PLANNING COMMISSION MEETING
JUNE 3, 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. Planning Commission Meeting Minutes from May 6, 2021.

IV. ITEMS FROM BOARD MEMBERS

V. ITEMS FROM STAFF

VI. PUBLIC HEARING

a. CU-21-06 The Parish Anglican Church / Kalen Center
Consideration of a conditional use to allow a 'Church, Synagogue' for The Parish Anglican Church in an existing space at the Kalen Center. The property is located at 201 Vaughan Drive and is legally described as being located in Land Lot 1124, 2nd District, 2nd Section, Fulton County, Georgia.

b. Z-21-05 / V-21-13 Morrison Park / The Mix
Consideration of a rezoning and variance to allow a mixed-use development on 24.76 acres, consisting of 144 townhomes, 37 single-family detached lots and 41,900 square feet of retail/restaurant use. A rezoning is requested from O-I (Office-Institutional) to MU (Mixed Use). Variances are requested to reduce the minimum lot size in the MU district from 25 acres to 24.76 acres, to remove the minimum percentage of office in the MU district, and to vary streetscape regulations along Haynes Bridge Road, Morrison Parkway and new internal streets. The property is located at 11500 Haynes Bridge Road and is legally described as being located in Land Lots 745 & 746, 1st District, 2nd Section, Fulton County, Georgia.

VII. ADJOURNMENT

PLANNING COMMISSION MEETING
MEETING SUMMARY
MAY 6, 2021

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

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

I. CALL TO ORDER

Chair Kung'u called the meeting to order at 6:31 p.m.

II. ROLL CALL

Members Present

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

Staff Present

- Kathi Cook, Director of Community Development
- Eric Graves, Senior Engineer Development Service
- Elle Taylor, ARPCS Administrative Office Coordinator
- Lauren Shapiro, Planning + Zoning Coordinator

III. APPROVAL OF MEETING MINUTES

a. Planning Commission Minutes 4.1.21

- ❖ Commissioner Perkins offered a motion to approve Planning Commission Minutes from April 1, 2021.
  - 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-21-03/CU-21-05 ADVANCED RECOVERY SYSTEMS, LLC DRUG REHABILITATION CENTER

Kathi Cook, Director of Community Development, presented consideration of a master plan amendment and conditional use to allow a 62-bed DRUG REHABILITATION CENTER for Advanced Recovery Systems, LLC. A master plan amendment is requested to the Southfund Master Plan to add 'Congregate Housing, Assisted Living Facility' as a conditional use in Pod D. A conditional use is requested to allow 'Congregate Housing, Assisted Living Facility' for Advanced Recovery Systems, LLC. The zoning classification of the property is O-I (Office-Institutional) subject to the Southfund Master Plan Pod D. The property is located at 11725 Pointe Place and is legally described as being located in Land Lot 550, 1st District, 2nd Section, Fulton County, Georgia.

Kathi Cook presented a table of additional Drug & Alcohol Treatment Facilities located in the city, the site plan (including parking), and trip generation information. Additionally, Director Cook presented the Standards for Master Plan Amendments, including:

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.

Staff Response: The zoning proposal would be suitable as it relates to the use and development o adjacent or nearby properties, which are primarily developed with office-institutional uses. Adjacent properties to the west and south are developed with residential subdivision in the City of Roswell. However, there is no direct vehicular connection between the subject property and the two (2) surrounding residential subdivisions and the subject property was developed with the required 50 undisturbed buffer along the south and west property lines to buffer the use from the adjacen residential.

Director Cook also presented the Conditional Use Criteria, including:

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 subject property was developed in compliance with site access developmen standards with access to Upper Hembree Road from Pointe Place. The use should 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;

Staff Response: The subject property is in compliance with regard to refuse areas, loading ana service areas, off-street parking, and buffers and screening. 50' undisturbed buffers are providea adjacent to the residential subdivisions to the south and west. In addition, the applicant has agreea to install an eight-foot (8') privacy fence along the south and west property lines, which was at the request of residents in the adjacent subdivisions.

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;

Staff Response: The proposed use would be compatible with the office-institutional uses and other locations for this business, which are similarly situated in an office setting. 50' undisturbed buffers are provided adjacent to the residential subdivisions to the south and west. In addition, the applicant has agreed to install an eight-foot (8') privacy fence along the south and west property lines, which was at the request of residents in the adjacent subdivisions.

Director Cook stated that after reviewing the Standards and Criteria, staff could support the applications but there would have to be conditions placed that would limit the growth and type of use, include additional landscaping, and a fence. Staff received over 100 letters of objection, including some in a petition form. Generally, the residents are concerned that the facility will negatively impact their property values. At the CZIM meeting on April 14, 2021, there were several public comments and questions with concerns regarding negative impact on adjacent residential property values, location of outdoor areas of the facility, cigarette smoke, screening, and requests for a fence.

Director Cook read Staff's recommended conditions.

Planning Commission discussion:

- Public safety and frequency of emergency calls
- Property values for neighborhoods where the Applicant's other Drug & Alcohol treatment facilities are located
- Level of care that will be provided at this facility and who determines that the facility does not go beyond that level of care
- Other conditional uses that could be used for this facility
- Visitors at the facility

Applicant presented:

- Advanced Recovery Systems (ARS) operates 9 centers in 6 states and is a growing company.
- Intending to update the existing building, add in new landscaping and outdoor area, and construct an 8-foot fence around the entire perimeter.
- ARS does not accept Medicare, Medicaid, court appointed, or court directed treatment.
- Patients admit themselves voluntarily and the average stay for treatment is 24 to 30 days.
- This facility operates similarly to a hospital. Doors will be locked with an access key only exit and entrance. Sirens and cameras are installed all throughout the building.
- Visitation is very limited.
- Patients will not have a vehicle.
- 30 staff members will work at this location.
- Request that Condition #3 be changed to read: "Conditional use approval shall be limited to Advanced Recovery Systems, and its successors and assigns." At some point in time the private equity investment company will sell to a national company.

Planning Commission discussion:

- Process to leave the facility once a patient voluntarily enrolls
- The type of zoning the other 9 ARS facilities are located in
- Screening provided in the 50-foot buffer
- ARS model for repurposing assisted living facilities or building from the ground up

- Reason why ARS attracted to Alpharetta and this specific building location
- Treatment plan model and average stay of patients
- Security process

Chair Kung'u asked for public comments at 7:19 p.m.

There were no public comments in favor.

In Opposition:

1. Bonnie Decker, 511 Streamside Drive, Roswell
2. Dawn Fix, 1120 Taylor Oaks Drive, Roswell
3. Kris Fix, 1120 Taylor Oaks Drive, Roswell
4. Linda McLeroy, 125 Taylor Ridge Court, Roswell
5. Richard Traber, 1190 Taylor Oaks Drive, Roswell
6. Peter Bergoo, 300 Hembree Forest Circle, Roswell
7. Oren Gruber, 927 Upper Hembree Road, Roswell
8. Argo, 1090 Taylor Oaks Drive, Roswell
9. Amina Wais, 400 Hembree Forest Circle, Roswell

Public concerns:

- Property values and impact on resale opportunities and home appraisal
- Propensity of patients enrolled in treatment facilities
- Fence materials, size, visibility, and aesthetics
- Sharing property line with a treatment facility
- Public safety and patients escaping the facility
- Conversations and noise from the facility
- Cigarette smoke
- Purchasing this facility and selling it to another company
- Runoff from this property
- Traffic concerns

Planning Commission Discussion after public comment:

- Place limitation of exterior use during certain hours
- Noise from outdoor activities and limiting outdoor activities after a certain time
- Other properties ARS looked at before deciding on this location
- Public safety with other facilities ARS owns
- Often an emotional decision when thinking of children in the area
- Percentage of outdoor programing
- Property values
- Concern of ARS successors and assigns and wanting any future change to come back to Planning Commission
- If approved as a conditional use, the use would be subject to the specific approved conditions and if a later use does not fit that approved use, it would come back to Planning Commission for approval.
- Commissioner Attig shared that this is an opportunity to use a vacant assisted living facility and put it to good use, and this could be beneficial to the community.
- Commissioner Bendall shared that this facility has 62 opportunities to make positive change.

- ❖ Commissioner Attig offered a motion to approve, subject to the following conditions as listed, except:

1. Add to Condition #3 the language 'successors and assigns;'
2. Add condition #9 no outside activity after 8:00 p.m.; and
3. Add condition #10 prior to business licensing, require inspection of stormwater detention facilities.
    - Commissioner Davis seconded the motion.
    - Commissioner Bendall offered a friendly amendment to strike the language for condition #3 to remove 'and its successors and assigns.'
    - Commissioner Attig did not accept Commissioner Bendall's friendly amendment.
    - The motion was approved (5-2).

There was discussion during the motion about:

- Inspection of stormwater drainage issues

Final Conditions:

1. Add 'Congregate Housing' to Pod D of the Southfund Master Plan as a conditional use.
2. 'Congregate Housing' shall be added as a conditional use at 11725 Pointe Place and limited to no more than 31,709+/- square feet and no more than 62 beds.
3. Conditional use approval shall be limited to Advanced Recovery Systems and its successors and assigns. ~~; no additional 'Congregate Housing' businesses or subleasing shall be permitted within the approved space~~.
4. The business shall be permitted to operate 24-hours/day, 7 days/week.
5. Addition and substance abuse rehabilitation center shall be limited to clients that are 18+ years of age and non-court mandated. Services shall be limited to the treatment of alcohol and drug abuse/dependency and treatment of secondary mental health disorders (mood/personality disorders & process additions). Level of care shall be limited to detox, intensive inpatient, residential, partial hospitalization, intensive outpatient, & outpatient care. No methadone clinic as stated by the applicant.
6. Landscape shall be added to the 50' undisturbed buffer, where sparse, as approved by Staff.
7. Based on a developer commitment, an 8' privacy fence shall be constructed along the south and west property lines. Fence shall be located to have the least impact to trees in the undisturbed buffer, as approved by Staff.
8. Outdoor gathering/seating areas shall be limited to the north and/or east sides of the building.
9. There shall be no outside activity after 8:00 PM.
10. Prior to issuance of a business license, detention facility shall be inspected by the City.

Chair Kung'u announced that this public hearing item will be heard by City Council on November 15, 2021.

Chair Kung'u called for a five (5) minute recess.

Chair Kung'u reconvened the meeting at 8:57 p.m.

b. CU-21-06 The Parish Anglican Church/Kalen Center

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

c. CU-21-04/V-21-07 Westside Wine & Spirits/Cousins Westside Pod B

Kathi Cook, Director of Community Development, presented consideration of conditional use and variance to allow a 9,880 square foot 'Liquor Store' on 3 acres. A variance is requested to reduce the landscape strip along Westside Parkway from 20' to 10'. The property is located at 2125 Hembree Road and is legally described as being located in Land Lot 691, 1st District, 2nd Section, Fulton County, Georgia.

Kathi Cook presented the site plan, North Point EcoDistrict requirement measures, and trip generation information.

Director Cook presented the Conditional Use Criteria, including:

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 proposed use should not have significant impacts on vehicular and pedestrian access. The site plan depicts access to the property from Hembree Road and Westside Parkway.

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: The nearest residence to the proposed 'Liquor Store' is located to the south in Westside Villas, which is approximately 750' away and complies with the City's minimum distance of 200' associated with an alcohol license. The nearest school to the proposed Liquor Store is located to the west at the International Charter School of Atlanta, which is approximately 2,225 away and complies with the City's minimum distance of 300' associated with an alcohol license. The nearest similar uses are Red's Package Store and Total Wine, which are approximately 3,300 and 5,200' away, respectively. All distances above were measured in a straight-line distance, as the crow flies.

Director Cook stated that based on the Variance Review Criteria, Staff believes the Applicant could fit in the 20-foot landscape strip and other land is available for use if needed to expand the required parking. Staff supports the request for conditional use, but not the variance request. The Applicant's Citizen Participation Report states that concerns were raised by parents from the International Charter School of Atlanta, and the concerns voiced were proximity of the liquor store to the school and crime associated with a liquor store. Staff received sixteen (16) emails objecting to the proposed Liquor Store, and the concerns voiced were crime, traffic, and proximity to the International Charter School of Atlanta.

Director Cook read Staff's recommended conditions.

Applicant presented:

- Agreed Staff's recommended conditions
- Request to consider second access to Westside Parkway to be a right turn out of the location because of the future volume created by a potential future phase coming to the left side of the property.
- Constructing a liquor store and convenient store at the same time and will also include the

improvements along Hembree Road
- The building will be well-lit with security cameras, and employees will be present during operating hours.
- The lot is a heavily wooded area, and there is a 35-foot grade difference in the rear of the lot, which would create an extra expense for building a retaining wall.

Planning Commission discussion:
- Condition #8 second access for right turn only
- Construction of gas station convenience store and liquor store at the same time
- Curb cut and shallow depth of lot
- Left turn into property from Hembree Road

There were no public comments.

❖ Commissioner Perkins offered a motion to approve conditional use subject to Staff's recommended conditions and to deny request for landscape strip variance.
- Commissioner Manley seconded the motion.
- The motion was approved (7-0).

Final Conditions:

1. 'Liquor Store' shall be added as a conditional use at 2125 Hembree Road and limited to no more than 9,880 square feet.
2. Conditional use approval shall be limited to Westside Wine & Spirits; no additional 'Liquor Store' use or subleasing shall be permitted within the approved space.
3. Liquor Store shall be limited to package sales of beer, wine and liquor.
4. Hours of operation shall be Monday – Thursday 9:00 AM – 10:00 PM, Friday – Saturday 9:00 AM – 11:00 PM and Sunday 12:30 PM – 8:00 PM.
5. The site shall be developed substantially similar to site plan prepared by Contineo Group, dated 4/29/2021, except for modifications required to comply with the conditions below and subject to meeting all City code requirements and conditions of zoning.
6. Hembree and Westside streetscapes shall be substantially as shown on the submitted site plan with heavy ornamental landscaping between the buildings and the sidewalk. The landscape strip along Westside Parkway shall be 20'.
7. Existing street trees along Westside Parkway shall be saved as depicted on the site plan prepared by Contineo Group, dated 4/29/2021.
8. Property shall be limited to 1 curb cut on Hembree Road and 1 curb cut on Westside Parkway.
9. Buildings shall have an exterior which is primarily brick or stone, as approved by DRB. Buildings shall be oriented to the street and shall include a street-facing front door and windows with no glazing. There shall be no blank walls visible from the street.
10. Retaining walls over 14' shall be terraced with a minimum 4' planter in between and planted with a mix of shrubs and vines, with final approval by DRB. Retaining wall at the rear of the property shall be faced with a decorative masonry product that is compatible with materials used on the principal buildings, with final approval by DRB. Retaining wall along Hembree Road shall be faced with brick or stone and shall be terraced if over 7' with a minimum 4' planter in between and planted with a mix of shrubs and vines, with final approval by DRB. Fall protection railing required for retaining walls shall be decorative, as approved by DRB.
11. A minimum 30% open space shall be provided on the property and shall be improved with hardscape and landscape, with final approval by Staff.

12. Developer shall dedicate a permanent easement across the south end of the property for a pedestrian walking path for future connection to Maxwell Road.
13. EcoDistrict measures for the proposed development shall include the use of Sustainable Landscaping and Bio-Retention, as approved by Staff.

Chair Kung'u announced that this public hearing item will be heard by City Council on May 24, 2021.

d. CLUP-21-03/Z-21-04/V-21-09 Hudson Park

Eric Graves, Senior Engineer Development Service, presented consideration of a comprehensive land use plan amendment, rezoning and variance to allow a 17-lot single-family detached subdivision on 2.411 acres in the Downtown. A rezoning is requested from R-10MHD (Dwelling, 'For-Rent' of 'For-Sale', Residential - Historic District) to DT-R (Downtown Residential) for approximately 2.3 acres and from R-10MHD to DT-LW (Downtown Live-Work) for approximately 0.15 acres. A comprehensive land use plan amendment is requested for approximately 0.15 acres from Downtown Residential Density to Mixed Use Live-Work. A variance is requested to allow a private alley to count toward the minimum lot size. The property was previously approved for 20 townhomes and single-family homes. The property is located at 0 and 193 Canton Street and is legally described as being located in Land Lots 1197 & 1252, 2nd District, 2nd Section, Fulton County, Georgia.

Senior Engineer Graves presented site plan, briefly discussed home elevation style and architectural design, and trip generation information.

Senior Engineer Graves read Staff's recommended conditions.

Applicant Presented:

- Harrison Homes is a premier, luxury builder and intends to create 16 detached high-end homes in a smaller walkable community.
- Victorian and Tudor Eclectic architectural style 3,500 square foot homes with 2 car garages
- Create a network of trails within the site and intend to make a pedestrian bridge.
- Requests that Condition #4 regarding the historic Weatherford Home be used for an office or a residence and not require a garage to serve that unit if it is going to be used as a commercial structure. Applicant prefers to use historic home as an office and have a parking pad, as opposed to a garage.
- Requests that Condition #18 language regarding trees #736 and #748 be struck. Tree #736 does not exist. If City required Tree #748 to be preserved, the lots nearby would not be buildable and would cause an impediment to this project. Applicant's arborist found Tree #734 to be dead, dying and hazardous. Applicant is willing to pay recompense.
- Requests that Condition #24 in reference to stormwater management facilities, Applicant would like to propose an underground stormwater retention facility, as a surface pond would impede on the lot count of this Downtown development project.

Planning Commission Discussion:

- Number of parallel parking spaces
- Location to Arts Center and Elementary School nearby
- Roundabout to be added in this area and timeline of construction
- Location of garbage storage and waste collection
- Parking for office building transformation of historic Weatherford House

- Renovation and restoration of Weatherford House to meet historic property guidelines
- Garage or parking space requirement for the Weatherford House
- Future art feature
- Condition #18 and the trees being flagged for removal
- Idea of recompense for Tree #748 (Staff would recommend preserving)
- Striking the independent lot for stormwater and idea of the alleyway underground detention system
- Adding parallel parking on Canton Street to slow traffic down so that it will be safer for pedestrian traffic
- Commissioner Attig supports this project and would like to see change to this corner spot in the Downtown.
- Commissioner Davis shares that the roundabout is a great idea to help with traffic.

There were no public comments in favor.

In Opposition:

- Ruth Ann Tatum, 250 Pebble Trail

Public Concerns:

- Type of office to occupy the historic Weatherford House
- Traffic
- Parallel parking spaces on Canton Street

❖ Commissioner Attig offered a motion to approve, subject to conditions, except for:

1. Condition #4 to change 'and' to 'or;'
2. Condition #18 to strike tree #736 and #748 and allow for recompense for trees; and
3. Condition #24 to strike "on an independent lot and shall not impede access to homes, with final approval by Staff," and replace with "and work with Staff to determine underground stormwater."

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

- Commissioner Bendall offered a motion to reconsider.
- Commissioner Waylock seconded the motion.
- The motion to reconsider was approved (7-0).

❖ Commissioner Attig offered a motion to approve, subject to conditions, except for:

1. Condition #4 to change 'and' to 'or' and to strike 'with both;'
2. Condition #18 to strike tree #736 and #748 and allow for recompense for trees; and
3. Condition #24 to strike "on an independent lot and shall not impede access to homes, with final approval by Staff" and replace with "and work with Staff to determine underground stormwater."

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

Final Conditions:

1. Approximately 0.14 acres including the historic Weatherford House shall be zoned DT-LW and the remaining site, consisting of approximately 2.3 acres, shall be zoned DT-R and

developed substantially similar to site plan prepared by Plum Creek Consulting, revised 4/26/2021, 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. The comprehensive land use designation of the 0.14-acre property with the historic Weatherford House shall be 'Mixed Use Live-Work'.
3. Single-family lots may include the alley in order to comply with the minimum lot size. Lots shall not be permitted variances to the maximum lot coverage requirement.
4. The historic Weatherford House shall be used for an office or residence. A garage ~~and~~ or driveway shall be provided ~~with both~~ accommodating at least 2 side-by-side parking spaces.
5. The historic Weatherford House shall be saved on the property, restored and designated under the City's Historic Preservation Incentive Ordinance. Restoration shall be completed by the 8th Certificate of Occupancy, subject to a Certificate of Appropriateness from the Historic Preservation Commission.
6. Architecture and materials shall be developed substantially similar to the submitted renderings, except for modifications required to comply with Staff comments and in compliance with the Alpharetta Downtown Code, subject to final approval by DRB. All homes shall have 4-sided architecture, materials and details with a unique front elevation. All homes shall have a chimney. A minimum of 5 homes on Canton Street or Mayfield Road shall be substantially brick or stone.
7. Building heights along Canton Street and Mayfield Road shall be limited to no more than 2 stories over basement and 35'.
8. Lots shall have a front yard defined by a decorative low wall (brick or stone), hedge with columns (brick or stone) or decorative fence, as approved by DRB. Hardscape in front yards shall be limited to decorative brick or pervious pavers and/or stepping stones and shall not be placed within the required landscape strip, except to connect to the sidewalk along the street.
9. Canton Street streetscape shall be improved as follows: minimum 6' planter planted with street trees, 8' brick sidewalk, and decorative pedestrian lights, with final approval by Staff. Brick sidewalk shall follow the future right-of-way to accommodate the roundabout and shall connect to the sidewalk on Mayfield Road. In lieu of tree grates, the soil area around street trees shall be planted with evergreen ornamental grasses, groundcovers and/or shrubs.
10. Mayfield Road streetscape shall be improved as follows: minimum 6' planter planted with street trees, 8' concrete sidewalk, and decorative pedestrian lighting, with final approval by Staff. In lieu of tree grates, the soil area around street trees shall be planted with evergreen ornamental grasses, groundcovers and/or shrubs.
11. On-street parallel parking and brick sidewalk on the City's property to the south shall be constructed as depicted on the submitted site plan, with final approval by Staff.
12. Landscape strips along Canton Street and Mayfield Road shall be planted with shade trees as a continuation of what has been planted or designed in the Downtown and outside of utility easements, as approved by DRB.
13. Project entrance at Canton St shall include a decorative paver apron, landscaping and low wall.
14. In lieu of placing public art on the property, the applicant shall transfer to the City at no cost the 3,325 SF area labeled 'Roundabout R/W' on the submitted site plan. Applicant will pay a sum of $12,500 to the City toward the cost of future public art as part of the future roundabout project.
15. Amenity areas shall be developed with a park-like setting with decorative landscape,

hardscape, low walls and seating. Amenity walking trails shall include a gravel or slate chip path, seating areas and landscaping. Landscape shall include plant selections promoting the historic Downtown.

16. Developer shall construct a pedestrian bridge across the stream connecting the east and west sides of the development.
17. Creeping vines shall be planted to cover retaining and low walls, as approved by Staff.
18. ~~The following trees shall be saved: #736 (34" Water Oak) and #748 (41" Yellow Poplar) within the stream buffer.~~ Tree recompense shall be paid to the tree fund. A climbing risk assessment with a resistograph or similar testing to determine the health and structural integrity of the tree and main scaffold limbs shall be conducted to determine if tree #734 (38" Water Oak) should be saved, as approved by Staff. Developer shall make reasonable efforts to save additional trees of quality and/or tree groupings.
19. Access from the private drive along east property line (behind CVS) shall require an access agreement from the property owner.
20. Developer shall plant 10' landscape strip along the private driveway behind CVS and the 5' landscape strip along the south property line to landscape buffer standards, as approved by DRB.
21. Fences and walls visible from the public right-of-way shall be decorative, as approved by DRB. Unfinished wood fences and decks shall not be visible from the street.
22. Fire access shall meet IFC 2018 Appendix D and Fire Hydrants.
23. Developer shall remove exotic and invasive species in the stream buffers and revegetate the area, as approved by Staff.
24. Stormwater management facilities ~~shall be provided on an independent lot and~~ shall not impede access to homes, with final approval by Staff. Applicant shall work with Staff to determine the best solution for providing underground stormwater management.
25. Garbage pickup shall be from the alley.
26. No more than 10% of the residential units shall be permitted to be rented, as recorded in the HOA's declarations and covenants.

Chair Kung'u announced that this public hearing item will be heard by City Council on May 24, 2021.

e. PH-21-10 Unified Development Code Text Amendment – Historic Preservation Incentive Zoning

Kathi Cook, Director of Community Development, presented consideration of text amendments to Article II, Appendix A: Historic Resources Inventory – Contributing Historic Buildings and Appendix A: Alpharetta Downtown Code Subsection 3.2.4(I)(2) of the Unified Development Code to remove a property from the list.

Director Cook shared that the property owner of 126 North Main Street notified Staff that this home was built in the 1950s, and that in order to be listed on the Contributing Historic Properties List, the building must be at least 75 years old, and as such, does not meet the requirement. There is no information about the architectural style of the home.

Director Cook stated that the recommendation is to remove 126 North Main Street from the Contributing Historic Properties Ordinance.

There was no discussion by the Planning Commission.

There were no public comments.

- ❖ Commissioner Attig offered a motion to approve to remove 126 North Main Street from the Ordinance.
  - Commissioner Waylock seconded the motion.
  - The motion was approved (7-0).

Chair Kung'u announced that this public hearing item will be heard by City Council on May 24, 2021.

VII. ADJOURNMENT

Chair Kung'u adjourned the meeting at 10:40 p.m.

CITY COUNCIL MEETING
STAFF REPORT

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

I. AGENDA ITEM TITLE: CU-21-06 THE PARISH ANGLICAN CHURCH/KALEN CENTER

PLANNING COMMISSION: JUNE 3, 2021

CITY COUNCIL: JUNE 28, 2021

II. RECOMMENDATION:

Deny CU-21-06 The Parish Anglican Church/Kalen Center request for conditional use.

If approval is considered, recommend the following conditions:

1. 'Church, Synagogue' shall be added as a conditional use at 201 Vaughan Drive, and limited to no more than 86 seats. Total number of seats may be increased to 120 seats, subject to a parking agreement with the Millennium Office Condo Association for at least 17 additional parking spaces. A copy of the executed parking agreement shall be provided to the City on an annual basis and in conjunction with the renewal of the business license.
2. The use shall be limited to worship services, pastoral counseling, community classes and other activities customarily associated with a religious facility, except that an academic school shall not be permitted.
3. Conditional use approval shall be limited to The Parish Anglican Church; no additional 'Church, Synagogue' uses or subleasing shall be permitted within the approved space.
4. There shall be no outside speakers or broadcasts, including music which is audible from outside the building or off the property.
5. Sunday hours of operation shall be limited to 6:30 AM - 1:30 PM to accommodate 2 worship services. The church shall be permitted to operate one (1) additional day per week from 5:00 PM - 10:00 PM.
6. The church shall not have outdoor displays, including displaying vehicles with church advertisements that are visible from the street.
7. Applicant shall provide a traffic/parking management plan, subject to approval by Staff. Church operations personnel shall work with City Staff if the plan needs to be modified due to growth in the congregation.
8. A police officer shall be utilized for services in order to manage and direct traffic.
9. An inspection shall be required by the Fire Marshall's Office to determine whether or not the space can accommodate the proposed use and occupancy.

III. REPORT IN BRIEF:

The applicant, The Parish Anglican Church, is requesting a conditional use to allow a 'Church, Synagogue' to operate in an existing building developed as the Kalen Center. The one (1) acre property is zoned C-2 (General Commercial), which requires approval of a conditional use in order to use the building for a church. The subject property is located at 201 Vaughan Drive near the northeast corner of Vaughan Drive and Highway 9.

DISCUSSION

The submitted request, if approved, would allow The Parish Anglican Church to operate a 'Church, Synagogue' in an existing building developed as the Kalen Center. The applicant requests a maximum occupancy of 120 seats for the church. The subject property is located at 201 Vaughan Drive near the northeast corner of Vaughan Drive and Highway 9.

The Kalen Center was developed in 2016 with a 2-story, 5,953 square foot office building. The zoning of the property is C-2 (General Commercial), which allows a 'Church, Synagogue' with the approval of a conditional use. Surrounding properties are zoned C-2, except that the property to the north is zoned R-8A (Dwelling, 'For-Sale', Attached/Detached – Medium Density). North Main Animal Hospital is located to the south, Chevron and Millennium Office Condos are located to the west, an office building and 321 Vaughan townhome development are located to the north and an undeveloped commercial property is located to the east.

The property has 43 on-site parking spaces, of which seventeen (17) spaces are located at the front of the building and 26 spaces to the rear of the building. Access to the rear parking lot is by way of Brindle Lane (private street) and a private parking lot at 231 Vaughan Drive. The Kalen Center, the 231 Vaughan Drive property and 321 Vaughan townhome development all share

the same access, except that the front parking spaces at the Kalen Center have separate access. The Unified Development Code (UDC) requires one (1) space for each two (2) seats in the principal assembly room for a church. Based on the number of on-site parking spaces, a total of 86 seats would be permitted in the principal assembly room. The applicant states that they have an agreement with the Millennium Office Condo Association directly across Vaughan Drive for up to an additional 64 parking spaces for overflow parking. The applicant submitted a parking and traffic management plan, whereby a Parish Host Team member, or if necessary an Alpharetta Police Officer, would manage traffic coming and going from The Kalen Center.

Parish Anglican Church has been operating at 11940 Alpharetta Highway since 2015. That property will be redeveloped in conjunction with Phase 2 of the Village Park at Wills assisted living facility. The Parish holds Sunday services at 9:00 AM and 10:30 AM, accommodating a congregation of approximately 150 adults and children. According to the applicant, The Parish is averaging 30 cars per week, which is currently combined into one (1) service. Sunday hours of operation are from 6:30 AM to 1:30 PM. The church also holds a service, community class and/or pastoral counseling one (1) night per week from 5:00 PM to 10:00 PM, which could be any day of the week.

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 subject property has shared access to its larger, rear parking lot with 231 Vaughan Drive and the 321 Vaughan townhome development. Access for the two (2) adjacent properties could be impacted while the church is holding services on Sundays.

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 subject property does not have sufficient on-site parking to accommodate a 120-seat church. In addition, the property shares access to its larger, rear parking lot with two (2) adjacent properties, one of which is a 36-unit townhome development. While an off-site parking agreement has been provided, there are safety concerns with pedestrians making mid-block crossings on Vaughan Drive.

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 could diminish property values within the surrounding area. If a church is approved at this location, the adjacent undeveloped, commercial property would be precluded from an alcohol license.

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

Response: Not applicable.

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

Response: The proposal could impede development of surrounding properties. If a church is approved at this location, the adjacent undeveloped, commercial property would be precluded from an alcohol license.

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

Response: The proposal, if approved, could impede access to the 321 Vaughan townhome development, as well as impede the development of surrounding properties. If a church is approved at this location, the adjacent undeveloped, commercial property would be precluded from an alcohol license.

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: If a church is approved at this location, the adjacent, commercial property would be precluded from an alcohol license.

CONCURRENCES

Staff has reviewed the applicant's proposal and finds that the request is in conflict with the established review criteria for a conditional use permit. The request, if approved, would impact the shared access to the 321 Vaughan townhome development and there are safety concerns with church members making mid-block crossings on Vaughan Drive. In addition, approval of the request has the potential to impede the development of surrounding properties. An adjacent undeveloped, commercial property would be precluded from requesting an alcohol license in the future, if the applicant's proposal is approved at the subject property.

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.

In addition, the City received objections from residents in the 321 Vaughan townhome development with concerns over impacts to the shared access and potential for conflicts between vehicles and pedestrians.

COMMUNITY ZONING INFORMATION MEETING

The CZIM was held on April 14, 2021. There were several comments and question with concerns over impeding shared access to the 321 Vaughan townhome development and safety issues with church members making mid-block crossings on Vaughan Drive.

IV. ATTACHMENTS:

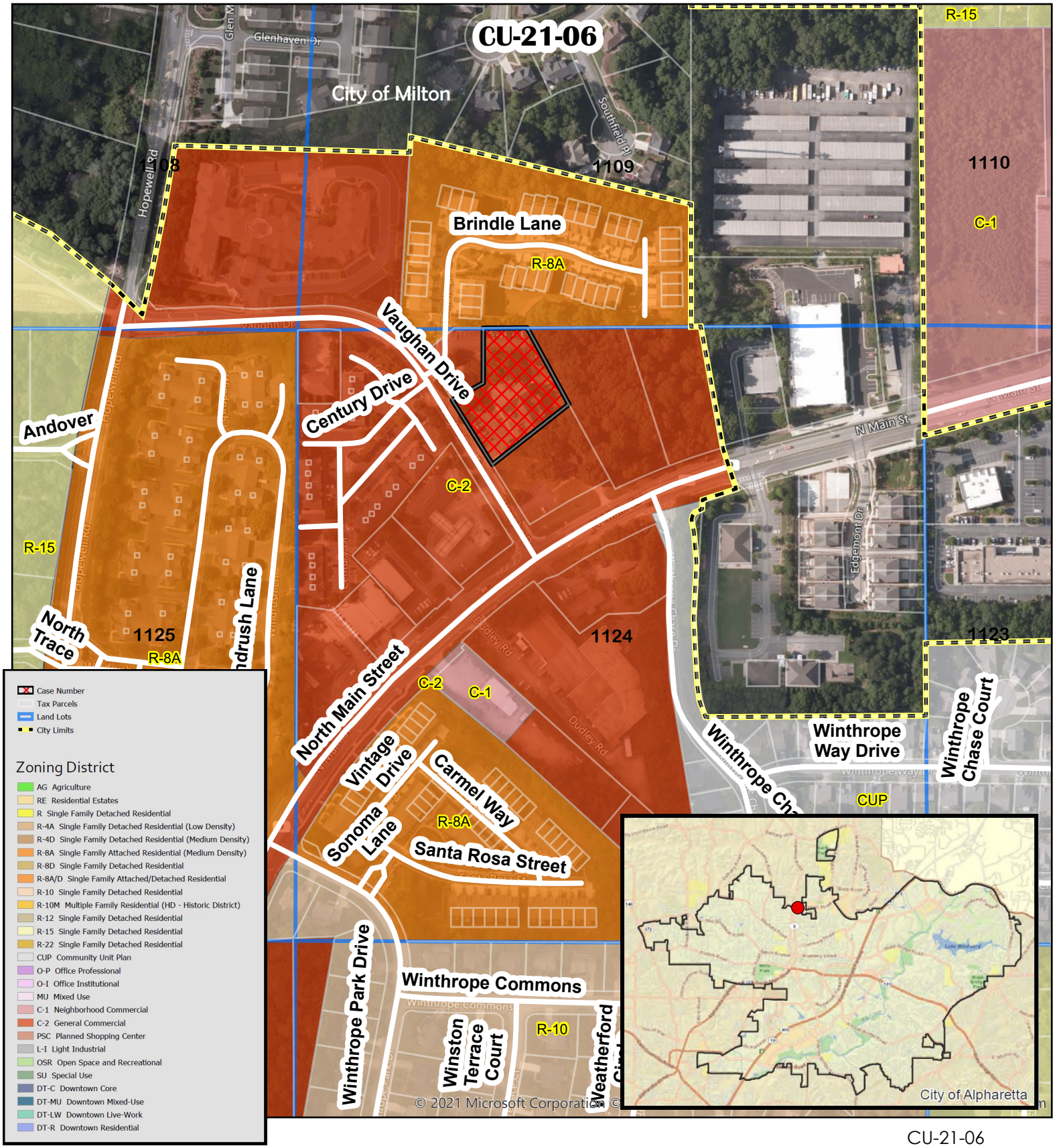
- Site Plan
- Proposed Application Changes

CU-21-06
D/LL: 2/2/1124
PC: 5/6/21
CC: 5/24/21

THE CITY OF ALPHARETTA GEORGIA

Aerial Map
Parish Anglican Church/Kalen Center
201 Vaughan Drive

Map Source :
Community Development GIS

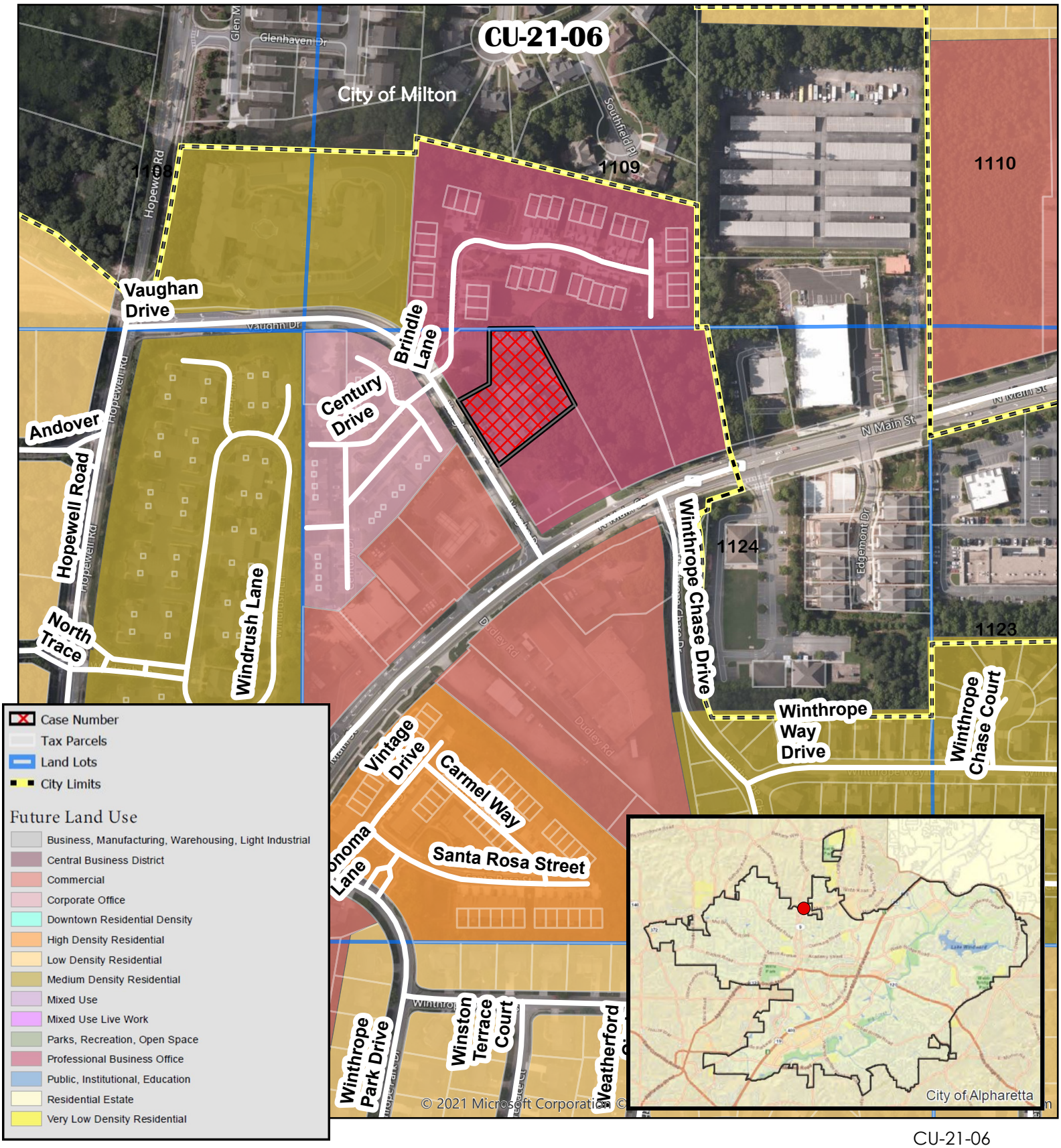


CU-21-06
D/LL: 2/2/1124
PC: 5/6/21
CC: 5/24/21

THE CITY OF ALPHARETTA GEORGIA

Zoning Map
Parish Anglican Church/Kalen Center
201 Vaughan Drive

Map Source :
Community Development GIS

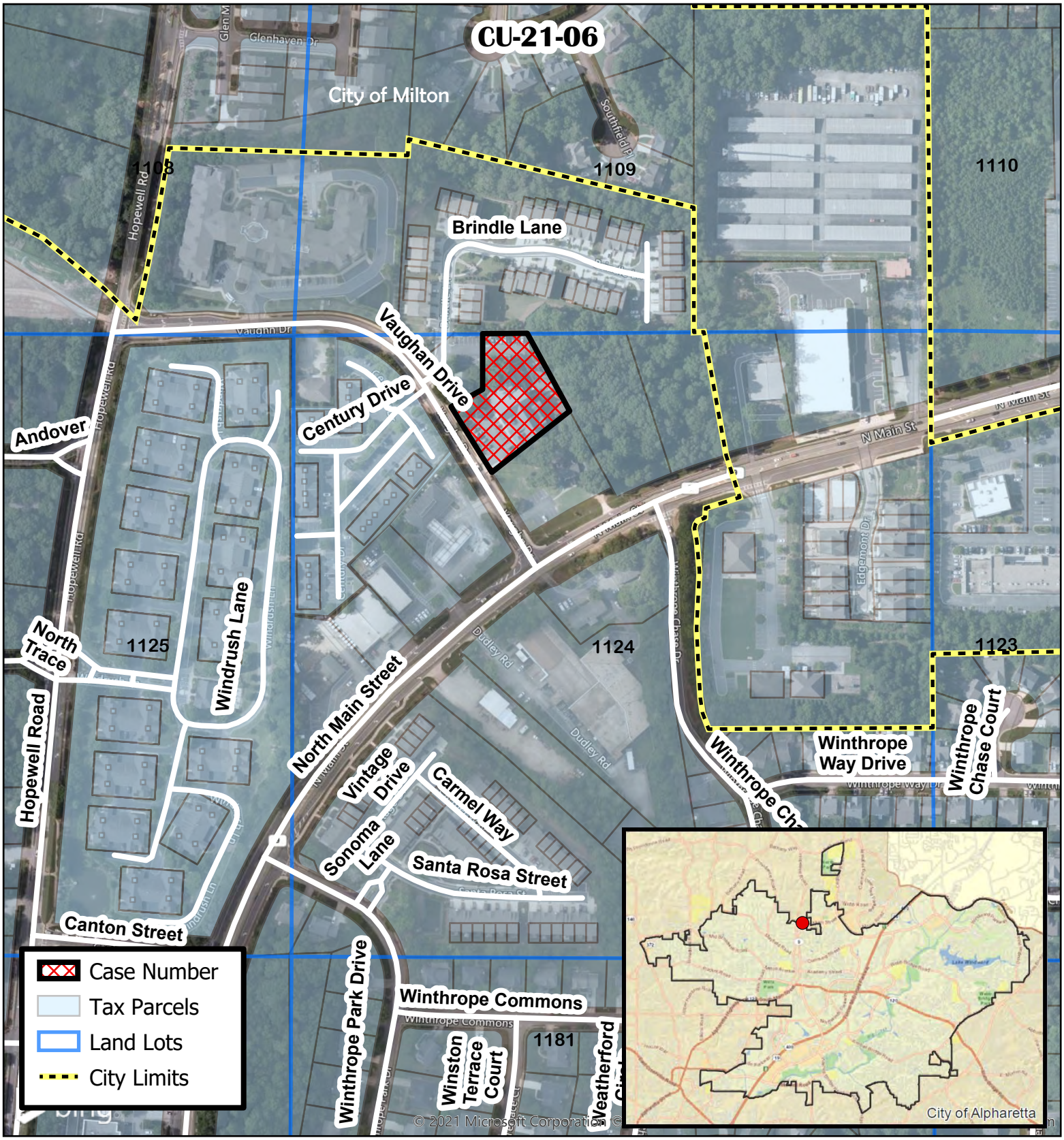


CU-21-06
D/LL: 2/2/1124
PC: 5/6/21
CC: 5/24/21

THE CITY OF ALPHARETTA GEORGIA

Future Land Use
Parish Anglican Church/Kalen Center
201 Vaughan Drive

Map Source :
Community Development GIS

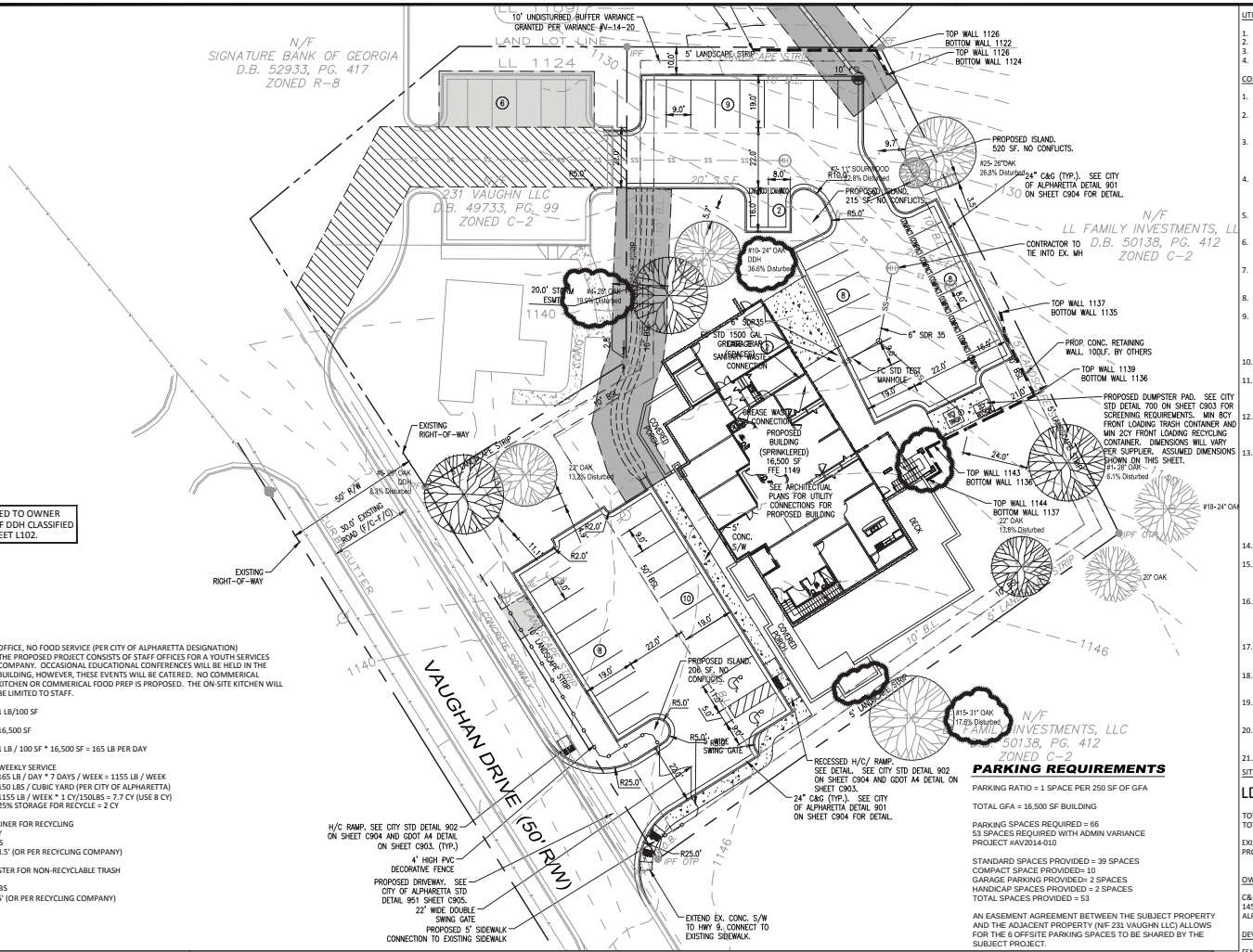


CU-21-06
D/LL: 2/2/1124
PC: 5/6/21
CC: 5/24/21

THE CITY OF ALPHARETTA GEORGIA

Location Map
Parish Anglican Church/Kalen Center
201 Vaughan Drive

Map Source :
Community Development GIS



NOTICE HAS BEEN PROVIDED TO OWNER REGARDING RETENTION OF DDH CLASSIFIED TREES. SEE LETTER ON SHEET L102.

WASTE ANALYSIS:

TYPE OF DEVELOPMENT:	OFFICE, NO FOOD SERVICE (PER CITY OF ALPHARETTA DESIGNATION) THE PROPOSED PROJECT CONSISTS OF STAFF OFFICES FOR A YOUTH SERVICES COMPANY. OCCASIONAL EDUCATIONAL CONFERENCES WILL BE HELD IN THE BUILDING, HOWEVER, THESE EVENTS WILL BE CATERED. NO COMMERICAL KITCHEN OR COMMERICAL FOOD PREP IS PROPOSED. THE ON-SITE KITCHEN WILL BE LIMITED TO STAFF.
DAILY GENERATION FACTOR:	1 LB/100 SF
BUILDING SQUARE FOOTAGE:	16,500 SF
DAILY WASTE GENERATION:	1 LB / 100 SF * 16,500 SF = 165 LB PER DAY
FREQUENCY OF PICKUP:	WEEKLY SERVICE
WEEKLY GENERATION:	165 LB / DAY * 7 DAYS / WEEK = 1155 LB / WEEK
WEIGHT TO AREA:	150 LBS / CUBIC YARD (PER CITY OF ALPHARETTA) 1155 LB / WEEK * 1 CY/150LBS = 7.7 CY (USE 8 CY) 25% STORAGE FOR RECYCLE = 2 CY

USE A 2 CY FRONT LOAD CONTAINER FOR RECYCLING

VOLUME:	2.33 CY
CAPACITY:	350 LBS
DIMENSIONS:	6'X3'X3.5' (OR PER RECYCLING COMPANY)

USE A 8 CY FRONT LOAD DUMPSTER FOR NON-RECYCLABLE TRASH

VOLUME:	8 CY
CAPACITY:	1200 LBS
DIMENSIONS:	6'X6'X6' (OR PER RECYCLING COMPANY)

PARKING REQUIREMENTS

PARKING RATIO = 1 SPACE PER 250 SF OF GFA

TOTAL GFA = 16,500 SF BUILDING

PARKING SPACES REQUIRED = 66
53 SPACES REQUIRED WITH ADMIN VARIANCE
PROJECT #AV2014-010

STANDARD SPACES PROVIDED = 39 SPACES
COMPACT SPACE PROVIDED= 10
GARAGE PARKING PROVIDED= 2 SPACES
HANDICAP SPACES PROVIDED = 2 SPACES
TOTAL SPACES PROVIDED = 53

AN EASEMENT AGREEMENT BETWEEN THE SUBJECT PROPERTY AND THE ADJACENT PROPERTY (N/F 231 VAUGHN LLC) ALLOWS FOR THE 6 OFFSITE PARKING SPACES TO BE SHARED BY THE SUBJECT PROJECT.

UTILITY PROVIDERS:

1. CITY OF ALPHARETTA TRAFFIC
2. ATLANTA GA LIGHT CUMMING
3. GEORGIA POWER
4. FULTON COUNTY WATER AND SEWER

COMMUNITY DEVELOPMENT NOTES:

1. NO WELLS OR SEPTIC SYSTEMS ARE PROPOSED OR EXIST ON SITE.
2. AN 18 MONTH PERFORMANCE AND MAINTENANCE BOND WILL BE REQUIRED FOR ALL LANDSCAPING AND IRRIGATION
3. PARKING LOT LIGHTS WILL BE LOCATED OUTSIDE OF LANDSCAPE ISLANDS. SITE LIGHTING MUST BE APPROVED BY THE ZONING. DEPARTMENT PRIOR TO ISSUANCE OF ELECTRICAL PERMIT.
4. THE OWNER IS RESPONSIBLE FOR ANNUAL REPORTING OF WASTE GENERATION FOR THIS PROJECTION ONGOING BASIS. THE WASTE GENERATION ANALYSIS MUST DEMONSTRATE A 25% OVERALL WASTE REDUCTION DUE TO RECYCLING.
5. OFFSITE PARKING SHOULD BE PROVIDED AND MAINTAINED THROUGHOUT CONSTRUCTION.
6. ALL REVISIONS TO THESE PLANS MUST BE SUBMITTED TO THE CITY OF ALPHARETTA COMMUNITY DEVELOPMENT DEPARTMENT PRIOR TO CONTINUING CONSTRUCTION.
7. ALL ROOFTOP APPURTENANCES, SATELLITE DISHES AND/OR OTHER COMMUNICATION DEVICES WILL BE SCREENED FROM ALL PUBLIC RIGHT OF WAYS.
8. ALL TEMPORARY AND PERMANENT SIGNS TO BE PERMITTED SEPARATELY.
9. CONTACT THE FOLLOWING DEPARTMENTS FOR APPROVAL OF PERMANENT CERTIFICATE OF OCCUPANCY: COMMUNITY DEVELOPMENT, ENGINEERING, ARBORIST, TRAFFIC AND FIRE. ALLOW A MINIMUM OF THREE (3) DAY NOTICE FOR A SITE INSPECTION APPOINTMENT.
10. ON-SITE BURIAL IS NOT ALLOWED
11. AN ENGINEER'S CERTIFICATION WILL BE REQUIRED FOR ALL RETAINING WALLS PRIOR TO ISSUANCE OF OF CERTIFICATE OF OCCUPANCY. ALL RETAINING WALLS GREATER THAN 4FT IN HEIGHT MUST OBTAIN A BUILDING PERMIT.
12. FOLLOWING THE COMPLETION OF THE PROJECT, THE OWNER SHALL THEREAFTER SUBMIT REPORTS REFLECTING COMPLIANCE WITH THE APPROVED WATER CONSERVATION PLAN
13. IRRIGATION NOTES:
    a. IRRIGATION SYSTEMS ARE NOT ALLOWED WITHIN THE PUBLIC RIGHT OF WAY (SYSTEMS WILL BE ALLOWED INSIDE MEDIANS IF AN INDEMNIFICATION LETTER IS PROVIDE ABSOLVING THE CITY OF ALPHARETTA OF ANY RESPONSIBILITY FOR DAMAGES)
    b. IRRIGATION SPRAY ONTO PUBLIC ROADWAYS IS NOT ALLOWED.
    c. IRRIGATION SYSTEMS MUST BE SHUT OFF OR OPERATED MANUALLY DURING WINTER MONTHS TO PREVENT UNNECESSARY ICE ON ROADS
14. NO ADDITIONAL SITE LIGHTING IS PROPOSED FOR THE SITE
15. CONTRACTOR TO PROVIDE THE CITY OF ALPHARETTA ENCROACHMENT PERMIT FOR ALL WORK WITHIN THE CITY'S ROW. ANY TRAFFIC SIGNAL OR UTILITY RELOCATIONS WILL BE THE RESPONSIBILITY OF THE OWNER/DEVELOPER.
16. ALL UTILITY LOCATES AND RELOCATIONS, AND OR DRAINAGE WILL BE THE RESPONSIBILITY OF THE DEVELOPER/CONTRACTOR. DEVELOPER/CONTRACTOR MUST CONTACT CITY OF ALPHARETTA LOCATE PERSONNEL DIRECTLY FOR TRAFFIC SIGNAL UTILITY LOCATES. PHONE: 678-297-6200
17. PER SECTION 3.3.1.C.1B OF THE UNIFIED DEVELOPMENT CODE STORMWATER MANAGEMENT IS NOT REQUIRED FOR THIS SITE.
18. ALL H/C RAMP FORMS MUST BE APPROVED BY THE CITY LAND DISTURBANCE INSPECTOR PRIOR TO CONCRETE POUR.
19. CONSTRUCTION JOINTS WITH EXISTING ROADWAY SHALL REQUIRE SMOOTH SAW CUT AND TACK. JOINTS CONSISTING OF BROKEN JAGGED EDGES WILL BE REJECTED.
20. LANDSCAPE STRIP/BUFFER AROUND PROPERTY MUST BE PLANTED TO BUFFER STANDARDS.
21. ALL TREES SHOWN HAVE BEEN SURVEYED IN THE FIELD BY A CERTIFIED SURVEYOR.

SITE DATA:

LDP #: D14-0019

TOTAL SITE AREA = 0.966 AC
TOTAL DISTURBED AREA: 0.866 AC

EXISTING IMPERVIOUS AREA: 0.00 AC
PROPOSED IMPERVIOUS AREA: 0.59 AC

OWNER OF RECORD:

C&M REAL ESTATE VENTURE, LLC
14585 CREEK CLUB DRIVE
ALPHARETTA, GA 30004

DEVELOPER:

FSM HOLDINGS LLC
11805 NORTHFALL LANE, SUITE 804
ALPHARETTA, GA 30009
CONTACT: RICHARD DEBBAN
PH.: 770-722-1965

ZONING: C-2

SETBACKS:

FRONT: 50FT / SIDE: 10 FT / REAR: 10 FT

MIN. LOT WIDTH: NONE / MIN. LOT AREA: NONE

MAX BUILDING COVERAGE: 70% / 90% (CBD)
PROPOSED BUILDING COVERAGE: 20.5%

MAX IMPERVIOUS AREA: 90% / 95% (CBD)
PROPOSED IMPERVIOUS AREA: 61.6%

BUILDING USE: OFFICE SPACE WITH MULTI PURPOSE SPACE AND A CONFERENCE ROOM ON SECOND LEVEL

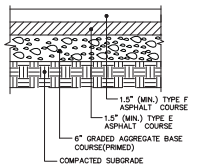
MAX BUILDING HEIGHT: 35'

CONSTRUCTION TYPE: FRAME CONSTRUCTION (ISO CLASS I, IBC TYPE VB)

LEGEND:

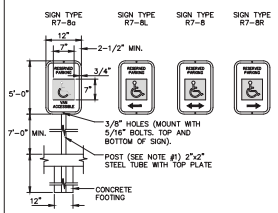
MEG, = MATCH EXISTING GRADE
~~~~ = DRAINAGE FLOW
CONCRETE = CONCRETE
TOW = TOP OF WALL ELEVATION
BOW = BOTTOM OF WALL ELEVATION
DE = DRAINAGE EASEMENT
FFE = FINISHED FLOOR ELEVATION
R.B. = REBAR
IPF = IRON PIN FOUND
IPS = IRON PIN SET
LLL = LAND LOT LINE
N/F = NOW OR FORMERLY
R/W = RIGHT OF WAY
-S- = SANITARY SEWER
-X- = FENCE
-G- = GAS LINE
-P- = POWER LINE
-T- = TELEPHONE LINE
-W- = WATER LINE
CTF = CRIMPED TOP PIN FOUND
CMF = CONCRETE MONUMENT FOUND
-100- = CONTOUR ELEVATION
x 100.00 = ELEVATION AT "x"
EX. GAS METER
EX. SANITARY MANHOLE
EX. WATER METER
EX. WATER VALVE
EX. STREET LIGHT

20 10 0 20 40
(IN FEET)
1 inch = 20 ft.

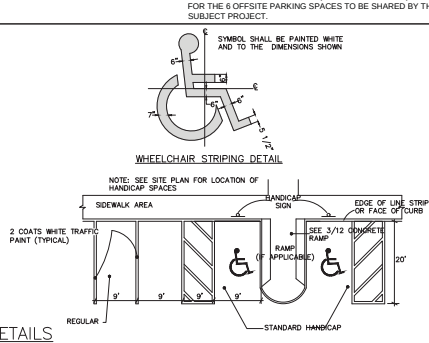


PARKING PAVEMENT SECTION
NTS

U.S. DEPARTMENT OF TRANSPORTATION TYPES



NOTES:
1. METAL POST AND ALL HARDWARE SHALL BE GALVANIZED STEEL, ASTM A307-90.
2. POST HOLES SHALL BE FILLED WITH GRANULAR BACKFILL IN 3-INCH TO 4-INCH LIFTS. THOROUGHLY HAND TAMP EACH LIFT AND CROWN BACKFILL AT TOP TO SHED WATER.
3. CONCRETE FOR FOOTING SHALL BE PORTLAND CEMENT AND HAVE A MINIMUM COMPRESSIVE STRENGTH OF 3000 PSI.
4. SIGNS SHALL BE CONSTRUCTED OF ALUMINUM, TYPE 6061-T6 AND IN CONFORMANCE WITH ASTM STD B-209. THICKNESS SHALL BE 0.80 INCHES.
5. TOP EDGE TREATMENT FILM SHALL BE 3" WIDE, CLEAR AND TRANSPARENT WITH A SUB-RESISTANT PRESSURE SENSITIVE NON-YELLOWING ADHESIVE, "SKOTCHCAL" TRANSPARENT FILE #639 OR APPROVED EQUAL.
6. REFLECTIVE FACING MATERIAL SHALL BE SCOTCHLITE HIGH INTENSITY, MANUFACTURED BY 3M COMPANY OR APPROVED EQUAL.
7. SIGN LETTERING SHALL BE NPS MODIFIED CLARENDON TYPEFACE. UPPERCASE LETTERS SHALL BE 3.75" HEIGHT AND LOWERCASE LETTERS SHALL BE 2.5" HEIGHT WITH 3.75" SPACING BETWEEN LINES.
8. CORNER RADIUS OF SIGNS SHALL BE 2.5"
9. ARROWS SHALL BE 5.625" LONG BY 3.75" HIGH.



HANDICAP PARKING SPACE DETAILS
NTS

NO.	DATE	REVISIONS DESCRIPTION
1	1-12-15	REVISED PER EPD WATER COMMENTS

CLIENT
FSM HOLDINGS LLC
24 HOUR CONTACT:
RICHARD J DEBBAN 770-772-1965
231 VAUGHN DRIVE, ALPHARETTA, GA 30009

LAND DISTURBANCE PLANS
FOR
KALEN CENTER
LOCATED IN LAND LOT 1109 & 1124, DISTRICT 2, SECTION 2
CITY OF ALPHARETTA, FULTON COUNTY, GEORGIA
SITE PLAN

GREYDEN ENGINEERING
2108 Nancy Drive
Roswell, Georgia 30076
PH: 770-573-4801 FAX: 678-302-6382

REGISTERED PROFESSIONAL ENGINEER GEORGIA

DATE	04-1-2014
JOB NO.	14-008
DESIGNED	RAD
CHECKED	RAD
SHEET:	C200
~~~~

CU-21-06 PARISH ANGLICAN CHURCH

1. Occupancies of current Kalen Center? Current CO allows for a max of 250 w/round tables; they are only seeking 218 seats for approval.
2. Land Use? Zoned C-2 but requires a Conditional Use. Future land use is Professional Business Office.
3. Church Growth? In same facility for years and have maintained same size congregation.
4. Great addition – I'm supportive.
5. Growth of gathering? It is certainly possible and have made extra plans by reserving 64 spots across the street.
6. Traffic concerns? Expect ~27 cars spaced over 2 separate gatherings. Do not expect a backup of vehicles.
7. Parking? See #5
8. Property values? Downtown area has new residences being built around churches; don't think this will impact values.
9. Kalen Center website currently encourages special events of 300 people. Kalen Center was built for special events including training of up to 300 people.
10. Positive value to 321 Vaughn Dr. residents? Not an issue – should only be used about 5 ½ hours per week and most of that time is on Sunday.
11. Only opposed in a manner that would impact our neighborhood
12. Don't envision a negative impact on community – I support the church use.

18:32:27 From Sai : I could barely hear last 1min talk.

18:37:38 From Mary Jacobs : What occupancies does the current Office Building zoning of The Kalen Center allow for?

18:38:45 From Chris Owens : I have worked with The Kalen Center in the past in a volunteer capacity. They are great to have in our City, and I am supportive of their proposed use.

18:38:50 From Mary Jacobs : I am not asking occupancy capacity. I'd like to know what the land use is.

18:40:01 From Mary Jacobs : Why should we believe the church will not grow?

18:40:05 From Bo Towns : This sounds like a win-win-win…Kalen center, community, neighbors!

18:40:49 From Ben and Natalie Shields : I think this would be a great addition to the community. I'm supportive.

18:41:03 From C&R : What does it mean that future use is designated as office space?

18:41:06 From Mary Jacobs : Was your prior location immediately beside a quiet "enclave community"?

18:42:02 From Sai : Current data might not show the potential growth of gatherings. There is lot of outbound traffic towards highway, and it's already adding to traffic to the narrow road. How would this be addressed in future ?

18:45:00 From C&R : But you already said you booked 64 spots across the street due to expected growth.

18:46:24 From Mary Jacobs : We believe the life of the 321 Vaughan residents will be impacted. And, our property values. What evaluation have you done on this issue?

18:46:55 From Andrew Culp : I believe that this is supporting the good work that the Kalen Center is doing and I support their leasing the space to The Parish.

18:46:57 From Sai : I second Mary's concern as well

18:47:05 From Mary Jacobs : The churches were there first.

18:47:31 From Bo Towns : I am a 321 Vaughn resident and do not envision a negative impact on our neighborhood or community or traffic. Rather, it would provide great value. I'm in support of this church meeting both for them, the Kalen Center and our community.

18:48:02 From Mary Jacobs : Question to Mr. Moeller and Ms. Lister: Why does your website encourage public Special Events of up to 300 people?

18:48:16 From C&R : Please expand on the positive value to 321 Vaughn.

18:49:23 From Ashish : There are few retirements communities around, so will they be able to come there

18:50:17 From Mary Jacobs : Where would they park?

18:50:19 From Kevin Heineman : I support this proposal. Sounds like a good idea and partnership.

18:51:52 From C&R : We are not opposed to the Parish per se, we are opposed to the expanded use of the Kalin center in a manner that would negatively impact our neighborhood.

18:52:19 From Mary Jacobs : Jordan - With all due respect, once you are approved and unless there is significant controls, we cannot go back. I applaud what you do but, the concern for property values and safety is valid.

18:53:18 From Mary Jacobs : And, how do you anticipate the Cottonwood residents would safely get to The Kalen Center?

18:53:54 From Mary Jacobs : To the City: Were there parking complaints from nearby business from prior Kalen events?

18:54:05 From Ashish : I am from alpha food , neighbor, and I support the good cause

18:55:26 From Bo Towns : This is a great opportunity for our community. I hope we will be welcoming you to the Kalen Center soon. You may grow quickly, because two more from the neighborhood may walk over…we'll be careful

18:56:11 From Mary Jacobs : The neighborhood is much more diverse, Bo

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: Conditional Use Application: Parish / Kalen Center (Case #PHA210014)

Contact Name: Jordan Warner Telephone: 719-640-4149

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

No responses received.

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

- [X] 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: Jordan Warner Date: April 13, 2021

Print Form

THE PARISH

Citizen
1234 Paradise Way
Alpharetta, GA 30009

RE: Conditional Use Permit Application by The Parish Anglican Church, Inc. for leased space at 201 Vaughan Drive, Alpharetta, GA 30009 (Case #PHA210014)

Dear Property Owner:

The Parish Anglican Church, Inc. has filed an application for a Conditional Use Permit at The Kalen Center, located at 201 Vaughan Drive, Alpharetta GA 30009. This permit would allow the facility to be used for church services and events, primarily on Sunday mornings. There are no other changes to the approved zoning.

The City will hold a Community Zoning Information Meeting via Zoom on April 14, 2021 at 6pm. You can join the Zoom meeting at this address https://zoom.us/j/95896318191. This is an informal meeting to allow the Public to view current applications and speak with Applicants.

The Planning Commission meeting is scheduled for May 6, 2021 and the City Council meeting is scheduled for May 24, 2021. Both of these meetings will take place at 6:30pm in the Alpharetta City Hall Council Chambers located at 2 Park Plaza, Alpharetta, Georgia.

If you have questions or would like additional information, please contact us via email at info@parishanglican.org or by mail at The Parish, 12540 Broadwell Road, Suite 2201, Milton, GA 30004.

Sincerely,

Jordan Warner
Pastor, The Parish Anglican Church

DAVIS HEATHER
620 SOUTHFIELD PL
ALPHARETTA GA 30004

HOPEWELL ROAD PROPERTIES LLC
1452 WATERFORD GREEN CT
MARIETTA GA 30068

KAMBHAMPATI AKHILA & AKKINENI VIJAY
121 BRINDLE LANE
ALPHARETTA GA 30009

KHAN ASGHAR & SHAMAILA MARRYAM
615 SOUTHFIELD PL
ALPHARETTA GA 30004

ALPHARETTA RETIREMENT RESIDENCE LLC
9310 NE VANCOUVER MALL DR STE 200
VANCOUVER WA 98662

WATTS STUART
119 BRINDLE LANE
ALPHARETTA GA 30009

WRIGHT JEFFREY C & WRIGHT MERIDETH L
605 SOUTHFIELD PL
ALPHARETTA GA 30004

LANHAM PROPERTIES LLC
502 N MAIN ST
ALPHARETTA GA 30009

JOHNSON ANTAR B
113 BRINDLE LN
ALPHARETTA GA 30009

PICCIRILLO MARK C
860 SOUTHFIELD LN
ALPHARETTA GA 30004

THIYAGARAJAN VENKATACHALAM & MUTHU RAMAN MEENAKSHI
111 BRINDLE LN
ALPHARETTA GA 30009

HASTA LA VISTA LLC
15 BOONES RIDGE PKWY SE
ACWORTH GA 30102

HASTA LA VISTA LLC
15 BOONES RIDGE PKWY SE
ACWORTH GA 30102

WALL MARK DOUGLAS & CHRISTINA MARIE
109 BRINDLE LN
ALPHARETTA GA 30009

STP NUMBER ONE L L C
201 ALLEN RD # 300
ATLANTA GA 30328

MALONEY JAMES B
2560 JAY BRIDGE RD
DAHLONEGA GA 30533

FOWLER KENDAL B & BENITA E
110 BRINDLE LANE
ALPHARETTA GA 30009

D R HORTON INC
0 P.O. BOX 54
ALPHARETTA GA 30009

WINTHROPE HOMEOWNERS ASSOC
500 SUGAR MILL RD STE 200B
SANDY SPRINGS GA 30350-2887

SIDDIQUI MUHAMMAD A & SIDDIQUI MEH REEN J
144 BRINDLE LANE
ALPHARETTA GA 30009

BUTTERS PROPERTY LLC
562 N MAIN ST
ALPHARETTA GA 30009

CHAO AMANDA & CHAO CHRISTOPHER
101 BRINDLE LANE
ALPHARETTA GA 30009

JACOBS MARY FRANCES & MICKY
116 BRINDLE LANE
ALPHARETTA GA 30009

ALPHA FOOD LLC
525 BROOK MANOR DR
JOHNS CREEK GA 30022

WESTWOOD VININGS I LLC
106 BRINDLE LANE
ALPHARETTA GA 30009

O LEARY KERRI
142 BRINDLE LANE
ALPHARETTA GA 30009

GLOBAL SPECTRUM FOUNDATION INC
1349 W PEACHTREE ST. NW ST NW STE 1010
ATLANTA GA 30309

SPEAKES ARTHUR W III & TONI W
152 BRINDLE LN
ALPHARETTA GA 30009

LEE DAVID C JR & MARRYOTT KIMBERLY S
140 BRINDLE LANE
ALPHARETTA GA 30009

ABBOTT VIRGINIA M
128 BRINDLE LANE
ALPHARETTA GA 30009

MUKKAMALA SASIDHAR
1370 WAVERLY GLEN DR
ALPHARETTA GA 30004

CRAWFORD PAM & CRAWFORD STEVE
880 SOUTHFIELD LANE
ALPHARETTA GA 30004

CAO JENNA
126 BRINDLE LANE
ALPHARETTA GA 30009

SYASHVAR LLC
910 SOUTHFIELD LANE
ALPHARETTA GA 30004

TLM AUTOMOTIVE INC
4735 SHARRON POINT CT
ALPHARETTA GA 30004

SCHMIDT PETER A ET AL
122 BRINDLE LN
ALPHARETTA GA 30009

GREEN TERRANCE V ET AL
170 LANSBURG TURN
ALPHARETTA GA 30022

231 VAUGHN LLC
231 VAUGHN DR
ALPHARETTA GA 30009-2333

LIMA MOKWANG DENISE & LINDSAY RICH
ARD
2222 WATERS RUN
DECATUR GA 30035

INPUT PROPERTY HOLDING LLC
12705 CENTURY # #D
ALPHARETTA GA 30004

GLOBAL SPECTRUM FOUNDATION INC
1349 W PEACHTREE ST NW STE 1010
ATLANTA GA 30309

WEINGART KENNETH & DOROTHY
7105 WINDRUSH LN
ALPHARETTA GA 30009

GURU SOFTWARE SERVICES INC
12700 CENTURY DR # B
ALPHARETTA GA 30004

STIPE ASSOCIATES INC
6904 DRISKELL CIR
CUMMING GA 30041

GIOVANNITTI BERNADETTE M
7107 WINDRUSH LN
ALPHARETTA GA 30009-8337

GURU SOFTWARE SERVICES INC
12700 CENTURY DR # B
ALPHARETTA GA 30004

BOTT VALERIE
7101 WINDRUSH LN
ALPHARETTA GA 30004

GURU SOFTWARE SERVICES INC
12700 CENTURY DR # B
ALPHARETTA GA 30004

HUNTER PAYTON HOLDINGS LLC
14260 FREEMANVILLE RD
MILTON GA 30004

AGUIRRE KEARNEY LLC
5950 HOLLAND DR
CUMMING GA 30041-4630

THERAPEUTIC INVESTMENT L L C
12700 CENTURY DR STE E
ALPHARETTA GA 30009

SOUTHERN BELL TEL & TEL CO
0 P.O. BOX 2211
ATLANTA GA 30301-2211

AGUIRRE KEARNEY LLC
5950 HOLLAND DR
CUMMING GA 30041-4630

LEAK DARRELL L & IRIS D
610 SOUTHFIELD PL
ALPHARETTA GA 30004

RICHARD STEPHEN D
P O BOX 550
OAKWOOD GA 30566

JUST READING LLC
12755 CENTURY DR STE C & D
ALPHARETTA GA 30004

SHERRY BRADFORD & SHERRY KATHERINE
870 SOUTHFIELD LANE
ALPHARETTA GA 30004

STORAGE TRUST PROPERTIES L P
P.O. BOX 25025
GLENDALE CA 91201

LL FAMILY INVESTMENTS LLC
125 BROAD ST SW
ATLANTA GA 30303

ADAMS CRAIG A & ROBIN L
150 BRINDLE LN
ALPHARETTA GA 30009

FRANCOIS MIRELA PICCININ & POMPEU JEAN POPOVICHE
130 BRINDLE LANE
ALPHARETTA GA 30009

LL FAMILY INVESTMENTS LLC
125 BROAD ST SW
ATLANTA GA 30303-3437

SOWADA LAURIE JO
115 BRINDLE LN
ALPHARETTA GA 30009

DREISBACH LAUREN C
118 BRINDLE LANE
ALPHARETTA GA 30009

FSM HOLDINGS LLC
680 GREENVIEW TER
ALPHARETTA GA 30004

GILLESPIE MICHAEL D & EMILY BELCHER
148 BRINDLE LN
ALPHARETTA GA 30009

VAUGHAN COMMUNITY ASSOCIATION INC
5256 PEACHTREE RD SUITE 195
ATLANTA GA 30341

WOOD GEORGE ANNA WOOD JASON DAVID
103 BRINDLE LANE
ALPHARETTA GA 30009

GRIFFITH LORA C
112 BRINDLE LN
ALPHARETTA GA 30009

SONOMA COMMUNITY ASSOCIATION INC
4400 N POINT PKWY SUITE 295
ALPHARETTA GA 30022

AGARD MICHAEL A & BARBARA A
154 BRINDLE LANE
ALPHARETTA GA 30009

CARAHAN PAUL C & ANA
146 BRINDLE LN
ALPHARETTA GA 30009

FRANKLIN CHRISTOPHER MILES ET AL
6106 WINDRUSH LANE
ALPHARETTA GA 30009

BOMMADEVARA RAJESH BABU & ITONG RE YES MA JURNALYN
125 BRINDLE LANE
ALPHARETTA GA 30005

HERBERT MATTHEW JUSTIN & KIMBERLY
114 BRINDLE LANE
ALPHARETTA GA 30009

NELSON JEAN L
6104 WINDRUSH LN
ALPHARETTA GA 30004

SAYE LINDA
123 BRINDLE LANE
ALPHARETTA GA 30009

ERICKSON NICHOLAS P
138 BRINDLE LANE
ALPHARETTA GA 30009

VIDMARK JUDITH A & BAGLEY LINDA V
6100 WINDRUSH LN
ALPHARETTA GA 30004

HURLEY DOUG & HURLEY JANIE
105 BRINDLE LANE
ALPHARETTA GA 30009

NICHOLSON ANTHONY & NICHOLSON CLAIRE
136 BRINDLE LANE
ALPHARETTA GA 30009

BONSALL PRISCILLA L & MELLOTT KIMBERLY C
6102 WINDRUSH LANE
ALPHARETTA GA 30009

NASON ANTHONY B
108 BRINDLE LANE
ALPHARETTA GA 30009

STEFANSKY DANIEL & STEFANSKY LINDSAY
134 BRINDLE LANE
ALPHARETTA GA 30009

MORRIS RICKARD CHARLES
7103 WINDRUSH LANE
ALPHARETTA GA 30009

SANTHANAKRISHNAN RAAJ PRADEEP
117 BRINDLE LANE
ALPHARETTA GA 30009

NUTTER KRISTIN M & NUTTER KENNETH W
132 BRINDLE LANE
ALPHARETTA GA 30009

JUST READING LLC
12755 CENTURY DR STE C & D
ALPHARETTA GA 30009

JULIE HILL GROUP LLC THE
3919 LAKE FORREST DR NE
ATLANTA GA 30342

TRI GOLD ASSOCIATES INC
482 W HARBORVIEW RD
SANTA ROSA BEACH FL 32459

THINK MOORE INC
3057 WATSONS BND
ALPHARETTA GA 30004

FIRST CAMBRIDGE LLC
12705 CENTURY DR STE A
ALPHARETTA GA 30004

REDWOOD COMMERCIAL LLC
310 OAKHURST LEAF DR
ALPHARETTA GA 30004

REYNOLDS HAROLD G
3085 HAVEN TER
MILTON GA 30004

HIGH GROUND PROPERTIES LLC
325 COACH HOUSE LANE
ALPHARETTA GA 30004

MALONEY PROPERTIES L L C
510 WESTMINSTER CT
ALPHARETTA GA 30009

321 Vaughan Research and Comments in Objection to The Parish Anglican Church's Conditional Use Permit (#PHA210014) – Leasing of The Kalen Center (201 Vaughan Drive, Alpharetta, GA)

TO: The City of Alpharetta Mayor Jim Gilvin, City Council, and the Planning Commission

FROM: Residents of 321 Vaughan (Current Opposition Group)

DATE: April 12, 2021

SUBJECT: Objections to Conditional Use Permit Application #PHA210014

The residents of the 321 Vaughan Townhouse Community listed on the attached cover letter are presenting the below information to be entered as a formal Public Record in Objection to The Parish Anglican Church's recent application for a Conditional Use Permit. We understand some of the information presented may already be known to Mayor Gilvin and the City Council; however, we believe the below commentary supports the many reasons why the City of Alpharetta should not grant the Conditional Use Permit at the Kalen Center. In general, the impact to our community will be significant, including but not limited to:

- Extreme traffic impact on streets that are too narrow to accommodate the expected 100+ vehicles (likely to grow). The increase will occur during the hours our residents are home for personal/recreational time (weekends and evenings).

- Loss of enjoyment of life and endangerment of the welfare of the residents of 321 Vaughan.

- Economic losses yet to be quantified but, including decreases in property value, additional expenses for the 321 Vaughan HOA (insurance rate increases due to the additional premises liability exposure). With the intended pedestrian traffic from the Millennium Office Condominium our residents are also exposed to personal insurance risk increases.

- Blocking of the only ingress/egress to 321 Vaughan is probable which will affect weekend deliveries (Amazon, Instacart, furniture, etc.), service calls, and safe access of residents to our community. It will also create the probability that any emergency vehicle will be delayed in entering our community during church hours due to traffic back-ups on Vaughan Drive, as well as Brindle Lane.

We appreciate your consideration and pray the Council will make the correct decision and deny Conditional Use Permit #PHA210014 to The Parish Anglican Church, Inc. *We also hope the Council will review the information regarding The Kalen Center's marketing of 201 Vaughan Drive as a "Special Events" venue for up to 300 people (per their own website) as any such usage does not fit with our understanding of their current Land Use approvals ("Office Building").*

321 Vaughan Research and Comments in Objection to The Parish Anglican Church's Conditional Use Permit (#PHA210014) – Leasing of The Kalen Center (201 Vaughan Drive, Alpharetta, GA)

Background of The Kalen Center: Fred T. Moeller ("Moeller") is the principal officer of RSM Holdings, LLC, the owner of the property known as The Kalen Center and located at 201 Vaughan Drive. The Kalen Center was built around the same time as 321 Vaughan (2016). To our knowledge (from personal history and research), the property has *always* been zoned solely for use as an Office Building. It remains so today:

https://iaspublicaccess.fultoncountyga.gov/datalets/datalet.aspx?mode=profileall_com&sIndex=0&idx=1&LMparent=20

Moeller's letter attached to the Conditional Use Application indicates that, *"… we built the building with the business plan in mind to rent space to a church on Sunday mornings, as it is a time when the facility is not occupied."* We are not aware of anything in Moeller's original development and construction plan indicating this building was to be used as anything other than an office building. (The plans were attached to the Conditional Use Application and even show "Proposed Office Building".) Had Moeller advised the City in 2016 of his intent to lease to a church, we cannot imagine this would have been entertained as a reasonable use by the City given there was not enough room for sufficient parking. Quite simply, this appears to us as a "new" thought intended to provide additional income to Kalen's owner. News reports show the true intended use:

https://www.appenmedia.com/archives/foster-adoption-center-to-open-in-alpharetta/article_1dfdf61f-ba6d-580c-8dd0-7b0176607719.html

***

Fred T. Moeller: Moeller is a licensed counselor. He is listed as an officer or Registered Agent for the entities that occupy and own the Kalen Center:

Fred T. Moeller & Associates, Inc. (For Profit – Likely also a Lessee of The Kalen Center):
https://ecorp.sos.ga.gov/BusinessSearch/BusinessInformation?businessId=1703113&businessType=Domestic%20Profit%20Corporation&fromSearch=True

Dream Weavers of Georgia, Inc. (Non-Profit):
https://ecorp.sos.ga.gov/BusinessSearch/BusinessInformation?businessId=1165218&businessType=Domestic%20Nonprofit%20Corporation&fromSearch=True

FSM Holdings, LLC (Owner/Lessor - For Profit):
https://ecorp.sos.ga.gov/BusinessSearch/BusinessInformation?businessId=1650949&businessType=Domestic%20Limited%20Liability%20Company&fromSearch=True

321 Vaughan Research and Comments in Objection to The Parish Anglican Church's Conditional Use Permit (#PHA210014) – Leasing of The Kalen Center (201 Vaughan Drive, Alpharetta, GA)

One additional entity is registered at the 201 Vaughan Drive location. Mr. Moeller's spouse, Susan Lister (Moeller), is listed as the contact:

GCAC of Georgia, LLC (For Profit):

https://ecorp.sos.ga.gov/BusinessSearch/BusinessInformation?businessId=393783&businessType=Domestic%20Limited%20Liability%20Company&fromSearch=True

It appears that the above entity may receive governmental funds for their services. It appears to be growing as they currently have several opportunities listed on their website:

https://www.gcacofgeorgia.com/employment-opportunities

While Pastor Warner listed that neither he nor The Parish made political contributions to those on the City Council, we believe that Moeller, Mrs. Moeller, and/or his/their businesses should have to disclose the same information.

***

The Kalen Center: The Kalen Center's website indicates they rent out the location for Special Events and can accommodate groups of *up to 300 people:*

https://www.kalencenter.com/

This is extremely concerning as we all know they do not have parking to allow for events of this size. We understand past events involved attendees parking at both North Main Animal Hospital and the Millennium Office Condominium park across the street *without permission*.

It appears The Kalen Center intends to host larger functions and getting the church's occupancy approved is going to open the door for *much larger gatherings, issues, and traffic*. If this Pandora's box is opened, our community will be irreparably harmed. Our quiet "Upscale Enclave Community" will see decreased safety, security, and home values.

***

The Parish Anglican Church: Our community is diverse and embraces all. We believe Pastor Warner has good intentions and, of course, it is understandable that he needs a building to house his congregation. However, their application lists only (100) adults as being in the congregation. They do not mention how many children, teenagers, etc. We believe the amount of people attending services or events (including minors) could be at least double this amount – especially after a full return from Covid protocols. The Parish's Facebook page has

about 330 followers and they are a "growing" community, as per their own website and application.

Perhaps naively, Pastor Warner listed there would be ***"no impact"*** on the neighboring residential community (i.e., 321 Vaughan). We find the fact the application speaks to the benefits of Kalen, Millennium, and the Parish in quite detail but, gave only one line of consideration to the impact on 321 Vaughan insulting. The amount of people that would be clogging our ingress/egress and entering our neighborhood – via foot and/or car – is not acceptable.

Through Pastor Warren's letter and our research, we learned there are several services each Sunday ("currently" only listed as 9:00 a.m. and 10:30 a.m.). This means traffic flooding small Vaughan Drive and our even narrower Brindle Lane from 8:00 a.m. until reasonably 12:30 p.m. on Sundays. The Parrish lists various groups, including a teenage group which meets twice per month after Sunday services. This means the traffic issues will remain longer into the afternoons on the first and third Sundays of each month. They also have group and team meetings and other classes which appear to take place in the evenings during the week. We've no idea how many evening events or how many will attend these additional sessions but, as the church grows, it is reasonable to expect meetings and special events will as well.

The Parish listed the positive impacts to The Kalen Center, Dream Weavers of Georgia, The Millennium Office Condominiums, and The Alpha Food Store as reasons the Permit should be granted. They list the City's policy to support businesses from recovery after the pandemic. They failed to list GCAC of Georgia, LLC which also registered at this address and appears to be another source of lease income for The Kalen Center owners.

While Pastor Warner focused on the fact their operations would occur outside of "normal business hours" (for The Kalen Center), he failed to appreciate the fact that our residents are impacted by their presences on the <u>weekends and after business hours.</u> This is the time 321 Vaughan residents are home and the traffic will affect our peaceful enjoyment of our property. Quite frankly, it was concerning that no thought was really given to the impact on the welfare of our community. We assert that the impact to our residents should be given primacy over any benefits to the commercial businesses – especially The Kalen Center which (from observation of cars in their lot) appears to be thriving during weekdays. As has been presented via multiple media accounts and advertisement, we have learned that counseling services are in high demand during COVID-19.

Finally, we cannot believe that out of the over (50) properties The Parish has looked at, there is not one other with reasonable space and accommodation of parking that <u>will not upset a residential community.</u> It seems that a "strip mall" or similar location would suit the current intent and provide adequate unincumbered parking.

321 Vaughan Research and Comments in Objection to The Parish Anglican Church's Conditional Use Permit (#PHA210014) – Leasing of The Kalen Center (201 Vaughan Drive, Alpharetta, GA)

The Parish's Permit petition should be discounted in favor of 321 Vaughan's residents' rights to the continued quiet enjoyment of our property and avoidance of diminution of value. The cost to The Parish should not be the determinate issue.

***

<u>321 Vaughan Impact</u>: If their Conditional Use Permit is approved, it seems reasonable The Parish community will grow. Normal uses of The Kalen Center by The Parish would include weddings, special learning events, funerals/memorial services, etc. These are likely to take place on Saturdays or other weekdays/evenings, causing further traffic.

We suggest that the Council visit 321 Vaughan to see how dangerous this amount of significant ingress/egress at or near our community will be. The Parish's parking plan includes the back parking lot of The Kalen Center. This is not acceptable as the only way to reach the back lot is via 321 Vaughan's ***ONLY*** ingress/egress (Brindle Lane) which is also directly across the street from the parking lot exit of the Millennium Office Condominium. As the entrance of 321 Vaughan is narrow and curves, vehicles often cannot enter and exit at the same time. The residents know of this hazard and hold back for others to enter. Strangers will not know this and will put us at higher risk of a crash trying to exit our own community.

The Parish lists only an intent to use "volunteers" to "assist people" across the street. Volunteers do not have authority to stop traffic and they could create additional hazards due to ineptness, inattention, or vehicles not heading their commands. Also, "volunteers" cannot assist *our residents* in entering/exiting safely. Our residents will now also be forced into additional driving hazards with multiple pedestrians crossing the street at Brindle Lane, from Millennium.

