PLANNING COMMISSION MEETING
JULY 1, 2021

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

I. CALL TO ORDER

II. ROLL CALL

III. APPROVAL OF MEETING MINUTES

a. Approval of Planning Commission Meeting Minutes from June 3, 2021.

IV. ITEMS FROM BOARD MEMBERS

V. ITEMS FROM STAFF

VI. PUBLIC HEARING

a. CU-21-07 Far East Beauty / 1115 Upper Hembree Road
Consideration of a conditional use to allow 'Spa Services' in a 2,576 square foot suite. A conditional use is requested to allow 'Spa Services' for Far East Beauty. The property is located at 1115 Upper Hembree Road, Suite A and is legally described as being located in Land Lot 550, 1st District, 2nd Section, Fulton County, Georgia.

b. Z-21-06/V-21-17 Kimball 154
DEFERRED: This item has been deferred by the Applicant and will not be heard until August 5, 2021. The item will not be heard or discussed during this evening's meeting.
Consideration of a rezoning and variances to allow for a 3-story, 120,000 square foot office building and re-use of 2 existing buildings for office use and amenities on 4.44 acres. A rezoning is requested from SU (Special Use) to O-P (Office-Professional). Variances are requested to reduce parking, increase lot coverage, reduce front building setback, increase building height and reduce minimum driveway separation. The property is located at 154 Kimball Bridge Road and is legally described as being located in Land Lot 801, 1st District, 2nd Section, Fulton County, Georgia.

c. PH-21-13 UDC Text Amendments - Supplementary Regulations Accessory Backyard Chickens Located in Residential Zoning Districts
Consideration of a text amendment to Unified Development Code (UDC) Subsection 2.3.3(C) Uses Customarily Accessory to Dwellings Located in Residential Zoning Districts, to add regulations allowing backyard chickens as an accessory use on minimum one (1) acre properties.

VII. ADJOURNMENT

PLANNING COMMISSION MEETING
MEETING SUMMARY DRAFT
JUNE 3, 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

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

II. ROLL CALL

Members Present:

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

Staff Present

- Kathi Cook, Director of Community Development
- Michael Woodman, Senior Planner
- Lauren Shapiro, Planning + Zoning Coordinator

III. APPROVAL OF MEETING MINUTES

a. Planning Commission Meeting Minutes from May 6, 2021.

- Commissioner Perkins offered a motion to approve Planning Commission Meeting Minutes from May 6, 2021.
  - Commissioner Attig seconded the motion.
  - The motion was approved unanimously 7-0.

IV. ITEMS FROM BOARD MEMBERS

V. ITEMS FROM STAFF

VI. PUBLIC HEARING

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

Michael Woodman, Senior Planner, presented 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.

Senior Planner Woodman stated that 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. 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. 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. A Community Zoning Information Meeting 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.

Additionally, Senior Planner Woodman presented the Conditional Use Review Criteria and, shared that Staff believed that this conditional use would conflict with the following Criteria, as described below:

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;

Staff 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;

Staff 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 impede the normal and orderly development of surrounding property for uses predominant in the area; and

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

4. 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.

Staff 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 woula be precluded from an alcohol license.

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

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

Senior Planner Woodman shared that if this conditional use is approved, and later a commercial use within 300 feet wants to apply for an alcohol license, they will be prohibited from receiving one because they would be within 300 feet of a church. Further, Staff recommends denial of the Applicant's request for conditional use.

Planning Commission discussion:

- Impact to the gas station owner's business value; the gas station owner currently sells beer and wine; the gas station owner originally supported the church, but Staff is unsure if he understood the impact to his business
- Any future development that would serve beer or wine would be precluded from receiving an alcohol license. Staff is unsure what type of business would go into this development, but there is a potential for a use needing an alcohol license near this property.
- Church capacity changed from 120 to 80 total seats. Concern as to how the City would make sure that this capacity number would not be higher than estimated today.
    - Staff shared that would be his would only be investigated if there was a complaint presented to Staff, or if Staff saw a problem. For example, if there was a complaint of people parking on other sites, then Staff would investigate whether or not they were in compliance and would give the Applicant a few days to come into compliance, and if not, a written violation would be issued.
- Difficult to restrict growth of a faith based organization
- 36 homes nearby and traffic concerns (about 40 cars coming and going twice on a

Sunday)
- A church does not live in a finite number of congregates and there will likely be occasions outside of Sundays where congregates would attend (funerals, weddings, or other religious holidays). Conditions would need to be amended to accommodate those events.
- Lease term for the Church
- Reason for Staff's Recommendation of Denial: parking, safety concerns, property value, enjoyment of neighbors, alcohol license if the owner sells the business

Applicant presented:
Jordan Warner and Ryan Fetz of The Parish presented the case for The Parish Anglican Church.

- Space is 17,000 total square feet and Applicant will only use 6,000 feet
- No classes offered on an ongoing basis. Classes are offered on Wednesdays for 4-6 weeks out of the year, but Applicant would use another space for those class offerings.
- Willing to limit Sunday mornings and a few holy days that occur throughout the year (up to 4 times per year)
- Gas station owner is on the record in support and to the Applicant's understanding he believed that even if the gas station owner sold his business the station could still sell alcohol.
- Church has 60 families who actively participate (105 adult members and 45 children)
- No one attends church on the same day; on average 54 adults (94 total including children and teens)
- Average 27 cars per week and Kalen Center has 43 parking spaces
- The Parish does not perform funerals or weddings, and if so, that would happen offsite.
- The Parish has another space for an office, small size groups, and classes.
- The Parish has evaluated 67 other locations before selecting the Kalen Center.
- The Parish would occupy the space 5 hours a week and provide rental income for the Kalen Center.
- Applicant deferred for 1 month to adjust plans so that the church's seat capacity could be reduced to 80 seats so that no additional parking or pedestrian crossing would be needed.
- The Parish is not a large church and is a formational church (concerned with inner development of the people of the church) rather than add more members to the church.
- Pedestrian safety is no longer at issue because the pedestrian crossing is no longer needed because of the reduction of seats
- Applicant has not changed the parking agreement with Millenial, but does not think that additional parking is needed
- Rear parking lot traffic (26 parking spaces); submitted a parking plan to control the traffic flow. This parking plan has already been approved for 24/7 use by the Kalen Center.

- No alcohol licenses are pending on the undeveloped lots.
- Marketing materials for the sale of the undeveloped property leans towards using the property as a medical office, general office, or retail, and there is no mention of alcohol sales, restaurants, or bars.
- Applicant read Equal Terms Provision of the Religious Land Use and Institutionalized Persons Act (RLUIPA)
- Applicant read C-2 Non-Religious Uses Permitted according to UDC
- Applicant claims that the City does not have a compelling government interest and believes that their Application should be approved
- Applicant shares that their Application is different than the other church looking to rent a space in Alpharetta (referring to C3 North Atlanta Church), because that Applicant was applying for a church near an already existing restaurant space, whereas in this case, there is only undeveloped C-2 land, and the potential use requiring an alcohol license is merely a hypothetical.
- Term of lease is a 1-year lease with 4 one (1) year renewal options
- 150 members (adults and children) split between 2 services (about 75 people if everyone associated with the church attended on the same day); 45 minors (some minors drive)
- Church was founded in 2014 (Anglican Churches of North America) in Alpharetta
- Church does not currently have a space and have not met indoors since COVID began, but the last few months the Church has met in a temporary space. This upcoming Sunday is the last Sunday the applicant will meet in its temporary space.
- The second service is larger typically.
- Applicant has not met with the Vaughn Townhome HOA since the Applicant reduced the number of seats. Applicant has requested to meet with the HOA.

Planning Commission discussion:

- Location for funerals or weddings (the person asking for the church to perform would have to locate a space)
- The Anglican Churches of North America's Mission looks to be a proselytizing religion.

Chairman Kung'u opened the floor for public comment at 7:15 p.m.

In Favor:

- Fred Moeller, 201 Vaughan Drive
- Thomas Loving, 7150 Wynfield Court
- Larry Wallin, 12535 Wexcroft Lane
- James Douglas, 115 South Shore Court, Roswell
- Bo Towns, 108 Brindle Lane
- Jim Murphy, 10865 South Kimball Bridge Crossing
- Mike Nelson, 3645 Milton Park Drive
- Deonna Bettis, 117 Rosebury Drive, Canton
- John Ott, 5170 Mills Drive, Cumming
- Morgan Siedel, 1880 Six Branches Drive, Roswell

- Sarah Fetz, 125 Laurens Oak Court
- Andrew Culp, 7681 Campground Road
- Renny Scott, 115 Windfall Court

Public comments in favor:

- The space at the Kalen Center is the perfect size for The Parish.
- The Parish's Sunday morning schedule is the least impactful for the neighbors of the Kalen Center, as opposed to other potential tenants who would seek to use the Kalen Center.
- The parking lot at the Kalen Center has been full in the past and there have been no concerns or traffic concerns from residents of Brindle Lane.
- Counting on revenue from The Parish's the lease agreement to grow the Kalen Center's business
- Never seems to be a traffic jam at the Kalen Center, even when there are large events at the Kalen Center
- The Parish is not a big, mega church. The Parish is intentionally small and is radically different than other big churches.
- At the end of the service, there is not a large exodus of people leaving because there is a group of about 13 that are packing up chairs and cleaning up
- The area is not a very congested area, very slow, on the weekend, especially on Sundays.
- The Parish would be a great addition to the community and a peaceful neighbor.
- The Parish is a special place and would be a big mistake not to approve.
- The Parish is an incredible church with incredible people.
- Alpharetta needs a church that encourages a slower, simpler, healthier way of life at church.
- Members of the church often support local businesses (restaurants or other business) in Alpharetta, especially in the downtown area and Avalon.

In Opposition:

- Mik Jacobs, 116 Brindle Lane

Public comments in opposition:

- Not concerned about the quality of the church or the Kalen Center, but is concerned about the impact to the townhome neighborhood.
- There are people who work on Sundays and they would be affected by the traffic.
- Highway 9 in this area is chaotic because of the construction going on.
- Overflow parking would spill out into the neighborhood street parking area and would create a liability.
- Children often play in the street or in the park of the neighborhood and more traffic in this area would create additional liability.

Chairman Kung'u closed the floor for public comment at 7:49 p.m.

Planning Commission discussion after public comment:

- Future growth plan for the church
    - Applicant shared there are no plans for growth, and if growth did happen it would occur organically, not because they were putting specific efforts into growing the church
- Applicant to build their own facility
    - Applicant shared that they do not have the financial resources to build their own facility
- Rate of growth of the congregation
    - Applicant shared that the size of congregation is currently going down because the church has not had a space to meet; generally the same size as the church was in 2014.
- The C-2 undeveloped area has various allowable uses and may require an alcohol license at some point, but those who might need an alcohol license in the future are not present today to share any opposition – first in sight, first in right.
- We do not always get to choose our neighbors, and the idea of denying based on a hypothetical situation or future business does not seem right. Only 1 of the homeowners in opposition showed up to today's meeting.
- Any time an Applicant enters a new space there is an impact, and without hearing from the gas station owner, it is hard to make a decision about something that will affect his business value in the future. It could be possible that the gas station owner might not understand what he is giving up in supporting the Applicant. There is a need to defend the business owner until the Planning Commission hears from him.
- Sounds like a really great church and an asset for the community
- Do not see impact on the neighborhood residents any more than it currently is now (based upon the lowered attendance numbers and the amount of parking being utilized)
- Suggested for the Applicant to speak to the gas station owner between now and City Council because he may not know the ramifications if he were to sell the business since the new owner would be precluded from having a business license.

❖ Commissioner Waylock offered a motion to approve with all conditions as stated by Staff.
    - The motion was seconded by Commissioner Zurinskas.
    - Commissioner Zurinskas offered a friendly amendment to:
        1. Incorporate the recommended changes as recommended by Senior Planner, Michael Woodman, on Condition #1 (changing the attendance to reflect 80 seats)
        2. Strike the last 2 sentences of Condition #1
        3. Strike the second sentence of Condition #5, as it was not sought in the Applicant's original application; and
        4. Add Condition #10 to include a maximum of 4 special congregation events limited to attendance of 80 guests per year.
    - Commissioner Waylock accepted Commissioner Zurinskas friendly amendment.

- The motion was approved 5-2 (Commissioner Attig and Commissioner Brady in opposition).

During the motion, there was discussion about the following:

- Michael Woodman mentioned that because the Applicant has changed their capacity, Condition #1 should be change to reflect 80 seats and to strike the last two (2) sentences of Condition #1 since the overflow parking is no longer needed.
- Condition #5 striking second sentence
- Adding a maximum of special congregation events

Chairman Kung'u called for a short recess.
Chairman Kung'u reconvened the meeting at 8:17 p.m.

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

Michael Woodman, Senior Planner, presented 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.

The undeveloped property is currently zoned O-I and there are 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' and 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. 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. 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.

The site plan depicts 37 'For-Sale' detached lots and 144 'For-Sale' townhome units in rear-loaded, 3-story structures. Three (3) townhome products are proposed, including a 21'-wide

townhome unit, a 20′-wide townhome unit and a 14′-wide townhome unit. 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. There are 39 guest parking spaces and eight (8) on-street parallel space are shown in the residential portion of the development and another thirty-one (31) on-street parallel parking spaces on Street B.

This development includes 41,900 square feet of retail and restaurant use in five (5) buildings. Commercial buildings are called out as being 1-story and the 2 commercial buildings at the corner of Morrison Parkway and Haynes Bridge road as 2-story buildings. Retail and restaurant uses are served by 158 surface parking spaces and a 100-space underground parking deck, and would meet the required parking for the commercial part of the site.

The plan has 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 Alpha Loop runs through the development and would represent .3 miles of the Alpha Loop and maintains at least a10-foot setback throughout the site.

This development is within the North Point Overlay and requires a minimum of seven (7) EcoDistrict points, and the Applicant has proposed eleven (11) EcoDistrict points. The trip generation expected that this development would generate 288 am peak hour trips and 192 pm peak hour trips. The intersections are currently operating at acceptable levels of service and will continue to perform suitably in the future after construction and development of this property.

During the Community Zoning Information Meeting, 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. Applicant submitted a buffer that ranges in sizes from 13 to 16 feet wide, and the Applicant requested that the buffer to have a minimum size of at least 10 feet wide.

Staff recommends 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.

Senior Planner, Woodman showed a rendering of the 14-foot townhome product since there was a few questions about that specific townhome unit.

Senior Planner, Woodman read Staff's recommended conditions and compared each condition with the Applicant's proposed changes to the conditions.

Planning Commission discussion:

- Never seen a 14-foot townhome in Alpharetta before.
    - Staff commented that the smallest townhome found in the City was about 19 feet wide.
- Would like to see a clarification of the office use
- Condition #39 Rooftop Signs: there are not too many renderings and we should be seeing more renderings for this. There are not any rooftop signs in the City.
    - Staff commented that the City encourages creative signage
- Phase plan for the development (residential or commercial built first)
    - Staff commented that there was a note on one of the site plans that was sent as part of the citizen participation which showed commercial buildings with open space.
- This is a challenging site and impressed with the creativity.
- Maintenance access, space, and resident safety with regard to the transmission lines
    - Staff commented that the applicant will have to work with Georgia Power
- 14-Foot wide townhome (70 of this design on the site with 3 bedrooms) with an 18 foot driveway – the driveway is longer than the width of the townhome and there are a lot of tight pockets on this site and there is only one parking spot in the garage and one in the driveway.
    - Staff commented that this was a concern, which is why Condition #7 was added. The residential component as a whole does meet the parking requirement (guest area and on-street parking is also available). Within the North Point Overlay, regardless of residential or non-residential, the parking is discounted by 20%, so the 14-foot townhome as a 3 bedroom would require 3 spaces, but it would be met within the development overall with the 20% discount.
- Concern of tight parking area and ease of safety vehicles navigating the property
- The landscape plan does not have a tree on it.
    - Staff commented that the landscape plan is not required for public hearing. The Applicant did provide what the streetscape would look like along the streets.
- The commercial parking areas have no restrictions on who may park in that area; concern for the residents if parking intended for residents was unavailable because patrons using the Alpha Loop were parking in those spaces.
    - Staff commented that in the conditions it would be permissible for anyone using the Alpha Loop to be able to park in the commercial areas during nights and weekends. It is likely that a certain number of spaces could be set aside for the public, so that it is clear which spaces are available.

Applicant presentation:

Parks Huff presented the case for Morrison Park / The Mix.

- The property owner has recently timbered this property.
- As far as the date on the plans is concerned, we are talking about the same plans, but it did not have the revision date when submitted.
- Brock Built Homes has experience building denser developments and this will be their

first project in Alpharetta.

- There were 3 options for constructing the Alpha Loop, and Applicant chose to integrate the Alpha Loop into the development.
- All commercial will not be built at one time and there will be a phasing plan.
- The townhomes facing Haynes Bridge Road will actually face Haynes Bridge Road and have pedestrian access to the Alpha Loop
- There will be an exercise loop amenity, kiosk to provide information and/or water and provide services to people using the Alpha Loop.
- Commercial and homes will face exterior roads.
- Commercial Phase 1 will have temporary activations of the building pads of Commercial Buildings B-D (according to Applicant's Site Plan)
- Working with Georgia Power to minimize the amount of guide wires or make them look less noticeable.
- 14-foot townhome is different and a variation of the stacked flats. This 14-foot townhome is a way to take the advantages of the stacked flat and taking away the disadvantages, parking is similar. The buyer for this would be someone who would normally buy a stacked flat. 14-foot townhome will be a 2-bedroom unit and will meet the parking requirements in the zoning condition recommended by Staff. Roofline of this unit is combined, so it looks like it is a 28-foot unit, but there will be two front doors side by side. The unit will be 14 feet by about 45-50 feet.
- Landscaping with Vantage HOA: Applicant suggested a 10-foot instead of 13-foot because the Applicant is not sure exactly what the width would be until it is engineered.
- All homes will be a rear load product (alley and park in rear) and face a cluster green outdoor space.
- 2.23 miles of sidewalks within the development
- Building at Haynes Bridge & Rainwater will likely be a restaurant space (not a fast food or national brand tenant)
- Alpha Loop construction for first CO, there is a lot of construction that will be built there in that area. It might not need to be tied to the CO, but rather the phasing plan. Alpha Loop is very important to the Applicant.

Adam Brock of Brock Built Homes also presented.

- 40 feet tall for the townhome will probably be fine for the first 3 floors, however, it is ideal to use a pop-top for usable space / access point on the roof
- 50-foot depth of the 14 foot townhome also includes the garage
- Thinking 375,000 to 400,000 for this type of home
- Initially saw this 14-foot townhome concept at an Ashton Woods property near Cumberland Mall

There were no public comments for this item.

Planning Commission discussion:

- Retail restaurant whether it should be 2 stories and 24 feet or 1 story and 18 feet.
    - Applicant agrees with the Staff recommendation that there needs to be some

scaling along the main road.

- Phasing of Second Retail Portion and Underground Parking
    - Applicant shared that the residential will be phase built (building 5-10 units of each home type – likely 24 units initially and then add on 2-4 additional units each month until they are all built). For the retail and commercial areas, the Applicant is being extremely selective of who they would like to occupy this space (looking for special, artisan style businesses). Building A will frame the corner and looking for a specialty or neighborhood style market (foxtrot). All flat pad areas will be "temporary activations" (dog park or food trucks). Hired design firm (CID) to complete an intentional visioning process for the Applicant.
- Sidewalk area and concern for nice aesthetic for pedestrians and community
    - Applicant is concerned with the townhome construction in terms of the Alpha Loop in regard to the first CO and would like to instead build the Alpha Loop sections as you would typically condition a sidewalk. As each townhome building is constructed, to construct that part of the Alpha Loop so that the Applicant does not have to build the Alpha Loop five (5) times.
- Condition #30 language to modify the first CO
    - Staff agrees that the first CO is a little unreasonable, maybe instead have 50% of the home COs instead of the first CO. Staff could also leave as is and work with the Applicant before going to City Council.
- Creative use of the space
- Suggest clarity of the height of the townhomes whether or not it is 50 feet or not before going to City Council
- Originally did have concerns of the lack of office space on this development, but after presentation and understanding that the idea of the development is to bring in the surrounding areas and office developments through the use of the Alpha Loop, can agree with Staff here.
- Really likes the landscape and the connection to the Alpha Loop.
- Interested to see what a 14-foot townhome will look like and like the idea of putting in something a little more affordable
- Vice Chair Brady would like to see 25% CO in regard to the development of the Alpha Loop
- People are interested in tiny homes, and if you build it they will come.

There were no public comments for this item.

