT OF WAY NORTH 03 DEGREES 43 MINUTES 27 SECONDS EAST A DISTANCE OF 149.55 FEET TO A ¾" REBAR FOUND; BENT; THENCE NORTH 04 DEGREES 10 MINUTES 41 SECONDS EAST A DISTANCE OF 283.25 FEET; THENCE SOUTH 87 DEGREES 36 MINUTES 35 SECONDS EAST A DISTANCE OF 431.05 FEET; THENCE SOUTH 04 MINUTES 03 MINUTES 58 SECONDS WEST A DISTANCE OF 550.14 FEET TO A CONCRETE RIGHT OF WAY MONUMENT FOUND ON THE NORTHERN RIGHT OF WAY OF OLD MILTON PARKWAY ALSO BEING THE POINT OF BEGINNING; SAID TRACT CONTAINING 4.83 ACES.

DRIVEWAY AND MEDIAN CUT TO BE PERMITTED AND CONSTRUCTED IN ACCORDANCE WITH THE PERMIT ISSUED BY GEORGIA DEPT OF TRANS AND PER OWNER'S AGREEMENT STIPULATED IN THE LETTER SHOWN ON SHEET C-2



SITE NOTES:			
1. THIS DRAWINGS IS FOR HORIZONTAL LAYOUT ONLY.			
2. THIS SITE IS ZONED CUP, PER PARK BRIDGE REZONING.			
3. TOTAL SITE AREA - 4.83 ACRES.			
ON SITE DISTRUBANCE - 4.65 ACRES			
OFF SITE DISTRUBANCE - 0.0 ACRES			
4. THIS STAKING PLAN WAS PREPARED FROM MAPS, PLATS AND DEEDS OF RECORD AND IS NOT INTENDED TO BE AN ACTUAL SURVEY OF THE PROPERTY.			
5. BOUNDARY INFORMATION FROM SURVEY BY ARMSTRONG LAND SURVEYING, INC. DATED JULY 27, 1998 TOPO BENCHMARK FULCO GIS MON .			
6. NO CEMETARY HAS BEEN FOUND ON THIS SITE.			
7. NO BURY PITS ARE PROPOSED ON THIS PROJECT.			
8. SEE ARCHITECTURAL PLANS FOR BUILDING DETAILS.			
9. ROADWAY AND PARKING LOT DIMENSIONS SHOWN ARE TO FACE OF CURB, UNLESS NOTED OTHERWISE.			
10. ALL CURB AND PAINTED ISLAND RADII ARE 3', UNLESS NOTED OTHERWISE.			
11. CURB AND GUTTER WITHIN PROPERTY BOUNDARIES SHALL BE 24 INCHES, PER ALPHARETTA STD. 901.			
12. REFER TO DOT PLANS FOR WORK WITHIN R/W.			
13. THIS SITE IS NOT LOCATED IN A FLOOD HAZARD ZONE PER FEMA PANEL NO. 13121C0078E DATED JUNE 22, 1998.			
14. DETENTION REQUIREMENTS FOR THIS PROJECT PROVIDED IN THE PARK BRIDGE COMMONS DETENTION FACILITY ON THE ADJOINING PROPERTY TO THE NORTH.			
PARKING SUMMARY			
USAGE	AREA	RATIO	REQ. SPACES
RETAIL	51,105 SQ FT	4/KSF	205
RESTURANT	5,800 SQ FT	10/KSF	58
TOTAL REQUIRED			263
PARKING PROVIDED - 244 SPACES - INCLUDING 6 HANDICAP SPACES W/ 3 VAN SPACES AND 49 COMPACT CAR STALLS 10% REDUCTION VARIANCE REQUESTED TO SAVE SPECIMEN TREES			
COVERAGE SUMMARY			
BUILDING			56,905 SQ FT
PARKING, SIDEWALKS & SERVICE AREAS			90,256 SQ FT
TOTAL IMPERVIOUS			147,161 SQ FT
TOTAL SITE 4.83 ACRES =			210,395 SQ FT
PERCENT IMPERVIOUS			69.95%
TOTAL DISTURBED AREA			4.80 ACRES

TRAFFIC NOTES:

ANY AND ALL TRAFFIC SIGNAL INSTALLATIONS OR RELOCATIONS WILL BE THE RESPONSIBILITY OF THE OWNER/DEVELOPER.