In addition to traffic hazards, 321 Vaughan's community will be exposed to a higher risk or crime and liability. There is nothing to stop church members from entering our private road/community on foot or by vehicle. This creates a concern for the neighborhood's children who now enjoy playing outside on the weekends and after school. The 321 Vaughan HOA will be exposed to potential civil lawsuits (third parties claiming injury on our property/entrance), which would impact insurance rates. We will also have to monitor for damage to our front entrance caused by people walking on our sprinkler heads, on our grass, in our flowerbed(s), on our monument, leaving trash, etc. *Please understand that people are people no matter whether they are heading to church or not. Damages and injuries happen all the time involving good people.*

Most importantly, Brindle Lane is "No Parking by Order of the Fire Marshall". It is a narrow road that would not be permitted by the City under current codes, as has been explained. The hard to maneuver entrance, backed up traffic (possibly backing up to U.S. 9), and narrow

road(s) are a recipe for increased accidents and liability. We have residents with chronic health issues who may encounter emergencies. While only a "possibility", if an ambulance could not safely/quickly enter our subdivision due to church or Special Event traffic at The Kalen Center, we would point to the negligence of The Parish, Kalen, and the City. If pedestrians were hit due to no proper authority providing traffic control, we would also point to Millennium (*who should know this is a bad lease risk*), The Parish, Kalen, and the City.

The effect on the property values in 321 Vaughan should also be considered. We are already between commercial buildings but, their occupancies have always been quiet and unpopulated. Realtors have always marketed our unique, small community as a hidden, quiet, "enclave". The Kalen Center's intent to add full weekend use to their already existing Office Building occupancy will be noted by potential buyers – especially during weekend Open House events.

***

ADA-Public Safety: In addition to the above, we also want to point out that ADA compliance is questionable even though the Millennium has agreed to lease "*up to 64 spaces*". We believe The Kalen Center should be required to submit an ADA study prior to the first in-person City Council meeting on Thursday, May 6th.

Our inquiries show that although the church might be exempt from ADA Title III requirements for most uses, they might not be fully exempt as secular events would continue to require Title III compliance. The Kalen Center (RSM Holdings, LLC) also may not enjoy the same Title III exemption as their purported tenant, The Parish Anglican Church, Inc.

The Kalen Center currently only has two handicap accessible parking spaces in a very tight lot with one ingress/egress. Title III dictates more spaces (at a minimum) would be required to become complaint. The path from off-site parking at Millennium is not "clear"; it is full of hazards, including cars that frequently speed around the blind curve on Vaughan Drive approaching Kalen and U.S. 9. Cars also turn off U.S. 9 quickly and The Kalen Center's driveway is only approximately 100 feet from the intersection. Pedestrians using the off-site Millennium location are at risk with that much traffic. Pedestrians attempting to reach The Alpha Food Store are also at risk. Please keep in mind our visually impaired and hearing communities when you make this decision. ***(At least one resident of 321 Vaughan is deaf.)***

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Summary: Again, we pray that the Council will make the correct decision and deny Conditional Use Permit #PHA210014 to The Parish Anglican Church, Inc. *We also hope the Council will review the information regarding The Kalen Center's marketing of 201 Vaughan Drive as a "Special Events" venue for up to 300 people (per their own website) as any such usage does not fit with our understanding of their current Land Use approvals ("Office Building").*

321 Vaughan Research and Comments in Objection to The Parish Anglican Church's Conditional Use Permit (#PHA210014) – Leasing of The Kalen Center (201 Vaughan Drive, Alpharetta, GA)

Should The Parish's Conditional Use Permit request be approved, we request the City require the hiring of Off-Duty Alpharetta Police Officer(s) to assist with traffic control at the intersection of Vaughan Drive and Brindle Lane. In addition, consideration should be given to a second officer in the front Kalen entrance across from The Alpha Food Store exit at Vaughan Drive and/or U.S. 9. Of course, this expense should be born by The Parish and/or The Kalen Center.

If The Kalen Center engages in building leasing for "Special Events" outside of The Parish's intended use/lease agreement, we request the City confirm this is an acceptable use within 201 Vaughan's current Land Use approvals ("Office Building"). We also request the City require advance notice to the 321 Vaughan community including the event size/type and parking/transport arrangements. We also request RSM Holdings, LLC provide approved security and/or Off-Duty Law Enforcement Officers to ensure the security of 321 Vaughan residents during any such events should they intend to utilize the rear parking lot or off-site parking effecting our entrance (whether pedestrian traffic from Millennium or off-site drop-off.)

None of the requests above are intended to extinguish any claims or potential future claims of any member or resident of the 321 Vaughan community or the 321 Vaughan HOA. They are strictly preventative requests presented by the listed residents, to protect our community and mitigate future losses which might occur or be discovered.

***

April 13, 2021

City of Alpharetta
Attn: Mayor Jim Gilvin, City Council, and The Planning Commission
VIA Email: C/O Michael Woodman, Senior Planner; mwoodman@alpharetta.ga.us

Dear Mayor Gilvin, City Council, and The Planning Commission:

This email correspondence and attached memorandum serve to advise you of the objections of certain residents of the 321 Vaughan townhouse community who oppose the approval of The Parish Anglican Church Inc.'s application for a Conditional Use Permit at The Kalen Center located at 201 Vaughan Drive, Alpharetta, GA, 30009.

Please review the attached Research and Comments in Opposition to The Parish's Conditional Use Permit #PHA210014 in advance of the initial Community Zoning Information Meeting scheduled via Zoom on April 14, 2021 at 6:00 p.m. We would appreciate your consideration of our Opposition Motion and look forward to discussing this matter with you further.

The following residents have reviewed and agreed to this submission. We anticipate the addition of others, in the future:

Mary and Micky Jacobs
116 Brindle Lane
Email: maryfjacobs@comcast.net
reachmik@me.com

Akhila Kambhampati
121 Brindle Lane
Email: k.akhila@gmail.com

Raaj Pradeep
117 Brindle Lane
Email: raajpradeep@gmail.com

Linda Saye and Gerry Sookhoo
123 Brindle Lane
Email: lindasaye@hotmail.com
rudygerry2019@outlook.com

Kaan Cuce
115 Brindle Lane
Email: kaancuce@gmail.com

Robin Adams
150 Brindle Lane
Email: Arizona_robin@yahoo.com

Patty Cooper Martens
118 Brindle Lane
Email: pattystl@sbcglobal.net

Paul Carahan
146 Brindle Lane
Email: paulc@paulcarahan.com

Kendal and Briana Fowler
110 Brindle Lane
Email: kendalfowler@gmail.com

Sai Kiran Vudutala@gmail.com
119 Brindle Lane
Email: saikiranvudutala@gmail.com

Should you require any additional information or wish to set a site visit and/or 321 Vaughan community meeting, please feel free to reach out to me directly. I will act as the liaison for the noted residents, at this time. Other residents will also be engaged to assist.

Sincerely,

Mary F. Jacobs

Mary F. Jacobs
116 Brindle Lane
Alpharetta, GA 30009
Mobile: 407.446.8921
Email: maryfjacobs@comcast.net

C: Jordan Warner, Pastor,
The Parish Anglican Church
Email: info@parishanglican.org

Fred T. Moeller, L.P.C., SAE
The Kalen Center, et al.
Email: Info@moellerassociates.com

From: Jordan Warner
To: [redacted]; Woodman, Michael
Cc: Info@moellerassociates.com; [redacted]
Subject: Re: Letter & Memorandum - 321 Vaughan in Opposition to the Conditional Use Permit #PHA210014 -KALEN CENTER
Date: Wednesday, April 14, 2021 1:50:42 PM

Dear Ms. Jacobs and all signatories/residents of 321 Vaughan Townhomes,

My name is Jordan and I'm the pastor of The Parish, here in Alpharetta. Thank you for sharing your concerns around our Conditional Use request.

I want to begin by simply expressing our desire to honor you and your neighborhood, and our desire to collaborate with you for the good of all involved. I hear your concern and its importance, and we want to work cooperatively with you. I wish we had the opportunity to sit with you in person prior to tonight's meeting, as I imagine some confusion and misunderstanding could have been avoided with a simple conversation. While we have already met some of the surrounding businesses/neighbors, we hadn't yet made it to the 321 Vaughan neighborhood. Please know that this was not an intentional snub and in no way was meant to be offensive or dismissive – instead it is a reflection of the fact that we are a small church juggling a number of balls and simply hadn't had the chance to meet with everyone yet.

While I won't address each element of your letter in this email, I will speak in detail to what I sense is the heart of your concern, both in this note and this evening's zoom meeting. I'd be happy to have a follow-up conversation in person to discuss each concern at length. Having said that, it seems clear that there is a significant misunderstanding around the size of our church and the scope/intention of our use at The Kalen Center. Below are some facts/figures to provide clarity on our proposed scope of use. But before I get to those, what is most important is to communicate that we intend to be good, productive neighbors for the small handful of hours we would even be at The Kalen Center each week. We would desire to partner with you for the betterment of your community and to contribute toward practical needs that exist. Put simply, our posture is *for* you, not against you, and we hope to spend our energy in ways that contribute to Alpharetta and its unity/well-being.

Here is some additional context that may not have been clear from our application:

- We have already outlined the limits and specifics of our use at Kalen to the city, which would be on average less than 6 hours per week. We have another facility we use for the vast majority of our purposes as a church (office, groups, classes, events, kids/high school meetings, etc.). Outside of Sunday morning services, we anticipate using Kalen Center for around 25 total hours per *year*.
- We are a much smaller church than it seems you are imagining – we currently have 60 families that actively participate in the church (105 adult "members"). However, in the church world, having members doesn't mean they show up every Sunday. To paint the picture, on average only 51% of our people attend on a given week, and our average attendance this year has been 92 total people, *including children/teens*, per week. Of course most kids and teens ride with other family members, so our average attendance of 54 adults per week works out to about 27 vehicles per Sunday using the City's recommended ratio of 2 seats in the primary gathering space per 1 parking space. This is well within the parking capacity of the Kalen Center today. In addition, not everyone

arrives at the same time – our members tend to be show up over a 25-30 minute span.
- While we have intentionally planned ahead to ensure that any possible future growth wouldn't cause problems, it's not our church's style to actively pursue numerical growth (our church culture is casual and laid-back and the "growing" we talk about has to do with our inner character/development – we do not have a growth plan that refers to strategically trying to add more people, though of course all are welcome).
- Our church would need to more than quadruple in size to reach max capacity at the Kalen Center's primary space (we understand the Certificate of Occupancy and Fire Marshal has set this capacity at 250 people). In our 8 years of existence we have never been significantly larger than we are now. For years we've met on Sundays at another facility off Hwy 9, so this move to a similar part of town wouldn't inherently lead to growth that we haven't seen since 2013.
- We have a parking and pedestrian plan already in development, and there is no need for anyone to ever at any point step on your property.

In light of the above, I'll admit to being a bit taken aback by the tone and content of your letter. It seems a lot of energy was put into trying to expose a perceived intent to harm when we would have been happy to give you all the pieces if asked. We aren't trying to hide anything and would be happy to share with you our plans, data, and approach to mitigate any concerns you have. Loving our neighbors is one of the primary reasons we got into this whole thing in the first place.

I drove by this morning and took some time to try and sit in your shoes. I understand your concern around the narrowness of Brindle Ln. and the nearness of Kalen's back parking lot to your community. This is why we intentionally secured more than enough parking away away from 321 Vaughan in advance of this first hearing. Even so, we're happy to explore other ways we might ease your concerns. We intend to honor your community in whatever ways are practical/possible, and would not anticipate anyone ever needing to step on your property.

To that end, I'm looking forward to talking further tonight and beyond,
Jordan

Jordan Warner
The Parish
thepari.sh
On Apr 13, 2021, 3:21 PM -0400, MARY JACOBS <maryfjacobs@comcast.net>, wrote:

> Dear Mr. Woodman:
>
> Please find attached the letter and memorandum in support of the 321 Vaughan residents' Opposition to the Conditional Use Permit #PHA210014 filed by The Parish Anglican Church for revised Land Use of The Kalen Center.
>
> Other residents will be on the Zoom call and may be added to the current opposition list. The HOA (of which I am President) has not put forth a formal position but, as residents, we are also concerned with the affect on our community's HOA exposure(s).

We would appreciate you forwarding the attached information to the Mayor, the City Council, and the Planning Committee, for review prior to tomorrow's Zoom call at 6:00 p.m.

Your kind assistance is appreciated. Should anyone have questions, we look forward to discussing our objections with all.

Sincerely

Mary F. Jacobs
Personally and o/b/o The Signatory Residents
116 Brindle Lane/321 Vaughan Townhouse Community
Mobile: [redacted]

From: Jordan Warner
To: [redacted]
Subject: Re: Letter & Memorandum - 321 Vaughan in Opposition to the Conditional Use Permit #PHA210014 -KALEN CENTER
Date: Monday, April 19, 2021 11:34:33 AM

Good morning Robin, I hope you had a nice weekend!

Thanks for your email - I appreciate your words and participation in this process. While I continue to believe the preparation we've done around our limited use will mitigate against any significant impact on the community, I'm happy to create space to discuss and hear ideas you may have toward a productive plan for all involved. If you'd like to meet for coffee or via zoom to discuss further, please let me know.

Have a great day,
Jordan
P.S. I moved others on the thread to bcc so we won't fill up anyone's inbox more than is desired, but if others would like to continue to be looped in, please let me know.

Jordan Warner
The Parish
thepari.sh
On Apr 15, 2021, 6:37 PM -0400, Robin Adams [redacted], wrote:

> Hello Jordan,
>
> As a person who practices spiritual awareness and promotes freedom of religion, this is in no way an indictment of your Parish and I strongly encourage you to see it as such.
>
> As a resident at 321 Vaughan Drive since 2014, it is my hope that you will hear our plea and see this opposition as a deep concern for the expected significant increase in vehicle and people traffic that will no doubt cause congestion at the Vaughan Drive and Brindle Lane intersection - an area that is already challenging to navigate regardless the day of the week.
>
> Regards,
>
> Robin Adams
>
> On Wednesday, April 14, 2021, 01:50:34 PM EDT, Jordan Warner <jordanwarner@parishanglican.org> wrote:
>
> Dear Ms. Jacobs and all signatories/residents of 321 Vaughan Townhomes,

My name is Jordan and I'm the pastor of The Parish, here in Alpharetta. Thank you for sharing your concerns around our Conditional Use request.

I want to begin by simply expressing our desire to honor you and your neighborhood, and our desire to collaborate with you for the good of all involved. I hear your concern and its importance, and we want to work cooperatively with you. I wish we had the opportunity to sit with you in person prior to tonight's meeting, as I imagine some confusion and misunderstanding could have been avoided with a simple conversation. While we have already met some of the surrounding businesses/neighbors, we hadn't yet made it to the 321 Vaughan neighborhood. Please know that this was not an intentional snub and in no way was meant to be offensive or dismissive – instead it is a reflection of the fact that we are a small church juggling a number of balls and simply hadn't had the chance to meet with everyone yet.

While I won't address each element of your letter in this email, I will speak in detail to what I sense is the heart of your concern, both in this note and this evening's zoom meeting. I'd be happy to have a follow-up conversation in person to discuss each concern at length. Having said that, it seems clear that there is a significant misunderstanding around the size of our church and the scope/intention of our use at The Kalen Center. Below are some facts/figures to provide clarity on our proposed scope of use. But before I get to those, what is most important is to communicate that we intend to be good, productive neighbors for the small handful of hours we would even be at The Kalen Center each week. We would desire to partner with you for the betterment of your community and to contribute toward practical needs that exist. Put simply, our posture is *for* you, not against you, and we hope to spend our energy in ways that contribute to Alpharetta and its unity/well-being.

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Jordan Warner

The Parish

thepari.sh

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Sincerely

Mary F. Jacobs

Personally and o/b/o The Signatory Residents

116 Brindle Lane/321 Vaughan Townhouse Community

[redacted]

The Parish
Conditional Use Application Addendum
May 24, 2021

While the majority of individuals and neighboring organizations who participated in the Community Zoning Meeting (April 14, 2021) were in support of The Parish's proposed use including some residents of the nearby townhome community, we heard the concerns expressed by several residents of the townhome community.

In an effort to proactively address these concerns, The Parish deferred our application for one month to consider possible plan improvements. After reviewing possibilities, we are amending our Conditional Use Application with the changes outlined on the following page.

Additionally, we continue to desire direct dialogue with any concerned party so we can hear and respond accordingly.

Proposed Application Changes

1) Reduced Capacity Limit

In the original application, The Parish requested up to **214 seats** in the principal assembly area. This number was derived from the maximum available parking applied to a 2:1 persons-to-vehicle ratio. However, this number is far beyond our current or foreseeable need and has been understood by some as an indication that we have plans to pursue significant growth or are a larger church than we represented.

In order to provide clarity and demonstrate our commitment to the scope of use we have indicated, we are reducing our request to **120 seats** in the principal assembly area.

We believe fewer cars stemming from a reduced seat limit, combined with the proposed Parking and Traffic Management Plan below will make a significant difference in the impact of our use, as outlined in the Rationale for Support section below.

2) Parking & Traffic Management Plan

To further mitigate any negative impact on the neighboring community, we propose stationing a Parish Host Team member, or if necessary an Alpharetta Police Officer, at the entrance to the parking lot on Brindle Lane near Vaughan Drive to manage vehicles coming and going from The Kalen Center to ensure a smooth flow of traffic.

Prior to the beginning of services, this person will be responsible for directing Parish drivers toward available parking spaces, and if the rear lot reaches capacity directing them to park at Millennium so that there is no backlog of vehicles in or around the rear lot.

After the conclusion of services, this person will stop Parish traffic exiting the rear lot to prioritize the right of way that townhome owners enjoy as they approach Vaughan Drive on Brindle Lane, and to ensure that drivers exiting the rear lot do not do so until there is sufficient space to make the turn onto Vaughan Drive. This will ensure that drivers entering Brindle Lane are not blocked from entering.

Rationale for Support

No changes to existing, approved site plan

The Parish will be making no changes to the site plan or parking lot, and the City has already approved full use of the parking lot for The Kalen Center at all times under its existing zoning. This approval was originally given with the support of the developer of the townhomes. With respect to the use of existing parking lots, we believe that The Parish should be treated no differently than an office user at this location who would have the ability to make full use of the parking lot on weekends without any new approval from the city.

Improved Approach to Parking, Traffic Flow, and Public Safety

Parking, Traffic & Safety

• Under this adjusted plan, even if we ever reached parking capacity the majority of our attendees would park directly at the Kalen Center with direct access to building in the 43 available spaces.

• Additional parking spaces would be leased at Millennium Condominium Association across Vaughan Drive. However, these spaces would primarily be used by our staff/board or early arriving volunteers. This ensures the need to cross the street would not happen at the same time the majority of cars arrive, and fewer pedestrians would be crossing Vaughan Drive in general, reducing safety concerns related to large numbers of pedestrians crossing Vaughan Drive

More Accurately Reflects the Reality of Our Intended Use

While we recognize and appreciate that the city must consider any possible future growth, we reiterate that we currently average 30 cars per week, all of which are combined into one service. At the Kalen Center, we will resume two separate Sunday service times, further reducing the number of cars arriving at any time.

120 seats and 60 vehicles provides more than enough room for potential future growth. In order to fill 120 seats and 60 cars at one service, we would need to experience 200% growth, a growth rate which would far surpass anything that has happened in the history of our church. Furthermore, we believe our requirements for children's ministry spaces will likely limit church growth in this facility beyond 120 seats.

3/1/21

CITY OF ALPHARETTA

PUBLIC HEARING APPLICATION

FOR OFFICE USE ONLY

Case #: PHA21 0014

☑ Fee Paid Initial dh

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: Jordan Warner Telephone: (719) 640-4149

Address: 12540 Broadwell Rd. Suite: 2201Milton

City Milton State: GA Zip: 30004 Fax:

Mobile Tel: (719) 640-4149 Email: jordanwarner@parishanglican.org

Subject Property Information:

Address: 201 Vaughan Drive Current Zoning: C2

District: Section: Land Lot: Parcel ID: 22 496011243320

Proposed Zoning: Current Use:

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

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

APPLICANT REQUEST AND INTENT

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

The Parish is a church community that exists "for the sake of others." We seek to foster spiritual, emotional, and mental health in our community, while practically serving and financially giving to support the practical needs of our local community.

The Parish is seeking to lease space at The Kalen Center, primarily between the hours of 7am - 12pm on Sunday mornings to hold worship services. Occasional adult classes may also be held in evenings or weekends several times per year and would function outside normal business/operating hours.

Applicant's Request (Please itemize the proposal):

In partnership with The Kalen Center and for the mutual benefit of our organizations, we are requesting the city's approval for a conditional use of the property:

- in order to host worship services
- in order to host adult classes or group discussions outside of normal business hours

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

This usage would facilitate The Parish operating in C2 space. Please review the attached Letter of Intent (Exhibit A) for a detailed response.

PROPERTY OWNER AUTHORIZATION

Property Owner Information:

Contact Name: Fsm Holdings LLC (Fred Moeller / Susan Lister) Telephone: 678-386-4314

Address: 680 Greenview Ter. 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: The Parish Anglican Church / Jordan Wa Telephone: 7196404149

Address: Suite:

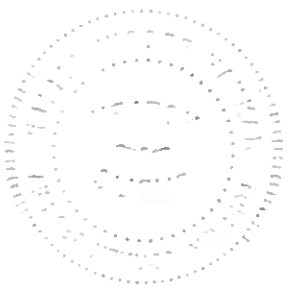
City Milton State: GA Zip: 30004 -

So Sworn and Attested:

Owner Signature: Fred Moeller Date: 2-26-2021

Notary:

Notary Signature: Hannah Peeler Date: 2.26.2021



DISCLOSURE FORM

The Official Code of Georgia Annotated requires disclosure of campaign contributions to government officials by an applicant or opponent of a rezoning or public hearing petition (O.C.G.A. 36-67 A-1).

Applicants must file this form with the City of Alpharetta Community Development Department within ten (10) days after filing for rezoning or public hearing. Opponents to a rezoning or public hearing petition must file this form five (5) days prior to the Planning Commission meeting at which the subject rezoning or public hearing petition is scheduled to be heard.

Name of Applicant or Opponent: The Parish Anglican Church, Inc. (Jordan Warner)

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: Jordan Warner Date: 3/1/21

ALPHARETTA PLANNING COMMISSION REVIEW CRITERIA

How will this proposal be compatible with surrounding properties?

See Exhibit B for detailed responses to this section.

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

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

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

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

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

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

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

CITIZEN PARTICIPATION FORM - PART A

This form must be completed and submitted with the applicant's completed Public Hearing Application. Applications submitted to the City of Alpharetta without a completed Citizen Participation Form - Part A will not be accepted.

Public Hearing or Project Name: The Parish Anglican Church

Contact Name: Jordan Warner Telephone: (719) 640-4149

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

See attached Exhibit C

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

- [x] Letter
- [ ] Personal Visits
- [ ] Telephone
- [ ] Group Meeting
- [ ] Email
- [ ] Other *(Please Specify)*

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

Letter or email

Conditional Use Application
City of Alpharetta

The Parish
Exhibit A: Letter of Intent

3/1/21

THE PARISH

RE: CITY OF ALPHARETTA LETTER OF INTENT

The Parish Anglican Church, Inc. requests approval of Conditional Use to lease space at *The Kalen Center* (201 Vaughan Drive, Alpharetta GA 30009) for worship services and occasional events.

The Parish is an Alpharetta-based church community that exists "for the sake of others." We emphasize a practice-based faith that seeks to:

- foster spiritual, emotional, relational, and mental health in our community;
- support the work of justice, renewal, and peace;
- practically serve and give to meet evident needs in our local community.

The Parish is a church with a weekly attendance of roughly 100 adults. We are a congregation of the Anglican Church in North America, a province of over 1,000 churches across the continent. We further belong to a group of churches known as *Churches for the Sake of Others*, as an expression of our commitment to exist for the good of the community around us.

The Parish offers Sunday worship services for the community which include adult worship and instructional groups for children. We offer periodic classes in emotional health, social justice, practical peace-making and contemplative spirituality, as well as small groups which take place in homes throughout the local community. These environments are designed to form us into a community growing in love for God and neighbor.

Our use at this property would be mostly limited to worship, which currently takes place at 9am and 10:30am on Sunday mornings. Additionally, we may occasionally offer small groups or adult classes outside of regular business hours. Our offices are located off-site, so there would be little to no Monday-Friday impact as a result of this use.

As explained in our application, this proposed use benefits several commercial businesses and non-profit organizations that have been impacted by the Covid-19 pandemic, while supporting local restaurants and retail by bringing families into the downtown district each weekend.

We are grateful for your consideration and the opportunity to be a part of the Alpharetta community.

Jordan Warner

Conditional Use Application
City of Alpharetta

The Parish
Exhibit B: Alpharetta Planning Commission Review Criteria

Alpharetta Planning Commission Review Criteria Application Responses

How will this proposal be compatible with surrounding properties?

- This proposal allows The Kalen Center to enact a key component of their revenue-generating strategy that has been in place since building the facility: to lease space to a church in their building.
- A church use will not interfere with business operations for other tenants of the property.
- We have worked with the Board of Directors for The Millennium Office Condominium Association (located across Vaughan Dr.) to lease supplemental parking, generating a new revenue stream for the condominium association. A Memorandum of Understanding is included in our application. This partnership ensures an abundance of parking will be available for worship services and potential future church growth while providing members of the association a direct benefit as well.
- A significant majority of our usage would be confined to Sunday morning hours, outside of traditional business operating hours.
- Nearby residential communities would experience no downside from our presence.
- The Alpha Foods Convenience Store would benefit from business opportunities with church attenders stopping for gas, snack, etc. before or after church.
- We anticipate the veterinary office adjacent to the Kalen Center would experience no negative impact from our presence.
- The undeveloped lots on Hwy 9 north of The Kalen Center may experience a restriction of their ability to develop the property for establishments that serve alcohol due to Georgia State law restrictions regarding minimum distances between houses of worship and future alcohol licensees. The Parish has no knowledge of any interest in the undeveloped land site from any bars or restaurants at this time. Additionally, it is our understanding that existing alcohol licenses are unaffected by a new church use. Nearby uses already include a foster care agency, adoption-related social services, children's counseling services, residential townhomes that include a Fulton County Schools bus stop, and the Southeast Islamic Community Center across Hwy 9, so there may already be other uses in this specific area that are incongruent with the issuance of an alcohol license.

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

- This proposed use is aligned with the city's priority of supporting existing businesses and organizations that have been impacted by the recent pandemic. This use generates revenue for several for-profit companies and undergirds the community-serving work of several non-profit organizations at the same time:
    - The Kalen Center would benefit from rent payments to support their work in foster care, adoption, and family counseling services.
    - The Millennium Office Condominiums would benefit from funds for leased parking spaces.
    - Dreamweavers of Georgia (a non-profit within The Kalen Center that exists to enrich the lives of foster children) would benefit from increased awareness of their

vital work in the community, an enlarged volunteer base, and opportunities to partner with The Parish to serve local families.

- Finally, The Parish would, in leasing the space and compensating Kalen Center accordingly, benefit from a beautiful facility that was initially built with the purpose of hosting a church in mind. After a year-long real estate search, this is clearly the best facility and financial option for our church, which has seen losses due to the pandemic and not being able to worship in person for the past year.

In summary, approving this conditional use will serve to bolster the efforts of multiple organizations and commercial properties simultaneously, while adding the presence of a new organization (The Parish) which is dedicated to the well-being and service of the surrounding area.

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

N/A

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

There would be no increase to population, and no increase in traffic during business hours. Worship gatherings held on site will occur during non-working hours, and thus traffic impact will be minimal. The Parish currently consists of roughly 60 family units consisting of 105 adult members who would utilize the primary worship space (16+ years).

The Kalen Center has approximately 45 parking spaces on site (accommodating up to 90 seats in the primary gathering space using a 2:1 persons-to-vehicle ratio).
If needed, we have entered an agreement with Millennium Condo Association across Vaughan Drive to lease up to an additional 64 parking spaces. When/if those spaces are utilized, we will provide volunteers at relevant times to assist pedestrians to safely cross Vaughan Drive.

Historically the Parish has provided 70 seats in our primary gathering space. Counting the 64 parking spaces at Millennium plus the 45 parking spaces at the Kalen Center, the Parish could accommodate future growth of up to 218 seats with the 109 parking spaces. The Certificate of Occupancy provides for a maximum of 250 seats in the primary gathering space.

Additionally, the church gathers on Sunday mornings in two separate services, thus further reducing parking need and traffic at any one time.

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

We foresee no impact on schools other than receiving the benefit of an organization that seeks to resource the community's flourishing. Similarly, impact to utilities would be minor.

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

We would be providing a house of worship that can serve the growing number of residents in the downtown district and surrounding area.

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

Both The Kalen Center and The Parish have been significantly impacted by the pandemic. The public health crisis has made the critical work of foster care and adoption even more challenging for The Kalen Center, and the funds received through this lease would support its important mission serving children and families. The Parish has not gathered for indoor worship services since March of 2020, resulting in the loss of members and decreased giving. Looking forward to the future when Covid conditions allow the Parish to regather indoors prudently, this proposed use represents a meaningful "win/win scenario" for all involved.

Conditional Use Application
City of Alpharetta

The Parish
Exhibit C: Public Participation Mailing Notifications (Addresses)

LEAK DARRELL L & IRIS D
610 SOUTHFIELD PL
ALPHARETTA GA 30004

SOUTHERN BELL TEL & TEL CO
0 P.O. BOX 2211
ATLANTA GA 30301-2211

SAYE LINDA
123 BRINDLE LANE
ALPHARETTA GA 30009

SHERRY BRADFORD & SHERRY KATHERINE
870 SOUTHFIELD LANE
ALPHARETTA GA 30004

RICHARD STEPHEN D
P O BOX 550
OAKWOOD GA 30566

HURLEY DOUG & HURLEY JANIE
105 BRINDLE LANE
ALPHARETTA GA 30009

CRAWFORD PAM & CRAWFORD STEVE
880 SOUTHFIELD LANE
ALPHARETTA GA 30004

STORAGE TRUST PROPERTIES L P
P.O. BOX 25025
GLENDALE CA 91201

NASON ANTHONY B
108 BRINDLE LANE
ALPHARETTA GA 30009

TLM AUTOMOTIVE INC
4735 SHARRON POINT CT
ALPHARETTA GA 30004

LL FAMILY INVESTMENTS LLC
125 BROAD ST SW
ATLANTA GA 30303

SANTHANAKRISHNAN RAAJ PRADEEP
117 BRINDLE LANE
ALPHARETTA GA 30009

231 VAUGHN LLC
231 VAUGHN DR
ALPHARETTA GA 30009-2333

LL FAMILY INVESTMENTS LLC
125 BROAD ST SW
ATLANTA GA 30303-3437

ADAMS CRAIG A & ROBIN L
150 BRINDLE LN
ALPHARETTA GA 30009

GLOBAL SPECTRUM FOUNDATION INC
1349 W PEACHTREE ST NW STE 1010
ATLANTA GA 30309

FSM HOLDINGS LLC
680 GREENVIEW TER
ALPHARETTA GA 30004

SOWADA LAURIE JO
115 BRINDLE LN
ALPHARETTA GA 30009

STIPE ASSOCIATES INC
6904 DRISKELL CIR
CUMMING GA 30041

STAJDUHAR TONY EDWARD
3020 HAVEN MILL LN
ALPHARETTA GA 30004

GILLESPIE MICHAEL D & EMILY BELCHER
148 BRINDLE LN
ALPHARETTA GA 30009

CALATLANTIC GROUP INC
1000 MANSELL EXCHANGE W # 200
ALPHARETTA GA 30022

WOOD GEORGE ANNA WOOD JASON DAVID
103 BRINDLE LANE
ALPHARETTA GA 30009

GRIFFITH LORA C
112 BRINDLE LN
ALPHARETTA GA 30009

AGARD MICHAEL A & BARBARA A
154 BRINDLE LANE
ALPHARETTA GA 30009

CARAHAN PAUL C & ANA
146 BRINDLE LN
ALPHARETTA GA 30009

HUNTER PAYTON HOLDINGS LLC
14260 FREEMANVILLE RD
MILTON GA 30004

BOMMADEVARA RAJESH BABU & ITONG RE
YES MA JURNALYN
125 BRINDLE LANE
ALPHARETTA GA 30005

HERBERT MATTHEW JUSTIN & KIMBERLY
114 BRINDLE LANE
ALPHARETTA GA 30009

ERICKSON NICHOLAS P
138 BRINDLE LANE
ALPHARETTA GA 30009

VIDMARK JUDITH A & BAGLEY LINDA V
6100 WINDRUSH LN
ALPHARETTA GA 30004

REYNOLDS HAROLD G
3085 HAVEN TER
MILTON GA 30004

NICHOLSON ANTHONY & NICHOLSON CLAI RE
136 BRINDLE LANE
ALPHARETTA GA 30009

BONSALL PRISCILLA L & MELLOTT KIMB ERLY C
6102 WINDRUSH LANE
ALPHARETTA GA 30009

HIGH GROUND PROPERTIES LLC
325 COACH HOUSE LANE
ALPHARETTA GA 30004

STEFANSKY DANIEL & STEFANSKY LINDS AY
134 BRINDLE LANE
ALPHARETTA GA 30009

MORRIS RICKARD CHARLES
7103 WINDRUSH LANE
ALPHARETTA GA 30009

MALONEY PROPERTIES L L C
510 WESTMINSTER CT
ALPHARETTA GA 30009

NUTTER KRISTIN M & NUTTER KENNETH W
132 BRINDLE LANE
ALPHARETTA GA 30009

RIPOSTELLA NICHOLAS
8107 WINDRUSH LN
ALPHARETTA GA 30004

DAVIS HEATHER
620 SOUTHFIELD PL
ALPHARETTA GA 30004

FRANCOIS MIRELA PICCININ & POMPEU JEAN POPOVICHE
130 BRINDLE LANE
ALPHARETTA GA 30009

JUST READING LLC
12755 CENTURY DR STE C & D
ALPHARETTA GA 30009

KHAN ASGHAR & SHAMAILA MARRYAM
615 SOUTHFIELD PL
ALPHARETTA GA 30004

DREISBACH LAUREN C
118 BRINDLE LANE
ALPHARETTA GA 30009

JULIE HILL GROUP LLC THE
3919 LAKE FORREST DR NE
ATLANTA GA 30342

WRIGHT JEFFREY C & WRIGHT MERIDETH L
605 SOUTHFIELD PL
ALPHARETTA GA 30004

VAUGHAN COMMUNITY ASSOCIATION INC
5256 PEACHTREE RD SUITE 195
ATLANTA GA 30341

TRI GOLD ASSOCIATES INC
482 W HARBORVIEW RD
SANTA ROSA BEACH FL 32459

PICCIRILLO MARK C
860 SOUTHFIELD LN
ALPHARETTA GA 30004

SONOMA COMMUNITY ASSOCIATION INC
4400 N POINT PKWY SUITE 295
ALPHARETTA GA 30022

THINK MOORE INC
3057 WATSONS BND
ALPHARETTA GA 30004

HASTA LA VISTA LLC
15 BOONES RIDGE PKWY SE
ACWORTH GA 30102

FRANKLIN CHRISTOPHER MILES ET AL
6106 WINDRUSH LANE
ALPHARETTA GA 30009

FIRST CAMBRIDGE LLC
12705 CENTURY DR STE A
ALPHARETTA GA 30004

STP NUMBER ONE L L C
201 ALLEN RD # 300
ATLANTA GA 30328

NELSON JEAN L
6104 WINDRUSH LN
ALPHARETTA GA 30004

REDWOOD COMMERCIAL LLC
310 OAKHURST LEAF DR
ALPHARETTA GA 30004

D R HORTON INC
0 P.O. BOX 54
ALPHARETTA GA 30009

BUTTERS PROPERTY LLC
562 N MAIN ST
ALPHARETTA GA 30009

CHAO AMANDA & CHAO CHRISTOPHER
101 BRINDLE LANE
ALPHARETTA GA 30009

JACOBS MARY FRANCES & MICKY
116 BRINDLE LANE
ALPHARETTA GA 30009

ALPHA FOOD LLC
525 BROOK MANOR DR
JOHNS CREEK GA 30022

WESTWOOD VININGS I LLC
106 BRINDLE LANE
ALPHARETTA GA 30009

O LEARY KERRI
142 BRINDLE LANE
ALPHARETTA GA 30009

GLOBAL SPECTRUM FOUNDATION INC
1349 W PEACHTREE ST. NW ST NW STE
1010
ATLANTA GA 30309

SPEAKES ARTHUR W III & TONI W
152 BRINDLE LN
ALPHARETTA GA 30009

LEE DAVID C JR & MARRYOTT KIMBERLY
S
140 BRINDLE LANE
ALPHARETTA GA 30009

HOPEWELL ROAD PROPERTIES LLC
1452 WATERFORD GREEN CT
MARIETTA GA 30068

KAMBHAMPATI AKHILA & AKKINENI VIJAY
121 BRINDLE LANE
ALPHARETTA GA 30009

ABBOTT VIRGINIA M
128 BRINDLE LANE
ALPHARETTA GA 30009

ALPHARETTA RETIREMENT RESIDENCE LLC
9310 NE VANCOUVER MALL DR STE 200
VANCOUVER WA 98662

WATTS STUART
119 BRINDLE LANE
ALPHARETTA GA 30009

CAO JENNA
126 BRINDLE LANE
ALPHARETTA GA 30009

LANHAM PROPERTIES LLC
502 N MAIN ST
ALPHARETTA GA 30009

JOHNSON ANTAR B
113 BRINDLE LN
ALPHARETTA GA 30009

SCHMIDT PETER A ET AL
122 BRINDLE LN
ALPHARETTA GA 30009

THIYAGARAJAN VENKATACHALAM & MUTHU
RAMAN MEENAKSHI
111 BRINDLE LN
ALPHARETTA GA 30009

LIMA MOKWANG DENISE & LINDSAY RICH
ARD
2222 WATERS RUN
DECATUR GA 30035

HASTA LA VISTA LLC
15 BOONES RIDGE PKWY SE
ACWORTH GA 30102

WALL MARK DOUGLAS & CHRISTINA MARIE
109 BRINDLE LN
ALPHARETTA GA 30009

TAYLOR MORRISON OF GEORGIA LLC
4400 N POINT PKWY STE 295
ALPHARETTA GA 30022

MALONEY JAMES B
2560 JAY BRIDGE RD
DAHLONEGA GA 30533

FOWLER KENDAL B & BENITA E
110 BRINDLE LANE
ALPHARETTA GA 30009

TAYLOR MORRISON OF GEORGIA LLC
4400 N POINT PKWY STE 295
ALPHARETTA GA 30022

WINTHROPE HOMEOWNERS ASSOC
500 SUGAR MILL RD STE 200B
SANDY SPRINGS GA 30350-2887

SIDDIQUI MUHAMMAD A & SIDDIQUI MEH
REEN J
144 BRINDLE LANE
ALPHARETTA GA 30009

GARMON FREDDIE
5104 WINDRUSH LN
ALPHARETTA GA 30004

CHARLTON PATRICIA SUE & MARTIN GRA
YSON
87 VICKERY ST
ROSWELL GA 30075

GREEN TERRANCE V ET AL
170 LANSBURG TURN
ALPHARETTA GA 30022

WEINGART KENNETH & DOROTHY
7105 WINDRUSH LN
ALPHARETTA GA 30009

INPUT PROPERTY HOLDING LLC
12705 CENTURY # #D
ALPHARETTA GA 30004

GIOVANNITTI BERNADETTE M
7107 WINDRUSH LN
ALPHARETTA GA 30009-8337

GURU SOFTWARE SERVICES INC
12700 CENTURY DR # B
ALPHARETTA GA 30004

BOTT VALERIE
7101 WINDRUSH LN
ALPHARETTA GA 30004

GURU SOFTWARE SERVICES INC
12700 CENTURY DR # B
ALPHARETTA GA 30004

SCOTT BETTY E & GERALD L
8101 WINDRUSH LN
ALPHARETTA GA 30009-8332

GURU SOFTWARE SERVICES INC
12700 CENTURY DR # B
ALPHARETTA GA 30004

AGUIRRE KEARNEY LLC
5950 HOLLAND DR
CUMMING GA 30041-4630

THERAPEUTIC INVESTMENT L L C
12700 CENTURY DR STE E
ALPHARETTA GA 30009

AGUIRRE KEARNEY LLC
5950 HOLLAND DR
CUMMING GA 30041-4630

JUST READING LLC
12755 CENTURY DR STE C & D
ALPHARETTA GA 30004

MUKKAMALA SASIDHAR
1370 WAVERLY GLEN DR
ALPHARETTA GA 30004

SYASHVAR LLC
910 SOUTHFIELD LANE
ALPHARETTA GA 30004

Conditional Use Application
City of Alpharetta

The Parish
Exhibit D: Legal Description

LEGAL DESCRIPTION OF PARENT PARCEL

ALL OF THAT TRACT OF OR PARCEL OF LAND LYING AND BEING IN LAND LOTS 1109 AND 1124 OF THE 2ND DISTRICT AND 2ND SECTION OF FULTON COUNTY, GEORGIA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT AT THE INTERSECTION OF THE NORTH RIGHT OF WAY OF VAUGHN DRIVE AND THE WEST RIGHT OF WAY OF NORTH MAIN STREET (GA HIGHWAY 9) THENCE NORTHWEST ALONG THE RIGHT OF WAY OF VAUGHN DRIVE A DISTANCE OF 175' TO A POINT BEING THE *TRUE POINT OF BEGINNING* ;
THENCE N 32°08'05" W A DISTANCE OF 70.25' TO A POINT;
THENCE N 31°53'10" W A DISTANCE OF 93.74' TO A POINT;
THENCE N 32°01'39" W A DISTANCE OF 49.78' TO A POINT;
THENCE N 34°06'01" W A DISTANCE OF 65.14' TO A POINT;
THENCE WITH A CURVE
TURNING TO THE LEFT
WITH AN ARC LENGTH OF 79.71',
WITH A RADIUS OF 250.99',
WITH A CHORD BEARING OF N 45°24'59" W,
WITH A CHORD LENGTH OF 79.38', TO A POINT;
THENCE N 03°22'05" E A DISTANCE OF 388.50' TO A POINT;
THENCE S 76°34'52" E A DISTANCE OF 61.15' TO A POINT;
THENCE S 76°35'22" E A DISTANCE OF 554.33' TO A POINT;
THENCE S 00°42'17" E A DISTANCE OF 238.80' TO A POINT;
THENCE N 89°50'36" W A DISTANCE OF 336.33' TO A POINT;
THENCE S 26°08'31" E A DISTANCE OF 198.76' TO A POINT;
THENCE S 54°44'26" W A DISTANCE OF 207.37' TO A POINT;
WHICH IS THE *TRUE POINT OF BEGINNING*, AND HAVING AN AREA OF 5.763 ACRES,.
BEING MORE PARTICULARLY DESCRIBED BY PLAT OF SURVEY PREPARED BY LANDPRO SURVEYING AND MAPPING, INC. DATED JUNE 15, 2006 AND UPDATED AUGUST 21, 2006.

Pendley & Pendley

Conditional Use Application
City of Alpharetta

The Parish
Exhibit E: Kalen Center Letter of Support

THE KALEN CENTER

February 26, 2021

Dear City of Alpharetta Staff and Council Members:

We are writing this letter as an attachment to The Parish Anglican Church application for Conditional Use to lease space from The Kalen Center located at 201 Vaughan Drive. We are excited to enter into a lease with have this organization for their use on Sunday mornings.

When we built the Kalen Center back in 2016, we built the building with the business plan in mind to rent space to a church on Sunday mornings as it is a time in which the facility is not occupied. We felt this would be a great strategy as a stream of revenue to offset our expenses associated with the upkeep of The Kalen Center.

Over the past 3 years we have talked with several church organizations concerning the leasing of the space. However; we did not move forward for one reason or another. We feel this partnership will benefit The Parish and The Kalen Center. The pandemic has greatly affected our business revenues with mandated reporters having less contact with neglected and abused children.

In closing, we know this venture is a win/win for our businesses, our community and the City of Alpharetta.

Sincerely,

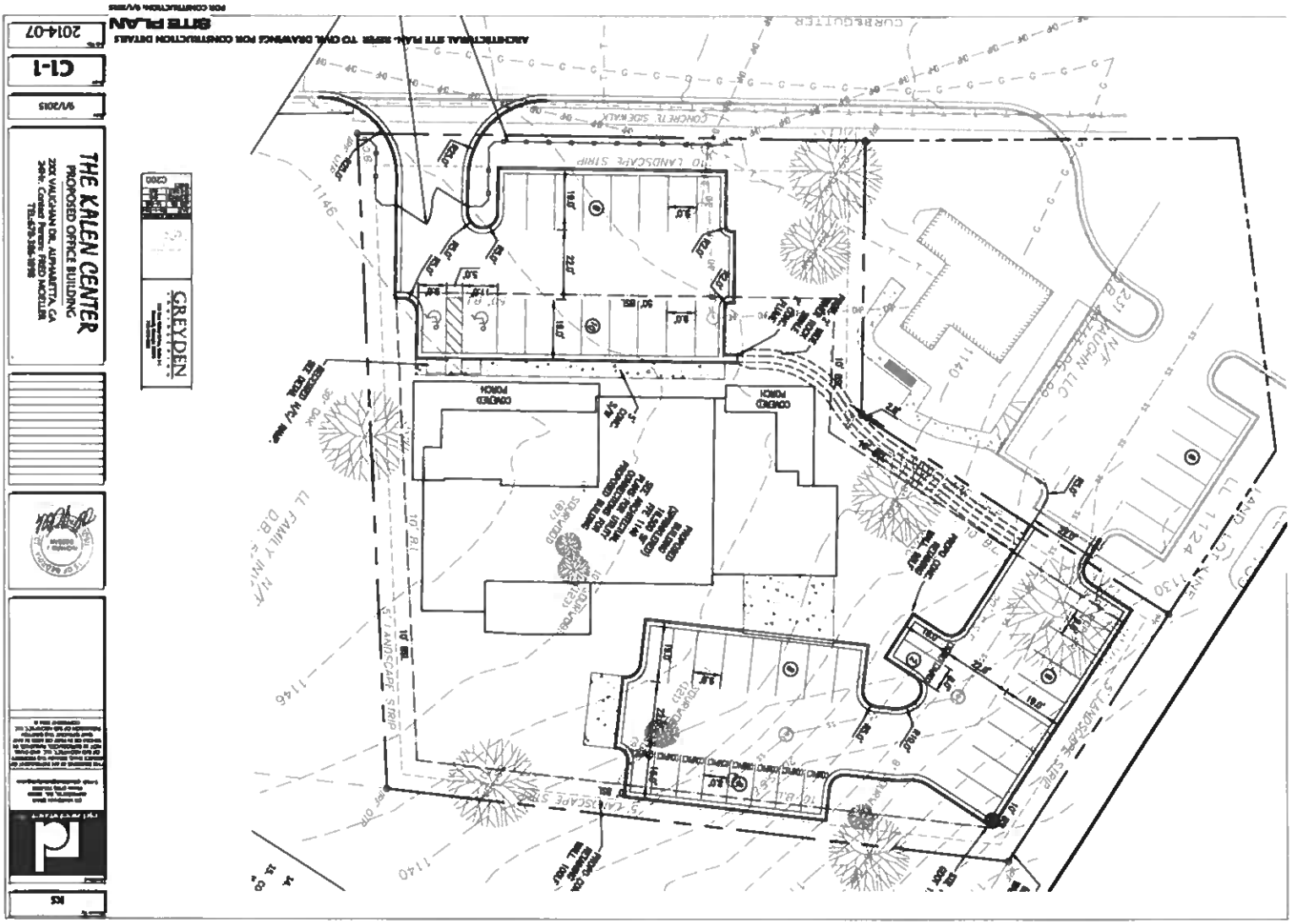
Fred T. Moeller

201 Vaughan Drive
Alpharetta, Georgia 30009
770-410-5788

Conditional Use Application
City of Alpharetta

The Parish
Exhibit F: Kalen Center Site Plan

3/1/21


SITE PLAN
THE KALEN CENTER
PROPOSED OFFICE BUILDING
GREYDEN
C1-1
9/1/2015
2014-07

Conditional Use Application
City of Alpharetta

The Parish
Exhibit G: Millennium Condo Association MOU

February 24, 2021

Ms. Leigh Ann Maloney
Property Manager
Millennium Office Condo Association

Dear Leigh Ann,

Pursuant to our recent conversations, the Parish Anglican Church is prepared to execute a contract to lease parking from Millennium Office Condo Association under the following terms and conditions:

- The Parish Parking use shall be limited Sunday mornings between 8:30-12:30
- Minimum of 10 spaces and maximum of 64 spaces at $5 per space per Sunday. The specific number of spaces to be defined in lease. Absolutely no spaces directly in front of buildings will be used. Allowance is not given if spaces are not used.
- Payment due on the 1st of each month
- The Parish will provide volunteers to assist people with crossing the street safely.
- The Parish will monitor the parking lot to ensure that no trash is left behind.
- The Parish will provide a certificate of insurance to Millennium Office Condo Association with evidence of liability insurance and naming Millennium as additional insured and willing to accept liability related to its use.
- The Parish will provide a Waiver of Subrogation
- Initial lease for six month term. Twelve month lease considered after review at end of first term.

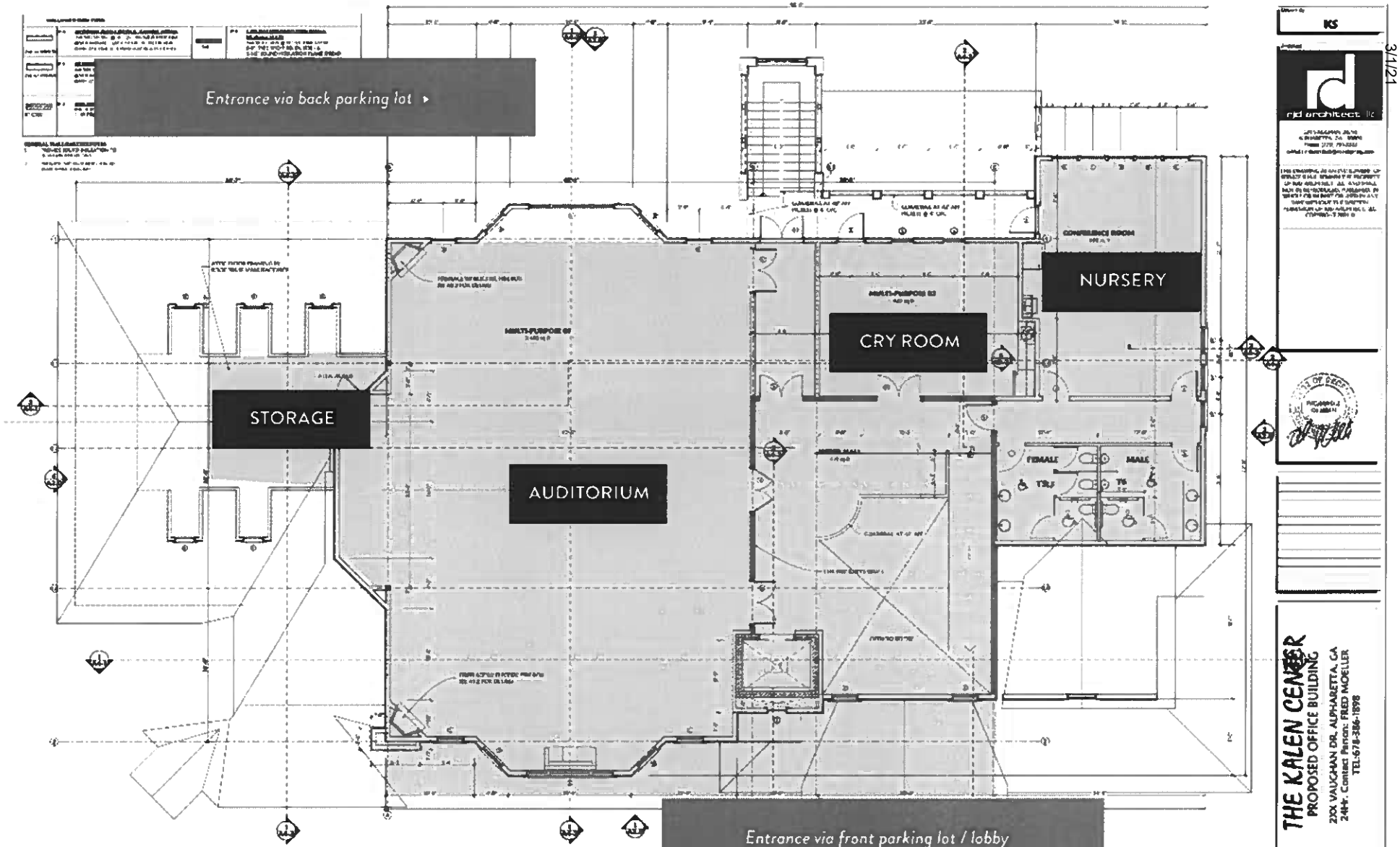
It is expressly understood that this letter is not binding, and that the contemplated contract when executed shall contain the full agreement between the parties. Please acknowledge your acceptance by signing in the space provided below.

Jordan Warner
Rector
The Parish

Leigh Ann Maloney
Property Manager
Millennium Office Condo Association

Conditional Use Application
City of Alpharetta

The Parish
Exhibit H: Floorplan with Proposed Use of Space
(teal = Parish proposed use)



1 2nd FLOOR PLAN
SCALE: 1/4" = 1'-0"

KS

rjd architect, llc

3/1/21

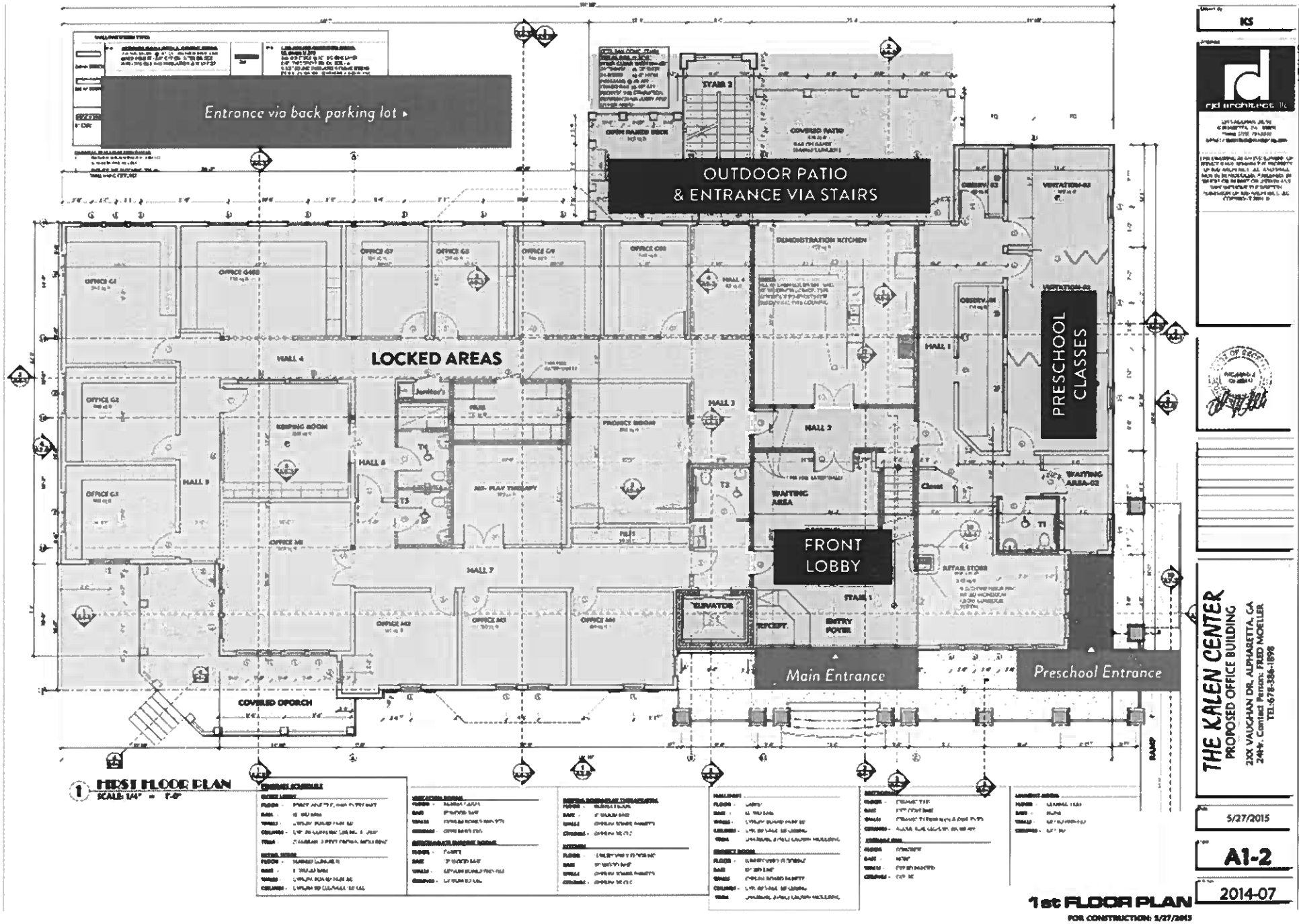
THE KALEN CENTER
PROPOSED OFFICE BUILDING
2XX VAUGHAN DR. ALPHARETTA, GA
24HR. Contact Person: FRED MOELLER
TEL:678-386-1898

5/27/2015

A1-3

2014-07

2ND FLOOR PLAN
FOR CONSTRUCTION: 5/27/2015



KS

3/1/21

rjd architect llc

THE KALEN CENTER
PROPOSED OFFICE BUILDING
200 VAUGHAN DR. ALPHARETTA, GA
24Hr. Contact Person: FRED MOELLER
TEL:678-386-1898

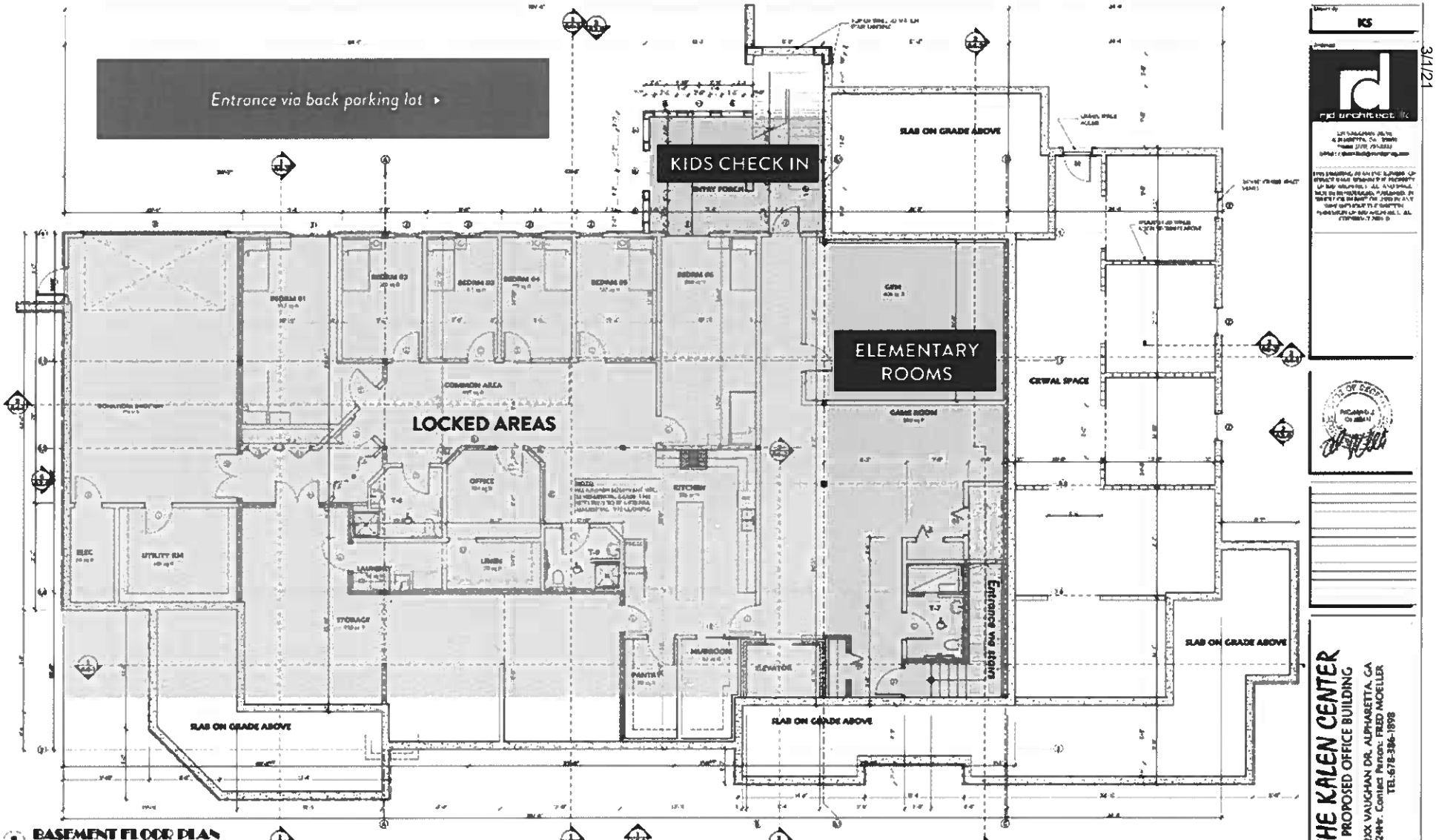
5/27/2015

A1-2

2014-07

1st FLOOR PLAN

FOR CONSTRUCTION: 5/27/2015



1 BASEMENT FLOOR PLAN
SCALE: 1/4" = 1'-0"

KS

rjd architect llc

3/1/21

THE KALEN CENTER
PROPOSED OFFICE BUILDING
2XX VAUGHAN DR. ALPHARETTA, GA
24Hr. Contact Person: FRED MOELLER
TEL:678-386-1898

5/27/2015

A1-1

2014-07

BASEMENT FLOOR PLAN
FOR CONSTRUCTION: 5/27/2015

CITY COUNCIL MEETING
STAFF REPORT

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

I. AGENDA ITEM TITLE: Z-21-05/V-21-13 THE MIX/MORRISON PARK

PLANNING COMMISSION: JUNE 3, 2021

CITY COUNCIL: JUNE 28, 2021

II. RECOMMENDATION:

Approve Z-21-05/V-21-13 The Mix/Morrison Park, subject to the following conditions:

1. The 24.76-acre property shall be zoned MU and the site shall be developed substantially similar to plan V-13 prepared by ADG, dated 5/2021 and plan ZP-1a prepared by Kimley-Horn, dated 3/29/21, except for changes 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. Maximum residential density shall be limited to no more than 7.31 dwelling units per acre.
3. Architecture and materials shall comply with the North Point Overlay and Design Guidelines with non-residential buildings approved by DRB and 'For-Sale' residential approved by Staff. Mixed-use development shall have a cohesive look throughout.
4. Development regulations shall be as follows:
    a. 37 'For-Sale' single-family detached homes and 144 'For-Sale' townhome units shall be permitted with a maximum height of 3-stories or 40'. No more than 10% of units/homes shall be rented as stated in the HOA documents.
    b. Retail/Restaurant/Office – Maximum 41,900 square feet shall be permitted, not including outdoor dining areas. Minimum building height shall be 2 stories or 24' with a maximum height of 3 stories. Restaurants shall include outdoor dining areas. No drive-thru restaurants.
5. Master Plan shall be limited to the following uses and further restricted by conditions of zoning:
    a. Office
    b. Retail
    c. Restaurant (no drive-thru)
    d. Residential ('For-Sale', no more than 10% rented)
6. Retail shall be limited to the following uses:
    a. Art Gallery
    b. Bakery
    c. Barber Shop
    d. Beauty Shop
    e. Book Store
    f. Brewery
    g. Drug Store
    h. Dry Cleaning Pick-up Station
    i. Fitness Studio
    j. Florist, Retail without Greenhouse
    k. Grocery Store
    l. Office Supply Store (not to exceed 3,000 SF)
    m. Package Shipping/Mail Box Store
    n. Pet Day Care
    o. Pet Grooming

p. Print Shop
q. Restaurant without drive-thru
r. Retail Establishment
s. Shop or Studio, Craftsman/Artist

7. Minimum parking requirements for each townhome unit shall be met within the associated garage and driveway.
8. Haynes Bridge Road streetscape shall include a 6' planter planted with street trees, 8' concrete sidewalk, 20' landscape strip/building setback. Staff may approve decorative hardscape encroachments into the required landscape strip and between a building and the sidewalk provided that the minimum required landscaping is met.
9. Morrison Parkway streetscape shall include a minimum 6' planter planted with street trees, 8' concrete sidewalk, 20' landscape strip/building setback. Staff may approve decorative hardscape encroachments into the required landscape strip and between a building and the sidewalk provided that the minimum required landscaping is met.
10. All new internal streets shall be private. Street 'A' shall have a minimum 6' planter planted with street trees, 6' concrete sidewalk, on-street parking as depicted on the site plan, and 10' landscape strip/building setback. Street 'B' shall have a minimum 6' planter planted with street trees, 8' concrete sidewalk, on-street parking as depicted on the site plan, and 10' landscape strip/building setback. Residential streets, not including alleys, shall have a minimum 4' planter planted with street trees, 5' concrete sidewalk, and 10' landscape strip/building setback. One-way residential street pavement width shall be a minimum 20' wide for Fire access and the planter and sidewalk shall be required on only 1 side of the street.
11. Landscape strips shall be exclusive of any utilities or easements, except that Staff may approve encroachments where the required landscape material can be met.
12. Landscaping areas shall not contain any parking, water detention area or buildings, or portion thereof, except that a detention pond or ponds may be located within the landscaping area if decorative and will provide an amenity.
13. Minimum building setbacks/landscape strips shall be 10' on the side and rear property lines.
14. As agreed to by the developer, a 13.5' – 16' screening buffer shall be provided adjacent to Vantage Point and shall be planted to buffer standards, with final approval by DRB. If requested by the Vantage Point HOA, the developer has agreed and shall construct a 6' privacy fence along the common property line with Vantage Point. Privacy fence shall begin at the first building in Vantage Point off Haynes Bridge Road and shall be screened from Haynes Bridge Road.
15. Raised crosswalks depicted within the development shall consist of a decorative hardscape surface, as approved by DRB.
16. Parking for residential uses shall be met within the residential areas of the development.
17. Developer shall save tree #2 (25" Water Oak) and #54 (26" Water Oak). 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 stipulated in the Tree Protection Ordinance, as approved by Staff.
18. Minimum 2.49 acres of civic space and minimum 1.66 acres of amenity space shall be provided within the development, substantially as depicted on site plan ZP-1a prepared by Kimley-Horn, dated 3/29/21. North Point Overlay minimum open space and EcoDistrict requirements shall be met exclusive of one another.
19. Development shall achieve a minimum of 11 EcoDistrict points, with final approval by Staff.
20. Developer shall upgrade existing signalized intersections at the 2 project entrances, as approved by Staff.

<u>Design Conditions:</u>

21. Townhomes oriented to Haynes Bridge Road and Morrison Parkway shall have a front yard that is defined by a decorative low wall, hedge with decorative columns or decorative fence, which it outside of the required landscape strip, as approved by DRB.
22. Developer shall provide enhanced pedestrian crossings at the intersections of Haynes Bridge Road and Rainwater Boulevard and Haynes Bridge Road and Morrison Parkway. Pedestrian crossings shall be consistent with the North Point Creative Placemaking Plan, with final approval by Staff.

23. At-grade pedestrian and bicycle connections shall be provided throughout the site, including between buildings and recreational facilities within the development. Pedestrian crossings throughout development shall be ramped and the surface materials shall be brick pavers, cobblestones or architecturally treated concrete products, as approved by DRB.
24. Detention facilities shall not be visible from the public right-of-way, except as a decorative water feature, as approved by Staff. Developer shall install a pond aerator and perimeter decorative landscaping, as approved by Staff.
25. Developer shall provide at least 2 original sculptures, murals or North Point District Thresholds located at prominent locations within the development, with final approval by the Cultural Arts Commission. Construction of 1 sculpture, mural or District Threshold shall be required concurrent with the first CO and all sculptures, murals or District Threshold shall be completed prior to final CO. An art installation shall be provided at the location depicted on the site plan, with final approval by the Cultural Arts Commission.
26. Community Statements (entrance monuments) shall be designed with Corten steel or a material consistent with the North Point EcoDistrict, as approved by Staff.
27. Corner of Haynes Bridge Road and Morrison Parkway shall be designed with a minimum 5,000 square foot open space and shall incorporate a decorative low wall, hardscape, landscape, and location for a water feature, sculpture or focal point feature, as approved by DRB. Water feature, sculpture or focal point feature shall be approved by the Cultural Arts Commission.
28. Project entrances off Morrison Parkway and Haynes Bridge Road shall be designed with a minimum 2,500 square foot open space and shall incorporate a decorative low wall, hardscape, landscape, and water feature, sculpture or focal point feature, as approved by DRB.
29. Provide detailed street planting for Haynes Bridge Road, Morrison Parkway and new private streets. Landscape plan shall be approved by DRB prior to submission of an LDP.
30. Developer shall dedicate a 20' permanent easement to the City and construct a 12' concrete, accessible multi-use trail (Alpha Loop) as depicted on site plan V-13 prepared by ADG, dated 5/2021 and site plan ZP-1a prepared by Kimley-Horn, dated 3/29/21, with final alignment, design and materials approved by Staff and construction completed prior to the first CO. Alpha Loop shall including seating/gathering areas, lighting (pedestrian and bollards), landscape, hardscape and amenities depicted on the site plans referenced above. Trail entrance gateways/arches shall be provided on Morrison Parkway and Haynes Bridge Road. Developer shall promote the use of the Alpha Loop by providing shared parking for the public. Bike share station and wayfinding signage shall be provided at key location(s) along the Alpha Loop, as approved by Staff. Developer shall construct Alpha Loop convenience pavilion and the HOA shall be responsible for maintenance.
31. Retaining walls shall receive architectural façade treatment or be heavily landscaped. Retaining walls visible from developed areas exceeding 16' in height shall be terraced.
32. Developer shall provide bicycle racks, benches, trash receptacles, decorative crosswalks, planters, kiosks and other street furniture, where appropriate, throughout the development. The public shall be permitted to park in commercial parking spaces on evenings and weekends for Alpha Loop users. Bicycle facilities shall be provided throughout the development including a bicycle rental station.
33. Prior to LDP, the applicant shall submit for approval a document to be entitled 'Morrison Property Design Standards'. This document shall include elevations or architectural themes of buildings, specifications for street furniture including benches, trash receptacles, lighting, fountains, bicycle racks, bus shelter, signage landscaping themes and focal point features and shall be substantially similar to the submitted renderings, as amended. Design standards will be presented to Staff and the DRB for review and approval. This document shall address entrance treatment details for the Haynes Bridge Road and Morrison Parkway entrances.
34. Surface parking, not including on-street parking, shall be screened from the public right-of-way in compliance with the UDC. A decorative, low wall and/or landscaped berm shall be located along Haynes Bridge Road and Morrison Parkway where necessary to obscure views of parking.
35. Buildings along Haynes Bridge Road and Morrison Parkway shall face those streets or appear to face those streets. Backside of buildings or 'back of house' functions (such as loading or dumpster

area) shall not be visible from the street. Parapet walls shall be used, as needed, to screen roof-top mechanical equipment and views.

36. Prior to the first LDP, applicant shall submit a revised master plan for the entire parcel to the City, which shall incorporate the approved conditions, as well as the following:
    a. Approved specifications and standards identified for each use within the total development.
    b. Pedestrian network.
    c. Overall planned open space areas.
37. Every plan submitted for an LDP shall include an on-going density and acreage tabulation.
38. Alcohol license distance requirements from residential development shall be waived.
39. Rooftop signs shall be permitted within the development, with final approval by DRB.
40. All site plans and civil design plans hereafter submitted to the City of Alpharetta shall state as the first note: "This plan reflects conditions stipulated through public hearing regarding case Z-21-05/V-21-13 The Mix/Morrison Park".

III. REPORT IN BRIEF:

The applicant, Brock Built Homes, LLC, is requesting a rezoning and variances to allow a mixed-use development consisting of 37 'For-Sale' detached homes, 144 'For-Sale' townhomes and 41,900 square feet of retail/restaurant use on 24.76 acres and located in the North Point Overlay. The proposed residential density is 7.31 dwelling units/acre. A rezoning is requested from O-I (Office-Institutional) to MU (Mixed-Use). Variances are requested to reduce the minimum lot size in the MU district, to eliminate the minimum office percentage in the MU district, and to modify various streetscape standards in the North Point Overlay. The property is located at the northwest corner of Haynes Bridge Road and Morrison Parkway.

DISCUSSION

The submitted request, if approved, would allow for the construction of a mixed-use development consisting of 41,900 square feet of retail/restaurant use, 37 'For-Sale' detached homes and 144 'For-Sale' townhome units on 24.76 acres. The proposed residential density is 7.31 dwelling units/acre. A rezoning is requested from O-I (Office-Institutional) to MU (Mixed-Use). Variances are requested to reduce the minimum lot size in the MU district, to eliminate the minimum office percentage in the MU district, and to modify various streetscape standards in the North Point Overlay. The property is located at the northwest corner of Haynes Bridge Road and Morrison Parkway.

The undeveloped property is currently zoned O-I and has Georgia Power transmission lines running through the middle of the property, which bisects the property from north and south. The property was recently cleared in conjunction with a timber harvesting permit. Surrounding properties are zoned O-I, except that the property to the northwest is zoned R-10M (Dwelling, 'For-Sale' or 'For-Rent', Residential). The property is bound by Morrison Parkway to the south, FedEx to the west, Vantage Point to the northwest, and Haynes Bridge Road to the east. Northwinds and 360 Tech Village (TPA) Master Plans are located to the east and south, respectively. The comprehensive land use plan designation of the property is 'Mixed Use' on the property is located within the North Point Overlay.

Variances are requested to reduce the minimum lot size in the MU district from 25 acres to 24.76 acres, to eliminate the minimum 25% office requirement in the MU district and to modify various streetscape standards in the North Point Overlay. Northwinds Summit, which is 24.55 acres, was approved for a similar variance to reduce the minimum lot size in the MU district. Over two (2) million square feet of office use exists within the adjacent Northwinds and 360 Tech Village

master plans and nearly 2.5 million square feet of additional office use is approved within those master plans. The proposed mixed-use development would be supported by the existing and future office in the immediate vicinity of the property. Proposed streetscape modifications, which include reductions to planters, sidewalks, landscape strips and building setbacks are related to site accommodations for the Georgia Power transmission lines and the Alpha Loop.

RESIDENTIAL

The site plan depicts 37 'For-Sale' detached lots and 144 'For-Sale' townhome units in rear-loaded, 3-story structures. Townhome buildings are depicted fronting Morrison Parkway and Haynes Bridge Road, as well as internal to the development. Three (3) townhome products are proposed, including a 21'-wide townhome unit (Townhome A) with rooftop access (approx. 2,200 square feet), a 20'-wide townhome (Townhome B) unit (approx. 1,800 square feet) and a 14'-wide townhome (Townhome C) unit (approx. 1,450 square feet). According to the applicant, all townhomes are proposed to be 3-bedroom units. Townhomes are garage-parked and include the required 18' driveway. 14'-wide townhome units have one (1) parking space in the garage and one (1) space in the driveway, while the other two (2) townhome products have two (2) spaces in the garage and two (2) spaces in the driveway.

For the most part, single-family detached lots are depicted internal to the development and have a typical 45' x 80' lot size, or 3,600 square feet. Four (4) lots are depicted oriented to the project entrance driveway off Morrison Parkway. Homes will be approximately 2,500 square feet and will be garage-parked with the Code-required 18' driveway. According to the applicant, detached homes are proposed to have three (3) and four (4) bedrooms.

A parking breakdown of residential uses is provided in the table below. In addition to the parking provided in garages and driveways, 39 guest parking spaces and eight (8) on-street parallel spaces are depicted within the residential portion of the development. Another 31 on-street parallel parking spaces are depicted on Street B, which represents a transition between the residential and non-residential areas of the mixed-use development.

The Mix/Morrison Park – Residential Parking Breakdown

Residential Type	# Units	bedroom count	Req'd Parking (20% North Point Overlay Parking Reduction)	Provided Parking
Single-Family Detached	37	3/4	2 spaces/unit + Driveway 111 (89)	148
Townhome A (21')	46	3	1 space/bed + Driveway 138 (110)	184
Townhome B (20')	28	3	1 space/bed + Driveway 84 (67)	112
Townhome C (14')	70	3	1 space/bed + Driveway 210 (168)	140
TOTAL	181		543 (434)	584*

*39 guest parking spaces and eight (8) on-street parallel spaces are depicted in the residential area of the development. Another 31 on-street parallel parking spaces are depicted along Street B, which would be shared between the residential and commercial areas of the development.

OFFICE

The applicant's proposal does not include office use; however, the proposed non-residential square footage could be used for professional or medical office uses. The adjacent Northwinds Master Plan located to the east has 1,632,471 square feet of existing office use and the 360 Tech Village Master Plan located to the south has 417,728 square feet of existing office use. An

additional 2,433,591 square feet of office development is approved, but not yet constructed within the two (2) master plans. The applicant proposes enhancements to pedestrian crossings between the proposed mixed-use development and the adjacent office developments. Given the adjacent office development, the applicant's proposal meets the intent of the City's MU development regulations for a mix of uses.

RETAIL/RESTAURANT

The zoning proposal includes 41,900 square feet of retail and restaurant uses in five (5) buildings, which are generally located along Haynes Bridge Road and at the corner of Morrison Parkway and Haynes Bridge Road. Commercial buildings are called out on the site plan as being 1-story; however, the submitted renderings depict the two (2) commercial buildings at the corner of Morrison Parkway and Haynes Bridge Road as 2-story buildings. Moving from north to south, Commercial Building D is 6,000 square feet, Commercial Building B is 8,500 square feet, Commercial Building A is 19,200 square feet and Commercial Building C is 8,200 square feet. End-users for the commercial spaces have not been identified by the applicant. Retail and restaurant uses are served by 158 surface parking spaces and a 100-space below-grade parking deck. Below-grade parking is depicted in the area under Commercial buildings B & D and just south of the project entrance off Haynes Bridge Road. A parking breakdown of commercial uses is provided in the table below.

The Mix/Morrison Park – Commercial Parking Breakdown

Commercial Type	Square Footage	Req'd Parking (20% North Point Overlay Parking Reduction)	Provided Parking
Retail	20,950 SF	1 spaces/200 SF (84)	See total below
Restaurant	20,950 SF	1 space/100 SF (168)	See total below
TOTAL	41,900 SF	252	258*

*31 on-street parallel parking spaces are depicted along Street B, which would be shared between the residential and commercial areas of the development.

OPEN SPACE

The site plan depicts 2.49 acres of civic space and 1.66 acres of amenity space, which consists of pocket parks, public plazas, Alpha Loop, community gardens, patios and porches, yards and lawns, outdoor dining and amenitized stormwater facilities. The North Point Overlay requires a minimum ten percent (10%) civic space and a minimum five percent (5%) amenity space. Therefore, 3.714 acres of the site should be set aside as open space, which includes 2.476 civic space and 1.238 acres of amenity space. If approved, open space should be developed as depicted on the site plan.

The Alpha Loop, which consists of a 12' multi-use concrete, accessible path, is depicted running through the mixed-use development and is approximately 0.38-miles. The Alpha Loop runs along Haynes Bridge Road before entering the property at the project entrance at Haynes Bridge Road and Rainwater Boulevard. The Loop turns south at the first roundabout and runs along Street B before heading south and connecting to the project entrance at Morrison Parkway and Lakeview Parkway. A minimum ten-foot (10') setback is maintained between the Alpha Loop and all buildings on the property.

ECODISTRICT

The applicant provided an exhibit displaying the intended EcoDistrict measures to be used within the missed-use development. The North Point Overlay requires a minimum seven (7) EcoDistrict points for new developments not requesting a density increase. The applicant proposes eleven (11) EcoDistrict points, which would include Additional Landscaped Civic Space (1 point), Enhanced Bicycle Amenities (2 points), Connected Open Space (2 points), Bio-Retention (2 points), Heat Island Reduction (2 points), and Alternative Transportation (2 points). The exhibit indicates that additional points may include, Green Building Practices, Renewable Energy Sources and Building Energy Efficiency measures.

TRAFFIC

The applicant provided a trip generation report (see below) and traffic study in order to assess impacts created by the proposed development. Based on the information provided, the site is expected to generate 288 AM Peak Hour trips and 192 trips during the PM Peak Hour.

Table 1: Net New Trip Generation

Land Use	Density	Daily Traffic			AM Peak Hour		PM Peak Hour	
		Total	Enter	Exit	Enter	Exit	Enter	Exit
Single-Family Detached Housing (ITE 210)	37 units	416	208	208	8	23	25	14
Multifamily Housing (Low-Rise) (ITE 220)	198 units	1,048	524	524	15	52	52	30
Shopping Center (ITE 820)	20,950 SF	790	395	395	12	8	38	42
High-Turnover (Sit-Down) Restaurant (ITE 932)	20,950 SF	2,350	1,175	1,175	114	94	127	78
Gross Project Trips		**4,604**	**2,302**	**2,302**	**149**	**177**	**242**	**164**
Mixed-Use Reduction		-628	-314	-314	-19	-19	-67	-67
Alternative Mode Reduction		-0	-0	-0	-0	-0	-0	-0
Pass-by Reduction		-1,152	-576	-576	-0	-80	-40	-40
Net New Trips		**2,824**	**1,412**	**1,412**	**130**	**158**	**135**	**57**

The applicant provided a traffic study to assess the development's traffic and the resulting impacts to the City's street network. Access to the site is proposed at two (2) existing signalized intersections. These signals will need to be upgraded to accommodate the development's access. In addition to the site access intersections, the study evaluated the Haynes Bridge Road at Morrison Parkway intersection. Existing traffic counts were normalized to pre-Covid traffic intensities. Future traffic from the 360 Tech Village development, as well as, general background growth factors were applied and added to the anticipated site generated traffic. Based on the operational analyses in the study, all intersections currently operate at acceptable levels of service and continue to perform suitably in the future with the build-out of the proposed development. Staff will work with the applicant's team during the permitting process to develop bike- and pedestrian-friendly intersections suitable for the proposed mixed-use environment.

SCHOOLS

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

FULTON COUNTY SCHOOLS – 37 Detached Homes & 144 Townhome Units

School	Estimated # New FCS Students Generated
Manning Oaks Elementary School	0 – 51
Northwestern Middle School	0 – 17
Milton High School	0 – 67
Total	0 – 135

Based on the total figure for all three school levels, it can be assumed that the proposed development could house approximately 0 – 135 school age children. All three schools are shown to be below or at 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 rezoning would permit a mixed-use development, which is consistent with the future land use of the property and the vision in the North Point LCI.

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

Response: A mixed-use development at this location is consistent with the future land use designation of the property and would complement the adjacent 2,050,199 square feet of office existing in the Northwinds and 360 Tech Village master plans.

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

Response: The zoning proposal should not have significant impacts to the natural environment. The property has been cleared within the last year in conjunction with a timber harvest permit. If approved, tree saves are recommended.

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

Response: The property is currently zoned O-I, which allows office use by-right. Adjacent properties in the Northwinds and 360 Tech Village master plans are developed with 2,050,199 square feet of office and approved for an additional 2,433,591 square feet of office. Therefore,

a mixed-use development at this location would serve the surrounding office uses and result in less impact on public facilities and services than an office 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 property is currently zoned O-I, which allows office use by-right. Adjacent properties in the Northwinds and 360 Tech Village master plans are developed with 2,050,199 square feet of office and approved for an additional 2,433,591 square feet of office. Therefore, a mixed-use development at this location would serve the surrounding office uses and result in less impact on public facilities and services than an office 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 zoning proposal is supported by the future land use designation of the property, which is Mixed Use. In addition, the City recently added the northern half of the subject property to the North Point Overlay.

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 would support the surrounding two (2) million square feet of office and would have less impact on City public facilities and services than an office park would at this location.

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

Response: The property is currently zoned O-I, which allows office use by-right. Adjacent properties in the Northwinds and 360 Tech Village master plans are developed with 2,050,199 square feet of office and approved for an additional 2,433,591 square feet of office. Therefore, a mixed-use development at this location would serve the surrounding office uses and result in less impact on public facilities and services than an office development.

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

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

VARIANCE REVIEW CRITERIA

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

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

Response: The subject property has an unusual shape and has Georgia Power transmission lines running through the middle of the property. The proposed minimum lot size reduction is less than one percent (1%) and the Northwinds Summit mixed-use development was approved for a similar variance request. The request to eliminate the required office percentage can be supported based on the over two (2) million square feet of existing office in the adjacent Northwinds and 360 Tech Village master plans and nearly 2.5 million square feet of additional office use approved within those master plans. Streetscape modifications are related to site accommodations for the Georgia Power transmission lines and the Alpha Loop.

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

Response: The subject property has an unusual shape and has Georgia Power transmission lines running through the middle of the property. The proposed minimum lot size reduction is less than one percent (1%) and the Northwinds Summit mixed-use development was approved for a similar variance request. The request to eliminate the required office percentage can be supported based on the over two (2) million square feet of existing office in the adjacent Northwinds and 360 Tech Village master plans and nearly 2.5 million square feet of additional office use approved within those master plans. Streetscape modifications are related to site accommodations for the Georgia Power transmission lines and the Alpha Loop.

(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 has an unusual shape and has Georgia Power transmission lines running through the middle of the property. The proposed minimum lot size reduction is less than one percent (1%) and the Northwinds Summit mixed-use development was approved for a similar variance request. The request to eliminate the required office percentage can be supported based on the over two (2) million square feet of existing office in the adjacent Northwinds and 360 Tech Village master plans and nearly 2.5 million square feet of additional office use approved within those master plans. Streetscape modifications are related to site accommodations for the Georgia Power transmission lines and the Alpha Loop.

(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: Granting relief would not cause a substantial detriment to the public good.

CONCURRENCES

Staff has reviewed the applicant's proposal and finds that the request for rezoning and variances do not conflict with the established review criteria. The proposed MU zoning complies with the future land use plan designation of the property and the development is consistent with the vision in the North Point LCI.

The variance to reduce the minimum lot size in the MU district from 25 to 24.76 acres represents a reduction of less than one percent (1%) and a similar variance was approved at Northwinds

Summit. The request to eliminate the minimum required office percentage can be supported based on the over two (2) million square feet of existing office in the adjacent Northwinds and 360 Tech Village master plans. Certain streetscape modifications can be supported given the hardship of the Georgia Power transmission lines site running through the property, as well as site accommodations for the Alpha Loop. If approved, it is recommended that a 20' landscape strip/building setback be provided along Haynes Bridge Road and Morrison Parkway with Staff approving decorative hardscape encroachments between buildings and the street. In addition, planters planted with street trees should be provided along all internal streets with sidewalks, but not including alleys.

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. The report states that the applicant has had several calls and meetings with adjacent properties, including North Fulton Chamber, Vantage Point HOA, TPA, Brookdale Group and other major office owners.

COMMUNITY ZONING INFORMATION MEETING

CZIM was held on May 12, 2021. There were questions from a resident in Vantage Point with regard to the type of screening proposed along the common property line and pedestrian access between the two (2) developments. The applicant requested that Vantage Point send them their requests.