❖ Vice-Chair Brady offered a motion to approve, subject to following conditions:

1. Condition #1: remain with Staff date as 3/29/21;
2. Condition #2: adjustment to exact acreage of 7.32;
3. Condition #4(a): decline Applicant's recommended changes and allow City Council to make an adjustment;
4. Condition #4(b): decline Applicant's recommended changes and remain with Staff recommendation;
5. Condition #6: remain with Staff recommendation;

6. Condition #7: remain with Staff recommendation;
7. Condition #13: accept Applicant's recommended change of the word "perimeter;"
8. Condition #14: remain with Staff recommendation;
9. Condition #17: remain with Staff recommendation;
10. Condition #18: remain with same date;
11. Condition #19: accept the inclusion of the last sentence (EcoDistrict points)
12. Condition #21: okay with this Condition;
13. Condition #30: remain with Staff date and change to 50 total CO's (180 total homes about 35%), not 50% of COs and not the first or last CO; and
14. Condition #30: change typo of "including" to "include."
    - Commissioner Manley seconded the motion.
    - Commissioner Attig offered a Friendly Amendment to Condition #8 decorative hardscape may be included in the landscape strip.
    - Vice-Chair Brady declined Commissioner Attig's Friendly Amendment.
    - The motion was approved unanimously 7-0.

During the motion, there was discussion about whether or not language regarding decorative hardscape in the landscape strip is necessary to add to Condition #8.

VII. ADJOURNMENT

Chairman Kung'u adjourned the meeting at 10:15 p.m.

CITY COUNCIL MEETING
STAFF REPORT

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

I. AGENDA ITEM TITLE: CU-21-07 FAR EAST BEAUTY/1115 UPPER HEMBREE ROAD

PLANNING COMMISSION: JULY 1, 2021

CITY COUNCIL: JULY 26, 2021

II. RECOMMENDATION:

Approve CU-21-07 Far East Beauty/1115 Upper Hembree Road, subject to the following conditions:

1. 'Spa Services' shall be added as a conditional use at 1115 Upper Hembree Road, Suite A, and limited to no more than 2,576 square feet.
2. Conditional use approval shall be limited to Far East Beauty; no additional spa services businesses or subleasing shall be permitted within the approved space.
3. Spa services shall be limited to facials, semi-permanent makeup, microblading, waxing, lash extensions, make-up, and nails.
4. Hours of operation shall be Monday – Saturday 9:00 AM – 7:00 PM.
5. Window signage shall be limited to 10% or less of the window area. No lighting window trim.
6. In compliance with condition #21 related to file# MP-88-05 Oswald/Upper Hembree Master Plan, one of the 2 existing ground signs at the project entrance shall be removed prior to the issuance of a business license for Far East Beauty. Remaining development ground sign and wall shall be pressure-washed and/or painted and a decorative planting bed shall be installed at the base of the sign and wall.

III. REPORT IN BRIEF:

The applicant, David Weisser, is requesting a conditional use permit to allow 'Spa Services' for Far East Beauty, which provides cosmetology and spa services, such as facials and waxing. The property is zoned O-I (Office-Institutional), which allows 'Spa Services' with approval of a conditional use permit. The subject property is located at 1115 Upper Hembree Road, Suite A in the Alpha Medical Plaza.

DISCUSSION

The submitted request, if approved, will permit the applicant to provide 'Spa Services' (facials and waxing) in a 2,576 square foot suite for Far East Beauty. The property is zoned O-I (Office-Institutional), which allows 'Spa Services' with approval of a conditional use permit. The subject property is located at 1115 Upper Hembree Road, Suite A in the Alpha Medical Plaza.

The property was approved in 1988 in conjunction with the Oswald/Upper Hembree Master Plan. Alpha Medical Plaza is developed as two (2) office buildings, which are 2-stories from Upper Hembree Road and 3-stories at the rear. Suites are accessed from the front and back of the buildings. The applicant's suite is accessed from the rear of the building. Other businesses operating in the office buildings include, Alpharetta Psychiatric Services, Revitalize You MD, BMI Surgical Institute, and Extra Mile Dentist.

Surrounding properties are zoned O-I and R-15 (Dwelling, 'For-Sale', Residential) to the north, O-I to the east and south and City of Roswell (Taylor Oaks subdivision) to the west. Peach State Pool Service & Builders and a residential lot are located to the north, City of Roswell to the west, and undeveloped office parcels to the south and east.

The Unified Development Code (UDC) defines 'Spa Services' as:

> A business that provides services requiring a customer to disrobe, which may include non-medical massage, other personal services such as skin, nail, hair treatments, hair removal/waxing, and may have the sale of associated retail products. Such business shall be located within a zoning category allowing retail use, shall not occupy more than 4,000 sq. ft. and shall not be closer than 2,000 ft. to a comparable business. The term "spa establishment" shall not include hospitals or other professional health care establishments separately licensed as such by the state.
>
> It shall be unlawful to establish a spa establishment in the city, unless said establishment is located:
>
> (1) At least 300 feet from State Route 9;
> (2) At least 300 feet from State Route 120; and
> (3) At least 300 feet from any parcel occupied by a house of worship, public or private elementary or secondary school, public park, state-licensed day care facility, or any residence.

The applicant's suite is 2,576 square feet, which is less than the maximum permitted, and the proposed location allows retail use. There are no 'Spa Services' businesses within 2,000' of the subject property and no conflicting uses within 300' of the subject property (as measured from door to door in a straight-line distance). The residence across Upper Hembree Road is approximately 320' away from the applicant's proposed location and the nearest home in Taylor Oaks subdivision to the west is approximately 340' away. The property is nearly ½-mile from Highway 9.

Far East Beauty is a new business with a primary focus on cosmetology and spa services such as, facials and waxing. The applicant's business also provides microblading, semi-permanent make-up, lash extensions, make-up, and nails. Services are by appointment only. Hours of operation are proposed to be Monday – Saturday 9:00 AM – 7:00 PM. The applicant anticipates between 4-6 employees at the proposed location.

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 was developed in compliance with site access regulations.

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

Response: The above-referenced site requirements have been met on the subject property.

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: Approval of the applicant's business should not be injurious to the use and enjoyment of other property in the area. Spa Services businesses have been approved in other office condominium developments in the City, including A Healing Touch Day Spa and Organic Sugaring & Waxing at 1130 Powers Place and Tropical Bliss Spa & Beauty Bar at 5755 North Point Parkway.

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: Approval of the applicant's business should not impede the normal and orderly development of surrounding properties. Spa Services businesses have been approved in other office condominium developments in the City, including A Healing Touch Day Spa and Organic Sugaring & Waxing at 1130 Powers Place and Tropical Bliss Spa & Beauty Bar at 5755 North Point Parkway.

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: Spa Services businesses have been approved in other office condominium developments in the City, including A Healing Touch Day Spa and Organic Sugaring & Waxing at 1130 Powers Place and Tropical Bliss Spa & Beauty Bar at 5755 North Point 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: There are no other Spa Services businesses in the immediate area or within 2,000' of the subject property. In addition, there are no conflicting uses within 300' of the property.

CONCURRENCES

Staff has reviewed the applicant's proposal finds that the requested conditional use does not conflict with the established review criteria. The proposed use exists in other office condominium developments in the City. If approved, conditions are recommended limiting the approval to Far East Beauty and limiting any expansion of services.

CITIZEN PARTICIPATION PLAN

The report submitted by the applicant states that property owners were contacted regarding the applicant's intent. The report states that one (1) call was received, but that there were no concerns.

Staff received six (6) letters of support for the applicant's request and one (1) objection with concerns that the business could be a front for illegal activity.

COMMUNITY ZONING INFORMATION MEETING

The CZIM was held on June 9, 2021. There were no public comments.

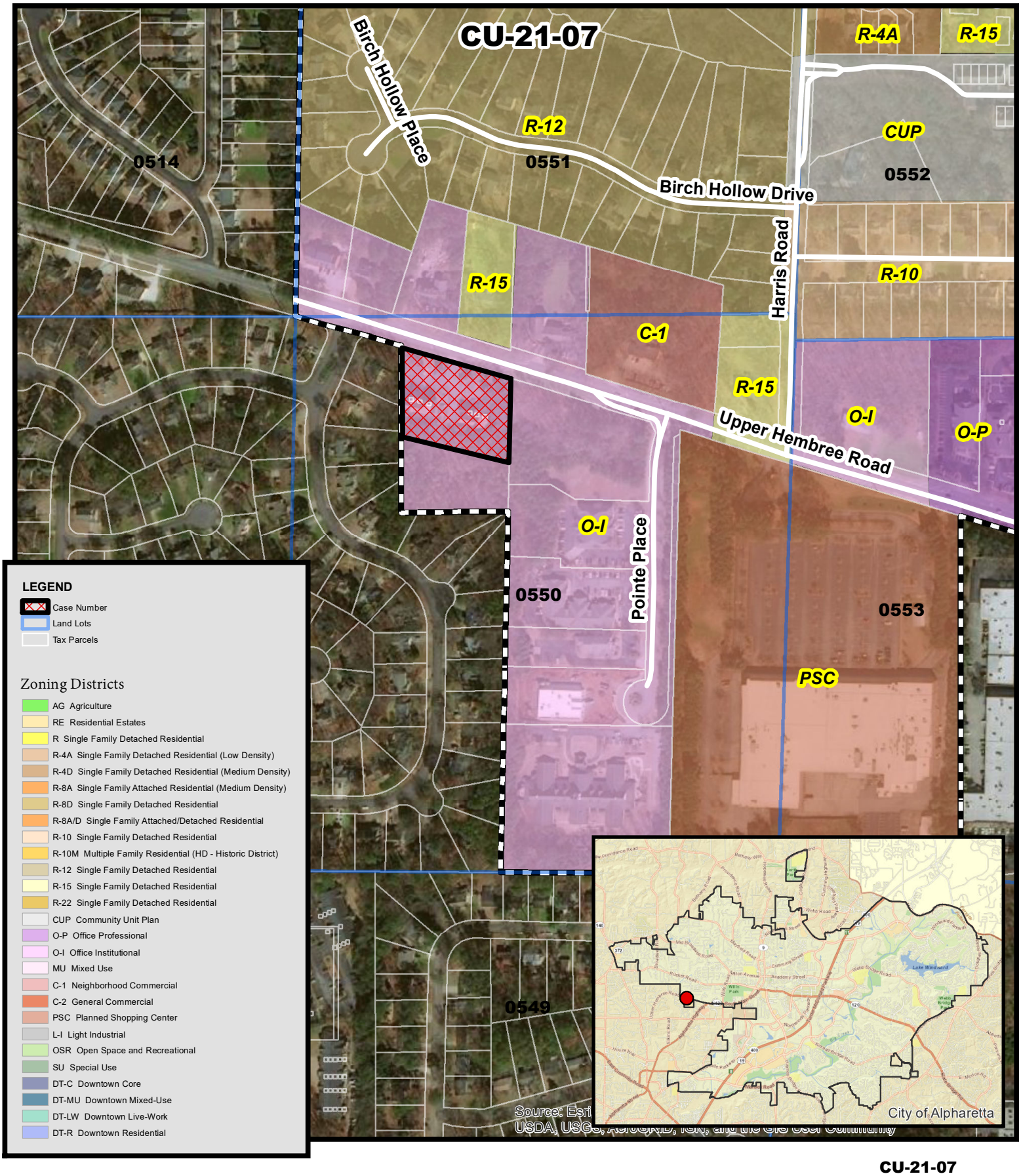
IV. ATTACHMENTS:

- Site Plan

Aerial Map
Far East Beauty
1115 Upper Hembree Rd

CU-21-07
D/LL: 1/2/550
PC Date: 7/1/21
CC Date: 7/26/21

Location Map Provided by:
Community Development - GIS

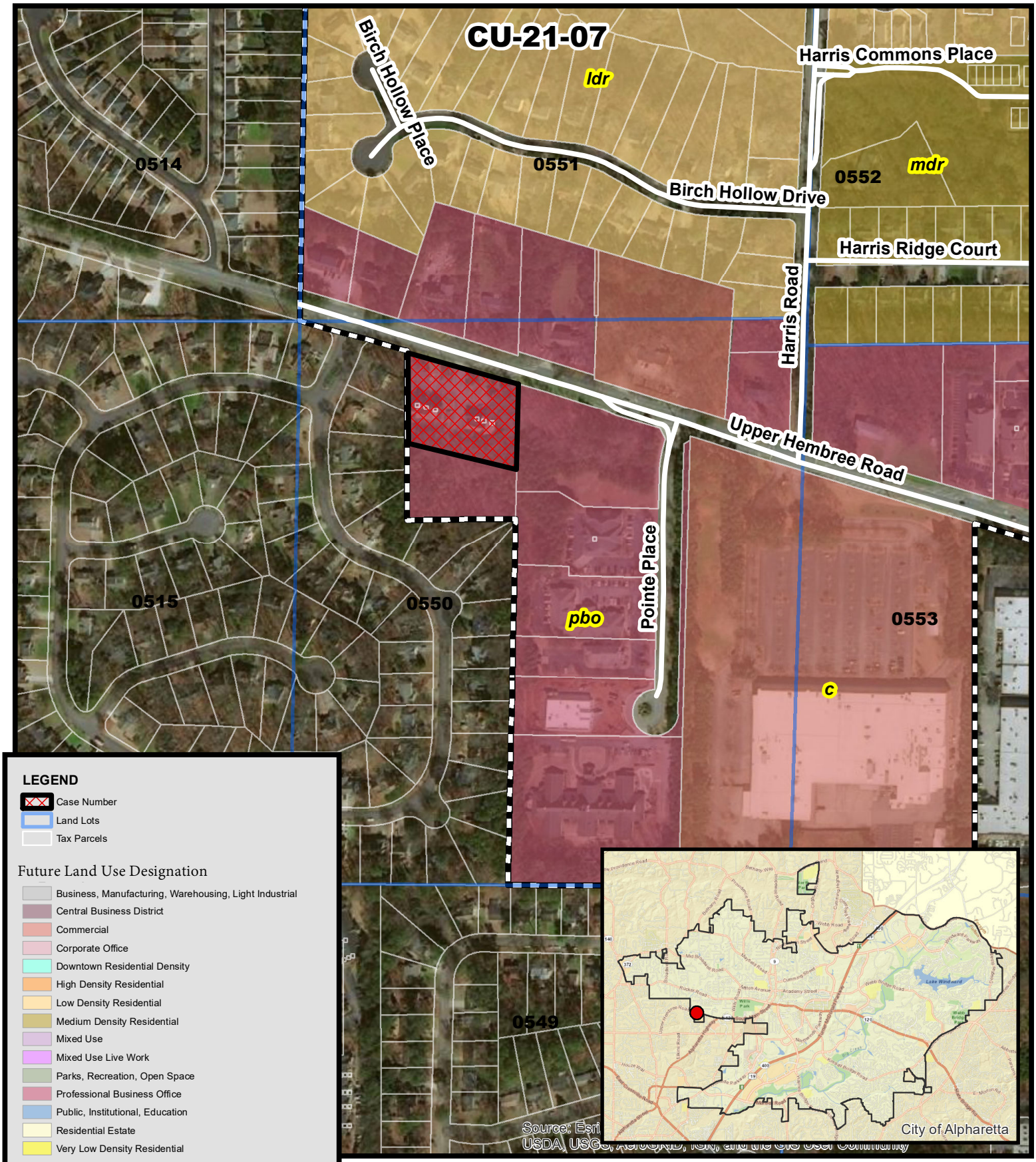


THE CITY OF ALPHARETTA GEORGIA

Zoning Map
Far East Beauty
1115 Upper Hembree Rd

CU-21-07
D/LL: 1/2/550
PC Date: 7/1/21
CC Date: 7/26/21

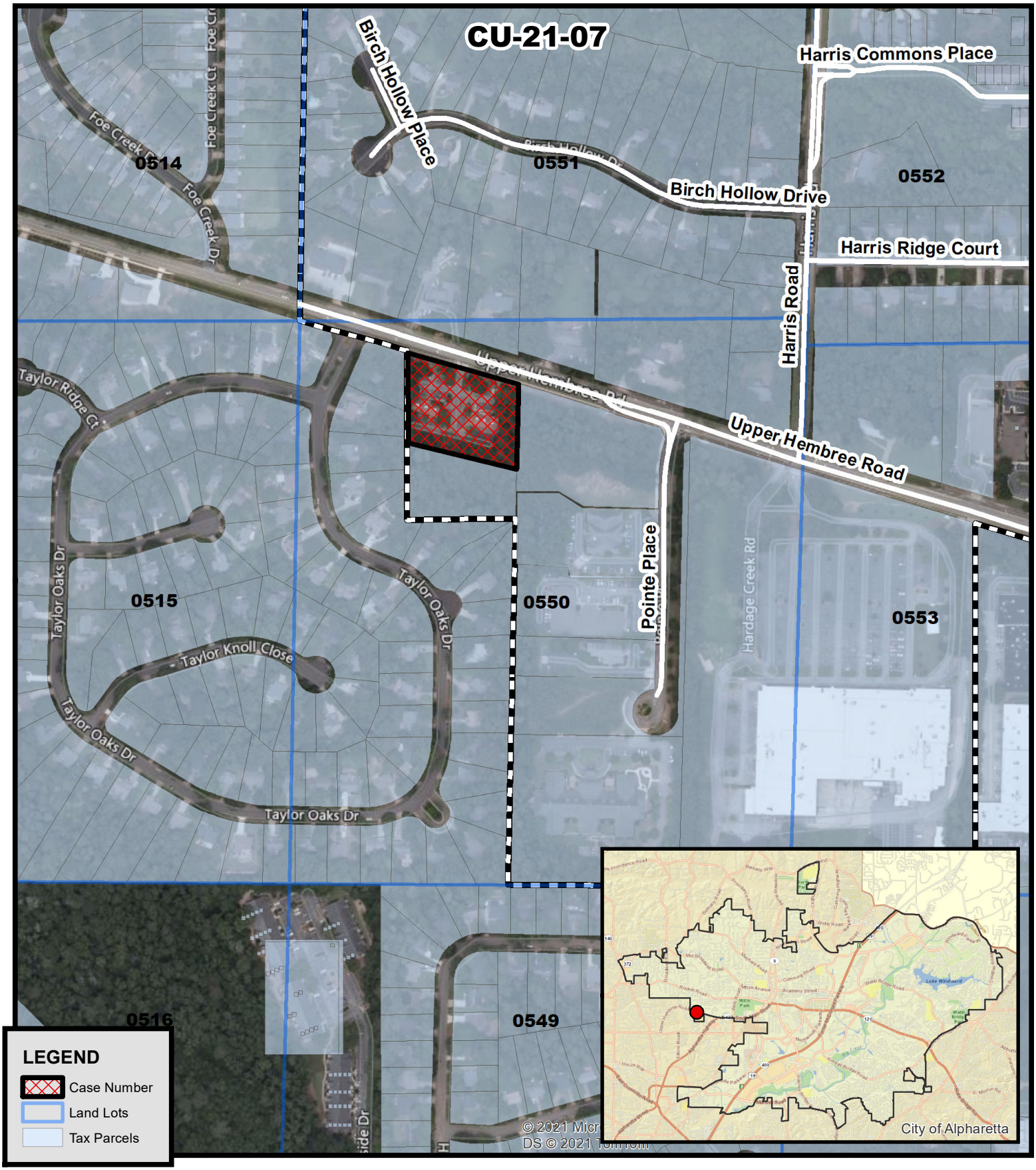
Location Map Provided by:
Community Development - GIS