ALL UTILITY LOCATES AND RELOCATIONS AND OR DAMAGE WILL BE THE RESPONSIBILITY OF THE OWNER/CONTRACTOR

ENTRANCE TURNING RADII WILL BE CONSTRUCTED TO ACCEPT WB-50 VEHICLE IN ACCORDANCE WITH ALPHARETTA STANDARD 952 OR AS REQUIRED BY THE GEORGIA DEPARTMENT OF TRANSPORTATION

ALL REQUIRED TRAFFIC SIGANCE SHALL MEET MUTCD STANDARDS

ALL REQUIRED TRAFFIC STRIPING SHALL MEET MUTCD AND GDOT STANDARDS AND PLAN SPECIFICATIONS AND MUST BE THERMO-PLASTIC

IF SIGNALIZATION OR SIGNAL MODIFICATIONS ARE REQUIRED AS A PART OF DEVELOPMENT, CONSTRUCTION SHOULD BE COMPLETE AND APPROVED BY THE CITY TRAFFIC ENGINEER PRIOR TO ISSUANCE OF CERTIFICATE OF OCCUPANCY

IF SIGNS, STRIPING AND MODIFICATIONS TO TRAFFIC CONTROL ARE REQUIRED AS A PART OF DEVELOPMENT CONSTRUCTION SHOULD BE COMPLETE AND APPROVED BY THE CITY TRAFFIC ENGINEER PRIOR TO ISSUANCE OF CERTIFICATE OF OCCUPANCY.

ENTRANCE SHALL BE BUILT IN COMPLIANCE WITH CITY OF ALPHARETTA STD **S 951 & 110.

HANDICAP RAMPS TO BE BUILT IN COMPLIANCE WITH ALPHARETTA STD • 902.

STREET SIGNS TO BE INSTALLED IN COMPLIANCE WITH ALPHARETTA STD • 900.

50' 25' 0 25' 50' 75' 100'

SCALE: 1"=50'

© COPYRIGHT 2004 LANDMARK RESOURCES, LLC
THESE DRAWINGS AND THEIR REPRODUCTIONS ARE THE PROPERTY OF THE ENGINEER AND MAY NOT BE REPRODUCED, PUBLISHED OR USED IN ANY WAY WITHOUT THE WRITTEN PERMISSION OF THIS ENGINEER.

DRAFTECH

809 PINE NEEDLE ROAD
HAMPTON, GEORGIA

LandMark Resources, LLC

PO BOX 984
RED OAK, GEORGIA 30272
(770)-789-9083

THE SHOPS AT OLD MILTON

4170 OLD MILTON PARKWAY
ALPHARETTA, GEORGIA 30005
LAND LOT 90, 1st SECTION, 1st DISTRICT
FULTON COUNTY, GEORGIA

OWNER/DEVELOPER
NAJCO
CONTACT: LEE NAJJAR
4475 RIVER GREEN PARKWAY
DULUTH, GEORGIA 30136

DRAWN
JTO

DATE
NOVEMBER 20, 1999

PROJECT MANAGER
CSM

LEAD DESIGN PROF.
CSM

PROJECT NUMBER

DEPARTMENT MANAGER

CHECKED
CSM

DRAWING NUMBER
C-1

ALPHARETTA PERMIT NO. 0-2003-033
FULTON COUNTY PERMIT NO. 01

PERMITTED SANITARY SEWER
FULTON COUNTY

DATE: MAY 26 2004
BY: [Signature]
DIRECTOR, DEPT. OF ENV. & COMM. DEV.