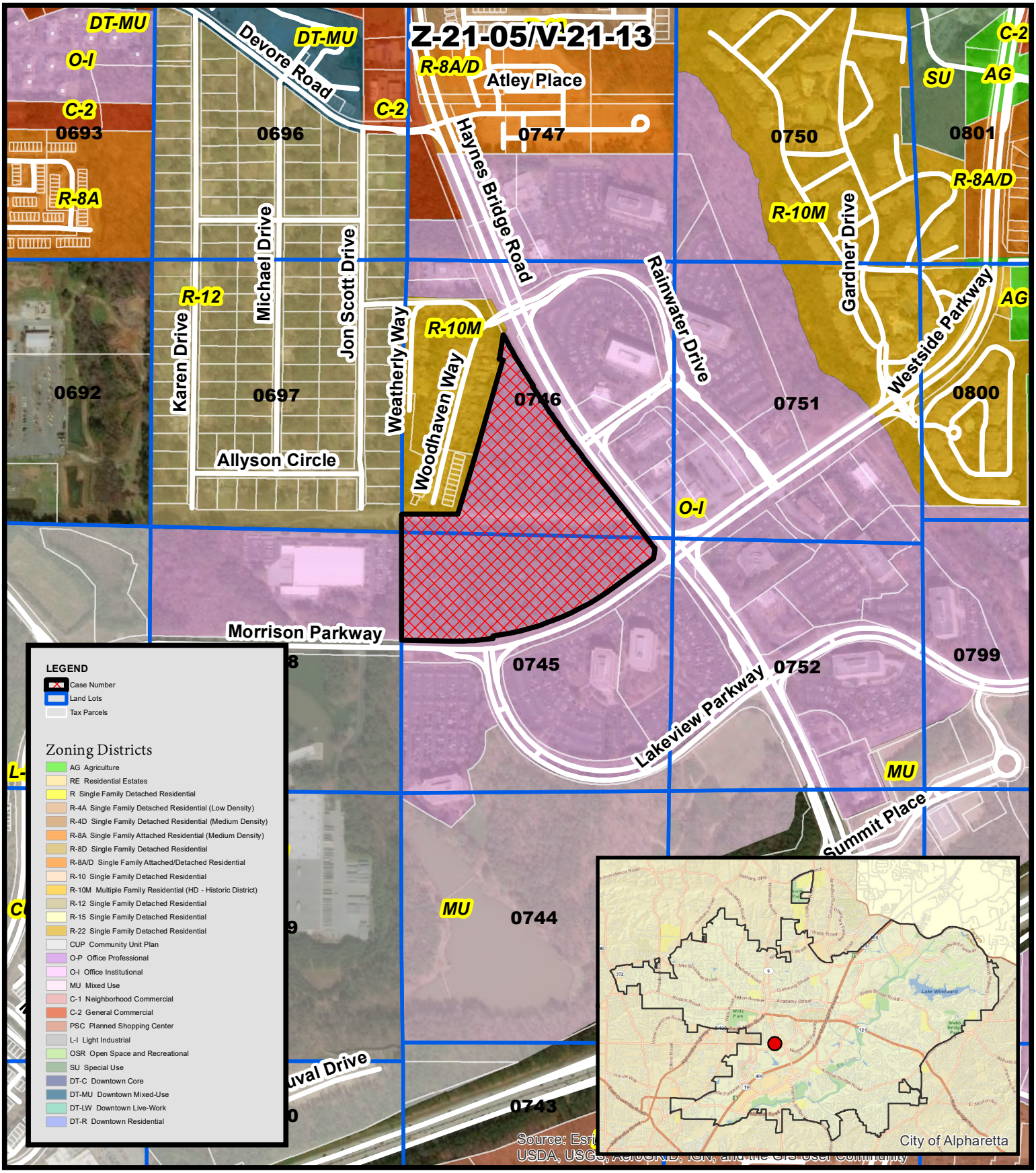
IV. ATTACHMENTS:

- Concept Plan
- Renderings

Aerial Map
Morrison Park/The Mix

Z-21-05/V-21-13
D/LL: 1/2/745, 746
PC: 6/3/21
CC: 6/28/21

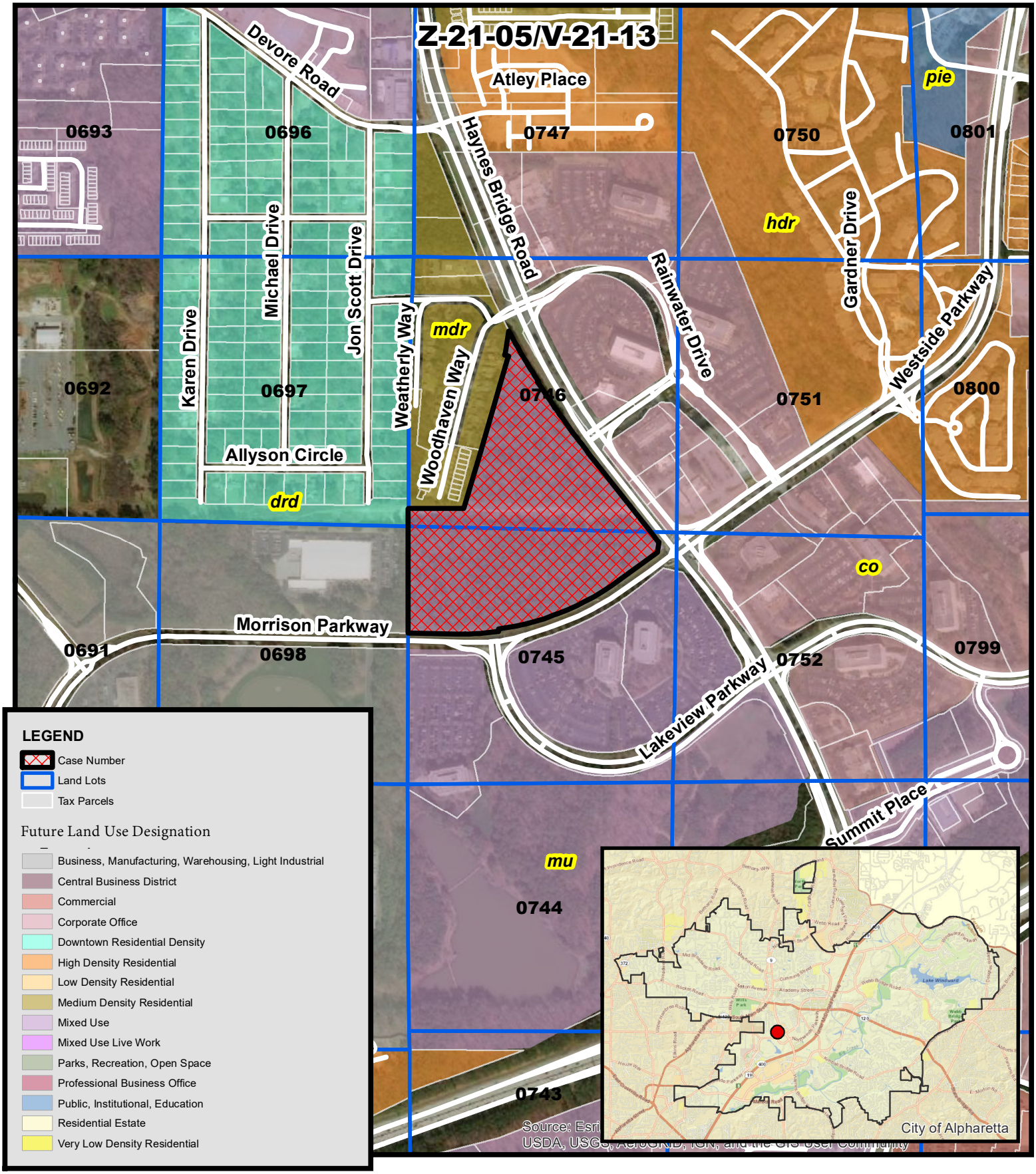
Location Map Provided by:
Community Development - GIS



Zoning Map
Morrison Park/The Mix

Z-21-05/V-21-13
D/LL: 1/2/745, 746
PC: 6/3/21
CC: 6/28/21

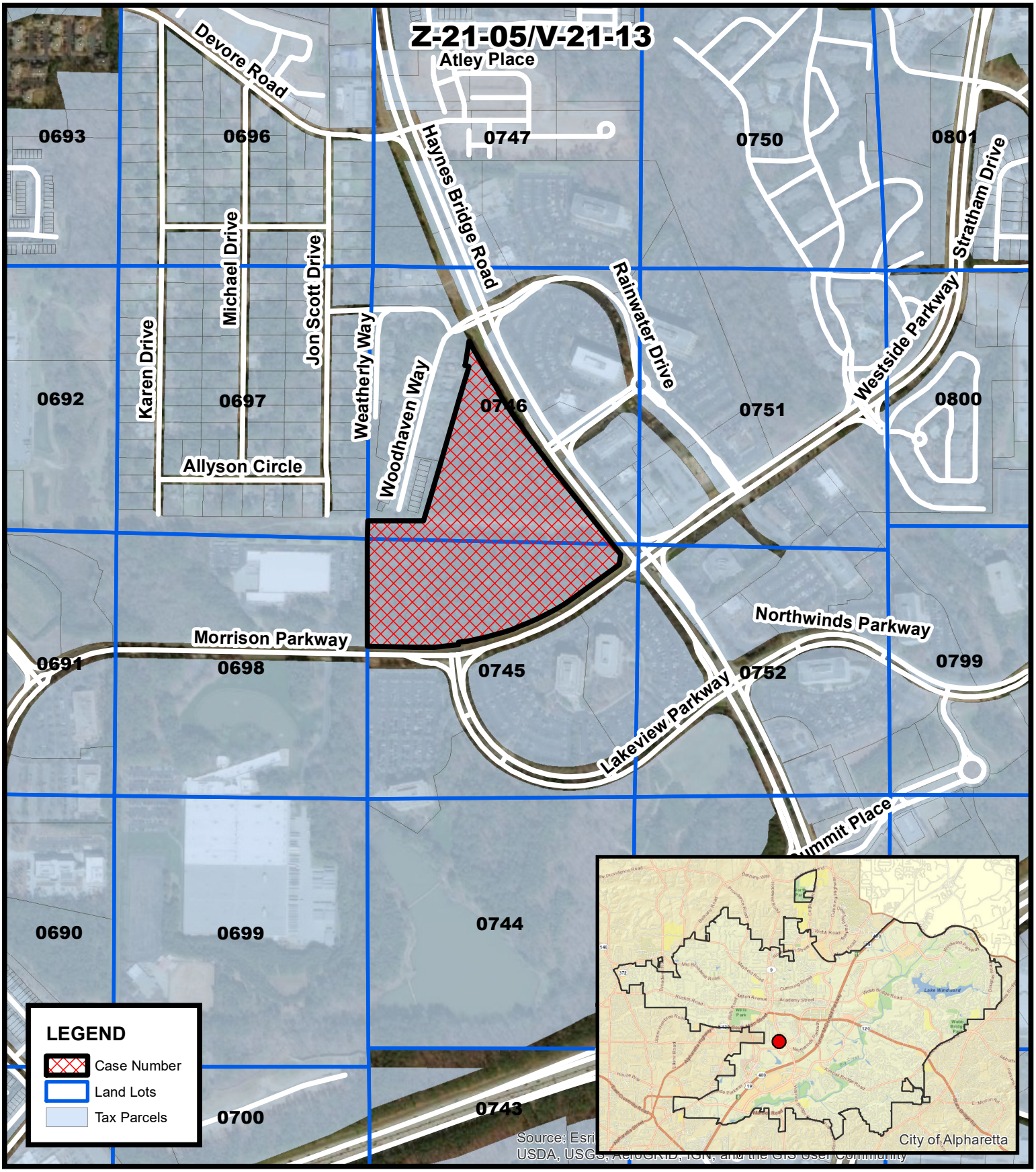
Location Map Provided by:
Community Development - GIS



Future Land Use
Morrison Park/The Mix

Z-21-05/V-21-13
D/LL: 1/2/745, 746
PC: 6/3/21
CC: 6/28/21

Location Map Provided by:
Community Development - GIS



Location Map
Morrison Park/The Mix

Z-21-05/V-21-13
D/LL: 1/2/745, 746
PC: 6/3/21
CC: 6/28/21

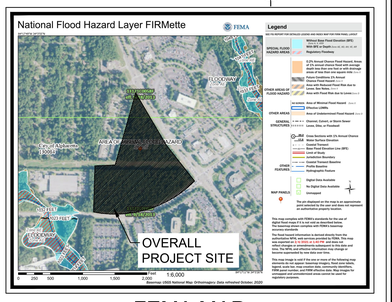
THE CITY OF ALPHARETTA GEORGIA

Location Map Provided by:
Community Development - GIS

SITE PLAN NOTE:

THE BUILDING FOOTPRINTS, DRIVEWAY LOCATIONS, OPEN SPACE LOCATIONS, SIDEWALK DESIGNS AND LOCATIONS, AND PARKING LOCATIONS ON THIS SITE PLAN ARE FOR ILLUSTRATIVE PURPOSES. THEIR SHAPES, LOCATIONS, AND AMOUNTS MAY VARY AS ALLOWED FOR BY THE SITE DATA TABLE, MU REGULATIONS, AND THE NORTH POINT OVERLAY.

VICINITY MAP



FEMA MAP

THE PROJECT SITE DOES NOT LIE WITHIN A FLOOD HAZARD AREA PER FIRM PANEL 13121C0058F AND 13121C0066F DATED 09/18/2013.

DEVELOPMENT SUMMARY:

SITE SUMMARY:

CURRENT ZONING:	O-I
PROPOSED ZONING:	MU
OVERLAY DISTRICT:	NORTH POINT OVERLAY
SITE AREA:	24.76 ACRES
BUILDING SETBACK:	
FRONT (HAYNES BRIDGE)	20 FT (OFF SIDEWALK)
FRONT (MORRISON PKWY)	10 FT (OFF SIDEWALK)
LANDSCAPE SETBACK:	
FRONT (HAYNES BRIDGE)	20 FT (OFF R/W LINE)
FRONT (MORRISON PKWY)	20 FT (OFF R/W LINE)
SIDE	5 FT
REAR	5 FT

PROPOSED LAND USES & DENSITIES:

TOWNHOME A	46 UNITS
GARAGE PARKED WITH 18' DRIVEWAYS	
TOWNHOME B	28 UNITS
GARAGE PARKED WITH 18' DRIVEWAYS	
TOWNHOME C	70 UNITS
GARAGE PARKED WITH 18' DRIVEWAYS	
RESIDENTIAL LOTS	37 UNITS
45'X80' MIN. REAR-LOAD (TYP)	
GARAGE PARKED WITH 18' DRIVEWAYS	
RETAIL/RESTAURANT	41,900 SF

PARKING SUMMARY:

REQUIRED PARKING:	**657 SPACES** (TOTAL)
	(PARKING CALCS INCLUDE 20% REDUCTION ALLOWED PER CODE)
TOWNHOME A (46 UNITS)	111 SPACES (1 / BEDROOM*0.80)
TOWNHOME B (28 UNITS)	67 SPACES (1 / BEDROOM*0.80)
TOWNHOME C (70 UNITS)	168 SPACES (1 / BEDROOM*0.80)
(ASSUMES ALL 3 BEDROOM TOWNHOMES)	
SINGLE FAMILY (37 LOTS)	59 SPACES (2 / LOT*0.80)
RETAIL/RESTAURANT (41,900 SF	252 SPACES (1 / 100 SF
(ASSUMES 50 / 50 SPLIT)	REST.*0.80 + 1 / 200 SF RETAIL*0.80)
PROPOSED PARKING:	**906 SPACES** (TOTAL)
TOWNHOME A (46 UNITS)	92 SPACES ENCLOSED
	92 SPACES DRIVEWAY
TOWNHOME B (28 UNITS)	56 SPACES ENCLOSED
	56 SPACES DRIVEWAY
TOWNHOME C (70 UNITS)	70 SPACES ENCLOSED
	70 SPACES DRIVEWAY
SINGLE FAMILY (37 LOTS):	74 SPACES ENCLOSED
	74 SPACES DRIVEWAY
RETAIL/RESTAURANT (41,900 SF)	258 SPACES
ON STREET PARKING (PUBLIC)	25 SPACES
ON STREET PARKING (PRIVATE)	39 SPACES

OPEN SPACE REQUIREMENTS

CIVIL SPACE:	**2.48 ACRES** (10% SITE AREA)
AMENITY SPACE:	**1.24 ACRES** (5% SITE AREA)

PROPOSED OPEN SPACE

CIVIC SPACE:	**2.49 ACRES** (108,300 SF)
POCKET PARKS	
EXERCISE LOOP	0.15 ACRES (6,500 SF)
FLEX-PLAY AREA	0.09 ACRES (4,000 SF)
FLEX-TURF COURTYARD	0.63 ACRES (27,300 SF)
PLAZAS	
OUTDOOR WORK PAVILION PLAZA	0.25 ACRES (11,000 SF)
DOG PARK & CONCESSION PLAZA	0.45 ACRES (19,750 SF)
RETAIL PLAZA AREA	0.30 ACRES (13,100 SF)
ALPHA LOOP TRAIL:	0.60 ACRES (26,650 SF)
AMENITY SPACE:	**1.66 ACRES** (72,200 SF)
COMMUNITY GARDEN	0.10 ACRES (4,500 SF)
PATIOS AND PORCHES	0.15 ACRES (6,500 SF)
YARDS AND LAWNS	0.68 ACRES (29,700 SF)
OUTDOOR DINING	0.07 ACRES (3,000 SF)
INFILTRATION POND & HABITAT	0.65 ACRES (28,500 SF)

LEGAL DESCRIPTION

ALL THAT LOT, TRACT OR PARCEL OF LAND CONTAINING 24.759 ACRES LYING AND BEING IN LAND LOTS 745 & 746 OF THE 1ST DISTRICT, 2ND SECTION, IN THE CITY OF ALPHARETTA, FULTON COUNTY, GEORGIA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGINNING AT THE LAND LOT CORNER COMMON TO LAND LOTS 697, 698, 745, & 746 BEING 1 INCH OPEN TOP PIPE, SAID REBAR BEING THE POINT OF BEGINNING; THENCE ALONG THE WESTERLY LAND LOT LINE OF LAND LOT 746 NORTH 00 DEGREES 46 MINUTES 21 SECONDS EAST A DISTANCE OF 110.23 FEET TO A 1/2 INCH REBAR FOUND; THENCE LEAVING SAID LAND LOT LINE SOUTH 88 DEGREES 53 MINUTES 27 SECONDS EAST A DISTANCE OF 289.25 FEET TO A 1 & 1/2 INCH OPEN TOP PIPE; THENCE NORTH 14 DEGREES 28 MINUTES 20 SECONDS EAST A DISTANCE OF 835.76 FEET TO A 1 & 1/2 INCH OPEN TOP PIPE; THENCE NORTH 73 DEGREES 55 MINUTES 10 SECONDS WEST A DISTANCE OF 20.23 FEET TO A 1/2 INCH REBAR FOUND; THENCE NORTH 14 DEGREES 27 MINUTES 48 SECONDS EAST A DISTANCE OF 125.00 FEET TO A 1/2 INCH REBAR SET ON THE RIGHT OF WAY MARGIN OF HAYNES BRIDGE ROAD (R/W VARIES); THENCE ALONG SAID RIGHT OF WAY MARGIN AND ALONG A CURVE TO THE LEFT A DISTANCE OF 764.40 FEET WITH A RADIUS OF 4368.09 FEET AND BEING SUBTENDED BY A CHORD WITH A BEARING OF SOUTH 33 DEGREES 15 MINUTES 12 SECONDS EAST AND A DISTANCE OF 763.43 FEET TO A 1/2 INCH REBAR SET; THENCE ALONG SAID RIGHT OF WAY MARGIN SOUTH 38 DEGREES 24 MINUTES 42 SECONDS EAST A DISTANCE OF 364.01 FEET TO A 1/2 INCH REBAR SET; THENCE ALONG SAID RIGHT OF WAY MARGIN SOUTH 32 DEGREES 40 MINUTES 10 SECONDS EAST A DISTANCE OF 100.39 FEET TO A CONCRETE MONUMENT FOUND; THENCE ALONG SAID RIGHT OF WAY MARGIN SOUTH 38 DEGREES 26 MINUTES 19 SECONDS EAST A DISTANCE OF 150.40 FEET TO A CONCRETE MONUMENT FOUND; THENCE ALONG SAID RIGHT OF WAY MARGIN SOUTH 09 DEGREES 49 MINUTES 03 SECONDS WEST A DISTANCE OF 49.49 FEET TO A CONCRETE MONUMENT FOUND AT THE INTERSECTION OF MORRISON PARKWAY; THENCE ALONG THE RIGHT OF WAY MARGIN OF MORRISON PARKWAY SOUTH 52 DEGREES 45 MINUTES 19 SECONDS WEST A DISTANCE OF 184.61 FEET TO A 1/2 INCH REBAR SET; THENCE ALONG SAID RIGHT OF WAY MARGIN SOUTH 55 DEGREES 52 MINUTES 04 SECONDS WEST A DISTANCE OF 114.63 FEET TO A 1/2 INCH REBAR SET; THENCE ALONG SAID RIGHT OF WAY MARGIN AND ALONG A CURVE TO THE RIGHT A DISTANCE OF 313.56 FEET WITH A RADIUS OF 1315.85 FEET AND BEING SUBTENDED BY A CHORD WITH A BEARING OF SOUTH 62 DEGREES 41 MINUTES 38 SECONDS WEST AND A DISTANCE OF 312.82 FEET TO A 1/2 INCH REBAR SET; THENCE ALONG SAID RIGHT OF WAY MARGIN SOUTH 69 DEGREES 31 MINUTES 41 SECONDS WEST A DISTANCE OF 23.93 FEET TO A 1/2 INCH REBAR SET; THENCE ALONG SAID RIGHT OF WAY MARGIN AND ALONG A CURVE TO THE RIGHT A DISTANCE OF 297.01 FEET WITH A RADIUS OF 1291.19 FEET AND BEING SUBTENDED BY A CHORD WITH A BEARING OF SOUTH 76 DEGREES 06 MINUTES 31 SECONDS WEST AND A DISTANCE OF 296.36 FEET TO A CONCRETE MONUMENT FOUND; THENCE ALONG SAID RIGHT OF WAY MARGIN SOUTH 08 DEGREES 29 MINUTES 15 SECONDS EAST A DISTANCE OF 3.91 FEET TO A CONCRETE MONUMENT FOUND; THENCE ALONG SAID RIGHT OF WAY MARGIN AND ALONG A CURVE TO THE RIGHT A DISTANCE OF 212.48 FEET WITH A RADIUS OF 1389.20 FEET AND BEING SUBTENDED BY A CHORD WITH A BEARING OF SOUTH 86 DEGREES 33 MINUTES 58 SECONDS WEST AND A DISTANCE OF 212.27 FEET TO A 1/2 INCH REBAR SET; THENCE ALONG SAID RIGHT OF WAY MARGIN NORTH 89 DEGREES 03 MINUTES 08 SECONDS WEST A DISTANCE OF 259.08 FEET TO A NAIL SET AT THE WESTERLY LAND LOT LINE OF LAND LOT 745; THENCE LEAVING SAID RIGHT OF WAY MARGIN AND ALONG SAID LAND LOT LINE NORTH 00 DEGREES 30 MINUTES 56 SECONDS EAST A DISTANCE OF 545.62 FEET TO A 1 INCH OPEN TOP FOUND, SAID OPEN TOP BEING THE POINT OF BEGINNING.

VARIANCES:

1. MINIMUM ACREAGE FOR MU ZONING IS 25 ACRES. WE ARE REQUESTING AN EXCEPTION SINCE THE PROPERTY IS 24.76 ACRES.

2. REMOVAL OF THE OFFICE DENSITY REQUIREMENT

3. STREETSCAPE ALONG HAYNES BRIDGE
   A. REDUCE 12' SIDEWALK TO 8' SIDEWALK
   B. REDUCE 8' PLANTER TO 6' PLANTER
   C. REDUCE/REMOVE 20' LANDSCAPE STRIP OFF R/W LINE
   D. REDUCE/REMOVE 20' BUILDING SETBACK OFF BACK OF SIDEWALK

4. STREETSCAPE ALONG MORRISON PARKWAY
   A. REDUCE 12' SIDEWALK TO 8' SIDEWALK
   B. REDUCE 10' PLANTER TO 6' PLANTER
   C. REDUCE/REMOVE 20' LANDSCAPE STRIP OFF R/W LINE
   D. REDUCE/REMOVE 10' BUILDING SETBACK OFF BACK OF SIDEWALK

5. STREETSCAPE ALONG PUBLIC STREET "A"
   A. REDUCE 10' SIDEWALKS TO 6'

6. STREETSCAPE ALONG PUBLIC STREET "B"
   A. REDUCE 10' SIDEWALKS TO 8'

7. STREETSCAPE ALONG PRIVATE RESIDENTIAL ROADS
   A. REDUCE 10' SIDEWALKS TO 5' SIDEWALKS
   B. REDUCE 4' PLANTER TO 0' PLANTER

STORMWATER MANAGEMENT NOTE:

SITE WILL CONTAIN ONSITE STORMWATER CONTROLS TO MEET ALL LOCAL AND STATE REQUIREMENTS. THIS MAY INCLUDE THE COMBINATION OF SEVERAL COMPONENTS PROVIDING RUNOFF REDUCTION, CHANNEL PROTECTION, AND OVERBANK FLOODING PROTECTION, AND WATER QUALITY CONTROL PER THE CODE REQUIREMENTS.

TREE DATA TABLE

TREE #	DBH	SPECIES
1	13	SWEET GUM
2	26	WATER OAK
3	26	MAPLE
4	13	SWEET GUM
5	11	SWEET GUM
6	11	WATER OAK
7	16	PINE
8	13	SWEET GUM
9	14	SWEET GUM
10	22	PINE
11	16	PINE
12	12	SWEET GUM
13	14	WATER OAK
14	15	WHITE OAK
15	12	WATER OAK
16	12	POPLAR
17	22	PINE
18	14	PINE
19	29	POPLAR
20	12	POPLAR
21	13	POPLAR
22	12	SWEET GUM
23	18	POPLAR
24	22	POPLAR
25	25	PINE
26	13	PINE
27	12	POPLAR
28	20	PINE
29	12	POPLAR
30	20	PINE
31	13	POPLAR
32	12	POPLAR
33	16+19	SWEET GUM
34	14	PINE
35	15	PINE
36	24	PINE
37	24	PINE
38	12	PINE
39	12	PINE
40	16	WATER OAK
41	16	WATER OAK
42	16	PINE
43	16	RED OAK
44	14	PINE
45	16+13	POPLAR
46	14	PINE
47	21	PINE
48	12	MAPLE
49	12+7	MAPLE
50	14	PINE
51	17	WATER OAK
52	26	WATER OAK
53	13+14	MAPLE
54	26	WATER OAK
55	20	WATER OAK
56	20	WATER OAK
57	18	PINE
58	18	RED OAK
59	18+6	WATER OAK
60	20	PINE
61	11	WATER OAK
62	20	WATER OAK
63	26	PINE
64	12	WATER OAK
65	19	WATER OAK
66	14	WATER OAK
67	13	WATER OAK
68	17	WATER OAK
69	20	WATER OAK
70	13+13	WATER OAK
71	22	PINE
72	25	PINE
73	28	PINE
74	12	WATER OAK
75	19	PINE
76	13	BLACK CHERRY
77	18	SWEET GUM
78	17	PINE
79	27	PINE
80	18	PINE
81	17	PINE
82	19	PINE
83	30	PINE
84	11	SWEET GUM
85	11	BLACK CHERRY
86	27	PINE
87	10	HICKORY
88	23	PINE
89	11	BLACK CHERRY
90	11	BLACK CHERRY
91	20	PINE
92	20	PINE
93	13	PINE
94	12	PINE
95	18	WATER OAK
96	18	PINE
97	19	WATER OAK
98	18	PINE
99	19	PINE
100	11+8	WATER OAK
101	11	RED OAK
102	12	SWEET GUM
103	11	SWEET GUM
104	13	WATER OAK
105	10	SWEET GUM
106	15	PINE
107	8	SWEET GUM
108	12	WATER OAK
109	18	PINE
110	12	PINE
111	15	PINE
112	12	PINE
113	18	PINE
114	12	PINE
115	17	WATER OAK
116	11	PINE
117	18	PINE
118	14	PINE
119	17	PINE
120	10	PINE
121	14	PINE
122	11	PINE
123	13	PINE
124	11	SWEET GUM
125	14	WATER OAK
126	10	PINE
127	12	SWEET GUM
128	11	SWEET GUM
129	8	RED OAK
130	23	WATER OAK
131	16	PINE
132	19	SWEET GUM
133	15	PINE
134	14	PINE
135	24	PINE
136	15	PINE
137	12	SWEET GUM
138	20	PINE
139	14	SWEET GUM
140	21	WATER OAK
141	19	RED OAK
142	23	PINE
143	15	WATER OAK
144	11+8	WATER OAK
145	14	SWEET GUM
146	29	PINE
147	10+12	POPLAR
148	13	POPLAR
149	24	PINE
150	20	POPLAR
151	18	POPLAR
152	14	SWEET GUM
153	11+10	POPLAR
154	14	POPLAR
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156	22	PINE
157	14	POPLAR
158	17	PINE
159	15	POPLAR
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164	18	POPLAR
165	15	PINE
166	18	BLACK CHERRY
167	15	SWEET GUM
168	15	RED OAK
169	14	PINE
170	14	POPLAR
171	13	SWEET GUM
172	11	SWEET GUM
173	13	PINE
174	19	PINE
175	17	PINE
176	15	SWEET GUM
177	12	POPLAR
178	15	PINE
179	12	POPLAR
180	13	POPLAR
181	14	POPLAR
182	12	POPLAR
183	14	POPLAR
184	22	PINE
185	21	PINE
186	12	SWEET GUM
187	21	PINE
188	12	SWEET GUM
189	17	PINE
190	12	PINE
191	23	PINE
192	12	PINE
193	20	PINE
194	12	PINE
195	13	POPLAR
196	12	SWEET GUM
197	14	PINE
198	14	PINE
199	13	PINE
200	13	PINE
201	14	PINE
202	14	PINE
203	14	PINE
204	14	PINE
205	19	PINE
206	18	WATER OAK
207	14	PINE
208	14	PINE
209	12	WATER OAK
210	14	PINE
211	18	PINE
212	13	PINE
213	13	PINE
214	16	PINE
215	21	PINE
216	14	PINE
217	12	PINE
218	13	PINE
219	13	PINE
220	17	PINE
221	14	PINE
222	23	PINE
223	14	PINE
224	14	RED OAK
225	14	PINE
226	22	PINE
227	18	PINE
228	26	PINE

Kimley»Horn
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PHONE: (770) 410-1853
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CLIENT
BROCK BUILT HOMES, LLC
1110 NORTHCHASE PKWY SE, SUITE 150
MARIETTA, GA 30067
PHONE: (404) 351-7555

No.	REVISION DESCRIPTIONS	DATE	BY

PROJECT
MORRISON PARK
ALPHARETTA, GA 30009
LAND LOT 745 & 746, 1st DISTRICT 2nd SECTION

GEORGIA REGISTERED No. PE36134 PROFESSIONAL ENGINEER JARED K. MCKINNON
07/19/2021

GSWCC CERT. (LEVEL II)	0000029507
DRAWN BY	CAD
DESIGNED BY	BRM
REVIEWED BY	JM
DATE	03/29/2021
PROJECT NO.	013404004

TITLE
ZONING PLAN

SHEET NUMBER
ZP-1a

Drawing name: K:\ALP_PRJ\013404004_Morrison Pkwy\CAD\Exhibits_Zoning Site Plans\Zoning Site Plan-ZP-1.dwg ZP-1a Zoning Plan May 27, 2021 10:29am by jared.mckinnon

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

Site Criteria - 24.75 acres

Commercial "A"	19.2k sqft. +/-
Commercial "B"	8.5k sqft. +/-
Commercial "C"	8.2k sqft. +/-
Commercial "D"	6.0k sqft. +/-
Tot. Commercial	41.9k sqft. +/-

21.5' Townhomes: 46 units
Rear-load w/ rooftop access
Garage Parked with 18' driveways

20.5' Townhomes: 28 units
Rear-load (typ)
Garage Parked with 18' driveways

14.2' Townhomes: 70 units
Rear-load (typ)
Garage Parked with 18' driveways

Residential Lots: 37 units
45'x80' min. Rear-load (typ)
Garage Parked with 18' driveways

Tot. Residential	(181) Units

Ancillary Areas:

Alpha Loop - Expansion
26,650 sqft. dedicated to the 12' path thru commercial and commons areas.

Dog Park & Concession Zone
19,750 sqft. dog runs, beer bar, eateries and seating/ music area

Outdoor Work Pavilion
5,000 sqft. dedicated to flex-office and cyber activities.

Exercise Loop
6,500 sqft. open-use park w/ stations

Flex-Play Area
4,000 sqft. Fenced Area

Community Gardens
4,500 sqft. w/ planter boxes & sheds

Courtyards & Flex-Lawns
35,000 sqft. (includes water quality zone)

TOTAL OPENSPACE:
118k sqft. or 2.70 acres +/-

Exercise Loop
with stations

Linear Park
(passive area)

Residential Lots
45'x80' min.. (typ)

21.5' Townhouse Units
(typ)

Alpha Loop

Woodhaven Way

Alpha Loop
Convenience Pavilion
& Spire Signage

RAINWATER DRIVE

Upgraded Pedestrian Crossings (typ)

20.5' Townhouse Units
(typ)

Community
Statement (typ)

Flex-Park
(possible playground)

Commercial
Building - "D"
1-story

Community Garden
with low fencing

Outdoor Work Pavilion
flex-turf activity and chill zone

Infiltration Ponds & Habitat
Water quality and native plant zone

Entrance to Parking Deck
(under Buildings D & B)

In-ground Detention

Commercial
Building - "B"
1-story

8' Connective walk
from existing trail

Dog Park & Concessions
(Food Trucks/ Containers)

Art Installation
w/ modern hardscapes
& funky seating zones

Community
Statement (typ)

Commercial
Building - "A"
2-story

Commercial
Building - "C"
1-story

Flex-turf Courtyards
with string lights &
funky seating elements

21.5' Townhouse Units
(typ)

Mail & Refuse Disposal (typ)

14.2' Townhouse Units
(typ)

20.5' Townhouse Units
(typ)

In-ground Detention
(Planted screen along exterior,
Pond trees within interior)

Residential Lots
45'x80' min. (rear-load)

Community
Statement (typ)

Upgraded 18' wide
Pedestrian Crossings (typ)

Upgraded Pedestrian Crossings (typ)

12' min. path thru area

Restaurant/ Brewery & Courtyard

Food Truck Courtyard

Bike Rental & Convenience Station

Outdoor Work Pavilion

Chill Zones w/
Funky Seating &
Art Installations

Community Gardens

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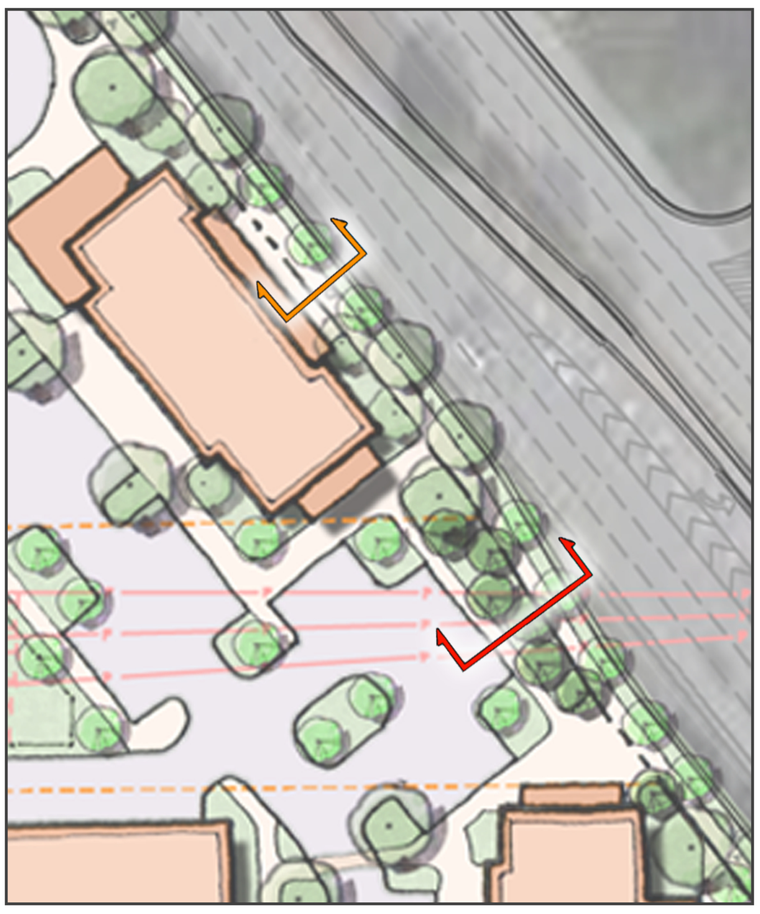
Disclaimer: Illustration represents intent of development, home plans and layout may change without notice. For final layout review, refer to civil engineering set once submitted.

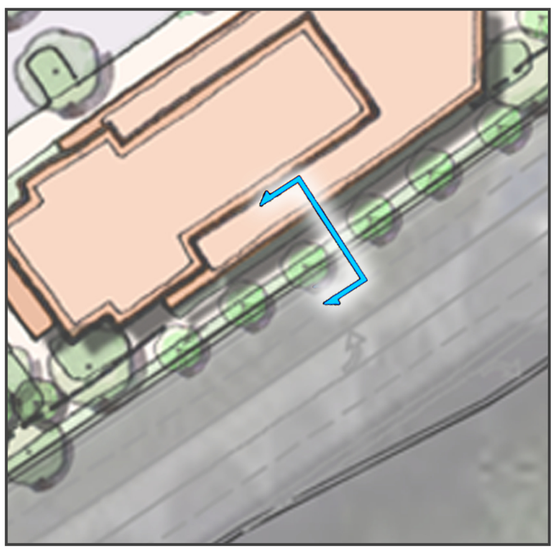
Morrison Park

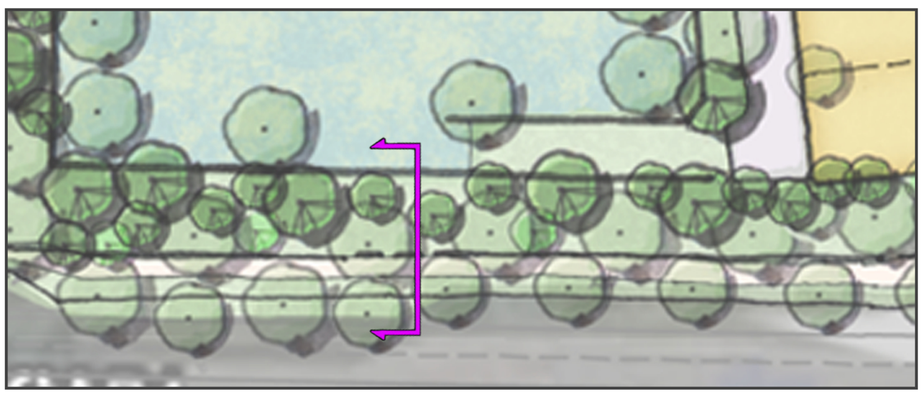
0 25 50 100

SITE PLAN V-13
MAY 2021

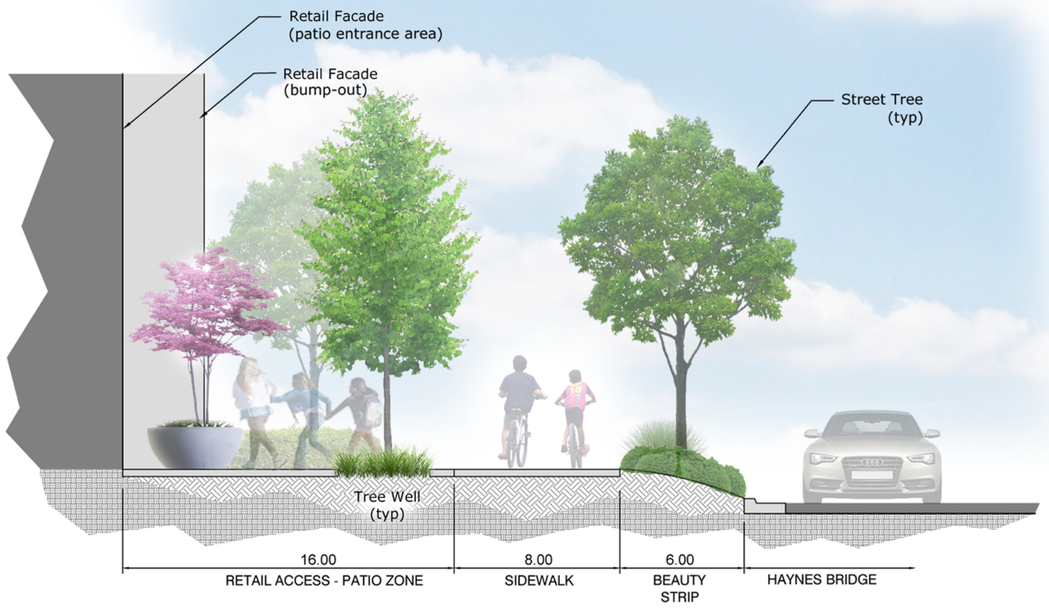
AREA MAP





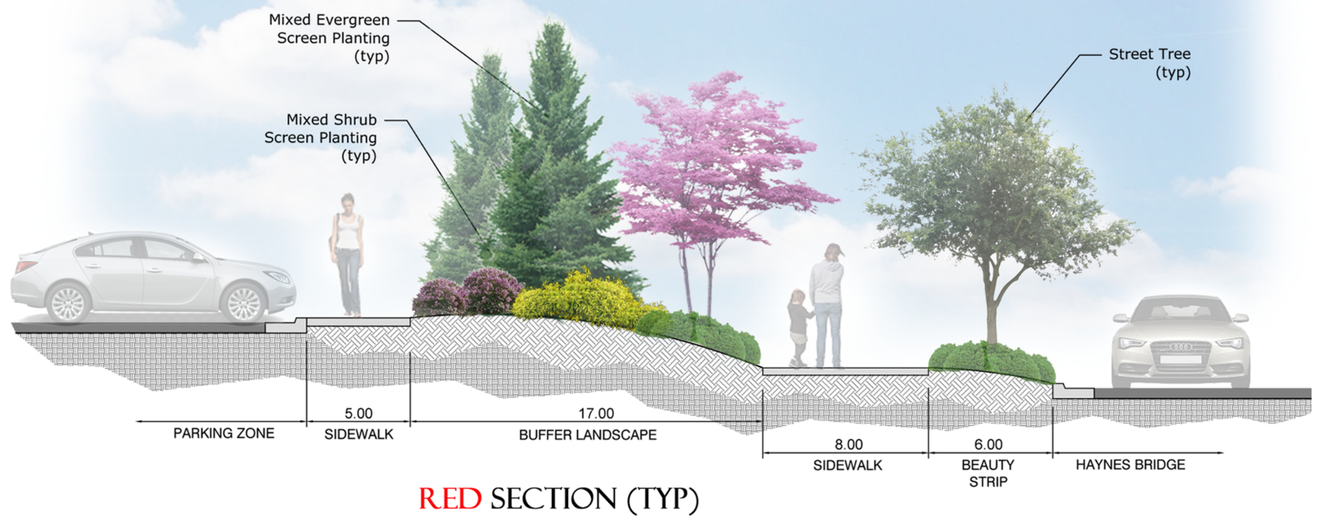


SECTION INDEX



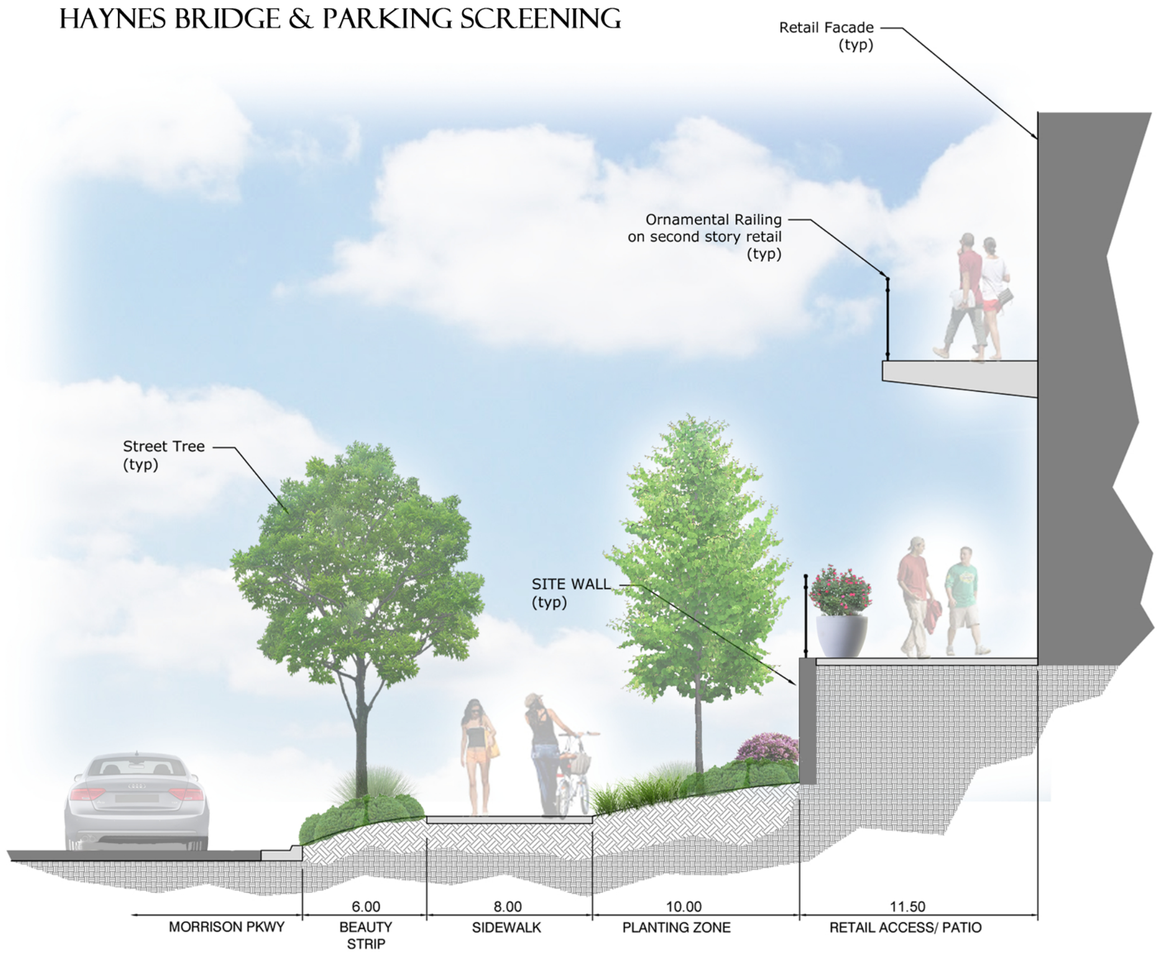
ORANGE SECTION (TYP)

HAYNES BRIDGE & COMMERCIAL BUILDING "B"



RED SECTION (TYP)

HAYNES BRIDGE & PARKING SCREENING



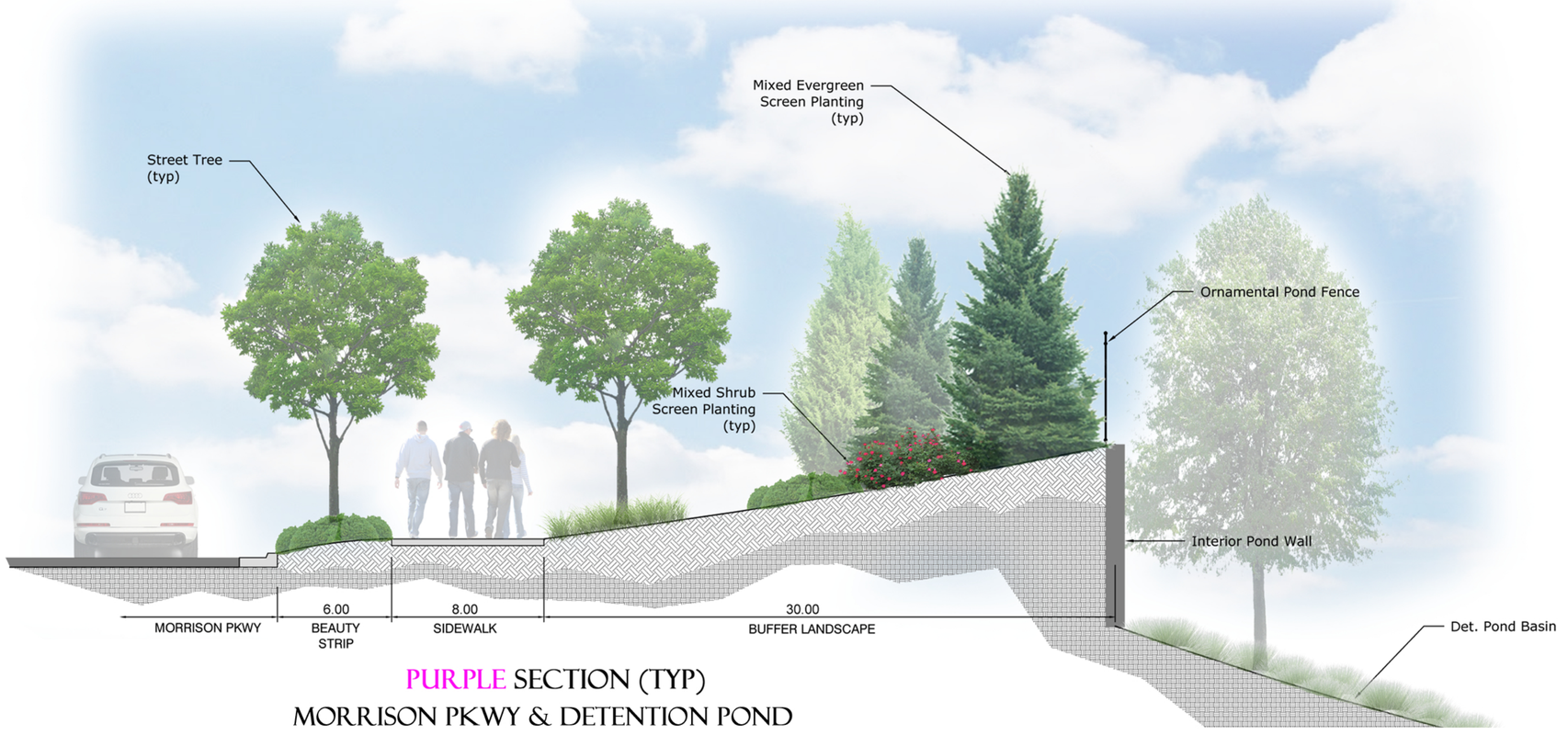
BLUE SECTION (TYP)

MORRISON PKWY & COMMERCIAL BUILDING "A"

DETENTION POND SCREEN - EXAMPLE

(COBBLESTONE MANOR - EAST COBB)

IMAGES ARE TO SHOW SCREENING, NOT WET POND CONDITION. THIS SITE WLL BE A DRY POND CONDITION



PURPLE SECTION (TYP)

MORRISON PKWY & DETENTION POND

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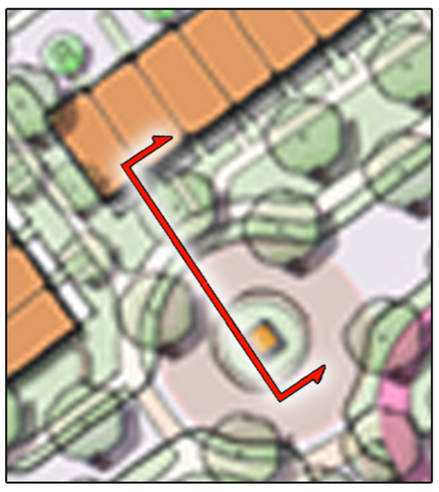
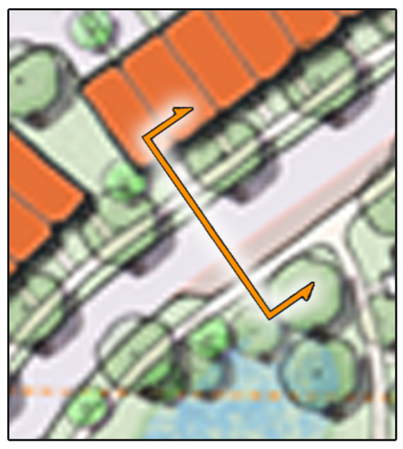
Morrison Park

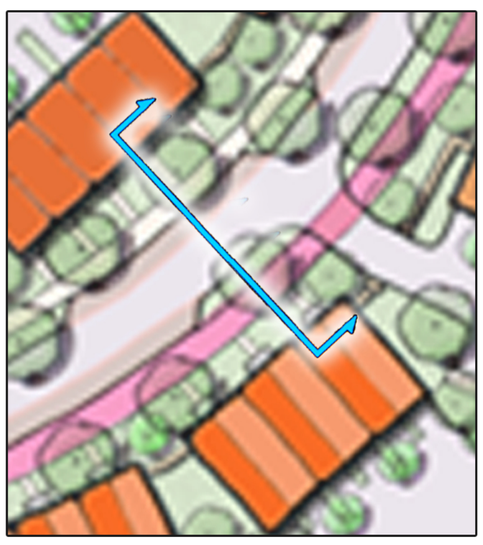
EXTERIOR STREET CUT-SECTIONS

MAY 2021

AREA MAP







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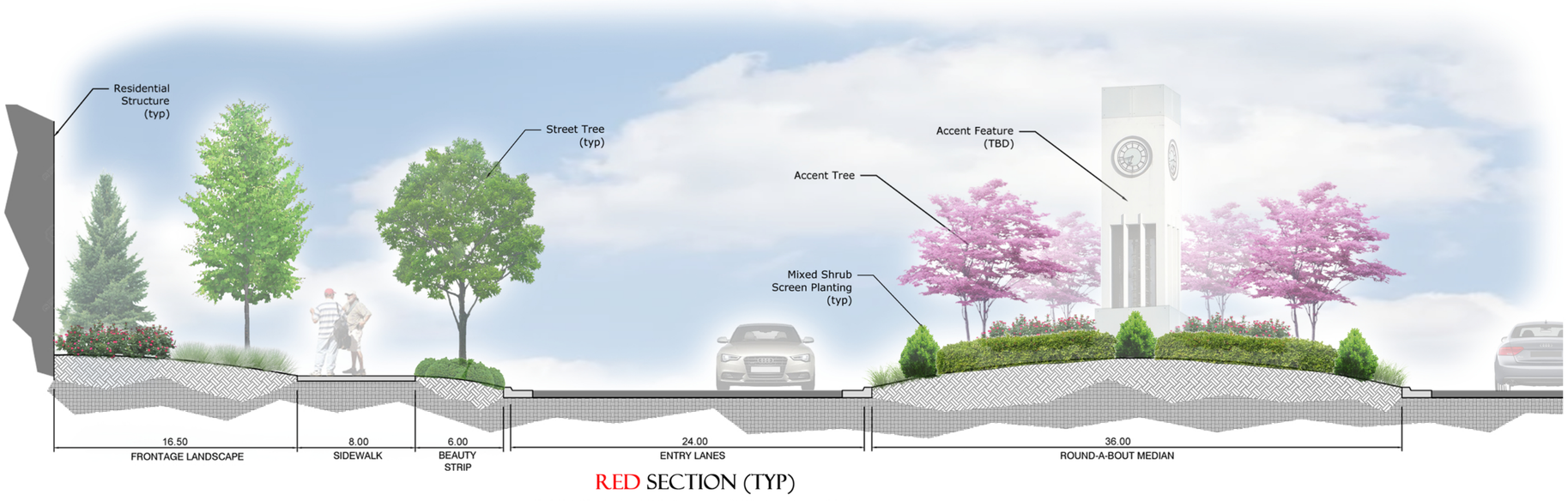
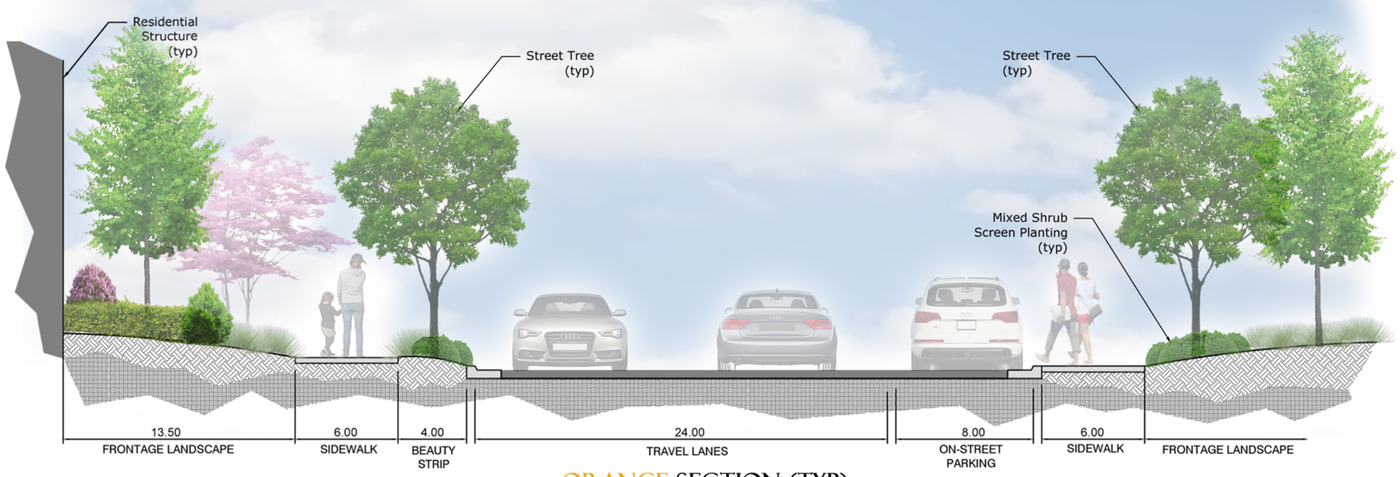


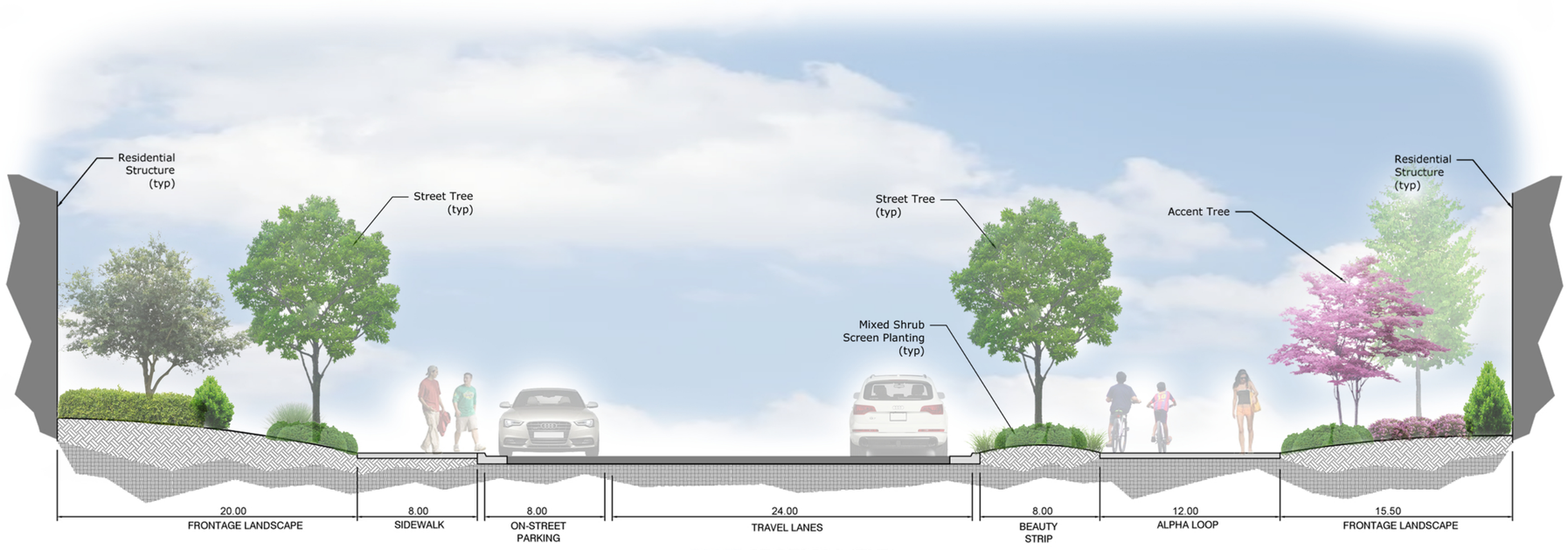
RED SECTION (TYP)

ENTRANCE BLVD & ROUND-A-BOUT



ORANGE SECTION (TYP)

NORTHERN RESIDENTIAL STREET



BLUE SECTION (TYP)

RETAIL BLVD - SOUTH END

PURPLE SECTION (TYP)

ENTRANCE MEDIAN OFF MORRISON PKWY

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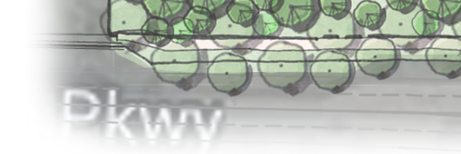
Morrison Park

INTERIOR STREET CUT-SECTIONS

MAY 2021

FITNESS LOOP, LINEAR PARK AND TRAILS - add. 1/2 acreage = (1 points requested)
Additional Landscaped Civic Space Measure (1 to 5 points).a.Minimum Requirement. Provision of additional landscaped civic space or a multi-use trail over the requirement over the amount required by this overlay or the underlying district, whichever is greater. Additional civic space must be landscaped with lawns, ground cover, shrubs, or woodlands and may not be paved or otherwise impervious except for paths and trails.
One point shall be available for each one additional percent of gross acreage provided as civic space, up to five total points for this measure.

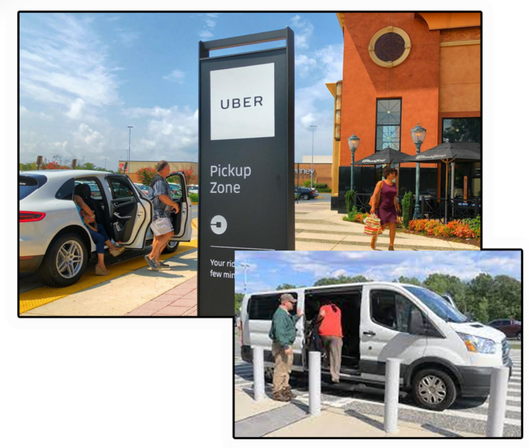
DOG PARKS, PLAYGROUND, COM. GARDEN (2 points requested)
Connected Open Space (2 points)
.a.Minimum Requirements. Provision of all of the following:
i.All required open space within an interconnected network with no dimension less than 40 feet;
ii.Required open spaces may extend across public and private streets and multi-use trails, but street area may not be counted towards open space;
iii.All required open space provided at ground level;
iv.Minimum size of 2 acres,



TREES IN DRIVES AND PARKING AREAS THROUGHOUT SITE
(2 points requested)
Heat Island Reduction Measure (2 points).
a.Minimum Requirements. Use any combination of the following strategies for 35% of all on-site, non-roof hardscape areas, including sidewalks, plazas, courtyards, parking lots, parking structures, and driveways.
i.Tree Canopy Cover. Coverage of the surface at canopy tree maturity in 15 years.
ii.Solar reflective paving and roofing with a SRI (solar reflectance index) of at least 29.

BICYCLE FACILITIES ALONG ALPHA LOOP (2 points requested)
Enhanced Bicycle Amenities Measure (1—2 points).
a. Minimum Requirements. Provision of two of the following shall be awarded one point and provision of three or more of the following shall be awarded two points:
i.Lockable enclosed bicycle storage. Provide one secure, enclosed bicycle storage space per 20 employees.
ii.For office or commercial space, employee shower facilities. Provide a minimum of one shower facility plus one additional shower per 150 employees.
iii.Repair Center. Provide a designated bicycle repair center open to the public and consisting of an air pump, water, and tools at a minimum.
iv.Bicycle parking spaces. Provide at least 200% of the bicycle parking requirements of UDC Sec. 2.5.8.
v.Bicycle paths.
vi.Bicycle rental stations..

BIO-PONDS & INFILTRATION AREAS (2 points requested)
Bio-Retention (2 points)
.a.Minimum Requirement.i.Provide landscaped bio-retention areas in the interior of the parking lots, in streetscape planters, and on-street parking landscaping; and
ii.Incorporate inwardly draining swales without curbs, in lieu of raised planting areas surrounded by curbs;
iii.Landscape bio-retention areas with species tolerant to frequent induration;
iv.Provided wheel stops adjacent to parking and flush or permeable curbing adjacent to driving areas.



RIDE AND VAN SHARE SPACES (2 points requested)
Alternative Transportation Measure (1—2 points).
Minimum requirement. One point shall be available for the provision of each of the following, up to two total points for this measure:Ride-Sharing. Provide at least one on- or off-street pick-up/drop-off zone per 100 new or added vehicular parking spaces for the exclusive use of passengers arriving by taxi, ride-sharing, or shuttle. No project using this measure shall have less than one such space.
Van Pools - Provide at least one van pool space per 200 new or added vehicular parking spaces.

CURRENT PROGRAM WILL ATTEMPT TO CAPTURE MIN. (11) POINTS
Additional points may include the following:
- **Green Building Practices**
- **Renewable Energy Sources**
- **Building Energy Efficiency**

ADG
AHRENS DESIGN GROUP
Landscape Architecture | Site Planning
Urban Design | Development Consulting

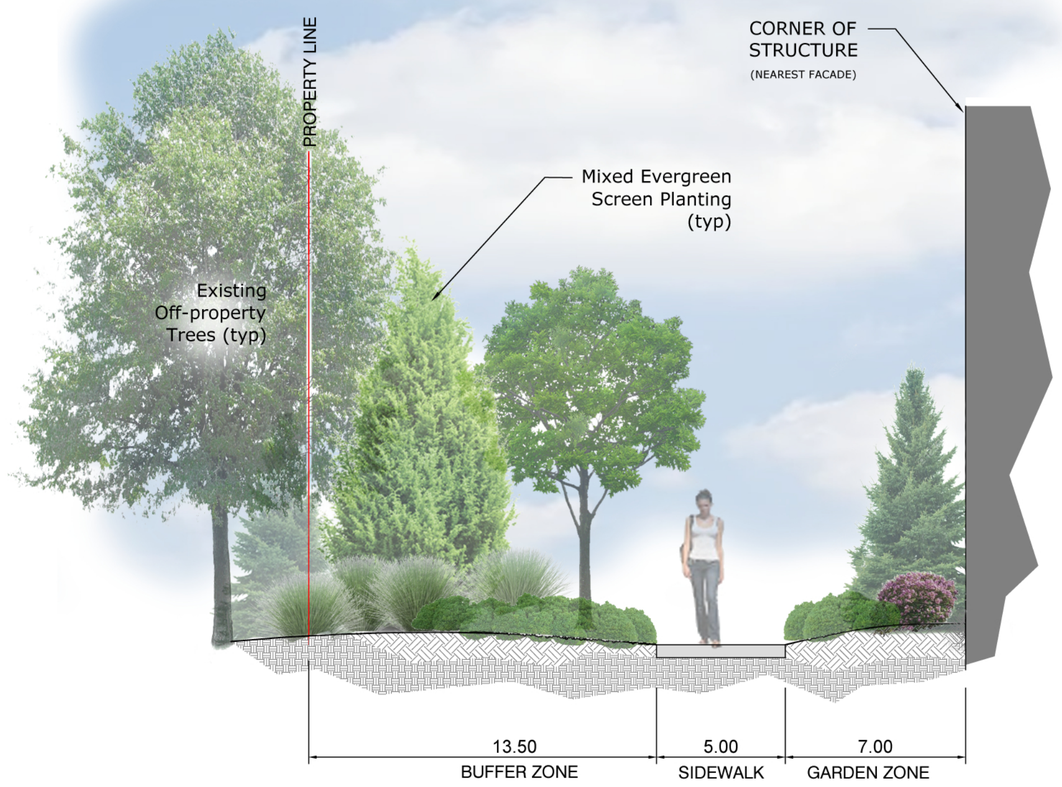
Disclaimer: Illustration represents intent of development, home plans and layout may change without notice. For final layout review, refer to civil engineering set once submitted.

Morrison Park

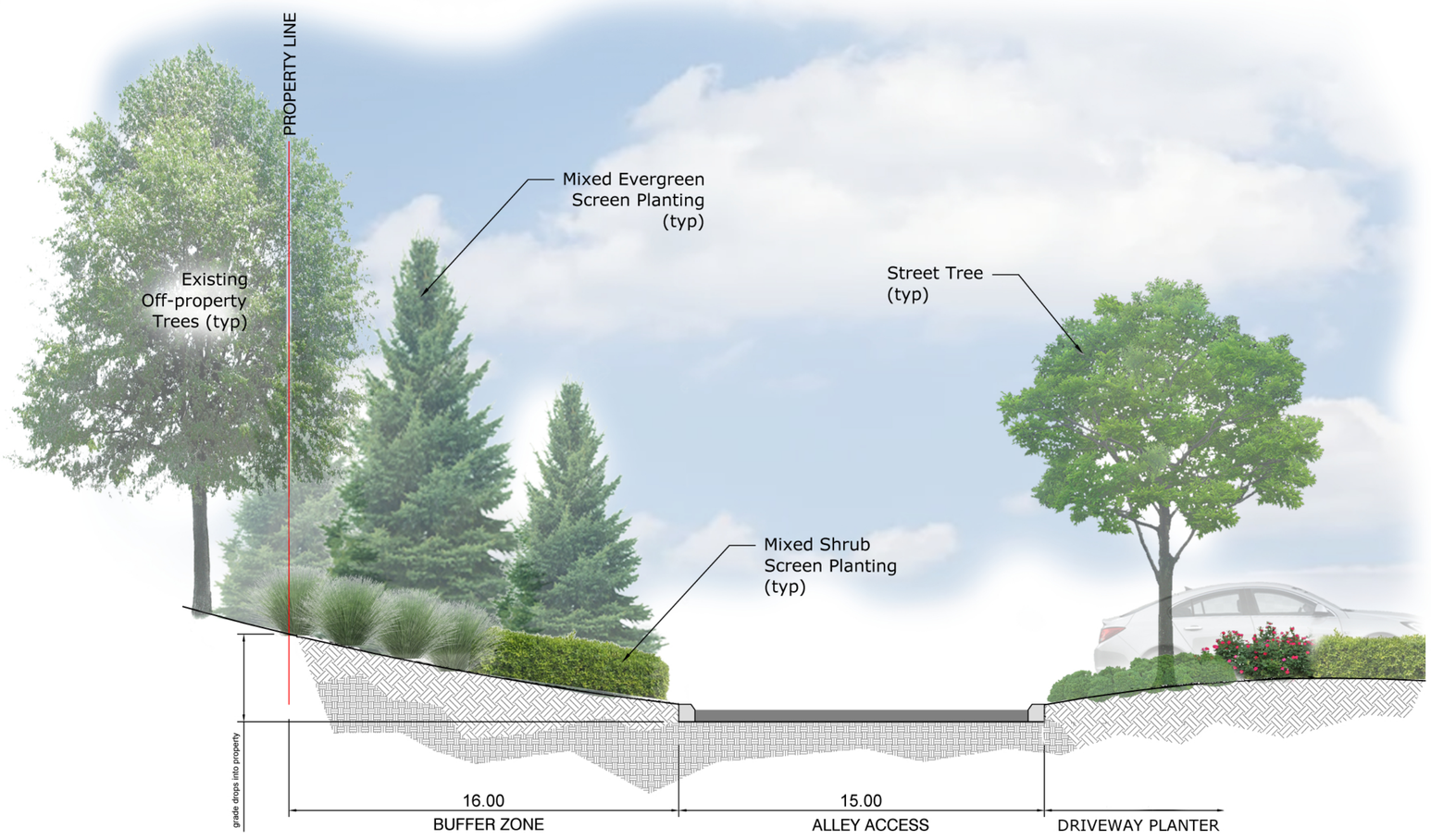
ECO-DISTRICT MEASURES
MAY 2021

AREA MAP

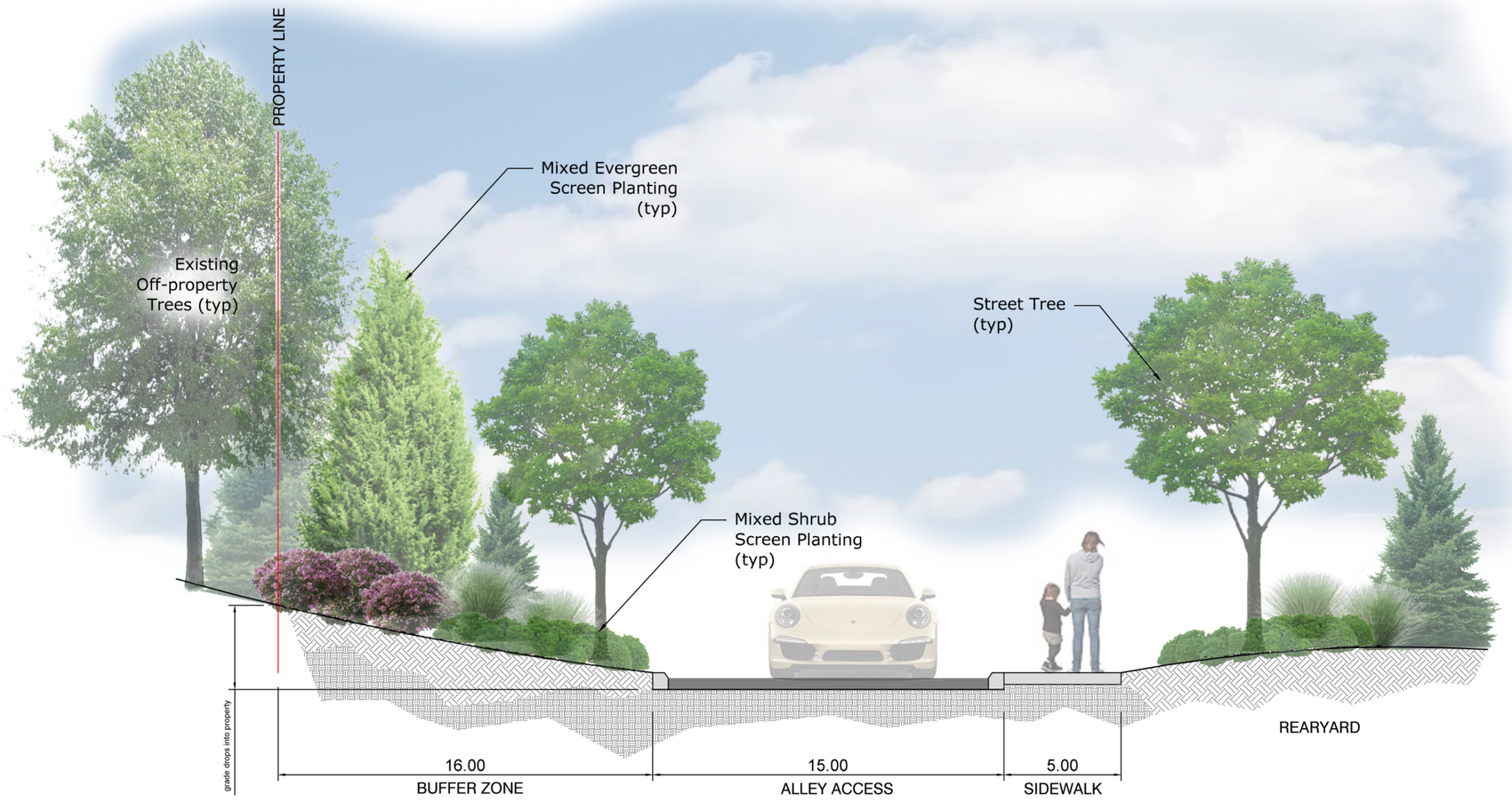
SECTION INDEX



BLUE SECTION (TYP)



PURPLE SECTION (TYP)



RED SECTION (TYP)

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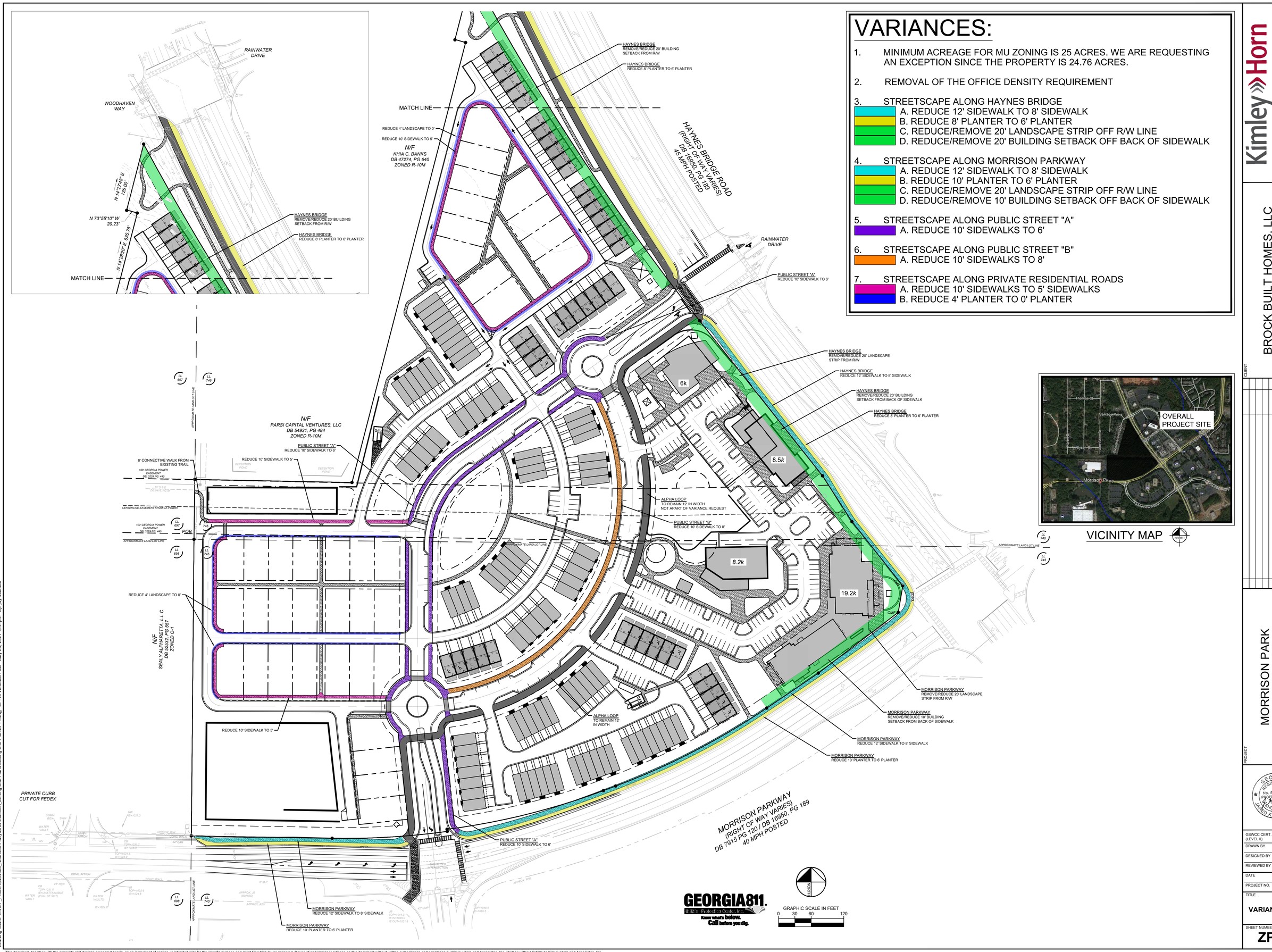
Morrison Park

PRELIMINARY BUFFER SECTIONS

MAY 2021

VARIANCES:

1. MINIMUM ACREAGE FOR MU ZONING IS 25 ACRES. WE ARE REQUESTING AN EXCEPTION SINCE THE PROPERTY IS 24.76 ACRES.
2. REMOVAL OF THE OFFICE DENSITY REQUIREMENT
3. STREETSCAPE ALONG HAYNES BRIDGE
   - A. REDUCE 12' SIDEWALK TO 8' SIDEWALK
   - B. REDUCE 8' PLANTER TO 6' PLANTER
   - C. REDUCE/REMOVE 20' LANDSCAPE STRIP OFF R/W LINE
   - D. REDUCE/REMOVE 20' BUILDING SETBACK OFF BACK OF SIDEWALK
4. STREETSCAPE ALONG MORRISON PARKWAY
   - A. REDUCE 12' SIDEWALK TO 8' SIDEWALK
   - B. REDUCE 10' PLANTER TO 6' PLANTER
   - C. REDUCE/REMOVE 20' LANDSCAPE STRIP OFF R/W LINE
   - D. REDUCE/REMOVE 10' BUILDING SETBACK OFF BACK OF SIDEWALK
5. STREETSCAPE ALONG PUBLIC STREET "A"
   - A. REDUCE 10' SIDEWALKS TO 6'
6. STREETSCAPE ALONG PUBLIC STREET "B"
   - A. REDUCE 10' SIDEWALKS TO 8'
7. STREETSCAPE ALONG PRIVATE RESIDENTIAL ROADS
   - A. REDUCE 10' SIDEWALKS TO 5' SIDEWALKS
   - B. REDUCE 4' PLANTER TO 0' PLANTER



VICINITY MAP

GEORGIA811. Utility Protection Center, Inc. Know what's below. Call before you dig.

GRAPHIC SCALE IN FEET
0 30 60 120

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ALPHARETTA, GEORGIA 30009
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CLIENT
BROCK BUILT HOMES, LLC
1110 NORTHCHASE PKWY SE, SUITE 150
MARIETTA, GA 30067
PHONE: (404) 351-7555

No.	REVISION DESCRIPTIONS	DATE	BY

PROJECT
MORRISON PARK
ALPHARETTA, GA 30009
LAND LOT 745 & 746, 1st DISTRICT 2nd SECTION

GEORGIA REGISTERED No. PE36134 PROFESSIONAL ENGINEER JARED K. MCKINNON 07/15/2021

GSWCC CERT. (LEVEL II)	0000029507
DRAWN BY	CAD
DESIGNED BY	BRM
REVIEWED BY	JM
DATE	03/29/2021
PROJECT NO.	013404004

TITLE
VARIANCE PLAN

SHEET NUMBER
ZP-1c

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Drawing name: K:\ALP_PRJ\013404004_Morrison Pkwy\CAD\Exhibits_Zoning Site Plans\Zoning Site Plan-ZP-1.dwg ZP-1c Variance Plan May 25, 2021, 6:41pm by: jay.maddox

PARKING SUMMARY:

REQUIRED PARKING: 657 SPACES (TOTAL)

(PARKING CALCS INCLUDE 20% REDUCTION)

TOWNHOME A (46 UNITS)	111 SPACES (1 / BEDROOM*0.80)
TOWNHOME B (28 UNITS)	67 SPACES (1 / BEDROOM*0.80)
TOWNHOME C (70 UNITS)	168 SPACES (1 / BEDROOM*0.80)
(ASSUMES ALL 3 BEDROOM TOWNHOMES)	
SINGLE FAMILY (37 LOTS)	59 SPACES (2 / LOT*0.80)
RETAIL/RESTAURANT (41,900 SF	252 SPACES (1 / 100 SF REST.*0.80 +
(ASSUMES 50 / 50 SPLIT)	1 / 200 SF RETAIL*0.80)

PROPOSED PARKING: 906 SPACES (TOTAL)

TOWNHOME A (46 UNITS)	92 SPACES ENCLOSED
	92 SPACES DRIVEWAY
TOWNHOME B (28 UNITS)	56 SPACES ENCLOSED
	56 SPACES DRIVEWAY
TOWNHOME C (70 UNITS)	70 SPACES ENCLOSED
	70 SPACES DRIVEWAY
ON STREET PARKING (PUBLIC)	25 SPACES
ON STREET PARKING (PRIVATE)	39 SPACES
RETAIL/RESTAURANT (41,900 SF)	258 SPACES
SINGLE FAMILY (37 LOTS):	74 SPACES ENCLOSED
	74 SPACES DRIVEWAY

MATCH LINE

RAINWATER DRIVE

WOODHAVEN WAY

N 14°27'48" E 125.00'

N 73°55'10" W 20.23'

N 14°28'20" E 635.76'

MATCH LINE

N/F
KHIA C. BANKS
DB 47274, PG 640
ZONED R-10M

HAYNES BRIDGE ROAD
(RIGHT OF WAY VARIES)
DB 16950, PG 189
45 MPH POSTED

RAINWATER DRIVE

N/F
PARSI CAPITAL VENTURES, LLC
DB 54931, PG 484
ZONED R-10M

100' GEORGIA POWER EASEMENT DB. 3229 PG. 440

CENTERLINE EASEMENT FROM CITY LIMITS

POB

APPROXIMATE LAND LOT LINE

N/F
SEALY ALPHARETTA, L.L.C.
DB 52532, PG 557
ZONED O-1

6k

8.5k

8.2k

19.2k

CAFE

APPROXIMATE LAND LOT LINE

PRIVATE CURB CUT FOR FEDEX

MORRISON PARKWAY
(RIGHT OF WAY VARIES)
DB 7915 PG 120 / DB 16950, PG 189
40 MPH POSTED

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VICINITY MAP

NORTH

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CLIENT
BROCK BUILT HOMES, LLC
1110 NORTHCHASE PKWY SE, SUITE 150
MARIETTA, GA 30067
PHONE: (404) 351-7555

No.	REVISION DESCRIPTIONS	DATE	BY

PROJECT
MORRISON PARK
ALPHARETTA, GA 30009
LAND LOT 745 & 746, 1st DISTRICT 2nd SECTION

GEORGIA REGISTERED No. PE36134 PROFESSIONAL ENGINEER JAMES K. MCKINNON
07/15/2021

GSWCC CERT. (LEVEL II)	0000029507
DRAWN BY	CAD
DESIGNED BY	BRM
REVIEWED BY	JM
DATE	03/29/2021
PROJECT NO.	013404004

TITLE
PARKING EXHIBIT

SHEET NUMBER
ZP-1d

Drawing name: K:\ALP_PRJ\013404004_Morrison Pkwy\CAD\Exhibits_Zoning Site Plans\Zoning Site Plan-ZP-1.dwg ZP-1d Zoning Plan May 27, 2021 10:27am by jared.mckinnon

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SIDEWALK SUMMARY:

ALPHA LOOP:	2020 LF	- 0.38 MILES
SIDEWALK:	11,777 LF	- 2.23 MILES

MATCH LINE

RAINWATER DRIVE

WOODHAVEN WAY

N 14°07'48" E 125.60'

N 73°55'10" W 20.23'

N 14°28'20" E 635.76'

MATCH LINE

N/F
KHIA C. BANKS
DB 47274, PG 640
ZONED R-10M

HAYNES BRIDGE ROAD
(RIGHT OF WAY VARIES)
DB 16950, PG 189
45 MPH POSTED

RAINWATER DRIVE

6k

8.5k

8.2k

19.2k

CMP

N/F
PARSI CAPITAL VENTURES, LLC
DB 54931, PG 484
ZONED R-10M

APPROXIMATE LAND LOT LINE

LL 697

LL 746

100' GEORGIA POWER EASEMENT
DB 3229 PG 440

CENTERLINE EASEMENT FROM CITY-VIEW

POB

LL 696

LL 745

N/F
SEALY ALPHARETTA, L.L.C.
DB 52532, PG 557
ZONED O-I

PRIVATE CURB CUT FOR FEDEX

MORRISON PARKWAY
(RIGHT OF WAY VARIES)
DB 7915 PG 120 / DB 16950, PG 189
40 MPH POSTED

VICINITY MAP

GRAPHIC SCALE IN FEET
0 30 60 120

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CLIENT
BROCK BUILT HOMES, LLC
1110 NORTHCHASE PKWY SE, SUITE 150
MARIETTA, GA 30067
PHONE: (404) 351-7555

No.	REVISION DESCRIPTIONS	DATE	BY

PROJECT
MORRISON PARK
ALPHARETTA, GA 30009
LAND LOT 745 & 746; 1st DISTRICT 2nd SECTION

GEORGIA REGISTERED No. PE36134 PROFESSIONAL ENGINEER JARED K. MCKINNON
03/29/2021

GSWCC CERT. (LEVEL II)	0000029507
DRAWN BY	CAD
DESIGNED BY	BRM
REVIEWED BY	JM
DATE	03/29/2021
PROJECT NO.	013404004

TITLE
SIDEWALK EXHIBIT

SHEET NUMBER
ZP-1e

Drawing name: K:\ALP_PRJ\013404004_Morrison Pkwy\CAD\Exhibits_Zoning Site Plans\Zoning Site Plan-ZP-1.dwg ZP-1e Sidewalk Plan May 25, 2021, 6:47pm by jay maddox

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CZIM – MAY 12, 2021

Z-21-05 / V-21-13: The Mix / Morrison Park @ 6:31

- **Parks Huff for Applicant**
  - Alpha Loop will cut directly through the property
  - Restaurants, Commercial Buildings, Residential (Single Family Detached + 3 TH styles), Outdoor Work areas, Green space (pocket parks), Dog Parks, Food Truck
  - Quality architecture + home design with attractive streetscape
  - Challenges: power lines, other developers have looked at it and previous ideas have been to add apartments on one side and offices on the other, but we want to integrate both sides of the property.
  - **Glenn Rodney (HOA President of 7 Buildings – 14 homeowners)**
    - Single Family Units – Tree line? Divider? Fence? How close are the Single Family Homes being built to the back of their property? Construction noise.
    - Cannot speak for owners of The Enclave, but will there be a pedestrian bridge between neighborhood and the proposal?
      - Parks: We designed it so we will have buffering planning on the property line.
    - There is a tree line on our property. Would want to know where his ends and yours begins. Natural tree covering – removing the stuff on your side and then replanting?
      - Parks: There is honestly not stuff in there that could be saved. Likely not realistic to save. Better off with new planting and will be planting with evergreens. Privacy fence – don't love them. Does anyone on the border have a fence already? Come to us with what you want and we will come up with a landscape plan.
    - Change in topography – that's why I had the thought of pedestrian bridge.
      - Parks: Trail that goes to the neighborhood to the north. There might be a way to get to the corner of The Mix. Come to us with the way you think you could come in. We want to get people to the Alpha Loop. Bring us a proposal and we will do it.
    - When would you want us to get you the resident requests in / thoughts we discussed?
      - Parks: ASAP – the end of next week.