Future Land Use
Far East Beauty
1115 Upper Hembree Rd

CU-21-07
D/LL: 1/2/550
PC Date: 7/1/21
CC Date: 7/26/21

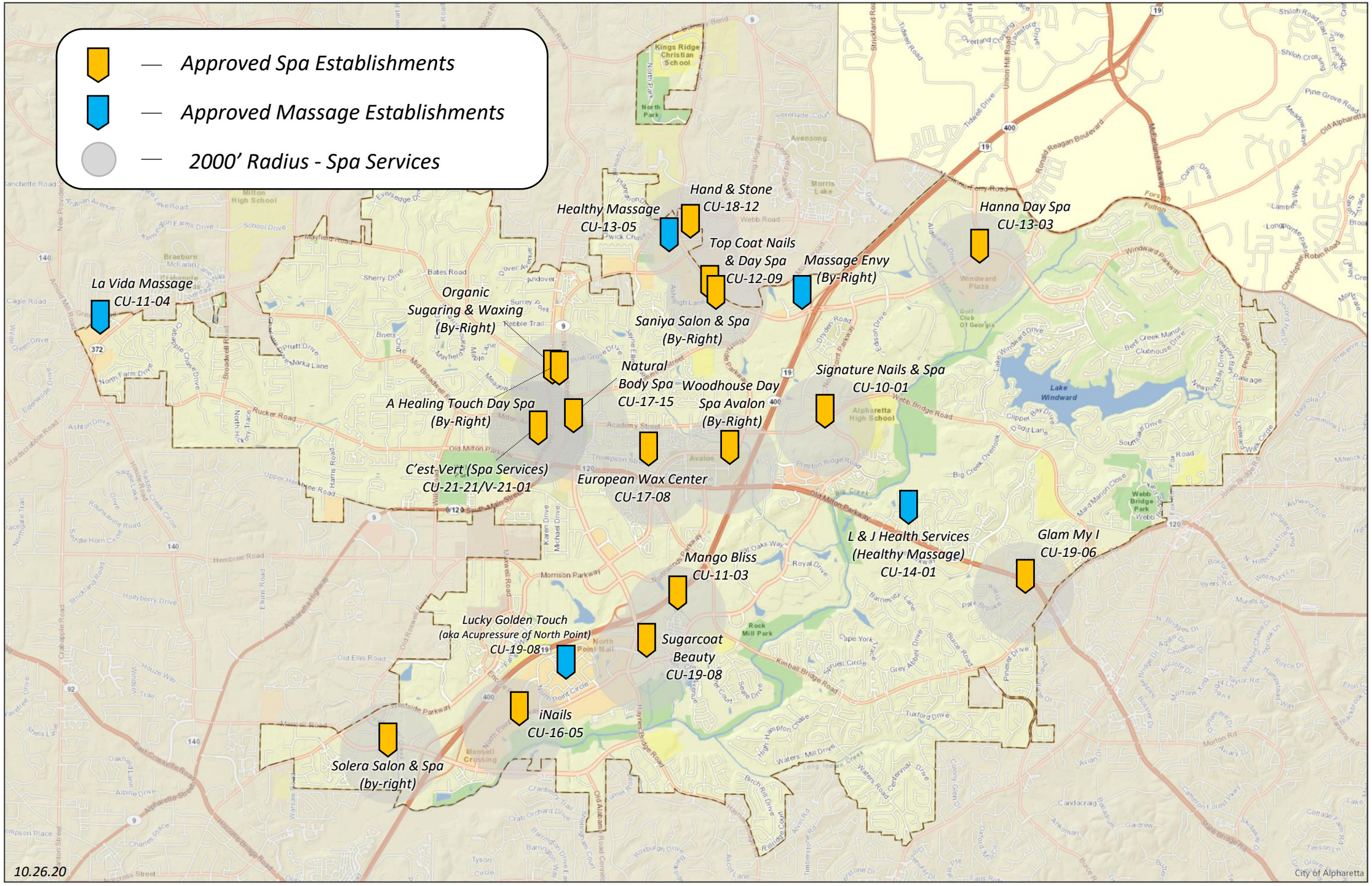
Location Map Provided by:
Community Development - GIS



Location Map
Far East Beauty
1115 Upper Hembree Rd

CU-21-07
D/LL: 1/2/550
PC Date: 7/1/21
CC Date: 7/26/21

Location Map Provided by:
Community Development - GIS


Approved Spa Establishments
Approved Massage Establishments
2000' Radius - Spa Services
Hand & Stone
CU-18-12
Healthy Massage
CU-13-05
Hanna Day Spa
CU-13-03
Top Coat Nails
& Day Spa
CU-12-09
Massage Envy
(By-Right)
La Vida Massage
CU-11-04
Organic
Sugaring & Waxing
(By-Right)
Saniya Salon & Spa
(By-Right)
Natural
Body Spa
CU-17-15
Signature Nails & Spa
CU-10-01
Woodhouse Day
Spa Avalon
(By-Right)
A Healing Touch Day Spa
(By-Right)
C'est-Vert (Spa Services)
CU-21-21/V-21-01
European Wax Center
CU-17-08
L & J Health Services
(Healthy Massage)
CU-14-01
Glam My I
CU-19-06
Mango Bliss
CU-11-03
Lucky Golden Touch
(aka Acupressure of North Point)
CU-19-08
Sugarcoat
Beauty
CU-19-08
iNails
CU-16-05
Solera Salon & Spa
(by-right)
10.26.20
City of Alpharetta

COMMUNITY DEVELOPMENT
COMMUNITY ZONING INFORMATION MEETING
JUNE 9, 2021
ZOOM
6:00 PM

I. Staff Present
   a. Kathi Cook
   b. Michael Woodman
   c. Ben Kern
   d. Lauren Shapiro
II. Kimball 154
III. Far East Beauty
   a. Applicant Presentation: David Weisser
      i. Wife purchased this suite to create a spa for facials, eyelashes, makeup, and other esthetician services.
      ii. Idea of creating a modern, high-end looking facility with bringing in art from China.
   b. Public Comment
      i. There were no public comments or questions for this item.
IV. There were no chat comments for this CZIM.

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: CU-21-07 Far East Beauty

Contact Name: David Weisser Telephone: 404-432-5163

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.

One phone call received. No written correspondence received.

6/1 - Ellen called to state that the building we mailed to was sold.

Attached list of all address where the notification letter was mailed.

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: DAVID WEISSER Date: _____

Print Form

5/20/3021

David Weisser
7925 Highland Bluff NE
Sandy Spring, GA 30328

RE: Far East Beauty - Case # CU-21-07

Dear Property Owner:

Please allow this letter to serve as public notice for a Conditional Use request at 1115 Upper Hembree Rd, Suite A Roswell, GA 30076 to use the space for full-service retail spa.

The Community Zoning Information Meeting (CZIM) for this request will be held on Wednesday, June 9th, 2021 at 6:00 p.m. via Zoom. The link to the meeting is https://zoom.us/j/98955453468 . 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, July 1st, 2021 at 6:30 PM and City Council on Monday, July 26th, 2021 at 6:30 PM. The meetings will be held in the Council Chambers at City Hall, 2 Park Plaza, Alpharetta, GA 30009.

If you have any questions regarding the request, please feel free to contact me at your convenience. I can be reached at 404-432-5163.

Sincerely,

David Weisser

MOAFO SAMUEL TCHIO & TIGWA HONORIN
E D
1470 TAYLOR OAKS DR
ROSWELL GA 30076-1170

ICREATE LLC
11755 POINTE PL
ALPHARETTA GA 30076

HILL ROB & HILL SHANNON
1080 UPPER HEMBREE RD
ROSWELL GA 30076

WEBSTER W RAY & DEBI W
1355 TAYLOR OAKS DR
ROSWELL GA 30076

GRIFFIN REVOCABLE TRUST THE
1050 TAYLOR OAKS DR
ROSWELL GA 30076

LEET JOHN M & JUDITH L
1095 TAYLOR OAKS DR
ROSWELL GA 30076

RKM FAMILY L P
1150 UPPER HEMBREE RD
ROSWELL GA 30076

DORSETT DAVID EDWARDS & DORSETT LA
UREN MARIE
1060 TAYLOR OAKS DR
ROSWELL GA 30076

ROJO ESTEFANA & MEJIA ROGELIO
1040 TAYLOR OAKS DR
ROSWELL GA 30076

ATTOKAREN JOHN
15942 MANOR CLUB DR
ALPHARETTA GA 30004

MIODUSER SUSAN A & HUNTER JEFFREY E
1080 TAYLOR OAKS DR
ROSWELL GA 30076

SAFSTROM DAVID D & SHIRLEY E
8620 BIRCH HOLLOW DR
ROSWELL GA 30076

OLANSKY DERMATOLOGY ASSOC
3379 PEACHTREE RD # 500
ATLANTA GA 30326

HARWOOD JIMMY R & CAROLYN M
1010 TAYLOR OAKS DR
ROSWELL GA 30076

MAUNEY JAMES ROBERT & JENNIFER ELI
ZABETH
1085 TAYLOR OAKS DR
ROSWELL GA 30076

HEMBREE POINTE PROS LLC
11775 POINTE PL #104
ROSWELL GA 30076-4636

FLEMING LINDA B
1020 TAYLOR OAKS DR
ROSWELL GA 30076

LINK JOHN M & HEATHER
1075 TAYLOR OAKS DR
ROSWELL GA 30076-1165

HEMBREE POINTE PROS LLC
11775 POINTE PL #102
ROSWELL GA 30076

DESAI JASHVANT & PUSHPA
1030 TAYLOR OAKS DR
ROSWELL GA 30076

LANCELLOTTI ROBERT J
1000 TAYLOR OAKS DR
ROSWELL GA 30076

HOWERTON EVERETT III
515 POWERS COURT AVE
MILTON GA 30004

WEBB MAUDANE D
1110 UPPER HEMBREE RD
ROSWELL GA 30076

HARE ELINOR ET AL
2402 VILLAGE LN
ROSWELL GA 30075

VIRTUOSO OLIVIA
1035 TAYLOR OAKS DR
ROSWELL GA 30076

PERKSA INC
1100 UPPER HEMBREE RD
ROSWELL GA 30076-1142

SOUTHFUND PARTNERS I
270 CARPENTER DR STE 520
ATLANTA GA 30328

MILLEN STARR S
3522 ASHFORD DUNWOODY RD
ATLANTA GA 30319

ECHOLS BRANDON T
1070 TAYLOR OAKS DR
ROSWELL GA 30076

OSWALD GEORGE JR
195 FOREST AVE
MARIETTA GA 30060

WP BUSINESS SOLUTIONS LLC
4112 E PONCE DE LEON AVE
CLARKSTON GA 30021

GEORGIA CENTER FOR PSYCHIATRIC SER
VICES P C
1115 UPPER HEMBREE RD SUITE B
ROSWELL GA 30076

SZ CENTURY ALPHA LLC
3965 ASHLEY TRACE CT
LILBURN GA 30047

DAVIS RAY C
1105 UPPER HEMBREE RD STE C
ROSWELL GA 30076-0912

HARBEN ALAN
11775 POINTE PL # 103
ROSWELL GA 30076

HEMBREE POINTE PROS LLC
11775 POINTE PL # 101
ROSWELL GA 30076-4636

From:	David Weisser
To:	Woodman, Michael
Cc:	Shapiro, Lauren
Subject:	RE: Far East Beauty
Date:	Tuesday, June 22, 2021 8:55:29 AM
Attachments:	image001.png

CAUTION: This email originated from outside the City. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Michael,

Yes, I attended that Condo Association meeting last night and the conclusion was approval from the board. They will be writing a letter of recommendation and sending it to you. Should have that by the end of the week.

Thank you,

David Weisser
Creative Impressions

(770) 582-9936 Office
(404) 432-5163 Cell
www.creativeimpressions-signs.com

From: Woodman, Michael <mwoodman@alpharetta.ga.us>
Sent: Tuesday, June 22, 2021 8:43 AM
To: David Weisser <david@ci-signs.com>
Cc: Shapiro, Lauren <LShapiro@alpharetta.ga.us>
Subject: RE: Far East Beauty

David,

We have received 5 letters of support and 1 objection. Also, I received a called yesterday from someone with the condo association for the 1115 Upper Hembree Building. It sounded like a vote need to occur to allow a non-medical use at this location. I have not heard the result of that vote as of yet.

From: David Weisser <david@ci-signs.com>
Sent: Tuesday, June 22, 2021 8:37 AM
To: Woodman, Michael <mwoodman@alpharetta.ga.us>
Cc: Shapiro, Lauren <LShapiro@alpharetta.ga.us>
Subject: RE: Far East Beauty

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Thank you Michael,

There should be a few letters of recommendation that were sent by some clients of Hong Bo Guo. Have you seen any of those that have been added to the file?

David Weisser
Creative Impressions

(770) 582-9936 Office
(404) 432-5163 Cell
www.creativeimpressions-signs.com

From: Woodman, Michael <mwoodman@alpharetta.ga.us>
Sent: Friday, June 18, 2021 1:32 PM
To: David Weisser <david@ci-signs.com>
Cc: Shapiro, Lauren <LShapiro@alpharetta.ga.us>
Subject: Far East Beauty

Good afternoon David.

Just wanted you to be aware of an objection that we received to your request. Please see attached. Public comments received by the City are included with the associated public hearing file as it moves through the process.

Best regards,

Michael A. Woodman, AICP
Senior Planner

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

Woodman, Michael

From: [redacted]
Sent: Friday, June 18, 2021 12:04 PM
To: Woodman, Michael
Cc: [redacted]
Subject: CU-21-07 Far East Beauty - Another Sex Massage Parlor?

CAUTION: This email originated from outside the City. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Mr Woodman,

I read a letter sent to me regarding consideration for a "Spa" at 1115 Upper Hembree Road, Suite A.

While I can totally understand that since the property has been vacant for 8 yrs, there is a need to find a tenant.

I would like to know how the City of Alpharetta will ensure that this IS NOT ANOTHER SEX MASSAGE venue disguised as a SPA?

We already have one nearby called "Heavenly Foot Massage" on HWY 9 south of the CVS pharmacy. Once I entered that place and I was quickly hasted out without explanation. I asked that I wanted a "foot massage" and I was told to get out.

Clearly, I know their intent was NOT to massage feet!

As I can imagine, authorities do not have the bandwidth to check the actual activities of these so called SPA places and FOOT Massage places. But WE ALL KNOW WHAT THESE ARE.

Please I beg you to **not** bring more crime into Alpharetta.

Regards,

Latka Family
Birch Hollow Dr

From: [redacted]
To: Shapiro, Lauren
Subject: Case CU-21-07 Far East Beauty - Recommendation
Date: Wednesday, June 9, 2021 5:35:36 PM

CAUTION: This email originated from outside the City. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Ms. Shapiro,

It is with great pleasure that I am writing a recommendation for my friend and most importantly my trusted skin consultant, Gigi. I have known Gigi and her husband, David Weisser for over 3+ years. I was recommended to Gigi by my trainer. Gigi is now like a member of my family and I refer to all of my professional friends and fellow female executives to her. We are all waiting for her business to open, as the demand for her exemplary services is great. Gigi's skincare is one of the most elevated experiences that I have had and I spent a considerable amount of time in China and Thailand.

Gigi and David are both successful in their own respective businesses BUT most importantly, they are a great team. The North Fulton Business Community would be very fortunate to have this hard-working family as part of your community. I hope that the city will quickly approve their business license, as her clients are excited to support her and the local economy.

I currently serve as CEO of FieldXperience and most recently served as the CEO of Leadercast for over 2 years. If you would like to call me for additional thoughts, please feel free to call my cell at [redacted]. Thank you so much and I look forward to hearing from you.

May you have a wonderful remaining week!

Angela Raub

--
Angela Raub
[redacted]

From: [redacted]
To: Shapiro, Lauren
Cc: [redacted]
Subject: Case number: CU-21-07 Far East Beauty
Date: Tuesday, June 22, 2021 2:39:31 PM

CAUTION: This email originated from outside the City. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Ms. Shapiro,

I write in support of the character of the owner of Far East Beauty and her permit to open her Alpharetta location.

I was introduced to Gigi by my dear friend and close neighbor, Angela Raub.

Gigi is an individual of impeccable character. She has supported herself and built her business since arriving the USA.

She is talented in all the services required in a beauty salon/shop. I have regularly been a client of hers for eyelash extensions, pedicures and most frequently, facials.

Furthermore, Gigi is very hard working entrepreneur and savy business owner.

The proposed Alpharetta location of her new salon, Far East Beauty, will be an asset to the community and certainly successful.

I fully endorse and recommend Gigi as a solid, talented and hard working citizen; and furthermore, recommend approval of her case.

Please feel free to email, call, or txt me through my contact information below, if you have any questions or require additional information from me.

Sincerely
Alleen Deutsch

Alleen Deutsch
[redacted]
Sent from my iPhone

From: [redacted]
To: Shapiro, Lauren
Subject: Case# CU-21-07 Far East Beauty
Date: Sunday, June 6, 2021 3:33:32 PM

CAUTION: This email originated from outside the City. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Whom It May Concern:

I have known Hong Bo Guo, also known as "Gigi" for 2 years. She is my esthetician and as I have come to know her I consider her a good friend as well.

Gigi takes her work very seriously, she works hard to perfect her craft and gives back by teaching other students. She does amazing work, I love her facials and skin care products. Gigi's beauty salon would be such an asset to the community. It is hard to find someone as passionate and dedicated to her field as Gigi.

When Gigi told me that she was having to meet with the planning commission I asked if I could write a letter in support of her business. Gigi is not only an educator in her field but provides exceptional service. I sincerely hope this will be taken into consideration.

I appreciate your time and consideration,
Cindee Murray

--
Cindee Murray
[redacted]
Keller Williams Realty - Peachtree Road
804 Town Boulevard NE, Ste A2040
Atlanta, GA 30319

BEWARE OF WIRE FRAUD!

WARNING: Wire fraud, email hacking and phishing attacks are on the rise! Email is neither secure nor confidential. If you receive an email from anyone concerning any transaction involving Keller Williams requesting you to wire funds anywhere or asking you to provide nonpublic personal information (such as credit or debit card numbers, or back account or bank routing numbers) by unsecured return email, NEVER respond to the message even if it appears to be sent by our company.

From: [redacted]
To: Shapiro, Lauren
Subject: CU-21-07 Far East Beauty
Date: Tuesday, June 8, 2021 2:56:34 PM

CAUTION: This email originated from outside the City. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Attn: Lauren Shapiro

2 Park Plaza
Alpharetta, GA 30009
lshapiro@alpharetta.ga.us

Re: Case number: CU-21-07 Far East Beauty

Dear Ms. Shapiro,

This letter is in support of Ms. Hong Bo Guo's new Day Spa, Far East Beauty. After extensively researching Ms. Guo's life for my novel *Spa Girl*, I am thrilled that she is finally achieving her lifelong dream of owning her own wellness and beauty day spa. She has studied and worked extensively in the beauty industry, both in China and the US, including the renowned Shanghai Theatre Academy and most recently at Ecobel Medical Spa in Buckhead, making her exceptionally qualified for this undertaking. Further, the location she has chosen, with its cosmetic dentistry and plastic surgery offices, seems ideally suited for an upscale beauty spa.

If you have questions or would like additional information, feel free to contact me.

Best regards and stay safe,

Virginia Gray, Bestselling Author
Need a new book?
Check out the latest news
Let's be friends!

"Virginia Gray is known for her intimate portrayal of women's lives, her attention to detail, and her trademark humor."

Penny M. Acosta

June 6, 2021

Lauren Shapiro
Planning Commission | City of Alpharetta
2 Park Plaza
Alpharetta, GA 30009

RE: **Case CU-21-07 | Far East Beauty | Hong Bo Guo**

Dear Ms. Shapiro,

I am writing to you today as I understand the Alpharetta Planning Commission is holding a permit for Far East Beauty, submitted by Hong Bo Guo.

Hong Bo Guo is my personal aesthetician and I have been using her services at least once a month for over two years. She is extremely professional and knowledgeable in all areas of aesthetics. I personally use her services for eye lash extensions, facials and laser treatments and will continue to use her beauty services for years to come.

Hong Bo was formally trained and currently teaches aesthetics. Her services and equipment are exceptional and state-of-the-art.

I am both excited and happy for her to achieve her life-long dream to open her spa and beauty studio in Alpharetta. I am very hopeful the Alpharetta City Council will approve her permit soon. She will be a true business asset and community supporter for the City of Alpharetta.

If you require any additional character or professional statements, I am happy to provide.

Thank you in advance for permit consideration and approval.

Best Regards,

Penny M. Acosta

[redacted]

June 4th 2021

City of Alpharetta
Community Development Department

RE: CU-21-07 Far East Beauty

To whom it my concern,

I am writing in support of the application for case **CU-21-07 Far East Beauty**. My name is Sherry (Deping Xia). I am the owner and operator of Summer Breeze Flowers & Gift at 9700 Medlock Bridge Rd, #180.

I would like to comment about the character of the person requesting this application for approval. I have known Hong Bo Guo (Guo Guo) for almost 10 years. I was very happy to hear that she would be opening her beauty business. Since coming to American she has been saving her money, going to school, and building her skills to become a business owner in the beauty industry. I was particularly impressed by her display of commitment by attending and graduating from Ethician school while she was pregnant. When I heard she purchased a building I was excited that her dreams would finally be fulfilled.

I believe that the services and talents Guo Guo has would be an asset to the community of Alpharetta. I had a problem with my eyebrow from a previous microblading service I received from another person. The eyebrow didn't look very good and gave me some anxiety. Guo Guo was able to fix my eyebrow and give me a new look that helped boost my confidence.

I hope that you would consider approving her application for so that she could fulfill her dream of owning a beauty studio and give her the opportunity to serve the community with her services.

Sincerely,

Deping Xia

Deping Xia
(Sherry)

ALPHA-ATLANTA PROFESSIONAL PLAZA CONDOMINIUM ASSOCIATION, INC.

June 29, 2021

City of Alpharetta, Community Development Department
ATTN: Michael Woodman, AICP
2 Park Plaza
Alpharetta, GA 30009

RE: CU-21-07 Far East Beauty

Dear Mr. Woodman,

On behalf of the Members of Alpha-Atlanta Professional Plaza Condominium Association, I would like to reply to your notice of June 9, 2021 regarding the Conditional Use petition by the owner of Far East Beauty and 1115 Upper Hembree Road, Suite A, Roswell, GA 30076. Thank you for speaking with me by phone and explaining so clearly the issues involved. I was able to share that information with our HOA members at our meeting on June 21, and I am happy to report that **our group was unanimously in favor of having Far East Beauty operating in our complex** should the Planning Commission and City Council approve the Conditional Use zoning designation requested for "Spa Services" in this location. I will look forward to hearing of your decision in the near future.