2/1/21 Enriched Events

CITY OF ALPHARETTA

PUBLIC HEARING APPLICATION

FOR OFFICE USE ONLY

CU-21-03

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: Tiara Carter

Telephone: (770) 940-3338

Address: 8920 Eves Road

Suite: 768

City: Roswell

State: Ga

Zip: 30076

Fax: _____

Mobile Tel: (770) 940-3338

Email: info@bookenrichedevents.com

Subject Property Information:

Address: 4150 Old Milton Pkwy

Current Zoning: CUP

District: _____

Section: _____

Land Lot: _____

Parcel ID: _____

Proposed Zoning: N/A

Current Use: Unoccupied

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

☒ Conditional Use

☐ Master Plan Amendment

☐ Exception

☐ Rezoning

☐ Master Plan Review

☐ Variance

☐ Public Hearing

☐ Comprehensive Plan Amendment

☐ Other *(Specify):* _____

Letter of Intent

Enriched Events LLC

Enriched Events LLC is a mixed-use event venue. Enriched Events LLC is focused on providing the city of Alpharetta with a venue to host upscale events such as weddings, receptions, repass dinners, corporate dinners, seminars, educational workshops, graduation ceremonies, and hosting networking events. The event venue will be run nurses who will also utilize the venue to tutor college nursing students. This event center will be 5,520m sqft in The Shops at Old Milton located at 4150 Old Milton Pkwy Suites 212, 213, 214, and 215. The suites are located on the second floor of the building and there are no other tenants occupying the other available suites on the second floor. The current zoning at The Shops at Old Milton is appropriate for the requested use. It is being asked of the city that a Conditional Use Permit be granted to facilitate both the tutoring as well as the event center portion of the business.

The tutoring aspect of the business will focus on tutoring undergraduate college nursing students who are either pursuing their associate or bachelor's degree in nursing. These students will approximately range from ages 23-45 years old. The tutoring will be centered around reiterating the lessons taught in the nursing program where each student attends. The tutoring will be geared towards helping each student obtain a satisfactory grade to allow them to move throughout their programs problem free. Tutoring will be offered in the form of in person, personal one-on-one tutoring, in person group tutoring, as well as virtual tutoring. If students opt to be in person and have group tutoring, the groups will be limited to the tutor and 3 other students. No more than 3 students will be allowed to be in person at a time given social

distancing guidelines. Students will have the option to have some of their group in person and some virtual if necessary.

The event center portion of this business will focus on hosting upscale events. The clientele for the event venue will be screened heavily to ensure they are a fit for the vision of the venue. The target age range for clientele is approximately 30 years old and up. The event venue will team up with vendors to host the perfect events for the clients. Catering, DJ services, event planners, photographers, and artists of various types will be added to the packages for the clients to choose from. These vendors will be sought locally. Valet parking will be available for events to go over 60 guests. Following the CDC guidelines on social distancing, the center will hold 125 people standing and 30 round, 48 inch tables seating 110 people.

Currently the space is unfinished and is a shell box. The design of the space will remain as open as possible to facilitate a multitude of different events. There will be two ADA bathrooms built, a small storage room, and a 500 sqft conference room. A small kitchenette will be added that will contain, a refrigerator, microwave, sink. The plumbing is already run to facilitate these additions to the space. The tutoring will be hosted in the conference room of the event space which will occupy 500 sqft. The events will take place in the open area and kitchenette of the event venue will encompass the remaining 5020 sqft.

Below are some of the event types that will be offered at the venue. This list may not be inclusive of all events types given the various of requests that have yet to be discussed with clientele. The preliminary list is as follows:

- Weddings/Receptions
- Dinners (corporate, birthday, graduation, tec.)
- Bar mitzvah
- Educational workshops/seminars/speaking engagements

- Book Signings
- Foundation fundraising events
- Repass services
- Art shows
- Quinceanera
- Baby Showers
- Bridal Showers

Hours of Operation are as follows:

Monday: 8am – 5 pm Tutoring/Educational Workshops/Seminars

Tuesday: 8am – 5 pm Tutoring/Educational Workshops/Seminars

Wednesday: 8am – 5 pm Tutoring/Educational Workshops/Seminars

Thursday: 8am – 5 pm Tutoring/Educational Workshops/Seminars

Friday: 8am – 4 pm Tutoring/Educational Workshops/Seminars

Friday 5pm – 11pm Weddings/Ceremonies/Dinners

Saturday: 7am – 11pm Mix use of events

Sunday: 6am – 10pm Mix use of events

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

It is proposed that the property be utilized as an upscale event venue to host weddings, receptions, repast services, corporate conferences, and educational workshops and seminars. The property will also be utilized as a tutoring center for associate degree and bachelor's degree nursing students. The property will have a conference center which is where the tutoring will be held.