No further questions on any PH item.
There were no chat comments for this CZIM.
Meeting ended at 6:49 PM.

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: Brock Built Homes

Contact Name: Parks F. Huff Telephone: (770) 422-7016

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.

Brock began community outreach by meeting with the North Fulton Chamber, a conference call with the adjacent subdivision HOA Vantage Point and reached out to the major office owners, TPA and the Brookdale Group. Brock has continued to reach out using email, letters and has set up personal meetings with interested parties. Adjacent property owners were notified by mail of the public hearings and were invited to the Community Zoning Information meeting via Zoom. Information about the project was presented and the participants had no follow up questions.

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.*

- [x] Letter
- [x] Personal Visits
- [x] Telephone
- [x] Group Meeting
- [x] Email
- [x] Other *(Please Specify)* Zoom Meeting

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: 5-26-21

Print Form

GARVIS L. SAMS, JR.
JOEL L. LARKIN
PARKS F. HUFF

SAMS, LARKIN & HUFF
A LIMITED LIABILITY PARTNERSHIP
SUITE 100
376 POWDER SPRINGS STREET
MARIETTA, GEORGIA 30064-3448

770·422·7016
TELEPHONE
770·426·6583
FACSIMILE

May 11, 2021

RE: Application of Brock Built Homes for rezoning for a 25+/- acre tract of land located at the intersection of Morrisons Parkway and Haynes Bridge Road from OI to MU for the purpose of a mixed-use development, Alpharetta, Georgia.

Dear Property Owner:

Please allow this letter to serve as public notice for the applications of rezoning and variances for the Subject Property. Brock Built Homes has applied for rezoning from OI to MU for a mixed-use development. The proposed Morrison Park will have commercial space for retail, restaurants and professional offices. The residential component will consist of townhomes and single-family homes. Due to topographical challenges, the accompanying variances are to accommodate the mixed-use development.

The Community Zoning Information Meeting (CZIM) for this request will be held on Wednesday, May 12 at 6:00 p.m. via Zoom. The link to the meeting is Community Zoning Information Meeting (CZIM) will be held via Zoom on Wednesday, May 12, 2021 at 6:00 p.m. The link to the meeting is https://zoom.us/j/99377694549 This is an informal meeting to allow the public to view public hearing requests, ask questions, and provide feedback.

This item will be considered by the Planning Commission on Thursday, June 3, 2021 at 6:30 PM and City Council on Monday, June 28, 2021 at 6:30 PM. The meetings will be held in the Council Chambers at City Hall, 2 Park Plaza, Alpharetta, Georgia 30009.

If you have any questions regarding the request, please feel free to contact me at your convenience. I can be reached at phuff@samslarkinhuff.com.

Sincerely,

SAMS, LARKIN & HUFF, LLP

Parks F. Huff
Attorney for Applicant

PFH/lkj
Enclosures/Attachments

Site Criteria - 24.75 acres

Commercial "A"	19.2k sqft. +/-
Commercial "B"	8.5k sqft. +/-
Commercial "C"	8.2k sqft. +/-
Commercial "D"	6.0k sqft. +/-
Tot. Commercial	41.9k sqft. +/-

Surface Parking - 176 spaces +/-

21.5' Townhomes: 46 units
Rear-load w/ rooftop access
Garage Parked with 18' driveways

20.5' Townhomes: 28 units
Rear-load (typ.)
Garage Parked with 18' driveways

14.2' Townhomes: 70 units
Rear-load (typ.)
Garage Parked with 18' driveways

Residential Lots: 37 units
45'x80' min. Rear-load (typ.)
Garage Parked with 18' driveways

Tot. Residential (181) Units

Ancillary Areas:

Alpha Loop - Expansion
26,550 sqft. dedicated to the 12' path thru commercial and commons areas.

Dog Park & Concession Zone
19,750 sqft. dog run, beer bar, outdoor seating/ music area

Outdoor Work Pavilion
3,000 sqft. dedicated to flex-office and cyber activities.

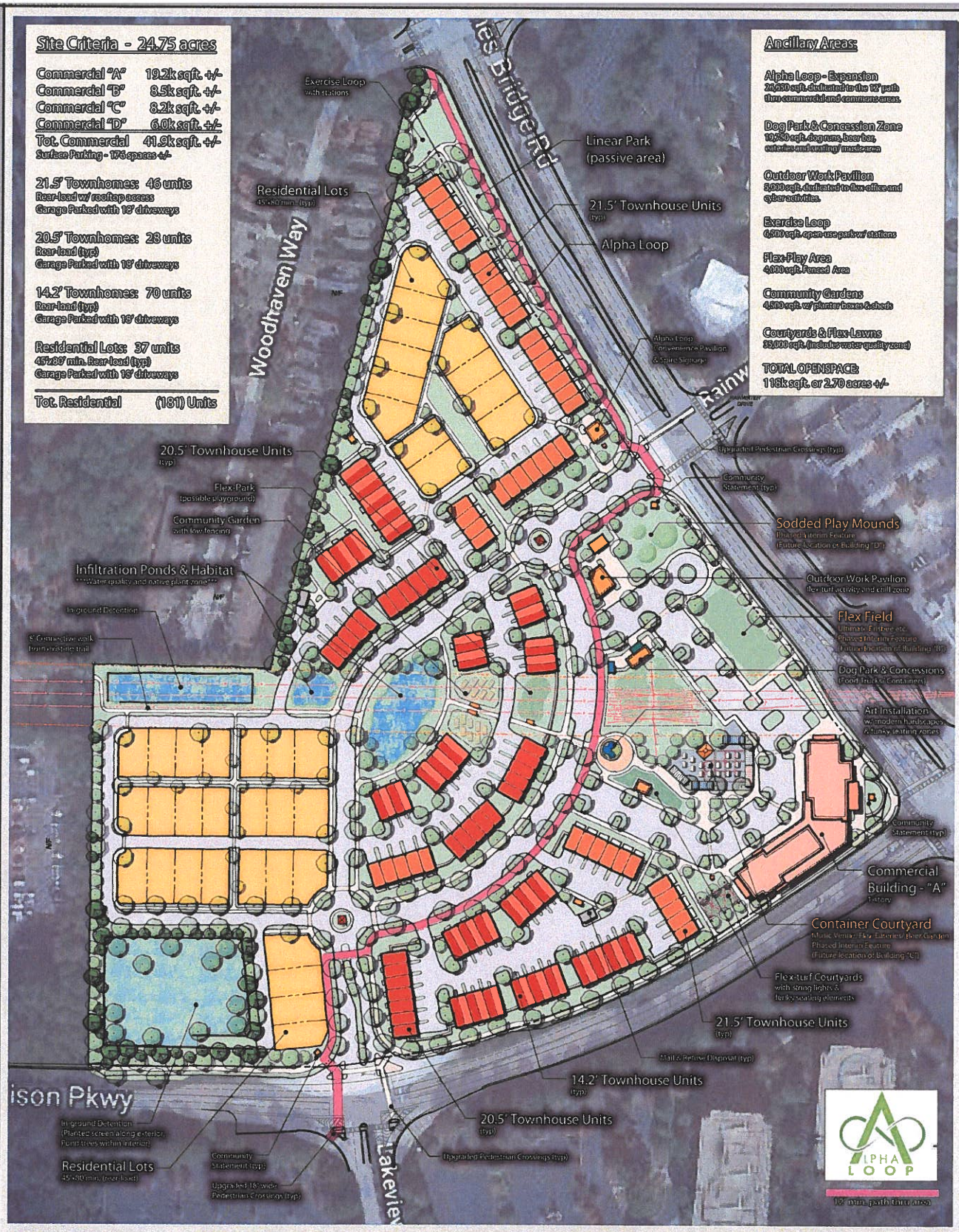
Exercise Loop
6,300 sqft. open use park w/ stations

Flex-Play Area
4,800 sqft. Fenced Area

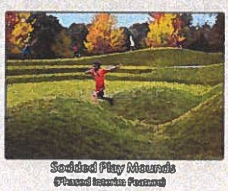
Community Gardens
4,810 sqft. w/ planter boxes & sheds

Courtyards & Flex-Lawns
35,000 sqft. (Include water quality zone)

TOTAL OPENSPACE:
118k sqft. or 2.70 acres +/-



Container Courtyard & Music Venue
(Phased Interim Feature)


Sodded Play Mounds
(Phased Interim Feature)

Flex Field/ Ultimate Frisbee
(Phased Interim Feature)

Outdoor Work Pavilion

Chill Zones w/ Funky Seating & Art Installations

Community Gardens

ADG
AHRENS DESIGN GROUP
Landscape Architecture | Site Planning | Urban Design | Development Consultancy

Disclaimer: Illustration represents intent of development, home plans and layout may change without notice. For final layout review refer to civil engineering set once submitted.

Morrison Park

0 25 50 100

SITE PLAN
V-12 "PHASED"
MARCH 2021

11556 RAINWATER DRIVE LLC
820 W WESLEY RD
ATLANTA GA 30327

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

AVREN DOUGLAS & AVREN LINDA
205 HEMBREE PARK TER
ROSWELL GA 30076

B&O (140) LLC
812 HILLARY ST
NEW ORLEANS LA 70118

BALCH MARY L
154 WEATHERLY WAY
ALPHARETTA GA 30004-2142

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

BANKS KHIA C
149 WOODHAVEN WAY
ALPHARETTA GA 30004

BISPO JOSE M
139 WOODHAVEN WAY
ALPHARETTA GA 30004

BLALOCK KATHY ELAINE & NORMAN
66 KATYDID LANE
DAWSONVILLE GA 30534

BOURNE BETTY L
517 JON SCOTT DR
ALPHARETTA GA 30009

BOYER ADRIANNE V
104 WEATHERLY WAY
ALPHARETTA GA 30009

BREHM JOANNE
1350 PACES FORREST DR NW
ATLANTA GA 30327

BRITT GREGORY C & HALSTEAD MEGHAN D
160 WOODHAVEN WAY
ALPHARETTA GA 30009

BUIJJI 2550 LLC
5755 N POINT PKWY STE 85
ALPHARETTA GA 30022

CONTANT NICOLE
135 WOODHAVEN WAY
ALPHARETTA GA 30004

COOK OUT ALPHARETTA INC
PO BOX 698
THOMASVILLE NC 27361

COOK OUT ALPHARETTA INC
15 LAURA LANE STE 300
THOMASVILLE NC 27360

DEEMER RONALD
140 WOODHAVEN WAY
ALPHARETTA GA 30009

DELTA COMMUNITY CREDIT UNION
P.O. BOX 20541
ATLANTA GA 30320

DERENTHAL MARK & ANNA LISA
530 JON SCOTT DR
ALPHARETTA GA 30004

DOLGOPYAT ILYA & DOLGOPYAT SVETLANA
154 WOODHAVEN WAY
ALPHARETTA GA 30009

EDWARDS BRADLEY H & EDWARDS BRIDGET T
155 WOODHAVEN WAY
ALPHARETTA GA 30009

ELEY MILTON W
1171 CROFTON LNDG
SUWANEE GA 30024

ESFANDIARI SAED
427 ALLYSON CIR
ALPHARETTA GA 30009

EYRE GORDON D
144 WOODHAVEN WAY
ALPHARETTA GA 30009

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

FALCO ANNETTE E
497 JON SCOTT DR
ALPHARETTA GA 30004-2111

FAMILY TRUST OF ELANA DIMANT HORWITZ
725 CRAB ORCHARD DR
ROSWELL GA 30076-2357

FELIX ALEJANDRA
144 WEATHERLY WAY
ALPHARETTA GA 30009

FREDERICKS KRIS DORIAN
100 WEATHERLY WAY
ALPHARETTA GA 30009

GOLD SANDRA S
165 WOODHAVEN WAY
ALPHARETTA GA 30009

GORDON EARTHA M & MORRIS R
134 WOODHAVEN WAY
ALPHARETTA GA 30004

HALL PATRICK & AMANDA
470 JON SCOTT DR
ALPHARETTA GA 30009

HASIJA SHIKHAR & TANDON MALIKA
200 WOODHAVEN WAY UNIT 200
ALPHARETTA GA 30009

HAVERDINK STEVEN & HANNAH
407 ALLYSON CIR
ALPHARETTA GA 30009

HAVERDINK STEVEN JOHN & HANNAH CHRISTINE
407 ALLYSON CIR
ALPHARETTA GA 30009

HAYNES BRIDGE LLC
1064 EIGHTY FIFTH ST
BROOKLYN NY 11228

HERNANDEZ PEDRO
125 WOODHAVEN WAY
ALPHARETTA GA 30004

HUYNH LAI
180 WOODHAVEN WAY
ALPHARETTA GA 30009

JOACHIM CARLINE
110 WOODHAVEN WAY
ALPHARETTA GA 30009

JON SCOTT LLC
5755 N POINT PKWY SUITE 213
ALPHARETTA GA 30022

KBS SOR GEORGIA 400 CENTER LLC
800 NEWPORT CENTER DR SUITE 700
NEWPORT BEACH CA 92660

KETTLES CAROL B
510 JON SCOTT DR
ALPHARETTA GA 30004-2125

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

MARCUS BETTY S
150 WEATHERLY WAY
ALPHARETTA GA 30004

MARKUTEN DEVON RAE
120 WOODHAVEN WAY
ALPHARETTA GA 30009

MAYA PROPERTIES ALPHARETTA LLC
11681 HAYNES BRIDGE RD 200
ALPHARETTA GA 30009

MC GOWIN STEPHEN
500 JON SCOTT DR
ALPHARETTA GA 30009-2125

MC KENZIE MARK A
129 WOODHAVEN WAY
ALPHARETTA GA 30201

MOORE CAROLYN M
130 WEATHERLY WAY
ALPHARETTA GA 30009

MORRISON RALPH RAGAN & ANNE R
186 15 TH ST NE
ATLANTA GA 30309-3512

NAGY SANDOR I & KATALIN K REVOCABLE LIVING TRUST THE
514 MICHAEL DR
ALPHARETTA GA 30009-2129

PARAMOUNT MEDICAL PROPERTIES LLC
1950 EVERGRACE DR
ALPHARETTA GA 30009

PARSI CAPITAL VENTURES LLC
630 LONDONBERRY RD
ATLANTA GA 30327

PEREIRA STACEY
7647 AVALON BLVD
ALPHARETTA GA 30009

PETTAS DENNIS & PETTAS JENNIFER
2410 SPRINGMONTE PL
CUMMING GA 30041

REVOCABLE TR CREATED JACQUELINE KALLAS THE
124 WEATHERLY WAY
ALPHARETTA GA 30009

ROBERTS MARY B
124 WOODHAVEN WAY
ALPHARETTA GA 30009

RODNEY GLENN B
114 WEATHERLY WAY
ALPHARETTA GA 30009

RODRIGUEZ RICARDO
417 ALLYSON CIR
ALPHARETTA GA 30009

ROGERS SANDRA L
164 WOODHAVEN WAY
ALPHARETTA GA 30009

ROSARIO CHARLES L & PORTILLO GIOVANNA D
159 WOODHAVEN WAY APT 100
ALPHARETTA GA 30009-2147

S R PROPERTIES USA LLC
11425 HAYNES BRIDGE RD
ALPHARETTA GA 30009

SCHIMMEL THOMAS CHARLES & CARRIE LEIGH
115 WOODHAVEN WAY
ALPHARETTA GA 30009

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

SEKHON JASON S
2502 LIVE OAK ST # 211
DALLAS TX 75204

SHEIRAZ LLC
630 LONDONBERRY RD
ATLANTA GA 30327

SHELTON ERIK QUINN
100 WOODHAVEN WAY
ALPHARETTA GA 30009

SHOUP VICTOR NELSON
145 WOODHAVEN WAY
ALPHARETTA GA 30009

SICCHITANO DAWN J
140 WEATHERLY WAY
ALPHARETTA GA 30009

SIMPKINS SHEILA MARIE M & DAVID CHARLES
120 WEATHERLY LN
ALPHARETTA GA 30004-2142

SMITH SHETETA
130 WOODHAVEN WAY
ALPHARETTA GA 30004

SPORLEDER AMY
169 WOODHAVEN WAY
ALPHARETTA GA 30009

STEVENS KENNETH & LAURA
150 WOODHAVEN WAY
ALPHARETTA GA 30009

TUELL SAMUEL EZEKIEL & WHITEN SHAYE M
110 WEATHERLY WAY
ALPHARETTA GA 30009

ZUNIGA FELIPE & LEONILA FUENTES
450 JON SCOTT DR
ALPHARETTA GA 30004

Z-21-05/V-21-13
Morrison Park/The Mix

CITY OF ALPHARETTA

PUBLIC HEARING APPLICATION

FOR OFFICE USE ONLY

Case #: _____

☐ Fee Paid Initial: _____

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

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

Contact Information:

Contact Name: Parks F. Huff, Esq. Telephone: 770.422-7016

Address: 376 Powder Springs St. Suite: 100

City Marietta State: GA Zip: 30064 Fax:

Mobile Tel: 404.975.8859 Email: phuff@samslarkinhuff.com

Subject Property Information:

Address: 11500 Haynes Bridge Road Current Zoning: OI

District: 1st Section: 2nd Land Lot: 745, 746 Parcel ID: 12-271007450325

Proposed Zoning: MU Current Use: Undeveloped/Vacant

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)*: _____

APPLICANT REQUEST AND INTENT

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

Brock Built Homes proposes to develop the approximately 25 acre site at the intersection of Haynes Bridge Road and Morrison Parkway for a Mixed Use Development. The development proposal has four (4) commercial buildings at the intersection and transitioning to residential further from the intersection. Brock Built proposes to incorporate the Alpha Loop into the development creating a pedestrian corridor that parallels a divided boulevard with on-street parking. In addition to the commercial buildings that will provide a variety of commercial opportunities from restaurants to professional office, there will be outdoor work space and a food truck or pop-up retail space along the Alpha Loop. Brock proposes 4 housing types, single family detached homes and three different townhome products. The homes will include rear entry product so the streetscape will be attractive.

Applicant's Request (Please itemize the proposal):

The proposed Morrison Park includes approximately 42,000 square feet of commercial space creating opportunities for restaurants, professional offices, retail and/or grocery. Additional outdoor workspaces and a food truck park will create more commercial opportunities. The residential component proposes 37 single family homes and 144 townhomes in three separate product types. The mixture of housing products is important so the community will attract several demographics for a vibrant community. The community will incorporate the Alpha Loop within the develop so this section of the loop will be pedestrian friendly. Additions to the Alpha Loop include proposed kiosks at the Rainwater and Lakeview intersections along with corresponding pedestrian upgrades. Brock proposes an exercise loop at the northern end of the multi-use trail. Community art is proposed along the Alpha Loop. Other uses include potential dog parks, community gardens. To address stormwater concerns, Brock proposes infiltration ponds that will incorporate wetland plantings such as cattails that will be attractive, provide bird habitat and enhance water quality. The stormwater/water quality pond on Morrison will be landscaped so it is not visible from the roadway.

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

The Morrison Park will create a mixed use development at the intersection of Haynes Bridge Road and Morrison Parkway. The community will facilitate several city goals. The extension through the development will not only complete a meaningful portion of the multi-use trial, it will place it internally along a pedestrian friendly boulevard which will be pedestrian friendly and provide amenities for people using the loop for transportation, exercise or recreational enjoyment. The commercial component will compliment the office developments along Morrison Parkway and Haynes Bridge Road by providing the opportunity for restaurants and other commercial uses that will want to provide services to the thousands of office workers that will be a short walk away. Likewise, the residential component will support the existing office developments in the area. The surrounding office owners have expressed a need for nearby housing opportunities. The residential component intentionally includes several types of housing to attract a cross section of owners from young professionals, families and empty nester's. The property is at the edge of the North Point Overlay which has a goal of creating a "live-work-play district featuring a balanced mix of uses that compliment the city's overall mix." Brock Built's proposed community will facilitate this goal. Other goals from the Overlay achieved by the development, expanding the existing greenway, creating usable park with the exercise loop, connecting to the transportation network with the MARTA stop at the development and meaningful pedestrian connectivity.

ALPHARETTA PLANNING COMMISSION REVIEW CRITERIA

How will this proposal be compatible with surrounding properties?

The development is at the edge of the Overlay and will create the transition from the more intensive uses close to the interstate and the adjacent uses. The development will compliment the office complexes across Morrison Parkway and Haynes Bridge Road by providing housing and services such as restaurants for the workers in those large office complexes.

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

The proposed development will have a positive impact on property values. The price points and the transition to the existing housing will only increase the value of existing homes. The office developments need more housing and services for their workers close by and this will provide both.

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

The current OI zoning is an economic challenge because of the large amount of office space in the immediate area and the cost of development. The property is naturally bisected by a large power easement making developing the property as one development a challenge. By going to a mixed use proposal the property can be developed in a cohesive fashion which will achieve transportation goals of the city.

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

The applicant is completing a traffic study to provide more details about the traffic impact. If the property was developed as OI it would draw new traffic to new office buildings. The proposal is designed to serve the residents and workers that are already in the area which should reduce the traffic impact. The project also achieves city traffic goals by completing a portion of the Alpha Loop

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

The relatively small number of residential units will not overburden the school system especially when considering the substantial tax base the property will contribute to the school system. The applicant has designed a robust stormwater and water quality system to address any downstream concerns. The applicant will tie into the pedestrian and traffic corridors with the guidance of the city engineer.

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

The Future Land Use Map identifies the property as Mixed Use. However, it should be noted that the property is at the edge of MU and adjacent to MDR and DRD residential. It is transitioning from the intensity of the office campus developments and residential development. The 2035 Comprehensive Plan designates the property in Kimball Bridge Activity Center. The proposal is consistent with both documents.

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

As a transition property, the development is situated to provide housing and services that support the office complexes in the area while creating the transition to the residential to the north. The property supports the goal of connecting the pedestrian corridors by connecting to an existing trail to the west and by completing the Alpha Loop internally. The office owners adjacent to the property have expressed a need to provide additional services such as restaurants and retail for their workers and close by housing.

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.

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.

1) The minimum acreage for a Mixed Use zoning is 25 acres but the site is only 24.76 acres. Applicant seeks a variance to allow a MU on the subject property. The extraordinary condition is the size of the property. The property has been reduced in size over the years due to expansion of adjacent roadways. UDC 2.2.20 D.
2) The MU zoning category requires 25% of MU development to be for office buildings. Because of the size and location and topography, the applicant seeks to waive this requirement. UDC 2.2.20 B. 4.
3) Streetscape along Haynes Bridge Road a. reduce 12' sidewalk to 8' b. reduce 8' planter to 6' c. remove 20' landscape off row, d. remove 20' building setback off of sidewalk.
4) Streetscape along Morrison Parkway a. reduce 12' sidewalk to 8' b. reduce 8' planter to 6' c. remove 20' landscape off row, d. remove 10' building setback off of sidewalk.
5 & 6) Reduce 10' sidewalk to 8' for Public Street "A" and "B."
7) Streetscape along Private Residential Roads - Reduce 10 ' sidewalk to 5' and 4' planter to 0.'

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

1) It is an unnecessary hardship to require exactly 25 acres in order to propose a MU zoning.
2) The site is a transition from the intensive office parks to the lower density residential. The uses compliment the existing office and help make the entire area more of a MU area.
3) & 4) The applicant proposes to bring the buildings close to the adjacent roadways and create an inviting streetscape along the Morrison Parkway and Haynes Bridge Corridors. Additionally, by bringing the Alphas loop into the site the wider sidewalks will be internal to the development.
5) and 6) Because the wide Alpha Loop trail is internal to the site, the applicant proposes to reduce the width of the other sidewalks.
7) The product is designed with the proposed street layout to create the mews and other public greenspace/sidewalks that the homes will front. The rear entry product allows for the homes to face the street and for the residents to live out the front of their homes.

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

The property and the proposed development are designed to make the entire area more complete and more of a MU environment by adding commercial and residential elements that will compliment the existing office parks that dominate to the south and east. The property is unique because it is also bisected by a power line. The goal to develop the property as one cohesive development that will create a transition to the developments to the north. The development also needs to include the Alpha Loop and the appurtenant civic space such as an exercise loop, dog park and outdoor work space. All these challenges create opportunities to create a neighborhood that will add additional uses to the area while increasing pedestrian connectivity.

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.

All the proposed variances are designed to meet the goals of the zoning ordinance in alternative ways. The building setbacks will create an attractive streetscape and an inviting community. The reduction in the private street planter areas allows the developer to concentrate the greenspace and sidewalk connectivity on the front of the homes because these will be rear loaded homes. The sidewalk reductions are made up for by having a boulevard street with the wide Alpha Loop on one side.

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

CITIZEN PARTICIPATION FORM - PART A

This form must be completed and submitted with the applicant's completed Public Hearing Application. Applications submitted to the City of Alpharetta without a completed Citizen Participation Form - Part A will not be accepted.

Public Hearing or Project Name: Morrison Park

Contact Name: Parks F. Huff Telephone: 770.422.7016

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

See attached list of adjacent property owners

North Fulton Community Improvement District

North Fulton Chamber of Commerce

Nearby Office owners including TPA Group and Brookdale Group

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

- [x] Letter
- [x] Personal Visits
- [x] Telephone
- [ ] Group Meeting
- [x] 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.

Brock has already started the community outreach by meeting with the North Fulton Chamber, conference call with the adjacent subdivision HOA Vantage Point and reaching out to the major office owners, TPA and the Brookdale Group. Brock will continue to reach out using email, letters and set up personal meeting with interested parties. Adjacent property owners will be contacted via mail and invited to submit questions to the applicant via email or phone call. HOA's will be encourage to schedule meetings if that is helpful.

169 WOODHAVEN WAY	SPORLEDER AMY
165 WOODHAVEN WAY	GOLD SANDRA S
159 WOODHAVEN WAY	ROSARIO CHARLES L & PORTILLO GIOVANNA D
155 WOODHAVEN WAY	EDWARDS BRADLEY H & EDWARDS BRIDGET T
149 WOODHAVEN WAY	BANKS KHIA C
145 WOODHAVEN WAY	SHOUP VICTOR NELSON
139 WOODHAVEN WAY	BISPO JOSE M
135 WOODHAVEN WAY	CONTANT NICOLE
129 WOODHAVEN WAY	MC KENZIE MARK A
125 WOODHAVEN WAY	HERNANDEZ PEDRO
119 WOODHAVEN WAY	FAMILY TRUST OF ELANA DIMANT HORWITZ
115 WOODHAVEN WAY	SCHIMMEL THOMAS CHARLES & CARRIE LEIGH
100 WOODHAVEN WAY	SHELTON ERIK QUINN
104 WOODHAVEN WAY	BREHM JOANNE
110 WOODHAVEN WAY	JOACHIM CARLINE
114 WOODHAVEN WAY	PEREIRA STACEY
120 WOODHAVEN WAY	MARKUTEN DEVON RAE
124 WOODHAVEN WAY	ROBERTS MARY B
130 WOODHAVEN WAY	SMITH SHETETA
134 WOODHAVEN WAY	GORDON EARTHA M & MORRIS R
140 WOODHAVEN WAY	DEEMER RONALD
144 WOODHAVEN WAY	EYRE GORDON D
150 WOODHAVEN WAY	STEVENS KENNETH & LAURA
154 WOODHAVEN WAY	DOLGOPYAT ILYA & DOLGOPYAT SVETLANA
160 WOODHAVEN WAY	BRITT GREGORY C & HALSTEAD MEGHAN D
164 WOODHAVEN WAY	ROGERS SANDRA L
100 WEATHERLY WAY	FREDERICKS KRIS DORIAN
104 WEATHERLY WAY	BOYER ADRIANNE V
110 WEATHERLY LN	TUELL SAMUEL EZEKIEL & WHITEN SHAYE M
114 WEATHERLY LN	RODNEY GLENN B
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130 WEATHERLY WAY	MOORE CAROLYN M
134 WEATHERLY WAY	SEKHON JASON S
140 WEATHERLY WAY	SICCHITANO DAWN J
144 WEATHERLY WAY	FELIX ALEJANDRA
150 WEATHERLY WAY	MARCUS BETTY S
154 WEATHERLY WAY	BALCH MARY L
189 WOODHAVEN WAY	SHEIRAZ LLC
0 WOODHAVEN WAY	PARSI CAPITAL VENTURES LLC
1525 MORRISON PKY	SEALY ALPHARETTA L L C

Site Criteria - 24.75 acres

Restaurant Venue	6k sqft. +/-
Commercial "A"	19.2k sqft. +/-
Commercial "B"	8.5k sqft. +/-
Commercial "C"	8.2k sqft. +/-
Tot. Commercial	41.9k sqft. +/-

Surface Parking - 176 spaces +/-

21.5' Townhomes: 46 units
Rear-load w/ roof-top access
Garage Parked with 18' driveways

20.5' Townhomes: 28 units
Rear-load (typ)
Garage Parked with 18' driveways

14.2' Townhomes: 70 units
Rear-load (typ)
Garage Parked with 18' driveways

Residential Lots: 37 units
45'x80' min. Rear-load (typ)
Garage Parked with 18' driveways

Tot. Residential (181) Units

Ancillary Areas:

Alpha Loop - Expansion
26,650 sqft. dedicated to the 12' path thru commercial and commons areas.

Dog Park & Concession Zone
19,750 sqft. dog runs, beer bar, eateries and seating/ music area

Outdoor Work Pavilion
5,000 sqft. dedicated to flex-office and cyber activities.

Exercise Loop
6,500 sqft. open-use park w/ stations

Flex-Play Area
4,000 sqft. Fenced Area

Community Gardens
4,500 sqft. w/ planter boxes & sheds

Courtyards & Flex-Lawns
35,000 sqft. (includes water quality zone)

TOTAL OPENSPACE:
118k sqft. or 2.70 acres +/-

Exercise Loop with stations
Linear Park (passive area)
Residential Lots 45'x80' min. (typ)
21.5' TownHomes (typ)
Alpha Loop
Alpha Loop Convenience Pavilion & Spire Signage
Woodhaven Way
N/F
RAINWATER DRIVE
Upgraded Pedestrian Crossings (typ)
20.5' TownHomes (typ)
Community Statement (typ)
Flex-Park (possible playground)
Restaurant 1-story w/ outdoor dining
Community Garden with low fencing
Infiltration Ponds & Habitat ***Water quality and native plant zone***
Outdoor Work Pavilion flex-turf activity and chill zone
In-ground Detention
Commercial Building - "B" 1-story,
8' Connective walk from existing trail
Dog Park & Concession (Food Truck or Containers)
Art Installation w/ modern hardscapes & funky seating zones
Community Statement (typ)
Commercial Building - "A" 1-story,
Commercial Building - "C" 1-story,
Flex-turf Courtyards with string lights & funky seating elements
21.5' TownHomes (typ)
Mail & Refuse Disposal (typ)
14' Townhouse Units (typ)
ison Pkwy
In-ground Detention (Planted screen along exterior, interior trees)
Community Statement (typ)
20.5' TownHomes (typ)
Upgraded Pedestrian Crossings (typ)
Residential Lots 45'x80' min. (rear-load)
Upgraded 18' wide Pedestrian Crossings (typ)
Lakeview
ALPHA LOOP
12' min. path thru area

Restaurant/ Brewery & Courtyard

Food Truck Courtyard

Bike Rental & Convenience Station

Outdoor Work Pavilion

Chill Zones w/ Funky Seating & Art Installations

Community Gardens

ADG
AHRENS DESIGN GROUP
Landscape Architecture | Site Planning
Urban Design | Development Consulting

Disclaimer: Illustration represents intent of development, home plans and layout may change without notice. For final layout review, refer to civil engineering set once submitted.

Morrison Park

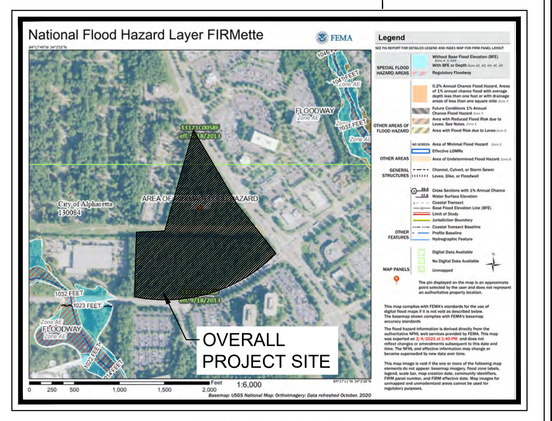
0 25 50 100

CONCEPTUAL SITE PLAN V-12
FEBRUARY 2021

SITE PLAN NOTE:

THE BUILDING FOOTPRINTS, DRIVEWAY LOCATIONS, OPEN SPACE LOCATIONS, SIDEWALK DESIGNS AND LOCATIONS, AND PARKING LOCATIONS ON THIS SITE PLAN ARE FOR ILLUSTRATIVE PURPOSES. THEIR SHAPES, LOCATIONS, AND AMOUNTS MAY VARY AS ALLOWED FOR BY THE SITE DATA TABLE, MU REGULATIONS, AND THE NORTH POINT OVERLAY.

VICINITY MAP


National Flood Hazard Layer FIRMette
FEMA
Legend
OVERALL
PROJECT SITE
FLOODWAY
FLOODWAY
FLOODWAY

PROPERTY OWNER AUTHORIZATION

Property Owner Information:

Contact Name: Ralph Morrison Telephone: 404-872-8156

Address: 186 15th St, NE Suite:

City Atlanta State: GA Zip: 30309 -

Authorization:

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

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

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

Identify Authorized Applicant:

Name of Authorized Applicant: Brock Built LLC Telephone: 404.999.1921

Address: 1110 Northchase Parkway, SE, Suite 150 Suite:

City Marietta State: GA Zip: 30067 -

So Sworn and Attested:

Owner Signature: Date: March 10, 2021

Ralph Ragan Morrison

Notary:

Notary Signature: Marjorie B. Rogers Date: March 10, 2021

MARJORIE B ROGERS NOTARY PUBLIC ROCKDALE COUNTY GEORGIA EXPIRES JUNE 4, 2021

PROPERTY OWNER AUTHORIZATION

Property Owner Information:

Contact Name: Ralph Morrison Telephone: 404-872-8156

Address: 186 15th St. NE Suite:

City Atlanta State: GA Zip: 30309 -

Authorization:

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- ☐ Other

Identify Authorized Applicant:

Name of Authorized Applicant: Brock Built LLC Telephone: 404.999.1921

Address: 1110 Northchase Parkway, SE, Suite 150 Suite:

City Marietta State: GA Zip: 30067 -

So Sworn and Attested:

Owner Signature: Ralph Ragan Morrison, Executor u/w Anne Ragan Morrison Date: March 10, 2021

Ralph Ragan Morrison, as Executor under the Last Will & Testament of
Anne Ragan Morrison, deceased

Notary:

Notary Signature: Marjorie B. Rogers Date: March 10, 2021

MARJORIE B ROGERS NOTARY PUBLIC ROCKDALE COUNTY EXPIRES GEORGIA JUNE 6, 2021

PROPERTY OWNER AUTHORIZATION

Property Owner Information:

Contact Name: Ralph Morrison Telephone: 404-872-8156

Address: 186 15th St NE Suite:

City Atlanta State: GA Zip: 30309 -

Authorization:

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- ☐ Other

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Name of Authorized Applicant: Brock Built LLC Telephone: 404.999.1921

Address: 1110 Northchase Parkway, SE, Suite 150 Suite:

City Marietta State: GA Zip: 30067 -

So Sworn and Attested:

Owner Signature: Ralph Ragan Morrison, Executor u/w W. Lee Morrison Jr. Date: March 10, 2021

Ralph Ragan Morrison, as Executor under the Last Will & Testament of
William Lee Morrison, Jr., deceased

Notary:

Notary Signature: Marjorie B. Rogers Date: March 10, 2021

MARJORIE B ROGERS NOTARY PUBLIC ROCKDALE COUNTY GEORGIA EXPIRES JUNE 6, 2021

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: Brock Built Homes

Subject Public Hearing Case: Morrison Park

Campaign Contribution Information:

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

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

Name of Official: 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: 03/31/2021

Parks F. Huff, Attorney for Applicant

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Name of Applicant or Opponent: Brock Built Homes, 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: 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: Adam Brock For Brock Built Homes, LLC As Manager Date: 3-24-2021

DISCLOSURE FORM

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Name of Applicant or Opponent: Brock Built Homes

Subject Public Hearing Case: Morrison Parkway

Campaign Contribution Information:

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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: Ralph Ragan Morrison, Ex o/w A.R. Morrison Date: March 10, 2021

Ralph Ragan Morrison, as Executor under the Last Will & Testiment
of Anne Ragan Morrison, deceased

DISCLOSURE FORM

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Campaign Contribution Information:

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Signature: Ralph Ragan Morrison Ex u/w W.L. Morrison Jr. Date: March 10, 2021

Ralph Ragan Morrison, as Executor under the Last Will & Testiment
of William Lee Morrison, Jr., deceased

DISCLOSURE FORM

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Name of Applicant or Opponent: Brock Built Homes

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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: March 10, 2021

Ralph Ragan Morrison

SURVEYED LEGAL DESCRIPTION

OVERALL TRACT

ALL THAT LOT, TRACT OR PARCEL OF LAND CONTAINING 24.759 ACRES LYING AND BEING IN LAND LOTS 745 & 746 OF THE 1ST DISTRICT, 2ND SECTION, IN THE CITY OF ALPHARETTA, FULTON COUNTY, GEORGIA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE LAND LOT CORNER COMMON TO LAND LOTS 697, 698, 745, & 746 BEING 1 INCH OPEN TOP PIPE, SAID REBAR BEING THE POINT OF BEGINNING;

THENCE ALONG THE WESTERLY LAND LOT LINE OF LAND LOT 746 NORTH 00 DEGREES 46 MINUTES 21 SECONDS EAST A DISTANCE OF 110.23 FEET TO A 1/2 INCH REBAR FOUND;

THENCE LEAVING SAID LAND LOT LINE SOUTH 88 DEGREES 53 MINUTES 27 SECONDS EAST A DISTANCE OF 289.25 FEET TO A 1 & 1/2 INCH OPEN TOP PIPE;

THENCE NORTH 14 DEGREES 28 MINUTES 20 SECONDS EAST A DISTANCE OF 835.76 FEET TO A 1 & 1/2 INCH OPEN TOP PIPE;

THENCE NORTH 73 DEGREES 55 MINUTES 10 SECONDS WEST A DISTANCE OF 20.23 FEET TO A 1/2 INCH REBAR FOUND;

THENCE NORTH 14 DEGREES 27 MINUTES 48 SECONDS EAST A DISTANCE OF 125.00 FEET TO A 1/2 INCH REBAR SET ON THE RIGHT OF WAY MARGIN OF HAYNES BRIDGE ROAD (R/W VARIES);

THENCE ALONG SAID RIGHT OF WAY MARGIN AND ALONG A CURVE TO THE LEFT A DISTANCE OF 764.40 FEET WITH A RADIUS OF 4368.09 FEET AND BEING SUBTENDED BY A CHORD WITH A BEARING OF SOUTH 33 DEGREES 15 MINUTES 12 SECONDS EAST AND A DISTANCE OF 763.43 FEET TO A 1/2 INCH REBAR SET;

THENCE ALONG SAID RIGHT OF WAY MARGIN SOUTH 38 DEGREES 24 MINUTES 42 SECONDS EAST A DISTANCE OF 364.01 FEET TO A 1/2 INCH REBAR SET;

THENCE ALONG SAID RIGHT OF WAY MARGIN SOUTH 32 DEGREES 40 MINUTES 10 SECONDS EAST A DISTANCE OF 100.39 FEET TO A CONCRETE MONUMENT FOUND;

THENCE ALONG SAID RIGHT OF WAY MARGIN SOUTH 38 DEGREES 26 MINUTES 19 SECONDS EAST A DISTANCE OF 150.40 FEET TO A CONCRETE MONUMENT FOUND;

THENCE ALONG SAID RIGHT OF WAY MARGIN SOUTH 09 DEGREES 49 MINUTES 03 SECONDS WEST A DISTANCE OF 49.49 FEET TO A CONCRETE MONUMENT FOUND AT THE INTERSECTION OF MORRISON PARKWAY;

THENCE ALONG THE RIGHT OF WAY MARGIN OF MORRISON PARKWAY SOUTH 52 DEGREES 45 MINUTES 19 SECONDS WEST A DISTANCE OF 184.61 FEET TO A 1/2 INCH REBAR SET;

THENCE ALONG SAID RIGHT OF WAY MARGIN SOUTH 55 DEGREES 52 MINUTES 04 SECONDS WEST A DISTANCE OF 114.63 FEET TO A 1/2 INCH REBAR SET;

THENCE ALONG SAID RIGHT OF WAY MARGIN AND ALONG A CURVE TO THE RIGHT A DISTANCE OF 313.56 FEET WITH A RADIUS OF 1315.85 FEET AND BEING SUBTENDED BY A CHORD WITH A BEARING OF SOUTH 62 DEGREES 41 MINUTES 38 SECONDS WEST AND A DISTANCE OF 312.82 FEET TO A 1/2 INCH REBAR SET;

THENCE ALONG SAID RIGHT OF WAY MARGIN SOUTH 69 DEGREES 31 MINUTES 41 SECONDS WEST A DISTANCE OF 23.93 FEET TO A 1/2 INCH REBAR SET;

THENCE ALONG SAID RIGHT OF WAY MARGIN AND ALONG A CURVE TO THE RIGHT A DISTANCE OF 297.01 FEET WITH A RADIUS OF 1291.19 FEET AND BEING SUBTENDED BY A CHORD WITH A BEARING OF SOUTH 76 DEGREES 06 MINUTES 31 SECONDS WEST AND A DISTANCE OF 296.36 FEET TO A CONCRETE MONUMENT FOUND;

THENCE ALONG SAID RIGHT OF WAY MARGIN SOUTH 08 DEGREES 29 MINUTES 15 SECONDS EAST A DISTANCE OF 3.91 FEET TO A CONCRETE MONUMENT FOUND;

THENCE ALONG SAID RIGHT OF WAY MARGIN AND ALONG A CURVE TO THE RIGHT A DISTANCE OF 212.48 FEET WITH A RADIUS OF 1389.20 FEET AND BEING SUBTENDED BY A CHORD WITH A BEARING OF SOUTH 86 DEGREES 33 MINUTES 58 SECONDS WEST AND A DISTANCE OF 212.27 FEET TO A 1/2 INCH REBAR SET;

THENCE ALONG SAID RIGHT OF WAY MARGIN NORTH 89 DEGREES 03 MINUTES 08 SECONDS WEST A DISTANCE OF 259.08 FEET TO A NAIL SET AT THE WESTERLY LAND LOT LINE OF LAND LOT 745;

THENCE LEAVING SAID RIGHT OF WAY MARGIN AND ALONG SAID LAND LOT LINE NORTH 00 DEGREES 30 MINUTES 56 SECONDS EAST A DISTANCE OF 545.62 FEET TO A 1 INCH OPEN TOP FOUND, SAID OPEN TOP BEING THE POINT OF BEGINNING.

S L H

GARVIS L. SAMS, JR.
JOEL L. LARKIN
PARKS F. HUFF

SAMS, LARKIN & HUFF
A LIMITED LIABILITY PARTNERSHIP
SUITE 100
376 POWDER SPRINGS STREET
MARIETTA, GEORGIA 30064-3448

770•422•7016
TELEPHONE
770•426•6583
FACSIMILE

March 31, 2021

VIA FEDERAL EXPRESS

Ms. Kathi Cook, Director
Community and Economic Development
2 Park Plaza
Alpharetta, GA 30009

Re: Letter of Intent for Rezoning request for Brock Built Homes for Morrison Park

Dear Ms. Cook:

Please accept this Letter of Intent that provides additional detail for Morrison Park proposed by Brock Built Homes, LLC (hereinafter known as "Brock" or "Developer". Morrison Park will transform the almost twenty-five (25) acre parcel at the northwest intersection of Morrison Parkway and Haynes Bridge Road into a vibrant neighborhood that will include approximately 150,000 commercial space or restaurants and general retail and 181 residential units. Morrison Park will create a new boulevard that will connect to both roads and contain the Alpha Loop for pedestrian connectivity. Brock proposes to rezone the property from its current O-I zoning to MU. Attached is a Visioning Plan for the property.

The commercial component will be focused at the signalized intersection of Morrison Parkway and Haynes Bridge Road. The main commercial building will be two buildings tied together with a mezzanine tying the building together. The building will have a street presence on both roads with architecture that faces the road and sidewalk connectivity. Local art at the intersection will create a statement that this is a community destination.

Brock Built has engaged a visioning team to make sure the commercial and residential architecture has continuity but not monotony. The homes will be modern with farmhouse elements. The property is a transitional property being at the transition between the large office campuses on the east side of Haynes Bridge Road and south side of Morrison Parkway.

The Morrison property on Morrison Parkway is still owned by the Morrison family. The dominant feature is the powerlines that bisect the property north to south. A natural development pattern for the property would be to develop the property into two separate developments with the power lines separating the two. Brock instead wants to develop the property into one development that is connected by a divided boulevard that connects both roads. The Alpha Loop will be brought internal to the property and run adjacent to the boulevard. The development will

connect to an existing trail to the west so the community will have additional pedestrian connectivity.

The property is at the northern and western edge of Kimball Bridge Activity Center and is at the northern edge of the North Point Overlay. The property north of the powerline was just brought into the overlay by the city. As such, the property represents a transition property that will transition between the intensive office parks to the south and east and the residential to the north. The proposed mixed use with the focus on uses that compliment the adjacent uses is consistent with the policy goals contained in the North Point Overlay. Specifically, Morrison Park will include detached and attached owner occupied housing option in an area that has seen pressure for rental housing options only. This housing places housing close to work and the interstate. The office owners have expressed a need for additional restaurant and retail options that will be included in Morrison Park.

Brock Built is committed to making Morrison Park an asset for the city and a compliment to the surrounding uses. The plan that has been submitted is not a final plan because the project will receive additional community input, staff input and council input as it goes through the entitlement process. Brock is interested in feedback related to what amenities along their section of the Alpha Loop will enhance this valuable public asset. Additionally, the form and uses to be included in the commercial component will be shaped by the needs and wants of the surrounding office owners and tenants as well as the residents who will want to frequent the area as they travel the Alpha Loop. Brock Built looks forward to the continued dialogue about the proposal and Brock will submit updates on changes to the plans as additional feedback is received. Please do not hesitate to reach out to me or Brock Built to answer any questions you may have.
Sincerely,

Sincerely,

SAMS, LARKIN & HUFF, LLP

Parks F. Huff
phuff@samslarkinhuff.com

PFH/lkj

MODIFIED ARBORIST REPORT FOR:

Morrison Parkway Commercial Site

Alpharetta, Georgia

Prepared for:

Kimley Horn
Visual Inspection only

Prepared by:
T.J. Schell, LLC
Landscape Architects
And Certified Arborists
2985 Gordy Parkway, Suite 422
Marietta, GA 30066
teresa@tjschell.com
Cell 770-361-2319

Teresa H. Eldredge, RLA, ISA
Certified Arborist
ISA SO-5442A

February 10, 2021

City of Alpharetta:

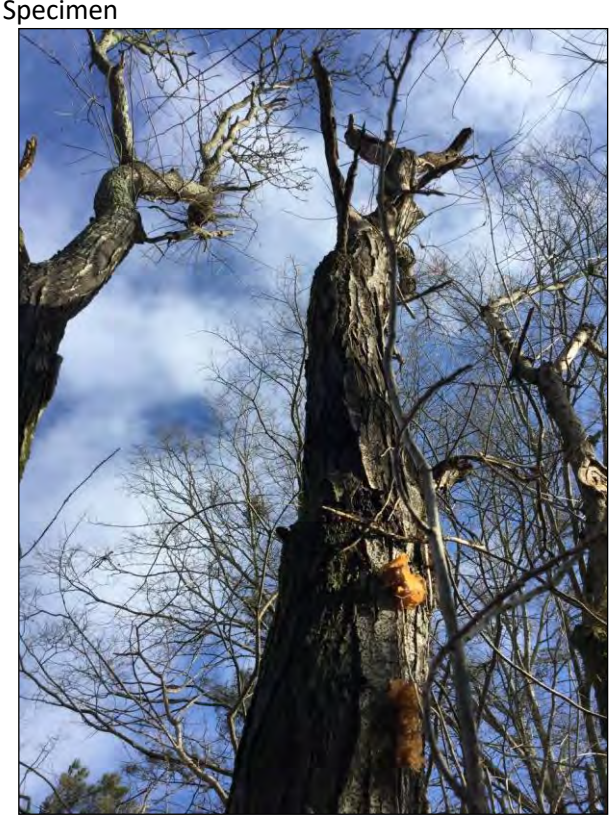
8" dbh Understory Trees
10" dbh Sourwood
20" dbh Southern Magnolia, Deodar Cedar, Arborvitae, Beech, Blackgum, Persimmon, Sassafras, or similar
24" dbh Overstory- all others not mentioned.
30" dbh Genus pine, sweetgum, and poplar

Boundary Tree – Per City of Alpharetta Tree Ordinance:
Any tree located on adjacent property with a critical root zone that will be impacted by proposed land disturbance activity.
Condition Criteria – Per City of Alpharetta Tree Ordinance: Per Arborist Report submitted with the approval of Director.

The trees remaining on this site are perimeter trees consisting mainly of oak, poplars, and pine.

1. **Water Oak – 26” DBH** – (Tree #52 on Plan - Tag #165) Included bark at the split and severely pruned by Power Company due to OHP. Poor Condition - Request Not-Specimen

2. **Maple – 13+14” DBH** – (Tree #53 on Plan - Tag #416) 95% One leader dead, conk at base, active decay evident. Poor Condition - Request Not Specimen



3. **Water Oak – 26” DBH** – (Tree #54 on Plan - Tag #151) Good Condition

4. **Water Oak – 18+6” DBH** – (Tree #59 on Plan – Tag #406) Heavily pruned by Power Company, Asymmetrical growth, secondary leader in decline with 4 large dead limbs. Poor Condition – Request Not Specimen

5. **Water Oak – 13 + 13” DBH** – (Tree #70 on Plan – Tag #407) Good Condition.

6. **Pine – 30” DBH** – (Tree #83 - on Plan - Tag #408) Good Condition.

7. **Sweetgum – 19+14” DBH** – (Tree #33 on Plan – Tag #403) Minimal Included bark, Good Condition.

8. **Maple – 26” DBH** – (Tree #3 - on Plan - Tag #170) Good Condition.

9. **Water Oak – 25” DBH** – (Tree #2 - on Plan - Tag #169) Good Condition.

MEMORANDUM

To: Eric Graves, *City of Alpharetta*

From: John D. Walker, P.E., PTOE, *Kimley-Horn*
Harrison Forder, E.I. (AL), *Kimley-Horn*

Date: February 23, 2021

RE: ***Morrison Parkway Site – City of Alpharetta – Trip Generation & Traffic Study Methodology Memo***

Kimley-Horn is pleased to provide this memorandum regarding the project traffic evaluation for the proposed *Morrison Parkway Site* development in the City of Alpharetta, Georgia. Please reply to us with your concurrence on the Traffic Impact Study methodology and proposed study network.

PROJECT OVERVIEW

The *Morrison Parkway Site* development is a proposed residential development in the City of Alpharetta, Georgia, consisting of 181 residential units (37 single-family, 144 townhomes) and 41,900 SF of restaurant/retail space. The site is located west of the intersection of Haynes Bridge Road at Morrison Parkway/Westside Parkway. The project proposes two full movement driveways, which will add a fourth leg to the signalized intersections of Haynes Bridge Road at Rainwater Boulevard and Morrison Parkway at Lakeview Parkway. The total acreage of the subject property is 24.76+/- acres, currently zoned O-I. The proposed zoning of the subject property is MU (mixed-use). The site is located within the Northpoint Overlay District. The Future Land Use Map indicates future commercial for this tract.

TRIP GENERATION

Project traffic, for the purposes of this evaluation, is defined as the vehicle trips expected to be generated by the Subject Property. Anticipated trip generation for the *Haynes Bridge Road Tract* development was calculated using rates and equations contained in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 10th Edition, 2017. This analysis presents the projected trips associated with the proposed project based on the Single-Family Detached Housing (ITE Code 210), Multifamily Housing (Low-Rise) (ITE Code 220), Shopping Center (ITE Code 820) and High-Turnover Restaurant (ITE Code 932) land uses.

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

Table 1: Net New Trip Generation

Land Use	Density	Daily Traffic			AM Peak Hour		PM Peak Hour	
		Total	Enter	Exit	Enter	Exit	Enter	Exit
Single-Family Detached Housing (ITE 210)	37 units	416	208	208	8	23	25	14
Multifamily Housing (Low-Rise) (ITE 220)	198 units	1,048	524	524	15	52	52	30
Shopping Center (ITE 820)	20,950 SF	790	395	395	12	8	38	42
High-Turnover (Sit-Down) Restaurant (ITE 932)	20,950 SF	2,350	1,175	1,175	114	94	127	78
Gross Project Trips		**4,604**	**2,302**	**2,302**	**149**	**177**	**242**	**164**
Mixed-Use Reduction		-628	-314	-314	-19	-19	-67	-67
Alternative Mode Reduction		-0	-0	-0	-0	-0	-0	-0
Pass-by Reduction		-1,152	-576	-576	-0	-80	-40	-40
Net New Trips		**2,824**	**1,412**	**1,412**	**130**	**158**	**135**	**57**

As shown in **Table 1**, the proposed development is projected to generate approximately 2,824 net new daily trips, 288 net new AM peak hour trips, and 192 net new PM peak hour trips.

TRAFFIC STUDY METHODOLOGY

Given the existing roadway network and the projected trip generation, the following three (3) intersections are recommended for detailed intersection analyses:

- Haynes Bridge Road at Rainwater Drive
- Haynes Bridge Road at Morrison Parkway/Westside Parkway
- Morrison Parkway at Lakeview Parkway.

The study intersections are shown on Attachment 1.

Due to COVID-19, traffic patterns and volumes may have changed. Intersection Turning Movement Counts will be collected at the three (3) study intersections noted above. Additionally, a 24-Hour Volume count will be collected along Haynes Bridge Road just north of Rainwater Drive to line up with GDOT count station 121-0824. The volume count will be compared with data from GDOT's Traffic Analysis & Data Application (TADA) to compare to typical traffic volumes. An adjustment factor will be determined and used to develop Estimated 2021 Traffic Conditions.

An additional background growth rate of 1.0% per year will be applied to project traffic to the 2023 build-out year.

SUMMARY

Please let us know if you find the traffic impact study methodology acceptable. We are proceeding with the traffic impact study, and hope to submit the traffic impact study with the rezoning application on March 1, 2021.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

John D. Walker, P.E., PTOE
Senior Vice President/Senior Associate

Harrison Forder, E.I. (AL)
Project Analyst

Attachments:

- Intersection Location Map
- Trip Generation Summary

kimley-horn.com | 11720 Amber Park Drive, Suite 600, Alpharetta, GA 30009 | 770 619 4280

Kimley»Horn	*Morrison Parkway Site* Trip Generation Memo	Study Intersections	Attachment 1

Trip Generation Analysis (10th Ed. with *2nd Edition Handbook* Daily IC & *3rd Edition* AM/PM IC)
Morrison Parkway Site TIA
City of Atlanta, GA

Land Use		Intensity		Daily Trips	AM Peak Hour			PM Peak Hour		
					Total	In	Out	Total	In	Out
Proposed Site Traffic										
210	Single-Family Detached Housing	37	d.u.	416	31	8	23	39	25	14
220	Multi-Family Housing (Low-Rise)	144	d.u.	1,048	67	15	52	82	52	30
820	Shopping Center	20,950	s.f. gross leasable area	790	20	12	8	80	38	42
932	High-Turnover (Sit-Down) Restaurant	20,950	s.f.	2,350	208	114	94	205	127	78
Gross Trips				**4,604**	**326**	**149**	**177**	**406**	**242**	**164**
Residential Trips				1,464	98	23	75	121	77	44
Mixed-Use Reductions				*-314*	*-17*	*-1*	*-16*	*-36*	*-23*	*-13*
Alternative Mode Reductions				*0*	*0*	*0*	*0*	*0*	*0*	*0*
Adjusted Residential Trips				1,150	81	22	59	85	54	31
Retail Trips				790	20	12	8	80	38	42
Mixed-Use Reductions				*-79*	*-3*	*-2*	*-1*	*-46*	*-23*	*-23*
Alternative Mode Reductions				*0*	*0*	*0*	*0*	*0*	*0*	*0*
Pass By Reductions (Based on ITE Rates)				*-242*	*0*	*0*	*0*	*-12*	*-6*	*-6*
Adjusted Retail Trips				469	17	10	7	22	9	13
Restaurant Trips				2,350	208	114	94	205	127	78
Mixed-Use Reductions				*-235*	*-18*	*-16*	*-2*	*-52*	*-21*	*-31*
Alternative Mode Reductions				*0*	*0*	*0*	*0*	*0*	*0*	*0*
Pass By Reductions (Based on ITE Rates)				*-910*	*0*	*0*	*0*	*-67*	*-34*	*-34*
Adjusted Restaurant Trips				1,205	190	98	92	86	72	13
Mixed-Use Reductions - TOTAL				*-628*	*-38*	*-19*	*-19*	*-134*	*-67*	*-67*
Alternative Mode Reductions - TOTAL				*0*	*0*	*0*	*0*	*0*	*0*	*0*
Pass-By Reductions - TOTAL				*-1,152*	*0*	*0*	*0*	*-79*	*-40*	*-40*
New Trips				**2,824**	**288**	**130**	**158**	**193**	**135**	**57**
Driveway Volumes				**3,976**	**288**	**130**	**158**	**272**	**175**	**97**

k:\alp_tpto\013404004_morrison parkway site tia - alpharetta - january 2021\analysis\[cqi_analysis-10thedition_ic-2ndeddaily_3rdedam-pm.xls]trip generation

Traffic Impact Study

Morrison Park

City of Alpharetta, Georgia

Report Prepared:

March 2021

Prepared for:

Brock Built Homes, LLC

Prepared by:

Kimley-Horn and Associates, Inc.
11720 Amber Park Drive, Suite 600
Alpharetta, GA 30009
013404004

Traffic Impact Study

Morrison Park

City of Alpharetta, Georgia

Report Prepared:

March 2021

Prepared for:

Brock Built Homes, LLC

Prepared by:

Kimley-Horn and Associates, Inc.
11720 Amber Park Drive, Suite 600
Alpharetta, GA 30009
013404004

Kimley»Horn

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Kimley»Horn

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Appendix C: *Synchro* Analysis Reports
Appendix D: Raw Traffic Counts
Appendix E: Project Fact Sheets
Appendix F: Site Photos

1.0 INTRODUCTION

This report presents the analysis of the anticipated traffic impacts associated with the proposed *Morrison Park* development, which is expected to be completed in 2023 (referred to herein as "build-out year"). The site is located west of the intersection of Haynes Bridge Road at Morrison Parkway/Westside Parkway in the City of Alpharetta, Georgia.

The site is currently undeveloped and is proposed to be consist of approximately 181 residential units (37 single-family, 144 townhomes) and 41,900 square feet of retail/restaurant space on approximately 24.76 acres. The site is proposed to be rezoned from O-I (office-industrial) to MU (mixed-use).

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

1. Estimated 2021 Traffic Conditions
2. Projected 2023 No-Build Traffic Conditions (Estimated 2021 Traffic Conditions, plus background traffic growth).
3. Projected 2023 Build Traffic Conditions (Projected 2023 No-Build Traffic Conditions, plus the traffic associated with the proposed *Morrison Park* development).

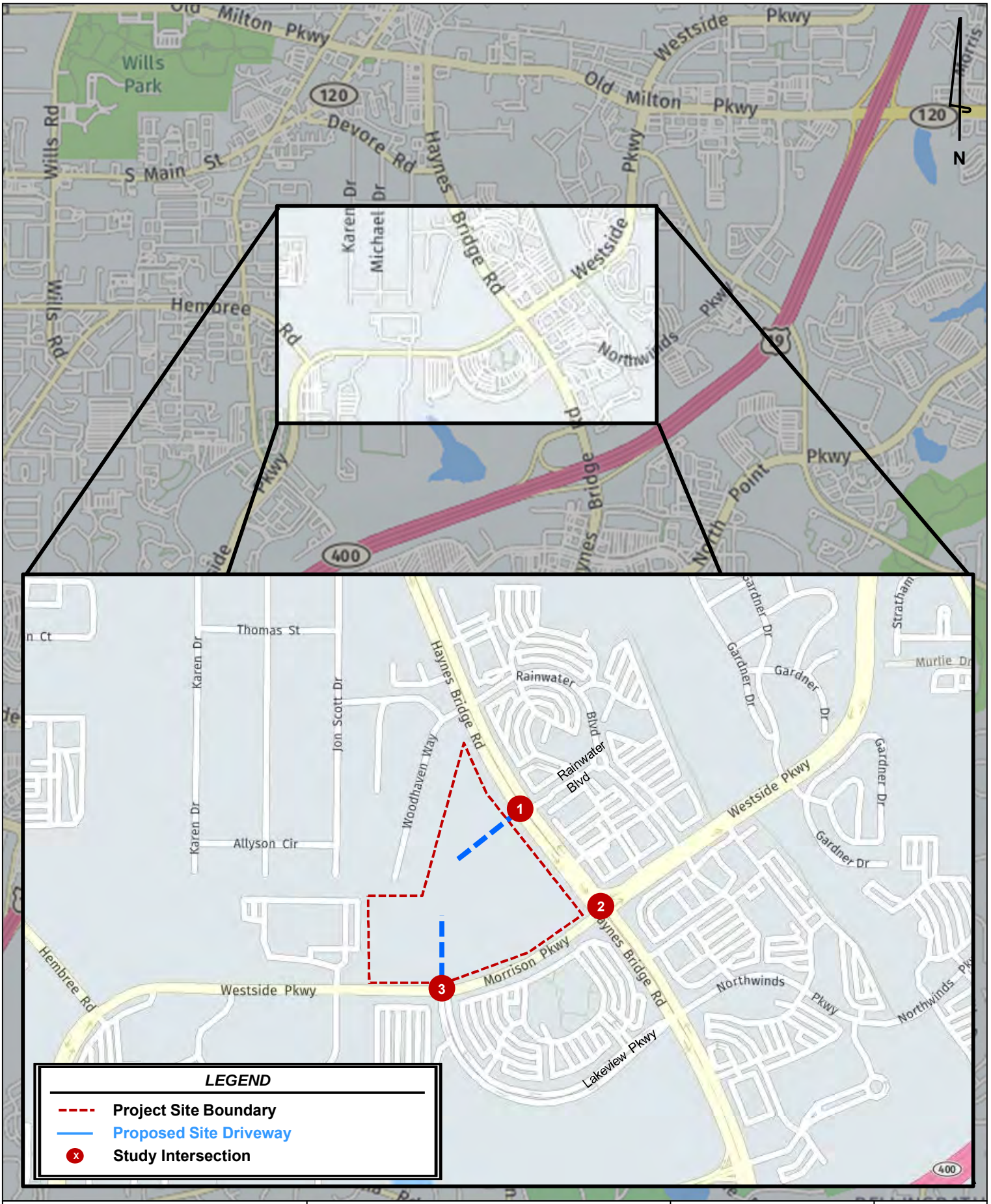
Figure 1 provides a location map of the project site. **Figure 2** provides aerial imagery of the project site. Additionally, a copy of the proposed site plan is provided in Appendix A.

2.0 STUDY AREA DETERMINATION

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

1. Morrison Parkway at Lakeview Drive/Site Driveway A (signalized)
2. Haynes Bridge Road at Morrison Parkway/Westside Parkway (signalized)
3. Haynes Bridge Road at Rainwater Boulevard/Site Driveway B (signalized)

This analysis considers Haynes Bridge Road, Lakeview Parkway, and Site Driveway A as having a north-south orientation, and Morrison Parkway, Westside Parkway, Rainwater Boulevard, and Site Driveway B as having an east-west orientation.



Kimley»Horn	*Morrison Park* **Traffic Impact Study**	**Site Location Map**	**Figure 1** **Page 2**

Kimley»Horn	*Morrison Park* Traffic Impact Study	Site Aerial	Figure 2
			Page 3

3.0 EXISTING TRAFFIC CONDITIONS

3.1 ROADWAY CHARACTERISTICS

The roadways within the study network have the following characteristics:

Haynes Bridge Road is a six-lane divided minor arterial roadway with a posted speed limit of 45 MPH. GDOT counts taken north of Encore Parkway indicated an AADT of 24,200 vehicles per day in 2019.

Westside Parkway/Morrison Parkway is a four-lane, divided minor arterial roadway with a posted speed limit of 40 MPH. GDOT counts taken north of Encore Parkway indicated an AADT of 14,000 vehicles per day in 2019.

Lakeview Parkway is a four-lane, divided local roadway with a posted speed limit of 25 MPH. There are no GDOT count stations along Lakeview Parkway.

Rainwater Boulevard is a four-lane, divided local road with no posted speed limit in the vicinity of the study network. There are no GDOT count stations along Rainwater Boulevard.

3.2 EXISTING TRAFFIC VOLUMES

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

1. Morrison Parkway at Lakeview Parkway (signalized)
2. Haynes Bridge Road at Westside Parkway/Morrison Parkway (signalized)
3. Haynes Bridge Road at Rainwater Boulevard (signalized)

The vehicle peak hour turning movement counts for the study intersection were collected on Wednesday, January 27, 2021. The counts were performed during the AM period (7:00 AM to 9:00 AM) and the PM period (4:15 PM to 6:15 PM). The AM and PM peak hours for each intersection are shown in **Table 1**. Complete traffic count data is provided in Appendix D.

Table 1: Peak Hour Summary

Intersection	AM Peak Hour	PM Peak Hour
1. Morrison Parkway at Lakeview Parkway	7:30 AM – 8:30 AM	4:30 PM – 5:30 PM
2. Haynes Bridge Road at Westside Parkway/Lakeview Parkway	8:00 AM – 9:00 AM	4:30 PM – 5:30 PM
3. Haynes Bridge Road at Rainwater Boulevard	7:45 AM – 8:45 AM	4:30 PM – 5:30 PM

Additionally, a 24-Hour volume count was performed along Haynes Bridge Road north of Rainwater Boulevard to line up with an existing GDOT count station.

Due to COVID-19's impact on traffic, the existing turning movement counts were adjusted based on historical data and engineering judgement. Average Daily Traffic (ADT) volumes collected in 2021 and Annual Average Daily Traffic (AADT) volumes from GDOT's Traffic Analysis & Data Application (TADA) were used to compare typical traffic volumes in the vicinity of the project site.

The volume comparison is shown in a tabular format in **Table 2**. **Figure 3** illustrates the comparison between the July 2018 GDOT AADT and the January 2021 collected ADT.

Table 2: Traffic Count Comparison and Adjustment Calculations

Count Station	Location	GDOT					Collected		
		Two-Way AADT	ADT Date	ADT	AM Peak	PM Peak	2021 ADT	AM Peak	PM Peak
121-0824	Haynes Bridge Road n/o Rainwater Blvd	24,200	Jul 2018	13,081	524	1,222	8,171	323	769
121-0824	Haynes Bridge Road n/o Rainwater Blvd	24,200	Jul 2018	12,934	791	819	9,031	545	702

Difference Calculations		ADT			AM Peak			PM Peak		
		Vol	Percent	Factor	Vol	Percent	Factor	Vol	Percent	Factor
121-0824	Haynes Bridge Road n/o Rainwater Blvd	-4,910	-38%	1.6	-201	-38%	1.6	-453	-37%	1.6
121-0824	Haynes Bridge Road n/o Rainwater Blvd	-3,903	-30%	1.4	-246	-31%	1.5	-117	-14%	1.2

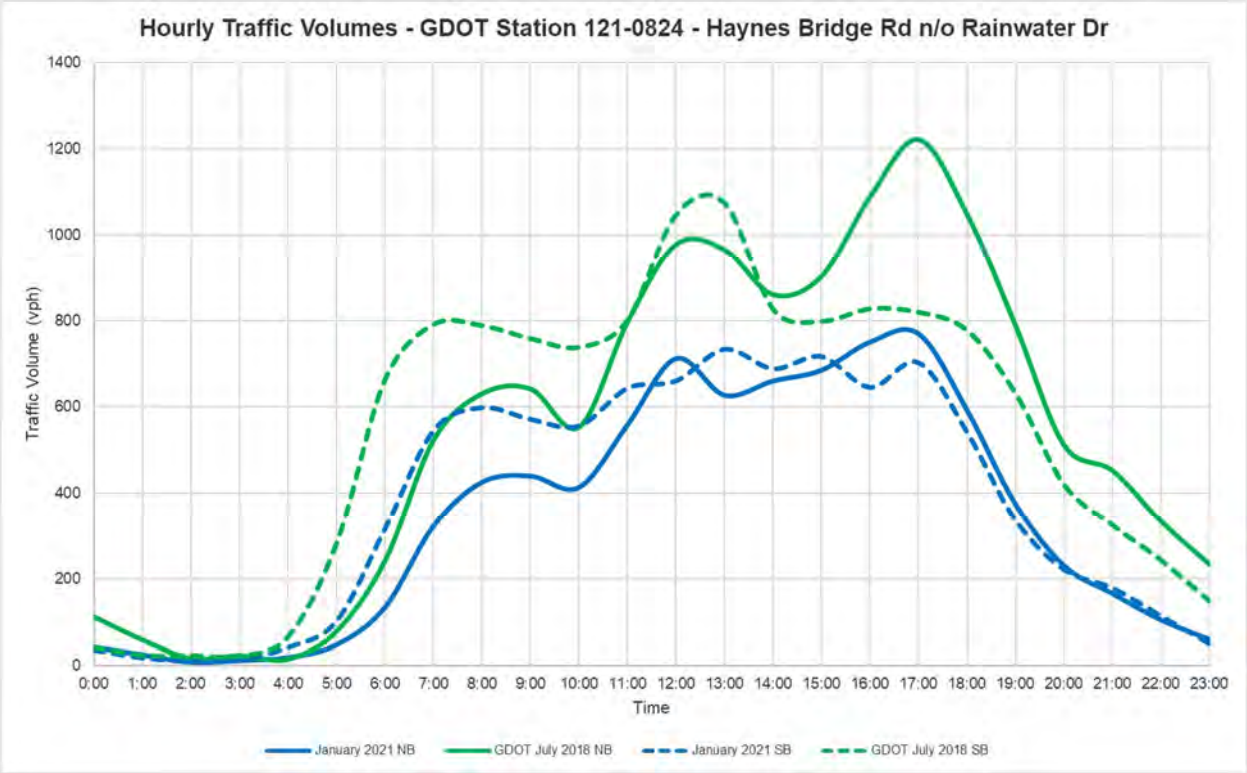
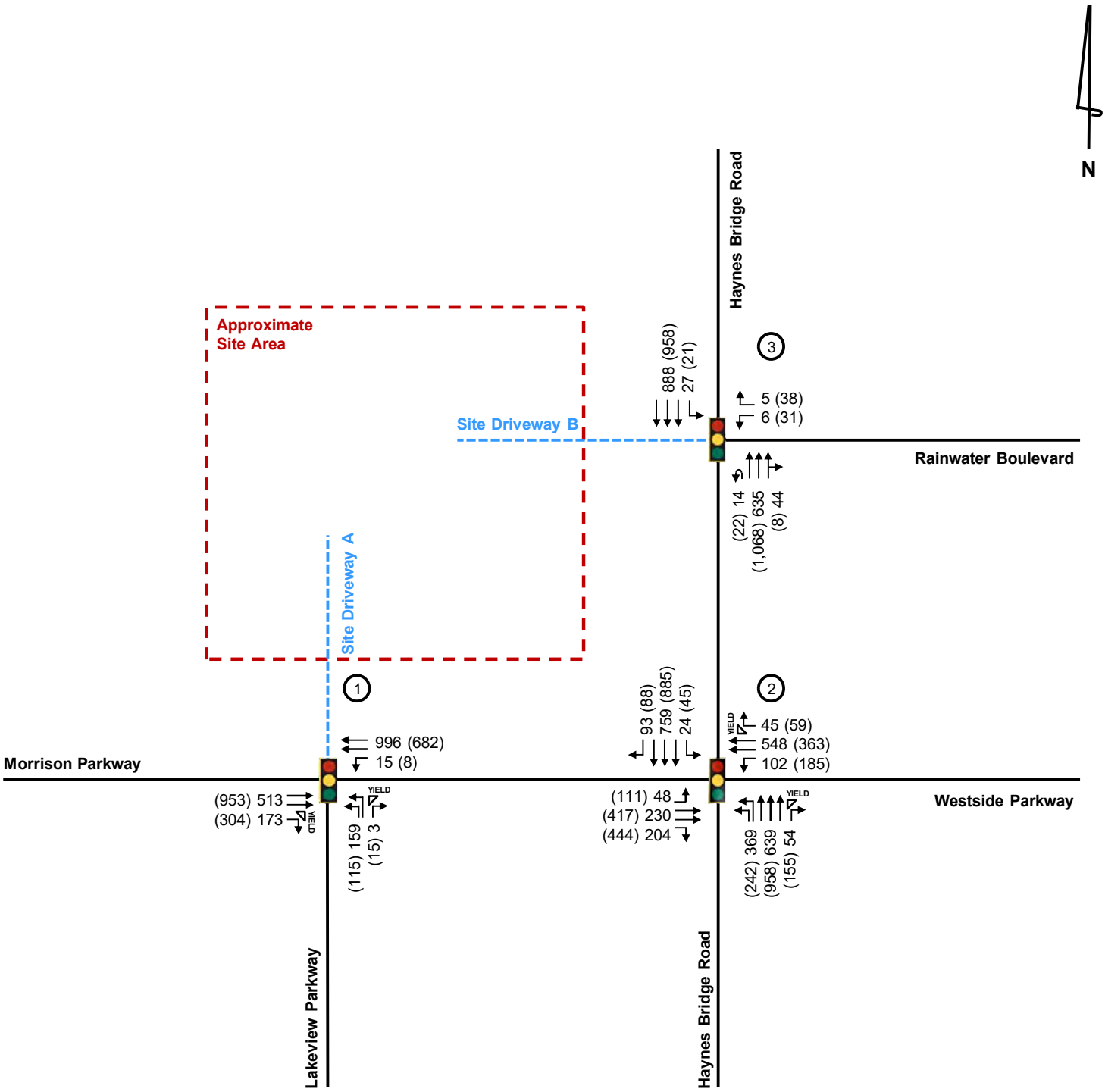


Figure 3: Haynes Bridge Road ADT Comparison

As a result of the volume comparison, it was determined that an adjustment factor of 1.5 should be used for all roadways during the AM peak, and an adjustment factor of 1.4 should be used for all roadways during the PM peak.

The complete traffic count data is provided in **Appendix C**.

Figure 4 illustrates the adjusted 2021 peak hour traffic volumes at the study intersections as well as the existing roadway geometry (intersection layout).



LEGEND

- Existing Traffic Signal
- Existing Roadway Laneage
- XX — AM Peak Hour Traffic Volumes
- (XX) — PM Peak Hour Traffic Volumes
- (X) — Intersection Reference Number

Collected traffic counts were adjusted by a growth factor of 1.5 during the AM peak and 1.4 during the PM peak to account for fluctuations in normal traffic patterns due to COVID-19.

4.0 PROJECTED BACKGROUND (NON-PROJECT) TRAFFIC

Projected background (non-project) traffic is defined as the expected traffic on the roadway network in the future year(s) absent the construction and opening of the proposed *Morrison Park* development. The Estimated 2021 peak hour traffic volumes were increased by 1.0% per year for two (2) years to account for the expected background growth in traffic through year 2023, build-out of the project.

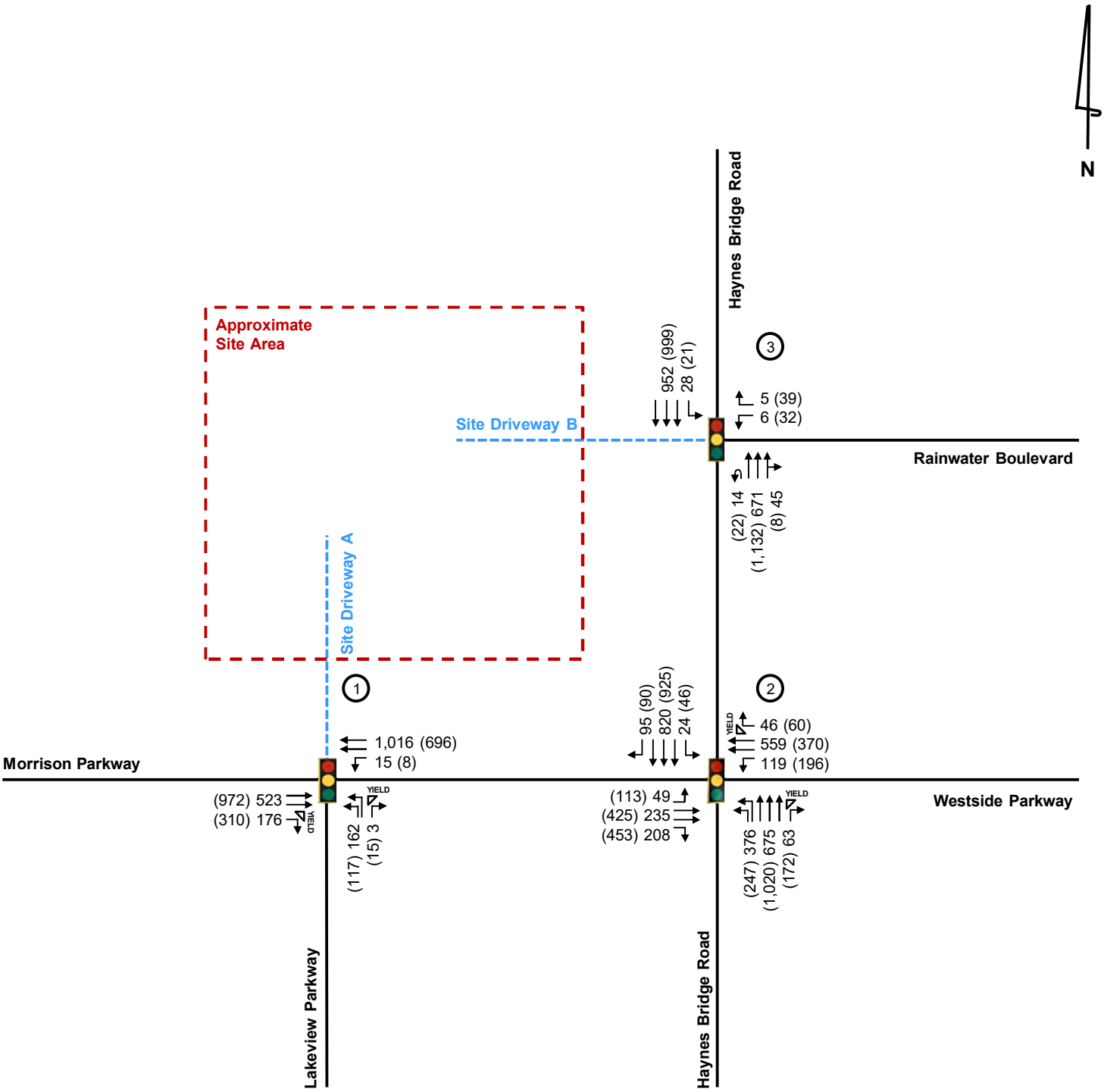
Additionally, project trips associated with the *360 Tech Village* development (TIA complete August 2020, by others) are included in the Projected 2023 No-Build traffic volumes. The *360 Tech Village* development is located along Lakeview Parkway, approximately 1,000 feet south of the site. The project trips figures from the approved

Figure 5 illustrates the Projected 2023 No-Build traffic conditions for the AM and PM peak hours.

4.1 FUTURE ROADWAY/INTERSECTION PROJECTS

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

1. **AR-ML-300**: The project will construct managed lanes along SR 400 in each direction. Access points to the network are yet to be determined. The network year of the project is 2030.
2. **AR-470**: The project will provide high capacity, premium transit service along SR 400 between MARTA North Springs and Windward Parkway in Alpharetta. The network year of the project is 2050.



LEGEND

- Existing Traffic Signal
- Existing Roadway Laneage
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes
- (X) Intersection Reference Number

Estimated 2021 Traffic Volumes grown by 1.0% per year for two (2) years. Additionally, project trips associated with the 360 Tech Village TIA (August 2020, by others) were added.

Kimley»Horn

Morrison Park
Traffic Impact Study

Projected 2023 No-Build Conditions

Figure 5

5.0 PROJECT TRAFFIC

Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the proposed *Morrison Park* development, and the distribution and assignment of that traffic through the study roadway network. This traffic impact study evaluated the impacts of developing a 24.76-acre multi-use commercial property.

5.1 PROJECT SITE ACCESS

Access to the proposed *Morrison Park* development will be provided at two locations listed below:

1. Site Driveway A (located along Morrison Parkway) – a full-movement driveway located at the intersection of Morrison Parkway at Lakeview Parkway (Intersection 1). The driveway is proposed to add a fourth leg to the existing signalized intersection of Morrison Parkway at Lakeview Parkway. The driveway is proposed to have two (2) egress lanes exiting the site and one (1) ingress lane entering the site.
2. Site Driveway A (located along Haynes Bridge Road) – a full-movement driveway located at the intersection of Haynes Bridge Road at Rainwater Boulevard (Intersection 3). The driveway is proposed to add a fourth leg to the existing signalized intersection of Haynes Bridge Road at Rainwater Boulevard. The driveway is proposed to have two (2) egress lanes exiting the site and one (1) ingress lane entering the site.

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

5.2 TRIP GENERATION

Traffic for the proposed development was calculated using equations contained in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, Tenth Edition, 2017. The trip generation was calculated assuming single-family detached housing (Land Use 210) multifamily housing (low-rise) (Land Use 220), retail (Land Use 820), and restaurant (Land Use 932). **Table 3** summarizes the trip generation for the proposed development under full build-out (year 2023).

Table 3: Trip Generation											
Land Use	**Density**	**ITE Code**	**Daily Traffic**			**AM Peak Hour**			**PM Peak Hour**		
			Total	**Enter**	**Exit**	**Total**	**Enter**	**Exit**	**Total**	**Enter**	**Exit**
Single Family Housing	*37 units*	210	416	208	208	31	8	23	39	25	14
Multifamily Housing (Low-Rise)	*144 units*	220	1,048	524	524	67	15	52	82	52	30
Shopping Center	*20,950 SF*	820	790	395	395	20	12	8	80	38	42
High Turnover (Sit-Down) Restaurant	*20,950 SF*	932	2,350	1,175	1,175	208	114	94	205	127	78
Total Gross Trips			**4,604**	**2,302**	2,302	326	149	177	406	242	164
Mixed-Use Reduction			*-628*	*-314*	*-314*	*-38*	*-19*	*-19*	*-134*	*-67*	*-67*
Pass-by Reduction			*-1,152*	*-576*	*-576*	*-0*	*-0*	*-0*	*-80*	*-40*	*-40*
Total Net New Trips			**2,824**	**1,412**	**1,412**	**288**	**130**	**158**	**193**	**135**	**57**

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

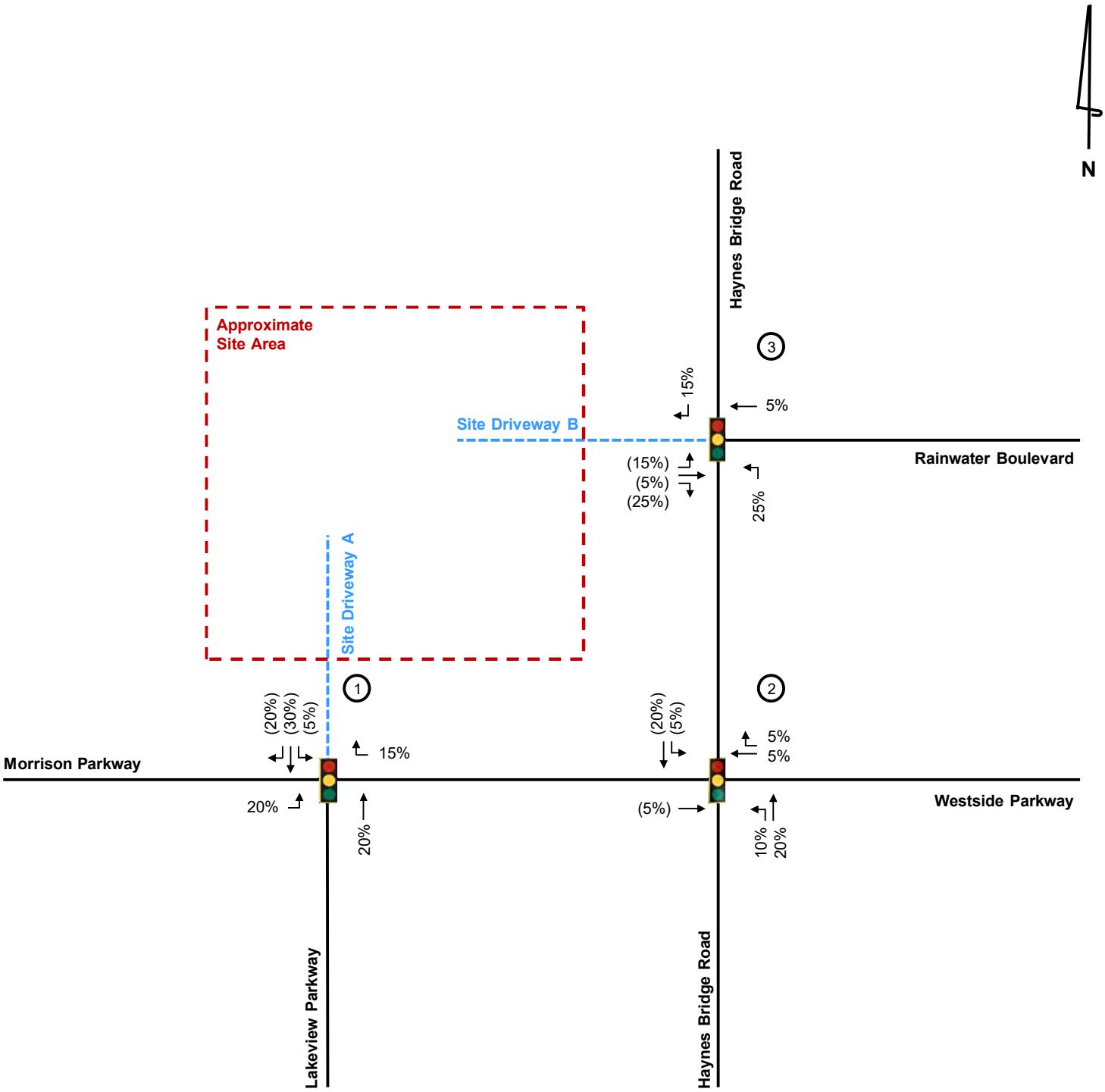
Mixed-use reductions occur when a site has a combination of different land uses that interact with one another. For example, people living in a residential development may walk to the restaurants and retail instead of driving off-site or to the site. This reduces the number of vehicle trips that will be made on the roadway. Mixed-use vehicle trip reductions were taken according to the *ITE Trip Generation Handbook*, Third Edition, 2014, for the AM and PM peak hour volumes and the *ITE Trip Generation Handbook*, Second Edition, 2004, for daily volumes. Total internal capture and vehicle trip reduction between the land uses is expected to be 13.6% daily, 11.6% for the AM peak hour, and 33.0% for the PM peak hour as a result of the anticipated interaction between the residential, retail, and restaurant land uses within the proposed development.