Very Sincerely,

Pam Forbes, MD
President

CU-21-07

CITY OF ALPHARETTA

PUBLIC HEARING APPLICATION

FOR OFFICE USE ONLY

Case #: PHA210021

[X] Fee Paid Initial: PC

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: David Weisser Telephone: 404-432-5163

Address: 7925 Highland Bluff NE Suite:

City Sandy Springs State: GA Zip: 30328 Fax:

Mobile Tel: 404-432-5163 Email: david@ci-signs.com

Subject Property Information:

Address: 1115 Upper Hembree Rd Current Zoning: O-I

District: 1st Section: 2nd Land Lot: 550 Parcel ID: 12 223605500035

Proposed Zoning: Conditinal Use Current Use: Unoccupied

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

- [x] 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?

Far East Beauty will occupy Suite A and will operate as a full service spa offering goods and services including skin and body treatments.
Hours of operation will Monday – Saturday: 9:00am to 7:00pm. The plan is to employ 4-6 employees. Licensed estheticians will perform services like facials, semi-permanent make-up, waxing, lash extensions, make-up and nails. High-end professional service offering by appointment only.
Website is https://www.fareastbeautyspa.com/

Applicant's Request (Please itemize the proposal):

Owner requests that Suite A (1115 Upper Hembree Rd) be granted a Conditional Use Permit so that Far East Beauty may operate a retail establishment offering Spa and Beauty Services.

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

The approval of this Conditional Use Permit would facilitate the fulfilling of the owners dream to deliver beauty services to the surrounding area. Guo Guo (owner) has studied her art for more than 15 years and saved up enough to purchase this suite and renovate it into her dream establishment. As a Chinese immigrant, she intends to follow her heritage and decorate with an eastern theme, but incorporate a modern and clean high-end design.
The suite has been vacate for more than 8 years and is in need an owner that will use the space to improve and support the surrounding community, if approved.

PROPERTY OWNER AUTHORIZATION

Property Owner Information:

Contact Name: AJTW Holdings - Hong Bo Guo Telephone: 678-642-8825

Address: 1115 Upper Hembre Rd Suite: A

City Roswell State: GA Zip: 33076 -

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: David Weisser Telephone: 404-432-5163

Address: Suite:

City Sandy Springs State: GA Zip: 30328 -

So Sworn and Attested:

Owner Signature: Hong Bo Guo Date: 4/26/2021

Notary:

Notary Signature: Exp 02-01-22 Date: 4/26/2021

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: Hong Bo Guo

Subject Public Hearing Case: Conditional Use Permit

Campaign Contribution Information:

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

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

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

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Campaign Contribution Information:

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

Signature: Hong Bo Guo Date: 4/26/2021

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).

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Name of Applicant or Opponent: David Weisser

Subject Public Hearing Case: Conditional Use Permit

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.

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

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Campaign Contribution Information:

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

Signature: DAVID WEISSER Date: 4/26/2021

ALPHARETTA PLANNING COMMISSION REVIEW CRITERIA

How will this proposal be compatible with surrounding properties?

There are 6 suites on the property (1105 & 1115). All tenants are in the professional, service related industries, and this beauty spa will also be a professional, appointment only, service offering. The proposed use will be compatible with the surrounding properties.

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

A professional service offering like this would be a helpful amenity for residents in the surrounding area. No expectation of a decrease in the value of surrounding properties. This part of Upper Hembree Rd is predominantly commercial in its use.

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

Yes, but not for this owner/tenant. Building was purchased to fulfill a dream of delivering beauty services to the surrounding area. Approval of the Conditional Use Permit is necessary to continue forward.

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

No increase in population or traffic is expected. The maximum occupancy is 15 persons and expectation is to see no more than 3 clients at one time. The entrance of Suite A does not face the street, so there will be no disturbance to surrounding properties or tenants.

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

No impact.

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

The plan does allow for Conditional Use Permits for this type of business as long as it does not exceed 25%. There are 6 suites on the property and one 1 is requesting Conditional Use Permit.
The request is also consistent with additional rules. At least 300 feet from State Route 9, State Route 120 and any parcel occupied by a house of worship, public or private elementary or secondary school, public park, state-licensed day care facility, or any residence. 320' from nearest residence.

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

The suite has been vacant for more than 8 years, so having new owner anxious to put time and money into developing a service business is a welcome improvement to the area.

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

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.

N/A

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

N/A

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

N/A

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.

N/A

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: Far East Beauty

Contact Name: David Weisser Telephone: 404-432-5163

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.

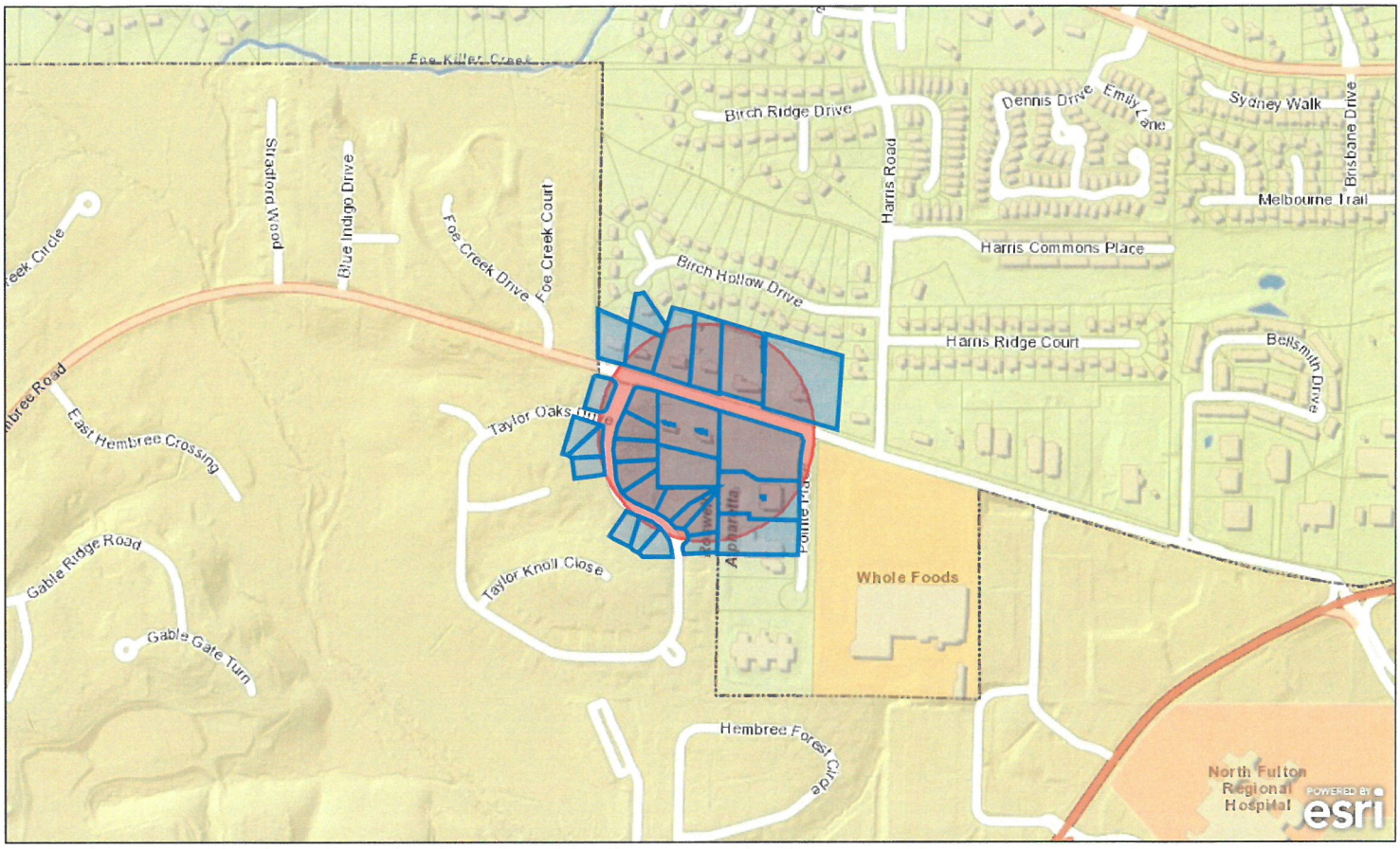
See attached list (AveryOutput)

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.

Adjacent property owners may contact applicant by phone or email. Contact information shall be provided in the letter mailed to adjacent property owners (500' feet).


Birch Ridge Drive
Dennis Drive
Emily Lane
Sydney Walk
Brisbane Drive
Melbourne Trail
Harris Road
Harris Commons Place
Birch Hollow Drive
Harris Ridge Court
Bellsmith Drive
Shadowood
Blue Indigo Drive
Foe Creek Drive
Foe Creek Court
East Hembree Crossing
Taylor Oaks Drive
Gable Ridge Road
Gable Gate Turn
Taylor Knoll Close
Hembree Forest Circle
Whole Foods
North Fulton Regional Hospital
esri

MOAFO SAMUEL TCHIO & TIGWA HONORIN
E D
1470 TAYLOR OAKS DR
ROSWELL GA 30076-1170

ICREATE LLC
11755 POINTE PL
ALPHARETTA GA 30076

HILL ROB & HILL SHANNON
1080 UPPER HEMBREE RD
ROSWELL GA 30076

WEBSTER W RAY & DEBI W
1355 TAYLOR OAKS DR
ROSWELL GA 30076

GRIFFIN REVOCABLE TRUST THE
1050 TAYLOR OAKS DR
ROSWELL GA 30076

LEET JOHN M & JUDITH L
1095 TAYLOR OAKS DR
ROSWELL GA 30076

RKM FAMILY L P
1150 UPPER HEMBREE RD
ROSWELL GA 30076

DORSETT DAVID EDWARDS & DORSETT LA
UREN MARIE
1060 TAYLOR OAKS DR
ROSWELL GA 30076

ROJO ESTEFANA & MEJIA ROGELIO
1040 TAYLOR OAKS DR
ROSWELL GA 30076

ATTOKAREN JOHN
15942 MANOR CLUB DR
ALPHARETTA GA 30004

MIODUSER SUSAN A & HUNTER JEFFREY E
1080 TAYLOR OAKS DR
ROSWELL GA 30076

SAFSTROM DAVID D & SHIRLEY E
8620 BIRCH HOLLOW DR
ROSWELL GA 30076

OLANSKY DERMATOLOGY ASSOC
3379 PEACHTREE RD # 500
ATLANTA GA 30326

HARWOOD JIMMY R & CAROLYN M
1010 TAYLOR OAKS DR
ROSWELL GA 30076

MAUNEY JAMES ROBERT & JENNIFER ELI
ZABETH
1085 TAYLOR OAKS DR
ROSWELL GA 30076

HEMBREE POINTE PROS LLC
11775 POINTE PL #104
ROSWELL GA 30076-4636

FLEMING LINDA B
1020 TAYLOR OAKS DR
ROSWELL GA 30076

LINK JOHN M & HEATHER
1075 TAYLOR OAKS DR
ROSWELL GA 30076-1165

HEMBREE POINTE PROS LLC
11775 POINTE PL #102
ROSWELL GA 30076

DESAI JASHVANT & PUSHPA
1030 TAYLOR OAKS DR
ROSWELL GA 30076

LANCELLOTTI ROBERT J
1000 TAYLOR OAKS DR
ROSWELL GA 30076

HOWERTON EVERETT III
515 POWERS COURT AVE
MILTON GA 30004

WEBB MAUDANE D
1110 UPPER HEMBREE RD
ROSWELL GA 30076

HARE ELINOR ET AL
2402 VILLAGE LN
ROSWELL GA 30075

VIRTUOSO OLIVIA
1035 TAYLOR OAKS DR
ROSWELL GA 30076

PERKSA INC
1100 UPPER HEMBREE RD
ROSWELL GA 30076-1142

SOUTHFUND PARTNERS I
270 CARPENTER DR STE 520
ATLANTA GA 30328

MILLEN STARR S
3522 ASHFORD DUNWOODY RD
ATLANTA GA 30319

ECHOLS BRANDON T
1070 TAYLOR OAKS DR
ROSWELL GA 30076

OSWALD GEORGE JR
195 FOREST AVE
MARIETTA GA 30060

WP BUSINESS SOLUTIONS LLC
4112 E PONCE DE LEON AVE
CLARKSTON GA 30021

GEORGIA CENTER FOR PSYCHIATRIC SER
VICES P C
1115 UPPER HEMBREE RD SUITE B
ROSWELL GA 30076

SZ CENTURY ALPHA LLC
3965 ASHLEY TRACE CT
LILBURN GA 30047

DAVIS RAY C
1105 UPPER HEMBREE RD STE C
ROSWELL GA 30076-0912

HARBEN ALAN
11775 POINTE PL # 103
ROSWELL GA 30076

HEMBREE POINTE PROS LLC
11775 POINTE PL # 101
ROSWELL GA 30076-4636

SURVEY FOR
DESIGN DEVELOPMENT, INC.
LAND LOT 553, 16TH DISTRICT, 2ND SECTION
COBB COUNTY, GEORGIA
CITY OF ALPHARETTA
PREPARED BY
LAND DEVELOPING COMPANY
[illegible] ROCKBRIDGE ROAD
STONE MOUNTAIN, GEORGIA 30087
SCALE: 1"=30'
MARCH 26, 1996
[illegible] AREA & SITE - DEMOLITE TRACT TWO & IMPROVEMENTS

REV: MAY 15, 1997 - SHOW ADDITION TO EXST. BLDG. #1115

UNIT SUMMARY

#1105 BUILDING
UNIT 'A'
UNIT 'B'
UNIT 'C'

#1115 BUILDING
UNIT 'A'
UNIT 'B'
UNIT 'C'

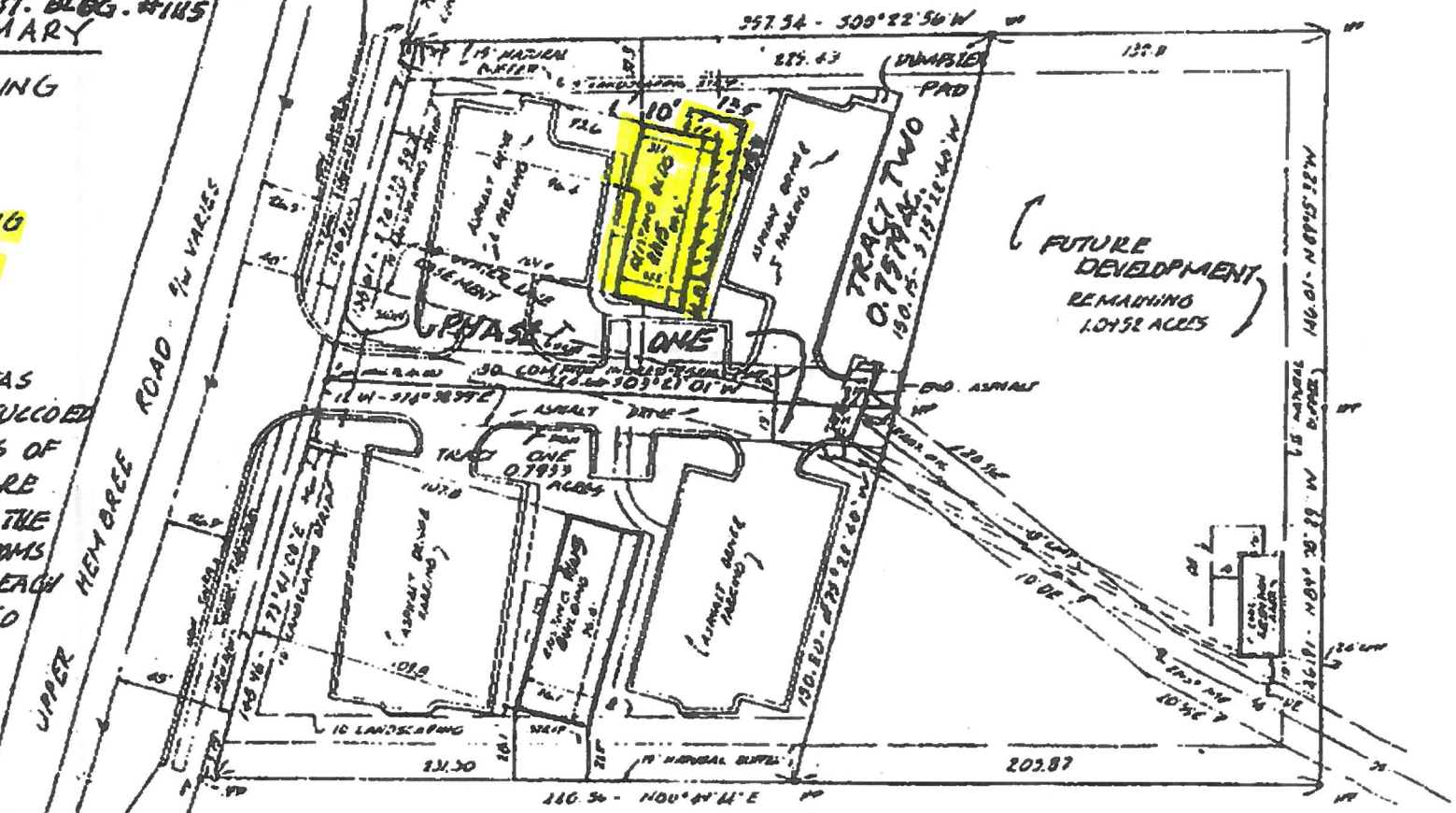
NOTE: ALL AREAS OUTSIDE THE STUCCOED EXTERIOR WALLS OF THE BUILDINGS ARE COMMON AREAS. THE MECHANICAL ROOMS IN UNIT 'A' OF EACH BUILDING IS ALSO COMMON AREA.

COMMON AREA-
2.5622 AC

BLDGS-
0.0882 AC.

ACREAGE SUMMARY

PHASE ONE	
TRACT ONE	0.7933
TRACT TWO	0.7579
FUTURE DEV.	1.6952
TOTAL	2.6504



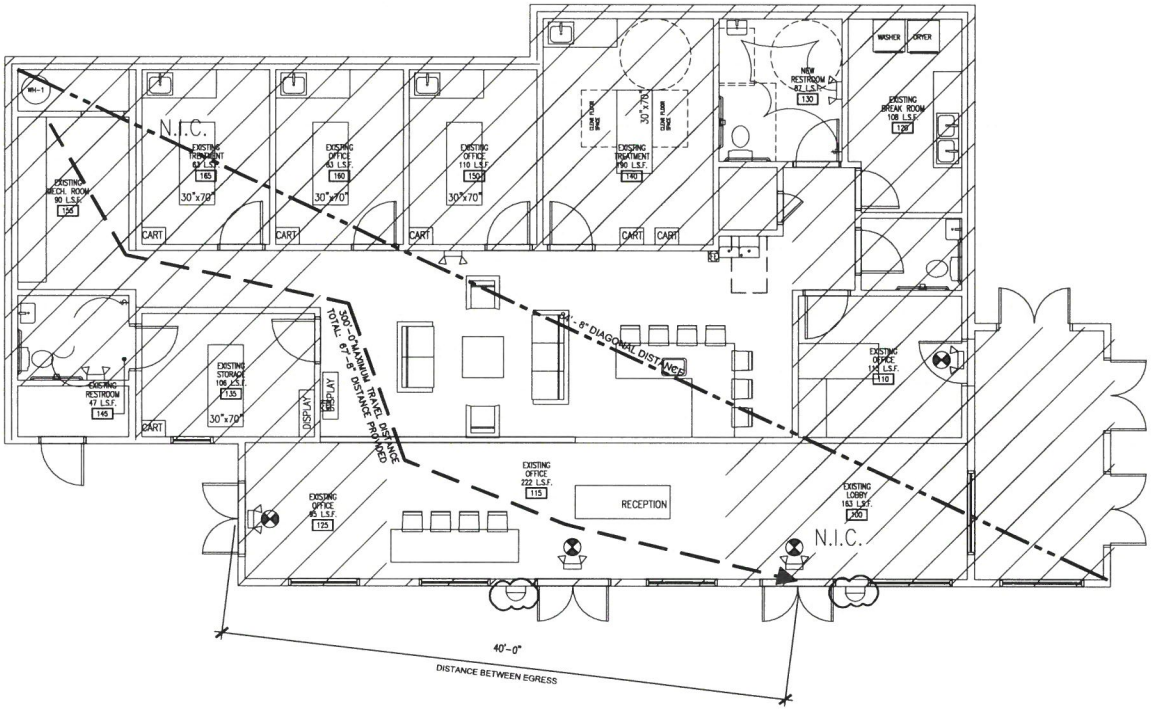
GENERAL NOTES

1 BOUNDARY INFORMATION FROM A SURVEY BY MCCLURG SURVEYING DATED 8-19-93.

2 ALL UNDERGROUND UTILITY LOCATIONS AND SIZES (OTHER THAN SANITARY AND STORM SEWERS) SHOWN ON THIS DRAWING WERE OBTAINED BY VISUAL SURFACE OBSERVATIONS AND ON INFORMATION FROM UTILITY COMPANIES. ACTUAL LOCATION OR SIZE OF ANY UNDERGROUND UTILITY (OTHER THAN SANITARY AND STORM SEWERS) IS NOT THE RESPONSIBILITY OF LAND DEVELOPING COMPANY

ALL UTILITY EASEMENTS ARE CONTAINED BY THE LINES OR CURVES.