Applicant's Request (Please itemize the proposal):

1. Conditional Use Permit for the tutoring center
2. Conditional Use Permit for the event venue

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

The proposal would allow the space to be used as an upscale event venue and a tutoring center for adults pursuing their nursing degree. This upscale event center would be a home for corporate gatherings, weddings, receptions, and educational seminars. Both uses would help enhance the city of Alpharetta by providing the city with something unique in the tutoring center and something needed in the event venue.

PROPERTY OWNER AUTHORIZATION

Property Owner Information:

Contact Name: Neel, LLC (CHARAN KANTIPUDI, MANAGER)

Telephone: 404-274-1965

Address: 2056 SHAUDI LN

Suite: 768621

City ATLANTA

State: GA

Zip: 30345

- 7603

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: TIARA CARTER

Telephone: 770-940-3338

Address: _____

Suite: _____

City ROSWELL

State: GA

Zip: 30076

So Sworn and Attested:

Owner Signature: _____

Michael Alan Belle Isle

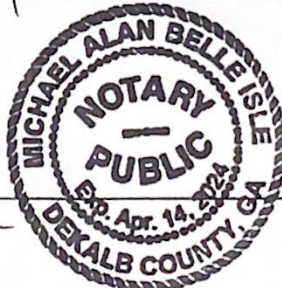
Date: _____

January 26, 2021

Notary: _____

Notary Signature: _____

Michael Alan Belle Isle



Date: _____

1/26/21

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: Tiara Carter

Subject Public Hearing Case: _____

Campaign Contribution Information:

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

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

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

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

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

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

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

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

Campaign Contribution Information:

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

Signature: Tiara Carter

Date: 02/01/2021

ALPHARETTA PLANNING COMMISSION REVIEW CRITERIA

How will this proposal be compatible with surrounding properties?

The proposal would allow for upscale events to take place thereby bringing hundreds of new customers to the property and the area in general.

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

The property is currently developed and is also zoned correctly. The zoning for this property would allow for its use as an event venue as well as a tutoring center.

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

The property is currently developed and is also zoned correctly. The zoning for this property would allow for its use as an event venue as well as a tutoring center.

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

It is estimated that the property would bring approximately 1000-1500 people to Alpharetta monthly. Most of the population brought in by this business will not be during peak traffic times. The event venue will bring in most of the traffic, which would be on the weekend

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

There would not be any impact to schools and utilities if the proposal were approved.

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

If the proposal were approved, this mix-use business will enhance the economic value of the city of Alpharetta by bringing in clientele that may not ordinarily visit the area. The event center would help encourage those clients to shop locally and utilize Alpharetta vendors. This is especially fitting for the Alpharetta Comprehensive Plan since the plan mentions permitting mixed use business and increasing the economic growth in the area. Enriched Events LLC will provide Alpharetta with a place where it's

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

The property is currently a shell space and will be built out to suit the needs of this business. This is especially important since this a unique business structure, however both aspects of this business will flow fluidly throughout this space.

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

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:

Tiara Carter

Contact Name:

Telephone:

(770) 940-3338

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

See Attachment

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.