Pass-by reductions are considered for traffic normally traveling along a roadway which may choose to visit a retail or restaurant establishment that is along the vehicle's path. These trips were already on the road, and would therefore only be new trips on the driveways. Pass-by reductions were determined according to the *ITE Trip Generation Handbook*, *Third Edition*, *2014*. Per ITE guidance, the pass-by trip reduction rate for the proposed restaurant land use is 43% for the PM peak hour. The pass-by trip reduction rate for the proposed retail land use is 34% for the PM peak hour. It should be noted that pass-by trips are not new trips to the roadway network, rather, they are vehicles already travelling along the existing roadway network that stop to visit the retail and restaurant land uses. No pass-by reductions were taken for the AM peak hour as pass-by trips are minimal in the morning for retail and restaurant land uses.

5.3 TRIP DISTRIBUTION AND ASSIGNMENT

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

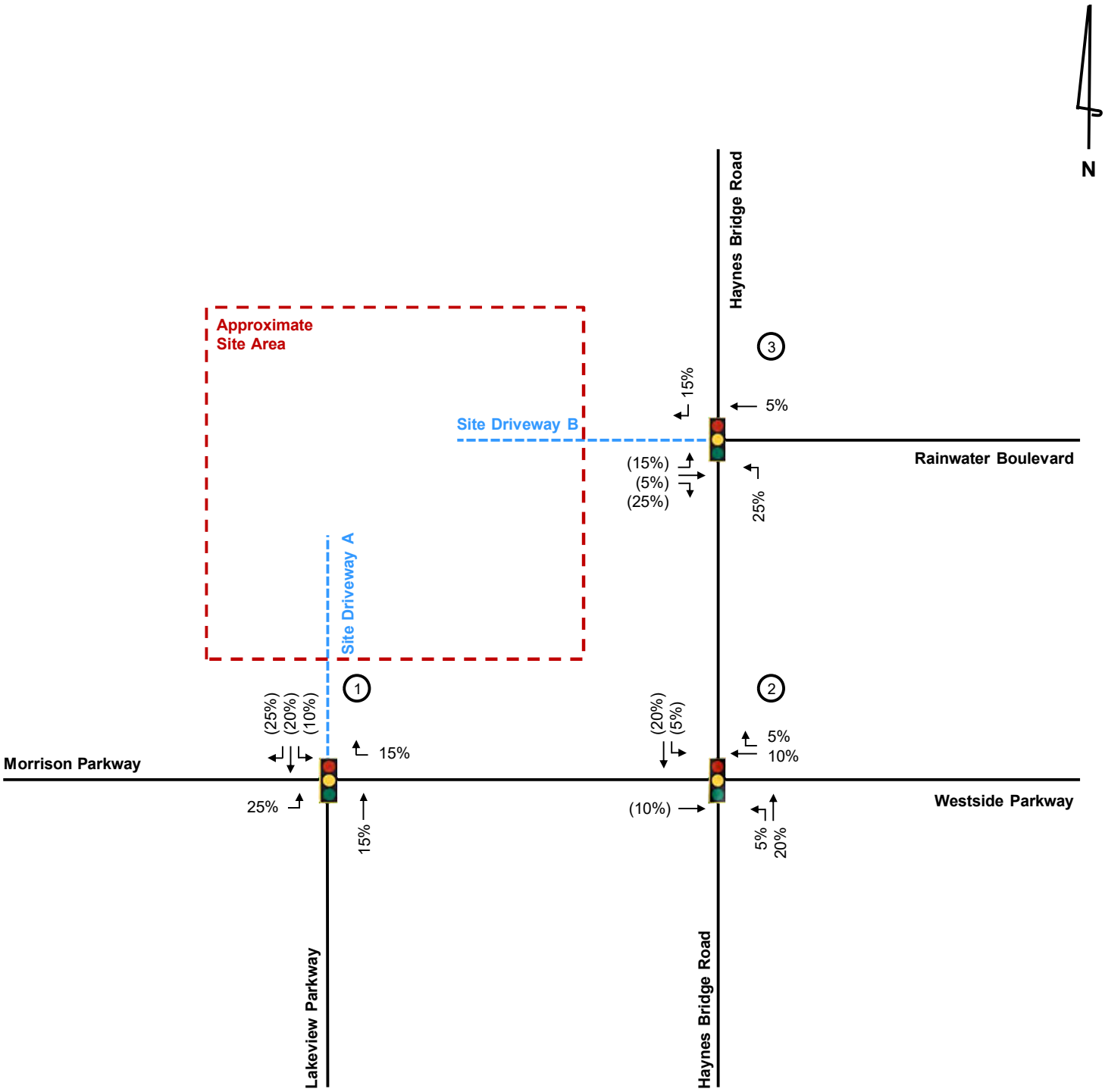
Based on the trip generation from **Table 3** and the anticipated trip distribution (shown on **Figure 6**), net new project trips were assigned to the study roadway network and are illustrated on **Figure 8**. **Figure 9** illustrates the Projected 2023 Build traffic conditions for the AM and PM peak hours. Appendix B provides intersection volume worksheets for the study network.



LEGEND

- Existing Traffic Signal
- Turning Movements
- XX % Traffic Entering
- (XX) % Traffic Exiting
- (X) Intersection Reference Number

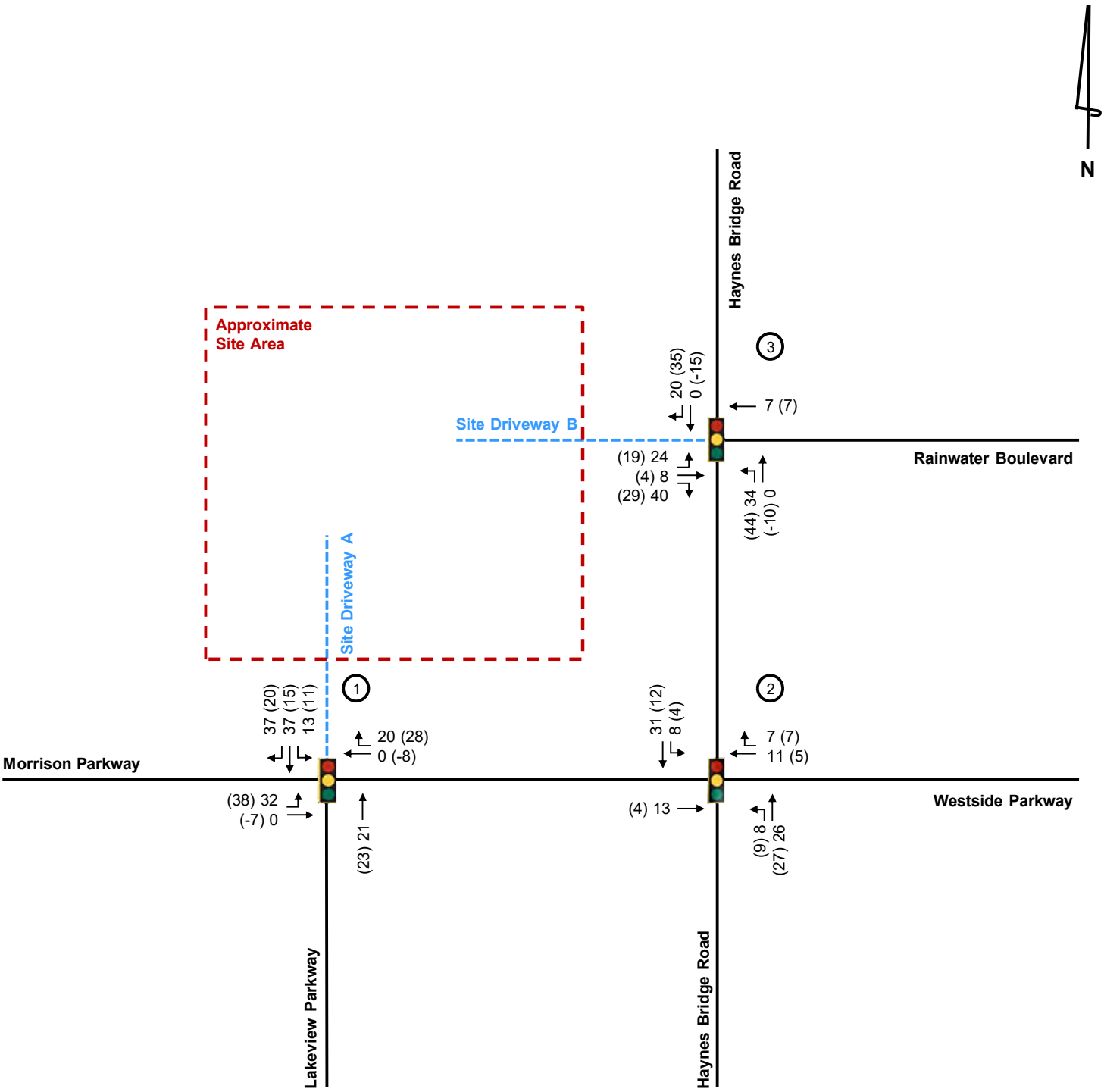
Kimley»Horn	*Morrison Park* Traffic Impact Study	Residential Trip Distribution	Figure 6
			Page 13



LEGEND

- Existing Traffic Signal
- Turning Movements
- XX % Traffic Entering
- (XX) % Traffic Exiting
- (X) Intersection Reference Number

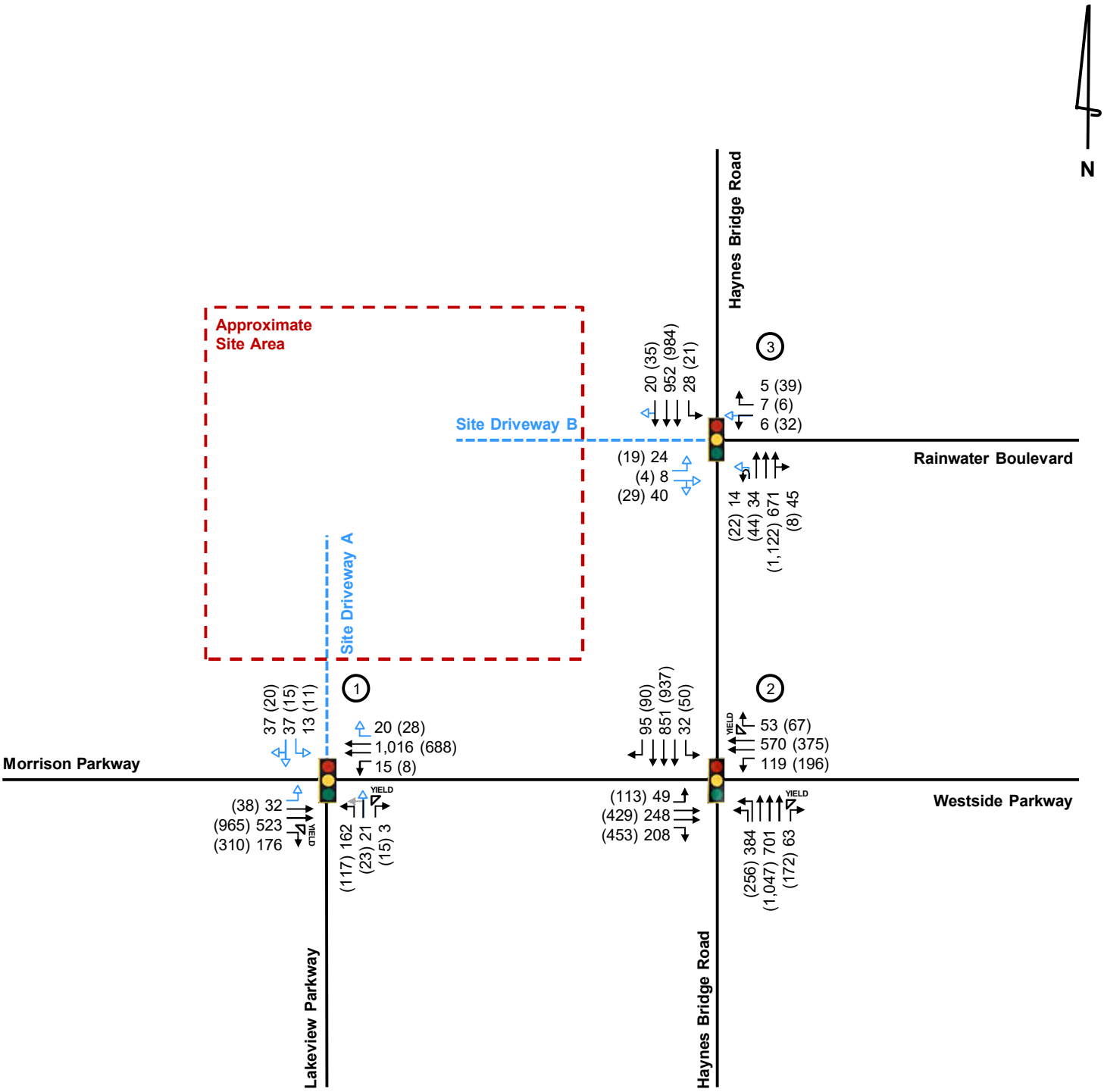
Kimley»Horn	*Morrison Park* Traffic Impact Study	Non-Residential Trip Distribution	Figure 7
			Page 14



LEGEND

- Existing Traffic Signal
- Turning Movements
- XX AM Peak Hour Project Trips
- (XX) PM Peak Hour Project Trips
- (X) Intersection Reference Number

Kimley»Horn	*Morrison Park* Traffic Impact Study	Project Trips	Figure 8
			Page 15



LEGEND

- Existing Traffic Signal
- Existing Roadway Laneage
- Removed Roadway Laneage
- Proposed Roadway Laneage
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes
- (X) Intersection Reference Number

Estimated 2021 Traffic Volumes grown by 1.0% per year for two (2) years. Additionally, project trips associated with the 360 Tech Village TIA (August 2020, by others) were added, plus *Morrison Park* site traffic

Kimley»Horn	***Morrison Park*** **Traffic Impact Study**	**Projected 2023 Build Conditions**	**Figure 9**
			Page 16

6.0 LEVEL-OF-SERVICE ANALYSIS

Level-of-service (LOS) determinations were made for the weekday AM and PM peak hours for the existing study network intersections and proposed access intersections using *Synchro Professional, Version 10.0*. The program uses methodologies contained in the *Highway Capacity Manual, 6th Edition* to determine the operating characteristics of an intersection. Capacity is defined as the maximum number of vehicles that can pass over a particular road segment or through a particular intersection within a specified period under prevailing roadway, traffic, and control conditions.

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

LOS for signalized intersections are reported for the intersection as a whole. One or more movements at an intersection may experience a low level-of-service, while the intersection as a whole may operate acceptably.

In addition to the Estimated 2021 traffic conditions, an analysis was performed for the AM and PM peak hours for the Projected 2023 No-Build and Build traffic conditions. The results of the LOS analysis for the Estimated 2021 and the Projected 2023 traffic conditions are summarized in **Table 4**. A detailed set of analyses from *Synchro* is available in Appendix C.

Table 4: Level-of-Service Summary
LOS (Delay, in seconds)

Intersection	Approach / Movement	Estimated 2021		Projected 2023 No-Build		Projected 2023 Build	
		AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
1. Morrison Parkway at Lakeview Parkway/Site Driveway A (signalized)	Overall	A (9.3)	A (6.9)	A (9.3)	A (6.9)	B (18.9)	B (12.8)
2. Haynes Bridge Road at Morrison Parkway/Westside Parkway (signalized)	Overall	D (45.2)	D (42.1)	D (47.3)	D (42.7)	D (47.7)	D (50.2)
3. Haynes Bridge Road at Rainwater Boulevard/Site Driveway B (signalized)	Overall	A (1.9)*	A (9.7)*	A (1.9)*	B (10.4)*	A (7.5)	B (11.6)

**Due to the intersection phasing, HCM 2000 was used for the analysis. HCM 2010 and HCM 6th Edition cannot analyze an exclusive pedestrian phase.*

As shown in **Table 4**, all study intersections currently operate at acceptable LOS during both the AM and PM peak hours. Under the Projected 2023 No-Build and Build conditions, all study intersections are projected to continue to operate at acceptable LOS during both the AM and PM peak hours.

7.0 CONCLUSION

This traffic study evaluated the traffic impacts associated with the *Morrison Park* development, located west of the intersection of Haynes Bridge Road at Morrison Parkway/Westside Parkway in the City of Alpharetta, Georgia. The development, which is approximately 24.76 acres in size, will consist of 181 residential units (37 single-family and 144 townhomes) and 41,900 SF of retail/restaurant space. The development is expected to be completed in 2023.

The study network, which consists of three (3) existing signalized intersections, was analyzed for the weekday AM and PM peak hours under Estimated 2021 conditions, Projected 2023 No-Build conditions (two years of background traffic growth), and Projected 2023 Build conditions (Projected 2023 No-Build conditions plus traffic generated by the proposed *Morrison Park* development).

Based on the results of this traffic impact study, all study intersections currently operate at acceptable LOS during both the AM and PM peak hours. Under the Projected 2023 No-Build and Build conditions, all study intersections are projected to continue to operate at acceptable LOS during both the AM and PM peak hours.

Kimley-Horn and Associates, Inc. does not recommend system improvements, but does recommend site access improvements based on the results of this study.

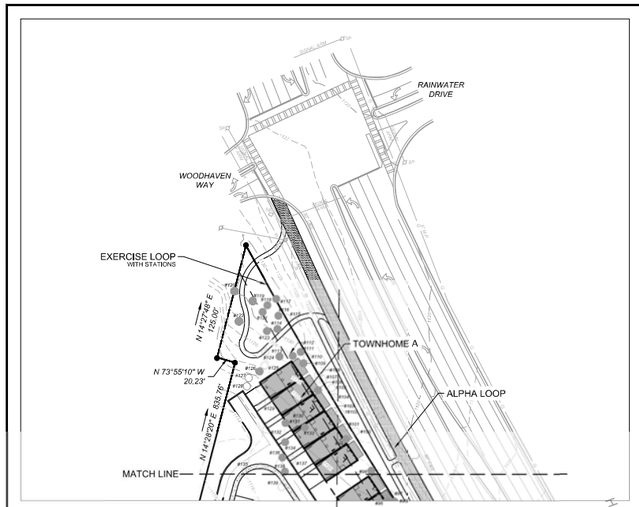
7.1 SITE-ACCESS IMPROVEMENT RECOMMENDATIONS

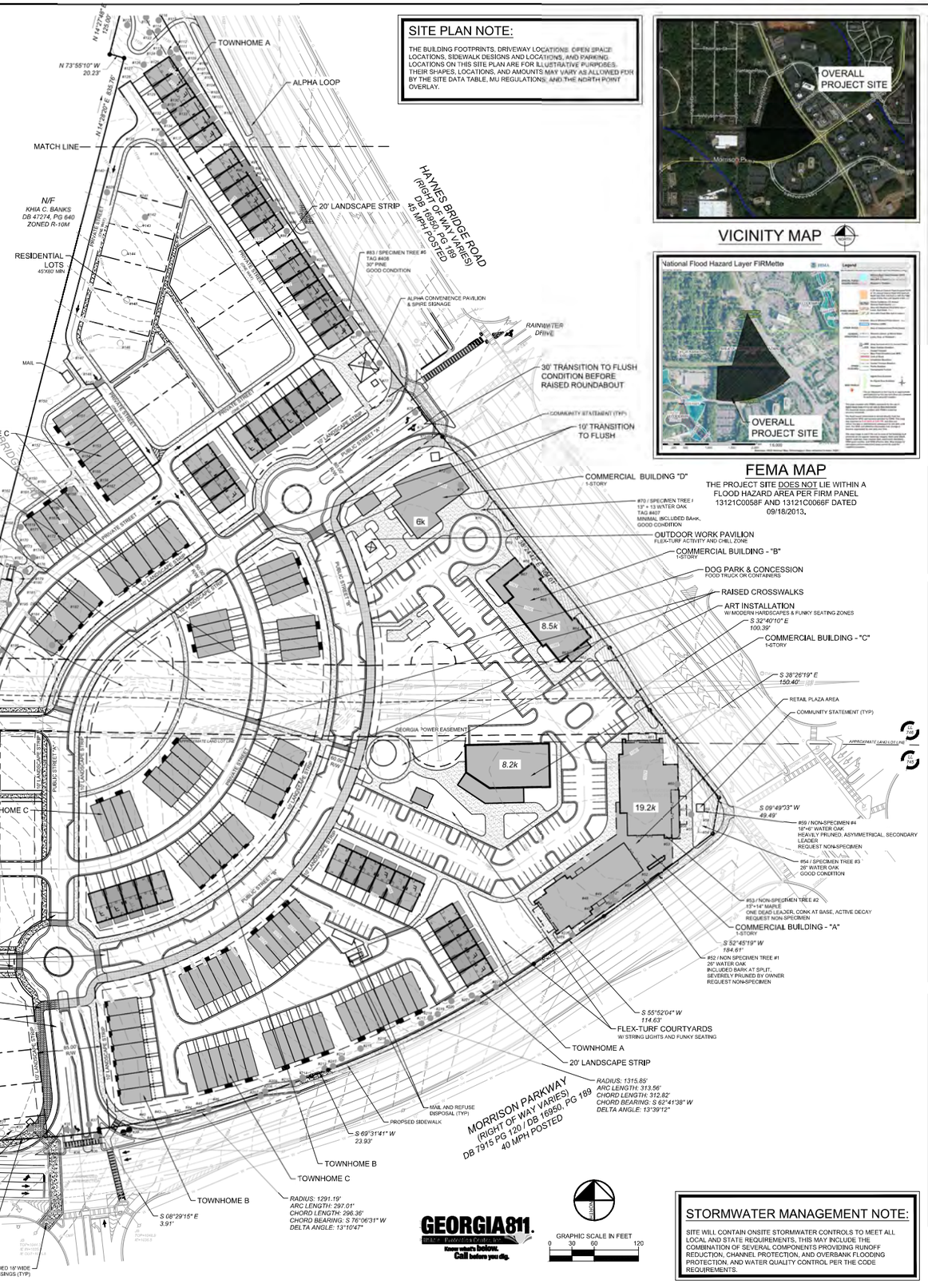
Based on the results of this study, Kimley-Horn and Associates, Inc. recommends the following site-access improvements to serve the Projected 2023 Build traffic conditions (note: this would be the improvements needed to serve the traffic associated with the *Morrison Park* development).

- Intersection 1 – Morrison Parkway at Lakeview Parkway/Site Driveway A
    - Install one (1) eastbound left-turn lane and one (1) westbound right-turn lane along Morrison Parkway.
    - Restripe the outside northbound left-turn lane as an exclusive through lane.
    - On the site (southbound approach), construct one (1) exclusive left-turn lane and one (1) shared through/right-turn lane, and construct one (1) ingress lane entering the site.
- Intersection 3 – Haynes Bridge Road at Rainwater Boulevard/Site Driveway B
    - Restripe the southbound outside through lane as a shared through/right-turn lane, and the northbound U-Turn lane as a shared left-turn/U-Turn lane.
    - Restripe the westbound left-turn lane as a shared through/left-turn lane.
    - On the site (eastbound approach), construct one (1) exclusive left-turn lane and one (1) shared through/right-turn lane, and construct one (1) ingress lane entering the site.

APPENDIX A

Site Plan





SITE PLAN NOTE:

THE BUILDING FOOTPRINTS, DRIVEWAY LOCATIONS, OPEN SPACE LOCATIONS, SIDEWALK DESIGNS AND LOCATIONS, AND PARKING LOCATIONS ON THIS SITE PLAN ARE FOR ILLUSTRATIVE PURPOSES. THEIR SHAPES, LOCATIONS, AND AMOUNTS MAY VARY AS ALLOWED PER BY THE SITE DATA TABLE, MU REGULATIONS, AND THE NORTH POINT OVERLAY.

VICINITY MAP

FEMA MAP

THE PROJECT SITE DOES NOT LIE WITHIN A FLOOD HAZARD AREA PER FIRM PANEL 13121C0058F AND 13121C0066F DATED 09/18/2013.

DEVELOPMENT SUMMARY:

SITE SUMMARY:

CURRENT ZONING:	O-I
PROPOSED ZONING:	MU
OVERLAY DISTRICT:	NORTH POINT OVERLAY
SITE AREA:	24.76 ACRES
BUILDING SETBACK:	
FRONT (HAYNES BRIDGE)	20 FT (OFF SIDEWALK)
FRONT (MORRISON PKWY)	10 FT (OFF SIDEWALK)
LANDSCAPE SETBACK:	
FRONT (HAYNES BRIDGE)	20 FT (OFF R/W LINE)
FRONT (MORRISON PKWY)	20 FT (OFF R/W LINE)
SIDE	5 FT
REAR	5 FT

PROPOSED LAND USES & DENSITIES:

TOWNHOME A	46 UNITS
GARAGE PARKED WITH 18' DRIVEWAYS	
TOWNHOME B	28 UNITS
GARAGE PARKED WITH 18' DRIVEWAYS	
TOWNHOME C	70 UNITS
GARAGE PARKED WITH 18' DRIVEWAYS	
RESIDENTIAL LOTS	37 UNITS
45'X90' MIN. REAR-LOAD (TYP)	
GARAGE PARKED WITH 18' DRIVEWAYS	
RETAIL/RESTAURANT	41,900 SF

PARKING SUMMARY:

REQUIRED PARKING:	**600 SPACES** (TOTAL)
	749 SPACES * (.80 (20% REDUCTION) = 600 SPACES
TOWNHOME A (46 UNITS)	115 SPACES (2.5 / UNIT)
TOWNHOME B (28 UNITS)	70 SPACES (2.5 / UNIT)
TOWNHOME C (70 UNITS)	175 SPACES (2.5 / UNIT)
SINGLE FAMILY (37 LOTS)	74 SPACES (2 / UNIT)
RETAIL/RESTAURANT (41,900 SF ASSUMES 50 / 50 SPLIT)	315 SPACES (1 / 100 SF RESTAURANT + 1 / 200 SF RETAIL)
PROPOSED PARKING:	**758 SPACES** (TOTAL)
TOWNHOMES	474 SPACES
SINGLE FAMILY (37 LOTS)	148 SPACES
RETAIL/RESTAURANT (41,900 SF)	136 SPACES

OPEN SPACE REQUIREMENTS

CIVIL SPACE:	**2.48 ACRES** (10% SITE AREA)
AMENITY SPACE:	**1.24 ACRES** (5% SITE AREA)

PROPOSED OPEN SPACE

CIVIC SPACE:	**2.49 ACRES** (108,300 SF)
POCKET PARKS	
EXERCISE LOOP	0.15 ACRES (6,500 SF)
FLEX-PLAY AREA	0.09 ACRES (4,000 SF)
FLEX-TURF COURTYARD	0.63 ACRES (27,300 SF)
PLAZAS	
OUTDOOR WORK PAVILION PLAZA	0.25 ACRES (11,000 SF)
DOG PARK & CONCESSION PLAZA	0.45 ACRES (19,750 SF)
RETAIL PLAZA AREA	0.30 ACRES (13,100 SF)
ALPHA LOOP TRAIL:	0.60 ACRES (26,650 SF)
AMENITY SPACE:	**1.66 ACRES** (72,200 SF)
COMMUNITY GARDEN	0.10 ACRES (4,500 SF)
PATIOS AND PORCHES	0.15 ACRES (6,500 SF)
YARDS AND LAWNS	0.68 ACRES (29,700 SF)
OUTDOOR DINING	0.07 ACRES (3,000 SF)
INFILTRATION POND & HABITAT	0.65 ACRES (28,500 SF)

LEGAL DESCRIPTION

ALL THAT LOT, TRACT OR PARCEL OF LAND CONTAINING 24.759 ACRES LYING AND BEING IN LAND LOTS 745 & 746 OF THE 1ST DISTRICT, 2ND SECTION, IN THE CITY OF ALPHARETTA, FULTON COUNTY, GEORGIA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGINNING AT THE LAND LOT CORNER COMMON TO LAND LOTS 697, 698, 745, & 746 BEING 1 INCH OPEN TOP PIPE, SAID REBAR BEING THE POINT OF BEGINNING; THENCE ALONG THE WESTERLY LAND LOT LINE OF LAND LOT 746 NORTH 00 DEGREES 46 MINUTES 21 SECONDS EAST A DISTANCE OF 110.23 FEET TO A 1/2 INCH REBAR FOUND; THENCE LEAVING SAID LAND LOT LINE SOUTH 88 DEGREES 53 MINUTES 27 SECONDS EAST A DISTANCE OF 289.25 FEET TO A 1 & 1/2 INCH OPEN TOP PIPE; THENCE NORTH 14 DEGREES 28 MINUTES 20 SECONDS EAST A DISTANCE OF 835.76 FEET TO A 1 & 1/2 INCH OPEN TOP PIPE; THENCE NORTH 73 DEGREES 55 MINUTES 10 SECONDS WEST A DISTANCE OF 20.23 FEET TO A 1/2 INCH REBAR FOUND; THENCE NORTH 14 DEGREES 27 MINUTES 48 SECONDS EAST A DISTANCE OF 125.00 FEET TO A 1/2 INCH REBAR SET ON THE RIGHT OF WAY MARGIN OF HAYNES BRIDGE ROAD (ROW VARIES); THENCE ALONG SAID RIGHT OF WAY MARGIN AND ALONG A CURVE TO THE LEFT A DISTANCE OF 764.40 FEET WITH A RADIUS OF 4368.09 FEET AND BEING SUBTENDED BY A CHORD WITH A BEARING OF SOUTH 33 DEGREES 15 MINUTES 12 SECONDS EAST AND A DISTANCE OF 763.43 FEET TO A 1/2 INCH REBAR SET; THENCE ALONG SAID RIGHT OF WAY MARGIN SOUTH 38 DEGREES 24 MINUTES 42 SECONDS EAST A DISTANCE OF 364.01 FEET TO A 1/2 INCH REBAR SET; THENCE ALONG SAID RIGHT OF WAY MARGIN SOUTH 32 DEGREES 40 MINUTES 10 SECONDS EAST A DISTANCE OF 100.39 FEET TO A CONCRETE MONUMENT FOUND; THENCE ALONG SAID RIGHT OF WAY MARGIN SOUTH 38 DEGREES 26 MINUTES 19 SECONDS EAST A DISTANCE OF 150.40 FEET TO A CONCRETE MONUMENT FOUND; THENCE ALONG SAID RIGHT OF WAY MARGIN SOUTH 09 DEGREES 49 MINUTES 03 SECONDS WEST A DISTANCE OF 49.49 FEET TO A CONCRETE MONUMENT FOUND AT THE INTERSECTION OF MORRISON PARKWAY; THENCE ALONG THE RIGHT OF WAY MARGIN OF MORRISON PARKWAY SOUTH 52 DEGREES 45 MINUTES 19 SECONDS WEST A DISTANCE OF 184.61 FEET TO A 1/2 INCH REBAR SET; THENCE ALONG SAID RIGHT OF WAY MARGIN SOUTH 55 DEGREES 52 MINUTES 04 SECONDS WEST A DISTANCE OF 114.63 FEET TO A 1/2 INCH REBAR SET; THENCE ALONG SAID RIGHT OF WAY MARGIN AND ALONG A CURVE TO THE RIGHT A DISTANCE OF 313.56 FEET WITH A RADIUS OF 1315.85 FEET AND BEING SUBTENDED BY A CHORD WITH A BEARING OF SOUTH 62 DEGREES 41 MINUTES 38 SECONDS WEST AND A DISTANCE OF 312.82 FEET TO A 1/2 INCH REBAR SET; THENCE ALONG SAID RIGHT OF WAY MARGIN SOUTH 69 DEGREES 31 MINUTES 41 SECONDS WEST A DISTANCE OF 23.93 FEET TO A 1/2 INCH REBAR SET; THENCE ALONG SAID RIGHT OF WAY MARGIN AND ALONG A CURVE TO THE RIGHT A DISTANCE OF 297.01 FEET WITH A RADIUS OF 1291.19 FEET AND BEING SUBTENDED BY A CHORD WITH A BEARING OF SOUTH 76 DEGREES 06 MINUTES 31 SECONDS WEST AND A DISTANCE OF 296.36 FEET TO A CONCRETE MONUMENT FOUND; THENCE ALONG SAID RIGHT OF WAY MARGIN SOUTH 08 DEGREES 29 MINUTES 15 SECONDS EAST A DISTANCE OF 3.91 FEET TO A CONCRETE MONUMENT FOUND; THENCE ALONG SAID RIGHT OF WAY MARGIN AND ALONG A CURVE TO THE RIGHT A DISTANCE OF 212.48 FEET WITH A RADIUS OF 1389.20 FEET AND BEING SUBTENDED BY A CHORD WITH A BEARING OF SOUTH 86 DEGREES 33 MINUTES 58 SECONDS WEST AND A DISTANCE OF 212.27 FEET TO A 1/2 INCH REBAR SET; THENCE ALONG SAID RIGHT OF WAY MARGIN NORTH 89 DEGREES 03 MINUTES 08 SECONDS WEST A DISTANCE OF 259.08 FEET TO A NAIL SET AT THE WESTERLY LAND LOT LINE OF LAND LOT 745; THENCE LEAVING SAID RIGHT OF WAY MARGIN AND ALONG SAID LAND LOT LINE NORTH 00 DEGREES 30 MINUTES 56 SECONDS EAST A DISTANCE OF 545.62 FEET TO A 1 INCH OPEN TOP FOUND, SAID OPEN TOP BEING THE POINT OF BEGINNING.

VARIANCES:

1. MINIMUM ACREAGE FOR MU ZONING IS 25 ACRES. WE ARE REQUESTING AN EXCEPTION SINCE THE PROPERTY IS 24.76 ACRES.

2. REMOVAL OF THE OFFICE DENSITY REQUIREMENT

3. STREETSCAPE ALONG HAYNES BRIDGE
   A. REDUCE 12' SIDEWALK TO 8' SIDEWALK
   B. REDUCE 8' PLANTER TO 6' PLANTER
   C. REDUCE/REMOVE 20' LANDSCAPE STRIP OFF R/W LINE
   D. REDUCE/REMOVE 20' BUILDING SETBACK OFF BACK OF SIDEWALK

4. STREETSCAPE ALONG MORRISON PARKWAY
   A. REDUCE 12' SIDEWALK TO 8' SIDEWALK
   B. REDUCE 10' PLANTER TO 6' PLANTER
   C. REDUCE/REMOVE 20' LANDSCAPE STRIP OFF R/W LINE
   D. REDUCE/REMOVE 10' BUILDING SETBACK OFF BACK OF SIDEWALK

5. STREETSCAPE ALONG PUBLIC STREET "A"
   A. REDUCE 10' SIDEWALKS TO 6'

6. STREETSCAPE ALONG PUBLIC STREET "B"
   A. REDUCE 10' SIDEWALKS TO 8'

7. STREETSCAPE ALONG PRIVATE RESIDENTIAL ROADS
   A. REDUCE 10' SIDEWALKS TO 5' SIDEWALKS
   B. REDUCE 4' PLANTER TO 0' PLANTER

STORMWATER MANAGEMENT NOTE:

SITE WILL CONTAIN ONSITE STORMWATER CONTROLS TO MEET ALL LOCAL AND STATE REQUIREMENTS, THIS MAY INCLUDE THE COMBINATION OF SEVERAL COMPONENTS PROVIDING RUNOFF REDUCTION, CHANNEL PROTECTION, AND OVERBANK FLOODING PROTECTION, AND WATER QUALITY CONTROL PER THE CODE REQUIREMENTS.

GEORGIA811. Georgia's Protection Center, Inc. Know what's below. Call before you dig.

GRAPHIC SCALE IN FEET
0 30 60 120

NORTH

Kimley»Horn
© 2021 KIMLEY-HORN AND ASSOCIATES, INC.
11720 AMBER PARK DRIVE, SUITE 600
ALPHARETTA, GEORGIA 30009
PHONE (770) 619-4200
WWW.KIMLEY-HORN.COM

CLIENT
BROCK BUILT HOMES, LLC
1110 NORTHCHASE PKWY SE, SUITE 150
MARIETTA, GA 30067
PHONE (404) 351-1555

NO.	REVISION DESCRIPTIONS	DATE	BY

PROJECT
MORRISON PARK
ALPHARETTA, GA 30009
LAND LOT 745 & 746 - 1st DISTRICT 2nd SECTION

GEORGIA REGISTERED No. PE34154 PROFESSIONAL ENGINEER JOHN K. MONTGOMERY 03/10/2021

QA/QC CERT LEVEL III	29907
DRAWN BY	CAD
DESIGNED BY	ERM
REVIEWED BY	JM
DATE	03/10/2021
PROJECT NO.	013404004

TITLE
ZONING PLAN

SHEET NUMBER
ZP-1a

Drawing name: K:\ALP_PR\013404004_Morrison Pkwy\CAD\Exhibits_Zoning Site Plans\Zoning Site Plan\ZP-1.dwg ZP-1a Zoning Plan Mar 12 2021 7:18am By: jay.maddox

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

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APPENDIX B

Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

Intersection #1: Morrison Parkway @ Lakeview Parkway / Site Driveway A
AM PEAK HOUR

Description	Lakeview Parkway Northbound			Site Driveway A Southbound			Morrison Parkway Eastbound			Morrison Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	106	0	2	0	0	0	0	342	115	10	664	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	5	0	0	0	0	0	0	33	5	0	36	0
Heavy Vehicle %	5%	0%	2%	0%	0%	0%	0%	10%	4%	2%	5%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Adjusted 2021 Volumes	**159**	**0**	**3**	**0**	**0**	**0**	**0**	**513**	**173**	**15**	**996**	**0**
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
New Road Adjustment												
360 Tech Village Project Trips												
2023 Background Traffic	162	0	3	0	0	0	0	523	176	15	1,016	0
Project Trips												
Trip Distribution IN		20%					20%					15%
Trip Distribution OUT				5%	30%	20%						
Residential Trips	0	4	0	3	18	12	4	0	0	0	0	3
Trip Distribution IN		15%					25%					15%
Trip Distribution OUT				10%	20%	25%						
Retail Trips	0	2	0	1	1	2	3	0	0	0	0	2
Trip Distribution IN		15%					25%					15%
Trip Distribution OUT				10%	20%	25%						
Restaurant Trips	0	15	0	9	18	23	25	0	0	0	0	15
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	21	0	13	37	37	32	0	0	0	0	20
2023 Buildout Total	162	21	3	13	37	37	32	523	176	15	1,016	20

PM PEAK HOUR

Description	Lakeview Parkway Northbound			Site Driveway A Southbound			Morrison Parkway Eastbound			Morrison Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	82	0	11	0	0	0	0	681	217	6	487	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	2	0	1	0	0	0	0	15	7	0	81	0
Heavy Vehicle %	2%	0%	9%	0%	0%	0%	0%	2%	3%	2%	17%	0%
Peak Hour Factor		0.90			0.90			0.90			0.90	
Adjustment	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
Adjusted 2021 Volumes	**115**	**0**	**15**	**0**	**0**	**0**	**0**	**953**	**304**	**8**	**682**	**0**
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
New Road Adjustment												
360 Tech Village Project Trips												
2023 Background Traffic	117	0	15	0	0	0	0	972	310	8	696	0
Project Trips												
Trip Distribution IN		20%					20%					15%
Trip Distribution OUT				5%	30%	20%						
Residential Trips	0	11	0	2	9	6	11	0	0	0	0	8
Trip Distribution IN		15%					25%					15%
Trip Distribution OUT				10%	20%	25%						
Retail Trips	0	1	0	1	3	3	2	0	0	0	0	1
Trip Distribution IN		15%					25%					15%
Trip Distribution OUT				10%	20%	25%						
Restaurant Trips	0	11	0	1	3	3	18	0	0	0	0	11
Pass-By Trips	0	0	0	7	0	8	7	-7	0	0	-8	8
Total Project Trips	0	23	0	11	15	20	38	-7	0	0	-8	28
2023 Buildout Total	117	23	15	11	15	20	38	965	310	8	688	28

INTERSECTION VOLUME DEVELOPMENT

Intersection #1: Haynes Bridge Road @ Morrison Parkway / Westside Parkway

AM PEAK HOUR

Description	Haynes Bridge Road Northbound			Haynes Bridge Road Southbound			Morrison Parkway Eastbound			Westside Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	246	426	36	16	506	62	32	153	136	68	365	30
Pedestrians		0			0			2			0	
Conflicting Pedestrians	2		0	0		2	0		0	0		0
Heavy Vehicles	72	9	0	2	10	1	2	9	18	2	28	1
Heavy Vehicle %	29%	2%	2%	13%	2%	2%	6%	6%	13%	3%	8%	3%
Peak Hour Factor		0.88			0.88			0.88			0.88	
Adjustment	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Adjusted 2021 Volumes	**369**	**639**	**54**	**24**	**759**	**93**	**48**	**230**	**204**	**102**	**548**	**45**
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
New Road Adjustment												
360 Tech Village Project Trips		23	8		46					15		
2023 Background Traffic	376	675	63	24	820	95	49	235	208	119	559	46
Project Trips												
Trip Distribution IN	10%	20%									5%	5%
Trip Distribution OUT				5%	20%			5%				
Residential Trips	2	4	0	3	12	0	0	3	0	0	1	1
Trip Distribution IN	5%	20%										5%
Trip Distribution OUT				5%	20%			10%			10%	
Retail Trips	1	2	0	0	1	0	0	1	0	0	1	1
Trip Distribution IN	5%	20%										5%
Trip Distribution OUT				5%	20%			10%			10%	
Restaurant Trips	5	20	0	5	18	0	0	9	0	0	9	5
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	8	26	0	8	31	0	0	13	0	0	11	7
2023 Buildout Total	384	701	63	32	851	95	49	248	208	119	570	53

PM PEAK HOUR

Description	Haynes Bridge Road Northbound			Haynes Bridge Road Southbound			Morrison Parkway Eastbound			Westside Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	173	684	111	32	632	63	79	298	317	132	259	42
Pedestrians		0			2			3			0	
Conflicting Pedestrians	3		0	0		3	2		0	0		2
Heavy Vehicles	43	4	1	1	6	2	2	4	12	1	38	2
Heavy Vehicle %	25%	2%	2%	3%	2%	3%	3%	2%	4%	2%	15%	5%
Peak Hour Factor		0.91			0.91			0.91			0.91	
Adjustment	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
Adjusted 2021 Volumes	**242**	**958**	**155**	**45**	**885**	**88**	**111**	**417**	**444**	**185**	**363**	**59**
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
New Road Adjustment												
360 Tech Village Project Trips		43	14		22					7		
2023 Background Traffic	247	1,020	172	46	925	90	113	425	453	196	370	60
Project Trips												
Trip Distribution IN	10%	20%									5%	5%
Trip Distribution OUT				5%	20%			5%				
Residential Trips	5	11	0	2	6	0	0	2	0	0	3	3
Trip Distribution IN	5%	20%										5%
Trip Distribution OUT				5%	20%			10%			10%	
Retail Trips	0	2	0	1	3	0	0	1	0	0	1	0
Trip Distribution IN	5%	20%										5%
Trip Distribution OUT				5%	20%			10%			10%	
Restaurant Trips	4	14	0	1	3	0	0	1	0	0	1	4
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	9	27	0	4	12	0	0	4	0	0	5	7
2023 Buildout Total	256	1,047	172	50	937	90	113	429	453	196	375	67

INTERSECTION VOLUME DEVELOPMENT

Intersection #3: Haynes Bridge Road @ Site Driveway B / Rainwater Drive

AM PEAK HOUR

	Haynes Bridge Road				Haynes Bridge Road			Site Driveway B			Rainwater Drive		
	Northbound				**Southbound**			**Eastbound**			**Westbound**		
Description	U-Turn	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	9	0	423	29	18	592	0	0	0	0	4	0	3
Pedestrians		1				0			0			0	
Conflicting Pedestrians	0			0	0		0	0		1	1		0
Heavy Vehicles	0		8	0	0	6	0	0	0	0	0	0	0
Heavy Vehicle %	2%	0%	2%	2%	2%	2%	0%	0%	0%	0%	2%	0%	2%
Peak Hour Factor		0.94				0.94			0.94			0.94	
Adjustment	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Adjusted 2021 Volumes	**14**	**0**	**635**	**44**	**27**	**888**	**0**	**0**	**0**	**0**	**6**	**0**	**5**
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
New Road Adjustment													
360 Tech Village Project Trips			23			46							
2023 Background Traffic	14	0	671	45	28	952	0	0	0	0	6	0	5
Project Trips													
Trip Distribution IN		25%					15%					5%	
Trip Distribution OUT								15%	5%	25%			
Residential Trips	0	6	0	0	0	0	3	9	3	15	0	1	0
Trip Distribution IN		25%					15%					5%	
Trip Distribution OUT								15%	5%	25%			
Retail Trips	0	3	0	0	0	0	2	1	0	2	0	1	0
Trip Distribution IN		25%					15%					5%	
Trip Distribution OUT								15%	5%	25%			
Restaurant Trips	0	25	0	0	0	0	15	14	5	23	0	5	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	34	0	0	0	0	20	24	8	40	0	7	0
2023 Buildout Total	14	34	671	45	28	952	20	24	8	40	6	7	5

PM PEAK HOUR

	Haynes Bridge Road				Haynes Bridge Road			Site Driveway B			Rainwater Drive		
	Northbound				**Southbound**			**Eastbound**			**Westbound**		
Description	U-Turn	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	16	0	763	6	15	684	0	0	0	0	22	0	27
Pedestrians		3				0			0			0	
Conflicting Pedestrians	0			0	0		0	0		3	3		0
Heavy Vehicles	0	0	4	1	0	11	0	0	0	0	1	0	0
Heavy Vehicle %	2%	0%	2%	17%	2%	2%	0%	0%	0%	0%	5%	0%	2%
Peak Hour Factor		0.89				0.89			0.89			0.89	
Adjustment	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
Adjusted 2021 Volumes	**22**	**0**	**1068**	**8**	**21**	**958**	**0**	**0**	**0**	**0**	**31**	**0**	**38**
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
New Road Adjustment													
360 Tech Village Project Trips			43			22							
2023 Background Traffic	22	0	1,132	8	21	999	0	0	0	0	32	0	39
Project Trips													
Trip Distribution IN		25%					15%					5%	
Trip Distribution OUT								15%	5%	25%			
Residential Trips	0	14	0	0	0	0	8	5	2	8	0	3	0
Trip Distribution IN		25%					15%					5%	
Trip Distribution OUT								15%	5%	25%			
Retail Trips	0	2	0	0	0	0	1	2	1	3	0	0	0
Trip Distribution IN		25%					15%					5%	
Trip Distribution OUT								15%	5%	25%			
Restaurant Trips	0	18	0	0	0	0	11	2	1	3	0	4	0
Pass-By Trips	0	10	-10	0	0	-15	15	10	0	15	0	0	0
Total Project Trips	0	44	-10	0	0	-15	35	19	4	29	0	7	0
2023 Buildout Total	22	44	1,122	8	21	984	35	19	4	29	32	7	39

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APPENDIX C

Synchro Analysis Reports

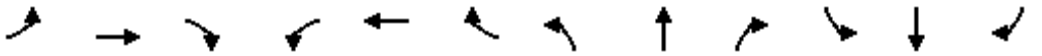
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	513	173	15	996	159	3
Future Volume (veh/h)	513	173	15	996	159	3
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1752	1841	1870	1826	1826	1870
Adj Flow Rate, veh/h	558	153	16	1083	173	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	4	2	5	5	2
Cap, veh/h	2837	1330	653	2957	226	106
Arrive On Green	0.85	0.85	0.85	0.85	0.07	0.00
Sat Flow, veh/h	3416	1560	739	3561	3374	1585
Grp Volume(v), veh/h	558	153	16	1083	173	0
Grp Sat Flow(s),veh/h/ln	1664	1560	739	1735	1687	1585
Q Serve(g_s), s	4.8	2.6	0.6	10.7	8.1	0.0
Cycle Q Clear(g_c), s	4.8	2.6	5.4	10.7	8.1	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2837	1330	653	2957	226	106
V/C Ratio(X)	0.20	0.12	0.02	0.37	0.76	0.00
Avail Cap(c_a), veh/h	2837	1330	653	2957	704	331
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.56	0.56	1.00	0.00
Uniform Delay (d), s/veh	2.1	1.9	2.6	2.5	73.4	0.0
Incr Delay (d2), s/veh	0.2	0.2	0.0	0.2	6.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.6	0.1	2.4	3.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	2.3	2.1	2.6	2.7	79.8	0.0
LnGrp LOS	A	A	A	A	E	A
Approach Vol, veh/h	711			1099	173	
Approach Delay, s/veh	2.2			2.7	79.8	
Approach LOS	A			A	E	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		142.7		17.3		142.7
Change Period (Y+Rc), s		* 6.3		6.6		* 6.3
Max Green Setting (Gmax), s		* 1.1E2		33.4		* 1.1E2
Max Q Clear Time (g_c+I1), s		12.7		10.1		6.8
Green Ext Time (p_c), s		23.1		0.7		10.0

Intersection Summary	
HCM 6th Ctrl Delay	9.3
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	237	210	105	565	46	380	658	56	25	782	96
Future Volume (veh/h)	49	237	210	105	565	46	380	658	56	25	782	96
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1707	1856	1781	1856	1470	1870	1870	1707	1870	1870
Adj Flow Rate, veh/h	56	269	20	119	642	7	432	748	29	28	889	29
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	6	6	13	3	8	3	29	2	2	13	2	2
Cap, veh/h	134	654	275	294	743	345	469	2813	873	34	2023	628
Arrive On Green	0.04	0.19	0.19	0.07	0.22	0.22	0.17	0.55	0.55	0.03	0.53	0.53
Sat Flow, veh/h	1725	3441	1447	1767	3385	1572	2716	5106	1585	1626	5106	1585
Grp Volume(v), veh/h	56	269	20	119	642	7	432	748	29	28	889	29
Grp Sat Flow(s),veh/h/ln	1725	1721	1447	1767	1692	1572	1358	1702	1585	1626	1702	1585
Q Serve(g_s), s	4.2	11.0	1.8	8.6	29.2	0.6	25.0	12.3	1.3	2.7	17.2	1.4
Cycle Q Clear(g_c), s	4.2	11.0	1.8	8.6	29.2	0.6	25.0	12.3	1.3	2.7	17.2	1.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	134	654	275	294	743	345	469	2813	873	34	2023	628
V/C Ratio(X)	0.42	0.41	0.07	0.40	0.86	0.02	0.92	0.27	0.03	0.82	0.44	0.05
Avail Cap(c_a), veh/h	156	923	388	353	1077	500	523	2813	873	84	2023	628
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	0.99	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99
Uniform Delay (d), s/veh	51.6	56.9	53.2	47.8	60.1	49.0	65.1	18.9	16.4	77.4	26.9	23.2
Incr Delay (d2), s/veh	2.1	0.4	0.1	0.9	5.2	0.0	20.6	0.2	0.1	34.8	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	4.8	0.7	3.8	12.9	0.2	9.9	4.8	0.5	1.5	6.4	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.7	57.3	53.3	48.7	65.4	49.0	85.7	19.1	16.5	112.3	27.6	23.3
LnGrp LOS	D	E	D	D	E	D	F	B	B	F	C	C
Approach Vol, veh/h		345			768			1209			946	
Approach Delay, s/veh		56.5			62.6			42.8			30.0	
Approach LOS		E			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	94.7	13.0	42.2	34.8	70.0	17.6	37.5
Change Period (Y+Rc), s	* 6.7	6.6	7.3	7.1	7.2	6.6	7.0	7.1
Max Green Setting (Gmax), s	* 8.3	65.4	7.7	50.9	30.8	42.4	16.0	42.9
Max Q Clear Time (g_c+I1), s	4.7	14.3	6.2	31.2	27.0	19.2	10.6	13.0
Green Ext Time (p_c), s	0.0	5.5	0.0	3.9	0.6	6.0	0.1	1.7

Intersection Summary	
HCM 6th Ctrl Delay	45.2
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	6	5	14	635	44	27	888
Future Volume (vph)	6	5	14	635	44	27	888
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.7	5.7	6.6	6.6		6.5	6.6
Lane Util. Factor	1.00	1.00	1.00	0.91		1.00	0.91
Frt	1.00	0.85	1.00	0.99		1.00	1.00
Flt Protected	0.95	1.00	0.95	1.00		0.95	1.00
Satd. Flow (prot)	1770	1583	1770	5036		1770	5085
Flt Permitted	0.95	1.00	0.29	1.00		0.33	1.00
Satd. Flow (perm)	1770	1583	541	5036		612	5085
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	6	5	15	676	47	29	945
RTOR Reduction (vph)	0	5	0	6	0	0	0
Lane Group Flow (vph)	6	0	15	717	0	29	945
Turn Type	Prot	Perm	Perm	NA		pm+pt	NA
Protected Phases	8			6		5	2
Permitted Phases		8	6			2	
Actuated Green, G (s)	1.2	1.2	58.0	58.0		66.5	66.5
Effective Green, g (s)	1.2	1.2	58.0	58.0		66.5	66.5
Actuated g/C Ratio	0.01	0.01	0.72	0.72		0.83	0.83
Clearance Time (s)	5.7	5.7	6.6	6.6		6.5	6.6
Vehicle Extension (s)	2.5	2.5	5.0	5.0		2.0	5.0
Lane Grp Cap (vph)	26	23	392	3651		537	4226
v/s Ratio Prot	c0.00			0.14		0.00	c0.19
v/s Ratio Perm		0.00	0.03			0.04	
v/c Ratio	0.23	0.00	0.04	0.20		0.05	0.22
Uniform Delay, d1	38.9	38.8	3.1	3.5		1.4	1.4
Progression Factor	1.00	1.00	0.54	0.51		1.00	1.00
Incremental Delay, d2	3.3	0.0	0.2	0.1		0.0	0.1
Delay (s)	42.2	38.9	1.8	1.9		1.4	1.5
Level of Service	D	D	A	A		A	A
Approach Delay (s)	40.7			1.9			1.5
Approach LOS	D			A			A

Intersection Summary			
HCM 2000 Control Delay	1.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.26		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	21.8
Intersection Capacity Utilization	36.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

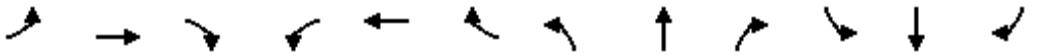
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	953	304	8	682	115	15
Future Volume (veh/h)	953	304	8	682	115	15
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1856	1870	1648	1870	1767
Adj Flow Rate, veh/h	1059	306	9	758	128	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	3	2	17	2	9
Cap, veh/h	3102	1373	369	2733	177	77
Arrive On Green	0.87	0.87	0.87	0.87	0.05	0.00
Sat Flow, veh/h	3647	1572	398	3214	3456	1497
Grp Volume(v), veh/h	1059	306	9	758	128	0
Grp Sat Flow(s),veh/h/ln	1777	1572	398	1566	1728	1497
Q Serve(g_s), s	9.2	5.2	0.7	6.9	6.2	0.0
Cycle Q Clear(g_c), s	9.2	5.2	9.9	6.9	6.2	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3102	1373	369	2733	177	77
V/C Ratio(X)	0.34	0.22	0.02	0.28	0.72	0.00
Avail Cap(c_a), veh/h	3102	1373	369	2733	882	382
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.79	0.79	1.00	0.00
Uniform Delay (d), s/veh	2.0	1.7	2.8	1.8	79.5	0.0
Incr Delay (d2), s/veh	0.3	0.4	0.1	0.2	6.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	1.1	0.1	1.3	2.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	2.3	2.1	2.9	2.0	86.1	0.0
LnGrp LOS	A	A	A	A	F	A
Approach Vol, veh/h	1365			767	128	
Approach Delay, s/veh	2.2			2.0	86.1	
Approach LOS	A			A	F	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		154.7		15.3		154.7
Change Period (Y+Rc), s		* 6.3		6.6		* 6.3
Max Green Setting (Gmax), s		* 1.1E2		43.4		* 1.1E2
Max Q Clear Time (g_c+I1), s		11.9		8.2		11.2
Green Ext Time (p_c), s		13.1		0.5		29.0

Intersection Summary	
HCM 6th Ctrl Delay	6.9
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	417	444	185	363	59	242	958	155	45	885	88
Future Volume (veh/h)	111	417	444	185	363	59	242	958	155	45	885	88
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1870	1841	1870	1678	1826	1530	1870	1870	1856	1870	1856
Adj Flow Rate, veh/h	122	458	233	203	399	10	266	1053	77	49	973	30
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	2	4	2	15	5	25	2	2	3	2	3
Cap, veh/h	253	616	270	265	666	323	301	2728	847	62	2349	723
Arrive On Green	0.07	0.17	0.17	0.11	0.21	0.21	0.11	0.53	0.53	0.07	0.92	0.92
Sat Flow, veh/h	1767	3554	1560	1781	3188	1547	2826	5106	1585	1767	5106	1572
Grp Volume(v), veh/h	122	458	233	203	399	10	266	1053	77	49	973	30
Grp Sat Flow(s),veh/h/ln	1767	1777	1560	1781	1594	1547	1413	1702	1585	1767	1702	1572
Q Serve(g_s), s	10.1	22.0	26.1	16.5	20.4	0.9	16.7	21.8	4.3	4.9	4.4	0.3
Cycle Q Clear(g_c), s	10.1	22.0	26.1	16.5	20.4	0.9	16.7	21.8	4.3	4.9	4.4	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	253	616	270	265	666	323	301	2728	847	62	2349	723
V/C Ratio(X)	0.48	0.74	0.86	0.76	0.60	0.03	0.88	0.39	0.09	0.79	0.41	0.04
Avail Cap(c_a), veh/h	297	847	372	365	972	472	389	2728	847	81	2349	723
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97
Uniform Delay (d), s/veh	56.3	70.6	72.3	53.8	64.4	56.7	79.3	24.6	20.5	83.0	4.1	3.9
Incr Delay (d2), s/veh	1.4	2.2	13.4	6.3	0.9	0.0	17.2	0.4	0.2	30.0	0.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	10.1	11.3	7.8	8.3	0.4	6.8	8.8	1.6	2.7	1.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.6	72.8	85.7	60.1	65.2	56.7	96.5	25.0	20.7	113.0	4.6	4.0
LnGrp LOS	E	E	F	E	E	E	F	C	C	F	A	A
Approach Vol, veh/h		813			612			1396			1052	
Approach Delay, s/veh		74.2			63.4			38.4			9.6	
Approach LOS		E			E			D			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	102.8	19.5	44.7	26.4	89.4	25.9	38.3
Change Period (Y+Rc), s	* 6.7	6.6	7.3	7.1	7.2	6.6	7.0	7.1
Max Green Setting (Gmax), s	* 8.3	72.4	16.7	54.9	24.8	55.4	29.0	42.9
Max Q Clear Time (g_c+I1), s	6.9	23.8	12.1	22.4	18.7	6.4	18.5	28.1
Green Ext Time (p_c), s	0.0	8.8	0.1	2.6	0.5	7.7	0.4	3.1

Intersection Summary	
HCM 6th Ctrl Delay	42.1
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	32	39	22	1132	8	21	999
Future Volume (vph)	32	39	22	1132	8	21	999
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.7	5.7	6.6	6.6		6.5	6.6
Lane Util. Factor	1.00	1.00	1.00	0.91		1.00	0.91
Frt	1.00	0.85	1.00	1.00		1.00	1.00
Flt Protected	0.95	1.00	0.95	1.00		0.95	1.00
Satd. Flow (prot)	1719	1583	1770	5075		1770	5085
Flt Permitted	0.95	1.00	0.24	1.00		0.18	1.00
Satd. Flow (perm)	1719	1583	450	5075		330	5085
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	36	44	25	1272	9	24	1122
RTOR Reduction (vph)	0	41	0	1	0	0	0
Lane Group Flow (vph)	36	3	25	1280	0	24	1122
Heavy Vehicles (%)	5%	2%	2%	2%	17%	2%	2%
Turn Type	Prot	Perm	Perm	NA		pm+pt	NA
Protected Phases	8			6		5	2
Permitted Phases		8	6			2	
Actuated Green, G (s)	5.9	5.9	63.3	63.3		71.8	71.8
Effective Green, g (s)	5.9	5.9	63.3	63.3		71.8	71.8
Actuated g/C Ratio	0.07	0.07	0.70	0.70		0.80	0.80
Clearance Time (s)	5.7	5.7	6.6	6.6		6.5	6.6
Vehicle Extension (s)	2.5	2.5	5.0	5.0		2.0	5.0
Lane Grp Cap (vph)	112	103	316	3569		295	4056
v/s Ratio Prot	c0.02			c0.25		0.00	c0.22
v/s Ratio Perm		0.00	0.06			0.06	
v/c Ratio	0.32	0.03	0.08	0.36		0.08	0.28
Uniform Delay, d1	40.1	39.4	4.2	5.3		2.4	2.4
Progression Factor	1.00	1.00	2.00	2.63		1.00	1.00
Incremental Delay, d2	1.2	0.1	0.5	0.3		0.0	0.2
Delay (s)	41.4	39.4	8.8	14.2		2.4	2.5
Level of Service	D	D	A	B		A	A
Approach Delay (s)	40.3			14.1			2.5
Approach LOS	D			B			A

Intersection Summary			
HCM 2000 Control Delay	9.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	21.8
Intersection Capacity Utilization	36.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	523	176	15	1016	162	3
Future Volume (veh/h)	523	176	15	1016	162	3
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1752	1841	1870	1826	1826	1870
Adj Flow Rate, veh/h	568	156	16	1104	176	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	4	2	5	5	2
Cap, veh/h	2834	1328	644	2954	229	108
Arrive On Green	0.85	0.85	0.85	0.85	0.07	0.00
Sat Flow, veh/h	3416	1560	730	3561	3374	1585
Grp Volume(v), veh/h	568	156	16	1104	176	0
Grp Sat Flow(s),veh/h/ln	1664	1560	730	1735	1687	1585
Q Serve(g_s), s	4.9	2.6	0.6	11.1	8.2	0.0
Cycle Q Clear(g_c), s	4.9	2.6	5.5	11.1	8.2	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2834	1328	644	2954	229	108
V/C Ratio(X)	0.20	0.12	0.02	0.37	0.77	0.00
Avail Cap(c_a), veh/h	2834	1328	644	2954	704	331
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.56	0.56	1.00	0.00
Uniform Delay (d), s/veh	2.1	2.0	2.6	2.6	73.3	0.0
Incr Delay (d2), s/veh	0.2	0.2	0.0	0.2	6.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.6	0.1	2.5	3.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	2.3	2.1	2.7	2.8	79.7	0.0
LnGrp LOS	A	A	A	A	E	A
Approach Vol, veh/h	724			1120	176	
Approach Delay, s/veh	2.3			2.8	79.7	
Approach LOS	A			A	E	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		142.5		17.5		142.5
Change Period (Y+Rc), s		* 6.3		6.6		* 6.3
Max Green Setting (Gmax), s		* 1.1E2		33.4		* 1.1E2
Max Q Clear Time (g_c+I1), s		13.1		10.2		6.9
Green Ext Time (p_c), s		23.9		0.7		10.3

Intersection Summary		
HCM 6th Ctrl Delay		9.3
HCM 6th LOS		A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	235	208	119	559	46	376	675	63	24	820	95
Future Volume (veh/h)	49	235	208	119	559	46	376	675	63	24	820	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1707	1856	1781	1856	1470	1870	1870	1707	1870	1870
Adj Flow Rate, veh/h	56	267	18	135	635	7	427	767	32	27	932	30
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	6	6	13	3	8	3	29	2	2	13	2	2
Cap, veh/h	140	632	266	301	736	342	465	2767	859	47	2025	629
Arrive On Green	0.04	0.18	0.18	0.07	0.22	0.22	0.17	0.54	0.54	0.03	0.40	0.40
Sat Flow, veh/h	1725	3441	1447	1767	3385	1572	2716	5106	1585	1626	5106	1585
Grp Volume(v), veh/h	56	267	18	135	635	7	427	767	32	27	932	30
Grp Sat Flow(s),veh/h/ln	1725	1721	1447	1767	1692	1572	1358	1702	1585	1626	1702	1585
Q Serve(g_s), s	4.2	11.0	1.6	9.8	28.9	0.6	24.7	13.0	1.5	2.6	21.6	1.9
Cycle Q Clear(g_c), s	4.2	11.0	1.6	9.8	28.9	0.6	24.7	13.0	1.5	2.6	21.6	1.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	140	632	266	301	736	342	465	2767	859	47	2025	629
V/C Ratio(X)	0.40	0.42	0.07	0.45	0.86	0.02	0.92	0.28	0.04	0.57	0.46	0.05
Avail Cap(c_a), veh/h	156	923	388	347	1077	500	523	2767	859	84	2025	629
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99
Uniform Delay (d), s/veh	51.9	57.8	54.0	47.9	60.3	49.2	65.2	19.8	17.1	76.7	35.6	29.7
Incr Delay (d2), s/veh	1.8	0.4	0.1	1.0	5.1	0.0	20.1	0.2	0.1	10.4	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	4.8	0.6	4.4	12.7	0.2	9.7	5.1	0.6	1.2	9.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.7	58.2	54.1	48.9	65.4	49.2	85.4	20.0	17.2	87.2	36.4	29.8
LnGrp LOS	D	E	D	D	E	D	F	C	B	F	D	C
Approach Vol, veh/h		341			777			1226			989	
Approach Delay, s/veh		57.3			62.4			42.7			37.6	
Approach LOS		E			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	93.3	13.5	41.9	34.6	70.1	18.9	36.5
Change Period (Y+Rc), s	* 6.7	6.6	7.3	7.1	7.2	6.6	7.0	7.1
Max Green Setting (Gmax), s	* 8.3	65.4	7.7	50.9	30.8	42.4	16.0	42.9
Max Q Clear Time (g_c+I1), s	4.6	15.0	6.2	30.9	26.7	23.6	11.8	13.0
Green Ext Time (p_c), s	0.0	5.7	0.0	3.9	0.6	5.9	0.1	1.6

Intersection Summary	
HCM 6th Ctrl Delay	47.3
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	6	5	14	671	45	28	952
Future Volume (vph)	6	5	14	671	45	28	952
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.7	5.7	6.6	6.6		6.5	6.6
Lane Util. Factor	1.00	1.00	1.00	0.91		1.00	0.91
Frt	1.00	0.85	1.00	0.99		1.00	1.00
Flt Protected	0.95	1.00	0.95	1.00		0.95	1.00
Satd. Flow (prot)	1770	1583	1770	5037		1770	5085
Flt Permitted	0.95	1.00	0.27	1.00		0.32	1.00
Satd. Flow (perm)	1770	1583	504	5037		588	5085
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	6	5	15	714	48	30	1013
RTOR Reduction (vph)	0	5	0	6	0	0	0
Lane Group Flow (vph)	6	0	15	757	0	30	1013
Turn Type	Prot	Perm	Perm	NA		pm+pt	NA
Protected Phases	8			6		5	2
Permitted Phases		8	6			2	
Actuated Green, G (s)	1.2	1.2	58.0	58.0		66.5	66.5
Effective Green, g (s)	1.2	1.2	58.0	58.0		66.5	66.5
Actuated g/C Ratio	0.01	0.01	0.72	0.72		0.83	0.83
Clearance Time (s)	5.7	5.7	6.6	6.6		6.5	6.6
Vehicle Extension (s)	2.5	2.5	5.0	5.0		2.0	5.0
Lane Grp Cap (vph)	26	23	365	3651		518	4226
v/s Ratio Prot	c0.00			0.15		0.00	c0.20
v/s Ratio Perm		0.00	0.03			0.05	
v/c Ratio	0.23	0.00	0.04	0.21		0.06	0.24
Uniform Delay, d1	38.9	38.8	3.1	3.6		1.4	1.4
Progression Factor	1.00	1.00	0.54	0.51		1.00	1.00
Incremental Delay, d2	3.3	0.0	0.2	0.1		0.0	0.1
Delay (s)	42.2	38.9	1.9	1.9		1.5	1.6
Level of Service	D	D	A	A		A	A
Approach Delay (s)	40.7			1.9			1.6
Approach LOS	D			A			A

Intersection Summary			
HCM 2000 Control Delay	1.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.28		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	21.8
Intersection Capacity Utilization	37.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

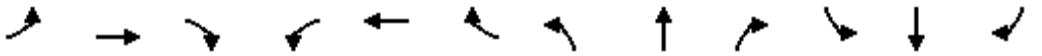
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	982	313	8	703	118	15
Future Volume (veh/h)	982	313	8	703	118	15
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1856	1870	1648	1870	1767
Adj Flow Rate, veh/h	1091	316	9	781	131	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	3	2	17	2	9
Cap, veh/h	3099	1371	354	2730	180	78
Arrive On Green	0.87	0.87	0.87	0.87	0.05	0.00
Sat Flow, veh/h	3647	1572	383	3214	3456	1497
Grp Volume(v), veh/h	1091	316	9	781	131	0
Grp Sat Flow(s),veh/h/ln	1777	1572	383	1566	1728	1497
Q Serve(g_s), s	9.6	5.5	0.8	7.2	6.3	0.0
Cycle Q Clear(g_c), s	9.6	5.5	10.4	7.2	6.3	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3099	1371	354	2730	180	78
V/C Ratio(X)	0.35	0.23	0.03	0.29	0.73	0.00
Avail Cap(c_a), veh/h	3099	1371	354	2730	882	382
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.80	0.80	1.00	0.00
Uniform Delay (d), s/veh	2.0	1.7	3.0	1.9	79.4	0.0
Incr Delay (d2), s/veh	0.3	0.4	0.1	0.2	6.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	1.1	0.1	1.4	3.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	2.3	2.1	3.1	2.1	86.0	0.0
LnGrp LOS	A	A	A	A	F	A
Approach Vol, veh/h	1407			790	131	
Approach Delay, s/veh	2.3			2.1	86.0	
Approach LOS	A			A	F	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		154.5		15.5		154.5
Change Period (Y+Rc), s		* 6.3		6.6		* 6.3
Max Green Setting (Gmax), s		* 1.1E2		43.4		* 1.1E2
Max Q Clear Time (g_c+I1), s		12.4		8.3		11.6
Green Ext Time (p_c), s		13.7		0.5		30.8

Intersection Summary	
HCM 6th Ctrl Delay	6.9
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	114	430	457	191	374	61	249	987	160	46	912	91
Future Volume (veh/h)	114	430	457	191	374	61	249	987	160	46	912	91
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1870	1841	1870	1678	1826	1530	1870	1870	1856	1870	1856
Adj Flow Rate, veh/h	125	473	247	210	411	12	274	1085	83	51	1002	33
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	2	4	2	15	5	25	2	2	3	2	3
Cap, veh/h	260	647	284	272	698	339	309	2667	828	64	2281	702
Arrive On Green	0.07	0.18	0.18	0.11	0.22	0.22	0.11	0.52	0.52	0.07	0.89	0.89
Sat Flow, veh/h	1767	3554	1560	1781	3188	1547	2826	5106	1585	1767	5106	1572
Grp Volume(v), veh/h	125	473	247	210	411	12	274	1085	83	51	1002	33
Grp Sat Flow(s),veh/h/ln	1767	1777	1560	1781	1594	1547	1413	1702	1585	1767	1702	1572
Q Serve(g_s), s	10.3	22.6	27.7	16.9	20.8	1.1	17.2	23.2	4.8	5.1	6.2	0.4
Cycle Q Clear(g_c), s	10.3	22.6	27.7	16.9	20.8	1.1	17.2	23.2	4.8	5.1	6.2	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	260	647	284	272	698	339	309	2667	828	64	2281	702
V/C Ratio(X)	0.48	0.73	0.87	0.77	0.59	0.04	0.89	0.41	0.10	0.79	0.44	0.05
Avail Cap(c_a), veh/h	303	847	372	368	972	472	389	2667	828	81	2281	702
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.94	0.94	0.94	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.98
Uniform Delay (d), s/veh	55.0	69.5	71.5	52.5	63.0	55.3	79.1	26.1	21.7	82.8	5.6	5.3
Incr Delay (d2), s/veh	1.3	2.2	15.0	6.8	0.8	0.0	18.1	0.5	0.2	32.0	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	10.4	12.1	8.0	8.5	0.4	7.0	9.4	1.8	2.8	1.7	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.3	71.6	86.6	59.4	63.8	55.4	97.2	26.6	21.9	114.8	6.2	5.5
LnGrp LOS	E	E	F	E	E	E	F	C	C	F	A	A
Approach Vol, veh/h		845			633			1442			1086	
Approach Delay, s/veh		73.7			62.2			39.7			11.3	
Approach LOS		E			E			D			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.3	100.6	19.6	46.5	26.9	87.0	26.3	39.9
Change Period (Y+Rc), s	* 6.7	6.6	7.3	7.1	7.2	6.6	7.0	7.1
Max Green Setting (Gmax), s	* 8.3	72.4	16.7	54.9	24.8	55.4	29.0	42.9
Max Q Clear Time (g_c+I1), s	7.1	25.2	12.3	22.8	19.2	8.2	18.9	29.7
Green Ext Time (p_c), s	0.0	9.2	0.1	2.7	0.4	8.0	0.4	3.1

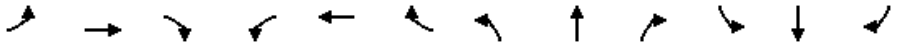
Intersection Summary	
HCM 6th Ctrl Delay	42.7
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	32	39	22	1132	8	21	999
Future Volume (vph)	32	39	22	1132	8	21	999
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.7	5.7	6.6	6.6		6.5	6.6
Lane Util. Factor	1.00	1.00	1.00	0.91		1.00	0.91
Frt	1.00	0.85	1.00	1.00		1.00	1.00
Flt Protected	0.95	1.00	0.95	1.00		0.95	1.00
Satd. Flow (prot)	1719	1583	1770	5075		1770	5085
Flt Permitted	0.95	1.00	0.24	1.00		0.18	1.00
Satd. Flow (perm)	1719	1583	450	5075		330	5085
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	36	44	25	1272	9	24	1122
RTOR Reduction (vph)	0	41	0	1	0	0	0
Lane Group Flow (vph)	36	3	25	1280	0	24	1122
Heavy Vehicles (%)	5%	2%	2%	2%	17%	2%	2%
Turn Type	Prot	Perm	Perm	NA		pm+pt	NA
Protected Phases	8			6		5	2
Permitted Phases		8	6			2	
Actuated Green, G (s)	5.9	5.9	63.3	63.3		71.8	71.8
Effective Green, g (s)	5.9	5.9	63.3	63.3		71.8	71.8
Actuated g/C Ratio	0.07	0.07	0.70	0.70		0.80	0.80
Clearance Time (s)	5.7	5.7	6.6	6.6		6.5	6.6
Vehicle Extension (s)	2.5	2.5	5.0	5.0		2.0	5.0
Lane Grp Cap (vph)	112	103	316	3569		295	4056
v/s Ratio Prot	c0.02			c0.25		0.00	c0.22
v/s Ratio Perm		0.00	0.06			0.06	
v/c Ratio	0.32	0.03	0.08	0.36		0.08	0.28
Uniform Delay, d1	40.1	39.4	4.2	5.3		2.4	2.4
Progression Factor	1.00	1.00	1.99	2.89		1.00	1.00
Incremental Delay, d2	1.2	0.1	0.4	0.3		0.0	0.2
Delay (s)	41.4	39.4	8.8	15.6		2.4	2.5
Level of Service	D	D	A	B		A	A
Approach Delay (s)	40.3			15.4			2.5
Approach LOS	D			B			A

Intersection Summary			
HCM 2000 Control Delay	10.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	21.8
Intersection Capacity Utilization	36.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



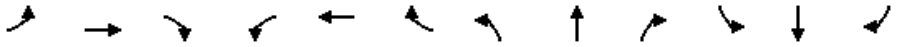
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	523	176	15	1016	20	162	21	3	13	37	37
Future Volume (veh/h)	32	523	176	15	1016	20	162	21	3	13	37	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1752	1841	1870	1826	1870	1826	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	35	568	156	16	1104	22	176	23	0	14	40	40
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
Percent Heavy Veh, %	2	10	4	2	5	2	5	2	2	2	2	2
Cap, veh/h	351	2446	1146	541	2549	1165	208	345	292	128	51	51
Arrive On Green	0.73	0.73	0.73	0.73	0.73	0.73	0.08	0.18	0.00	0.06	0.06	0.06
Sat Flow, veh/h	500	3328	1560	730	3469	1585	1739	1870	1585	1388	858	858
Grp Volume(v), veh/h	35	568	156	16	1104	22	176	23	0	14	0	80
Grp Sat Flow(s),veh/h/ln	500	1664	1560	730	1735	1585	1739	1870	1585	1388	0	1716
Q Serve(g_s), s	4.7	8.7	4.7	1.1	19.8	0.6	13.4	1.6	0.0	1.5	0.0	7.4
Cycle Q Clear(g_c), s	24.5	8.7	4.7	9.9	19.8	0.6	13.4	1.6	0.0	1.5	0.0	7.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.50
Lane Grp Cap(c), veh/h	351	2446	1146	541	2549	1165	208	345	292	128	0	102
V/C Ratio(X)	0.10	0.23	0.14	0.03	0.43	0.02	0.85	0.07	0.00	0.11	0.00	0.78
Avail Cap(c_a), veh/h	351	2446	1146	541	2549	1165	208	390	331	164	0	147
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.56	0.56	0.56	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.0	6.8	6.2	8.4	8.2	5.7	64.8	53.9	0.0	71.5	0.0	74.2
Incr Delay (d2), s/veh	0.6	0.2	0.2	0.1	0.3	0.0	26.5	0.1	0.0	0.8	0.0	25.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	3.0	1.6	0.2	6.9	0.2	2.4	0.8	0.0	0.6	0.0	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.6	7.0	6.5	8.4	8.6	5.7	91.3	54.0	0.0	72.3	0.0	99.9
LnGrp LOS	B	A	A	A	A	A	F	D	A	E	A	F
Approach Vol, veh/h		759			1142			199			94	
Approach Delay, s/veh		7.2			8.5			87.0			95.8	
Approach LOS		A			A			F			F	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		123.9		36.1		123.9	20.0	16.1				
Change Period (Y+Rc), s		* 6.3		6.6		* 6.3	6.6	* 6.6				
Max Green Setting (Gmax), s		* 1.1E2		33.4		* 1.1E2	13.4	* 14				
Max Q Clear Time (g_c+I1), s		21.8		3.6		26.5	15.4	9.4				
Green Ext Time (p_c), s		25.0		0.1		11.7	0.0	0.2				

Intersection Summary												
HCM 6th Ctrl Delay			18.9									
HCM 6th LOS			B									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	248	208	119	570	53	384	701	63	32	851	95
Future Volume (veh/h)	49	248	208	119	570	53	384	701	63	32	851	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1707	1856	1781	1856	1470	1870	1870	1707	1870	1870
Adj Flow Rate, veh/h	56	282	18	135	648	15	436	797	32	36	967	30
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	6	6	13	3	8	3	29	2	2	13	2	2
Cap, veh/h	135	639	269	297	752	349	473	2765	858	45	2002	621
Arrive On Green	0.04	0.19	0.19	0.07	0.22	0.22	0.17	0.54	0.54	0.03	0.39	0.39
Sat Flow, veh/h	1725	3441	1447	1767	3385	1572	2716	5106	1585	1626	5106	1585
Grp Volume(v), veh/h	56	282	18	135	648	15	436	797	32	36	967	30
Grp Sat Flow(s),veh/h/ln	1725	1721	1447	1767	1692	1572	1358	1702	1585	1626	1702	1585
Q Serve(g_s), s	4.2	11.6	1.6	9.7	29.5	1.2	25.3	13.6	1.5	3.5	22.7	1.9
Cycle Q Clear(g_c), s	4.2	11.6	1.6	9.7	29.5	1.2	25.3	13.6	1.5	3.5	22.7	1.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	135	639	269	297	752	349	473	2765	858	45	2002	621
V/C Ratio(X)	0.42	0.44	0.07	0.46	0.86	0.04	0.92	0.29	0.04	0.80	0.48	0.05
Avail Cap(c_a), veh/h	156	923	388	343	1077	500	523	2765	858	84	2002	621
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97
Uniform Delay (d), s/veh	52.0	57.8	53.7	47.4	59.9	48.9	65.0	19.9	17.2	77.4	36.5	30.1
Incr Delay (d2), s/veh	2.0	0.5	0.1	1.1	5.2	0.0	20.9	0.3	0.1	26.3	0.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	5.1	0.6	4.4	13.0	0.5	10.0	5.4	0.6	1.8	9.5	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.0	58.2	53.8	48.5	65.0	48.9	85.9	20.2	17.2	103.7	37.3	30.3
LnGrp LOS	D	E	D	D	E	D	F	C	B	F	D	C
Approach Vol, veh/h		356			798			1265			1033	
Approach Delay, s/veh		57.4			61.9			42.8			39.4	
Approach LOS		E			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.1	93.3	13.0	42.7	35.0	69.3	18.8	36.8
Change Period (Y+Rc), s	* 6.7	6.6	7.3	7.1	7.2	6.6	7.0	7.1
Max Green Setting (Gmax), s	* 8.3	65.4	7.7	50.9	30.8	42.4	16.0	42.9
Max Q Clear Time (g_c+I1), s	5.5	15.6	6.2	31.5	27.3	24.7	11.7	13.6
Green Ext Time (p_c), s	0.0	6.0	0.0	4.1	0.6	6.0	0.1	1.8

Intersection Summary	
HCM 6th Ctrl Delay	47.7
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Volume (veh/h)	24	8	40	6	7	5	14	34	671	45	28	952	20
Future Volume (veh/h)	24	8	40	6	7	5	14	34	671	45	28	952	20
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No				No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870		1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	9	43	6	7	5		36	714	48	30	1013	21
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94		0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2	2	2	2
Cap, veh/h	297	43	207	158	161	244		414	2899	194	491	3565	74
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15		0.59	0.59	0.59	0.02	0.69	0.69
Sat Flow, veh/h	1402	282	1346	598	1044	1585		546	4889	327	1781	5149	107
Grp Volume(v), veh/h	26	0	52	13	0	5		36	496	266	30	670	364
Grp Sat Flow(s),veh/h/ln	1402	0	1628	1642	0	1585		546	1702	1812	1781	1702	1851
Q Serve(g_s), s	1.3	0.0	2.2	0.0	0.0	0.2		2.3	5.6	5.6	0.5	6.0	6.0
Cycle Q Clear(g_c), s	1.8	0.0	2.2	0.5	0.0	0.2		2.3	5.6	5.6	0.5	6.0	6.0
Prop In Lane	1.00		0.83	0.46		1.00		1.00		0.18	1.00		0.06
Lane Grp Cap(c), veh/h	297	0	250	318	0	244		414	2019	1074	491	2357	1282
V/C Ratio(X)	0.09	0.00	0.21	0.04	0.00	0.02		0.09	0.25	0.25	0.06	0.28	0.28
Avail Cap(c_a), veh/h	345	0	305	318	0	244		414	2019	1074	603	2357	1282
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00		0.97	0.97	0.97	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.6	0.0	29.6	28.8	0.0	28.7		7.1	7.8	7.8	5.8	4.7	4.7
Incr Delay (d2), s/veh	0.0	0.0	0.2	0.2	0.0	0.2		0.4	0.3	0.5	0.0	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.9	0.2	0.0	0.1		0.3	1.7	1.9	0.1	1.5	1.7
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	29.6	0.0	29.7	29.1	0.0	28.9		7.5	8.0	8.3	5.8	5.0	5.3
LnGrp LOS	C	A	C	C	A	C		A	A	A	A	A	A
Approach Vol, veh/h		78			18				798			1064	
Approach Delay, s/veh		29.7			29.0				8.1			5.1	
Approach LOS		C			C				A			A	

Timer - Assigned Phs		2		4	5	6		8					
Phs Duration (G+Y+Rc), s		62.0		18.0	8.0	54.0		18.0					
Change Period (Y+Rc), s		* 6.6		* 5.7	6.5	* 6.6		* 5.7					
Max Green Setting (Gmax), s		* 55		* 15	6.5	* 42		* 12					
Max Q Clear Time (g_c+I1), s		8.0		4.2	2.5	7.6		2.5					
Green Ext Time (p_c), s		16.3		0.0	0.0	10.9		0.0					

Intersection Summary													
HCM 6th Ctrl Delay			7.5										
HCM 6th LOS			A										

Notes

User approved ignoring U-Turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

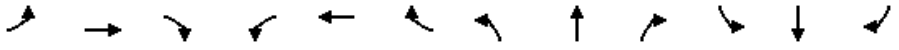
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	965	310	8	688	28	117	23	15	11	15	20
Future Volume (veh/h)	38	965	310	8	688	28	117	23	15	11	15	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1856	1870	1648	1870	1870	1870	1767	1870	1870	1870
Adj Flow Rate, veh/h	42	1072	312	9	764	31	130	26	0	12	17	22
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	3	2	17	2	2	2	9	2	2	2
Cap, veh/h	500	2668	1180	294	2351	1190	246	324	260	138	51	66
Arrive On Green	0.75	0.75	0.75	0.75	0.75	0.75	0.08	0.17	0.00	0.07	0.07	0.07
Sat Flow, veh/h	683	3554	1572	391	3131	1585	1781	1870	1497	1385	740	958
Grp Volume(v), veh/h	42	1072	312	9	764	31	130	26	0	12	0	39
Grp Sat Flow(s),veh/h/ln	683	1777	1572	391	1566	1585	1781	1870	1497	1385	0	1698
Q Serve(g_s), s	3.7	18.3	10.5	1.4	13.7	0.8	11.3	2.0	0.0	1.4	0.0	3.7
Cycle Q Clear(g_c), s	17.4	18.3	10.5	19.7	13.7	0.8	11.3	2.0	0.0	1.4	0.0	3.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.56
Lane Grp Cap(c), veh/h	500	2668	1180	294	2351	1190	246	324	260	138	0	117
V/C Ratio(X)	0.08	0.40	0.26	0.03	0.33	0.03	0.53	0.08	0.00	0.09	0.00	0.33
Avail Cap(c_a), veh/h	500	2668	1180	294	2351	1190	269	477	382	235	0	237
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.79	0.79	0.79	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.8	7.6	6.6	11.1	7.0	5.4	65.0	58.9	0.0	74.4	0.0	75.5
Incr Delay (d2), s/veh	0.3	0.5	0.5	0.2	0.3	0.0	1.8	0.1	0.0	0.6	0.0	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	6.6	3.6	0.1	4.4	0.3	5.3	1.0	0.0	0.5	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.2	8.0	7.1	11.2	7.3	5.4	66.8	59.0	0.0	74.9	0.0	79.0
LnGrp LOS	B	A	A	B	A	A	E	E	A	E	A	E
Approach Vol, veh/h		1426			804			156			51	
Approach Delay, s/veh		7.9			7.3			65.5			78.0	
Approach LOS		A			A			E			E	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		133.9		36.1		133.9	17.8	18.3				
Change Period (Y+Rc), s		* 6.3		6.6		* 6.3	4.5	* 6.6				
Max Green Setting (Gmax), s		* 1.1E2		43.4		* 1.1E2	15.5	* 24				
Max Q Clear Time (g_c+I1), s		21.7		4.0		20.3	13.3	5.7				
Green Ext Time (p_c), s		14.1		0.1		32.1	0.1	0.3				