2 OUTDOOR WALL PACK
SCALE: N.T.S.



1 LIFE SAFETY PLAN
SCALE: 1/4"= 1'-0"

LIFE SAFETY NOTES

LIFE SAFETY NOTES:

1. EXIT SIGNS SHALL BE MOUNTED ABOVE THE DOOR WITH THE NEAREST EDGE OF THE SIGN WITHIN 2" OF THE DOOR FRAME UNLESS NOTED OTHERWISE.

2. EVERY EXIT SIGN SHALL BE LOCATED AND OF SUCH A SIZE, DISTINCTIVE COLOR, AND DESIGN THAT IS READILY VISIBLE AND SHALL PROVIDE CONTRAST WITH DECORATIONS, INTERIOR FINISHS, OR OTHER SIGNS.

3. PANIC HARDWARE SHALL CONSIST OF CROSS BARS OR PUSH PADS, THE ACTUATING PORTION OF WHICH EXTENDS ACROSS NOT LESS THAN ONE-HALF OF THE WIDTH OF THE DOOR LEAF AND NOT LESS THAN 34", NOR NOT MORE THAN 48", ABOVE THE FLOOR.

4. REQUIRED PANIC HARDWARE AND FIRE EXIT HARDWARE SHALL NOT BE EQUIPPED WITH ANY LOCKING DEVICE, SET SCREW, OR OTHER ARRANGEMENT THAT PREVENTS THE RELEASE OF THE LATCH WHEN PRESSURE IS APPLIED TO THE RELEASING DEVICE.

5. ALL REQUIRED EXITS SHALL MEET ADA AND OR GEORGIA ACCESSIBILITY CODE (WHICHEVER IS MOST STRINGENT) FOR CLEARANCE, THRESHOLD, SIGNAGE, HARDWARE, AND AREAS OF REFUGE AS APPLICABLE.

6. ALL PENETRATIONS THROUGH SMOKE AND FIRE RATED PARTITIONS ARE TO BE SEALED AND PROTECTED IN ACCORDANCE WITH THE SYSTEMS AND LISTING NUMBERS AS DESCRIBED AND DETAILED ON UL DETAIL SHEET.

7. CORRIDOR PARTITIONS, SMOKE STOP PARTITIONS, HORIZONTAL EXIT ENCLOSURES, AND FIRE WALL SHALL BE EFFECTIVELY AND PERMANENTLY IDENTIFIED WITH SIGNS OR STENCILING ABOVE ANY DECORATIVE CEILING AND/OR IN CONCEALED SPACE WITH LETTERS A MINIMUM OF TWO (2) INCHES HIGH ON A CONTRASTING BACKGROUND SPACED A MAXIMUM OF TWELVE (12) FEET ON CENTER WITH A MINIMUM OF ONE PER WALL OR BARRIER. THE HOURLY FIRE RATING SHALL BE INCLUDED ON ALL RATED BARRIER OR WALLS.

8. WHERE FIRE EXTINGUISHERS ARE SURFACE-MOUNTED, CONTRACTOR SHALL PROVIDE A STANDARD WALL MOUNTING BRACKET FOR EACH EXTINGUISHER.

9. PROVIDE FIRE EXTINGUISHERS HAVING A MINIMUM RATING OF 2-A, 10-B, C. FOR EVERY 3,000 SQ FT. EXTINGUISHERS SHALL CONSPICUOUSLY LOCATED AND READILY ACCESSIBLE. THE TOP OF EXTINGUISHER SHALL NOT BE MORE THAN 5 FEET ABOVE THE FINISHED FLOOR AND THE BOTTOM OF EXTINGUISHER SHALL NOT BE LESS THAN 4 INCHES FROM THE FINISHED FLOOR. TRAVEL DISTANCE TO AN EXTINGUISHER SHALL NOT EXCEED 75 FEET.

LEGEND

PER NFPA 101 SECTION 43.6.2.2.
ILLUMINATION AND EMERGENCY LIGHTING

- EXIT SIGN
- EMERGENCY LIGHT
- OUTDOOR EMERGENCY LIGHT
- PORTABLE FIRE EXTINGUISHER CLASS ABC
- PORTABLE FIRE EXTINGUISHER CLASS K
- EGRESS PATH

TRAVEL DISTANCE

- DIAGONAL DISTANCE : 84'-8"
- DISTANCE BETWEEN EGRESS EXITS
  : 40'-2" > (89'-6")/3
- THE MAXIMUM ALLOWED TRAVEL DISTANCE : 300'-0" PER NFPA 101
  : THE LONGEST TRAVEL DISTANCE : 67'-8"

OCCUPANT LOAD CALCULATION

PER NFPA 101 SECTION 7.3.1.2. OCCUPANCY GROUP : B
TOTAL AREA: 2,576 SQFT

- OFFICE AREA: 1,928 SQFT
  1,928 SQFT / 150 PER PERSON = 13 PERSONS
- BREAK ROOM: 108 SQFT
  108 SQFT / 15 PER PERSON = 7 PERSONS
- STORAGE: 90 SQFT
  90 SQFT / 500 PER PERSON = 1 PERSONS
- RESTROOM, CORRIDOR, 224 SQFT

TOTAL OCCUPANT LOAD : 21 PERSONS
21 X 0.2 = 4.2" TOTAL EGRESS WIDTH REQUIRED

3 (72") DOOR EGRESS WIDTH PROVIDED
1 (36") DOOR EGRESS WIDTH PROVIDED
TOTAL 108" EGRESS WIDTH PROVIDED

Y STUDIO, LLC
853 B. PEACHTREE ST., STY. 104
NORCROSS, GA 30071
TEL: 770.355.7633
FAX: 770.842.0257
EMAIL: LBUNN@YSTRYSTUDIO.COM

INTERIOR BUILD-OUT FOR
FAR EAST BEAUTY
1115 UPPER HEMBREE RD. STE. A
ROSWELL, GA 30076

SEAL

GEORGIA
CHUNG CHENG CHANG
REGISTERED ARCHITECT

FOR

1115 HEMBREE RD. STE. A
ROSWELL, GA 30076

RELEASES / DATES

03/22/2021 PER CITY & OWER COMMENTS	DATE:
	DATE:
	DATE:
	DATE:
	DATE:

NOT FOR CONSTRUCTION ☐
RELEASED FOR CONSTRUCTION ☒

DRAWN BY: L. YUAN
REVIEWED BY: L. YUAN

SHEET TITLE:

LIFE SAFETY
FLOOR PLAN

DATE: 1.20.2021
PROJECT NUMBER: Y2020-AHO1-01

SHEET NUMBER

A-0.2

Y STUDIO, LLC COPYRIGHT 2021

FAR EAST BEAUTY SPA IS COMING SOON!

Appointments only: (678)850-0825

Make Appointment now

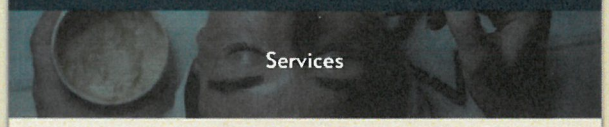
Home | About Us | Services | Gallery | Contact

Welcome to Far East Beauty Spa for all your beauty needs.

Guo Guo has a gift for understanding beauty, she has been perfecting her art for more than 15 years. Guo Guo has traveled to many locations throughout the far east and apprenticed under the very best. Her studies include make up application, Semi-permanent makeup, skin ect. Guo Guo brings her cutting edge techniques from Asia to Atlanta. A professional, state of Georgia, licensed Aesthetician with an artist eye for design and execution.

Make Appointment now

Home | About Us | Services | Gallery | Contact



Services

Services & prices

View the prices for semi-permanents, touch ups, make up, lashes, classical and 3D volume fillers and facials.

Facial

Semi Permanent make-up

Far East techniques creates a unique experience for each of the treatments available. We use high quality products for all services. From relaxing basic facials to deep cleaning, you will experience a transformation. Acne treatment and anti-aging treatments will provide a wonderful experience.

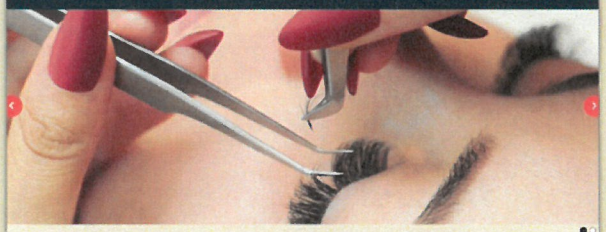
The makeup artist, Guo Guo, has a natural ability to design the best and most natural looking eyebrows, eyeliner or lip pigmentation. Each client receives personal consultation and customized colors in consideration of their individual hair color and skin tone. Guo Guo believes less is more, natural is better.

See Services

See Services

Make Appointment now

Home | About Us | Services | Gallery | Contact



Welcome to Far East Beauty Spa for all your beauty needs.

Guo Guo has a gift for understanding beauty, she has been perfecting her art for more than 15 years. Guo Guo has traveled to many locations throughout the far east and apprenticed under the very best. Her studies include make up application, Semi-permanent makeup, skin ect. Guo Guo brings her cutting edge techniques from Asia to Atlanta. A professional, state of Georgia, licensed Aesthetician with an artist eye for design and execution.

Your Beauty is my responsibility!

"Far East beauty treatments nearby"

- Far East Beauty spa

SERVICES

SEMI-PERMANENT

Micro-blading	$400
Mircro-shading	$600
Eye Liner	$600
Lash Enhancement	$400
Lip Color	$600

TOUCH UP

1-3 Months	$125
3-6 Months	$175
6-12 Months	$225

MAKE UP

Day/Evening Make Up	$45
Wedding Make Up & Style	$300

LASHES

Classical Lash - Full Set	$150
3D Volume - Full Set	$180
Keratin Lash Lifting	$90
Lash Tinting	$45
Brow Tinting	$45
Lash Removal	$20

CLASSICAL FILL

2 Weeks	$50
3 Weeks	$60
4 Weeks	$70

3D VOLUME FILL

2 Weeks	$60
3 Weeks	$70
4 Weeks	$80

FACIALS

Environmental Facials	$70

*If you return with 70% of lashes missing, it will be considered a full replacement set.

FAR EAST

Mobile: 678-642-8825

Guo Guo

Guo Guo has a gift for understanding beauty. She has been perfecting her art for more than 15 years. Guo Guo has traveled to many locations through out the far east and apprenticed under the very best. Her studies include make-up applications, semi-permanent makeup and skin care. Guo Guo brings her cutting edge techniques from Asia to Atlanta. A professional, state of Georgia, licensed esthetician with an artist eye for design and execution.

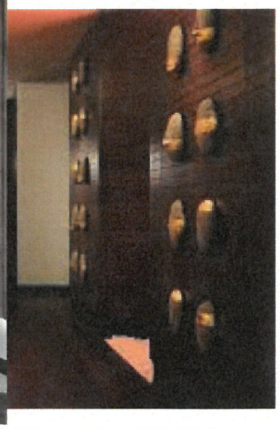
BEFORE & AFTER

Guo Guo
is your answer!

Find us on FAR EAST BROWS

FAR EAST

1115 Upper Hembree Rd
Suite A
Roswell, GA 30076



SURVEY FOR
DESIGN DEVELOPMENT, INC.
LOT 553, 1ST DISTRICT, 2ND SECTION
COBB COUNTY, GEORGIA
CITY OF ALPHARETTA
PREPARED BY
LAND DEVELOPING COMPANY
[illegible] ROCKBRIDGE ROAD
STONE MOUNTAIN, GEORGIA 30087
SCALE: 1"=50'
MARCH 30, 1990
TOT. AREA 3.1[illegible] - DEVELOPED TRACT TWO [illegible]
REV: MAY 15, 1997 - SHOW ADDITION TO EXIST. BLDG. #1115

UNIT SUMMARY

#1105 BUILDING
UNIT 'A'
UNIT 'B'
UNIT 'C'

#1115 BUILDING
UNIT 'A'
UNIT 'B'
UNIT 'C'

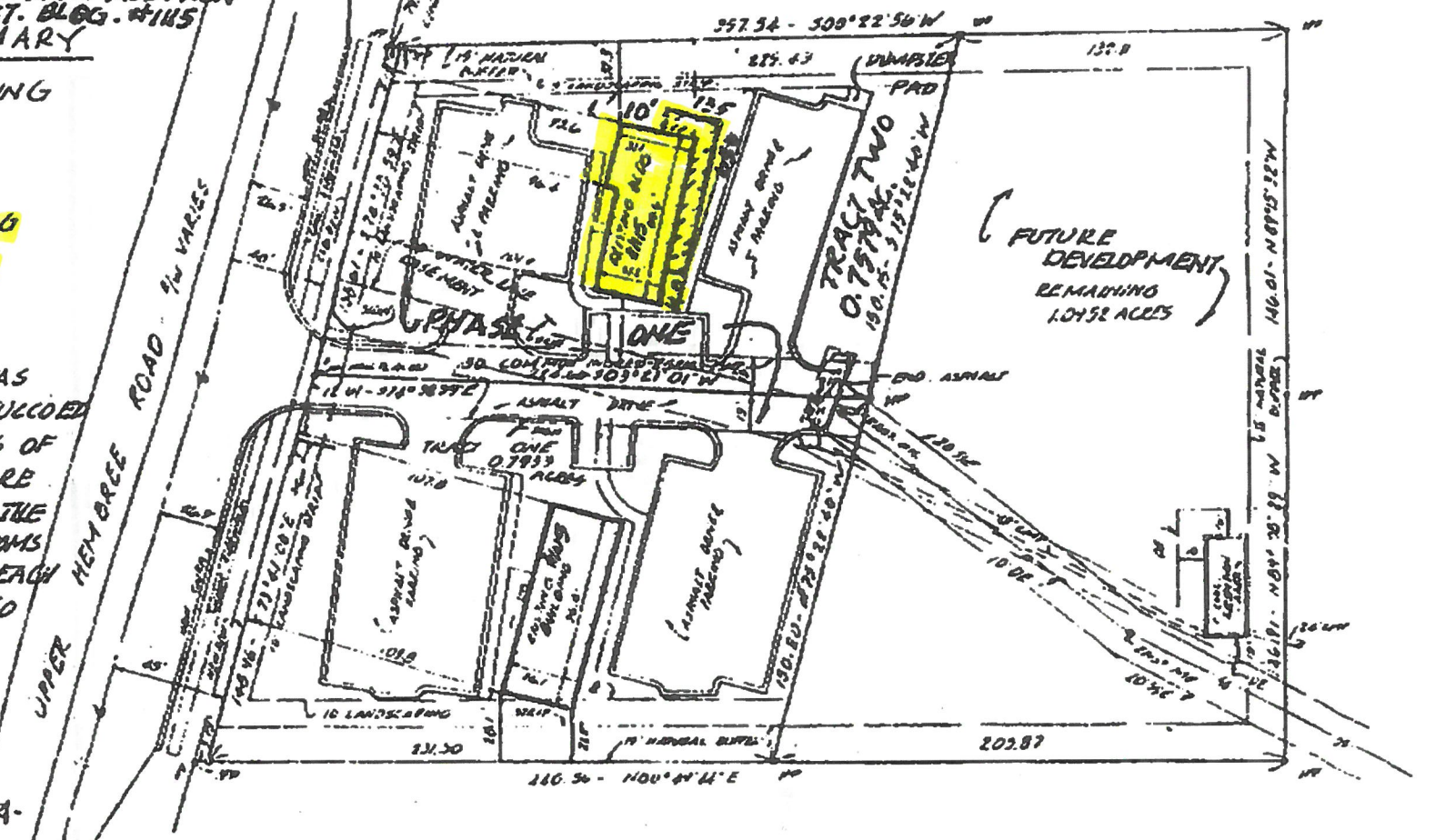
NOTE: ALL AREAS OUTSIDE THE STUCCOED EXTERIOR WALLS OF THE BUILDINGS ARE COMMON AREAS. THE MECHANICAL ROOMS IN UNIT 'A' OF EACH BUILDING IS ALSO COMMON AREA.

COMMON AREA-
2.5622 AC

BLDGS-
0.0882 AC.

ACREAGE SUMMARY

PHASE ONE	
TRACT ONE	0.7933
TRACT TWO	0.7579
FUTURE DEV.	1.6952
TOTAL	2.6504



GENERAL NOTES

1 BOUNDARY INFORMATION TAKEN FROM SURVEY BY MCLEMORE SURVEYING DATED 8-19-88.

2 ALL UNDERGROUND UTILITY LOCATIONS AND SIZES (OTHER THAN SANITARY AND STORM SEWERS) SHOWN ON THIS DRAWING WERE OBTAINED BY VISUAL SURFACE OBSERVATIONS AND ON INFORMATION FROM UTILITY COMPANIES. ACTUAL LOCATION OR SIZE OF ANY UNDERGROUND UTILITY (OTHER THAN SANITARY AND STORM SEWERS) IS NOT THE RESPONSIBILITY OF LAND DEVELOPING COMPANY

ALL UTILITY EASEMENTS ARE LOCATED ON THE PLATS OR COVENANTS.

INTERIOR BUILD OUT FOR

FAR EAST BEAUTY

1115 UPPER HEMBREE RD. STE. A

ROSWELL, GA 30076

Project Information

Owner:	MR. DAVID WEISSER, TEL: 404-432-5163, david@ci-signs.com
Architect:	Y STUDIO, LLC TEL: 770-355-7423
Engineer:	SING ENGINEERING 1670 SPECTRUM DRIVE LAWRENCEVILLE,GA 30043 TEL: (404) 992-3052 ysong@singengineering.com

APPLICABLE CODES

- INTERNATIONAL BUILDING CODE,
  - 2018 EDITION, WITH GEORGIA AMENDMENTS (2020)
- INTERNATIONAL RESIDENTIAL CODE,
  - 2018 EDITION, WITH GEORGIA AMENDMENTS (2020)
- INTERNATIONAL FIRE CODE,
  - 2018 EDITION, WITH GEORGIA AMENDMENTS (2020)
- INTERNATIONAL PLUMBING CODE,
  - 2018 EDITION, WITH GEORGIA AMENDMENTS (2020)
- INTERNATIONAL MECHANICAL CODE,
  - 2018 EDITION, WITH GEORGIA AMENDMENTS (2020)
- INTERNATIONAL FUEL GAS CODE,
  - 2018 EDITION, WITH GEORGIA AMENDMENTS (2020)
- NATIONAL ELECTRICAL CODE,
  - 2017 EDITION, WITH NO GEORGIA AMENDMENTS
- INTERNATIONAL ENERGY CONSERVATION CODE,
  - 2015 EDITION, WITH GEORGIA SUPPLEMENTS AND AMENDMENTS (2020)
- NFPA 101
  - LIFE SAFETY CODE 2018 EDITION WITH STATE AMENDMENTS (2020)
- 2010 ADA STANDARD FOR ACCESSIBLE DESIGN

SCOPE OF WORK

1. REMOVE EXISTING PARTITION AND RESTROOM REPLACING WITH A NEW HEADER
2. ADDING A NEW RESTROOM.

General Notes

1. THE CONSTRUCTION DOCUMENT SET CONSISTS OF DRAWINGS AND SPECIFICATIONS, AND IS INTENDED TO BE UNDERSTOOD AS A SINGLE ENTITY. DO NOT DIVIDE THESE DOCUMENTS INTO PARTS OR SUB-PARTS. EACH CONTRACTING ENTITY SHALL BE RESPONSIBLE FOR ALL WORK RELATED TO ITS TRADE WHEREVER THAT INFORMATION IS SHOWN IN THE CONSTRUCTION DOCUMENT SET.
2. DO NOT SCALE THE DRAWINGS FOR DIMENSIONAL INFORMATION. CRITICAL DIMENSIONS ARE TYPICALLY INDICATED IN THE DRAWINGS. IF ANY REQUIRED DIMENSIONS ARE NOT INDICATED IN THE DRAWINGS, CONTACT THE ARCHITECT FOR SPECIFIC DIMENSIONS PRIOR TO INITIATING RELATED CONSTRUCTION ACTIVITY.
3. THE DRAWINGS ILLUSTRATE GENERAL SCOPE OF WORK REQUIREMENTS AND DO NOT PROVIDE INFORMATION REGARDING INSTALLATION TECHNIQUES OR PROCEDURES. ALL WORK PERFORMED SHALL MEET OR EXCEED INDUSTRY STANDARDS, AND SHALL BE PERFORMED IN CONFORMANCE WITH ALL FEMA TECHNICAL REQUIREMENTS AND THE C.O.A. ORDINANCE
4. CONSTRUCTION SHALL CONFORM TO THE REQUIREMENTS OF ALL GOVERNING FEDERAL, STATE, AND LOCAL CODES. IN ADDITION, CONSTRUCTION SHALL BE IN COMPLIANCE WITH ANSI GUIDELINES, AMERICANS WITH DISABLITIES ACT ACCESSIBILITY GUIDELINES (ADAAG), AND THE STATE OF GEORGIA ACCESSIBILITY CODE (GA 120-3-20).
5. ALL MATERIALS, FIXTURES, AND HARDWARE SHALL BE TESTED AND CERTIFIED BY UNDERWRITER'S LABORATORY (UL) OR AN EQUALLY QUALIFIED TESTING AND CERTIFICATION ORGANIZATION.
6. THE GENERAL CONTRACTOR IS REQUIRED TO VISIT THE SITE PRIOR TO SUBMITTING A FINAL BID AND REVIEW EXISTING CONDITIONS AS THEY RELATE TO THE PROPOSED WORK. CONSIDER REMOVAL AND NECESSARY RELOCATION (WHEN NECESSARY) OF ALL VISIBLE STRUCTURAL, ARCHITECTURAL, PLUMBING, HVAC AND ELECTRICAL SYSTEMS IN AREAS AFFECTED BY REMODELING EFFORT.
7. THE GENERAL CONTRACTOR IS SOLELY RESPONSIBLE FOR ACCURATE EXECUTION OF THE BUILDING CONSTRUCTION. ANY CONFLICTING INFORMATION OR DISCREPANCIES IN THE DOCUMENT SET SHALL BE BROUGHT TO THE ATTENTION OF THE ARCHITECT PRIOR TO INSTALLATION OF THE WORK.
8. THE GENERAL CONTRACTOR IS SOLELY RESPONSIBLE FOR THE DESIGN, ADEQUACY, AND SAFETY OF ALL ERECTION BRACING, SHORING, TEMPORARY SUPPORTS, AND ANY OTHER MEANS, METHODS, TECHNIQUES, SEQUENCES, AND PROCEDURES OF THE CONSTRUCTION WORK.
9. THE GENERAL CONTRACTOR IS REQUIRED TO KEEP A FULL SET OF REVIEWED AND APPROVED "FOR CONSTRUCTION" DRAWINGS AT THE JOBSITE AT ALL TIMES DURING CONSTRUCTION.
10. THE GENERAL CONTRACTOR IS RESPONSIBLE FOR OBTAINING, PAYING FOR, AND PROPERLY DISPLAYING ALL REQUIRED PERMITS AS PERTAINING TO THE WORK BEING DONE AT THE JOBSITE.
11. WHERE EXISTING EQUIPMENT IS SCHEDULED TO REMAIN, CONTRACTOR SHALL VERIFY SECURE MOUNTINGS. THE GENERAL CONTRACTOR SHALL IMMEDIATELY NOTIFY ARCHITECT OF UNSOUND MOUNTINGS, CONNECTIONS, OR UNSAFE CONDITIONS.
12. THE CURRENT EDITION OF THE NFPA CODES AND STANDARDS AS ADOPTED AND MODIFIED BY THE STATE FIRE MARSHAL, NFPA 101 LIFE SAFETY CODE 2018 EDITION, INTERNATIONAL FIRE CODE 2018 EDITION, OCGA TITLES 25 AND 30 GEORGIA ACCESSIBILITY CODE.