B M T INVESTMENTS LLC
115 VILLAGE CENTRE W
WOODSTOCK GA 30188

ANOMACH INC
11539 PARK WOODS CIR STE 701
ALPHARETTA GA 30005-2413

GOKARE HOLDINGS LLC
11545 PARK WOODS CIR SUITE D
ALPHARETTA GA 30005

SOUTHTRUST BANK
P.O. BOX 2609
CARLSBAD CA 92018-2609

NORTHERN HOLDINGS LLC
11539 PARK WOODS CIR # 702
ALPHARETTA GA 30005

SCHNEIDER KIMBERLETA P
390 PARK CREEK DR
ALPHARETTA GA 30005

DOAN MIRA INC & HDP INVESTMENTS LLC
3695 GREY ABBEY DR
ALPHARETTA GA 30022

FORMOSA ATLANTA GROUP LLC
11539 PARK WOODS CIR # 101
ALPHARETTA GA 30005

BNH LLC
930 BROOKLINE WAY
ALPHARETTA GA 30022

AMREIT ALPHARETTA COMMONS LP
P O BOX 528
COLUMBIA SC 29202-0528

SIMPLY BY THE SEA PROPERTIES LLC
11539 PARK WOODS CIR STE 102
ALPHARETTA GA 30005

JPMORGAN CHASE BANK
131 S DEARBORN ST FLOOR 3
CHICAGO IL 60603

NEUSE INC
P. O. BOX 27131
RALEIGH NC 27611-7131

ZHU KAI & CHEN HONG
380 PARK CREEK DR
ALPHARETTA GA 30005

DRAKE REALTY INC
1906 POINSETTA DR
MARIETTA GA 30062

XIAO YU ET AL
11545 PARK WOODS CIR STE A
ALPHARETTA GA 30005

GT HOSPITALITY LLC
5100 PEACHTREE IND BLVD STE 100
NORCROSS GA 30071

MAKE A DIFFERENCE MINISTRIES INC
4305 STATE BRIDGE RD # 103 223
ALPHARETTA GA 30022

ESCALANTE PROPERTIES LLC
1808 BALLYBUNION DR
DULUTH GA 30097

ZHANG PING & CHEN YUANSHEG
11545 PARK WOOD CIR STE A
ALPHARETTA GA 30005

TRAN VENTURES LLC THE
4305 STATE BRIDGE RD # 106
ALPHARETTA GA 30022

CEDAR SIDE PROP LLC
4550 WEATHERVANE DR
ALPHARETTA GA 30022

ALVARO AGUDELO AGENCY LLC
11539 PARK WOODS CIR SUITE 601
ALPHARETTA GA 30005

AJY GEORGE S & KIMBERLY A B
340 PARK CREEK DR
ALPHARETTA GA 30005

KURUP KAILAS & VENUGOPAL GEETHU
370 PARK CREEK DR
ALPHARETTA GA 30005

LARA HOLDINGS INC
11539 PARK WOODS CIR UNIT 401 & 402
ALPHARETTA GA 30005

NGUYEN LANIE & ANH NGOC
310 PARK CREEK DR
ALPHARETTA GA 30005

D & C REAL ESTATE LLC
1045 LEADENHALL ST
ALPHARETTA GA 30022

MYGENOMICS LLC
11535 PARK WOODS CIR SUITE E
ALPHARETTA GA 30005

WU LETING & YING XIAOWEI
350 PARK CREEK DR
ALPHARETTA GA 30022

RP ALPHARETTA LLC
445 BISHOP ST SUITE 200
ATLANTA GA 30318

IDENTITY REALITY LLC
9754 TALISMAN DR
ALPHARETTA GA 30022

VIDHATHRI LLC
8045 BROOKWOOD WAY
CUMMING GA 30041-8348

MAZER COREY J
4165 OLD MILTON PKWY STE 270
ALPHARETTA GA 30005-4479

ANGEL ASSOCIATES LLC
11539 PARK WOODS CIR STE 602
ALPHARETTA GA 30005

LAND SELLUTIONS INC
P O BOX 2458
ALPHARETTA GA 30023-2458

WEALTH MIGRATE MEDICAL 3 HOLDINGS