Intersection Summary												
HCM 6th Ctrl Delay			12.8									
HCM 6th LOS			B									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	429	453	196	375	67	256	1047	172	50	937	90
Future Volume (veh/h)	113	429	453	196	375	67	256	1047	172	50	937	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1870	1841	1870	1678	1826	1530	1870	1870	1856	1870	1856
Adj Flow Rate, veh/h	124	471	243	215	412	19	281	1151	96	55	1030	32
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	2	4	2	15	5	25	2	2	3	2	3
Cap, veh/h	259	640	281	275	700	340	315	2650	823	69	2267	698
Arrive On Green	0.07	0.18	0.18	0.11	0.22	0.22	0.11	0.52	0.52	0.04	0.44	0.44
Sat Flow, veh/h	1767	3554	1560	1781	3188	1547	2826	5106	1585	1767	5106	1572
Grp Volume(v), veh/h	124	471	243	215	412	19	281	1151	96	55	1030	32
Grp Sat Flow(s),veh/h/ln	1767	1777	1560	1781	1594	1547	1413	1702	1585	1767	1702	1572
Q Serve(g_s), s	10.2	22.5	27.2	17.3	20.9	1.7	17.7	25.2	5.6	5.6	25.3	2.1
Cycle Q Clear(g_c), s	10.2	22.5	27.2	17.3	20.9	1.7	17.7	25.2	5.6	5.6	25.3	2.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	259	640	281	275	700	340	315	2650	823	69	2267	698
V/C Ratio(X)	0.48	0.74	0.86	0.78	0.59	0.06	0.89	0.43	0.12	0.79	0.45	0.05
Avail Cap(c_a), veh/h	302	847	372	367	972	472	389	2650	823	81	2267	698
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	55.3	69.7	71.7	52.4	63.0	55.5	78.9	26.9	22.2	85.7	34.9	28.4
Incr Delay (d2), s/veh	1.3	2.2	14.1	7.6	0.8	0.1	18.9	0.5	0.3	33.7	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	10.4	11.9	8.3	8.5	0.7	7.2	10.3	2.2	3.2	10.5	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.6	71.9	85.8	60.0	63.8	55.6	97.8	27.4	22.4	119.5	35.5	28.5
LnGrp LOS	E	E	F	E	E	E	F	C	C	F	D	C
Approach Vol, veh/h		838			646			1528			1117	
Approach Delay, s/veh		73.7			62.3			40.0			39.4	
Approach LOS		E			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.8	100.0	19.6	46.6	27.3	86.5	26.7	39.5
Change Period (Y+Rc), s	* 6.7	6.6	7.3	7.1	7.2	6.6	7.0	7.1
Max Green Setting (Gmax), s	* 8.3	72.4	16.7	54.9	24.8	55.4	29.0	42.9
Max Q Clear Time (g_c+I1), s	7.6	27.2	12.2	22.9	19.7	27.3	19.3	29.2
Green Ext Time (p_c), s	0.0	10.0	0.1	2.8	0.4	7.6	0.4	3.2

Intersection Summary	
HCM 6th Ctrl Delay	50.2
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Volume (veh/h)	19	4	29	32	7	39	22	44	1122	8	21	984	35
Future Volume (veh/h)	19	4	29	32	7	39	22	44	1122	8	21	984	35
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No				No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870		1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	4	33	36	8	44		49	1261	9	24	1106	39
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89		0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2	2	2	2
Cap, veh/h	259	29	242	252	49	267		335	2671	19	418	3479	123
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17		0.51	0.51	0.51	0.10	0.69	0.69
Sat Flow, veh/h	1352	174	1437	1042	290	1585		491	5230	37	1781	5064	178
Grp Volume(v), veh/h	21	0	37	44	0	44		49	821	449	24	743	402
Grp Sat Flow(s),veh/h/ln	1352	0	1612	1332	0	1585		491	1702	1864	1781	1702	1838
Q Serve(g_s), s	1.2	0.0	1.7	1.7	0.0	2.0		4.6	13.2	13.2	0.4	7.4	7.4
Cycle Q Clear(g_c), s	4.5	0.0	1.7	3.3	0.0	2.0		4.6	13.2	13.2	0.4	7.4	7.4
Prop In Lane	1.00		0.89	0.82		1.00		1.00		0.02	1.00		0.10
Lane Grp Cap(c), veh/h	259	0	271	301	0	267		335	1738	952	418	2339	1263
V/C Ratio(X)	0.08	0.00	0.14	0.15	0.00	0.17		0.15	0.47	0.47	0.06	0.32	0.32
Avail Cap(c_a), veh/h	259	0	271	301	0	267		335	1738	952	418	2339	1263
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.8	0.0	30.1	31.0	0.0	30.2		11.3	13.4	13.4	7.2	5.3	5.3
Incr Delay (d2), s/veh	0.6	0.0	1.0	1.0	0.0	1.3		0.9	0.9	1.7	0.3	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.7	0.9	0.0	0.9		0.5	4.5	5.2	0.2	1.9	2.2
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	33.4	0.0	31.1	32.0	0.0	31.6		12.2	14.3	15.1	7.5	5.7	6.0
LnGrp LOS	C	A	C	C	A	C		B	B	B	A	A	A
Approach Vol, veh/h		58			88				1319			1169	
Approach Delay, s/veh		31.9			31.8				14.5			5.8	
Approach LOS		C			C				B			A	

Timer - Assigned Phs		2		4	5	6		8					
Phs Duration (G+Y+Rc), s		65.0		20.0	15.0	50.0		20.0					
Change Period (Y+Rc), s		* 6.6		* 5.7	6.5	* 6.6		* 5.7					
Max Green Setting (Gmax), s		* 58		* 14	8.5	* 43		* 14					
Max Q Clear Time (g_c+I1), s		9.4		6.5	2.4	15.2		5.3					
Green Ext Time (p_c), s		19.0		0.0	0.0	17.3		0.1					

Intersection Summary													
HCM 6th Ctrl Delay			11.6										
HCM 6th LOS			B										

Notes

User approved ignoring U-Turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

APPENDIX D

Raw Traffic Counts

Alpharetta, GA

Peak Hour Turning Movement Count

Marr Traffic Inc

www.marrtraffic.com

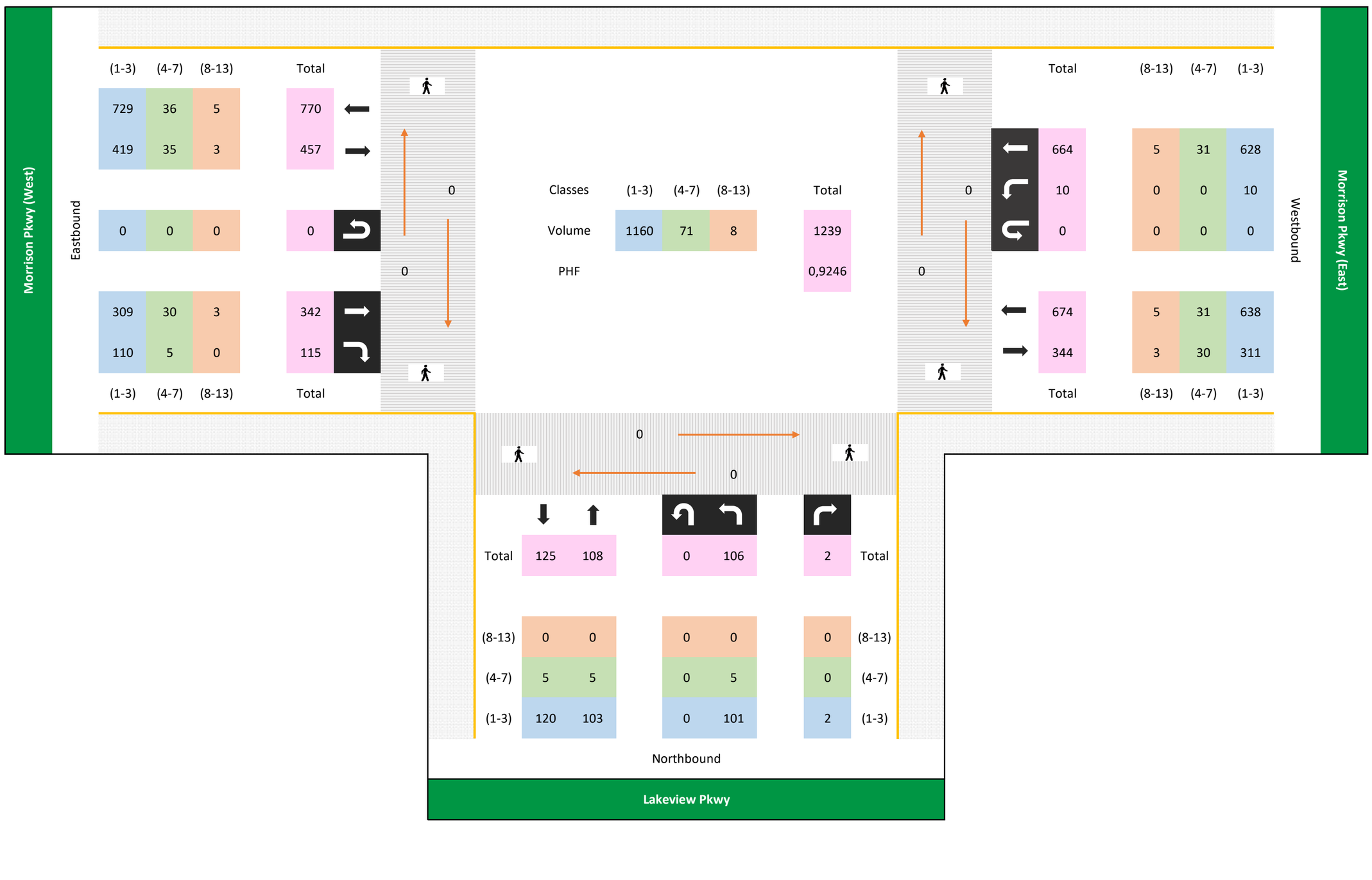
Wednesday, January 27, 2021	
Period	0700 - 0900
Peak Hour	0730 - 0830

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound										Eastbound					Westbound					
	Lakeview Pkwy										Morrison Pkwy (West)					Morrison Pkwy (East)					
Time	Left 3.1		Right 3.2	U-Turn 3.3	App Total					App Total		Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Thru 3.8		U-Turn 3.9	App Total	Int Total
0730 - 0745	31	-	0	0	31	-	-	-	-	0	-	108	40	0	148	1	155	-	0	156	335
0745 - 0800	22	-	1	0	23	-	-	-	-	0	-	81	25	0	106	3	190	-	0	193	322
0800 - 0815	26	-	1	0	27	-	-	-	-	0	-	75	29	0	104	4	156	-	0	160	291
0815 - 0830	27	-	0	0	27	-	-	-	-	0	-	78	21	0	99	2	163	-	0	165	291
Total	106	0	2	0	108	0	0	0	0	0	0	342	115	0	457	10	664	0	0	674	1239
Approach %	98,15	0,00	1,85	0,00	-	0,00	0,00	0,00	0,00	-	0,00	74,84	25,16	0,00	-	1,48	98,52	0,00	0,00	-	
PHF	0,85	0,00	0,50	0,00	**0,87**	0,00	0,00	0,00	0,00	**0,00**	0,00	0,79	0,72	0,00	**0,77**	0,63	0,87	0,00	0,00	**0,87**	**0,92**

Bikes

	Northbound										Eastbound					Westbound					
	Lakeview Pkwy										Morrison Pkwy (West)					Morrison Pkwy (East)					
Time	Left 3.1		Right 3.2	U-Turn 3.3	App Total					App Total		Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Thru 3.8		U-Turn 3.9	App Total	Int Total
0730 - 0745	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	0	-	0	0	0
0745 - 0800	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	0	-	0	0	0
0800 - 0815	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	0	-	0	0	0
0815 - 0830	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0,00	0,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-	
PHF	0,00	0,00	0,00	0,00	**0,00**	0,00	0,00	0,00	0,00	**0,00**	0,00	0,00	0,00	0,00	**0,00**	0,00	0,00	0,00	0,00	**0,00**	**0,00**

Passenger Vehicles (1-3)

	Northbound										Eastbound					Westbound					
	Lakeview Pkwy										Morrison Pkwy (West)					Morrison Pkwy (East)					
Time	Left 3.1		Right 3.2	U-Turn 3.3	App Total					App Total		Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Thru 3.8		U-Turn 3.9	App Total	Int Total
0730 - 0745	30	-	0	0	30	-	-	-	-	0	-	98	37	0	135	1	147	-	0	148	313
0745 - 0800	22	-	1	0	23	-	-	-	-	0	-	75	25	0	100	3	185	-	0	188	311
0800 - 0815	24	-	1	0	25	-	-	-	-	0	-	66	28	0	94	4	144	-	0	148	267
0815 - 0830	25	-	0	0	25	-	-	-	-	0	-	70	20	0	90	2	152	-	0	154	269
Total	101	0	2	0	103	0	0	0	0	0	0	309	110	0	419	10	628	0	0	638	1160
Approach %	98,06	0,00	1,94	0,00	-	0,00	0,00	0,00	0,00	-	0,00	73,75	26,25	0,00	-	1,57	98,43	0,00	0,00	-	
PHF	0,84	0,00	0,50	0,00	**0,86**	0,00	0,00	0,00	0,00	**0,00**	0,00	0,79	0,74	0,00	**0,78**	0,63	0,85	0,00	0,00	**0,85**	**0,93**

Single Unit Trucks (4-7)

	Northbound										Eastbound					Westbound					
	Lakeview Pkwy										Morrison Pkwy (West)					Morrison Pkwy (East)					
Time	Left 3.1		Right 3.2	U-Turn 3.3	App Total					App Total		Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Thru 3.8		U-Turn 3.9	App Total	Int Total
0730 - 0745	1	-	0	0	1	-	-	-	-	0	-	9	3	0	12	0	7	-	0	7	20
0745 - 0800	0	-	0	0	0	-	-	-	-	0	-	6	0	0	6	0	5	-	0	5	11
0800 - 0815	2	-	0	0	2	-	-	-	-	0	-	8	1	0	9	0	9	-	0	9	20
0815 - 0830	2	-	0	0	2	-	-	-	-	0	-	7	1	0	8	0	10	-	0	10	20
Total	5	0	0	0	5	0	0	0	0	0	0	30	5	0	35	0	31	0	0	31	71
Approach %	100,00	0,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-	0,00	85,71	14,29	0,00	-	0,00	100,00	0,00	0,00	-	
PHF	0,63	0,00	0,00	0,00	**0,63**	0,00	0,00	0,00	0,00	**0,00**	0,00	0,83	0,42	0,00	**0,73**	0,00	0,78	0,00	0,00	**0,78**	**0,89**

Combination Trucks (8-13)

	Northbound										Eastbound					Westbound					
	Lakeview Pkwy										Morrison Pkwy (West)					Morrison Pkwy (East)					
Time	Left 3.1		Right 3.2	U-Turn 3.3	App Total					App Total		Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Thru 3.8		U-Turn 3.9	App Total	Int Total
0730 - 0745	0	-	0	0	0	-	-	-	-	0	-	1	0	0	1	0	1	-	0	1	2
0745 - 0800	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	0	-	0	0	0
0800 - 0815	0	-	0	0	0	-	-	-	-	0	-	1	0	0	1	0	3	-	0	3	4
0815 - 0830	0	-	0	0	0	-	-	-	-	0	-	1	0	0	1	0	1	-	0	1	2
Total	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	5	0	0	5	8
Approach %	0,00	0,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-	0,00	100,00	0,00	0,00	-	0,00	100,00	0,00	0,00	-	
PHF	0,00	0,00	0,00	0,00	**0,00**	0,00	0,00	0,00	0,00	**0,00**	0,00	0,75	0,00	0,00	**0,75**	0,00	0,42	0,00	0,00	**0,42**	**0,50**

Pedestrians

	Northbound										Eastbound					Westbound					
	Lakeview Pkwy										Morrison Pkwy (West)					Morrison Pkwy (East)					
Time	EB 3a	WB 3b			App Total					App Total	NB 3e	SB 3f			App Total	NB 3g	SB 3h			App Total	Int Total
0730 - 0745	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0
0745 - 0800	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0
0800 - 0815	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0
0815 - 0830	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0,00	0,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-	
PHF	0,00	0,00	0,00	0,00	**0,00**	0,00	0,00	0,00	0,00	**0,00**	0,00	0,00	0,00	0,00	**0,00**	0,00	0,00	0,00	0,00	**0,00**	**0,00**

Alpharetta, GA

Peak Hour Turning Movement Count

Marr Traffic Inc

www.marrtraffic.com

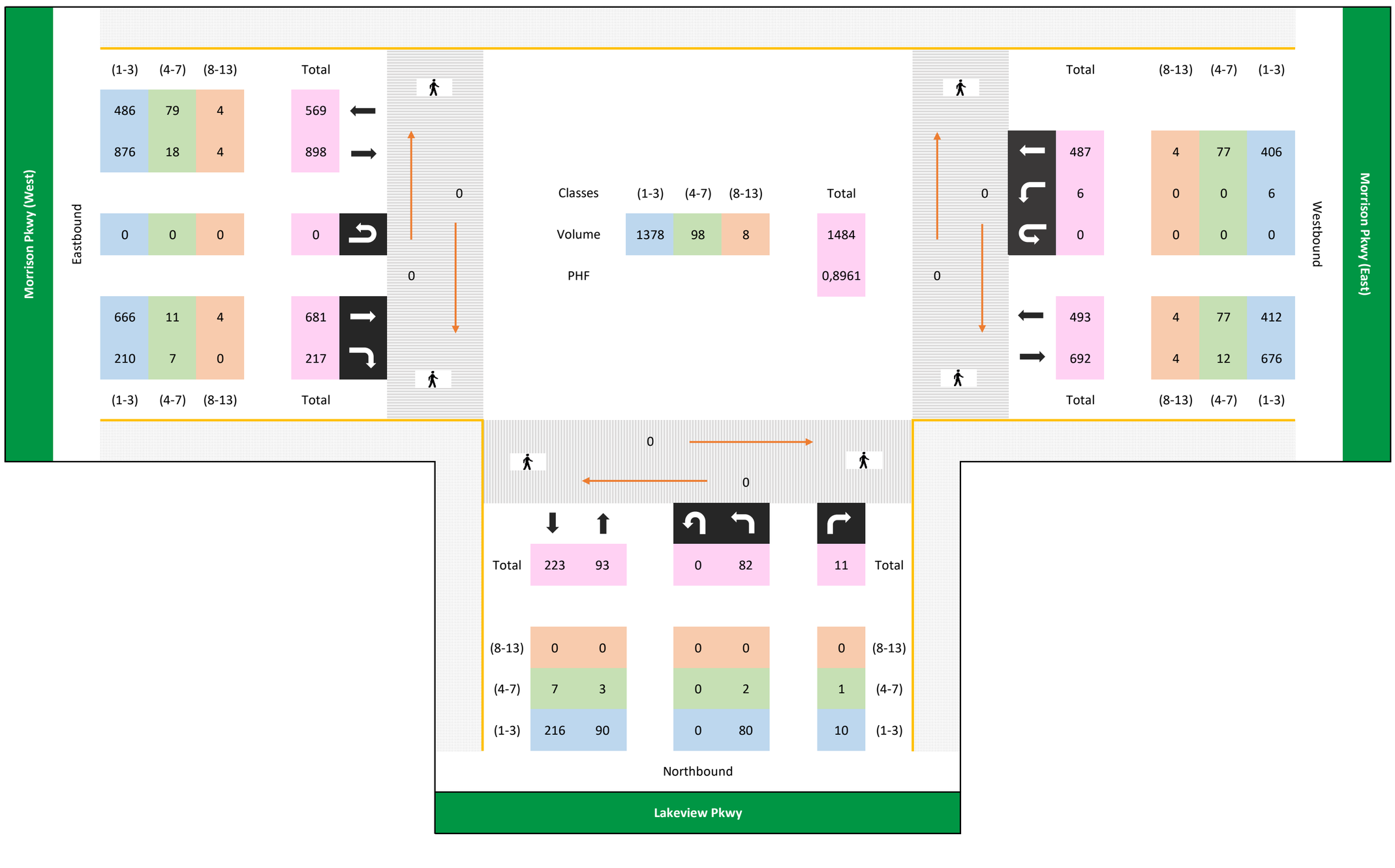
Wednesday, January 27, 2021	
Period	1615 - 1815
Peak Hour	1630 - 1730

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound										Eastbound					Westbound					
	Lakeview Pkwy										Morrison Pkwy (West)					Morrison Pkwy (East)					
Time	Left 3.1		Right 3.2	U-Turn 3.3	App Total					App Total		Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Thru 3.8		U-Turn 3.9	App Total	Int Total
1630 - 1645	17	-	0	0	17	-	-	-	-	0	-	175	52	0	227	1	123	-	0	124	368
1645 - 1700	15	-	3	0	18	-	-	-	-	0	-	142	46	0	188	0	126	-	0	126	332
1700 - 1715	28	-	5	0	33	-	-	-	-	0	-	189	66	0	255	2	124	-	0	126	414
1715 - 1730	22	-	3	0	25	-	-	-	-	0	-	175	53	0	228	3	114	-	0	117	370
Total	82	0	11	0	93	0	0	0	0	0	0	681	217	0	898	6	487	0	0	493	1484
Approach %	88,17	0,00	11,83	0,00	-	0,00	0,00	0,00	0,00	-	0,00	75,84	24,16	0,00	-	1,22	98,78	0,00	0,00	-	
PHF	0,73	0,00	0,55	0,00	**0,70**	0,00	0,00	0,00	0,00	**0,00**	0,00	0,90	0,82	0,00	**0,88**	0,50	0,97	0,00	0,00	**0,98**	**0,90**

Bikes

	Northbound										Eastbound					Westbound					
	Lakeview Pkwy										Morrison Pkwy (West)					Morrison Pkwy (East)					
Time	Left 3.1		Right 3.2	U-Turn 3.3	App Total					App Total		Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Thru 3.8		U-Turn 3.9	App Total	Int Total
1630 - 1645	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	0	-	0	0	0
1645 - 1700	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	0	-	0	0	0
1700 - 1715	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	0	-	0	0	0
1715 - 1730	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0,00	0,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-	
PHF	0,00	0,00	0,00	0,00	**0,00**	0,00	0,00	0,00	0,00	**0,00**	0,00	0,00	0,00	0,00	**0,00**	0,00	0,00	0,00	0,00	**0,00**	**0,00**

Passenger Vehicles (1-3)

	Northbound										Eastbound					Westbound					
	Lakeview Pkwy										Morrison Pkwy (West)					Morrison Pkwy (East)					
Time	Left 3.1		Right 3.2	U-Turn 3.3	App Total					App Total		Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Thru 3.8		U-Turn 3.9	App Total	Int Total
1630 - 1645	17	-	0	0	17	-	-	-	-	0	-	172	49	0	221	1	96	-	0	97	335
1645 - 1700	15	-	3	0	18	-	-	-	-	0	-	138	45	0	183	0	95	-	0	95	296
1700 - 1715	26	-	4	0	30	-	-	-	-	0	-	185	66	0	251	2	106	-	0	108	389
1715 - 1730	22	-	3	0	25	-	-	-	-	0	-	171	50	0	221	3	109	-	0	112	358
Total	80	0	10	0	90	0	0	0	0	0	0	666	210	0	876	6	406	0	0	412	1378
Approach %	88,89	0,00	11,11	0,00	-	0,00	0,00	0,00	0,00	-	0,00	76,03	23,97	0,00	-	1,46	98,54	0,00	0,00	-	
PHF	0,77	0,00	0,63	0,00	**0,75**	0,00	0,00	0,00	0,00	**0,00**	0,00	0,90	0,80	0,00	**0,87**	0,50	0,93	0,00	0,00	**0,92**	**0,89**

Single Unit Trucks (4-7)

	Northbound										Eastbound					Westbound					
	Lakeview Pkwy										Morrison Pkwy (West)					Morrison Pkwy (East)					
Time	Left 3.1		Right 3.2	U-Turn 3.3	App Total					App Total		Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Thru 3.8		U-Turn 3.9	App Total	Int Total
1630 - 1645	0	-	0	0	0	-	-	-	-	0	-	3	3	0	6	0	26	-	0	26	32
1645 - 1700	0	-	0	0	0	-	-	-	-	0	-	4	1	0	5	0	30	-	0	30	35
1700 - 1715	2	-	1	0	3	-	-	-	-	0	-	2	0	0	2	0	16	-	0	16	21
1715 - 1730	0	-	0	0	0	-	-	-	-	0	-	2	3	0	5	0	5	-	0	5	10
Total	2	0	1	0	3	0	0	0	0	0	0	11	7	0	18	0	77	0	0	77	98
Approach %	66,67	0,00	33,33	0,00	-	0,00	0,00	0,00	0,00	-	0,00	61,11	38,89	0,00	-	0,00	100,00	0,00	0,00	-	
PHF	0,25	0,00	0,25	0,00	**0,25**	0,00	0,00	0,00	0,00	**0,00**	0,00	0,69	0,58	0,00	**0,75**	0,00	0,64	0,00	0,00	**0,64**	**0,70**

Combination Trucks (8-13)

	Northbound										Eastbound					Westbound					
	Lakeview Pkwy										Morrison Pkwy (West)					Morrison Pkwy (East)					
Time	Left 3.1		Right 3.2	U-Turn 3.3	App Total					App Total		Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Thru 3.8		U-Turn 3.9	App Total	Int Total
1630 - 1645	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	1	-	0	1	1
1645 - 1700	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	1	-	0	1	1
1700 - 1715	0	-	0	0	0	-	-	-	-	0	-	2	0	0	2	0	2	-	0	2	4
1715 - 1730	0	-	0	0	0	-	-	-	-	0	-	2	0	0	2	0	0	-	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	4	0	0	4	8
Approach %	0,00	0,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-	0,00	100,00	0,00	0,00	-	0,00	100,00	0,00	0,00	-	
PHF	0,00	0,00	0,00	0,00	**0,00**	0,00	0,00	0,00	0,00	**0,00**	0,00	0,50	0,00	0,00	**0,50**	0,00	0,50	0,00	0,00	**0,50**	**0,50**

Pedestrians

	Northbound										Eastbound					Westbound					
	Lakeview Pkwy										Morrison Pkwy (West)					Morrison Pkwy (East)					
Time	EB 3a	WB 3b			App Total					App Total	NB 3e	SB 3f			App Total	NB 3g	SB 3h			App Total	Int Total
1630 - 1645	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0
1645 - 1700	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0
1700 - 1715	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0
1715 - 1730	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0,00	0,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-	
PHF	0,00	0,00	0,00	0,00	**0,00**	0,00	0,00	0,00	0,00	**0,00**	0,00	0,00	0,00	0,00	**0,00**	0,00	0,00	0,00	0,00	**0,00**	**0,00**

Alpharetta, GA
Classified Turn Movement Count

Site 3 of 4
Lakeview Pkwy

Morrison Pkwy (West)
Morrison Pkwy (East)

Lat/Long
34,059001°, -84,292282°

Date
Wednesday, January 27, 2021

Weather
Mostly Cloudy
54°F

Marr Traffic Inc
www.marrtraffic.com

0700 - 0900 (Weekday 2h Session) (27-01-2021)
All vehicles

	Northbound				Eastbound				Westbound				
	Lakeview Pkwy				Morrison Pkwy (West)				Morrison Pkwy (East)				
TIME	Left 3.1	Right 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Thru 3.8	U-Turn 3.9	App Total	Int Total
0700 - 0715	15	1	0	16	32	10	0	42	1	131	0	132	190
0715 - 0730	19	1	0	20	91	23	0	114	1	155	0	156	290
0730 - 0745	31	0	0	31	108	40	0	148	1	155	0	156	335
0745 - 0800	22	1	0	23	81	25	0	106	3	190	0	193	322
Hourly Total	87	3	0	**90**	312	98	0	**410**	6	631	0	**637**	**1137**
0800 - 0815	26	1	0	27	75	29	0	104	4	156	0	160	291
0815 - 0830	27	0	0	27	78	21	0	99	2	163	0	165	291
0830 - 0845	13	1	0	14	90	23	0	113	4	131	0	135	262
0845 - 0900	24	0	0	24	83	31	0	114	3	194	0	197	335
Hourly Total	90	2	0	**92**	326	104	0	**430**	13	644	0	**657**	**1179**
Grand Total	177	5	0	**182**	638	202	0	**840**	19	1275	0	**1294**	**2316**
Approach %	97,25	2,75	0,00	-	75,95	24,05	0,00	-	1,47	98,53	0,00	-	
Intersection %	7,64	0,22	0,00	7,86	27,55	8,72	0,00	36,27	0,82	55,05	0,00	55,87	
PHF	0,85	0,50	0,00	**0,87**	0,79	0,72	0,00	**0,77**	0,63	0,87	0,00	**0,87**	**0,92**

1615 - 1815 (Weekday 2h Session) (27-01-2021)
All vehicles

	Northbound				Eastbound				Westbound				
	Lakeview Pkwy				Morrison Pkwy (West)				Morrison Pkwy (East)				
TIME	Left 3.1	Right 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Thru 3.8	U-Turn 3.9	App Total	Int Total
1615 - 1630	13	2	0	15	147	48	0	195	1	129	0	130	340
1630 - 1645	17	0	0	17	175	52	0	227	1	123	0	124	368
1645 - 1700	15	3	0	18	142	46	0	188	0	126	0	126	332
1700 - 1715	28	5	0	33	189	66	0	255	2	124	0	126	414
Hourly Total	73	10	0	**83**	653	212	0	**865**	4	502	0	**506**	**1454**
1715 - 1730	22	3	0	25	175	53	0	228	3	114	0	117	370
1730 - 1745	20	4	0	24	168	52	0	220	0	105	0	105	349
1745 - 1800	12	1	0	13	132	32	0	164	0	108	0	108	285
1800 - 1815	17	2	0	19	118	40	0	158	1	101	0	102	279
Hourly Total	71	10	0	**81**	593	177	0	**770**	4	428	0	**432**	**1283**
Grand Total	144	20	0	**164**	1246	389	0	**1635**	8	930	0	**938**	**2737**
Approach %	87,80	12,20	0,00	-	76,21	23,79	0,00	-	0,85	99,15	0,00	-	
Intersection %	5,26	0,73	0,00	5,99	45,52	14,21	0,00	59,74	0,29	33,98	0,00	34,27	
PHF	0,73	0,55	0,00	**0,70**	0,90	0,82	0,00	**0,88**	0,50	0,97	0,00	**0,98**	**0,90**

Alpharetta, GA
Classified Turn Movement Count

Site 3 of 4
Lakeview Pkwy

Morrison Pkwy (West)
Morrison Pkwy (East)

Lat/Long
34,059001°, -84,292282°

Date
Wednesday, January 27, 2021

Weather
Mostly Cloudy
54°F

Marr Traffic Inc
www.marrtraffic.com

0700 - 0900 (Weekday 2h Session) (27-01-2021)
Bikes

	Northbound				Eastbound				Westbound				
	Lakeview Pkwy				Morrison Pkwy (West)				Morrison Pkwy (East)				
TIME	Left 3.1	Right 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Thru 3.8	U-Turn 3.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0,00	0,00	0,00	-	0,00	0,00	0,00	-	0,00	0,00	0,00	-	
Intersection %	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	

1615 - 1815 (Weekday 2h Session) (27-01-2021)
Bikes

	Northbound				Eastbound				Westbound				
	Lakeview Pkwy				Morrison Pkwy (West)				Morrison Pkwy (East)				
TIME	Left 3.1	Right 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Thru 3.8	U-Turn 3.9	App Total	Int Total
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0,00	0,00	0,00	-	0,00	0,00	0,00	-	0,00	0,00	0,00	-	
Intersection %	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	

Alpharetta, GA
Classified Turn Movement Count

Site 3 of 4
Lakeview Pkwy

Morrison Pkwy (West)
Morrison Pkwy (East)

Lat/Long
34,059001°, -84,292282°

Date
Wednesday, January 27, 2021

Weather
Mostly Cloudy
54°F

Marr Traffic Inc
www.marrtraffic.com

0700 - 0900 (Weekday 2h Session) (27-01-2021)
Passenger Vehicles (1-3)

	Northbound Lakeview Pkwy				Eastbound Morrison Pkwy (West)				Westbound Morrison Pkwy (East)				
TIME	Left 3.1	Right 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Thru 3.8	U-Turn 3.9	App Total	Int Total
0700 - 0715	15	1	0	16	29	10	0	39	1	123	0	124	179
0715 - 0730	19	1	0	20	78	22	0	100	1	150	0	151	271
0730 - 0745	30	0	0	30	98	37	0	135	1	147	0	148	313
0745 - 0800	22	1	0	23	75	25	0	100	3	185	0	188	311
Hourly Total	86	3	0	**89**	280	94	0	**374**	6	605	0	**611**	**1074**
0800 - 0815	24	1	0	25	66	28	0	94	4	144	0	148	267
0815 - 0830	25	0	0	25	70	20	0	90	2	152	0	154	269
0830 - 0845	12	1	0	13	85	23	0	108	4	108	0	112	233
0845 - 0900	22	0	0	22	76	31	0	107	3	139	0	142	271
Hourly Total	83	2	0	**85**	297	102	0	**399**	13	543	0	**556**	**1040**
Grand Total	169	5	0	**174**	577	196	0	**773**	19	1148	0	**1167**	**2114**
Approach %	97,13	2,87	0,00	-	74,64	25,36	0,00	-	1,63	98,37	0,00	-	
Intersection %	7,99	0,24	0,00	8,23	27,29	9,27	0,00	36,57	0,90	54,30	0,00	55,20	

1615 - 1815 (Weekday 2h Session) (27-01-2021)
Passenger Vehicles (1-3)

	Northbound Lakeview Pkwy				Eastbound Morrison Pkwy (West)				Westbound Morrison Pkwy (East)				
TIME	Left 3.1	Right 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Thru 3.8	U-Turn 3.9	App Total	Int Total
1615 - 1630	11	2	0	13	140	47	0	187	1	112	0	113	313
1630 - 1645	17	0	0	17	172	49	0	221	1	96	0	97	335
1645 - 1700	15	3	0	18	138	45	0	183	0	95	0	95	296
1700 - 1715	26	4	0	30	185	66	0	251	2	106	0	108	389
Hourly Total	69	9	0	**78**	635	207	0	**842**	4	409	0	**413**	**1333**
1715 - 1730	22	3	0	25	171	50	0	221	3	109	0	112	358
1730 - 1745	20	4	0	24	165	51	0	216	0	99	0	99	339
1745 - 1800	11	1	0	12	129	32	0	161	0	102	0	102	275
1800 - 1815	17	2	0	19	116	40	0	156	1	95	0	96	271
Hourly Total	70	10	0	**80**	581	173	0	**754**	4	405	0	**409**	**1243**
Grand Total	139	19	0	**158**	1216	380	0	**1596**	8	814	0	**822**	**2576**
Approach %	87,97	12,03	0,00	-	76,19	23,81	0,00	-	0,97	99,03	0,00	-	
Intersection %	5,40	0,74	0,00	6,13	47,20	14,75	0,00	61,96	0,31	31,60	0,00	31,91	

Alpharetta, GA
Classified Turn Movement Count

Site 3 of 4
Lakeview Pkwy

Morrison Pkwy (West)
Morrison Pkwy (East)

Lat/Long
34,059001°, -84,292282°

Date
Wednesday, January 27, 2021

Weather
Mostly Cloudy
54°F

Marr Traffic Inc
www.marrtraffic.com

0700 - 0900 (Weekday 2h Session) (27-01-2021)
Single Unit Trucks (4-7)

	Northbound				Eastbound				Westbound				
	Lakeview Pkwy				Morrison Pkwy (West)				Morrison Pkwy (East)				
TIME	Left 3.1	Right 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Thru 3.8	U-Turn 3.9	App Total	Int Total
0700 - 0715	0	0	0	0	3	0	0	3	0	8	0	8	11
0715 - 0730	0	0	0	0	10	1	0	11	0	4	0	4	15
0730 - 0745	1	0	0	1	9	3	0	12	0	7	0	7	20
0745 - 0800	0	0	0	0	6	0	0	6	0	5	0	5	11
Hourly Total	1	0	0	**1**	28	4	0	**32**	0	24	0	**24**	**57**
0800 - 0815	2	0	0	2	8	1	0	9	0	9	0	9	20
0815 - 0830	2	0	0	2	7	1	0	8	0	10	0	10	20
0830 - 0845	1	0	0	1	5	0	0	5	0	21	0	21	27
0845 - 0900	2	0	0	2	5	0	0	5	0	52	0	52	59
Hourly Total	7	0	0	**7**	25	2	0	**27**	0	92	0	**92**	**126**
Grand Total	8	0	0	**8**	53	6	0	**59**	0	116	0	**116**	**183**
Approach %	100,00	0,00	0,00	-	89,83	10,17	0,00	-	0,00	100,00	0,00	-	
Intersection %	4,37	0,00	0,00	4,37	28,96	3,28	0,00	32,24	0,00	63,39	0,00	63,39	

1615 - 1815 (Weekday 2h Session) (27-01-2021)
Single Unit Trucks (4-7)

	Northbound				Eastbound				Westbound				
	Lakeview Pkwy				Morrison Pkwy (West)				Morrison Pkwy (East)				
TIME	Left 3.1	Right 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Thru 3.8	U-Turn 3.9	App Total	Int Total
1615 - 1630	2	0	0	2	0	1	0	1	0	15	0	15	18
1630 - 1645	0	0	0	0	3	3	0	6	0	26	0	26	32
1645 - 1700	0	0	0	0	4	1	0	5	0	30	0	30	35
1700 - 1715	2	1	0	3	2	0	0	2	0	16	0	16	21
Hourly Total	4	1	0	**5**	9	5	0	**14**	0	87	0	**87**	**106**
1715 - 1730	0	0	0	0	2	3	0	5	0	5	0	5	10
1730 - 1745	0	0	0	0	2	1	0	3	0	4	0	4	7
1745 - 1800	1	0	0	1	1	0	0	1	0	5	0	5	7
1800 - 1815	0	0	0	0	0	0	0	0	0	4	0	4	4
Hourly Total	1	0	0	**1**	5	4	0	**9**	0	18	0	**18**	**28**
Grand Total	5	1	0	**6**	14	9	0	**23**	0	105	0	**105**	**134**
Approach %	83,33	16,67	0,00	-	60,87	39,13	0,00	-	0,00	100,00	0,00	-	
Intersection %	3,73	0,75	0,00	4,48	10,45	6,72	0,00	17,16	0,00	78,36	0,00	78,36	

Alpharetta, GA
Classified Turn Movement Count

Site 3 of 4
Lakeview Pkwy

Morrison Pkwy (West)
Morrison Pkwy (East)

Lat/Long
34,059001°, -84,292282°

Date
Wednesday, January 27, 2021

Weather
Mostly Cloudy
54°F

Marr Traffic Inc
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0700 - 0900 (Weekday 2h Session) (27-01-2021)
Combination Trucks (8-13)

	Northbound				Eastbound				Westbound				
	Lakeview Pkwy				Morrison Pkwy (West)				Morrison Pkwy (East)				
TIME	Left 3.1	Right 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Thru 3.8	U-Turn 3.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	3	0	0	3	0	1	0	1	4
0730 - 0745	0	0	0	0	1	0	0	1	0	1	0	1	2
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	4	0	0	**4**	0	2	0	**2**	**6**
0800 - 0815	0	0	0	0	1	0	0	1	0	3	0	3	4
0815 - 0830	0	0	0	0	1	0	0	1	0	1	0	1	2
0830 - 0845	0	0	0	0	0	0	0	0	0	2	0	2	2
0845 - 0900	0	0	0	0	2	0	0	2	0	3	0	3	5
Hourly Total	0	0	0	**0**	4	0	0	**4**	0	9	0	**9**	**13**
Grand Total	0	0	0	**0**	8	0	0	**8**	0	11	0	**11**	**19**
Approach %	0,00	0,00	0,00	-	100,00	0,00	0,00	-	0,00	100,00	0,00	-	
Intersection %	0,00	0,00	0,00	0,00	42,11	0,00	0,00	42,11	0,00	57,89	0,00	57,89	

1615 - 1815 (Weekday 2h Session) (27-01-2021)
Combination Trucks (8-13)

	Northbound				Eastbound				Westbound				
	Lakeview Pkwy				Morrison Pkwy (West)				Morrison Pkwy (East)				
TIME	Left 3.1	Right 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Thru 3.8	U-Turn 3.9	App Total	Int Total
1615 - 1630	0	0	0	0	7	0	0	7	0	2	0	2	9
1630 - 1645	0	0	0	0	0	0	0	0	0	1	0	1	1
1645 - 1700	0	0	0	0	0	0	0	0	0	1	0	1	1
1700 - 1715	0	0	0	0	2	0	0	2	0	2	0	2	4
Hourly Total	0	0	0	**0**	9	0	0	**9**	0	6	0	**6**	**15**
1715 - 1730	0	0	0	0	2	0	0	2	0	0	0	0	2
1730 - 1745	0	0	0	0	1	0	0	1	0	2	0	2	3
1745 - 1800	0	0	0	0	2	0	0	2	0	1	0	1	3
1800 - 1815	0	0	0	0	2	0	0	2	0	2	0	2	4
Hourly Total	0	0	0	**0**	7	0	0	**7**	0	5	0	**5**	**12**
Grand Total	0	0	0	**0**	16	0	0	**16**	0	11	0	**11**	**27**
Approach %	0,00	0,00	0,00	-	100,00	0,00	0,00	-	0,00	100,00	0,00	-	
Intersection %	0,00	0,00	0,00	0,00	59,26	0,00	0,00	59,26	0,00	40,74	0,00	40,74	

Alpharetta, GA
Pedestrian Count

Site 3 of 4
Lakeview Pkwy
Morrison Pkwy (West)
Morrison Pkwy (East)

Lat/Long
34,059001°, -84,292282°

Date
Wednesday, January 27, 2021

Weather
Mostly Cloudy
54°F

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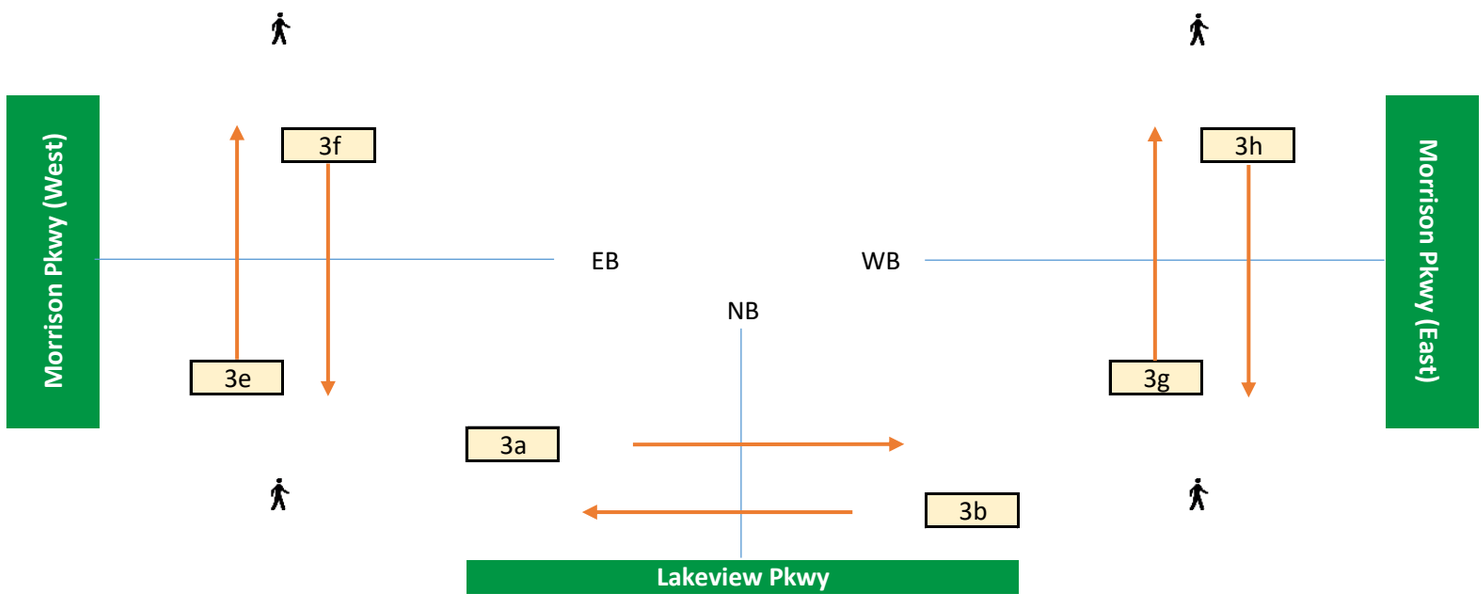


0700 - 0900 (Weekday 2h Session) (27-01-2021)
Pedestrians

	Northbound Lakeview Pkwy			Eastbound Morrison Pkwy (West)			Westbound Morrison Pkwy (East)			
TIME	EB 3a	WB 3b	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total	Int Total
0700 - 0715	0	1	1	0	0	0	0	0	0	1
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	**1**	0	0	**0**	0	0	**0**	**1**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	1	**1**	0	0	**0**	0	0	**0**	**1**
Approach %	0,00	100,00	-	0,00	0,00	-	0,00	0,00	-	
Intersection %	0,00	100,00	100,00	0,00	0,00	0,00	0,00	0,00	0,00	

1615 - 1815 (Weekday 2h Session) (27-01-2021)
Pedestrians

	Northbound Lakeview Pkwy			Eastbound Morrison Pkwy (West)			Westbound Morrison Pkwy (East)			
TIME	EB 3a	WB 3b	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total	Int Total
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
1800 - 1815	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0,00	0,00	-	0,00	0,00	-	0,00	0,00	-	
Intersection %	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	

Alpharetta, GA

Peak Hour Turning Movement Count

Marr Traffic Inc

www.marrtraffic.com

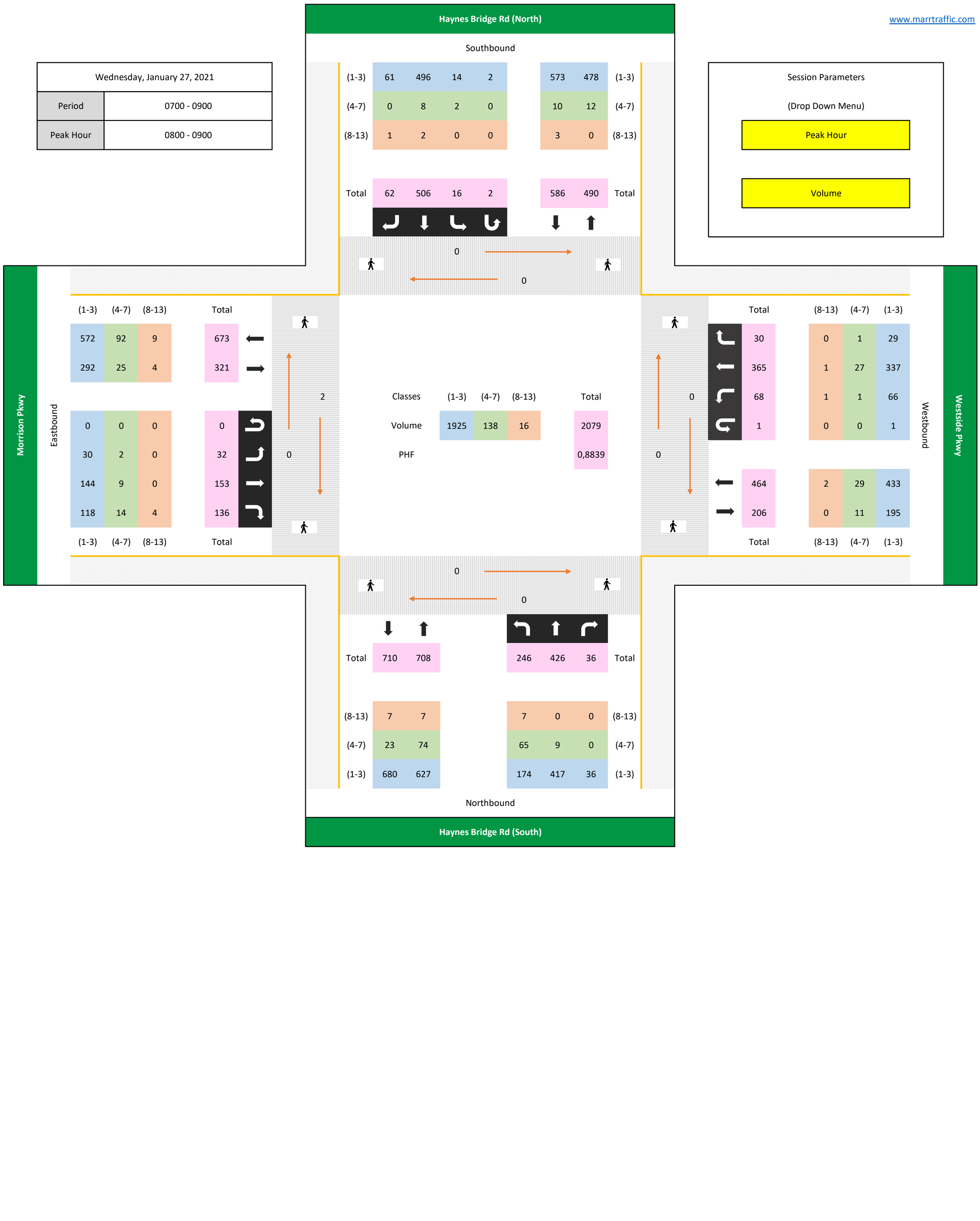
Wednesday, January 27, 2021	
Period	0700 - 0900
Peak Hour	0800 - 0900

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Haynes Bridge Rd (South)					Haynes Bridge Rd (North)					Morrison Pkwy					Westside Pkwy					
Time	Left 2.1	Thru 2.2	Right 2.3		App Total	Left 2.4	Thru 2.5	Right 2.6	U-Turn 2.7	App Total	Left 2.8	Thru 2.9	Right 2.10	U-Turn 2.11	App Total	Left 2.12	Thru 2.13	Right 2.14	U-Turn 2.15	App Total	Int Total
0800 - 0815	55	90	8	-	153	5	97	16	0	118	7	43	26	0	76	15	101	6	0	122	469
0815 - 0830	58	121	8	-	187	3	141	14	2	160	7	30	37	0	74	16	87	8	0	111	532
0830 - 0845	52	82	8	-	142	4	128	9	0	141	8	44	38	0	90	23	86	7	1	117	490
0845 - 0900	81	133	12	-	226	4	140	23	0	167	10	36	35	0	81	14	91	9	0	114	588
Total	246	426	36	0	708	16	506	62	2	586	32	153	136	0	321	68	365	30	1	464	2079
Approach %	34,75	60,17	5,08	0,00	-	2,73	86,35	10,58	0,34	-	9,97	47,66	42,37	0,00	-	14,66	78,66	6,47	0,22	-	
PHF	0,76	0,80	0,75	0,00	**0,78**	0,80	0,90	0,67	0,25	**0,88**	0,80	0,87	0,89	0,00	**0,89**	0,74	0,90	0,83	0,25	**0,95**	**0,88**

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Haynes Bridge Rd (South)					Haynes Bridge Rd (North)					Morrison Pkwy					Westside Pkwy					
Time	Left 2.1	Thru 2.2	Right 2.3		App Total	Left 2.4	Thru 2.5	Right 2.6	U-Turn 2.7	App Total	Left 2.8	Thru 2.9	Right 2.10	U-Turn 2.11	App Total	Left 2.12	Thru 2.13	Right 2.14	U-Turn 2.15	App Total	Int Total
0800 - 0815	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0,00	0,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-	
PHF	0,00	0,00	0,00	0,00	**0,00**	0,00	0,00	0,00	0,00	**0,00**	0,00	0,00	0,00	0,00	**0,00**	0,00	0,00	0,00	0,00	**0,00**	**0,00**

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Haynes Bridge Rd (South)					Haynes Bridge Rd (North)					Morrison Pkwy					Westside Pkwy					
Time	Left 2.1	Thru 2.2	Right 2.3		App Total	Left 2.4	Thru 2.5	Right 2.6	U-Turn 2.7	App Total	Left 2.8	Thru 2.9	Right 2.10	U-Turn 2.11	App Total	Left 2.12	Thru 2.13	Right 2.14	U-Turn 2.15	App Total	Int Total
0800 - 0815	49	89	8	-	146	4	96	15	0	115	7	40	21	0	68	14	99	6	0	119	448
0815 - 0830	49	118	8	-	175	3	139	14	2	158	7	28	34	0	69	15	83	8	0	106	508
0830 - 0845	31	80	8	-	119	3	128	9	0	140	7	43	33	0	83	23	75	7	1	106	448
0845 - 0900	45	130	12	-	187	4	133	23	0	160	9	33	30	0	72	14	80	8	0	102	521
Total	174	417	36	0	627	14	496	61	2	573	30	144	118	0	292	66	337	29	1	433	1925
Approach %	27,75	66,51	5,74	0,00	-	2,44	86,56	10,65	0,35	-	10,27	49,32	40,41	0,00	-	15,24	77,83	6,70	0,23	-	
PHF	0,89	0,80	0,75	0,00	**0,84**	0,88	0,89	0,66	0,25	**0,90**	0,83	0,84	0,87	0,00	**0,88**	0,72	0,85	0,91	0,25	**0,91**	**0,92**

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Haynes Bridge Rd (South)					Haynes Bridge Rd (North)					Morrison Pkwy					Westside Pkwy					
Time	Left 2.1	Thru 2.2	Right 2.3		App Total	Left 2.4	Thru 2.5	Right 2.6	U-Turn 2.7	App Total	Left 2.8	Thru 2.9	Right 2.10	U-Turn 2.11	App Total	Left 2.12	Thru 2.13	Right 2.14	U-Turn 2.15	App Total	Int Total
0800 - 0815	4	1	0	-	5	1	1	0	0	2	0	3	4	0	7	0	2	0	0	2	16
0815 - 0830	8	3	0	-	11	0	2	0	0	2	0	2	3	0	5	1	4	0	0	5	23
0830 - 0845	19	2	0	-	21	1	0	0	0	1	1	1	3	0	5	0	10	0	0	10	37
0845 - 0900	34	3	0	-	37	0	5	0	0	5	1	3	4	0	8	0	11	1	0	12	62
Total	65	9	0	0	74	2	8	0	0	10	2	9	14	0	25	1	27	1	0	29	138
Approach %	87,84	12,16	0,00	0,00	-	20,00	80,00	0,00	0,00	-	8,00	36,00	56,00	0,00	-	3,45	93,10	3,45	0,00	-	
PHF	0,48	0,75	0,00	0,00	**0,50**	0,50	0,40	0,00	0,00	**0,50**	0,50	0,75	0,88	0,00	**0,78**	0,25	0,61	0,25	0,00	**0,60**	**0,56**

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Haynes Bridge Rd (South)					Haynes Bridge Rd (North)					Morrison Pkwy					Westside Pkwy					
Time	Left 2.1	Thru 2.2	Right 2.3		App Total	Left 2.4	Thru 2.5	Right 2.6	U-Turn 2.7	App Total	Left 2.8	Thru 2.9	Right 2.10	U-Turn 2.11	App Total	Left 2.12	Thru 2.13	Right 2.14	U-Turn 2.15	App Total	Int Total
0800 - 0815	2	0	0	-	2	0	0	1	0	1	0	0	1	0	1	1	0	0	0	1	5
0815 - 0830	1	0	0	-	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0830 - 0845	2	0	0	-	2	0	0	0	0	0	0	0	2	0	2	0	1	0	0	1	5
0845 - 0900	2	0	0	-	2	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	5
Total	7	0	0	0	7	0	2	1	0	3	0	0	4	0	4	1	1	0	0	2	16
Approach %	100,00	0,00	0,00	0,00	-	0,00	66,67	33,33	0,00	-	0,00	0,00	100,00	0,00	-	50,00	50,00	0,00	0,00	-	
PHF	0,88	0,00	0,00	0,00	**0,88**	0,00	0,25	0,25	0,00	**0,38**	0,00	0,00	0,50	0,00	**0,50**	0,25	0,25	0,00	0,00	**0,50**	**0,80**

Pedestrians

	Northbound					Southbound					Eastbound					Westbound					
	Haynes Bridge Rd (South)					Haynes Bridge Rd (North)					Morrison Pkwy					Westside Pkwy					
Time	EB 2a	WB 2b			App Total	EB 2c	WB 2d			App Total	NB 2e	SB 2f			App Total	NB 2g	SB 2h			App Total	Int Total
0800 - 0815	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
0815 - 0830	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
0830 - 0845	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
0845 - 0900	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0,00	0,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-	
PHF	0,00	0,00	0,00	0,00	**0,00**	0,00	0,00	0,00	0,00	**0,00**	0,00	0,00	0,00	0,00	**0,00**	0,00	0,00	0,00	0,00	**0,00**	**0,00**

Alpharetta, GA

Peak Hour Turning Movement Count

Marr Traffic Inc

www.marrtraffic.com

Wednesday, January 27, 2021	
Period	1615 - 1815
Peak Hour	1630 - 1730

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Haynes Bridge Rd (South)					Haynes Bridge Rd (North)					Morrison Pkwy					Westside Pkwy					
Time	Left 2.1	Thru 2.2	Right 2.3		App Total	Left 2.4	Thru 2.5	Right 2.6	U-Turn 2.7	App Total	Left 2.8	Thru 2.9	Right 2.10	U-Turn 2.11	App Total	Left 2.12	Thru 2.13	Right 2.14	U-Turn 2.15	App Total	Int Total
1630 - 1645	37	176	24	-	237	8	153	24	0	185	17	64	97	0	178	26	67	10	0	103	703
1645 - 1700	50	167	27	-	244	10	127	15	0	152	21	72	51	0	144	28	56	9	1	94	634
1700 - 1715	46	174	22	-	242	9	195	14	1	219	20	84	90	0	194	38	68	15	0	121	776
1715 - 1730	40	167	38	-	245	5	157	10	1	173	21	78	79	0	178	40	68	8	0	116	712
Total	173	684	111	0	968	32	632	63	2	729	79	298	317	0	694	132	259	42	1	434	2825
Approach %	17,87	70,66	11,47	0,00	-	4,39	86,69	8,64	0,27	-	11,38	42,94	45,68	0,00	-	30,41	59,68	9,68	0,23	-	
PHF	0,87	0,97	0,73	0,00	**0,99**	0,80	0,81	0,66	0,50	**0,83**	0,94	0,89	0,82	0,00	**0,89**	0,83	0,95	0,70	0,25	**0,90**	**0,91**

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Haynes Bridge Rd (South)					Haynes Bridge Rd (North)					Morrison Pkwy					Westside Pkwy					
Time	Left 2.1	Thru 2.2	Right 2.3		App Total	Left 2.4	Thru 2.5	Right 2.6	U-Turn 2.7	App Total	Left 2.8	Thru 2.9	Right 2.10	U-Turn 2.11	App Total	Left 2.12	Thru 2.13	Right 2.14	U-Turn 2.15	App Total	Int Total
1630 - 1645	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0,00	0,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-	
PHF	0,00	0,00	0,00	0,00	**0,00**	0,00	0,00	0,00	0,00	**0,00**	0,00	0,00	0,00	0,00	**0,00**	0,00	0,00	0,00	0,00	**0,00**	**0,00**

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Haynes Bridge Rd (South)					Haynes Bridge Rd (North)					Morrison Pkwy					Westside Pkwy					
Time	Left 2.1	Thru 2.2	Right 2.3		App Total	Left 2.4	Thru 2.5	Right 2.6	U-Turn 2.7	App Total	Left 2.8	Thru 2.9	Right 2.10	U-Turn 2.11	App Total	Left 2.12	Thru 2.13	Right 2.14	U-Turn 2.15	App Total	Int Total
1630 - 1645	25	174	24	-	223	8	151	23	0	182	16	64	93	0	173	25	52	10	0	87	665
1645 - 1700	32	166	27	-	225	9	126	15	0	150	21	69	50	0	140	28	44	9	1	82	597
1700 - 1715	36	173	21	-	230	9	192	13	1	215	19	83	88	0	190	38	59	13	0	110	745
1715 - 1730	37	167	38	-	242	5	157	10	1	173	21	78	74	0	173	40	66	8	0	114	702
Total	130	680	110	0	920	31	626	61	2	720	77	294	305	0	676	131	221	40	1	393	2709
Approach %	14,13	73,91	11,96	0,00	-	4,31	86,94	8,47	0,28	-	11,39	43,49	45,12	0,00	-	33,33	56,23	10,18	0,25	-	
PHF	0,88	0,98	0,72	0,00	**0,95**	0,86	0,82	0,66	0,50	**0,84**	0,92	0,89	0,82	0,00	**0,89**	0,82	0,84	0,77	0,25	**0,86**	**0,91**

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Haynes Bridge Rd (South)					Haynes Bridge Rd (North)					Morrison Pkwy					Westside Pkwy					
Time	Left 2.1	Thru 2.2	Right 2.3		App Total	Left 2.4	Thru 2.5	Right 2.6	U-Turn 2.7	App Total	Left 2.8	Thru 2.9	Right 2.10	U-Turn 2.11	App Total	Left 2.12	Thru 2.13	Right 2.14	U-Turn 2.15	App Total	Int Total
1630 - 1645	11	2	0	-	13	0	1	1	0	2	1	0	3	0	4	1	15	0	0	16	35
1645 - 1700	17	0	0	-	17	1	1	0	0	2	0	3	1	0	4	0	12	0	0	12	35
1700 - 1715	8	1	1	-	10	0	2	1	0	3	1	1	0	0	2	0	9	2	0	11	26
1715 - 1730	3	0	0	-	3	0	0	0	0	0	0	0	3	0	3	0	2	0	0	2	8
Total	39	3	1	0	43	1	4	2	0	7	2	4	7	0	13	1	38	2	0	41	104
Approach %	90,70	6,98	2,33	0,00	-	14,29	57,14	28,57	0,00	-	15,38	30,77	53,85	0,00	-	2,44	92,68	4,88	0,00	-	
PHF	0,57	0,38	0,25	0,00	**0,63**	0,25	0,50	0,50	0,00	**0,58**	0,50	0,33	0,58	0,00	**0,81**	0,25	0,63	0,25	0,00	**0,64**	**0,74**

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Haynes Bridge Rd (South)					Haynes Bridge Rd (North)					Morrison Pkwy					Westside Pkwy					
Time	Left 2.1	Thru 2.2	Right 2.3		App Total	Left 2.4	Thru 2.5	Right 2.6	U-Turn 2.7	App Total	Left 2.8	Thru 2.9	Right 2.10	U-Turn 2.11	App Total	Left 2.12	Thru 2.13	Right 2.14	U-Turn 2.15	App Total	Int Total
1630 - 1645	1	0	0	-	1	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	3
1645 - 1700	1	1	0	-	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1700 - 1715	2	0	0	-	2	0	1	0	0	1	0	0	2	0	2	0	0	0	0	0	5
1715 - 1730	0	0	0	-	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
Total	4	1	0	0	5	0	2	0	0	2	0	0	5	0	5	0	0	0	0	0	12
Approach %	80,00	20,00	0,00	0,00	-	0,00	100,00	0,00	0,00	-	0,00	0,00	100,00	0,00	-	0,00	0,00	0,00	0,00	-	
PHF	0,50	0,25	0,00	0,00	**0,63**	0,00	0,50	0,00	0,00	**0,50**	0,00	0,00	0,63	0,00	**0,63**	0,00	0,00	0,00	0,00	**0,00**	**0,60**

Pedestrians

	Northbound					Southbound					Eastbound					Westbound					
	Haynes Bridge Rd (South)					Haynes Bridge Rd (North)					Morrison Pkwy					Westside Pkwy					
Time	EB 2a	WB 2b			App Total	EB 2c	WB 2d			App Total	NB 2e	SB 2f			App Total	NB 2g	SB 2h			App Total	Int Total
1630 - 1645	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
1645 - 1700	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
1700 - 1715	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
1715 - 1730	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0,00	0,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-	
PHF	0,00	0,00	0,00	0,00	**0,00**	0,00	0,00	0,00	0,00	**0,00**	0,00	0,00	0,00	0,00	**0,00**	0,00	0,00	0,00	0,00	**0,00**	**0,00**

Alpharetta, GA
Classified Turn Movement Count

Site 2 of 4
Haynes Bridge Rd (South)
Haynes Bridge Rd (North)
Morrison Pkwy
Westside Pkwy

Lat/Long
34,060364°, -84,289060°

Date
Wednesday, January 27, 2021

Weather
Mostly Cloudy
54°F

Marr Traffic Inc
www.marrtraffic.com

0700 - 0900 (Weekday 2h Session) (27-01-2021)
All vehicles

	Northbound				Southbound					Eastbound					Westbound					
	Haynes Bridge Rd (South)				Haynes Bridge Rd (North)					Morrison Pkwy					Westside Pkwy					
TIME	Left 2.1	Thru 2.2	Right 2.3	App Total	Left 2.4	Thru 2.5	Right 2.6	U-Turn 2.7	App Total	Left 2.8	Thru 2.9	Right 2.10	U-Turn 2.11	App Total	Left 2.12	Thru 2.13	Right 2.14	U-Turn 2.15	App Total	Int Total
0700 - 0715	42	55	11	108	1	107	8	0	116	3	20	9	0	32	9	77	3	0	89	345
0715 - 0730	55	54	6	115	1	101	10	0	112	6	42	51	0	99	10	104	5	0	119	445
0730 - 0745	42	83	10	135	3	144	13	1	161	8	52	43	0	103	12	94	7	0	113	512
0745 - 0800	56	95	11	162	4	141	16	0	161	15	50	22	0	87	16	105	10	0	131	541
Hourly Total	195	287	38	**520**	9	493	47	1	**550**	32	164	125	0	**321**	47	380	25	0	**452**	**1843**
0800 - 0815	55	90	8	153	5	97	16	0	118	7	43	26	0	76	15	101	6	0	122	469
0815 - 0830	58	121	8	187	3	141	14	2	160	7	30	37	0	74	16	87	8	0	111	532
0830 - 0845	52	82	8	142	4	128	9	0	141	8	44	38	0	90	23	86	7	1	117	490
0845 - 0900	81	133	12	226	4	140	23	0	167	10	36	35	0	81	14	91	9	0	114	588
Hourly Total	246	426	36	**708**	16	506	62	2	**586**	32	153	136	0	**321**	68	365	30	1	**464**	**2079**
Grand Total	441	713	74	**1228**	25	999	109	3	**1136**	64	317	261	0	**642**	115	745	55	1	**916**	**3922**
Approach %	35,91	58,06	6,03	-	2,20	87,94	9,60	0,26	-	9,97	49,38	40,65	0,00	-	12,55	81,33	6,00	0,11	-	
Intersection %	11,24	18,18	1,89	31,31	0,64	25,47	2,78	0,08	28,96	1,63	8,08	6,65	0,00	16,37	2,93	19,00	1,40	0,03	23,36	
PHF	0,76	0,80	0,75	**0,78**	0,80	0,90	0,67	0,25	**0,88**	0,80	0,87	0,89	0,00	**0,89**	0,74	0,90	0,83	0,25	**0,95**	**0,88**

1615 - 1815 (Weekday 2h Session) (27-01-2021)
All vehicles

	Northbound				Southbound					Eastbound					Westbound					
	Haynes Bridge Rd (South)				Haynes Bridge Rd (North)					Morrison Pkwy					Westside Pkwy					
TIME	Left 2.1	Thru 2.2	Right 2.3	App Total	Left 2.4	Thru 2.5	Right 2.6	U-Turn 2.7	App Total	Left 2.8	Thru 2.9	Right 2.10	U-Turn 2.11	App Total	Left 2.12	Thru 2.13	Right 2.14	U-Turn 2.15	App Total	Int Total
1615 - 1630	43	186	19	248	2	138	27	0	167	13	73	62	0	148	33	61	8	0	102	665
1630 - 1645	37	176	24	237	8	153	24	0	185	17	64	97	0	178	26	67	10	0	103	703
1645 - 1700	50	167	27	244	10	127	15	0	152	21	72	51	0	144	28	56	9	1	94	634
1700 - 1715	46	174	22	242	9	195	14	1	219	20	84	90	0	194	38	68	15	0	121	776
Hourly Total	176	703	92	**971**	29	613	80	1	**723**	71	293	300	0	**664**	125	252	42	1	**420**	**2778**
1715 - 1730	40	167	38	245	5	157	10	1	173	21	78	79	0	178	40	68	8	0	116	712
1730 - 1745	32	160	31	223	6	129	14	2	151	28	82	61	0	171	33	56	8	0	97	642
1745 - 1800	30	171	21	222	6	141	22	0	169	18	65	53	0	136	34	58	11	0	103	630
1800 - 1815	22	174	35	231	2	159	17	1	179	14	54	48	0	116	38	63	5	0	106	632
Hourly Total	124	672	125	**921**	19	586	63	4	**672**	81	279	241	0	**601**	145	245	32	0	**422**	**2616**
Grand Total	300	1375	217	**1892**	48	1199	143	5	**1395**	152	572	541	0	**1265**	270	497	74	1	**842**	**5394**
Approach %	15,86	72,67	11,47	-	3,44	85,95	10,25	0,36	-	12,02	45,22	42,77	0,00	-	32,07	59,03	8,79	0,12	-	
Intersection %	5,56	25,49	4,02	35,08	0,89	22,23	2,65	0,09	25,86	2,82	10,60	10,03	0,00	23,45	5,01	9,21	1,37	0,02	15,61	
PHF	0,87	0,97	0,73	**0,99**	0,80	0,81	0,66	0,50	**0,83**	0,94	0,89	0,82	0,00	**0,89**	0,83	0,95	0,70	0,25	**0,90**	**0,91**

Alpharetta, GA
Classified Turn Movement Count

Site 2 of 4
Haynes Bridge Rd (South)
Haynes Bridge Rd (North)
Morrison Pkwy
Westside Pkwy

Lat/Long
34,060364°, -84,289060°

Date
Wednesday, January 27, 2021

Weather
Mostly Cloudy
54°F

Marr Traffic Inc
www.marrtraffic.com

0700 - 0900 (Weekday 2h Session) (27-01-2021)
Bikes

	Northbound				Southbound					Eastbound					Westbound					
	Haynes Bridge Rd (South)				Haynes Bridge Rd (North)					Morrison Pkwy					Westside Pkwy					
TIME	Left 2.1	Thru 2.2	Right 2.3	App Total	Left 2.4	Thru 2.5	Right 2.6	U-Turn 2.7	App Total	Left 2.8	Thru 2.9	Right 2.10	U-Turn 2.11	App Total	Left 2.12	Thru 2.13	Right 2.14	U-Turn 2.15	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Approach %	0,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-	
Intersection %	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	

1615 - 1815 (Weekday 2h Session) (27-01-2021)
Bikes

	Northbound				Southbound					Eastbound					Westbound					
	Haynes Bridge Rd (South)				Haynes Bridge Rd (North)					Morrison Pkwy					Westside Pkwy					
TIME	Left 2.1	Thru 2.2	Right 2.3	App Total	Left 2.4	Thru 2.5	Right 2.6	U-Turn 2.7	App Total	Left 2.8	Thru 2.9	Right 2.10	U-Turn 2.11	App Total	Left 2.12	Thru 2.13	Right 2.14	U-Turn 2.15	App Total	Int Total
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Approach %	0,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-	
Intersection %	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	

Alpharetta, GA
Classified Turn Movement Count

Site 2 of 4
Haynes Bridge Rd (South)
Haynes Bridge Rd (North)
Morrison Pkwy
Westside Pkwy

Lat/Long
34,060364°, -84,289060°

Date
Wednesday, January 27, 2021

Weather
Mostly Cloudy
54°F

Marr Traffic Inc
www.marrtraffic.com

0700 - 0900 (Weekday 2h Session) (27-01-2021)
Passenger Vehicles (1-3)

	Northbound				Southbound					Eastbound					Westbound					
	Haynes Bridge Rd (South)				Haynes Bridge Rd (North)					Morrison Pkwy					Westside Pkwy					
TIME	Left 2.1	Thru 2.2	Right 2.3	App Total	Left 2.4	Thru 2.5	Right 2.6	U-Turn 2.7	App Total	Left 2.8	Thru 2.9	Right 2.10	U-Turn 2.11	App Total	Left 2.12	Thru 2.13	Right 2.14	U-Turn 2.15	App Total	Int Total
0700 - 0715	36	54	10	100	1	106	8	0	115	3	18	6	0	27	9	75	3	0	87	329
0715 - 0730	54	52	6	112	1	101	9	0	111	6	41	41	0	88	9	101	5	0	115	426
0730 - 0745	38	80	10	128	2	143	11	1	157	8	49	38	0	95	12	91	7	0	110	490
0745 - 0800	55	95	11	161	4	141	16	0	161	14	47	18	0	79	15	102	10	0	127	528
Hourly Total	183	281	37	**501**	8	491	44	1	**544**	31	155	103	0	**289**	45	369	25	0	**439**	**1773**
0800 - 0815	49	89	8	146	4	96	15	0	115	7	40	21	0	68	14	99	6	0	119	448
0815 - 0830	49	118	8	175	3	139	14	2	158	7	28	34	0	69	15	83	8	0	106	508
0830 - 0845	31	80	8	119	3	128	9	0	140	7	43	33	0	83	23	75	7	1	106	448
0845 - 0900	45	130	12	187	4	133	23	0	160	9	33	30	0	72	14	80	8	0	102	521
Hourly Total	174	417	36	**627**	14	496	61	2	**573**	30	144	118	0	**292**	66	337	29	1	**433**	**1925**
Grand Total	357	698	73	**1128**	22	987	105	3	**1117**	61	299	221	0	**581**	111	706	54	1	**872**	**3698**
Approach %	31,65	61,88	6,47	-	1,97	88,36	9,40	0,27	-	10,50	51,46	38,04	0,00	-	12,73	80,96	6,19	0,11	-	
Intersection %	9,65	18,88	1,97	30,50	0,59	26,69	2,84	0,08	30,21	1,65	8,09	5,98	0,00	15,71	3,00	19,09	1,46	0,03	23,58	

1615 - 1815 (Weekday 2h Session) (27-01-2021)
Passenger Vehicles (1-3)

	Northbound				Southbound					Eastbound					Westbound					
	Haynes Bridge Rd (South)				Haynes Bridge Rd (North)					Morrison Pkwy					Westside Pkwy					
TIME	Left 2.1	Thru 2.2	Right 2.3	App Total	Left 2.4	Thru 2.5	Right 2.6	U-Turn 2.7	App Total	Left 2.8	Thru 2.9	Right 2.10	U-Turn 2.11	App Total	Left 2.12	Thru 2.13	Right 2.14	U-Turn 2.15	App Total	Int Total
1615 - 1630	35	185	19	239	2	137	26	0	165	13	73	56	0	142	33	55	8	0	96	642
1630 - 1645	25	174	24	223	8	151	23	0	182	16	64	93	0	173	25	52	10	0	87	665
1645 - 1700	32	166	27	225	9	126	15	0	150	21	69	50	0	140	28	44	9	1	82	597
1700 - 1715	36	173	21	230	9	192	13	1	215	19	83	88	0	190	38	59	13	0	110	745
Hourly Total	128	698	91	**917**	28	606	77	1	**712**	69	289	287	0	**645**	124	210	40	1	**375**	**2649**
1715 - 1730	37	167	38	242	5	157	10	1	173	21	78	74	0	173	40	66	8	0	114	702
1730 - 1745	29	160	31	220	6	129	13	2	150	28	82	58	0	168	32	54	8	0	94	632
1745 - 1800	28	171	21	220	6	140	22	0	168	17	65	51	0	133	34	54	11	0	99	620
1800 - 1815	21	174	35	230	2	156	17	1	176	14	54	47	0	115	38	58	5	0	101	622
Hourly Total	115	672	125	**912**	19	582	62	4	**667**	80	279	230	0	**589**	144	232	32	0	**408**	**2576**
Grand Total	243	1370	216	**1829**	47	1188	139	5	**1379**	149	568	517	0	**1234**	268	442	72	1	**783**	**5225**
Approach %	13,29	74,90	11,81	-	3,41	86,15	10,08	0,36	-	12,07	46,03	41,90	0,00	-	34,23	56,45	9,20	0,13	-	
Intersection %	4,65	26,22	4,13	35,00	0,90	22,74	2,66	0,10	26,39	2,85	10,87	9,89	0,00	23,62	5,13	8,46	1,38	0,02	14,99	

Alpharetta, GA
Classified Turn Movement Count

Site 2 of 4
Haynes Bridge Rd (South)
Haynes Bridge Rd (North)
Morrison Pkwy
Westside Pkwy

Lat/Long
34,060364°, -84,289060°

Date
Wednesday, January 27, 2021

Weather
Mostly Cloudy
54°F

Marr Traffic Inc
www.marrtraffic.com

0700 - 0900 (Weekday 2h Session) (27-01-2021)
Single Unit Trucks (4-7)

	Northbound				Southbound					Eastbound					Westbound					
	Haynes Bridge Rd (South)				Haynes Bridge Rd (North)					Morrison Pkwy					Westside Pkwy					
TIME	Left 2.1	Thru 2.2	Right 2.3	App Total	Left 2.4	Thru 2.5	Right 2.6	U-Turn 2.7	App Total	Left 2.8	Thru 2.9	Right 2.10	U-Turn 2.11	App Total	Left 2.12	Thru 2.13	Right 2.14	U-Turn 2.15	App Total	Int Total
0700 - 0715	6	1	1	8	0	1	0	0	1	0	2	3	0	5	0	2	0	0	2	16
0715 - 0730	0	2	0	2	0	0	1	0	1	0	1	6	0	7	1	3	0	0	4	14
0730 - 0745	3	3	0	6	1	1	2	0	4	0	3	5	0	8	0	3	0	0	3	21
0745 - 0800	1	0	0	1	0	0	0	0	0	1	3	4	0	8	1	3	0	0	4	13
Hourly Total	10	6	1	**17**	1	2	3	0	**6**	1	9	18	0	**28**	2	11	0	0	**13**	**64**
0800 - 0815	4	1	0	5	1	1	0	0	2	0	3	4	0	7	0	2	0	0	2	16
0815 - 0830	8	3	0	11	0	2	0	0	2	0	2	3	0	5	1	4	0	0	5	23
0830 - 0845	19	2	0	21	1	0	0	0	1	1	1	3	0	5	0	10	0	0	10	37
0845 - 0900	34	3	0	37	0	5	0	0	5	1	3	4	0	8	0	11	1	0	12	62
Hourly Total	65	9	0	**74**	2	8	0	0	**10**	2	9	14	0	**25**	1	27	1	0	**29**	**138**
Grand Total	75	15	1	**91**	3	10	3	0	**16**	3	18	32	0	**53**	3	38	1	0	**42**	**202**
Approach %	82,42	16,48	1,10	-	18,75	62,50	18,75	0,00	-	5,66	33,96	60,38	0,00	-	7,14	90,48	2,38	0,00	-	
Intersection %	37,13	7,43	0,50	45,05	1,49	4,95	1,49	0,00	7,92	1,49	8,91	15,84	0,00	26,24	1,49	18,81	0,50	0,00	20,79	

1615 - 1815 (Weekday 2h Session) (27-01-2021)
Single Unit Trucks (4-7)

	Northbound				Southbound					Eastbound					Westbound					
	Haynes Bridge Rd (South)				Haynes Bridge Rd (North)					Morrison Pkwy					Westside Pkwy					
TIME	Left 2.1	Thru 2.2	Right 2.3	App Total	Left 2.4	Thru 2.5	Right 2.6	U-Turn 2.7	App Total	Left 2.8	Thru 2.9	Right 2.10	U-Turn 2.11	App Total	Left 2.12	Thru 2.13	Right 2.14	U-Turn 2.15	App Total	Int Total
1615 - 1630	6	0	0	6	0	1	1	0	2	0	0	0	0	0	0	6	0	0	6	14
1630 - 1645	11	2	0	13	0	1	1	0	2	1	0	3	0	4	1	15	0	0	16	35
1645 - 1700	17	0	0	17	1	1	0	0	2	0	3	1	0	4	0	12	0	0	12	35
1700 - 1715	8	1	1	10	0	2	1	0	3	1	1	0	0	2	0	9	2	0	11	26
Hourly Total	42	3	1	**46**	1	5	3	0	**9**	2	4	4	0	**10**	1	42	2	0	**45**	**110**
1715 - 1730	3	0	0	3	0	0	0	0	0	0	0	3	0	3	0	2	0	0	2	8
1730 - 1745	1	0	0	1	0	0	1	0	1	0	0	1	0	1	1	2	0	0	3	6
1745 - 1800	2	0	0	2	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	6
1800 - 1815	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7
Hourly Total	6	0	0	**6**	0	3	1	0	**4**	1	0	4	0	**5**	1	11	0	0	**12**	**27**
Grand Total	48	3	1	**52**	1	8	4	0	**13**	3	4	8	0	**15**	2	53	2	0	**57**	**137**
Approach %	92,31	5,77	1,92	-	7,69	61,54	30,77	0,00	-	20,00	26,67	53,33	0,00	-	3,51	92,98	3,51	0,00	-	
Intersection %	35,04	2,19	0,73	37,96	0,73	5,84	2,92	0,00	9,49	2,19	2,92	5,84	0,00	10,95	1,46	38,69	1,46	0,00	41,61	

Alpharetta, GA
Classified Turn Movement Count

Site 2 of 4
Haynes Bridge Rd (South)
Haynes Bridge Rd (North)
Morrison Pkwy
Westside Pkwy

Lat/Long
34,060364°, -84,289060°

Date
Wednesday, January 27, 2021

Weather
Mostly Cloudy
54°F

Marr Traffic Inc
www.marrtraffic.com

0700 - 0900 (Weekday 2h Session) (27-01-2021)
Combination Trucks (8-13)

	Northbound				Southbound					Eastbound					Westbound					
	Haynes Bridge Rd (South)				Haynes Bridge Rd (North)					Morrison Pkwy					Westside Pkwy					
TIME	Left 2.1	Thru 2.2	Right 2.3	App Total	Left 2.4	Thru 2.5	Right 2.6	U-Turn 2.7	App Total	Left 2.8	Thru 2.9	Right 2.10	U-Turn 2.11	App Total	Left 2.12	Thru 2.13	Right 2.14	U-Turn 2.15	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	1	0	0	1	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	5
0730 - 0745	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	2	0	0	**2**	0	0	0	0	**0**	0	0	4	0	**4**	0	0	0	0	**0**	**6**
0800 - 0815	2	0	0	2	0	0	1	0	1	0	0	1	0	1	1	0	0	0	1	5
0815 - 0830	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0830 - 0845	2	0	0	2	0	0	0	0	0	0	0	2	0	2	0	1	0	0	1	5
0845 - 0900	2	0	0	2	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	5
Hourly Total	7	0	0	**7**	0	2	1	0	**3**	0	0	4	0	**4**	1	1	0	0	**2**	**16**
Grand Total	9	0	0	**9**	0	2	1	0	**3**	0	0	8	0	**8**	1	1	0	0	**2**	**22**
Approach %	100,00	0,00	0,00	-	0,00	66,67	33,33	0,00	-	0,00	0,00	100,00	0,00	-	50,00	50,00	0,00	0,00	-	
Intersection %	40,91	0,00	0,00	40,91	0,00	9,09	4,55	0,00	13,64	0,00	0,00	36,36	0,00	36,36	4,55	4,55	0,00	0,00	9,09	

1615 - 1815 (Weekday 2h Session) (27-01-2021)
Combination Trucks (8-13)

	Northbound				Southbound					Eastbound					Westbound					
	Haynes Bridge Rd (South)				Haynes Bridge Rd (North)					Morrison Pkwy					Westside Pkwy					
TIME	Left 2.1	Thru 2.2	Right 2.3	App Total	Left 2.4	Thru 2.5	Right 2.6	U-Turn 2.7	App Total	Left 2.8	Thru 2.9	Right 2.10	U-Turn 2.11	App Total	Left 2.12	Thru 2.13	Right 2.14	U-Turn 2.15	App Total	Int Total
1615 - 1630	2	1	0	3	0	0	0	0	0	0	0	6	0	6	0	0	0	0	0	9
1630 - 1645	1	0	0	1	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	3
1645 - 1700	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1700 - 1715	2	0	0	2	0	1	0	0	1	0	0	2	0	2	0	0	0	0	0	5
Hourly Total	6	2	0	**8**	0	2	0	0	**2**	0	0	9	0	**9**	0	0	0	0	**0**	**19**
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
1730 - 1745	2	0	0	2	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	4
1745 - 1800	0	0	0	0	0	1	0	0	1	0	0	2	0	2	0	1	0	0	1	4
1800 - 1815	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	3
Hourly Total	3	0	0	**3**	0	1	0	0	**1**	0	0	7	0	**7**	0	2	0	0	**2**	**13**
Grand Total	9	2	0	**11**	0	3	0	0	**3**	0	0	16	0	**16**	0	2	0	0	**2**	**32**
Approach %	81,82	18,18	0,00	-	0,00	100,00	0,00	0,00	-	0,00	0,00	100,00	0,00	-	0,00	100,00	0,00	0,00	-	
Intersection %	28,13	6,25	0,00	34,38	0,00	9,38	0,00	0,00	9,38	0,00	0,00	50,00	0,00	50,00	0,00	6,25	0,00	0,00	6,25	