PROJECT DATA

SQUARE FOOTAGE
2,576 SQFT

OCCUPANCY CLASSIFICATION
BUSINESS (B)

CONSTRUCTION CLASSIFICATION
TYPE V-B, UNPROTECTED, SPRINKLED

FIRE ALARM
YES, EXISTING

FIRE ALARM AND FIRE SPRINKLER MODIFICATIONS SHALL BE SUBMITTED THROUGH E PLAN SOLUTIONS FOR PERMITTING BY SUB-CONTRACTORS. 1

OCCUPANCY LOAD
22 PERSONS

* SEE A-0.2 FOR OCCUPANCY LOAD CALCULATION

NUMBER OF EXIT
REQUIRED 2
PROVIDED 3

EGRESS CALCULATION
REQUIRED 21 x0.2= 4.2"
PROVIDED 108"

FLOOR LEVEL: 1
NUMBER OF STORIES IN BUILDING: 3

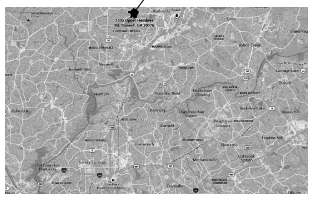
Index of Drawings

SHEET	TITLE		
ARCHITECTURE		PLUMBING	
G-1	COVER SHEET / DRAWING INDEX	P-1	PLUMBING PLANS
A-0.1	GENERAL NOTES/ADA	P-2	PLUMBING RISER DIAGRAMS
A-0.2	LIFE SAFETY CODE	ELECTRICAL	
A-1.0	EXISTING & DEMO PLAN AND PROPOSED FLOOR PLAN	E-1	PLUMBING PLANS
		MECHANICAL	
A-1.1	ARCHITECTURAL SCHEDULES	M-1.0	HVAC PLAN
A-2	ARCHITECTURAL SCHEDULES		
STRUCTURAL			
S-1.0	HEADER ELEVATION AND SECTION		

NONE SMOKING NOTE:

A SIGN CLEARLY STATING THAT SMOKING IS PROHIBITED SHALL BE CONSPICUOUSLY POSTED BY THE BUILDING OWNER, OPERATOR, MANAGER, OR OTHER PERSON IN CONTROL IN EVERY PUBLIC PLACE AND PLACE OF EMPLOYMENT.
"NO SMOKING" SIGNS OR THE INTERNATIONAL "NO SMOKING" SYMBOL CONSISTING OF A PICTURE REPRESENTATION OF A BURNING CIGARETTE ENCLOSED IN A RED CIRCLE WITH A RED BAR ACROSS IT SHALL BE POSTED.

VICINITY MAP
NOT TO SCALE



KEY MAP
NOT TO SCALE

Y STUDIO, LLC
853 S. PEACHTREE ST. STE. 104
NORCROSS, GA 30071
770.355.7423
FAX: 770.246.2557
EMAIL: LOUIS@THEYSTUDIO.COM

INTERIOR BUILD-OUT FOR
FAR EAST BEAUTY
1115 UPPER HEMBREE RD. STE. A
ROSWELL, GA 30076

SEAL

FOR

1115 HEMBREE RD. STE. A
ROSWELL, GA 30076

RELEASES / DATES

1 03/22/2021 PER CITY & OWNER COMMENTS DATE:
2 DATE:
3 DATE:
4 DATE:
5 DATE:

NOT FOR CONSTRUCTION ☐
RELEASED FOR CONSTRUCTION ☒

DRAWN BY: L. YUAN
REVIEWED BY: L. YUAN

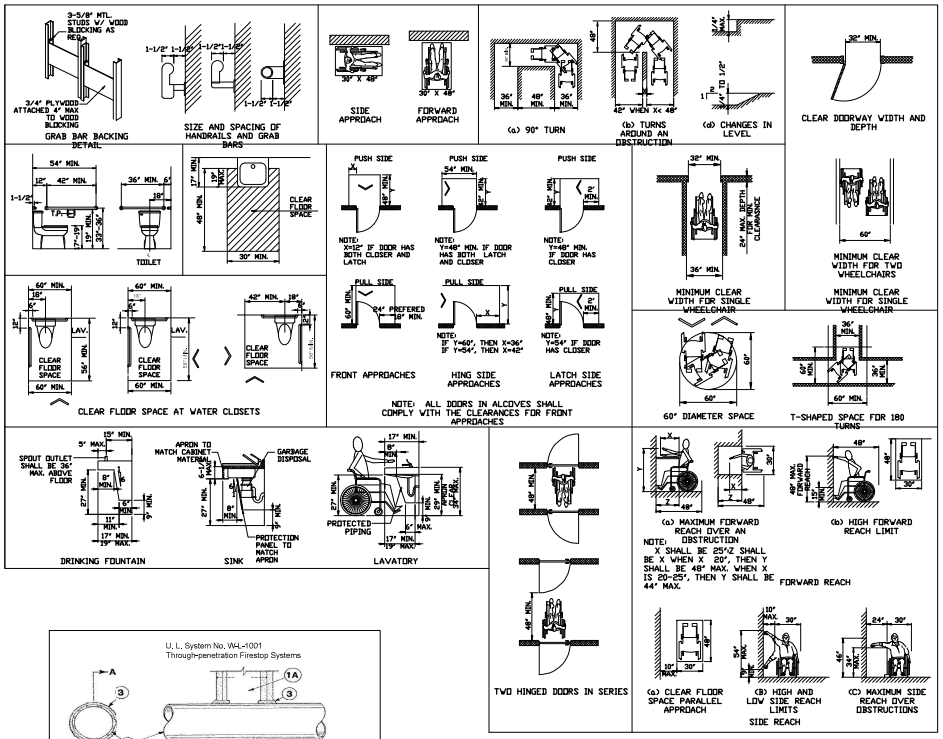
SHEET TITLE:
COVER SHEET / DRAWING INDEX

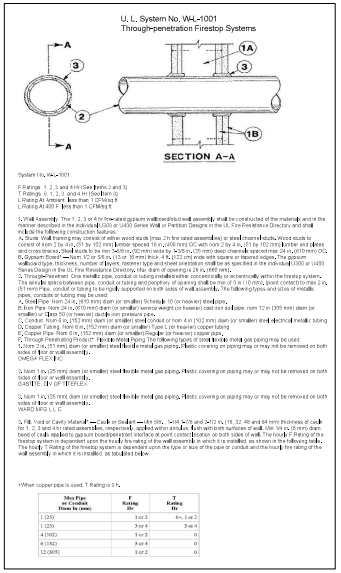
DATE: 1.20.2021
PROJECT NUMBER: Y2020AHD1-01

SHEET NUMBER
G-1

Y STUDIO, LLC COPYRIGHT 2021

2010 ADA REQUIREMENTS





System No. WAL-1001

F Ratings - 1, 2, 3 and 4 Hr (See Items 2 and 3)
T Ratings - 0, 1, 2, 3 and 4 Hr (See Item 3)
L Rating At Ambient - less than 1.0 CFM/sq ft
L Rating At 400 F - less than 1.0 CFM/sq ft

1. Wall Assembly - The 1, 2, 3 or 4 Hr fire-rated gypsum wallboard/stud wall assembly shall be constructed of the materials and in the manner described in the individual U300 or U400 Series Wall or Partition Designs in the UL Fire Resistance Directory and shall include the following construction features:
A. Studs - Wall framing may consist of either wood studs (max 2 in. fire rated assemblies) or steel channel studs. Wood studs to consist of nom 2 by 4 in., (51 by 102 mm) lumber spaced 16 in., (406 mm) OC with nom 2 by 4 in., (51 by 102 mm) plates and cross braces. Steel studs to be min 3-5/8 in. (92 mm) wide by 1-3/8 in. (35 mm) deep channels spaced max 24 in. (610 mm) OC.
B. Gypsum Board - Nom 1/2 or 5/8 in. (13 or 16 mm) thick 4 ft. (122 cm) wide with square tapered edge. The gypsum wallboard type, thickness, number of layers, fastener type and sheet orientation shall be as specified in the individual U300 or U400 Series Designs in the UL Fire Resistance Directory. Max. diam of opening is 24 in. (610 mm).
2. Through-Penetrant - One metallic pipe, conduit or tubing installed either concentrically or eccentrically within the firestop system. The annular space between the pipe, conduit or tubing and the wall opening shall be min 0 in. (0 mm) and max 2 in. (51 mm). The pipe, conduit or tubing to be rigidly supported on both sides of wall assembly. The following types and sizes of metallic pipes, conduits or tubing may be used:
A. Steel Pipe - Nom 24 in. (610 mm) diam (or smaller) Schedule 10 (or heavier) steel pipe.
B. Iron Pipe - Nom 24 in. (610 mm) diam (or smaller) service weight (or heavier) cast iron soil pipe, nom 12 in (305 mm) diam (or smaller) or Class 150 (or heavier) ductile iron pressure pipe.
C. Conduit - Nom 8 in. (152 mm) diam (or smaller) steel conduit or nom 4 in (102 mm) diam (or smaller) steel electrical metallic tubing.
D. Copper Tubing - Nom 8 in. (152 mm) diam (or smaller) Type L (or heavier) copper tubing.
E. Copper Pipe - Nom 8 in. (152 mm) diam (or smaller) Regular (or heavier) copper pipe.
F. Through-Penetrating Product - Flexible Metal Piping. The following types of steel flexible metal gas piping may be used:
1. Nom 2 in. (51 mm) diam (or smaller) steel flexible metal gas piping. Plastic covering on piping may or may not be removed on both sides of floor or wall assembly.
OMEGA-FLEX INC
2. Nom 1 in. (25 mm) diam (or smaller) steel flexible metal gas piping. Plastic covering on piping may or may not be removed on both sides of floor or wall assembly.
GASTITE, DIV OF TITEFLEX
3. Nom 1 in. (25 mm) diam (or smaller) steel flexible metal gas piping. Plastic covering on piping may or may not be removed on both sides of floor or wall assembly.
WARD MFG, L.C.
G. Fill, Void or Cavity Material* - Sealant - Min 5/8 in. (16 mm) thk. (with 4-7/8 and 5-1/2 in. (116, 132, 139 and 140 mm) thickness of caulk for 1, 2, 3 and 4 hr rated assemblies, respectively) applied within annular space, flush with both surfaces of wall. Min 1/4 in. (6 mm) thick bead of caulk applied to gypsum board/pipe/steel interface at point contact location on both sides of wall. The hourly F Rating of the firestop system is dependent upon the hourly fire rating of the wall assembly in which it is installed, as shown in the table below. The hourly T Rating of the firestop system is dependent upon the type or size of the pipe or conduit and the hourly fire rating of the wall assembly in which it is installed, as tabulated below.

*When copper pipe is used, T Rating is 0 hr.

Max Pipe or Conduit Diam in (mm)	F Rating Hr	T Rating Hr
1 (25)	1 or 2	0+, 1 or 2
1 (25)	3 or 4	3 or 4
4 (102)	1 or 2	0
4 (102)	3 or 4	0
12 (305)	1 or 2	0

GENERAL NOTES

*THE GENERAL CONTRACTORS IS REQUIRED TO HAVE ALL SUBCONTRACTORS REVIEW THESE NOTES PRIOR TO BIDDING AND TO FOLLOW-UP AND EXECUTE AS WRITTEN.