LLC
1760 PEACHTREE ST NW STE 100
ATLANTA GA 30309

ATLANTA HOSPITALITY LLC
11539 PARK WOODS CIR # 201
ALPHARETTA GA 30005

DHA & ASSOCIATES LLC
11535 PARK WOODS CIR #A3
ALPHARETTA GA 30005

MICHAEL LAST REVOCABLE TRUST THE
210 AUTUMN SAGE DR
ALPHARETTA GA 30005

BNH LLC
930 BROOKLINE WAY
ALPHARETTA GA 30022

LAND SELLUTIONS INC
5675 MILLWICK DR
ALPHARETTA GA 30005

SWARANG PROPERTIES LLC
515 STONEBURY DR
ALPHARETTA GA 30005

PEACHTREE PARK PREP #2 LLC
225 PARK BRIDGE PKY
ALPHARETTA GA 30005

HAIT HOLDINGS LLC
185 STOCKWOOD DR SUITE 100
WOODSTOCK GA 30188

BNH LLC
930 BROOKLINE WAY
ALPHARETTA GA 30022

MSYS TECHNOLOGIES LLC
270 PROSPECT PL
ALPHARETTA GA 30005

TRI MELLAS LLC
5975 SHILOH RD SUITE 101
ALPHARETTA GA 30005

SPECTRUM BUILDERS DSI LLC
P O BOX 4830
ALPHARETTA GA 30023-4830

ESCALANTE PROP LLC
1808 BALLYBUNION DR
DULUTH GA 30097

BNH LLC
930 BROOKLINE WAY
ALPHARETTA GA 30022

MAKE A DIFFERENCE MINISTRIES INC
4305 STATE BRIDGE RD # 103 223
ALPHARETTA GA 30022

TMT PARK BRIDGE INC
3520 PIEDMONT RD NE STE 410
ATLANTA GA 30305-1512

NEEL LLC
2056 SHAUDI LANE
ATLANTA GA 30345

DAMAR INVESTMENTS LLC
11539 PARK WOODS CIR # 603
ALPHARETTA GA 30005

DHA & ASSOCIATES LLC
11535 PARK WOODS CIR #A3
ALPHARETTA GA 30005

WEINBAUM MEREDITH D
320 PARK CREEK DR
ALPHARETTA GA 30005

LARA HOLDINGS INC
11539 PARK WOODS CIR UNIT 401 & 402
ALPHARETTA GA 30005

ESCALANTE PROP LLC
1808 BALLYBUNION DR
DULUTH GA 30097

SHAFIR LORA & SHAFIR PAVEL
330 PARK CREEK DR
ALPHARETTA GA 30005

JENEI R JONATHAN & SUSAN E
360 PARK CREEK DR
ALPHARETTA GA 30005-3772

OLD MILTON PROPERTIES LLC
4125 OLD MILTON PKWY
ALPHARETTA GA 30005-4443

RP ALPHARETTA LLC
445 BISHOP ST SUITE 200
ATLANTA GA 30318

Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use

Source: ITE *Trip Generation Manual* , 10th Edition

Land Use Code 495
Land Use Recreational Community Center
Setting General Urban/Suburban
Time Period Weekday
Trip Type Vehicle
Data Sites 17

Time	% of 24-Hour Traffic	
	Entering	Exiting
12-1 AM	0.5	2.1
1-2 AM	0.3	1.5
2-3 AM	0.3	1.1
3-4 AM	0.4	0.7
4-5 AM	1.3	0.3
5-6 AM	3.1	0.1
6-7 AM	16.8	2.6
7-8 AM	13.8	3.2
8-9 AM	5.7	2.7
9-10 AM	3.6	2.9
10-11 AM	3.3	2.8
11-12 PM	6.2	4.7
12-1 PM	8.9	6.1
1-2 PM	6.8	7.0
2-3 PM	5.1	6.9
3-4 PM	9.7	20.7
4-5 PM	3.6	11.6
5-6 PM	2.7	9.5
6-7 PM	1.2	2.4
7-8 PM	1.1	1.6
8-9 PM	1.0	1.6
9-10 PM	1.3	1.9
10-11 PM	1.8	2.5
11-12 AM	1.3	3.3