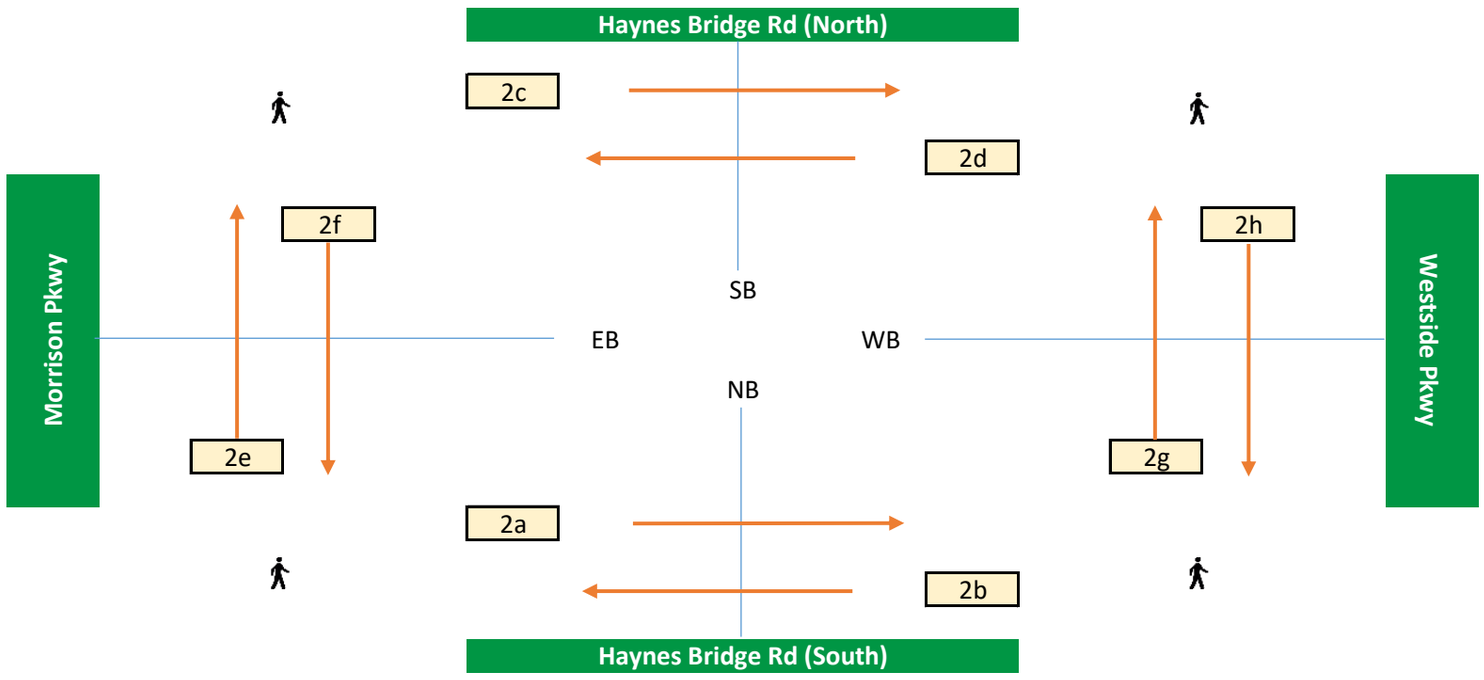
Alpharetta, GA
Pedestrian Count

Site 2 of 4
Haynes Bridge Rd (South)
Haynes Bridge Rd (North)
Morrison Pkwy
Westside Pkwy

Lat/Long
34,060364°, -84,289060°

Date
Wednesday, January 27, 2021

Weather
Mostly Cloudy
54°F



Marr Traffic Inc
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0700 - 0900 (Weekday 2h Session) (27-01-2021)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Haynes Bridge Rd (South)			Haynes Bridge Rd (North)			Morrison Pkwy			Westside Pkwy			
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	1	1	0	0	0	1
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	1	**1**	0	0	**0**	**1**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	1	1	0	0	0	1
0845 - 0900	0	0	0	0	0	0	0	1	1	0	0	0	1
Hourly Total	0	0	**0**	0	0	**0**	0	2	**2**	0	0	**0**	**2**
Grand Total	0	0	**0**	0	0	**0**	0	3	**3**	0	0	**0**	**3**
Approach %	0,00	0,00	-	0,00	0,00	-	0,00	100,00	-	0,00	0,00	-	
Intersection %	0,00	0,00	0,00	0,00	0,00	0,00	0,00	100,00	100,00	0,00	0,00	0,00	

1615 - 1815 (Weekday 2h Session) (27-01-2021)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Haynes Bridge Rd (South)			Haynes Bridge Rd (North)			Morrison Pkwy			Westside Pkwy			
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	1	1	0	0	0	1
1700 - 1715	0	0	0	1	1	2	1	1	2	0	0	0	4
Hourly Total	0	0	**0**	1	1	**2**	1	2	**3**	0	0	**0**	**5**
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	1	1	**2**	1	2	**3**	0	0	**0**	**5**
Approach %	0,00	0,00	-	50,00	50,00	-	33,33	66,67	-	0,00	0,00	-	
Intersection %	0,00	0,00	0,00	20,00	20,00	40,00	20,00	40,00	60,00	0,00	0,00	0,00	

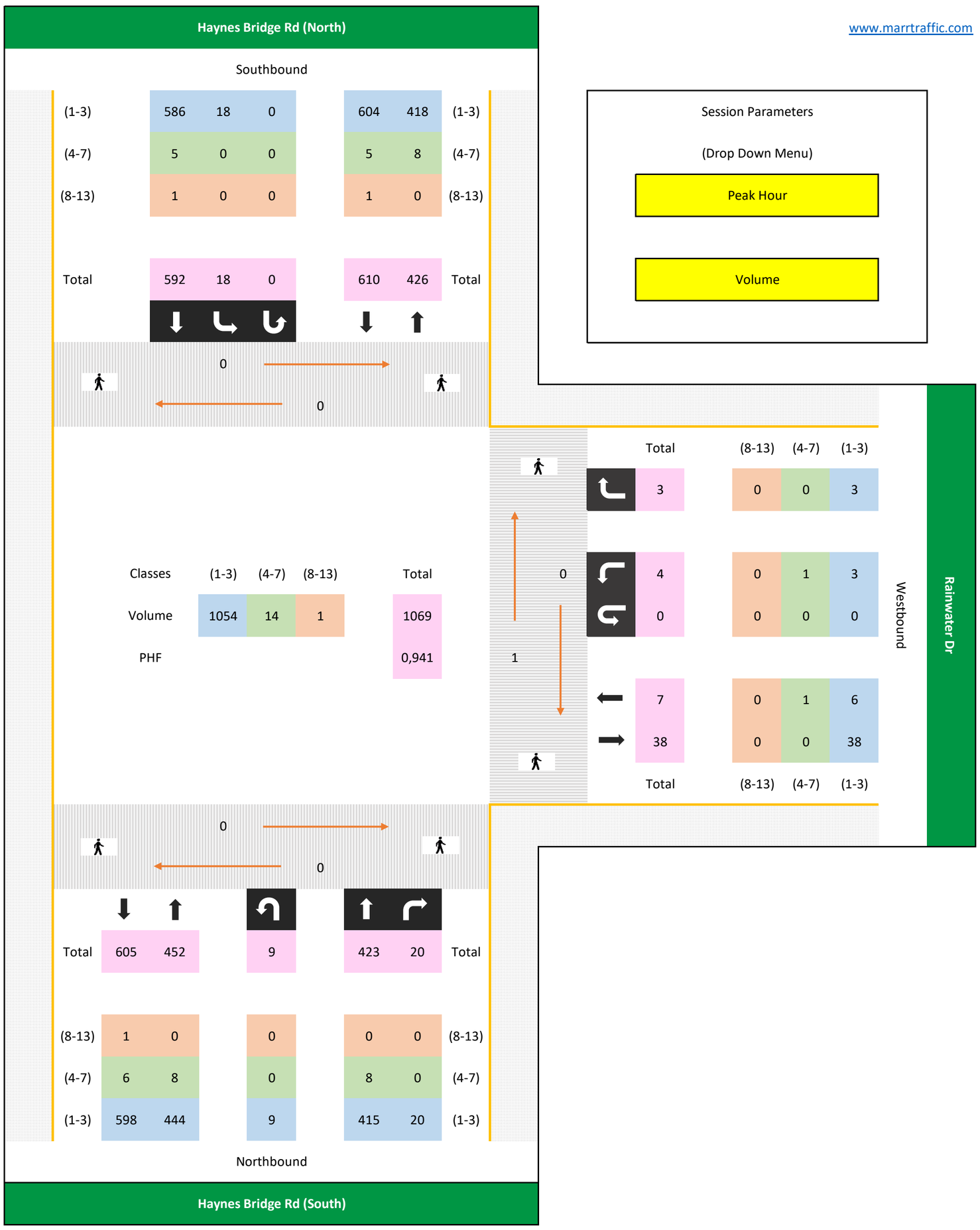
Alpharetta, GA

Peak Hour Turning Movement Count

Marr Traffic Inc

www.marrtraffic.com

Wednesday, January 27, 2021	
Period	0700 - 0900
Peak Hour	0745 - 0845



All vehicles

	Northbound					Southbound										Westbound					
	Haynes Bridge Rd (South)					Haynes Bridge Rd (North)										Rainwater Dr					
Time		Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Left 1.4	Thru 1.5		U-Turn 1.6	App Total					App Total	Left 1.7		Right 1.8	U-Turn 1.9	App Total	Int Total
0745 - 0800	-	122	2	2	126	7	150	-	0	157	-	-	-	-	0	1	-	0	0	1	284
0800 - 0815	-	85	6	0	91	4	140	-	0	144	-	-	-	-	0	2	-	3	0	5	240
0815 - 0830	-	122	7	3	132	2	146	-	0	148	-	-	-	-	0	0	-	0	0	0	280
0830 - 0845	-	94	5	4	103	5	156	-	0	161	-	-	-	-	0	1	-	0	0	1	265
Total	0	423	20	9	452	18	592	0	0	610	0	0	0	0	0	4	0	3	0	7	1069
Approach %	0,00	93,58	4,42	1,99	-	2,95	97,05	0,00	0,00	-	0,00	0,00	0,00	0,00	-	57,14	0,00	42,86	0,00	-	
PHF	0,00	0,87	0,71	0,56	**0,86**	0,64	0,95	0,00	0,00	**0,95**	0,00	0,00	0,00	0,00	**0,00**	0,50	0,00	0,25	0,00	**0,35**	**0,94**

Bikes

	Northbound					Southbound										Westbound					
	Haynes Bridge Rd (South)					Haynes Bridge Rd (North)										Rainwater Dr					
Time		Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Left 1.4	Thru 1.5		U-Turn 1.6	App Total					App Total	Left 1.7		Right 1.8	U-Turn 1.9	App Total	Int Total
0745 - 0800	-	0	0	0	0	0	0	-	0	0	-	-	-	-	0	0	-	0	0	0	0
0800 - 0815	-	0	0	0	0	0	0	-	0	0	-	-	-	-	0	0	-	0	0	0	0
0815 - 0830	-	0	0	0	0	0	0	-	0	0	-	-	-	-	0	0	-	0	0	0	0
0830 - 0845	-	0	0	0	0	0	0	-	0	0	-	-	-	-	0	0	-	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0,00	0,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-	
PHF	0,00	0,00	0,00	0,00	**0,00**	0,00	0,00	0,00	0,00	**0,00**	0,00	0,00	0,00	0,00	**0,00**	0,00	0,00	0,00	0,00	**0,00**	**0,00**

Passenger Vehicles (1-3)

	Northbound					Southbound										Westbound					
	Haynes Bridge Rd (South)					Haynes Bridge Rd (North)										Rainwater Dr					
Time		Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Left 1.4	Thru 1.5		U-Turn 1.6	App Total					App Total	Left 1.7		Right 1.8	U-Turn 1.9	App Total	Int Total
0745 - 0800	-	120	2	2	124	7	150	-	0	157	-	-	-	-	0	1	-	0	0	1	282
0800 - 0815	-	84	6	0	90	4	138	-	0	142	-	-	-	-	0	1	-	3	0	4	236
0815 - 0830	-	119	7	3	129	2	143	-	0	145	-	-	-	-	0	0	-	0	0	0	274
0830 - 0845	-	92	5	4	101	5	155	-	0	160	-	-	-	-	0	1	-	0	0	1	262
Total	0	415	20	9	444	18	586	0	0	604	0	0	0	0	0	3	0	3	0	6	1054
Approach %	0,00	93,47	4,50	2,03	-	2,98	97,02	0,00	0,00	-	0,00	0,00	0,00	0,00	-	50,00	0,00	50,00	0,00	-	
PHF	0,00	0,86	0,71	0,56	**0,86**	0,64	0,95	0,00	0,00	**0,94**	0,00	0,00	0,00	0,00	**0,00**	0,75	0,00	0,25	0,00	**0,38**	**0,93**

Single Unit Trucks (4-7)

	Northbound					Southbound										Westbound					
	Haynes Bridge Rd (South)					Haynes Bridge Rd (North)										Rainwater Dr					
Time		Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Left 1.4	Thru 1.5		U-Turn 1.6	App Total					App Total	Left 1.7		Right 1.8	U-Turn 1.9	App Total	Int Total
0745 - 0800	-	2	0	0	2	0	0	-	0	0	-	-	-	-	0	0	-	0	0	0	2
0800 - 0815	-	1	0	0	1	0	1	-	0	1	-	-	-	-	0	1	-	0	0	1	3
0815 - 0830	-	3	0	0	3	0	3	-	0	3	-	-	-	-	0	0	-	0	0	0	6
0830 - 0845	-	2	0	0	2	0	1	-	0	1	-	-	-	-	0	0	-	0	0	0	3
Total	0	8	0	0	8	0	5	0	0	5	0	0	0	0	0	1	0	0	0	1	14
Approach %	0,00	100,00	0,00	0,00	-	0,00	100,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-	100,00	0,00	0,00	0,00	-	
PHF	0,00	0,67	0,00	0,00	**0,67**	0,00	0,42	0,00	0,00	**0,42**	0,00	0,00	0,00	0,00	**0,00**	0,25	0,00	0,00	0,00	**0,25**	**0,58**

Combination Trucks (8-13)

	Northbound					Southbound										Westbound					
	Haynes Bridge Rd (South)					Haynes Bridge Rd (North)										Rainwater Dr					
Time		Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Left 1.4	Thru 1.5		U-Turn 1.6	App Total					App Total	Left 1.7		Right 1.8	U-Turn 1.9	App Total	Int Total
0745 - 0800	-	0	0	0	0	0	0	-	0	0	-	-	-	-	0	0	-	0	0	0	0
0800 - 0815	-	0	0	0	0	0	1	-	0	1	-	-	-	-	0	0	-	0	0	0	1
0815 - 0830	-	0	0	0	0	0	0	-	0	0	-	-	-	-	0	0	-	0	0	0	0
0830 - 0845	-	0	0	0	0	0	0	-	0	0	-	-	-	-	0	0	-	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Approach %	0,00	0,00	0,00	0,00	-	0,00	100,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-	
PHF	0,00	0,00	0,00	0,00	**0,00**	0,00	0,25	0,00	0,00	**0,25**	0,00	0,00	0,00	0,00	**0,00**	0,00	0,00	0,00	0,00	**0,00**	**0,25**

Pedestrians

	Northbound					Southbound										Westbound					
	Haynes Bridge Rd (South)					Haynes Bridge Rd (North)										Rainwater Dr					
Time	EB 1a	WB 1b			App Total	EB 1c	WB 1d			App Total					App Total	NB 1g	SB 1h			App Total	Int Total
0745 - 0800	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0
0800 - 0815	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0
0815 - 0830	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0
0830 - 0845	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0,00	0,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-	
PHF	0,00	0,00	0,00	0,00	**0,00**	0,00	0,00	0,00	0,00	**0,00**	0,00	0,00	0,00	0,00	**0,00**	0,00	0,00	0,00	0,00	**0,00**	**0,00**

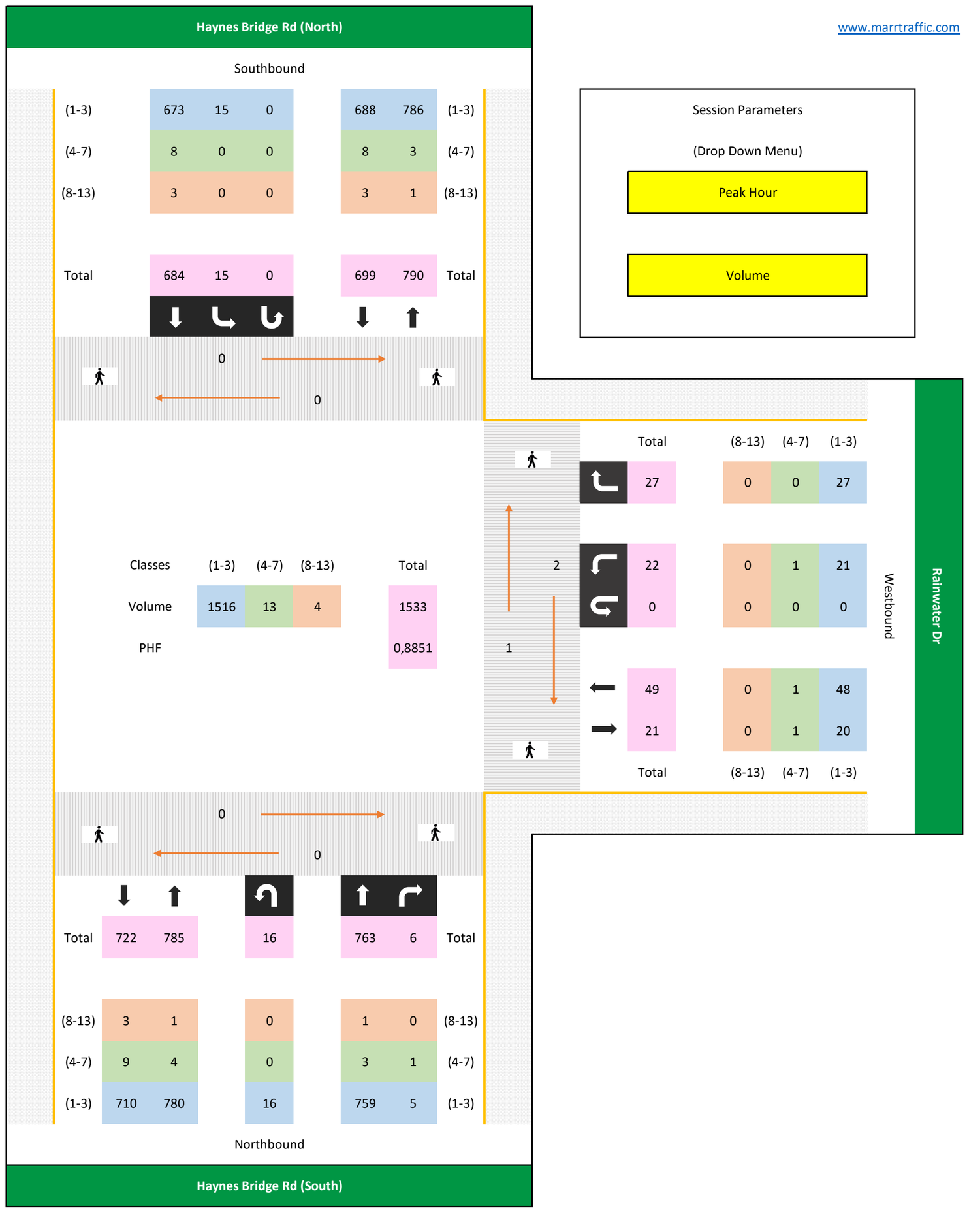
Alpharetta, GA

Peak Hour Turning Movement Count

Marr Traffic Inc

www.marrtraffic.com

Wednesday, January 27, 2021	
Period	1615 - 1815
Peak Hour	1630 - 1730



All vehicles

	Northbound					Southbound										Westbound					
	Haynes Bridge Rd (South)					Haynes Bridge Rd (North)										Rainwater Dr					
Time		Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Left 1.4	Thru 1.5		U-Turn 1.6	App Total					App Total	Left 1.7		Right 1.8	U-Turn 1.9	App Total	Int Total
1630 - 1645	-	182	1	6	189	2	165	-	0	167	-	-	-	-	0	8	-	7	0	15	371
1645 - 1700	-	199	0	4	203	2	145	-	0	147	-	-	-	-	0	2	-	5	0	7	357
1700 - 1715	-	195	5	4	204	6	210	-	0	216	-	-	-	-	0	6	-	7	0	13	433
1715 - 1730	-	187	0	2	189	5	164	-	0	169	-	-	-	-	0	6	-	8	0	14	372
Total	0	763	6	16	785	15	684	0	0	699	0	0	0	0	0	22	0	27	0	49	1533
Approach %	0,00	97,20	0,76	2,04	-	2,15	97,85	0,00	0,00	-	0,00	0,00	0,00	0,00	-	44,90	0,00	55,10	0,00	-	
PHF	0,00	0,96	0,30	0,67	**0,96**	0,63	0,81	0,00	0,00	**0,81**	0,00	0,00	0,00	0,00	**0,00**	0,69	0,00	0,84	0,00	**0,82**	**0,89**

Bikes

	Northbound					Southbound										Westbound					
	Haynes Bridge Rd (South)					Haynes Bridge Rd (North)										Rainwater Dr					
Time		Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Left 1.4	Thru 1.5		U-Turn 1.6	App Total					App Total	Left 1.7		Right 1.8	U-Turn 1.9	App Total	Int Total
1630 - 1645	-	0	0	0	0	0	0	-	0	0	-	-	-	-	0	0	-	0	0	0	0
1645 - 1700	-	0	0	0	0	0	0	-	0	0	-	-	-	-	0	0	-	0	0	0	0
1700 - 1715	-	0	0	0	0	0	0	-	0	0	-	-	-	-	0	0	-	0	0	0	0
1715 - 1730	-	0	0	0	0	0	0	-	0	0	-	-	-	-	0	0	-	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0,00	0,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-	
PHF	0,00	0,00	0,00	0,00	**0,00**	0,00	0,00	0,00	0,00	**0,00**	0,00	0,00	0,00	0,00	**0,00**	0,00	0,00	0,00	0,00	**0,00**	**0,00**

Passenger Vehicles (1-3)

	Northbound					Southbound										Westbound					
	Haynes Bridge Rd (South)					Haynes Bridge Rd (North)										Rainwater Dr					
Time		Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Left 1.4	Thru 1.5		U-Turn 1.6	App Total					App Total	Left 1.7		Right 1.8	U-Turn 1.9	App Total	Int Total
1630 - 1645	-	181	1	6	188	2	161	-	0	163	-	-	-	-	0	8	-	7	0	15	366
1645 - 1700	-	198	0	4	202	2	143	-	0	145	-	-	-	-	0	1	-	5	0	6	353
1700 - 1715	-	193	4	4	201	6	207	-	0	213	-	-	-	-	0	6	-	7	0	13	427
1715 - 1730	-	187	0	2	189	5	162	-	0	167	-	-	-	-	0	6	-	8	0	14	370
Total	0	759	5	16	780	15	673	0	0	688	0	0	0	0	0	21	0	27	0	48	1516
Approach %	0,00	97,31	0,64	2,05	-	2,18	97,82	0,00	0,00	-	0,00	0,00	0,00	0,00	-	43,75	0,00	56,25	0,00	-	
PHF	0,00	0,96	0,31	0,67	**0,97**	0,63	0,81	0,00	0,00	**0,81**	0,00	0,00	0,00	0,00	**0,00**	0,66	0,00	0,84	0,00	**0,80**	**0,89**

Single Unit Trucks (4-7)

	Northbound					Southbound										Westbound					
	Haynes Bridge Rd (South)					Haynes Bridge Rd (North)										Rainwater Dr					
Time		Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Left 1.4	Thru 1.5		U-Turn 1.6	App Total					App Total	Left 1.7		Right 1.8	U-Turn 1.9	App Total	Int Total
1630 - 1645	-	1	0	0	1	0	3	-	0	3	-	-	-	-	0	0	-	0	0	0	4
1645 - 1700	-	0	0	0	0	0	2	-	0	2	-	-	-	-	0	1	-	0	0	1	3
1700 - 1715	-	2	1	0	3	0	2	-	0	2	-	-	-	-	0	0	-	0	0	0	5
1715 - 1730	-	0	0	0	0	0	1	-	0	1	-	-	-	-	0	0	-	0	0	0	1
Total	0	3	1	0	4	0	8	0	0	8	0	0	0	0	0	1	0	0	0	1	13
Approach %	0,00	75,00	25,00	0,00	-	0,00	100,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-	100,00	0,00	0,00	0,00	-	
PHF	0,00	0,38	0,25	0,00	**0,33**	0,00	0,67	0,00	0,00	**0,67**	0,00	0,00	0,00	0,00	**0,00**	0,25	0,00	0,00	0,00	**0,25**	**0,65**

Combination Trucks (8-13)

	Northbound					Southbound										Westbound					
	Haynes Bridge Rd (South)					Haynes Bridge Rd (North)										Rainwater Dr					
Time		Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Left 1.4	Thru 1.5		U-Turn 1.6	App Total					App Total	Left 1.7		Right 1.8	U-Turn 1.9	App Total	Int Total
1630 - 1645	-	0	0	0	0	0	1	-	0	1	-	-	-	-	0	0	-	0	0	0	1
1645 - 1700	-	1	0	0	1	0	0	-	0	0	-	-	-	-	0	0	-	0	0	0	1
1700 - 1715	-	0	0	0	0	0	1	-	0	1	-	-	-	-	0	0	-	0	0	0	1
1715 - 1730	-	0	0	0	0	0	1	-	0	1	-	-	-	-	0	0	-	0	0	0	1
Total	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
Approach %	0,00	100,00	0,00	0,00	-	0,00	100,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-	
PHF	0,00	0,25	0,00	0,00	**0,25**	0,00	0,75	0,00	0,00	**0,75**	0,00	0,00	0,00	0,00	**0,00**	0,00	0,00	0,00	0,00	**0,00**	**1,00**

Pedestrians

	Northbound					Southbound										Westbound					
	Haynes Bridge Rd (South)					Haynes Bridge Rd (North)										Rainwater Dr					
Time	EB 1a	WB 1b			App Total	EB 1c	WB 1d			App Total					App Total	NB 1g	SB 1h			App Total	Int Total
1630 - 1645	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0
1645 - 1700	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0
1700 - 1715	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0
1715 - 1730	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0,00	0,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-	
PHF	0,00	0,00	0,00	0,00	**0,00**	0,00	0,00	0,00	0,00	**0,00**	0,00	0,00	0,00	0,00	**0,00**	0,00	0,00	0,00	0,00	**0,00**	**0,00**

Alpharetta, GA
Classified Turn Movement Count

Site 1 of 4
Haynes Bridge Rd (South)
Haynes Bridge Rd (North)

Rainwater Dr

Lat/Long
34,062036°, -84,290610°

Date
Wednesday, January 27, 2021

Weather
Mostly Cloudy
54°F

Marr Traffic Inc
www.marrtraffic.com

0700 - 0900 (Weekday 2h Session) (27-01-2021)
All vehicles

	Northbound				Southbound				Westbound				
	Haynes Bridge Rd (South)				Haynes Bridge Rd (North)				Rainwater Dr				
TIME	Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Left 1.4	Thru 1.5	U-Turn 1.6	App Total	Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
0700 - 0715	58	1	0	59	3	106	0	109	0	1	0	1	169
0715 - 0730	53	4	3	60	1	130	0	131	0	0	0	0	191
0730 - 0745	87	7	0	94	6	142	0	148	2	2	0	4	246
0745 - 0800	122	2	2	126	7	150	0	157	1	0	0	1	284
Hourly Total	320	14	5	**339**	17	528	0	**545**	3	3	0	**6**	**890**
0800 - 0815	85	6	0	91	4	140	0	144	2	3	0	5	240
0815 - 0830	122	7	3	132	2	146	0	148	0	0	0	0	280
0830 - 0845	94	5	4	103	5	156	0	161	1	0	0	1	265
0845 - 0900	121	10	3	134	4	141	0	145	4	1	0	5	284
Hourly Total	422	28	10	**460**	15	583	0	**598**	7	4	0	**11**	**1069**
Grand Total	742	42	15	**799**	32	1111	0	**1143**	10	7	0	**17**	**1959**
Approach %	92,87	5,26	1,88	-	2,80	97,20	0,00	-	58,82	41,18	0,00	-	
Intersection %	37,88	2,14	0,77	40,79	1,63	56,71	0,00	58,35	0,51	0,36	0,00	0,87	
PHF	0,87	0,71	0,56	**0,86**	0,64	0,95	0,00	**0,95**	0,50	0,25	0,00	**0,35**	**0,94**

1615 - 1815 (Weekday 2h Session) (27-01-2021)
All vehicles

	Northbound				Southbound				Westbound				
	Haynes Bridge Rd (South)				Haynes Bridge Rd (North)				Rainwater Dr				
TIME	Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Left 1.4	Thru 1.5	U-Turn 1.6	App Total	Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
1615 - 1630	184	4	2	190	2	168	0	170	7	2	0	9	369
1630 - 1645	182	1	6	189	2	165	0	167	8	7	0	15	371
1645 - 1700	199	0	4	203	2	145	0	147	2	5	0	7	357
1700 - 1715	195	5	4	204	6	210	0	216	6	7	0	13	433
Hourly Total	760	10	16	**786**	12	688	0	**700**	23	21	0	**44**	**1530**
1715 - 1730	187	0	2	189	5	164	0	169	6	8	0	14	372
1730 - 1745	188	2	4	194	2	159	0	161	5	8	0	13	368
1745 - 1800	175	1	5	181	2	154	0	156	5	1	0	6	343
1800 - 1815	179	1	2	182	4	159	0	163	3	2	0	5	350
Hourly Total	729	4	13	**746**	13	636	0	**649**	19	19	0	**38**	**1433**
Grand Total	1489	14	29	**1532**	25	1324	0	**1349**	42	40	0	**82**	**2963**
Approach %	97,19	0,91	1,89	-	1,85	98,15	0,00	-	51,22	48,78	0,00	-	
Intersection %	50,25	0,47	0,98	51,70	0,84	44,68	0,00	45,53	1,42	1,35	0,00	2,77	
PHF	0,96	0,30	0,67	**0,96**	0,63	0,81	0,00	**0,81**	0,69	0,84	0,00	**0,82**	**0,89**

Alpharetta, GA
Classified Turn Movement Count

Site 1 of 4
Haynes Bridge Rd (South)
Haynes Bridge Rd (North)

Rainwater Dr

Lat/Long
34,062036°, -84,290610°

Date
Wednesday, January 27, 2021

Weather
Mostly Cloudy
54°F

Marr Traffic Inc
www.marrtraffic.com

0700 - 0900 (Weekday 2h Session) (27-01-2021)
Bikes

	Northbound				Southbound				Westbound				
	Haynes Bridge Rd (South)				Haynes Bridge Rd (North)				Rainwater Dr				
TIME	Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Left 1.4	Thru 1.5	U-Turn 1.6	App Total	Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0,00	0,00	0,00	-	0,00	0,00	0,00	-	0,00	0,00	0,00	-	
Intersection %	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	

1615 - 1815 (Weekday 2h Session) (27-01-2021)
Bikes

	Northbound				Southbound				Westbound				
	Haynes Bridge Rd (South)				Haynes Bridge Rd (North)				Rainwater Dr				
TIME	Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Left 1.4	Thru 1.5	U-Turn 1.6	App Total	Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0,00	0,00	0,00	-	0,00	0,00	0,00	-	0,00	0,00	0,00	-	
Intersection %	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	

Alpharetta, GA
Classified Turn Movement Count

Site 1 of 4
Haynes Bridge Rd (South)
Haynes Bridge Rd (North)

Rainwater Dr

Lat/Long
34,062036°, -84,290610°

Date
Wednesday, January 27, 2021

Weather
Mostly Cloudy
54°F

Marr Traffic Inc
www.marrtraffic.com

0700 - 0900 (Weekday 2h Session) (27-01-2021)
Passenger Vehicles (1-3)

	Northbound				Southbound				Westbound				
	Haynes Bridge Rd (South)				Haynes Bridge Rd (North)				Rainwater Dr				
TIME	Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Left 1.4	Thru 1.5	U-Turn 1.6	App Total	Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
0700 - 0715	58	1	0	59	3	105	0	108	0	1	0	1	168
0715 - 0730	51	4	3	58	1	129	0	130	0	0	0	0	188
0730 - 0745	84	7	0	91	6	139	0	145	1	2	0	3	239
0745 - 0800	120	2	2	124	7	150	0	157	1	0	0	1	282
Hourly Total	313	14	5	**332**	17	523	0	**540**	2	3	0	**5**	**877**
0800 - 0815	84	6	0	90	4	138	0	142	1	3	0	4	236
0815 - 0830	119	7	3	129	2	143	0	145	0	0	0	0	274
0830 - 0845	92	5	4	101	5	155	0	160	1	0	0	1	262
0845 - 0900	117	9	3	129	4	135	0	139	4	1	0	5	273
Hourly Total	412	27	10	**449**	15	571	0	**586**	6	4	0	**10**	**1045**
Grand Total	725	41	15	**781**	32	1094	0	**1126**	8	7	0	**15**	**1922**
Approach %	92,83	5,25	1,92	-	2,84	97,16	0,00	-	53,33	46,67	0,00	-	
Intersection %	37,72	2,13	0,78	40,63	1,66	56,92	0,00	58,58	0,42	0,36	0,00	0,78	

1615 - 1815 (Weekday 2h Session) (27-01-2021)
Passenger Vehicles (1-3)

	Northbound				Southbound				Westbound				
	Haynes Bridge Rd (South)				Haynes Bridge Rd (North)				Rainwater Dr				
TIME	Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Left 1.4	Thru 1.5	U-Turn 1.6	App Total	Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
1615 - 1630	181	4	2	187	2	167	0	169	7	2	0	9	365
1630 - 1645	181	1	6	188	2	161	0	163	8	7	0	15	366
1645 - 1700	198	0	4	202	2	143	0	145	1	5	0	6	353
1700 - 1715	193	4	4	201	6	207	0	213	6	7	0	13	427
Hourly Total	753	9	16	**778**	12	678	0	**690**	22	21	0	**43**	**1511**
1715 - 1730	187	0	2	189	5	162	0	167	6	8	0	14	370
1730 - 1745	188	2	4	194	2	159	0	161	5	8	0	13	368
1745 - 1800	175	1	5	181	2	154	0	156	5	1	0	6	343
1800 - 1815	179	1	2	182	4	156	0	160	3	2	0	5	347
Hourly Total	729	4	13	**746**	13	631	0	**644**	19	19	0	**38**	**1428**
Grand Total	1482	13	29	**1524**	25	1309	0	**1334**	41	40	0	**81**	**2939**
Approach %	97,24	0,85	1,90	-	1,87	98,13	0,00	-	50,62	49,38	0,00	-	
Intersection %	50,43	0,44	0,99	51,85	0,85	44,54	0,00	45,39	1,40	1,36	0,00	2,76	

Alpharetta, GA
Classified Turn Movement Count

Site 1 of 4
Haynes Bridge Rd (South)
Haynes Bridge Rd (North)

Rainwater Dr

Lat/Long
34,062036°, -84,290610°

Date
Wednesday, January 27, 2021

Weather
Mostly Cloudy
54°F

Marr Traffic Inc
www.marrtraffic.com

0700 - 0900 (Weekday 2h Session) (27-01-2021)
Single Unit Trucks (4-7)

	Northbound				Southbound				Westbound				
	Haynes Bridge Rd (South)				Haynes Bridge Rd (North)				Rainwater Dr				
TIME	Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Left 1.4	Thru 1.5	U-Turn 1.6	App Total	Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	1	0	1	0	0	0	0	1
0715 - 0730	2	0	0	2	0	1	0	1	0	0	0	0	3
0730 - 0745	3	0	0	3	0	3	0	3	1	0	0	1	7
0745 - 0800	2	0	0	2	0	0	0	0	0	0	0	0	2
Hourly Total	7	0	0	**7**	0	5	0	**5**	1	0	0	**1**	**13**
0800 - 0815	1	0	0	1	0	1	0	1	1	0	0	1	3
0815 - 0830	3	0	0	3	0	3	0	3	0	0	0	0	6
0830 - 0845	2	0	0	2	0	1	0	1	0	0	0	0	3
0845 - 0900	4	1	0	5	0	4	0	4	0	0	0	0	9
Hourly Total	10	1	0	**11**	0	9	0	**9**	1	0	0	**1**	**21**
Grand Total	17	1	0	**18**	0	14	0	**14**	2	0	0	**2**	**34**
Approach %	94,44	5,56	0,00	-	0,00	100,00	0,00	-	100,00	0,00	0,00	-	
Intersection %	50,00	2,94	0,00	52,94	0,00	41,18	0,00	41,18	5,88	0,00	0,00	5,88	

1615 - 1815 (Weekday 2h Session) (27-01-2021)
Single Unit Trucks (4-7)

	Northbound				Southbound				Westbound				
	Haynes Bridge Rd (South)				Haynes Bridge Rd (North)				Rainwater Dr				
TIME	Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Left 1.4	Thru 1.5	U-Turn 1.6	App Total	Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
1615 - 1630	2	0	0	2	0	1	0	1	0	0	0	0	3
1630 - 1645	1	0	0	1	0	3	0	3	0	0	0	0	4
1645 - 1700	0	0	0	0	0	2	0	2	1	0	0	1	3
1700 - 1715	2	1	0	3	0	2	0	2	0	0	0	0	5
Hourly Total	5	1	0	**6**	0	8	0	**8**	1	0	0	**1**	**15**
1715 - 1730	0	0	0	0	0	1	0	1	0	0	0	0	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1815	0	0	0	0	0	3	0	3	0	0	0	0	3
Hourly Total	0	0	0	**0**	0	4	0	**4**	0	0	0	**0**	**4**
Grand Total	5	1	0	**6**	0	12	0	**12**	1	0	0	**1**	**19**
Approach %	83,33	16,67	0,00	-	0,00	100,00	0,00	-	100,00	0,00	0,00	-	
Intersection %	26,32	5,26	0,00	31,58	0,00	63,16	0,00	63,16	5,26	0,00	0,00	5,26	

Alpharetta, GA
Classified Turn Movement Count

Site 1 of 4
Haynes Bridge Rd (South)
Haynes Bridge Rd (North)

Rainwater Dr

Lat/Long
34,062036°, -84,290610°

Date
Wednesday, January 27, 2021

Weather
Mostly Cloudy
54°F

Marr Traffic Inc
www.marrtraffic.com

0700 - 0900 (Weekday 2h Session) (27-01-2021)
Combination Trucks (8-13)

	Northbound				Southbound				Westbound				
	Haynes Bridge Rd (South)				Haynes Bridge Rd (North)				Rainwater Dr				
TIME	Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Left 1.4	Thru 1.5	U-Turn 1.6	App Total	Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	1	0	1	0	0	0	0	1
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	2	0	2	0	0	0	0	2
Hourly Total	0	0	0	**0**	0	3	0	**3**	0	0	0	**0**	**3**
Grand Total	0	0	0	**0**	0	3	0	**3**	0	0	0	**0**	**3**
Approach %	0,00	0,00	0,00	-	0,00	100,00	0,00	-	0,00	0,00	0,00	-	
Intersection %	0,00	0,00	0,00	0,00	0,00	100,00	0,00	100,00	0,00	0,00	0,00	0,00	

1615 - 1815 (Weekday 2h Session) (27-01-2021)
Combination Trucks (8-13)

	Northbound				Southbound				Westbound				
	Haynes Bridge Rd (South)				Haynes Bridge Rd (North)				Rainwater Dr				
TIME	Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Left 1.4	Thru 1.5	U-Turn 1.6	App Total	Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
1615 - 1630	1	0	0	1	0	0	0	0	0	0	0	0	1
1630 - 1645	0	0	0	0	0	1	0	1	0	0	0	0	1
1645 - 1700	1	0	0	1	0	0	0	0	0	0	0	0	1
1700 - 1715	0	0	0	0	0	1	0	1	0	0	0	0	1
Hourly Total	2	0	0	**2**	0	2	0	**2**	0	0	0	**0**	**4**
1715 - 1730	0	0	0	0	0	1	0	1	0	0	0	0	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	1	0	**1**	0	0	0	**0**	**1**
Grand Total	2	0	0	**2**	0	3	0	**3**	0	0	0	**0**	**5**
Approach %	100,00	0,00	0,00	-	0,00	100,00	0,00	-	0,00	0,00	0,00	-	
Intersection %	40,00	0,00	0,00	40,00	0,00	60,00	0,00	60,00	0,00	0,00	0,00	0,00	

Alpharetta, GA
Pedestrian Count

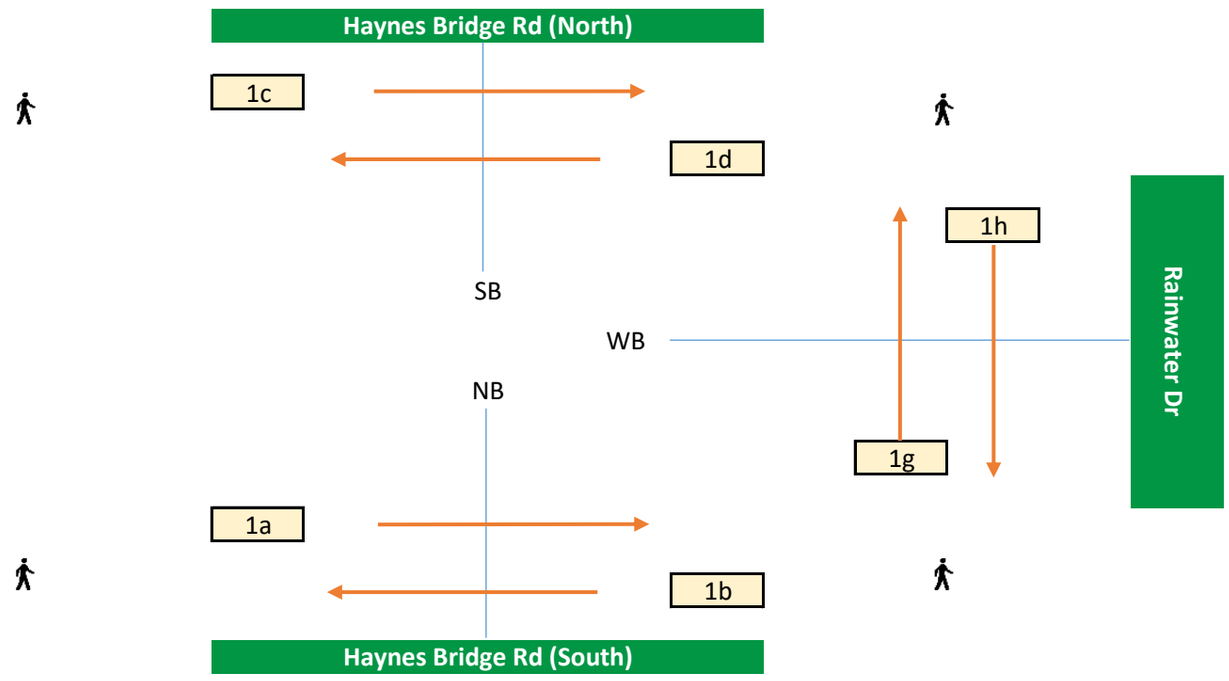
Site 1 of 4
Haynes Bridge Rd (South)
Haynes Bridge Rd (North)

Rainwater Dr

Lat/Long
34,062036°, -84,290610°

Date
Wednesday, January 27, 2021

Weather
Mostly Cloudy
54°F



Marr Traffic Inc
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0700 - 0900 (Weekday 2h Session) (27-01-2021)
Pedestrians

	Northbound			Southbound			Westbound			
	Haynes Bridge Rd (South)			Haynes Bridge Rd (North)			Rainwater Dr			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1g	SB 1h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	1	0	1	1
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	1	0	**1**	**1**
Grand Total	0	0	**0**	0	0	**0**	1	0	**1**	**1**
Approach %	0,00	0,00	-	0,00	0,00	-	100,00	0,00	-	
Intersection %	0,00	0,00	0,00	0,00	0,00	0,00	100,00	0,00	100,00	

1615 - 1815 (Weekday 2h Session) (27-01-2021)
Pedestrians

	Northbound			Southbound			Westbound			
	Haynes Bridge Rd (South)			Haynes Bridge Rd (North)			Rainwater Dr			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1g	SB 1h	App Total	Int Total
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1715 - 1730	0	0	0	0	0	0	1	2	3	3
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
1800 - 1815	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	1	2	**3**	**3**
Grand Total	0	0	**0**	0	0	**0**	1	2	**3**	**3**
Approach %	0,00	0,00	-	0,00	0,00	-	33,33	66,67	-	
Intersection %	0,00	0,00	0,00	0,00	0,00	0,00	33,33	66,67	100,00	

Alpharetta, GA
Classified Traffic Count

Site 4
Haynes Bridge Rd,
north of Rainwater Dr

Marr Traffic Inc
www.marrtraffic.com

Lat/Long
34,062331°, -84,290856°

Date
Wednesday, January 27, 2021

Weather
Mostly Cloudy
54°F

0000 - 2400 (Weekday 24h Session)
Northbound / Southbound

	Northbound, (Movement 4.1)													
TIME	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	**TOTAL**
0000 - 0015	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**
0015 - 0030	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
0030 - 0045	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
0045 - 0100	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
0100 - 0115	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**
0115 - 0130	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
0130 - 0145	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
0145 - 0200	0	6	1	0	0	0	0	0	1	0	0	0	0	**8**
0200 - 0215	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0230 - 0245	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
0245 - 0300	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
0300 - 0315	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
0315 - 0330	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
0330 - 0345	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
0345 - 0400	0	1	0	0	0	0	0	1	0	0	0	0	0	**2**
0400 - 0415	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
0415 - 0430	0	1	1	1	0	0	0	0	0	0	0	0	0	**3**
0430 - 0445	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
0445 - 0500	0	7	0	0	0	0	0	0	2	0	0	0	0	**9**
0500 - 0515	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
0515 - 0530	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**
0530 - 0545	0	8	1	0	0	0	0	0	1	0	0	0	0	**10**
0545 - 0600	0	17	2	0	1	0	0	0	0	0	0	0	0	**20**
0600 - 0615	0	22	4	0	0	0	0	0	0	0	0	0	0	**26**
0615 - 0630	0	16	1	0	1	0	0	0	0	0	0	0	0	**18**
0630 - 0645	0	35	3	1	0	0	0	0	0	0	0	0	0	**39**
0645 - 0700	0	42	7	1	0	0	0	1	0	0	0	0	0	**51**
0700 - 0715	0	51	8	0	0	0	0	0	0	0	0	0	0	**59**
0715 - 0730	0	47	4	2	0	0	0	0	0	0	0	0	0	**53**
0730 - 0745	0	73	13	0	3	0	0	0	0	0	0	0	0	**89**
0745 - 0800	0	92	28	0	2	0	0	0	0	0	0	0	0	**122**
0800 - 0815	0	73	14	0	1	0	0	0	0	0	0	0	0	**88**
0815 - 0830	0	97	22	0	3	0	0	0	0	0	0	0	0	**122**
0830 - 0845	0	72	20	0	2	0	0	0	0	0	0	0	0	**94**
0845 - 0900	0	103	15	1	3	0	0	0	0	0	0	0	0	**122**
0900 - 0915	0	69	26	1	3	0	0	1	0	0	0	0	0	**100**
0915 - 0930	0	71	24	0	5	0	0	1	0	0	0	0	0	**101**
0930 - 0945	0	94	32	0	2	0	0	0	0	0	0	0	0	**128**
0945 - 1000	0	87	19	0	5	0	0	0	0	0	0	0	0	**111**
1000 - 1015	0	68	11	0	0	0	0	0	0	0	0	0	0	**79**
1015 - 1030	0	90	23	0	5	0	0	0	0	0	0	0	0	**118**
1030 - 1045	0	77	23	0	2	0	0	1	1	0	0	0	0	**104**
1045 - 1100	1	90	19	0	3	0	0	0	0	0	0	0	0	**113**
1100 - 1115	0	91	22	0	0	1	0	0	1	0	0	0	0	**115**
1115 - 1130	0	120	22	0	2	1	0	2	1	0	0	0	0	**148**
1130 - 1145	0	105	21	0	6	1	0	0	0	0	0	0	0	**133**
1145 - 1200	0	131	30	0	0	1	0	0	1	0	0	0	0	**163**
1200 - 1215	0	142	22	1	4	0	0	0	0	0	0	0	0	**169**
1215 - 1230	1	128	34	0	3	0	0	0	0	0	0	0	0	**166**
1230 - 1245	0	159	20	0	4	0	0	2	0	0	0	0	0	**185**
1245 - 1300	0	162	28	0	2	0	0	0	0	0	0	0	0	**192**
1300 - 1315	0	126	16	0	2	0	0	0	1	0	0	0	0	**145**
1315 - 1330	0	112	22	0	3	0	0	0	0	0	0	0	0	**137**
1330 - 1345	0	140	27	0	3	0	0	0	0	0	0	0	0	**170**
1345 - 1400	0	143	27	0	2	1	0	1	1	0	0	0	0	**175**
1400 - 1415	0	126	16	0	0	0	0	1	1	0	0	0	0	**144**
1415 - 1430	0	149	36	0	0	0	0	0	1	0	0	0	0	**186**
1430 - 1445	0	144	23	1	2	2	0	0	0	0	0	0	0	**172**
1445 - 1500	0	136	21	0	0	0	0	0	1	0	0	0	0	**158**
1500 - 1515	0	151	31	0	0	0	0	0	0	0	0	0	0	**182**
1515 - 1530	1	156	24	1	2	0	0	0	0	0	0	0	0	**184**
1530 - 1545	0	128	22	2	1	0	0	0	0	0	0	0	0	**153**
1545 - 1600	0	139	24	0	3	0	0	0	0	0	0	0	0	**166**
1600 - 1615	0	147	21	1	2	0	0	0	0	0	0	0	0	**171**
1615 - 1630	0	157	26	1	1	0	0	1	0	0	0	0	0	**186**
1630 - 1645	0	166	22	1	0	0	0	0	0	0	0	0	0	**189**
1645 - 1700	0	188	15	0	0	0	0	0	1	0	0	0	0	**204**
1700 - 1715	0	172	28	0	2	0	0	0	0	0	0	0	0	**202**
1715 - 1730	1	173	21	0	0	0	0	0	0	0	0	0	0	**195**
1730 - 1745	0	176	20	0	0	0	0	0	0	0	0	0	0	**196**
1745 - 1800	0	160	16	0	0	0	0	0	0	0	0	0	0	**176**
1800 - 1815	0	156	25	0	0	0	0	0	0	0	0	0	0	**181**
1815 - 1830	0	140	20	0	0	0	0	0	0	0	0	0	0	**160**
1830 - 1845	0	115	12	0	0	0	0	0	0	0	0	0	0	**127**
1845 - 1900	0	112	11	1	0	0	0	0	0	0	0	0	0	**124**
1900 - 1915	0	80	11	0	1	0	0	0	0	0	0	0	0	**92**
1915 - 1930	0	84	8	0	0	0	0	0	0	0	0	0	0	**92**
1930 - 1945	0	83	6	0	0	0	0	0	0	0	0	0	0	**89**
1945 - 2000	0	92	9	0	0	0	0	0	0	0	0	0	0	**101**
2000 - 2015	0	54	11	0	0	0	0	0	0	0	0	0	0	**65**
2015 - 2030	0	57	4	0	0	0	0	0	0	0	0	0	0	**61**
2030 - 2045	0	46	7	0	0	0	0	0	0	0	0	0	0	**53**
2045 - 2100	0	44	7	0	0	0	0	0	0	0	0	0	0	**51**
2100 - 2115	0	38	3	0	1	0	0	0	0	0	0	0	0	**42**
2115 - 2130	0	43	6	0	0	0	0	0	0	0	0	0	0	**49**
2130 - 2145	0	40	3	0	0	0	0	0	0	0	0	0	0	**43**
2145 - 2200	0	28	3	0	0	0	0	0	0	0	0	0	0	**31**
2200 - 2215	0	27	6	0	0	0	0	0	0	0	0	0	0	**33**
2215 - 2230	0	27	3	0	0	0	0	0	0	0	0	0	0	**30**
2230 - 2245	0	15	1	0	0	0	0	0	0	0	0	0	0	**16**
2245 - 2300	0	22	3	0	0	0	0	0	0	0	0	0	0	**25**
2300 - 2315	0	19	3	0	0	0	0	0	0	0	0	0	0	**22**
2315 - 2330	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
2330 - 2345	0	14	1	0	0	0	0	0	0	0	0	0	0	**15**
2345 - 0000	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**

Session Total	4	6877	1154	16	87	7	0	12	14	0	0	0	0	**8171**
Session Average	0,04	71,64	12,02	0,17	0,91	0,07	0,00	0,13	0,15	0,00	0,00	0,00	0,00	**85,11**
Session Percentage	0,05	84,16	14,12	0,20	1,06	0,09	0,00	0,15	0,17	0,00	0,00	0,00	0,00	

AM Peak Hour	-	0800 - 0900	0900 - 1000	0630 - 0730	0900 - 1000	-	-	0830 - 0930	0500 - 0600	-	-	-	-	**0845 - 0945**
AM Peak Hour Volume	0	345	101	4	15	0	0	2	1	0	0	0	0	**451**

Noon Peak Hour	1000 - 1100	1200 - 1300	1415 - 1515	1445 - 1545	1130 - 1230	1100 - 1200	-	1030 - 1130	1030 - 1130	-	-	-	-	**1200 - 1300**
Noon Peak Hour Volume	1	591	111	3	13	4	0	3	3	0	0	0	0	**712**

PM Peak Hour	1500 - 1600	1645 - 1745	1500 - 1600	1515 - 1615	1515 - 1615	-	-	1530 - 1630	1600 - 1700	-	-	-	-	**1645 - 1745**
PM Peak Hour Volume	1	709	101	4	8	0	0	1	1	0	0	0	0	**797**

Alpharetta, GA
Classified Traffic Count

Site 4
Haynes Bridge Rd,
north of Rainwater Dr

Marr Traffic Inc
www.marrtraffic.com

Lat/Long
34,062331°, -84,290856°

Date
Wednesday, January 27, 2021

Weather
Mostly Cloudy
54°F

0000 - 2400 (Weekday 24h Session)

	Southbound, (Movement 4.2)													
TIME	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	**TOTAL**
0000 - 0015	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**
0015 - 0030	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
0030 - 0045	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
0045 - 0100	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
0100 - 0115	0	4	1	0	0	0	0	0	1	0	0	0	0	**6**
0115 - 0130	0	1	0	0	0	0	0	1	0	0	0	0	0	**2**
0130 - 0145	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
0145 - 0200	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
0200 - 0215	0	1	1	0	0	0	0	0	1	0	0	0	0	**3**
0215 - 0230	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0245 - 0300	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
0300 - 0315	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
0315 - 0330	0	5	0	0	1	0	0	0	0	0	0	0	0	**6**
0330 - 0345	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
0345 - 0400	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
0400 - 0415	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
0415 - 0430	0	6	4	0	0	0	0	0	1	0	0	0	0	**11**
0430 - 0445	0	9	1	0	1	0	0	0	0	0	0	0	0	**11**
0445 - 0500	0	11	1	0	0	0	0	0	1	0	0	0	0	**13**
0500 - 0515	0	9	3	0	1	0	0	0	0	0	0	0	0	**13**
0515 - 0530	0	21	3	0	2	0	0	0	0	0	0	0	0	**26**
0530 - 0545	0	23	4	0	0	1	0	0	1	0	0	0	0	**29**
0545 - 0600	0	28	6	0	0	0	0	0	0	0	0	0	0	**34**
0600 - 0615	0	52	12	4	2	0	0	1	0	0	0	0	0	**71**
0615 - 0630	0	45	13	1	0	0	0	0	0	0	0	0	0	**59**
0630 - 0645	0	64	15	1	1	0	0	0	1	0	0	0	0	**82**
0645 - 0700	0	82	20	1	1	0	0	0	1	0	0	0	0	**105**
0700 - 0715	0	88	20	0	0	1	0	0	0	0	0	0	0	**109**
0715 - 0730	0	109	21	1	0	0	0	0	0	0	0	0	0	**131**
0730 - 0745	0	121	24	3	0	0	0	0	0	0	0	0	0	**148**
0745 - 0800	0	136	21	0	0	0	0	0	0	0	0	0	0	**157**
0800 - 0815	0	112	30	0	1	0	0	0	1	0	0	0	0	**144**
0815 - 0830	0	125	20	0	3	0	0	0	0	0	0	0	0	**148**
0830 - 0845	0	144	16	0	1	0	0	0	0	0	0	0	0	**161**
0845 - 0900	0	115	24	0	4	0	0	1	1	0	0	0	0	**145**
0900 - 0915	0	127	26	0	2	0	0	0	0	0	0	0	0	**155**
0915 - 0930	0	106	30	0	2	1	0	1	1	0	0	0	0	**141**
0930 - 0945	0	126	23	0	2	0	0	0	1	0	0	0	0	**152**
0945 - 1000	0	100	20	0	2	1	0	0	0	0	0	0	0	**123**
1000 - 1015	0	104	19	0	1	1	0	0	0	0	0	0	0	**125**
1015 - 1030	0	137	16	0	1	0	0	0	0	0	0	0	0	**154**
1030 - 1045	0	114	24	0	4	1	0	0	0	0	0	0	0	**143**
1045 - 1100	0	104	24	0	5	0	0	1	0	0	0	0	0	**134**
1100 - 1115	0	114	30	1	2	0	0	0	0	0	0	0	0	**147**
1115 - 1130	0	128	35	0	3	0	0	2	0	0	0	0	0	**168**
1130 - 1145	0	118	29	0	2	1	0	0	1	0	0	0	0	**151**
1145 - 1200	0	146	25	1	3	0	0	2	0	0	0	0	0	**177**
1200 - 1215	0	123	22	0	3	0	0	0	0	0	0	0	0	**148**
1215 - 1230	0	129	26	0	2	1	0	0	0	0	0	0	0	**158**
1230 - 1245	0	146	25	0	1	1	0	1	1	0	0	0	0	**175**
1245 - 1300	0	151	22	0	3	0	0	3	0	0	0	0	0	**179**
1300 - 1315	0	157	18	0	3	0	0	0	0	0	0	0	0	**178**
1315 - 1330	0	162	31	1	5	0	0	0	0	0	0	0	0	**199**
1330 - 1345	0	144	25	6	0	0	0	0	0	0	0	0	0	**175**
1345 - 1400	0	155	21	1	4	0	0	0	0	0	0	0	0	**181**
1400 - 1415	0	156	22	0	2	0	0	0	0	0	0	0	0	**180**
1415 - 1430	0	137	23	0	1	0	0	1	1	0	0	0	0	**163**
1430 - 1445	0	127	25	0	3	1	0	0	0	0	0	0	0	**156**
1445 - 1500	0	166	20	1	1	0	0	0	1	0	0	0	0	**189**
1500 - 1515	0	138	36	0	5	0	0	0	0	0	0	0	0	**179**
1515 - 1530	1	151	23	1	0	1	0	1	0	0	0	0	0	**178**
1530 - 1545	0	149	23	0	4	0	0	0	0	0	0	0	0	**176**
1545 - 1600	0	152	28	1	2	0	0	0	0	0	0	0	0	**183**
1600 - 1615	0	140	17	2	2	0	0	0	0	0	0	0	0	**161**
1615 - 1630	0	142	27	1	0	0	0	0	0	0	0	0	0	**170**
1630 - 1645	0	135	28	0	3	0	0	0	1	0	0	0	0	**167**
1645 - 1700	0	130	15	1	1	0	0	0	0	0	0	0	0	**147**
1700 - 1715	0	181	32	0	2	0	0	1	0	0	0	0	0	**216**
1715 - 1730	0	139	28	0	1	0	0	0	1	0	0	0	0	**169**
1730 - 1745	0	138	23	0	0	0	0	0	0	0	0	0	0	**161**
1745 - 1800	1	135	20	0	0	0	0	0	0	0	0	0	0	**156**
1800 - 1815	0	139	21	0	3	0	0	0	0	0	0	0	0	**163**
1815 - 1830	0	107	29	0	1	0	0	0	0	0	0	0	0	**137**
1830 - 1845	0	115	17	0	3	0	0	0	0	0	0	0	0	**135**
1845 - 1900	0	89	15	1	1	0	0	0	0	0	0	0	0	**106**
1900 - 1915	0	87	12	0	1	0	0	0	0	0	0	0	0	**100**
1915 - 1930	0	82	5	0	2	0	0	0	0	0	0	0	0	**89**
1930 - 1945	0	69	11	0	0	0	0	0	0	0	0	0	0	**80**
1945 - 2000	0	64	3	0	0	0	0	0	0	0	0	0	0	**67**
2000 - 2015	0	51	5	0	0	0	0	0	0	0	0	0	0	**56**
2015 - 2030	0	53	5	0	0	0	0	0	0	0	0	0	0	**58**
2030 - 2045	0	41	2	0	0	0	0	0	0	0	0	0	0	**43**
2045 - 2100	0	60	4	0	0	0	0	0	0	0	0	0	0	**64**
2100 - 2115	0	50	2	0	0	0	0	0	0	0	0	0	0	**52**
2115 - 2130	0	45	2	0	0	0	0	0	0	0	0	0	0	**47**
2130 - 2145	0	41	1	0	1	0	0	0	0	0	0	0	0	**43**
2145 - 2200	0	33	3	0	0	0	0	0	0	0	0	0	0	**36**
2200 - 2215	0	34	3	0	0	0	0	0	0	0	0	0	0	**37**
2215 - 2230	0	27	2	0	1	0	0	0	0	0	0	0	0	**30**
2230 - 2245	0	15	1	0	1	0	0	0	0	0	0	0	0	**17**
2245 - 2300	0	24	4	0	0	0	0	0	1	0	0	0	0	**29**
2300 - 2315	0	15	1	0	0	0	0	0	0	0	0	0	0	**16**
2315 - 2330	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
2330 - 2345	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
2345 - 0000	0	16	1	0	0	0	0	0	0	0	0	0	0	**17**

Session Total	2	7549	1297	29	109	11	0	16	18	0	0	0	0	**9031**
Session Average	0,02	78,64	13,51	0,30	1,14	0,11	0,00	0,17	0,19	0,00	0,00	0,00	0,00	**94,07**
Session Percentage	0,02	83,59	14,36	0,32	1,21	0,12	0,00	0,18	0,20	0,00	0,00	0,00	0,00	

AM Peak Hour	-	0745 - 0845	0845 - 0945	0600 - 0700	0815 - 0915	0915 - 1015	-	0830 - 0930	0845 - 0945	-	-	-	-	**0745 - 0845**
AM Peak Hour Volume	0	517	103	7	10	3	0	2	3	0	0	0	0	**610**

Noon Peak Hour	1430 - 1530	1300 - 1400	1100 - 1200	1300 - 1400	1030 - 1130	1000 - 1100	-	1100 - 1200	1400 - 1500	-	-	-	-	**1315 - 1415**
Noon Peak Hour Volume	1	618	119	8	14	2	0	4	2	0	0	0	0	**735**

PM Peak Hour	1500 - 1600	1700 - 1800	1500 - 1600	1515 - 1615	1500 - 1600	1500 - 1600	-	1500 - 1600	1630 - 1730	-	-	-	-	**1500 - 1600**
PM Peak Hour Volume	1	593	110	4	11	1	0	1	2	0	0	0	0	**716**

Alpharetta, GA
Classified Traffic Count

Site 4
Haynes Bridge Rd,
north of Rainwater Dr

Marr Traffic Inc
www.marrtraffic.com

Lat/Long
34,062331°, -84,290856°

Date
Wednesday, January 27, 2021

Weather
Mostly Cloudy
54°F

0000 - 2400 (Weekday 24h Session)

	Bi-Directional 15min													
TIME	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	**TOTAL**
0000 - 0015	0	23	2	0	0	0	0	0	0	0	0	0	0	**25**
0015 - 0030	0	20	0	0	0	0	0	0	0	0	0	0	0	**20**
0030 - 0045	0	17	1	0	0	0	0	0	0	0	0	0	0	**18**
0045 - 0100	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**
0100 - 0115	0	8	3	0	0	0	0	0	1	0	0	0	0	**12**
0115 - 0130	0	7	1	0	0	0	0	1	0	0	0	0	0	**9**
0130 - 0145	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
0145 - 0200	0	10	2	0	0	0	0	0	1	0	0	0	0	**13**
0200 - 0215	0	3	1	0	0	0	0	0	1	0	0	0	0	**5**
0215 - 0230	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
0230 - 0245	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
0245 - 0300	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**
0300 - 0315	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
0315 - 0330	0	10	0	0	1	0	0	0	0	0	0	0	0	**11**
0330 - 0345	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
0345 - 0400	0	5	1	0	0	0	0	1	0	0	0	0	0	**7**
0400 - 0415	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**
0415 - 0430	0	7	5	1	0	0	0	0	1	0	0	0	0	**14**
0430 - 0445	0	12	1	0	1	0	0	0	0	0	0	0	0	**14**
0445 - 0500	0	18	1	0	0	0	0	0	3	0	0	0	0	**22**
0500 - 0515	0	15	4	0	1	0	0	0	0	0	0	0	0	**20**
0515 - 0530	0	29	5	0	2	0	0	0	0	0	0	0	0	**36**
0530 - 0545	0	31	5	0	0	1	0	0	2	0	0	0	0	**39**
0545 - 0600	0	45	8	0	1	0	0	0	0	0	0	0	0	**54**
0600 - 0615	0	74	16	4	2	0	0	1	0	0	0	0	0	**97**
0615 - 0630	0	61	14	1	1	0	0	0	0	0	0	0	0	**77**
0630 - 0645	0	99	18	2	1	0	0	0	1	0	0	0	0	**121**
0645 - 0700	0	124	27	2	1	0	0	1	1	0	0	0	0	**156**
0700 - 0715	0	139	28	0	0	1	0	0	0	0	0	0	0	**168**
0715 - 0730	0	156	25	3	0	0	0	0	0	0	0	0	0	**184**
0730 - 0745	0	194	37	3	3	0	0	0	0	0	0	0	0	**237**
0745 - 0800	0	228	49	0	2	0	0	0	0	0	0	0	0	**279**
0800 - 0815	0	185	44	0	2	0	0	0	1	0	0	0	0	**232**
0815 - 0830	0	222	42	0	6	0	0	0	0	0	0	0	0	**270**
0830 - 0845	0	216	36	0	3	0	0	0	0	0	0	0	0	**255**
0845 - 0900	0	218	39	1	7	0	0	1	1	0	0	0	0	**267**
0900 - 0915	0	196	52	1	5	0	0	1	0	0	0	0	0	**255**
0915 - 0930	0	177	54	0	7	1	0	2	1	0	0	0	0	**242**
0930 - 0945	0	220	55	0	4	0	0	0	1	0	0	0	0	**280**
0945 - 1000	0	187	39	0	7	1	0	0	0	0	0	0	0	**234**
1000 - 1015	0	172	30	0	1	1	0	0	0	0	0	0	0	**204**
1015 - 1030	0	227	39	0	6	0	0	0	0	0	0	0	0	**272**
1030 - 1045	0	191	47	0	6	1	0	1	1	0	0	0	0	**247**
1045 - 1100	1	194	43	0	8	0	0	1	0	0	0	0	0	**247**
1100 - 1115	0	205	52	1	2	1	0	0	1	0	0	0	0	**262**
1115 - 1130	0	248	57	0	5	1	0	4	1	0	0	0	0	**316**
1130 - 1145	0	223	50	0	8	2	0	0	1	0	0	0	0	**284**
1145 - 1200	0	277	55	1	3	1	0	2	1	0	0	0	0	**340**
1200 - 1215	0	265	44	1	7	0	0	0	0	0	0	0	0	**317**
1215 - 1230	1	257	60	0	5	1	0	0	0	0	0	0	0	**324**
1230 - 1245	0	305	45	0	5	1	0	3	1	0	0	0	0	**360**
1245 - 1300	0	313	50	0	5	0	0	3	0	0	0	0	0	**371**
1300 - 1315	0	283	34	0	5	0	0	0	1	0	0	0	0	**323**
1315 - 1330	0	274	53	1	8	0	0	0	0	0	0	0	0	**336**
1330 - 1345	0	284	52	6	3	0	0	0	0	0	0	0	0	**345**
1345 - 1400	0	298	48	1	6	1	0	1	1	0	0	0	0	**356**
1400 - 1415	0	282	38	0	2	0	0	1	1	0	0	0	0	**324**
1415 - 1430	0	286	59	0	1	0	0	1	2	0	0	0	0	**349**
1430 - 1445	0	271	48	1	5	3	0	0	0	0	0	0	0	**328**
1445 - 1500	0	302	41	1	1	0	0	0	2	0	0	0	0	**347**
1500 - 1515	0	289	67	0	5	0	0	0	0	0	0	0	0	**361**
1515 - 1530	2	307	47	2	2	1	0	1	0	0	0	0	0	**362**
1530 - 1545	0	277	45	2	5	0	0	0	0	0	0	0	0	**329**
1545 - 1600	0	291	52	1	5	0	0	0	0	0	0	0	0	**349**
1600 - 1615	0	287	38	3	4	0	0	0	0	0	0	0	0	**332**
1615 - 1630	0	299	53	2	1	0	0	1	0	0	0	0	0	**356**
1630 - 1645	0	301	50	1	3	0	0	0	1	0	0	0	0	**356**
1645 - 1700	0	318	30	1	1	0	0	0	1	0	0	0	0	**351**
1700 - 1715	0	353	60	0	4	0	0	1	0	0	0	0	0	**418**
1715 - 1730	1	312	49	0	1	0	0	0	1	0	0	0	0	**364**
1730 - 1745	0	314	43	0	0	0	0	0	0	0	0	0	0	**357**
1745 - 1800	1	295	36	0	0	0	0	0	0	0	0	0	0	**332**
1800 - 1815	0	295	46	0	3	0	0	0	0	0	0	0	0	**344**
1815 - 1830	0	247	49	0	1	0	0	0	0	0	0	0	0	**297**
1830 - 1845	0	230	29	0	3	0	0	0	0	0	0	0	0	**262**
1845 - 1900	0	201	26	2	1	0	0	0	0	0	0	0	0	**230**
1900 - 1915	0	167	23	0	2	0	0	0	0	0	0	0	0	**192**
1915 - 1930	0	166	13	0	2	0	0	0	0	0	0	0	0	**181**
1930 - 1945	0	152	17	0	0	0	0	0	0	0	0	0	0	**169**
1945 - 2000	0	156	12	0	0	0	0	0	0	0	0	0	0	**168**
2000 - 2015	0	105	16	0	0	0	0	0	0	0	0	0	0	**121**
2015 - 2030	0	110	9	0	0	0	0	0	0	0	0	0	0	**119**
2030 - 2045	0	87	9	0	0	0	0	0	0	0	0	0	0	**96**
2045 - 2100	0	104	11	0	0	0	0	0	0	0	0	0	0	**115**
2100 - 2115	0	88	5	0	1	0	0	0	0	0	0	0	0	**94**
2115 - 2130	0	88	8	0	0	0	0	0	0	0	0	0	0	**96**
2130 - 2145	0	81	4	0	1	0	0	0	0	0	0	0	0	**86**
2145 - 2200	0	61	6	0	0	0	0	0	0	0	0	0	0	**67**
2200 - 2215	0	61	9	0	0	0	0	0	0	0	0	0	0	**70**
2215 - 2230	0	54	5	0	1	0	0	0	0	0	0	0	0	**60**
2230 - 2245	0	30	2	0	1	0	0	0	0	0	0	0	0	**33**
2245 - 2300	0	46	7	0	0	0	0	0	1	0	0	0	0	**54**
2300 - 2315	0	34	4	0	0	0	0	0	0	0	0	0	0	**38**
2315 - 2330	0	17	1	0	0	0	0	0	0	0	0	0	0	**18**
2330 - 2345	0	23	1	0	0	0	0	0	0	0	0	0	0	**24**
2345 - 0000	0	26	2	0	0	0	0	0	0	0	0	0	0	**28**

Session Total	6	14426	2451	45	196	18	0	28	32	0	0	0	0	**17202**
Session Average	0,06	150,27	25,53	0,47	2,04	0,19	0,00	0,29	0,33	0,00	0,00	0,00	0,00	**179,19**
Session Percentage	0,03	83,86	14,25	0,26	1,14	0,10	0,00	0,16	0,19	0,00	0,00	0,00	0,00	

AM Peak Hour	-	0815 - 0915	0845 - 0945	0600 - 0700	0845 - 0945	0915 - 1015	-	0830 - 0930	0845 - 0945	-	-	-	-	**0815 - 0915**
AM Peak Hour Volume	0	852	200	9	23	3	0	4	3	0	0	0	0	**1047**

Noon Peak Hour	1430 - 1530	1230 - 1330	1415 - 1515	1300 - 1400	1045 - 1145	1100 - 1200	-	1030 - 1130	1400 - 1500	-	-	-	-	**1445 - 1545**
Noon Peak Hour Volume	2	1175	215	8	23	5	0	6	5	0	0	0	0	**1399**

PM Peak Hour	1500 - 1600	1645 - 1745	1500 - 1600	1515 - 1615	1500 - 1600	1500 - 1600	-	1615 - 1715	1630 - 1730	-	-	-	-	**1645 - 1745**
PM Peak Hour Volume	2	1297	211	8	17	1	0	2	3	0	0	0	0	**1490**

Alpharetta, GA
Classified Traffic Count

Site 4
Haynes Bridge Rd,
north of Rainwater Dr

Lat/Long
34,062331°, -84,290856°

Date
Wednesday, January 27, 2021

Weather
Mostly Cloudy
54°F

0000 - 2400 (Weekday 24h Session)

Marr Traffic Inc
www.marrtraffic.com

	Site 4		
TIME	NB	SB	**TOTAL**
0000 - 0015	10	15	**25**
0015 - 0030	12	8	**20**
0030 - 0045	10	8	**18**
0045 - 0100	9	4	**13**
0100 - 0115	6	6	**12**
0115 - 0130	7	2	**9**
0130 - 0145	3	4	**7**
0145 - 0200	8	5	**13**
0200 - 0215	2	3	**5**
0215 - 0230	0	4	**4**
0230 - 0245	2	0	**2**
0245 - 0300	3	3	**6**
0300 - 0315	2	1	**3**
0315 - 0330	5	6	**11**
0330 - 0345	2	2	**4**
0345 - 0400	2	5	**7**
0400 - 0415	3	6	**9**
0415 - 0430	3	11	**14**
0430 - 0445	3	11	**14**
0445 - 0500	9	13	**22**
0500 - 0515	7	13	**20**
0515 - 0530	10	26	**36**
0530 - 0545	10	29	**39**
0545 - 0600	20	34	**54**
0600 - 0615	26	71	**97**
0615 - 0630	18	59	**77**
0630 - 0645	39	82	**121**
0645 - 0700	51	105	**156**
0700 - 0715	59	109	**168**
0715 - 0730	53	131	**184**
0730 - 0745	89	148	**237**
0745 - 0800	122	157	**279**
0800 - 0815	88	144	**232**
0815 - 0830	122	148	**270**
0830 - 0845	94	161	**255**
0845 - 0900	122	145	**267**
0900 - 0915	100	155	**255**
0915 - 0930	101	141	**242**
0930 - 0945	128	152	**280**
0945 - 1000	111	123	**234**
1000 - 1015	79	125	**204**
1015 - 1030	118	154	**272**
1030 - 1045	104	143	**247**
1045 - 1100	113	134	**247**
1100 - 1115	115	147	**262**
1115 - 1130	148	168	**316**
1130 - 1145	133	151	**284**
1145 - 1200	163	177	**340**
1200 - 1215	169	148	**317**
1215 - 1230	166	158	**324**
1230 - 1245	185	175	**360**
1245 - 1300	192	179	**371**
1300 - 1315	145	178	**323**
1315 - 1330	137	199	**336**
1330 - 1345	170	175	**345**
1345 - 1400	175	181	**356**
1400 - 1415	144	180	**324**
1415 - 1430	186	163	**349**
1430 - 1445	172	156	**328**
1445 - 1500	158	189	**347**
1500 - 1515	182	179	**361**
1515 - 1530	184	178	**362**
1530 - 1545	153	176	**329**
1545 - 1600	166	183	**349**
1600 - 1615	171	161	**332**
1615 - 1630	186	170	**356**
1630 - 1645	189	167	**356**
1645 - 1700	204	147	**351**
1700 - 1715	202	216	**418**
1715 - 1730	195	169	**364**
1730 - 1745	196	161	**357**
1745 - 1800	176	156	**332**
1800 - 1815	181	163	**344**
1815 - 1830	160	137	**297**
1830 - 1845	127	135	**262**
1845 - 1900	124	106	**230**
1900 - 1915	92	100	**192**
1915 - 1930	92	89	**181**
1930 - 1945	89	80	**169**
1945 - 2000	101	67	**168**
2000 - 2015	65	56	**121**
2015 - 2030	61	58	**119**
2030 - 2045	53	43	**96**
2045 - 2100	51	64	**115**
2100 - 2115	42	52	**94**
2115 - 2130	49	47	**96**
2130 - 2145	43	43	**86**
2145 - 2200	31	36	**67**
2200 - 2215	33	37	**70**
2215 - 2230	30	30	**60**
2230 - 2245	16	17	**33**
2245 - 2300	25	29	**54**
2300 - 2315	22	16	**38**
2315 - 2330	11	7	**18**
2330 - 2345	15	9	**24**
2345 - 0000	11	17	**28**

Session Total	8171	9031	**17202**
Session Average	85,11	94,07	**179,19**

Alpharetta, GA
Classified Traffic Count

Site 4
Haynes Bridge Rd,
north of Rainwater Dr

Marr Traffic Inc
www.marrtraffic.com

Lat/Long
34,062331°, -84,290856°

Date
Wednesday, January 27, 2021

Weather
Mostly Cloudy
54°F

0000 - 2400 (Weekday 24h Session)

	Northbound, (Movement 4.1)													
TIME	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	**TOTAL**
0000 - 0100	0	38	3	0	0	0	0	0	0	0	0	0	0	**41**
0100 - 0200	0	18	5	0	0	0	0	0	1	0	0	0	0	**24**
0200 - 0300	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
0300 - 0400	0	10	0	0	0	0	0	1	0	0	0	0	0	**11**
0400 - 0500	0	13	2	1	0	0	0	0	2	0	0	0	0	**18**
0500 - 0600	0	39	6	0	1	0	0	0	1	0	0	0	0	**47**
0600 - 0700	0	115	15	2	1	0	0	1	0	0	0	0	0	**134**
0700 - 0800	0	263	53	2	5	0	0	0	0	0	0	0	0	**323**
0800 - 0900	0	345	71	1	9	0	0	0	0	0	0	0	0	**426**
0900 - 1000	0	321	101	1	15	0	0	2	0	0	0	0	0	**440**
1000 - 1100	1	325	76	0	10	0	0	1	1	0	0	0	0	**414**
1100 - 1200	0	447	95	0	8	4	0	2	3	0	0	0	0	**559**
1200 - 1300	1	591	104	1	13	0	0	2	0	0	0	0	0	**712**
1300 - 1400	0	521	92	0	10	1	0	1	2	0	0	0	0	**627**
1400 - 1500	0	555	96	1	2	2	0	1	3	0	0	0	0	**660**
1500 - 1600	1	574	101	3	6	0	0	0	0	0	0	0	0	**685**
1600 - 1700	0	658	84	3	3	0	0	1	1	0	0	0	0	**750**
1700 - 1800	1	681	85	0	2	0	0	0	0	0	0	0	0	**769**
1800 - 1900	0	523	68	1	0	0	0	0	0	0	0	0	0	**592**
1900 - 2000	0	339	34	0	1	0	0	0	0	0	0	0	0	**374**
2000 - 2100	0	201	29	0	0	0	0	0	0	0	0	0	0	**230**
2100 - 2200	0	149	15	0	1	0	0	0	0	0	0	0	0	**165**
2200 - 2300	0	91	13	0	0	0	0	0	0	0	0	0	0	**104**
2300 - 2400	0	54	5	0	0	0	0	0	0	0	0	0	0	**59**

Session Total	4	6877	1154	16	87	7	0	12	14	0	0	0	0	**8171**
Session Average	0,17	286,54	48,08	0,67	3,63	0,29	0,00	0,50	0,58	0,00	0,00	0,00	0,00	**340,46**
Session Percentage	0,05	84,16	14,12	0,20	1,06	0,09	0,00	0,15	0,17	0,00	0,00	0,00	0,00	

AM Peak Hour	-	0800 - 0900	0900 - 1000	0600 - 0700	0900 - 1000	-	-	0900 - 1000	0500 - 0600	-	-	-	-	**0900 - 1000**
AM Peak Hour Volume	0	345	101	2	15	0	0	2	1	0	0	0	0	**440**

Noon Peak Hour	1000 - 1100	1200 - 1300	1200 - 1300	1200 - 1300	1200 - 1300	1100 - 1200	-	1100 - 1200	1100 - 1200	-	-	-	-	**1200 - 1300**
Noon Peak Hour Volume	1	591	104	1	13	4	0	2	3	0	0	0	0	**712**

PM Peak Hour	1500 - 1600	1700 - 1800	1500 - 1600	1500 - 1600	1500 - 1600	-	-	1600 - 1700	1600 - 1700	-	-	-	-	**1700 - 1800**
PM Peak Hour Volume	1	681	101	3	6	0	0	1	1	0	0	0	0	**769**

Alpharetta, GA
Classified Traffic Count

Site 4
Haynes Bridge Rd,
north of Rainwater Dr

Marr Traffic Inc
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Lat/Long
34,062331°, -84,290856°

Date
Wednesday, January 27, 2021

Weather
Mostly Cloudy
54°F

0000 - 2400 (Weekday 24h Session)

	Southbound, (Movement 4.2)													
TIME	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	**TOTAL**
0000 - 0100	0	34	1	0	0	0	0	0	0	0	0	0	0	**35**
0100 - 0200	0	13	2	0	0	0	0	1	1	0	0	0	0	**17**
0200 - 0300	0	7	2	0	0	0	0	0	1	0	0	0	0	**10**
0300 - 0400	0	11	2	0	1	0	0	0	0	0	0	0	0	**14**
0400 - 0500	0	31	7	0	1	0	0	0	2	0	0	0	0	**41**
0500 - 0600	0	81	16	0	3	1	0	0	1	0	0	0	0	**102**
0600 - 0700	0	243	60	7	4	0	0	1	2	0	0	0	0	**317**
0700 - 0800	0	454	86	4	0	1	0	0	0	0	0	0	0	**545**
0800 - 0900	0	496	90	0	9	0	0	1	2	0	0	0	0	**598**
0900 - 1000	0	459	99	0	8	2	0	1	2	0	0	0	0	**571**
1000 - 1100	0	459	83	0	11	2	0	1	0	0	0	0	0	**556**
1100 - 1200	0	506	119	2	10	1	0	4	1	0	0	0	0	**643**
1200 - 1300	0	549	95	0	9	2	0	4	1	0	0	0	0	**660**
1300 - 1400	0	618	95	8	12	0	0	0	0	0	0	0	0	**733**
1400 - 1500	0	586	90	1	7	1	0	1	2	0	0	0	0	**688**
1500 - 1600	1	590	110	2	11	1	0	1	0	0	0	0	0	**716**
1600 - 1700	0	547	87	4	6	0	0	0	1	0	0	0	0	**645**
1700 - 1800	1	593	103	0	3	0	0	1	1	0	0	0	0	**702**
1800 - 1900	0	450	82	1	8	0	0	0	0	0	0	0	0	**541**
1900 - 2000	0	302	31	0	3	0	0	0	0	0	0	0	0	**336**
2000 - 2100	0	205	16	0	0	0	0	0	0	0	0	0	0	**221**
2100 - 2200	0	169	8	0	1	0	0	0	0	0	0	0	0	**178**
2200 - 2300	0	100	10	0	2	0	0	0	1	0	0	0	0	**113**
2300 - 2400	0	46	3	0	0	0	0	0	0	0	0	0	0	**49**
Session Total	2	7549	1297	29	109	11	0	16	18	0	0	0	0	**9031**
Session Average	0,08	314,54	54,04	1,21	4,54	0,46	0,00	0,67	0,75	0,00	0,00	0,00	0,00	**376,29**
Session Percentage	0,02	83,59	14,36	0,32	1,21	0,12	0,00	0,18	0,20	0,00	0,00	0,00	0,00	
AM Peak Hour	-	0800 - 0900	0900 - 1000	0600 - 0700	0800 - 0900	0900 - 1000	-	0600 - 0700	0600 - 0700	-	-	-	-	**0800 - 0900**
AM Peak Hour Volume	0	496	99	7	9	2	0	1	2	0	0	0	0	**598**
Noon Peak Hour	-	1300 - 1400	1100 - 1200	1300 - 1400	1300 - 1400	1000 - 1100	-	1100 - 1200	1400 - 1500	-	-	-	-	**1300 - 1400**
Noon Peak Hour Volume	0	618	119	8	12	2	0	4	2	0	0	0	0	**733**
PM Peak Hour	1500 - 1600	1700 - 1800	1500 - 1600	1600 - 1700	1500 - 1600	1500 - 1600	-	1500 - 1600	1600 - 1700	-	-	-	-	**1500 - 1600**
PM Peak Hour Volume	1	593	110	4	11	1	0	1	1	0	0	0	0	**716**

Alpharetta, GA
Classified Traffic Count

Site 4
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34,062331°, -84,290856°

Date
Wednesday, January 27, 2021

Weather
Mostly Cloudy
54°F

0000 - 2400 (Weekday 24h Session)

	Bi-Directional 60min													
TIME	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	**TOTAL**
0000 - 0100	0	72	4	0	0	0	0	0	0	0	0	0	0	**76**
0100 - 0200	0	31	7	0	0	0	0	1	2	0	0	0	0	**41**
0200 - 0300	0	13	3	0	0	0	0	0	1	0	0	0	0	**17**
0300 - 0400	0	21	2	0	1	0	0	1	0	0	0	0	0	**25**
0400 - 0500	0	44	9	1	1	0	0	0	4	0	0	0	0	**59**
0500 - 0600	0	120	22	0	4	1	0	0	2	0	0	0	0	**149**
0600 - 0700	0	358	75	9	5	0	0	2	2	0	0	0	0	**451**
0700 - 0800	0	717	139	6	5	1	0	0	0	0	0	0	0	**868**
0800 - 0900	0	841	161	1	18	0	0	1	2	0	0	0	0	**1024**
0900 - 1000	0	780	200	1	23	2	0	3	2	0	0	0	0	**1011**
1000 - 1100	1	784	159	0	21	2	0	2	1	0	0	0	0	**970**
1100 - 1200	0	953	214	2	18	5	0	6	4	0	0	0	0	**1202**
1200 - 1300	1	1140	199	1	22	2	0	6	1	0	0	0	0	**1372**
1300 - 1400	0	1139	187	8	22	1	0	1	2	0	0	0	0	**1360**
1400 - 1500	0	1141	186	2	9	3	0	2	5	0	0	0	0	**1348**
1500 - 1600	2	1164	211	5	17	1	0	1	0	0	0	0	0	**1401**
1600 - 1700	0	1205	171	7	9	0	0	1	2	0	0	0	0	**1395**
1700 - 1800	2	1274	188	0	5	0	0	1	1	0	0	0	0	**1471**
1800 - 1900	0	973	150	2	8	0	0	0	0	0	0	0	0	**1133**
1900 - 2000	0	641	65	0	4	0	0	0	0	0	0	0	0	**710**
2000 - 2100	0	406	45	0	0	0	0	0	0	0	0	0	0	**451**
2100 - 2200	0	318	23	0	2	0	0	0	0	0	0	0	0	**343**
2200 - 2300	0	191	23	0	2	0	0	0	1	0	0	0	0	**217**
2300 - 2400	0	100	8	0	0	0	0	0	0	0	0	0	0	**108**

Session Total	6	14426	2451	45	196	18	0	28	32	0	0	0	0	**17202**
Session Average	0,25	601,08	102,13	1,88	8,17	0,75	0,00	1,17	1,33	0,00	0,00	0,00	0,00	**716,75**
Session Percentage	0,03	83,86	14,25	0,26	1,14	0,10	0,00	0,16	0,19	0,00	0,00	0,00	0,00	

AM Peak Hour	-	0800 - 0900	0900 - 1000	0600 - 0700	0900 - 1000	0900 - 1000	-	0900 - 1000	0500 - 0600	-	-	-	-	**0800 - 0900**
AM Peak Hour Volume	0	841	200	9	23	2	0	3	2	0	0	0	0	**1024**

Noon Peak Hour	1000 - 1100	1400 - 1500	1100 - 1200	1300 - 1400	1200 - 1300	1100 - 1200	-	1100 - 1200	1400 - 1500	-	-	-	-	**1200 - 1300**
Noon Peak Hour Volume	1	1141	214	8	22	5	0	6	5	0	0	0	0	**1372**

PM Peak Hour	1500 - 1600	1700 - 1800	1500 - 1600	1600 - 1700	1500 - 1600	1500 - 1600	-	1500 - 1600	1600 - 1700	-	-	-	-	**1700 - 1800**
PM Peak Hour Volume	2	1274	211	7	17	1	0	1	2	0	0	0	0	**1471**