1. ALL GENERAL NOTES AND NOTES APPEARING ON THE SHEETS SHALL BE APPLICABLE TO ALL CONSTRUCTION ON ALL AREAS OF CONSTRUCTION UNLESS NOTED OTHERWISE, TYPICAL.
2. SEE ALL GENERAL NOTES AND/OR NOTES THAT APPEAR ON THE GENERAL NOTES COLUMN OF EACH SHEET OF THE CONTRACT DOCUMENTS, TYPICAL.
3. SEE ALL ENGINEERING AND/OR CONSULTANT DRAWINGS AND SPECIFICATIONS FOR ADDITIONAL INFORMATION AND REQUIREMENTS, TYPICAL.
4. SEE ALL PLAN DRAWINGS FOR DIMENSIONS, LOCATION ISSUES, ENLARGED PLANT TARGETS, ELEVATION TARGETS, DETAIL TARGETS, ETC. DIMENSIONS, TARGETS, ETC. THAT ARE TYPICAL FOR MANY AREAS ARE NOTED ONLY ONCE.
5. ALL PLUMBING FIXTURES, DRAINS, ETC. ARE INDICATED ON A-SERIES DRAWINGS FOR INFORMATION ONLY. SEE ENGINEERING DRAWINGS FOR ADDITIONAL INFORMATION AND REQUIREMENTS.
6. THE GENERAL CONTRACTOR AND EACH TRADE IS RESPONSIBLE FOR REVIEWING AND COORDINATING ALL NEW WORK WITH ALL EXISTING CONDITIONS AND WITH ALL OTHER TRADES. NO FIELD WORK ORDERS WILL BE APPROVED FOR ANY CONDITIONS OR CONFLICTS THAT COULD HAVE BEEN ACCOUNTED FOR BY THE BIDDER DURING BID FIELD INSPECTION AND/OR ANY CONDITIONS OR CONFLICTS THAT COULD HAVE BEEN COORDINATED BY THE GENERAL CONTRACTOR AND EACH TRADE AFTER AWARD OF CONTRACT.
7. THE GENERAL CONTRACTOR IS RESPONSIBLE FOR COORDINATING HIS WORK WITH THAT OF ANY OWNER'S OWN WORKFORCE, OWNER'S SEPARATE CONTRACTORS AND ITEMS/WORK SUPPLIED BY OWNER FOR THE CONTRACTOR TO INSTALL. COORDINATION SHALL INCLUDE, BUT NOT BE LIMITED TO THE FOLLOWING:
   a. INCLUDING AND MAINTAINING ANY OWNER'S WORK/ISSUES INTO THE PROJECT SCHEDULE
   b. ESTABLISHING CRITICAL DATES FOR DELIVERY, INSTALLATION, ETC.
   c. PROVIDE/COORDINATE HOISTING, LOADING DOCK, AND TEMPORARY SERVICES
   d. PROVIDE/COORDINATE ALL/ANY BLOCKING, SUPPORT, BRACING ETC. AS REQUIRED FOR OWNER'S WORK/ISSUES
8. THE GENERAL CONTRACTOR IS RESPONSIBLE FOR PROVIDING, INSTALLING AND COORDINATION ALL REQUIRED BLOCKING, BRACING, SHIMS, SUPPORT, ETC. FOR SUPPORT, ATTACHMENT, ALIGNMENT, ETC. OF ALL MILLWORK, CABINETRY, DOORS/FRAMES, EQUIPMENT, PARTITIONS, FIXTURES, TRIM, FURNITURE, APPLIED FINISHES, BASES, HARDWARE, DEVICES, PLUMBING, GLAZING SYSTEMS, CEILING SYSTEMS, OWNERS WORK, ETC., TYPICAL. UNLESS OTHERWISE NOTED, THE FOLLOWING TYPICAL LOCATIONS FOR SPECIFIC BLOCKING AND GROUNDS WILL APPLY:
9. WHERE A QUESTION ARISES REGARDING WHETHER BLOCKING IS REQUIRED, REFER THE QUESTION TO THE ARCHITECT FOR A DECISION.
10. THE GENERAL CONTRACTOR IS RESPONSIBLE FOR PROVIDING, INSTALLING AND COORDINATING ALL FIRE STOPS/FIRE TOPPING, SAFING INSULATION, FIRE PROOFING INSULATION, FIRE STOP SEALANT, THERMAL BARRIERS, ETC. AS REQUIRED BY ANY/ALL CODES, LAWS OR ANY OTHER AUTHORITY HAVING JURISDICTION FOR THE FOLLOWING, BUT NOT LIMITED TO, LOCATIONS AND/OR CONSTRUCTION:
   a. OPENINGS BETWEEN CONNECTION FLOOR.
   b. BLOOR SLAB OPENINGS.
   c. IN WALLS AT RAISED FLOORS OR WHERE SHOWN AND REQUIRED BY CODE.
   d. ALL PIPES, DUCTWORK, SUPPORTS, FRAMING, EQUIPMENT, OR CONDUIT PENETRATING A FIRE-RATED WALL OR FLOOR ASSEMBLY.
   e. HEAD OF WALL FIRE STOPPING AT FIRE-RATED, FULL-HEIGHT PARTITIONS.
   f. BEHIND ALL APPLIED WALL FINISHES, PANELS, MILLWORK, ETC.
   g. IN/UNDER ALL APPLIED FLOOR FINISHES.
   h. FIRE PROFING INSULATION TO ALL STRUCTURAL MEMBERS AS REQUIRED FOR BOTH NEW AND EXISTING WORK.
   i. PROVIDE FIRE-RATED CAULK AS REQUIRED AT ALL FIRE-RATED PARTITIONS AS PER U.L. ASSEMBLY.
11. ALL LIFE SAFETY AND SECURITY DEVICES (IE., SMOKE DETECTORS, PULL STATIONS, LIFE SAFETY SPEAKERS, FIRE ALARMS, SECURITY DEVICE/HARDWARE, CARD READERS, RELEASE BUTTONS, SPRINKLER SYSTEMS, PRE-ACTION SYSTEMS, ETC.) ARE TO BE INCORPORATED WITH AND/OR INTO THE BASE BUILDING FIRE/SECURITY AND LIFE SAFETY SYSTEM, TYPICAL. GENERAL CONTRACTOR TO COORDINATE WITH ALL TRADES AND BASE BUILDING.
12. ARCHITECTURAL DIMENSIONS AND TAKE PRECEDENCE OVER MECHANICAL, ELECTRICAL, OR PLUMBING REQUIREMENTS. NOTIFY ARCHITECT OF ANY DISCREPANCY BEFORE PROCEEDING WITH CONSTRUCTION.
13. WHERE DESIGN INTENT CANNOT BE DETERMINED FROM THE CONSTRUCTION DOCUMENTS, THE GENERAL CONTRACTOR IS RESPONSIBLE FOR OBTAINING A CLARIFICATION FROM THE ARCHITECT PRIOR TO PROCEEDING WITH THE WORK IN QUESTION.
14. DO NOT SCALE THE DRAWINGS. THE GENERAL CONTRACTOR IS RESPONSIBLE FOR CHECKING ALL CONTRACT DOCUMENTS, FIELD CONDITIONS AND DIMENSIONS FOR ACCURACY. IF THERE ARE ANY QUESTIONS REGARDING THESE OR OTHER COORDINATION ITEMS, THE GENERAL CONTRACTOR IS RESPONSIBLE FOR OBTAINING A CLARIFICATION FROM THE ARCHITECT PRIOR TO PROCEEDING WITH THE WORK IN QUESTION OR RELATED WORK.
15. ALL WORK SHALL MEET THE REQUIREMENTS OF CITY AND STATE CODES OR OTHER GOVERNMENTAL AGENCIES HAVING JURISDICTION, AS WELL AS STANDARDS OF PERFORMANCE RECOMMENDED BY MANUFACTURES AND TRADE ASSOCIATIONS.
16. ALL WORK CONSISTING OF INTERIOR WALLS, CEILINGS, FINISHES AND TRIM AS SHOWN ON ALL DRAWINGS FOR THIS PROJECT TO COMPLY WITH QUALITY STANDARDS FOR FLAME SPREAD RATING AND SMOKE DEVELOPMENT.
17. ALL DOORS USED IN CONNECTION WITH EXITS SHALL BE SO ARRANGED TO BE READILY OPENED WITHOUT USE OF KEY FROM THE SIDE FROM WHICH EGRESS IS MADE.
18. THE ARCHITECT SHALL NOT CONTROL, BE IN CHARGE OF, OR BE RESPONSIBLE FOR CONSTRUCTION MEANS, METHODS TECHNIQUES, SEQUENCES, PROCEDURE, OR FOR SAFETY PRECAUTIONS AND PROGRAMS IN CONNECTION WITH THE WORK OR FOR THE ACTS OR OMISSIONS OF THE CONTRACTORS OR ANY OTHER PERSONS PERFORMING ANY WORK OR FOR THE FAILURE OF ANY OF THEM TO CARRY OUT THE WORK.
19. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL PERMITS AND SCHEDULING ALL REQUIRED INSPECTIONS.
20. LARGE SCALE DETAILS GOVERN OVER SMALL SCALE DETAILS.
21. ALL AREAS SHALL BE LEVELED TO A VARIANCE OF ¼" IN 10'-0" NON-CUMULATIVE (TYP. U.N.O.) AND PREPARED TO RECEIVE FLOOR FINISH AS SCHEDULED.
22. GENERAL CONTRACTOR TO COORDINATE PROVISION AND INSTALLATION OF ALL PLUMBING FIXURES WITH MILLWORK CONTRACTOR, ELECTRICAL CONTRACTOR, GYPSUM BOARD CONTRACTOR AND ALL OTHER TRADES AS REQUIRED.
23. THE CONTRACTOR IS TO PATCH, REPAIR, REFINISH, ETC. AS NEEDED ANY WOK DISTURBED IN THE COURSE OF CONSTRUCTION.
24. THE CONTRACTOR SHALL PERFORM THE WORK IN HIGHEST QUALITY WORKMANSHIP. IT'S THE CONTRACTOR'S RESPONSIBILITY TO COMPLY WITH CUSTOMARY CONSTRUCTION BUILDING STANDARDS THE ABOVE INCLUDES SUBMITTALS AND GENERAL CONDITIONS. THE SCOPE OF THESE DOCUMENTS MANDATES THAT SAID STANDARDS BE IN COMPLIANCE WITH ALL APPLICABLE CODES. IT SHALL BE THE CONTRACTOR'S DUTY TO VERIFY SAID COMPLIANCE. THE CONTRACTOR SHALL CORRECT, WITHOUT EXCEPTION, ANY DEFICIENCIES NOTED BY THE ARCHITECT.
25. WHERE DOCUMENTS ALLOW FOR AN "OR EQUAL" ALTERNATE, THE CONTRACTOR SHALL SUBMIT PROPOSED ALTERNATES OR PRODUCT LITERATURE TO THE ARCHITECT FOR APPROVAL. ANY EXPENSES INCURRED BY THE ARCHITECT IN SUCH REVIEW WILL BE AT THE CONTRACTORS EXPENSE. IN ADDITION, ANY ALTERNATES SHALL BE SUBMITTED AND CLEARLY STATED WITH BASE BID PROPOSAL.
26. ALL GYPSUM WALLBOARD CONSTRUCTION SHALL CONFORM TO RECOMMENDATIONS AND INSTRUCTIONS PUBLISHED BY UNITED STATES GYPSUM COMPANY IN THE GYPSUM CONSTRUCTION HANDBOOK. THE ABOVE SHALL INCLUDE ALL LIGHT GAUGE STUDS AND HANGERS.
27. PROJECT CLEAN-UP SHALL INCLUDE A "VACUUM CLEAN" INTERIOR SPACE WITH RESTORATION OF ALL DAMAGED SURFACES AND ITEMS TO "LIKE NEW" CONDITION.
28. THE CONTRACTOR SHALL PROVIDE THE OWNER WITH TWO COPIES OF BROCHURES, CUTS, SHOP DRAWINGS, AND OPERATION MANUALS FOR ALL EQUIPMENT AND MATERIALS INSTALLED ON THE PROJECT. REFERENCE TO OWNER PROVIDED CLOSE-OUT MANUAL FOR ADDITIONAL INFORMATION AND REQUIREMENTS.
29. THE CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS. DIMENSIONS AT VARIANCE WITH THOSE SHOWN ON THE PLANS SHALL BE CALLED TO THE ATTENTION OF THE ARCHITECT. FAILURE TO FIELD VERIFY DIMENSIONS PRIOR TO PLACING PERMANENT WALLS OR FIXTURES OR ORDERING FABRICATIONS, MATERIALS, OR EQUIPMENT WILL MAKE THE CONTRACTOR RESPONSIBLE FOR COSTS OF NECESSARY ADJUSTMENTS.
30. THE CONTRACTOR IS TO COORDINATE WITH THE ARCHITECT TO CLEARLY DEFINE MATERIALS AND WORK PROVIDED BY THE CONTRACTOR, MATERIALS AND WORK TO BE PROVIDED BY OTHERS AND MATERIALS PROVIDED BY THE OWNER IS INSTALLED BY THE CONTRACTOR.
31. THE CONTRACTOR SHALL NOT MAKE ANY BORING THROUGH ANY ELEVATED FLOORS WITHOUT THE ADVANCE APPROVAL OF A STRUCTURAL ENGINEER WITH A CERTIFICATION GIVEN TO THE ARCHITECT. THE CONTRACTOR SHALL EXERCISE ALL AVAILABLE PREVENTIVE MEASURES TO AVOID CUTTING THROUGH EXISTING PIPES OR CONDUITS BELOW THE SLAB.
32. UTILITY DRAWINGS SHALL BE USED AS REFERENCE FOR LOCATION AND QUANTITY OF FIXTURES, OUTLETS, AND/OR EQUIPMENT TO BE PROVIDED. IF APPLICABLE THE CONTRACTOR SHALL CONTINUE ENGINEERING DRAWINGS AS NEEDED TO COMPLY WITH ALL APPLICABLE CODES. IN ADDITION, THE CONTRACTOR SHALL VERIFY THE AVAILABILITY OF ALL UTILITIES AS NEEDED FOR THE PROPER OPERATION OF ANY EQUIPMENT SPECIFICATION.
33. ALL EMERGENCY LIGHTING AND EXIT SIGNS SHALL HAVE BACK-UP FOR OPERATION DURING INTERRUPTION OF POWER SERVICE TO THE BUILDING. PLEASE REFER TO ELECTRICAL DRAWINGS OR REFLECTED CEILING PLANS FOR ADDITIONAL INFORMATION.
34. DOORS IN EXIST SHALL NOT BE SUBJECT TO THE USE OF A KEY FOR OPERATION FROM THE INSIDE OF THE BUILDING. EVERY DOOR INSIDE AND OUTSIDE THE BUILDING SHALL BE PROVIDED WITH HANDICAP HARDWARE (LEVERS, PANIC HARDWARE, OR U-SHAPE DESIGNED DEVICES, ETC.) THE FLOOR ON BOTH SIDES OF DOOR SHALL BE LEVEL AND SHALL HAVE THE SAME ELEVATION ON BOTH SIDES OF THE DOOR, FOR A DISTANCE ON EACH SIDE AT LEAST EQUAL TO THE WIDTH OF THE WIDEST SINGLE DOOR.
35. CONTRACTOR TO COORDINATE THE LOCATION OF ALL UTILITIES AND EQUIPMENT WITH THE UTILITY COMPANIES. COORDINATE THE LOCATION OF ALL CONDUITS. WATER AND SANITARY PIPES UNDER PADS AND WALKWAYS. VERIFY COMPLIANCE WITH ALL LOCAL AND STATE CODES. LOCATE ALL UTILITIES PRIOR TO EXCAVATION.
36. CONCRETE TESTING AS REQUIRED BY THE STRUCTURAL DRAWINGS SHALL BE PROVIDED AND PAID FOR BY THE GENERAL CONTRACTOR.
37. ALL GLASS IN DOORS AND GLASS PANELS ADJACENT TO DOORS MUST BE TEMPERED.
38. THE GENERAL CONTRACTOR SHALL INSURE PROPER BACKFILL COMPACTION. IN ADDITION, HE SHALL INSURE THAT ALL GRADES SLOPE AWAY FROM THE BUILDING FOR POSITIVE DRAINAGE. PREFERENCE TO STRUCTURAL AND CIVIL DRAWINGS FOR MIN. SOIL BEARING CAPACITIES AND COMPACTION REQUIREMENTS.
39. INTERIOR AND EXTERIOR SIGNAGE SHALL BE SUPPLIED AND INSTALLED BY OWNER. EXCEPT FOR RESTROOM SIGNAGE WHICH SHALL BE PROVIDED AND INSTALLED BY THE CONTRACTOR IN FULL COMPLIANCE WITH ADA.
40. EXTERIOR HOSE BIBS SHALL BE FREEZE PROOF TYPE. PROVIDE HYDRANT BOX FOR HOSE BIBS AS SHOWN ON DRAWINGS.
41. ALL EXPOSED METALS SHALL BE SMOOTH AND FREE OF ABRASIONS AND EXCESSIVE WELDS.
42. INSPECTION AND LABORATORY TESTING FEES SHALL BE PAID FOR BY THE GENERAL CONTRACTOR. ALL PERMIT FEES AND INSPECTIONS SHALL BE PAID FOR BY THE GENERAL CONTRACTOR OR OWNER. WATER METER FEES AND DETECTION VALVE TAP FEES, IF ANY, SHALL BE PAID FOR BY THE CONTRACTOR. IT IS THE GENERAL CONTRACTOR'S RESPONSIBILITY TO COORDINATE LOCATION, INSTALLATION AND ROUGH GRADING FOR ALL OF THE ABOVE EQUIPMENT. ALL IMPACT FEES INCLUDING TRANSPORTATION AND SANITARY SEWER SHALL BE PAID FOR BY THE OWNER.
43. GENERAL CONTRACTOR MUST VISIT JOB SITE WITH OWNER & ARCHITECT TO VERIFY ALL SCOPE OF WORK. THIS DRAWING ONLY REPRESENTS IMPORTANT AND SIGNIFICANT PART OF THE WORK. REPAIR, REMOVAL, REPLACEMENTS OF MATERIALS OR STRUCTURAL MEMBER CAN BE FOUND AT THE JOB SITE VISIT.
44. GENERAL CONTRACTOR MUST AT HIS BEST KNOWLEDGE INVESTIGATE UNSEEN SITE CONDITIONS AND INFORM TO OWNER IF THE WORK NEEDS TO BE DONE.
45. GENERAL CONTRACTOR MUST VERIFY IF THERE IS ANY HAZARDOUS MATERIALS, SUCH AS, LEAD, ASBESTOS ON SITE AND INFORM OWNER IMMEDIATELY, AND TO BE REMOVED BY CERTIFIED SPECIALISTS.

ACCESSIBILITY NOTES

1. DOOR TO HABITABLE ROOMS SHALL BE 2'-10" MIN. (3'-0" PROVIDED)
2. ENTRY DOOR TO HAVE LEVER SET AND LOW PROFILE THRESHOLD.
3. LIGHT SWITCHES, THERMOSTATS, WALL TELEPHONE JACKS SHALL BE MOUNTED AT 46"A.F.F.
4. DUPLEXEX, STANDARD PHONE AND CABLE JACKS SHALL BE MOUNTED AT 18"A.F.F.
5. BLOCKING SHALL BE PROVIDED FOR FUTURE GRAB BARS AND WALL HUNG LAVS.
6. ASSURE SUPPLY & WASTE PIPING ROUGH-INS ALLOW FOR FUTURE HEIGHTS OF PLUMBING FIXTURES.
7. INSTALL GRAB BARS AT TOILET.
8. PROVIDE A WALL HUNG VANITY OR PEDESTAL LAV AS SHOWN ON THE DRAWINGS
9. PROVIDE BAFFLE TO PROTECT AGAINST HOT WATER AND DRAIN LINES & WALL HUNG VANITIES
10. ALL SWING DOORS TO HAVE LEVER HARDWARE.
11. PROVIDE REMOTE SWITCHES FOR HOOD/FAN. ASSURE NOT OVER BURNERS.
12. ASSURE DROP AT THRESHOLDS IS ½" MAX.
13. ASSURE TOILET HEIGHT & SEAT A MIN. OF 15" TO MAX. 19"
14. OBJECTS PROJECTING FROM WALLS, FREESTANDING, OVERHANGING OBJECTS AND OBJECTS MOUNTED ON POSTS OR PYLONS SHALL BE INSTALLED PER ADA CODE.
15. DETECTABLE WARNINGS ON WALKING SURFACES SHALL COMPLY WITH ADA CODE.
16. COUNTERS SHALL BE PROVIDED WHICH MEET THE REQUIREMENTS OF ADA CODE. THE TOPS OF COUNTERS SHALL BE 28-34 INCHES ABOVE THE FLOOR.
17. FLUSH CONTROLS SHALL BE INSTALLED PER ADA CODE AND SHALL NOT REQUIRE TIGHT GRASPING OR TWISTING OF THE WRIST. CONTROLS OF THE FLUSH VALVE SHALL BE MOUNTED ON THE WIDE SIDE OF THE TOILET AREA NO MORE THAN 44 INCHES ABOVE THE FLOOR PER ADA CODE.
18. EXPOSED PIPES AND SURFACES HOT WATER AND DRAIN PIPES UNDER LAVATORIES SHALL BE INSULATED OR OTHERWISE CONFIGURED TO PROTECTED AGAINST CONTACT. THERE SHELL BE NO SHARP OR ABRASIVE OBJECTS UNDER LAVATORIES PER ADA CODE.
19. SIGNAGE FOR RESTROOM SHALL BE RAISED AND BRAILLE CHARACTERS AND PICTORIAL SYMBOL SIGNS. SIGNS SHALL BE INSTALLED ON THE WALL ADJACENT TO THE LATCH SIDE OF THE DOOR. WHERE THERE IS NO WALL SPACE TO LATCH SIDE OF THE DOOR, INCLUDED AT DOUBLE LEAF DOORS. SIGNS SHALL BE PLACED ON THE NEATEST ADJACENT WALL MOUNTING HEIGHT SHALL BE 60 INCHES ABOVE THE FINISHED FLOOR TO THE CENTERLINE OF THE SIGN PER ADA CODE.
20. STAIRS AND HANDRAILS COMPLYING WITH THE REQUIREMENTS OF ADA CODE AND NFPA LIFE SAFETY CODE. CHAPTER 7, SEC 72.2 AND 7.2.2.4 SHALL BE PROVIDED DETECTABLE WARNINGS AT STAIRS THAT COMPLY ADA CODE.

NOTES

1. DOORS/HARDWARE HANDLES: TIGHT PINCHING, OR TWISTING OF THE WRIST TO OPERATE, LEVER OPERATED MECHANISMS, PUSH-TYPE MECHANISMS AND U-SHAPED HANDLES ARE ACCEPTABLE DESIGNS. ADA CODE FOR BUILDINGS AND FACILITIES SHALL BE PROVIDED FOR PULLS, LATCHES, LOCKS AND OTHER OPERATING DEVICES ON ACCESSIBLE DOORS SHALL HAVE A SHAPE THAT IS EASY TO GRASP WITH ONE HAND AND DOES NOT REQUIRE TIGHT GRASPING.
2. EXIT DOOR SHALL NOT BE SUBJECT TO THE USE OF A KEY OR REQUIRE SPECIAL KNOWLEDGE TO OPERATE PER NFPA 101 LIFE SAFETY CODE, CHAPTER 7, SEC.7.2.1.5.1.
3. PANIC HARDWARE SHALL BE PROVIDED FOR ALL EXIT DOORS PER THE REQUIREMENTS OF NFPA LIFE SAFETY CODE 101, CHAPTER 7.2.1.7.
4. THE FLOOR LEVEL SHALL BE THE SAME ON BOTH SIDES OF THE DOOR. THE ELEVATION SHALL BE MAINTAINED FOR A DISTANCE AT LEAST EQUAL TO THE WIDTH OF THE WIDEST LEAF OF THE DOORS. NFPA 101 LSC.
5. STAIRS SHALL COMPLY WITH NFPA 101 LIFE SAFETY CODE, CHAPTER 7.2.2.2.1 AND ADA CODE. STAIRS AND HANDRAILS SHALL COMPLY WITH THE REQUIREMENTS PER ADA CODE SHALL BE PROVIDED.
6. ALL WOOD FRAMING, BLOCKING OR SHEATHING SHALL BE FIRE-RETARDANT TREATED FOR COMPLIANCE WITH BUILDING CODES.
7. FIRE EXTINGUISHERS SHALL BE INSTALLED PER THE REQUIREMENTS OF NFPA 10. THE SIZE SHALL BE A MINIMUM OF 2 A 10BC, 22 ARE REQUIRED AND SHALL BE INSTALLED AT A MAXIMUM OF 48" ABOVE THE FINISH FLOOR OR GROUND.
8. WHERE ONLY ONE DRINKING FOUNTAIN IS PROVIDED ON THE FLOOR THERE SHALL BE A DRINKING FOUNTAIN WHICH IS ACCESSIBLE TO INDIVIDUALS WHO USE WHEELCHAIRS IN ACCORDANCE WITH ADA CODE, AND ONE ACCESSIBLE TO THOSE WHO HAVE DIFFICULTY BENDING OR STOOPING. THIS CAN BE ACCOMMODATED BY THE USE OF A "HI-LO" FOUNTAIN OR AN INVERTED "J" SPOUT WITH A PAPER CUP DISPENSER ANCHORED TO THE WALL.
9. EXIT SIGNS COMPLYING WITH NFPA 101 LIFE SAFETY CODE, CHAPTER7, SEC7.10, SHALL BE INSTALLED. ADDITIONAL EXIT SIGNS MAY BE REQUIRED UPON FIELD INSPECTION.
10. PENETRATION INTO OR THROUGH OF EITHER VERTICAL OR HORIZONTAL FIRE RATED BARRIERS SHALL BE PROTECTED BY A SYSTEM LISTED BY A RECOGNIZED TESTING AGENCY. PROVIDE A DETAIL AND LISTING NUMBER PER NFPA 101 LIFE SAFETY CODE, CHAPTER 8, SECTION 8.2.3.2.4.
11. IDENTIFICATION OF (FIRE BARRIERS) SHALL BE BY SIGNS OR STENCILING PERMANENTLY INSTALLED ABOVE ANY DECORATIVE CEILING AND/OR IN CONCEALED SPACES. THE LETTERING SHALL BE 2" IN HEIGHT AND SPACED EVERY 12 FEET. THE FOLLOWING WORDING IS RECOMMENDED"1-HOUR FIRE AND SMOKE BARRIER PROTECT ALL OPENINGS." PER NFPA 101 LIFE SAFETY CODE, CHAPTER 8, SECTION 8.2.2.2, SBI
12. DOORS IN ANY POSITION SHALL NOT REDUCE ANY MEANS OF EGRESS OR EXIT WAY TO LESS THAN 32".
13. EXIT DOOR SHALL SWING IN THE DIRECTION OF EXIT TRAVEL WHEN SERVING MORE THAN 50 PERSONS.
14. ALL EXIT DOORS ARE TO FINISH GRADE ELEVATION AND SHALL NOT REQUIRE ANY STEPS. THE ELEVATION OF THE FLOOR SURFACE ON BOTH SIDES OF ANY EXIT DOOR SHALL NOT VARY BY MORE THAN ½". THE ELEVATION SHALL BE MAINTAINED ON BOTH SIDES OF THE DOORWAY FOR A DISTANCE AT LEAST EQUAL TO THE WIDTH OF THE WIDEST LEAF. THRESHOLDS AT EXIT DOORWAYS SHALL NOT BE MORE THAN ¾" IN HEIGHT.
15. THE EXTERIOR EXIT DOOR(S) SHALL BE EQUIPPED WITH AN APPROVED EXIT DEVICE/ PANIC HARDWARE OR SHALL BE EQUIPPED WITH A LOCK THAT IS OPERABLE FROM THE INSIDE WITHOUT THE USE KEY (THUMB TURN NOT KEY) OR REQUIRE SPECIAL KNOWLEDGE TO OPERATE PER SECTION 7.2.1.7 OF THE NFPA 101 LIFE SAFETY CODE.
16. ILLUMINATION OF THE MEANS OF EGRESS SHALL BE PROVIDED PER THE REQUIREMENTS OF SECTION 7.10.5 OF THE NFPA 101 LIFE SAFETY CODE.
17. EXISTING SIGNS SHALL BE VEILING OR WALL MOUNTED. SIGNS SHALL BE ILLUMINATED WITH ¾"X6" HIGH LETTERS ON A CONTRASTING BACKGROUND THAT SPELL "EXIT". EXIT SIGNS SHALL COMPLY WITH APPLICABLE CODES AND REGULATIONS. EXIT SIGNS COMPLYING WITH SECTION 7.10.1.3 OF THE NFPA 101 LIFE SAFETY CODE SHALL BE INSTALLED. THE EXIT SIGN SHALL BE EQUIPPED WITH AN EMERGENCE BATTERY POWERED BACK-UP PACK. EXIT LIGHTING SHALL NOT BE ON A DEDICATED CIRCUIT, BUT SHALL BY CONNECTED TO THE LIGHTING CIRCUIT BREAKER FOR THE AREA THE FIXTURE(S) SERVICE. COORDINATE ANY REQUIREMENTS FOR AUDIO AND VISUAL ALARMS AND THEIR LOCATIONS WITH THE AUTHORITY HAVING JURISDICTION. SEE SHEET E1.1 & E1.2 FOR LOCATION.)
18. FIRE ALARM CONTRACTOR SHALL OBTAIN A FIRE ALARM SYSTEM PERMIT FROM COUNTY FIRE MARSHAL'S OFFICE PRIOR TO INSTALLATION. ANY FIRE ALARM PLANS INCLUDED IN THIS SET OF PLANS ARE FOR REFERENCE ONLY. NOT FOR PERMIT.
19. FIRE SPRINKLER CONTRACTOR SHALL OBTAIN A FIRE SPRINKLER SYSTEM PERMIT FROM THE COUNTY FIRE MARSHAL'S OFFICE PRIOR TO INSTALLATION. ANY FIRE SPRINKLER PLAN IN THIS SET OF PLANS ARE FOR REFERENCE ONLY. NOT FOR PERMIT.
20. SUPPLY AIR SYSTEM SMOKE DETECTORS SHALL BE INSTALLED IN SUPPLY AIR SYSTEMS WITH A DESIGN CAPACITY GREATER THAN 2,000 CFM(.09 M3/S). INTERNATIONAL MECHANICAL CODE, CHAPTER 6, SECTION 606.2.1, WITH STATE AMENDMENTS.
21. A SIGN CLEARLY STATING THAT SMOKING IS PROHIBITED SHALL BE CONSPICUOUSLY POSTED BY THE BUILDING OWNER, AGENT, OPERATOR, PERSON IN CHARGE OR PROPRIETOR AT EACH ENTRANCE OR IN A POSITION CLEARLY VISIBLE UPON ENTRY INTO THE BUILDING IN ACCORDANCE WITH THE STATE HAVING AUTHORITY SMOKE FREE AIR ACT. ACCEPTABLE SIGNS SHALL DISPLAY EITHER "NO SMOKING" OR THE INTERNATIONAL "NO SMOKING" SYMBOL (CONSISTING OF A PICTORIAL REPRESENTATION OF A BURNING CIGARETTE ENCLOSED IN A RED CIRCLE WITH A RED BAR ACROSS IT.