Alpharetta, GA
Classified Traffic Count

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Lat/Long
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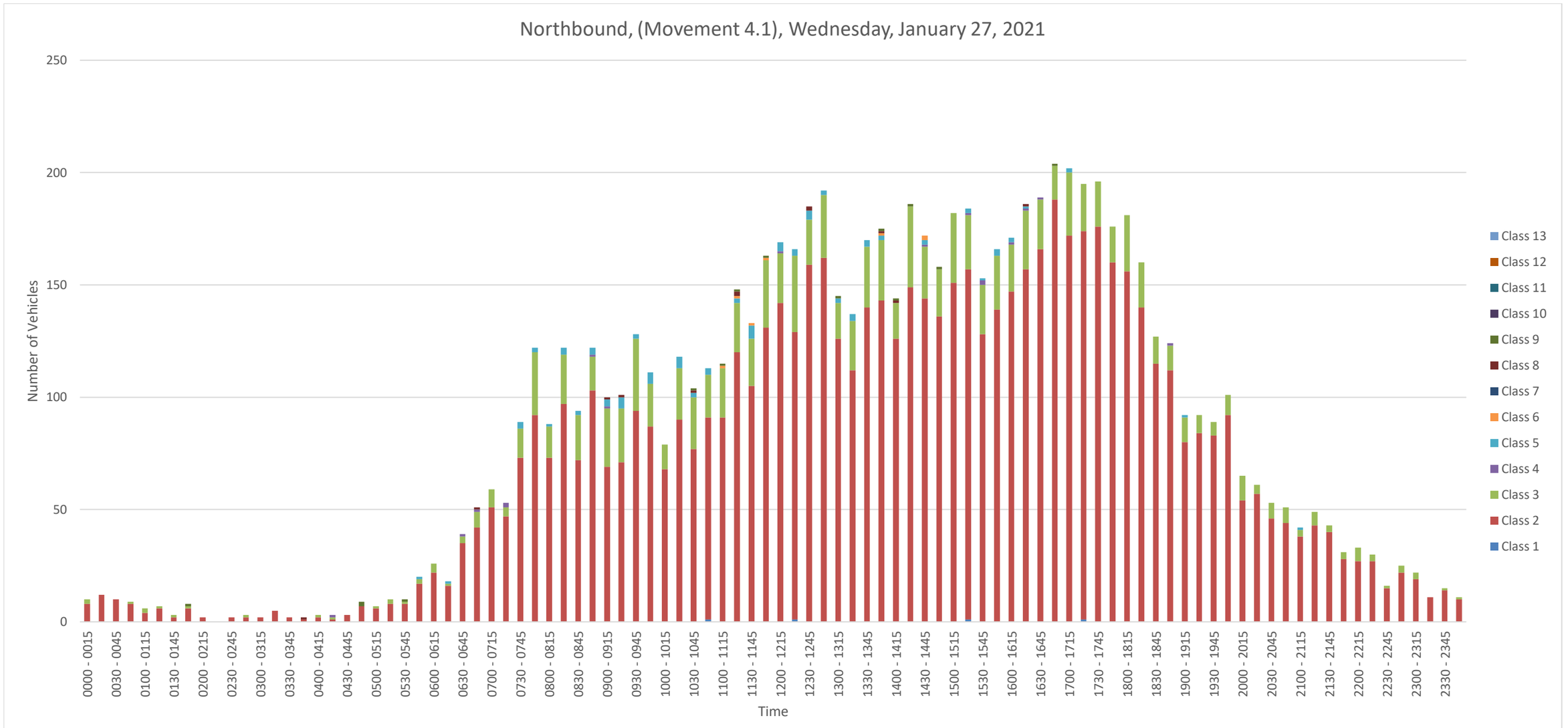
Date
Wednesday, January 27, 2021

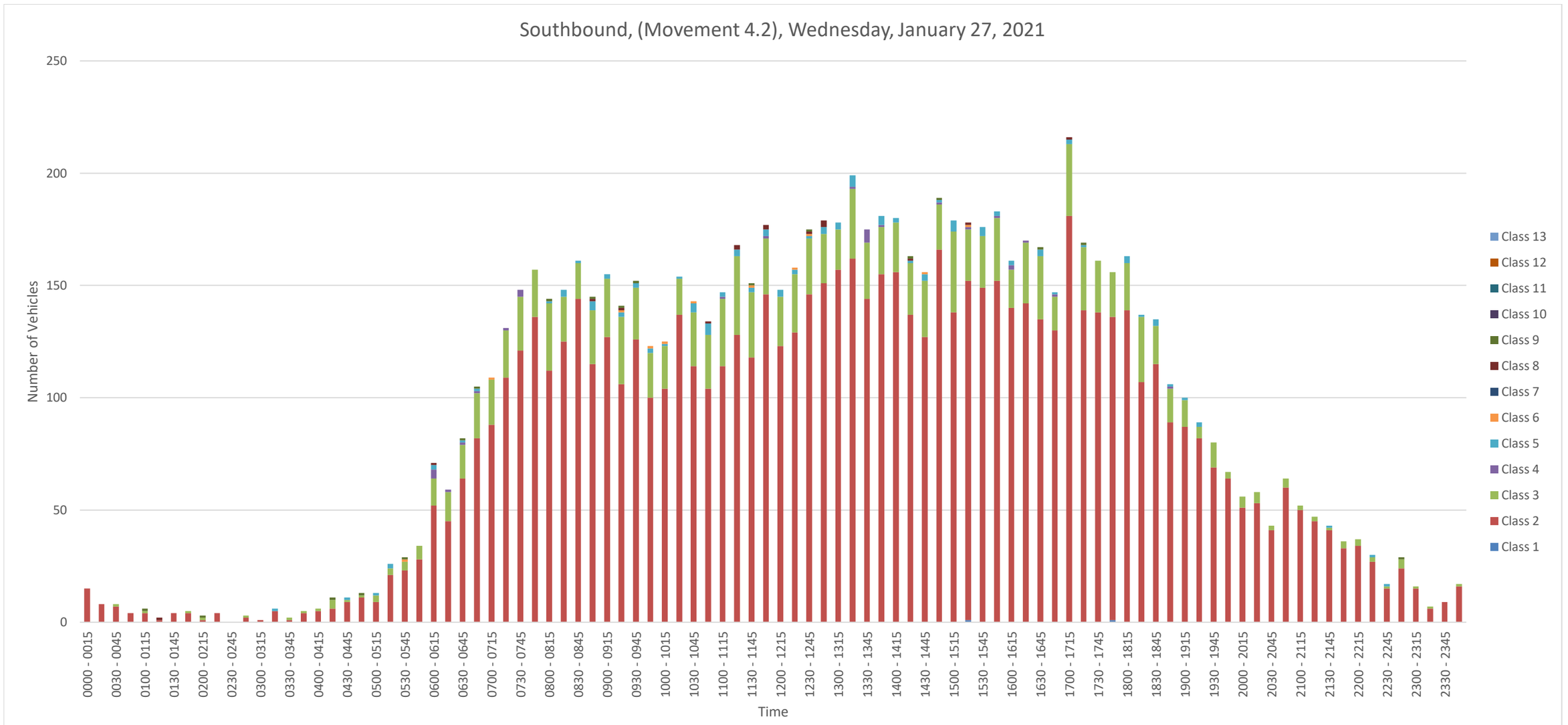
Weather
Mostly Cloudy
54°F

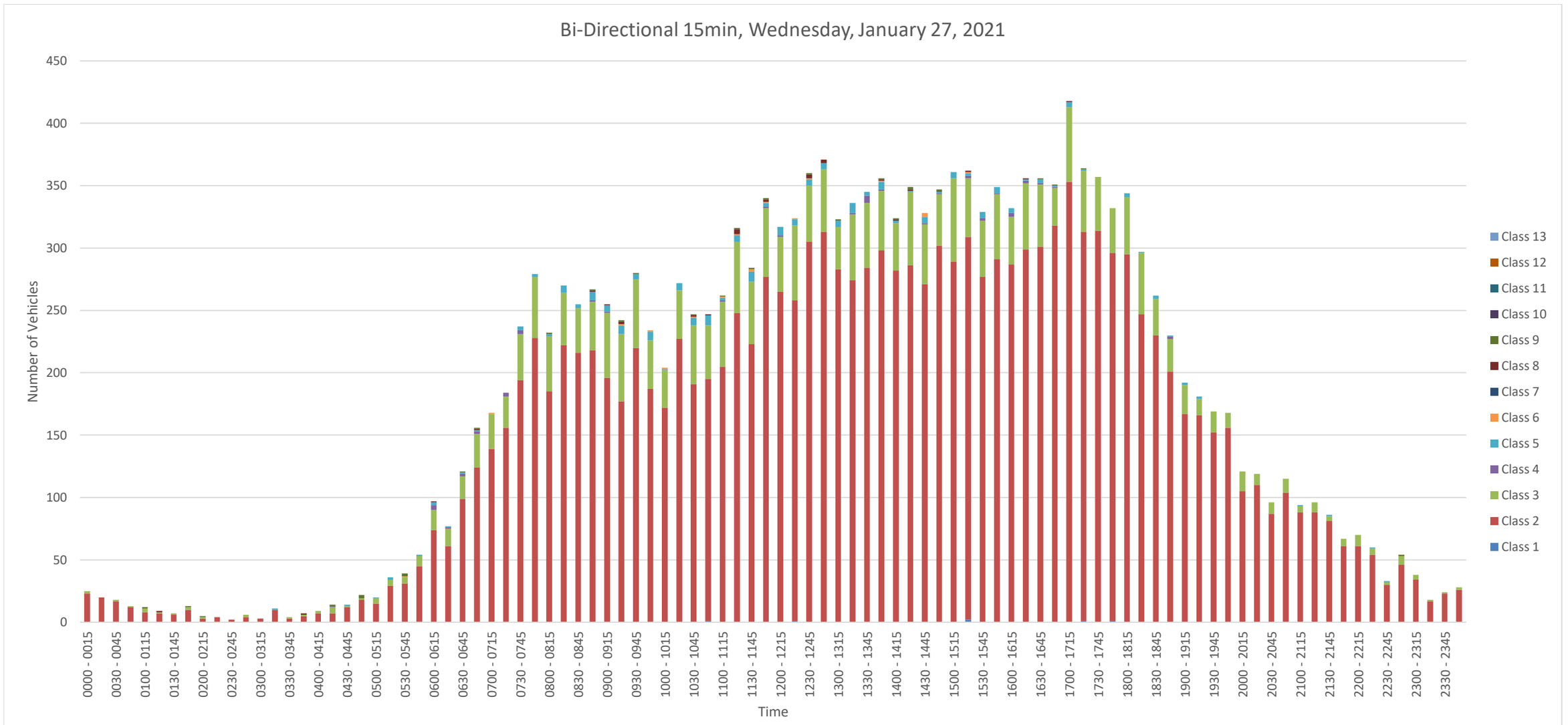
0000 - 2400 (Weekday 24h Session)

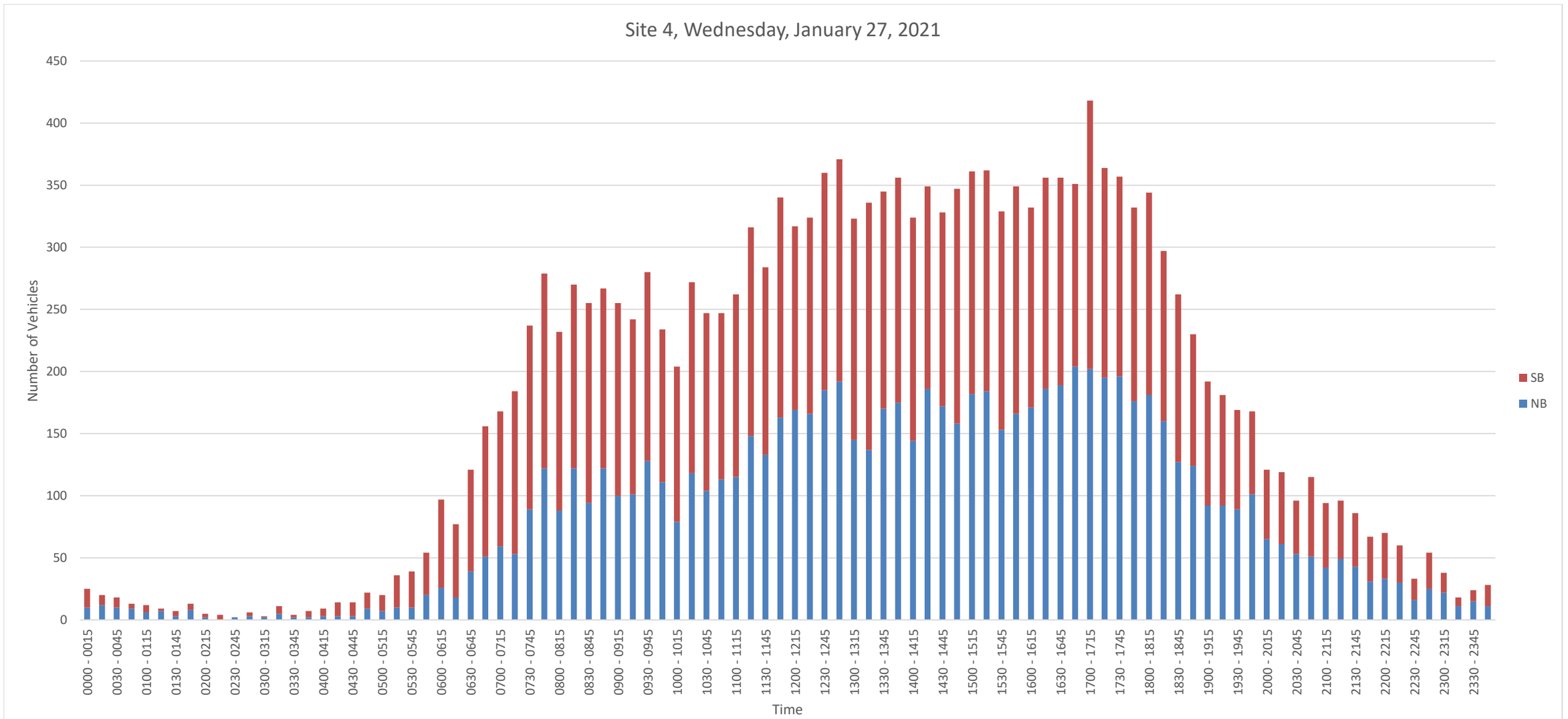
	Volume Summary 60min		
TIME	NB	SB	**TOTAL**
0000 - 0100	41	35	**76**
0100 - 0200	24	17	**41**
0200 - 0300	7	10	**17**
0300 - 0400	11	14	**25**
0400 - 0500	18	41	**59**
0500 - 0600	47	102	**149**
0600 - 0700	134	317	**451**
0700 - 0800	323	545	**868**
0800 - 0900	426	598	**1024**
0900 - 1000	440	571	**1011**
1000 - 1100	414	556	**970**
1100 - 1200	559	643	**1202**
1200 - 1300	712	660	**1372**
1300 - 1400	627	733	**1360**
1400 - 1500	660	688	**1348**
1500 - 1600	685	716	**1401**
1600 - 1700	750	645	**1395**
1700 - 1800	769	702	**1471**
1800 - 1900	592	541	**1133**
1900 - 2000	374	336	**710**
2000 - 2100	230	221	**451**
2100 - 2200	165	178	**343**
2200 - 2300	104	113	**217**
2300 - 2400	59	49	**108**

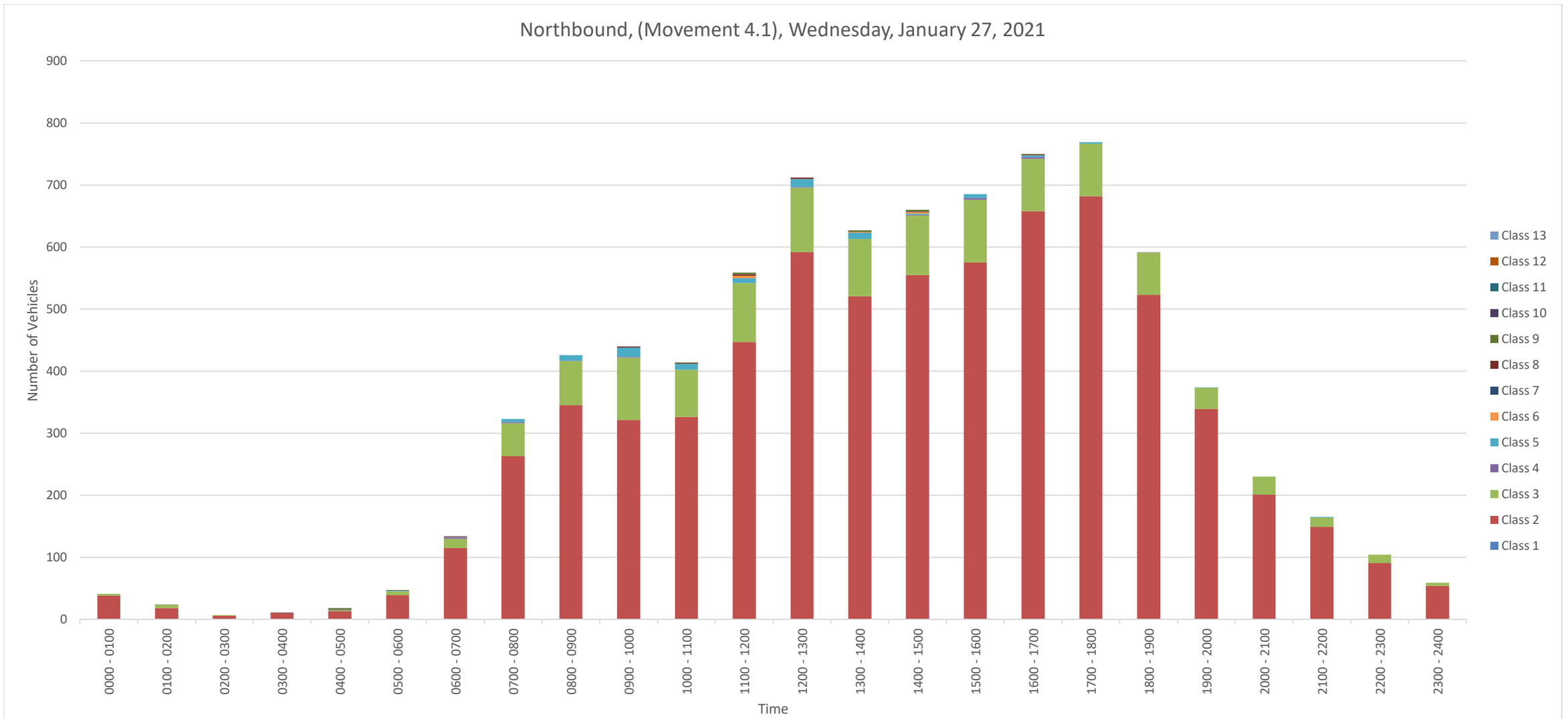
Session Total	8171	9031	**17202**
Session Average	340,46	376,29	**716,75**
Session Percentage	47,50	52,50	

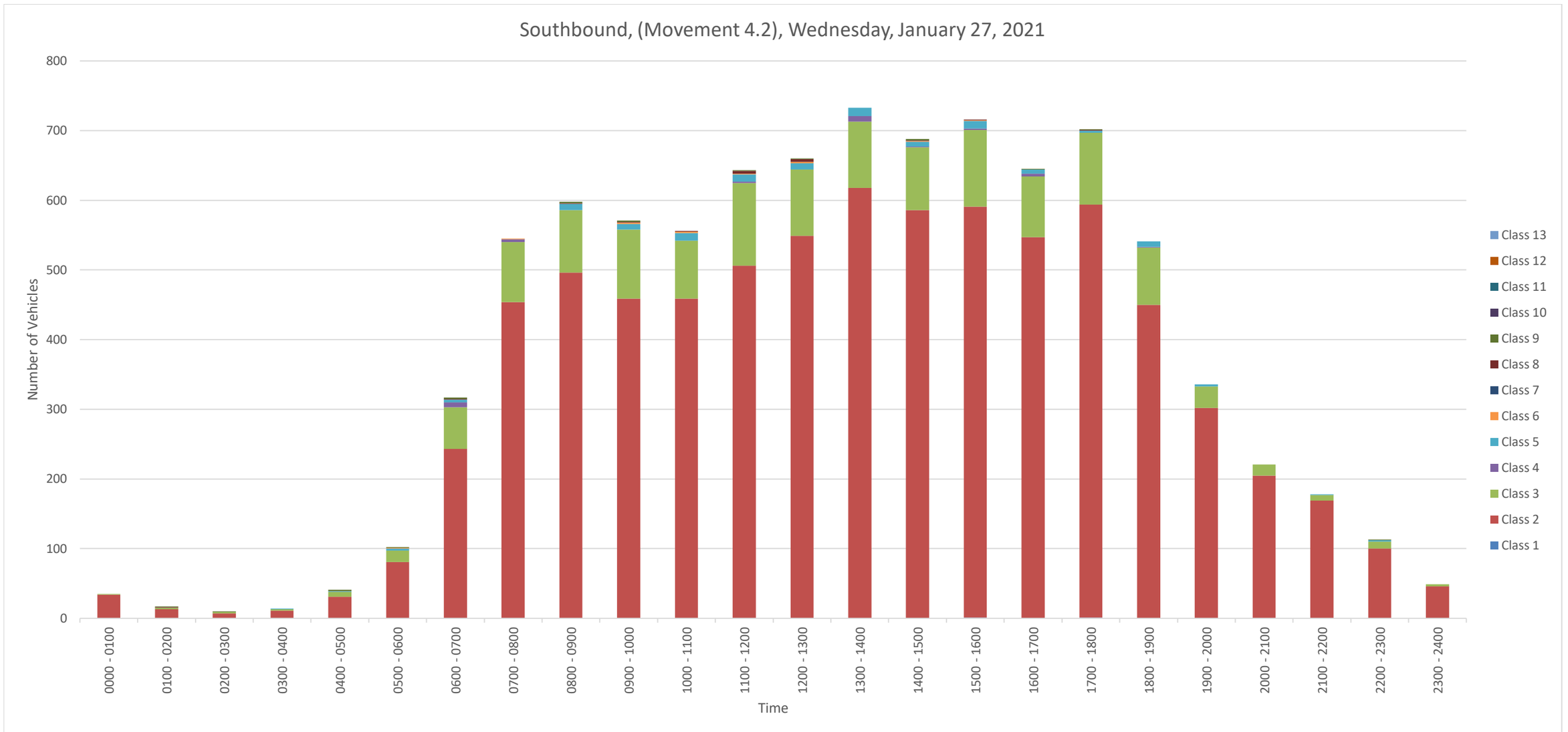

Northbound, (Movement 4.1), Wednesday, January 27, 2021
Number of Vehicles
250
200
150
100
50
0
0000 - 0015
0030 - 0045
0100 - 0115
0130 - 0145
0200 - 0215
0230 - 0245
0300 - 0315
0330 - 0345
0400 - 0415
0430 - 0445
0500 - 0515
0530 - 0545
0600 - 0615
0630 - 0645
0700 - 0715
0730 - 0745
0800 - 0815
0830 - 0845
0900 - 0915
0930 - 0945
1000 - 1015
1030 - 1045
1100 - 1115
1130 - 1145
1200 - 1215
1230 - 1245
1300 - 1315
1330 - 1345
1400 - 1415
1430 - 1445
1500 - 1515
1530 - 1545
1600 - 1615
1630 - 1645
1700 - 1715
1730 - 1745
1800 - 1815
1830 - 1845
1900 - 1915
1930 - 1945
2000 - 2015
2030 - 2045
2100 - 2115
2130 - 2145
2200 - 2215
2230 - 2245
2300 - 2315
2330 - 2345
Time
Class 13
Class 12
Class 11
Class 10
Class 9
Class 8
Class 7
Class 6
Class 5
Class 4
Class 3
Class 2
Class 1

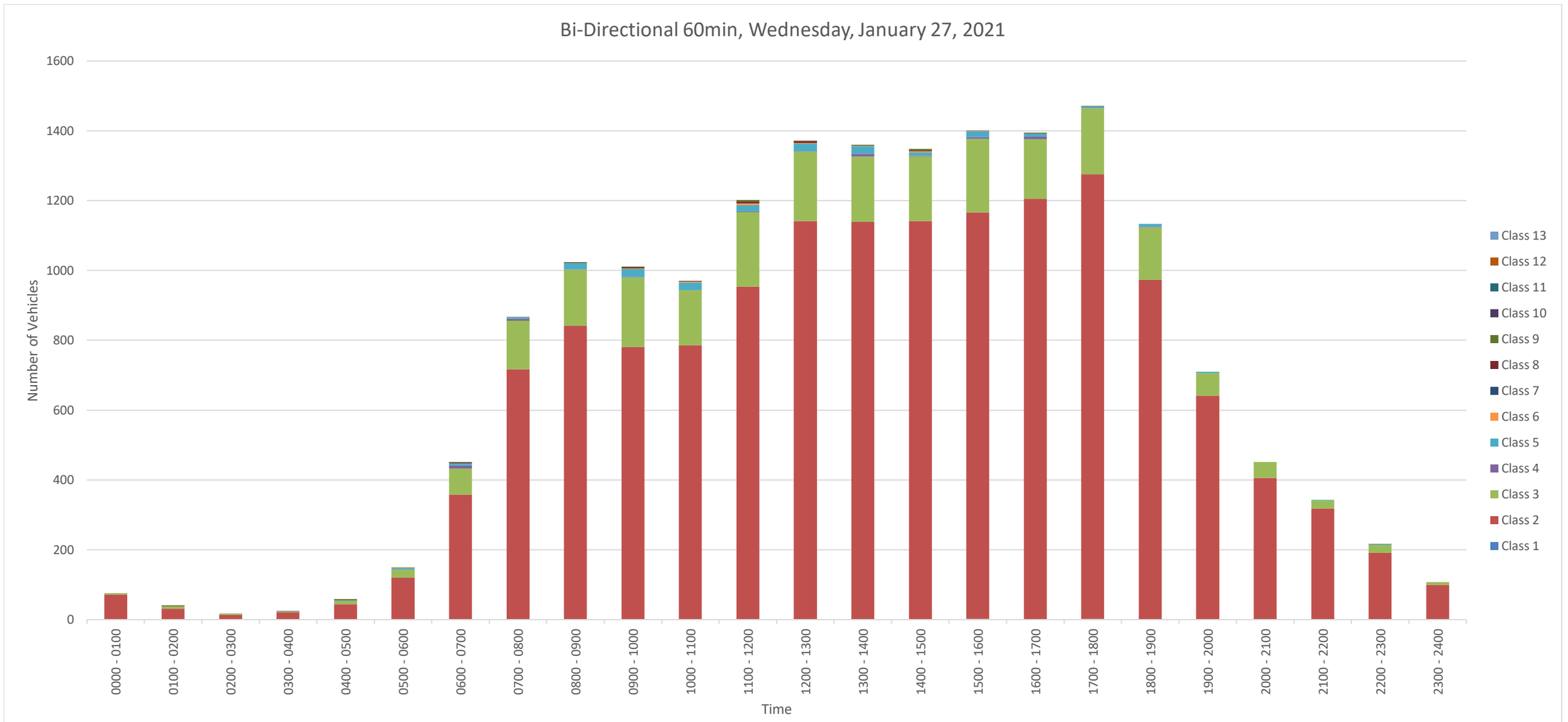

Southbound, (Movement 4.2), Wednesday, January 27, 2021
Number of Vehicles
250
200
150
100
50
0
0000 - 0015
0030 - 0045
0100 - 0115
0130 - 0145
0200 - 0215
0230 - 0245
0300 - 0315
0330 - 0345
0400 - 0415
0430 - 0445
0500 - 0515
0530 - 0545
0600 - 0615
0630 - 0645
0700 - 0715
0730 - 0745
0800 - 0815
0830 - 0845
0900 - 0915
0930 - 0945
1000 - 1015
1030 - 1045
1100 - 1115
1130 - 1145
1200 - 1215
1230 - 1245
1300 - 1315
1330 - 1345
1400 - 1415
1430 - 1445
1500 - 1515
1530 - 1545
1600 - 1615
1630 - 1645
1700 - 1715
1730 - 1745
1800 - 1815
1830 - 1845
1900 - 1915
1930 - 1945
2000 - 2015
2030 - 2045
2100 - 2115
2130 - 2145
2200 - 2215
2230 - 2245
2300 - 2315
2330 - 2345
Time
Class 13
Class 12
Class 11
Class 10
Class 9
Class 8
Class 7
Class 6
Class 5
Class 4
Class 3
Class 2
Class 1


Bi-Directional 15min, Wednesday, January 27, 2021
Number of Vehicles
450
400
350
300
250
200
150
100
50
0
Time
0000 - 0015
0030 - 0045
0100 - 0115
0130 - 0145
0200 - 0215
0230 - 0245
0300 - 0315
0330 - 0345
0400 - 0415
0430 - 0445
0500 - 0515
0530 - 0545
0600 - 0615
0630 - 0645
0700 - 0715
0730 - 0745
0800 - 0815
0830 - 0845
0900 - 0915
0930 - 0945
1000 - 1015
1030 - 1045
1100 - 1115
1130 - 1145
1200 - 1215
1230 - 1245
1300 - 1315
1330 - 1345
1400 - 1415
1430 - 1445
1500 - 1515
1530 - 1545
1600 - 1615
1630 - 1645
1700 - 1715
1730 - 1745
1800 - 1815
1830 - 1845
1900 - 1915
1930 - 1945
2000 - 2015
2030 - 2045
2100 - 2115
2130 - 2145
2200 - 2215
2230 - 2245
2300 - 2315
2330 - 2345
Class 13
Class 12
Class 11
Class 10
Class 9
Class 8
Class 7
Class 6
Class 5
Class 4
Class 3
Class 2
Class 1


Site 4, Wednesday, January 27, 2021
Number of Vehicles
450
400
350
300
250
200
150
100
50
0
0000 - 0015
0030 - 0045
0100 - 0115
0130 - 0145
0200 - 0215
0230 - 0245
0300 - 0315
0330 - 0345
0400 - 0415
0430 - 0445
0500 - 0515
0530 - 0545
0600 - 0615
0630 - 0645
0700 - 0715
0730 - 0745
0800 - 0815
0830 - 0845
0900 - 0915
0930 - 0945
1000 - 1015
1030 - 1045
1100 - 1115
1130 - 1145
1200 - 1215
1230 - 1245
1300 - 1315
1330 - 1345
1400 - 1415
1430 - 1445
1500 - 1515
1530 - 1545
1600 - 1615
1630 - 1645
1700 - 1715
1730 - 1745
1800 - 1815
1830 - 1845
1900 - 1915
1930 - 1945
2000 - 2015
2030 - 2045
2100 - 2115
2130 - 2145
2200 - 2215
2230 - 2245
2300 - 2315
2330 - 2345
Time
SB
NB


Northbound, (Movement 4.1), Wednesday, January 27, 2021
Number of Vehicles
900
800
700
600
500
400
300
200
100
0
0000 - 0100
0100 - 0200
0200 - 0300
0300 - 0400
0400 - 0500
0500 - 0600
0600 - 0700
0700 - 0800
0800 - 0900
0900 - 1000
1000 - 1100
1100 - 1200
1200 - 1300
1300 - 1400
1400 - 1500
1500 - 1600
1600 - 1700
1700 - 1800
1800 - 1900
1900 - 2000
2000 - 2100
2100 - 2200
2200 - 2300
2300 - 2400
Time
Class 13
Class 12
Class 11
Class 10
Class 9
Class 8
Class 7
Class 6
Class 5
Class 4
Class 3
Class 2
Class 1


Southbound, (Movement 4.2), Wednesday, January 27, 2021
Number of Vehicles
800
700
600
500
400
300
200
100
0
0000 - 0100
0100 - 0200
0200 - 0300
0300 - 0400
0400 - 0500
0500 - 0600
0600 - 0700
0700 - 0800
0800 - 0900
0900 - 1000
1000 - 1100
1100 - 1200
1200 - 1300
1300 - 1400
1400 - 1500
1500 - 1600
1600 - 1700
1700 - 1800
1800 - 1900
1900 - 2000
2000 - 2100
2100 - 2200
2200 - 2300
2300 - 2400
Time
Class 13
Class 12
Class 11
Class 10
Class 9
Class 8
Class 7
Class 6
Class 5
Class 4
Class 3
Class 2
Class 1


Bi-Directional 60min, Wednesday, January 27, 2021
Number of Vehicles
1600
1400
1200
1000
800
600
400
200
0
0000 - 0100
0100 - 0200
0200 - 0300
0300 - 0400
0400 - 0500
0500 - 0600
0600 - 0700
0700 - 0800
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1300 - 1400
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1500 - 1600
1600 - 1700
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1800 - 1900
1900 - 2000
2000 - 2100
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2200 - 2300
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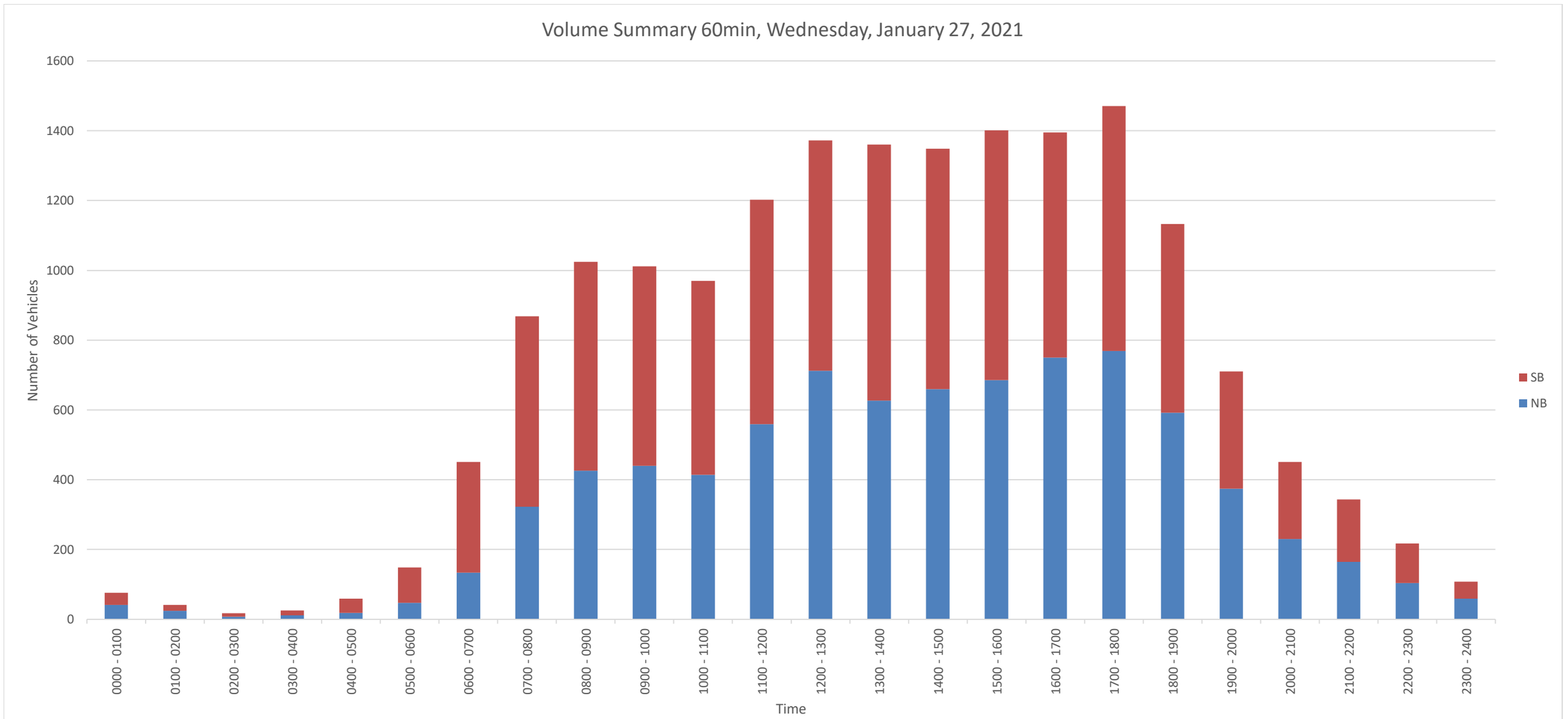
Time
Class 13
Class 12
Class 11
Class 10
Class 9
Class 8
Class 7
Class 6
Class 5
Class 4
Class 3
Class 2
Class 1


Volume Summary 60min, Wednesday, January 27, 2021
Number of Vehicles
1600
1400
1200
1000
800
600
400
200
0
0000 - 0100
0100 - 0200
0200 - 0300
0300 - 0400
0400 - 0500
0500 - 0600
0600 - 0700
0700 - 0800
0800 - 0900
0900 - 1000
1000 - 1100
1100 - 1200
1200 - 1300
1300 - 1400
1400 - 1500
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1600 - 1700
1700 - 1800
1800 - 1900
1900 - 2000
2000 - 2100
2100 - 2200
2200 - 2300
2300 - 2400
Time
SB
NB

APPENDIX E

Project Fact Sheets

AR-ML-300

Atlanta Region's Plan RTP (2020) PROJECT FACT SHEET

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

Existing Thru Lane	0	**LCI**		**Network Year**	2030
Planned Thru Lane	4	**Flex**		**Corridor Length**	15.6 miles

Detailed Description and Justification

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

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Interstate Maintenance	AUTH	2005	**$8,538,782**	~~$7,684,904~~	~~$853,878~~	~~$0,000~~	~~$0,000~~
PE	National Highway System	AUTH	2005	**$461,218**	~~$368,974~~	~~$92,244~~	~~$0,000~~	~~$0,000~~
PE	Federal Earmark	AUTH	2010	**$171,095**	~~$136,876~~	~~$34,219~~	~~$0,000~~	~~$0,000~~
PE	Federal Earmark Funding	AUTH	2010	**$728,806**	~~$583,045~~	~~$145,761~~	~~$0,000~~	~~$0,000~~
PE	SRTA Funds (44220)	AUTH	2011	**$2,060,253**	~~$0,000~~	~~$0,000~~	~~$0,000~~	~~$2,060,253~~
PE	Transportation Funding Act (HB 170)	AUTH	2017	**$5,000,000**	~~$0,000~~	~~$5,000,000~~	~~$0,000~~	~~$0,000~~
PE	National Highway Performance Program (NHPP)	AUTH	2018	**$9,400,000**	~~$7,520,000~~	~~$1,880,000~~	~~$0,000~~	~~$0,000~~
PE	National Highway Performance Program (NHPP)	AUTH	2019	**$17,400,000**	~~$13,920,000~~	~~$3,480,000~~	~~$0,000~~	~~$0,000~~
PE	Bus Rapid Transit	AUTH	2020	**$2,000,000**	~~$0,000~~	~~$0,000~~	~~$2,000,000~~	~~$0,000~~
PE	National Highway Performance Program (NHPP)	AUTH	2020	**$2,400,000**	~~$1,920,000~~	~~$480,000~~	~~$0,000~~	~~$0,000~~
ROW	National Highway Performance Program (NHPP)	AUTH	2019	**$19,820,000**	~~$15,856,000~~	~~$3,964,000~~	~~$0,000~~	~~$0,000~~
ROW	Bus Rapid Transit	AUTH	2020	**$6,000,000**	~~$0,000~~	~~$0,000~~	~~$6,000,000~~	~~$0,000~~

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

Report Generated: 10/6/2020

ROW	GRV BONDS (GARVEE Bond Program)	AUTH	2020	**$26,000,000**	~~$0,000~~	~~$0,000~~	~~$26,000,000~~	~~$0,000~~
ROW	Bus Rapid Transit		2021	**$13,250,000**	$0,000	$0,000	$13,250,000	$0,000
ROW	GARVEE Bonds		2021	**$15,000,000**	$0,000	$0,000	$15,000,000	$0,000
ROW	GARVEE Bonds		2022	**$20,000,000**	$0,000	$0,000	$20,000,000	$0,000
ROW	National Highway Performance Program (NHPP)		2022	**$65,000,000**	$52,000,000	$13,000,000	$0,000	$0,000
ROW	GARVEE Bonds		2023	**$45,000,000**	$0,000	$0,000	$45,000,000	$0,000
ROW	GARVEE Bonds		2024	**$20,000,000**	$0,000	$0,000	$20,000,000	$0,000
CST	Local Jurisdiction/Municipality Funds		2021	**$2,142,857**	$0,000	$0,000	$0,000	$2,142,857
CST	Bus Rapid Transit		2022	**$2,490,000**	$0,000	$0,000	$2,490,000	$0,000
CST	Local Jurisdiction/Municipality Funds		2022	**$2,142,857**	$0,000	$0,000	$0,000	$2,142,857
CST	National Highway Performance Program (NHPP)		2022	**$6,400,000**	$5,120,000	$1,280,000	$0,000	$0,000
CST	Bus Rapid Transit		2023	**$12,300,000**	$0,000	$0,000	$12,300,000	$0,000
CST	Local Jurisdiction/Municipality Funds		2023	**$2,142,857**	$0,000	$0,000	$0,000	$2,142,857
CST	National Highway Performance Program (NHPP)		2023	**$29,900,000**	$23,920,000	$5,980,000	$0,000	$0,000
CST	Bus Rapid Transit		2024	**$27,050,000**	$0,000	$0,000	$27,050,000	$0,000
CST	INFRA Discretionary Grants		2024	**$81,700,000**	$81,700,000	$0,000	$0,000	$0,000
CST	Local Jurisdiction/Municipality Funds		2024	**$2,142,857**	$0,000	$0,000	$0,000	$2,142,857
CST	National Highway Performance Program (NHPP)		2024	**$41,600,000**	$33,280,000	$8,320,000	$0,000	$0,000
CST	Bus Rapid Transit		2025	**$26,240,000**	$0,000	$0,000	$26,240,000	$0,000
CST	INFRA Discretionary Grants		2025	**$81,700,000**	$81,700,000	$0,000	$0,000	$0,000
CST	Local Jurisdiction/Municipality Funds		2025	**$2,142,857**	$0,000	$0,000	$0,000	$2,142,857
CST	National Highway Performance Program (NHPP)		2025	**$35,600,000**	$28,480,000	$7,120,000	$0,000	$0,000
CST	Bus Rapid Transit		LR 2026-2030	**$10,670,000**	$0,000	$0,000	$10,670,000	$0,000
CST	General Federal Aid - 2026-2050		LR 2026-2030	**$261,800,000**	$213,600,000	$48,200,000	$0,000	$0,000
CST	Local Jurisdiction/Municipality Funds		LR 2026-2030	**$4,285,715**	$0,000	$0,000	$0,000	$4,285,715
CST	Toll Revenue Bonds		LR 2026-2030	**$60,900,000**	$0,000	$0,000	$60,900,000	$0,000
CST	Transportation Funding Act (HB 170)		LR 2026-2030	**$9,300,000**	$0,000	$9,300,000	$0,000	$0,000
CST	General Federal Aid - 2026-2050		LR 2031-2040	**$750,000,000**	$600,000,000	$150,000,000	$0,000	$0,000
CST	General Federal Aid - 2026-2050		LR 2041-2050	**$750,000,000**	$600,000,000	$150,000,000	$0,000	$0,000
CST	Design Build Finance (DBF) Repayment - Federal		LR 2051+	**$900,000,000**	$720,000,000	$180,000,000	$0,000	$0,000
				$3,380,880,154	**$2,487,789,799**	**$589,130,102**	**$286,900,000**	**$17,060,253**

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

AR-470

Atlanta Region's Plan RTP (2020) PROJECT FACT SHEET

Short Title	GA 400 HIGH CAPACITY PREMIUM TRANSIT SERVICE - PHASE 1 FROM NORTH SPRINGS MARTA STATION TO WINDWARD PARKWAY
GDOT Project No.	N/A
Federal ID No.	N/A
Status	Long Range
Service Type	Transit / Bus Capital
Sponsor	MARTA
Jurisdiction	Regional - North
Analysis Level	In the Region's Air Quality Conformity Analysis

Existing Thru Lane	N/A	**LCI**		**Network Year**	2050
Planned Thru Lane	N/A	**Flex**		**Corridor Length**	5.5 miles

Detailed Description and Justification

This project will provide high capacity premium transit service on the SR 400 corridor between the MARTA North Springs heavy rail station and Windward Parkway in Alpharetta.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	5307 Discretionary	AUTH	2006	**$4,216,560**	~~$763,203~~	~~$0,000~~	~~$0,000~~	~~$3,453,357~~
ALL	New Starts		LR 2041-2050	**$335,000,000**	$117,250,000	$0,000	$0,000	$217,750,000
				$339,216,560	**$118,013,203**	**$0,000**	**$0,000**	**$221,203,357**

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

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

Report Generated: 10/6/2020

APPENDIX F

Site Photos

Kimley»Horn
11720 Amber Park Drive
Suite 600
Alpharetta, GA 30009

Brock Built Homes, LLC.

Photograph Sheet

KHA Job No.: 013404004
KHA Rep.: HDF
Date: February 24, 2021
Page: 1 of 4

Site Name: Morrison Park TIA

Photo No. 1

Comments:
Looking east at Intersection #1

Photo No. 2

Comments:
Looking south from Site Driveway A (Intersection #1)

Kimley»Horn
11720 Amber Park Drive
Suite 600
Alpharetta, GA 30009

Brock Built Homes, LLC.

Photograph Sheet

KHA Job No.: 013404004
KHA Rep.: HDF
Date: February 24, 2021
Page: 2 of 4

Site Name: Morrison Park TIA

Photo No. 3

Comments:
Looking west from Site Driveway A (Intersection #1)

Photo No. 4

Comments:
Looking east from Site Driveway A (Intersection #1)

Kimley»Horn
11720 Amber Park Drive
Suite 600
Alpharetta, GA 30009

Brock Built Homes, LLC.

Photograph Sheet

KHA Job No.: 013404004
KHA Rep.: HDF
Date: February 24, 2021
Page: 3 of 4

Site Name: Morrison Park TIA

Photo No. 5

Comments:
Looking north at Intersection #3

Photo No. 6

Comments:
Looking east from Site Driveway B (Intersection #3)

Kimley»Horn
11720 Amber Park Drive
Suite 600
Alpharetta, GA 30009

Brock Built Homes, LLC.

Photograph Sheet

KHA Job No.: 013404004
KHA Rep.: HDF
Date: February 24, 2021
Page: 4 of 4

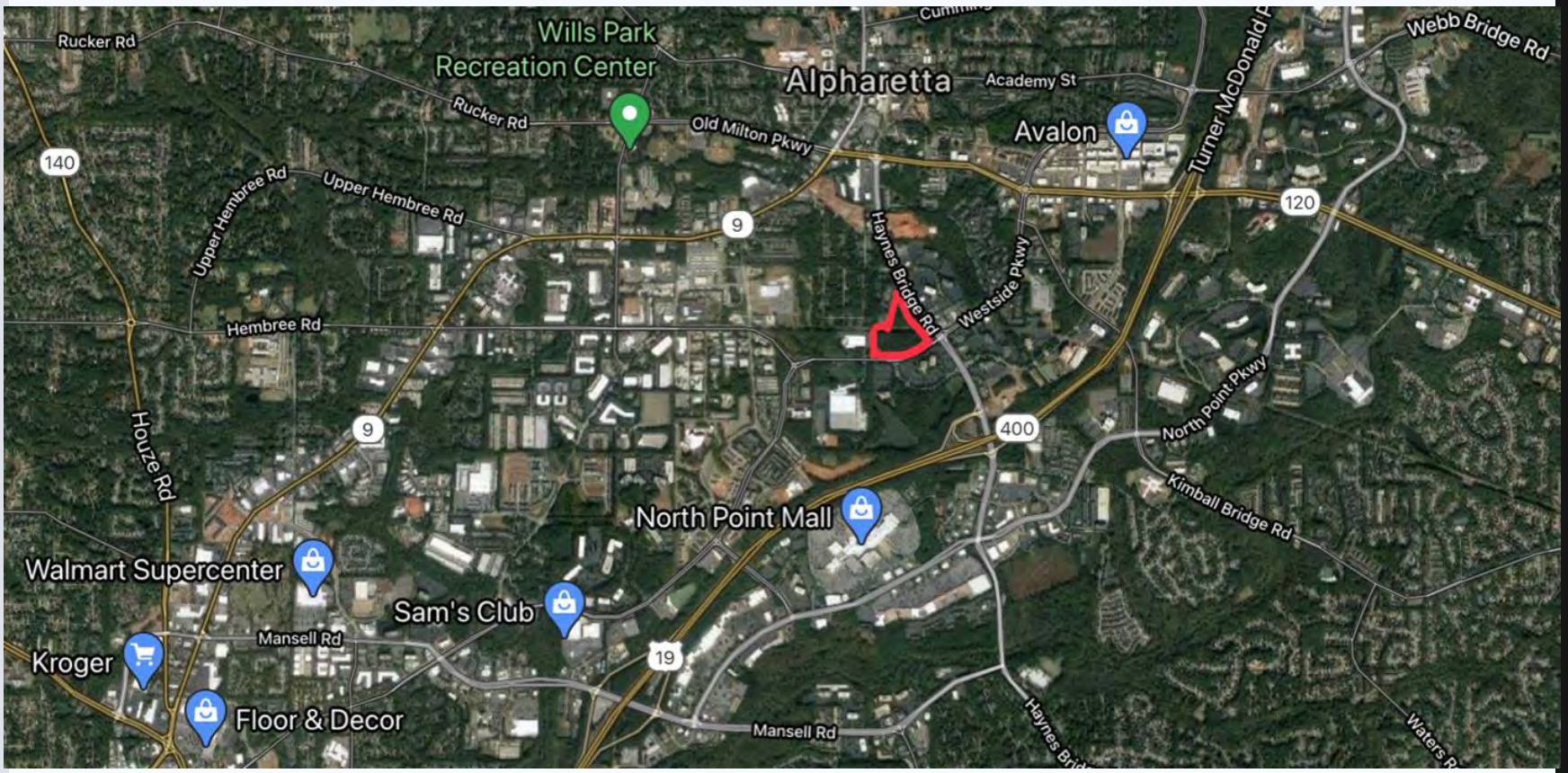
Site Name: Morrison Park TIA

Photo No. 7

Comments:
Looking south from Site Driveway B (Intersection #3)

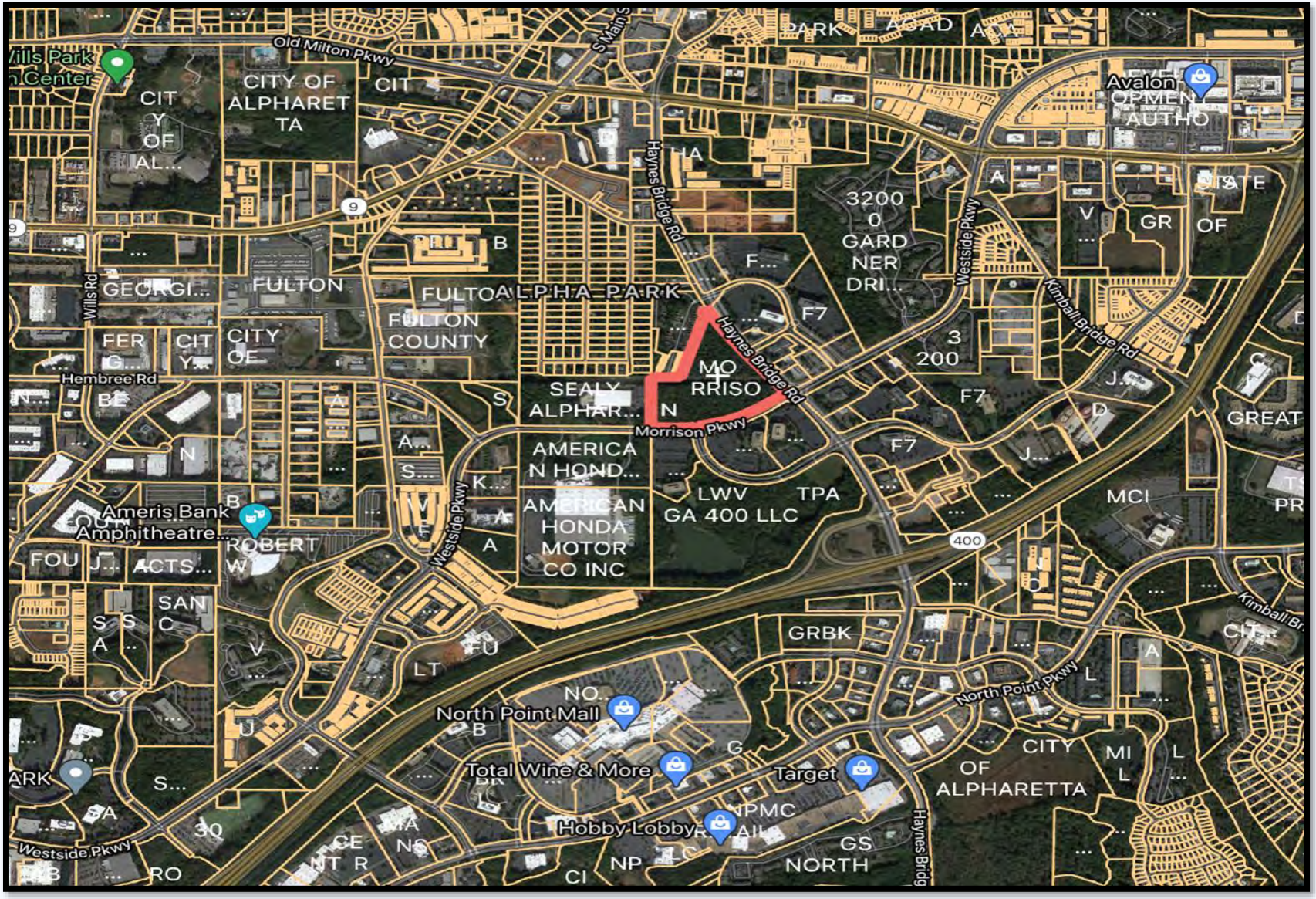
Photo No. 8

Comments:
Looking north from Site Driveway B (Intersection #3)



MORRISON PARK

Haynes Bridge & Morrison Parkway



Parcel Map

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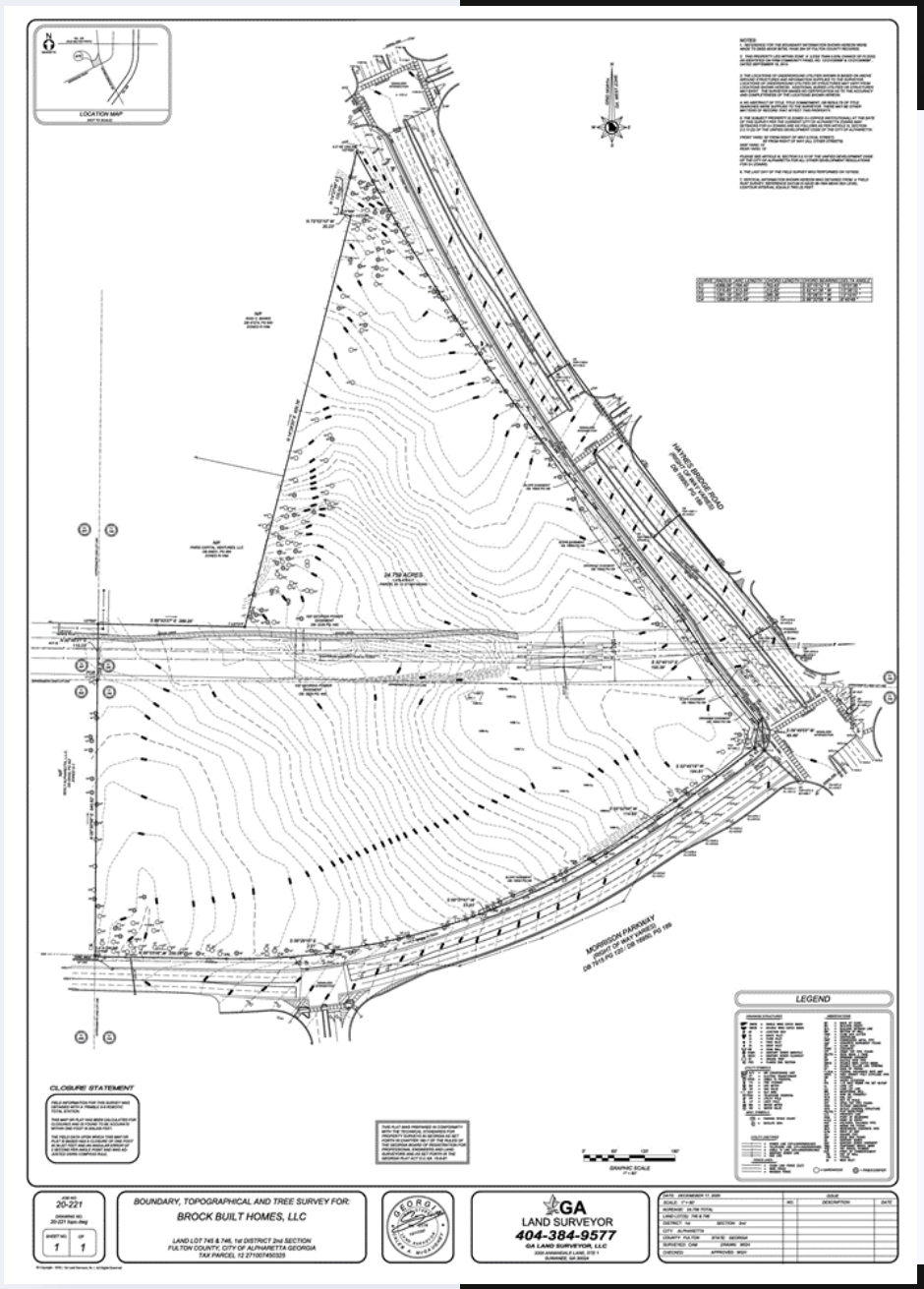
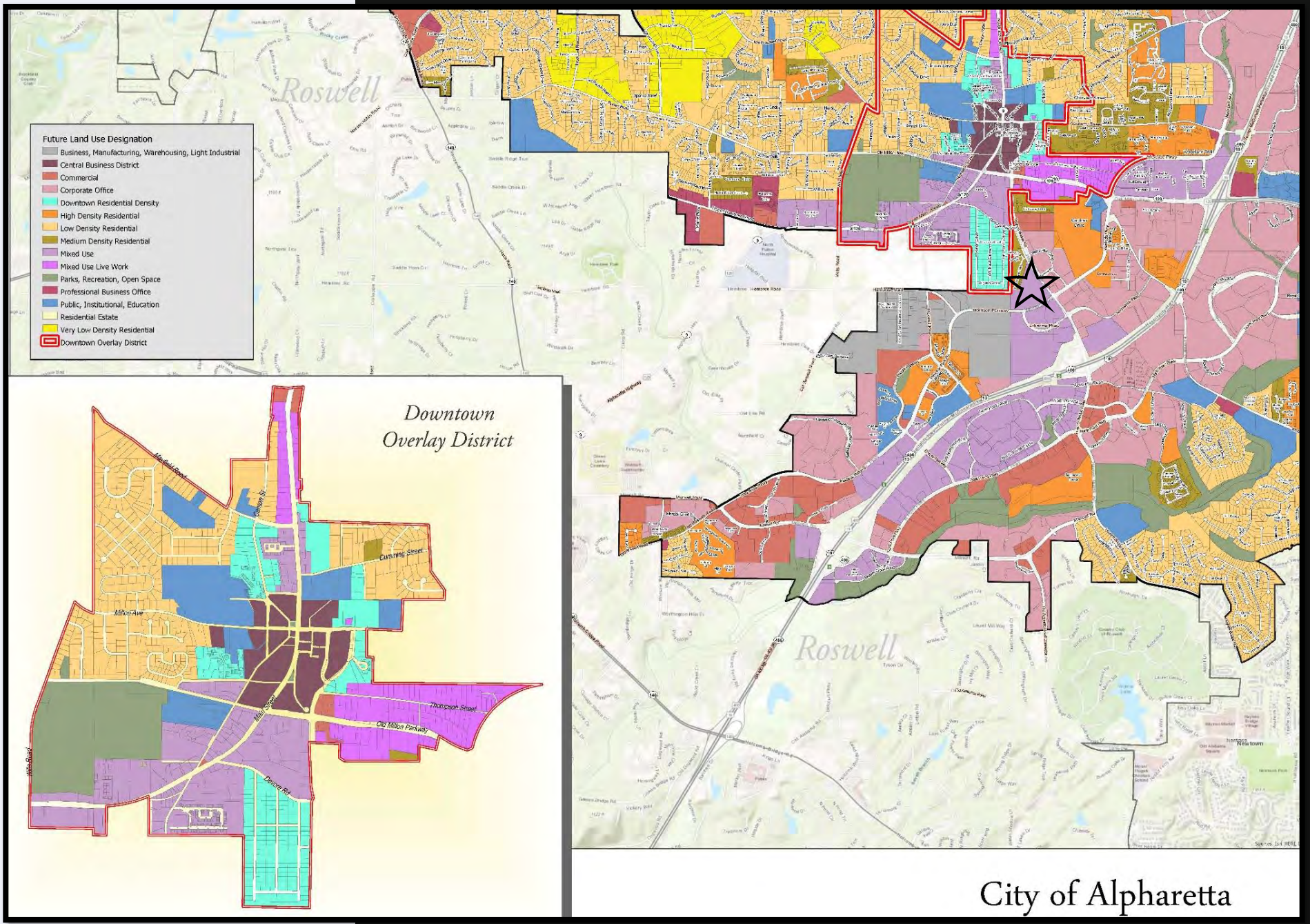


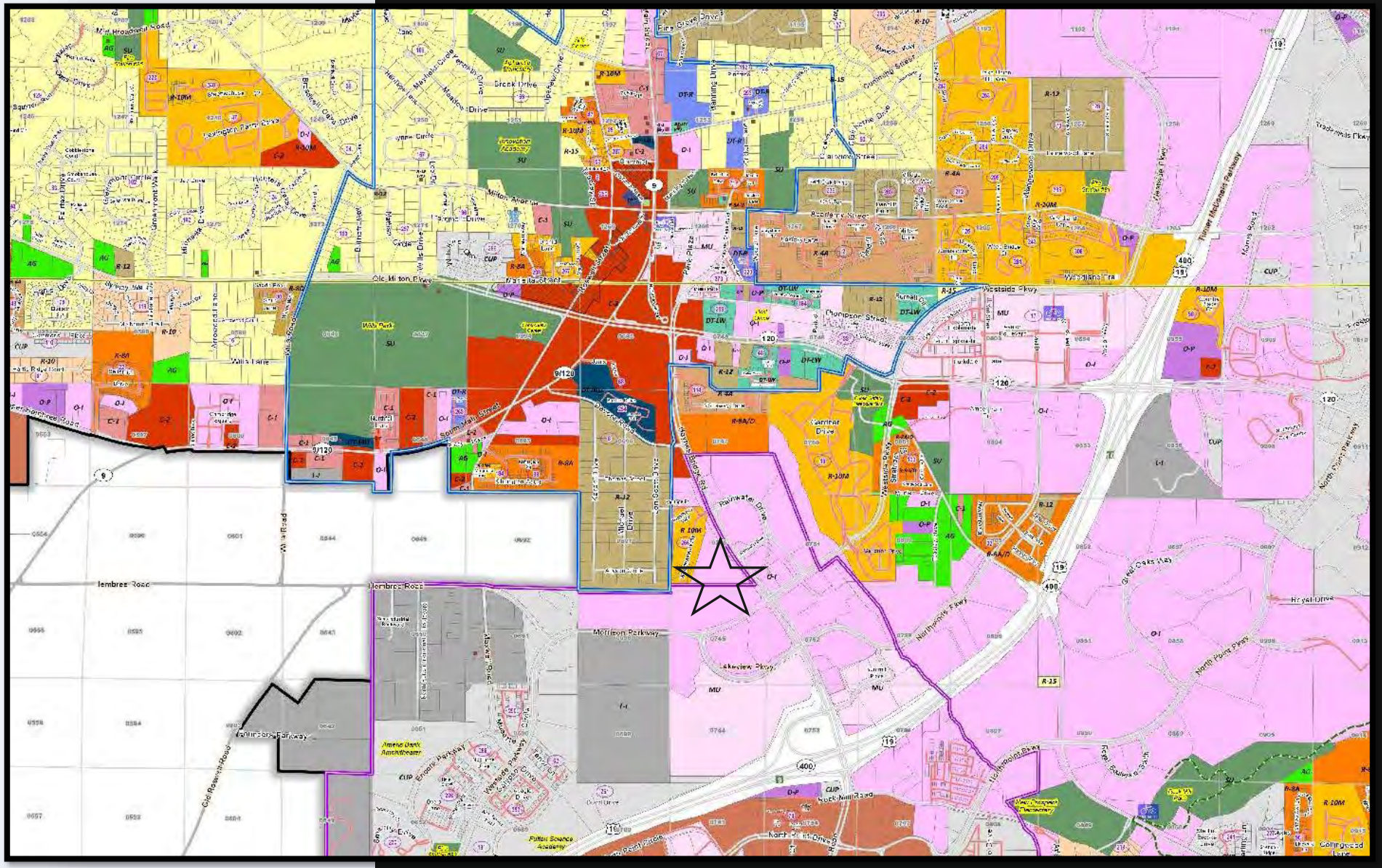
Property Survey

Existing Conditions



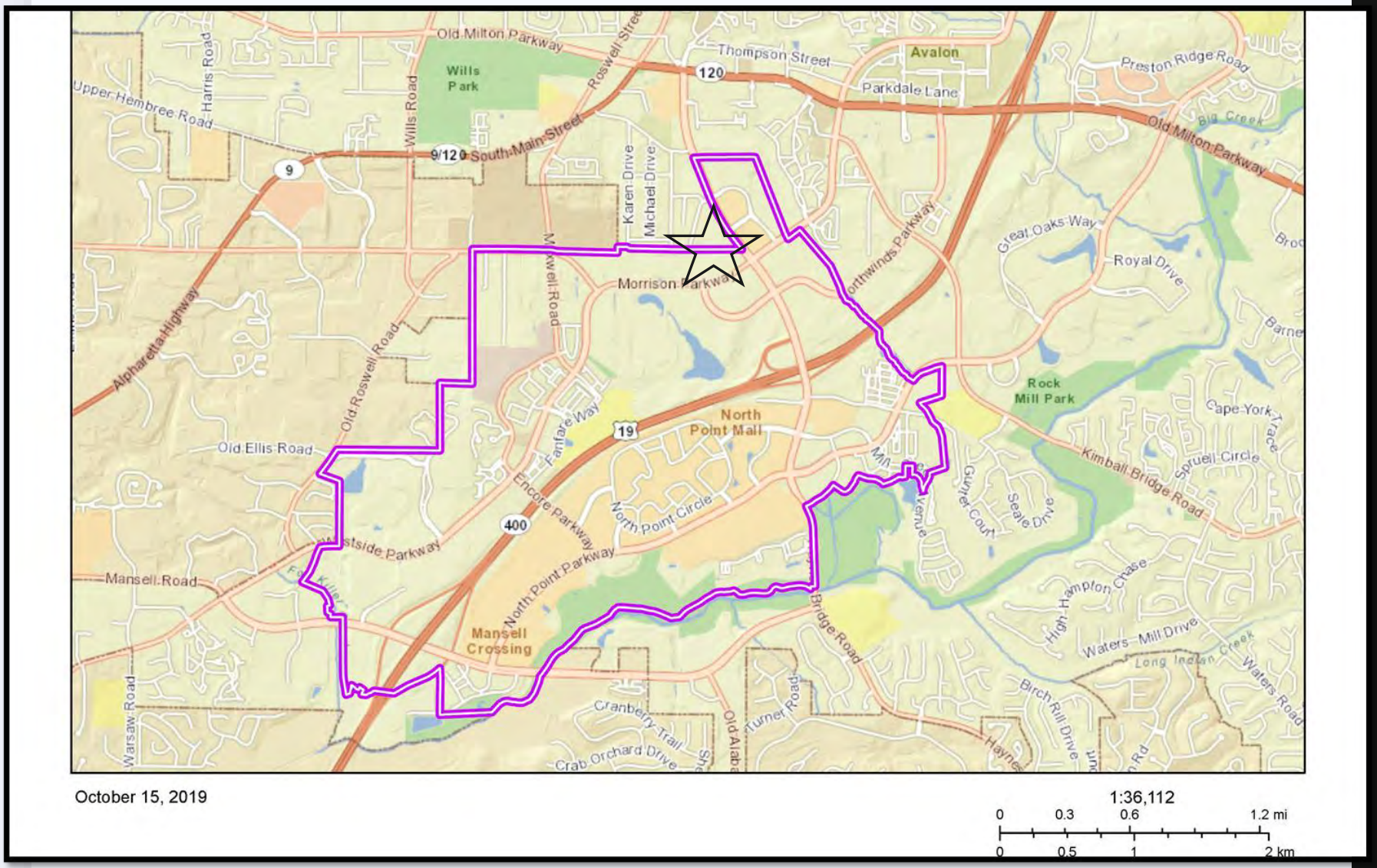
Future Land Use Map

The future land use for Morrison Park is Mixed Use.



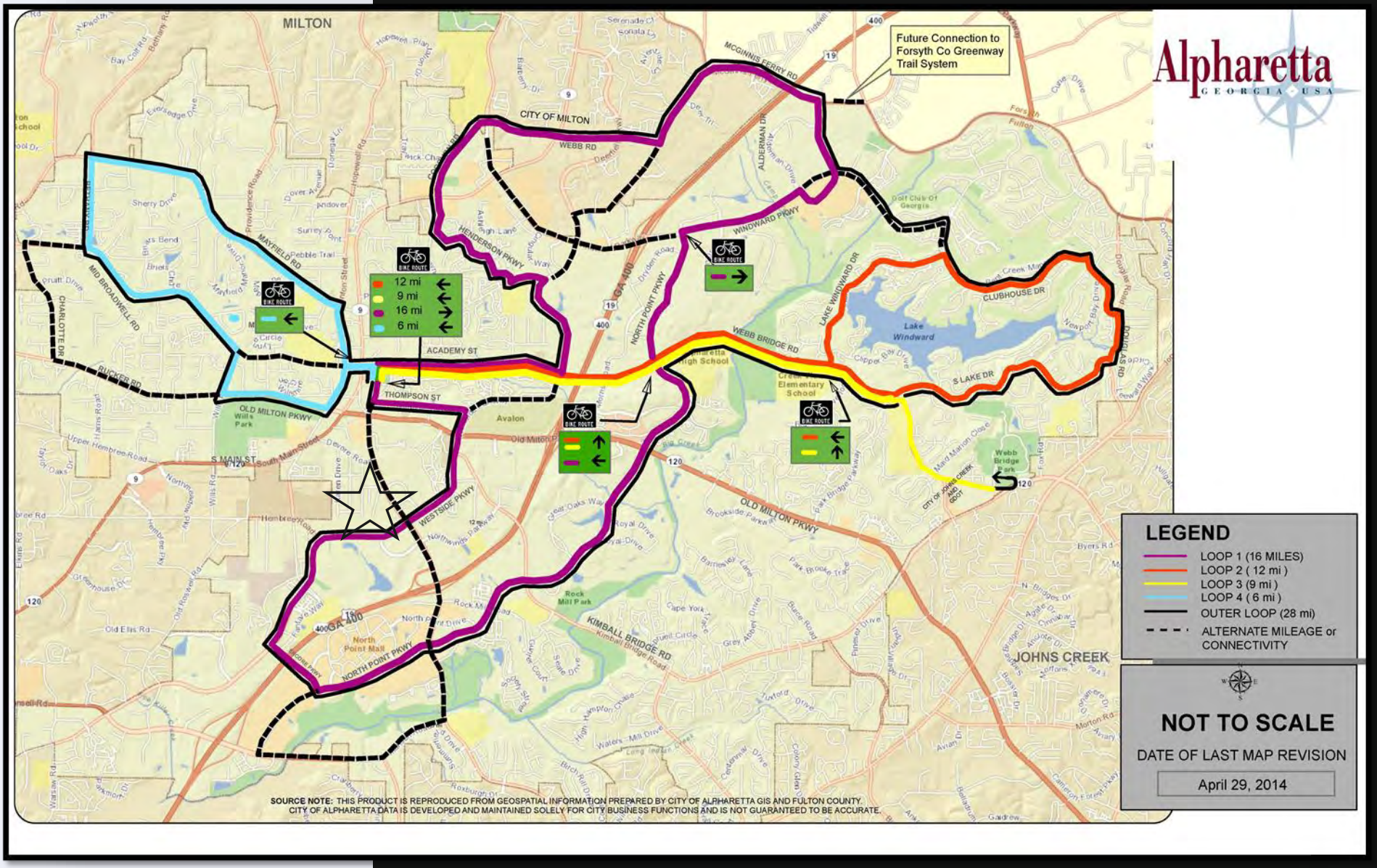
Zoning Map

Morrison Park is currently zoned Office & Industrial (O&I).



North Point

Overlay & Eco District



Alpha Loop

The Alpha Loop will pass through the center of Morrison Park

Morrison Park Concept

Morrison Park, in the North Point Overlay Eco District, sits on 24.75 acres of property east of Haynes Bridge and north of Morrison Parkway/Westside Parkway. The site is 1-mile southeast from Avalon and is immediately north of Tech 360. The property's zoning is currently O-I. The land use designation is Mixed Use. The site has mild topography falling from the Northwest to Southeast and has recently been cleared. Power lines bisect the site. The Alpha Loop will run through the site, and the entire site is subject to the North Point overlay regulations.

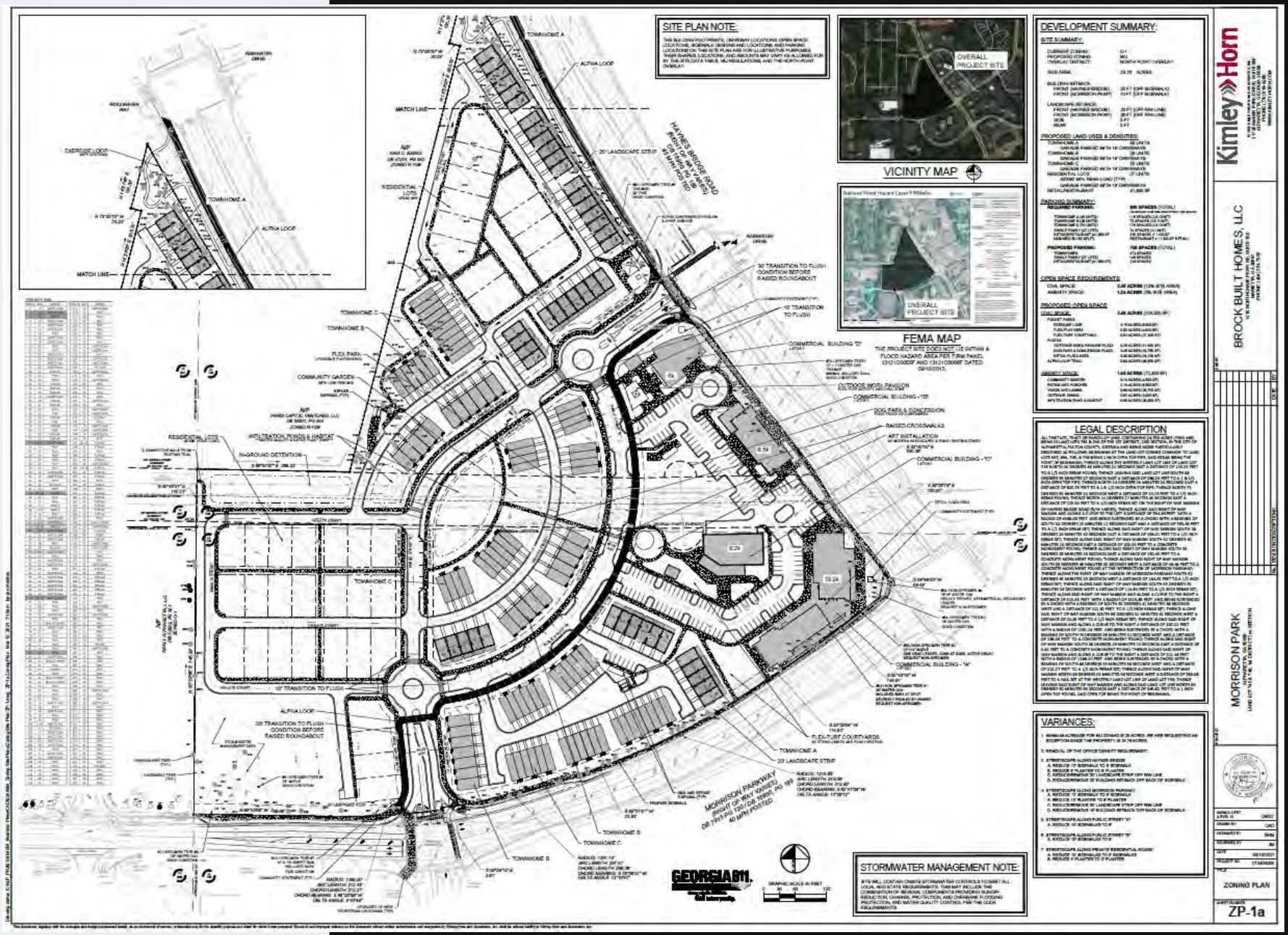
The proposal is to rezone the property to Mixed Use and allow the development of a Mixed Use, Mixed Residential project, featuring dwelling units, community retail, food & beverage uses, as well as office and commercial. The Alpha Loop creates a unique opportunity to engage with the trail by making walkability, connectivity, and outdoor lifestyles a major focus of the project. The prominent Haynes Bridge and Morrison/Westside Parkway intersection at the southwest corner of the property calls for the design of an anchor building to frame the corner and create a sense of place. The project provides an opportunity to highlight public art throughout the project, adding to the themed design. In pursuit of these goals, Brock has assembled a team of designer professionals to work together towards creating a themed, connected, and intentional community.

Morrison Park features three distinct townhome products totaling 144 townhomes, 37 single family detached units, 41,900 square feet of retail & commercial space, 100,000 square feet of civic spaces, and 72,000 square feet of amenity spaces. Morrison Park offers a live work play lifestyle encouraging residents to live out of their front doors. Morrison Park benefits the surrounding office uses by creating a destination for all to enjoy, during business hours and for recreation.

DEVELOPMENT SUMMARY

	# OF UNITS	# OF SQ. FT.	PRICE
Townhome A (Rooftop)	46	2,200+/- per unit	TBD
Townhome B	28	1,800+/- per unit	TBD
Townhome C	70	1,450+/- per unit	TBD
Single Family Detached	37	2,500+/- per unit	TBD
Commercial & Retail| F&B	4 buildings	41,900 total	TBD

Zoning Site Plan



Concept North End

Concept South

Commercial Phase 1

Phase 1 will utilize temporary activations on the building pads of Commercial Buildings B – D.

Commercial Phase 2

Phase 2 consist of the build out and lease up of Commercial Buildings B – D.

CREATIVE USE & PUBLIC ART

Restaurant/ Brewery & Courtyard

Food Truck Courtyard

Bike Rental & Convenience Station

Outdoor Work Pavilion

Chill Zones w/ Funky Seating & Art Installations

Community Gardens

ADG
AHRENS DESIGN GROUP
Landscape Architecture Site Planning
Urban Design Development Consulting

Disclaimer: Illustration represents intent of development, home plans and layout may change without notice. For final layout review, refer to civil engineering set once submitted.

Morrison Park

0 25 50 100

CONCEPTUAL SITE PLAN V-12
FEBRUARY 2021

Conceptual Rendering

MORRISON & LAKEVIEW

Conceptual Rendering

INTERNAL SITE VIEW

Conceptual Rendering

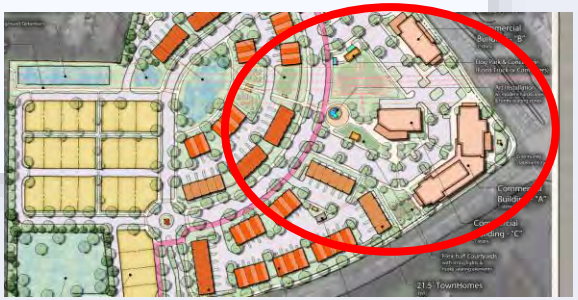
INTERNAL SITE VIEW

Conceptual Rendering

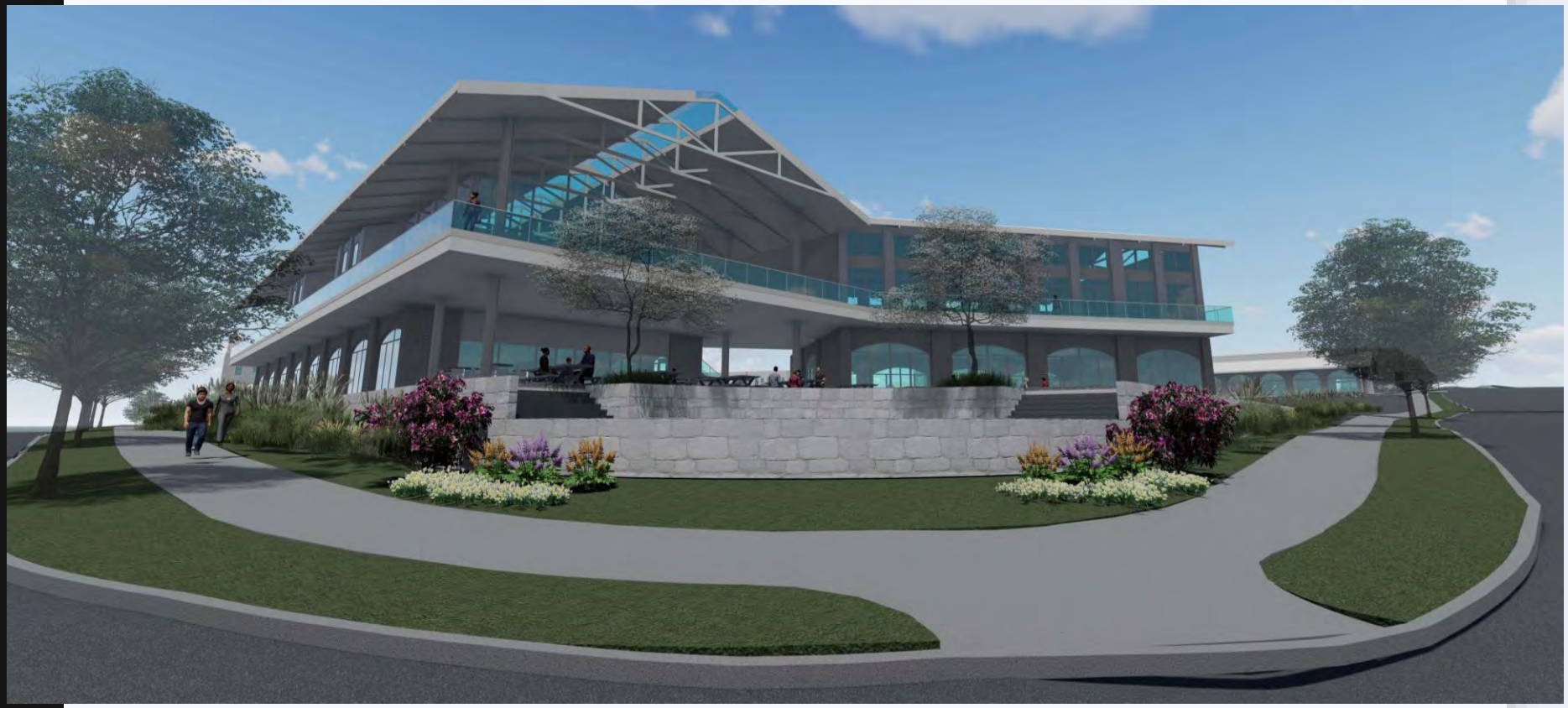
HAYNES BRIDGE & RAINWATER

Conceptual Rendering

MORRISON PARKWAY (WESTSIDE PARKWAY) &
HAYNES BRIDGE



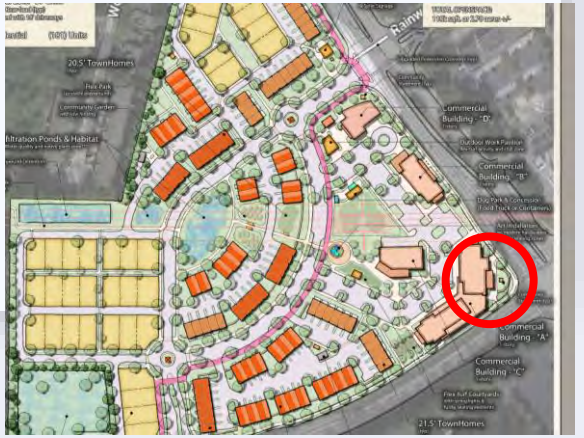
Conceptual Rendering



MORRISON PARKWAY (WESTSIDE PARKWAY) &
HAYNES BRIDGE

Conceptual Rendering

MORRISON PARKWAY (WESTSIDE PARKWAY) &
HAYNES BRIDGE

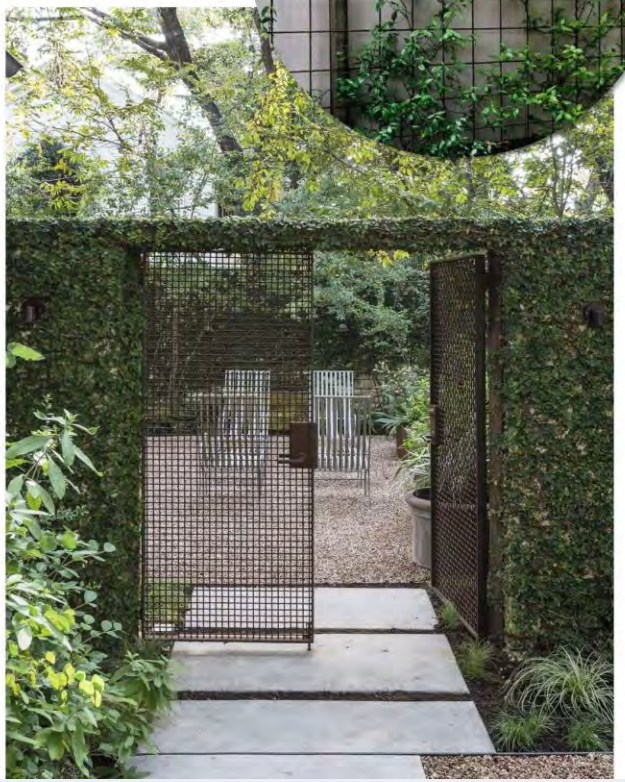


GREEN SCREENING REDUCING THE VISUAL IMPACT

LAND | POWERLINES

BRUCE BUILT
MORRISON PARK

greenery grid at powerlines



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Phone. 239.495.3806
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PUBLIC ART

BROCK BUILT
MORRISON PARK

ART FEATURES

curated public art
elevating local
artists + artisans

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MORRISON PARK | alpharetta, ga
VISIONING PRESENTATION
03.02.21

PUBLIC ART
BROCK BUILT
MORRISON PARK

interactive art

leaf identification mural near the arboretum | encourages interaction and education around nature | photo opportunity

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FOXTROT IS THE INSPIRATION FOR CONVENIENCE IN MORRISON PARK

RETAIL PARTNERSHIPS

BROCK BUILT
MORRISON PARK

foxtrot

Foxtrot is a Chicago based upscale convenience-store delivery service with several physical locations that serve as cafes and bodega-style shops. Foxtrot's niche is a high-end take on convenience store items. The brands they carry are carefully curated and available for deliver or in-store purchase. Foxtrot offers lots of different products, including prepared foods, quick meals, and items from local partners.

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PLAY + STAY

BROCK BUILT
MORRISON PARK

PLAY + STAY

creative approach to play + stay merging seamlessly with natural surroundings

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VISIONING PRESENTATION
03.02.21

PROGRAM CONCEPTS

BROCK BUILT
MORRISON PARK

relax + play

create energy
throughout
spaces

#CIDDESIGNGROUP | SAMS, LARKIN & HUFF, LLP | ADG AHRENS DESIGN GROUP | Kimley»Horn Expect More. Experience Better. | NILES BOLTON ASSOCIATES

Thank you

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adam@brockbuilt.com

www.brockbuilt.com