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INTERIOR BUILD-OUT FOR

EXITRONIX
emergency lighting

TRITON LED SERIES
LED General & Emergency Lighting

FEATURES
• Contemporary, low profile, streamlined, die-cast aluminum housing
• Utilizes a long lasting, energy efficient, ultra-bright white The Cree® LED light source
• 1080 lumen output (full) mode, 200 lumen output in emergency mode
• Remotely adjustable for use on dusk to dawn with photo cell (photo cell not included)
• External LED status indicator (on/off/fault)
• Integral battery charger (NiCd or NiMH standard)
• Mirrored reflector for enhanced light output
• UL 94-5VA flame retardant polycarbonate components
• UV stabilized, crystal resistant, polycarbonate lens
• Suitable for wet or damp location
• 10 YEAR LIFE EXPECTANCY: Battery pacing is provided at the top of the unit (NiCd or NiMH standard on all units)
• Optional cold weather package (-20°C to 50°C)
• Quick connect mounting back plate
• Low voltage disconnect eliminates deep discharge
• Maintenance-free NiCad battery
• 90, Metal 90 minute emergency run time, 24 hour recharge time
• Standard finish: Bronze, Silver, White, Black
• CSA/CTV dual primary, 277V circuit

WARRANTY
Any product found faulty due to manufacturers defect is guaranteed for 3 years with a separate 2 year pro-rated warranty on the battery The warranty covers the replacement of the product or component part, but not the natural failure. See the full Exitronix warranty document for detailed information.

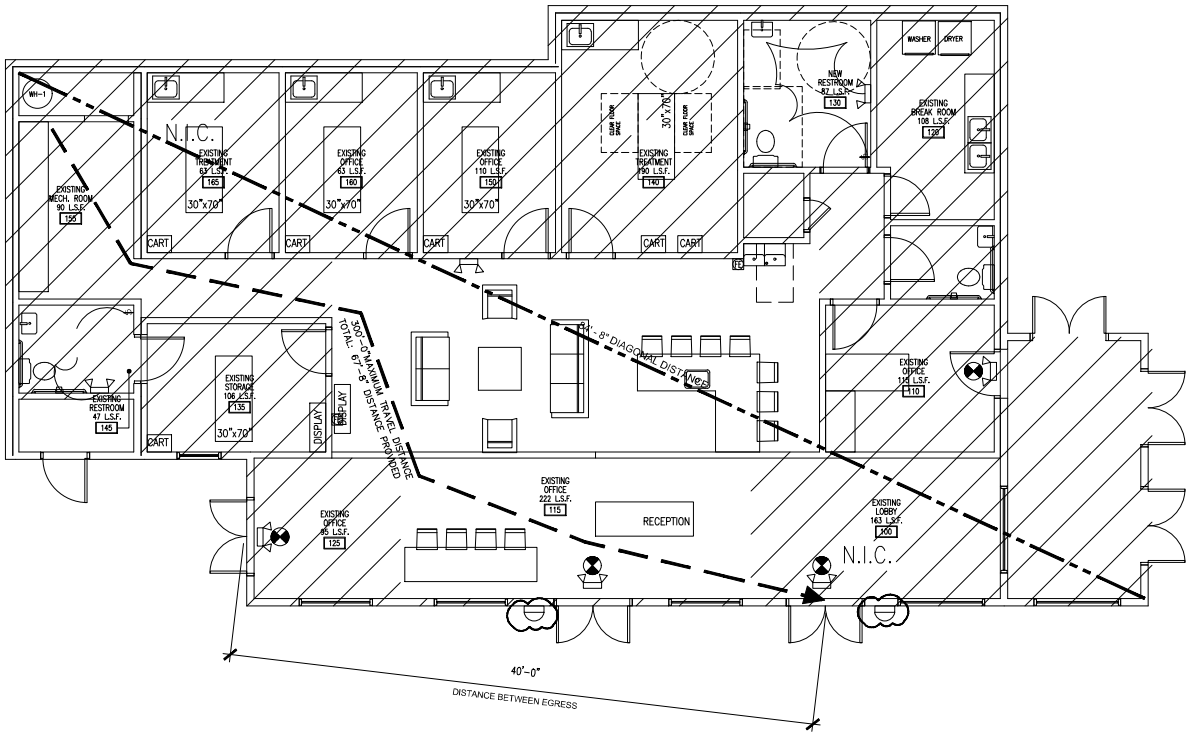
ORDERING INFORMATION Example: TRL-AC250-BR-CL

Series	Product Category	Finish	Options (Factory Installed)
TRL	AC250 = Remotely or self-Emergency Lighting	BR = Dark Bronze SR = Silver WH = White BL = Black	CL = Cold Location Package

EMERGENCY LIGHTING ONLY MODELS (Available White Supplied Lens)

Model	Description
TRL-EM-BR	Indoor/Outdoor Architectural Die Cast LED Emergency Light, Self Test/Self Diagnostics, Dark Bronze Finish
TRL-EM-SILVER	Indoor/Outdoor Architectural Die Cast LED Emergency Light, Self Test/Self Diagnostics, Silver Finish

2 OUTDOOR WALL PACK
SCALE: N.T.S.



1 LIFE SAFETY PLAN
SCALE: 1/4"= 1'-0"

LIFE SAFETY NOTES

LIFE SAFETY NOTES:

1. EXIT SIGNS SHALL BE MOUNTED ABOVE THE DOOR WITH THE NEAREST EDGE OF THE SIGN WITHIN 2" OF THE DOOR FRAME UNLESS NOTED OTHERWISE.

2. EVERY EXIT SIGN SHALL BE LOCATED AND OF SUCH A SIZE, DISTINCTIVE COLOR, AND DESIGN THAT IS READILY VISIBLE AND SHALL PROVIDE CONTRAST WITH DECORATIONS, INTERIOR FINISHS, OR OTHER SIGNS.

3. PANIC HARDWARE SHALL CONSIST OF CROSS BARS OR PUSH PADS, THE ACTUATING PORTION OF WHICH EXTENDS ACROSS NOT LESS THAN ONE-HALF OF THE WIDTH OF THE DOOR LEAF AND NOT LESS THAN 34", NOR NOT MORE THAN 48", ABOVE THE FLOOR.

4. REQUIRED PANIC HARDWARE AND FIRE EXIT HARDWARE SHALL NOT BE EQUIPPED WITH ANY LOCKING DEVICE, SET SCREW, OR OTHER ARRANGEMENT THAT PREVENTS THE RELEASE OF THE LATCH WHEN PRESSURE IS APPLIED TO THE RELEASING DEVICE.

5. ALL REQUIRED EXITS SHALL MEET ADA AND OR GEORGIA ACCESSIBILITY CODE (WHICHEVER IS MOST STRINGENT) FOR CLEARANCE, THRESHOLD, SIGNAGE, HARDWARE, AND AREAS OF REFUGE AS APPLICABLE.

6. ALL PENETRATIONS THROUGH SMOKE AND FIRE RATED PARTITIONS ARE TO BE SEALED AND PROTECTED IN ACCORDANCE WITH THE SYSTEMS AND LISTING NUMBERS AS DESCRIBED AND DETAILED ON UL DETAIL SHEET.

7. CORRIDOR PARTITIONS, SMOKE STOP PARTITIONS, HORIZONTAL EXIT ENCLOSURES, AND FIRE WALL SHALL BE EFFECTIVELY AND PERMANENTLY IDENTIFIED WITH SIGNS OR STENCILING ABOVE ANY DECORATIVE CEILING AND/OR IN CONCEALED SPACE WITH LETTERS A MINIMUM OF TWO (2) INCHES HIGH ON A CONTRASTING BACKGROUND SPACED A MAXIMUM OF TWELVE (12) FEET ON CENTER WITH A MINIMUM OF ONE PER WALL OR BARRIER. THE HOURLY FIRE RATING SHALL BE INCLUDED ON ALL RATED BARRIER OR WALLS.

8. WHERE FIRE EXTINGUISHERS ARE SURFACE-MOUNTED, CONTRACTOR SHALL PROVIDE A STANDARD WALL MOUNTING BRACKET FOR EACH EXTINGUISHER.

9. PROVIDE FIRE EXTINGUISHERS HAVING A MINIMUM RATING OF 2-A, 10-B, C. FOR EVERY 3,000 SQ FT. EXTINGUISHERS SHALL CONSPICUOUSLY LOCATED AND READILY ACCESSIBLE, THE TOP OF EXTINGUISHER SHALL NOT BE MORE THAN 5 FEET ABOVE THE FINISHED FLOOR AND THE BOTTOM OF EXTINGUISHER SHALL NOT BE LESS THAN 4 INCHES FROM THE FINISHED FLOOR. TRAVEL DISTANCE TO AN EXTINGUISHER SHALL NOT EXCEED 75 FEET.

LEGEND

PER NFPA 101 SECTION 43.6.2.2.
ILLUMINATION AND EMERGENCY LIGHTING

- EXIT SIGN
- EMERGENCY LIGHT
- OUTDOOR EMERGENCY LIGHT
- PORTABLE FIRE EXTINGUISHER CLASS ABC
- PORTABLE FIRE EXTINGUISHER CLASS K
- EGRESS PATH

TRAVEL DISTANCE

- DIAGONAL DISTANCE : 84'-8"
- DISTANCE BETWEEN EGRESS EXITS
  : 40'-2" > (89'-6")/3
- THE MAXIMUM ALLOWED TRAVEL DISTANCE : 300-0" PER NFPA 101
  : THE LONGEST TRAVEL DISTANCE : 67'-8"

OCCUPANT LOAD CALCULATION

PER NFPA 101 SECTION 7.3.1.2. OCCUPANCY GROUP : B
TOTAL AREA: 2,576 SQFT

- OFFICE AREA: 1,928 SQFT
  1,928 SQFT / 150 PER PERSON = 13 PERSONS
- BREAK ROOM: 108 SQFT
  108 SQFT / 15 PER PERSON = 7 PERSONS
- STORAGE: 90 SQFT
  90 SQFT / 500 PER PERSON = 1 PERSONS
- RESTROOM, CORRIDOR, 224 SQFT

TOTAL OCCUPANT LOAD : 21 PERSONS
21 X 0.2 = 4.2" TOTAL EGRESS WIDTH REQUIRED

3 (72") DOOR EGRESS WIDTH PROVIDED
1 (36") DOOR EGRESS WIDTH PROVIDED
TOTAL 108" EGRESS WIDTH PROVIDED

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INTERIOR BUILD-OUT FOR
FAR EAST BEAUTY
1115 UPPER HEMBREE RD. STE. A
ROSWELL, GA 30076

SEAL

GEORGIA
CHUNG CHENG CHANG
REGISTERED ARCHITECT

FOR:

1115 HEMBREE RD. STE. A
ROSWELL, GA 30076

RELEASES / DATES

03/22/2021 PER CITY & OWNER COMMENTS	DATE:
	DATE:
	DATE:
	DATE:
	DATE:

NOT FOR CONSTRUCTION ☐
RELEASED FOR CONSTRUCTION ☒

DRAWN BY: L. YANG
REVIEWED BY: L. YANG

SHEET TITLE:

LIFE SAFETY
FLOOR PLAN

DATE: 1.20.2021
PROJECT NUMBER: Y2020AHD1-01

SHEET NUMBER

A-0.2

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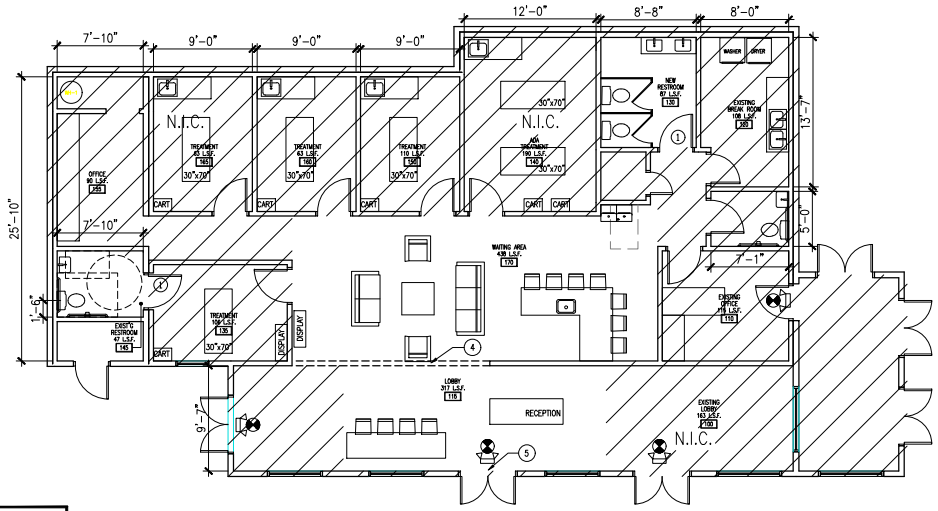
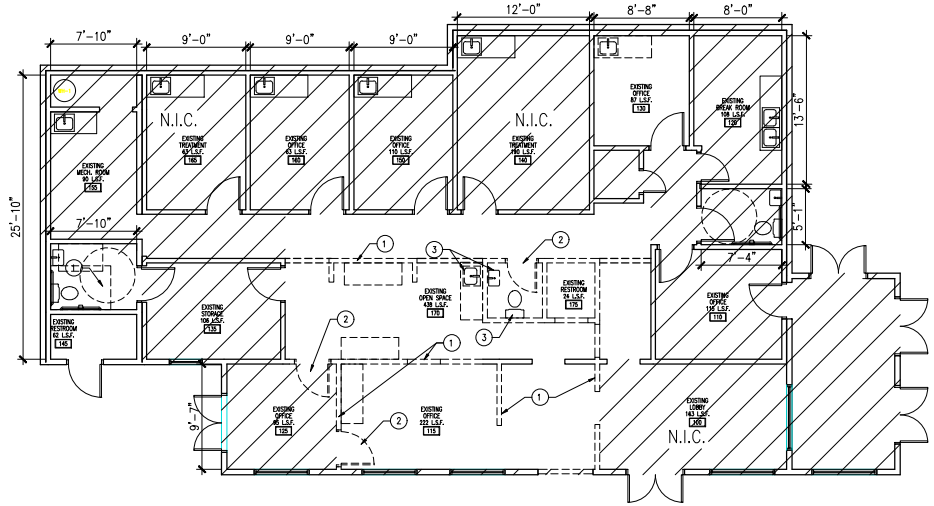


2 PROPOSED FLOOR PLAN
SCALE: 3/16"= 1'-0"

G.C. TO FIELD VERIFY ALL THE DIMENSIONS AND CONDITIONS PRIOR TO THE START OF CONSTRUCTION AND NOTIFY ARCHITECT OF ALL DISCREPANCIES.



1 EXISTING/DEMO PLAN
SCALE: 3/16"= 1'-0"

GENERAL NOTES:

1. THE CONSTRUCTION DOCUMENT SET CONSISTS OF DRAWINGS AND SPECIFICATIONS, AND IS INTENDED TO BE UNDERSTOOD AS A SINGLE ENTITY. DO NOT DIVIDE THESE DOCUMENTS INTO PARTS OR SUB-PARTS. EACH CONTRACTING ENTITY SHALL BE RESPONSIBLE FOR ALL WORK RELATED TO ITS TRADE WHEREVER THAT INFORMATION IS SHOWN IN THE CONSTRUCTION DOCUMENT SET.

2. DO NOT SCALE THE DRAWINGS FOR DIMENSIONAL INFORMATION. CRITICAL DIMENSIONS ARE TYPICALLY INDICATED IN THE DRAWINGS. IF ANY REQUIRED DIMENSIONS ARE NOT INDICATED IN THE DRAWINGS, CONTACT THE ARCHITECT FOR SPECIFIC DIMENSIONS PRIOR TO INITIATING RELATED CONSTRUCTION ACTIVITY.

3. THE DRAWINGS ILLUSTRATE GENERAL SCOPE OF WORK REQUIREMENTS AND DO NOT PROVIDE INFORMATION REGARDING INSTALLATION TECHNIQUES OR PROCEDURES. ALL WORK PERFORMED SHALL MEET OR EXCEED INDUSTRY STANDARDS, AND SHALL BE PERFORMED IN CONFORMANCE WITH MANUFACTURER'S RECOMMENDATIONS.

4. CONSTRUCTION SHALL CONFORM TO THE REQUIREMENTS OF ALL GOVERNING FEDERAL, STATE AND LOCAL CODES. IN ADDITION, CONSTRUCTION SHALL BE IN COMPLIANCE WITH ANSI GUIDELINES, AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES (ADAAG), AND THE STATE OF GEORGIA ACCESSIBILITY CODE (GA 120-3-20).

5. THE GENERAL CONTRACTOR IS SOLELY RESPONSIBLE FOR ACCURATE EXECUTION OF THE BUILDING CONSTRUCTION AND FIELD VERIFY SURVEY LOCATION AND ALL EXISTING CONDITIONS AND DIMENSIONS. ANY CONFLICTING INFORMATION OR DISCREPANCIES IN THE DOCUMENT SET SHALL BE BROUGHT TO THE ATTENTION OF THE ARCHITECT AND THE OWNER PRIOR TO INSTALLATION OF THE WORK.

6. THE GENERAL CONTRACTOR SHALL OBTAIN PERMITS, APPROVALS, INSPECTIONS, CERTIFICATE FOR COMPLIANCE AND CERTIFICATE OF OCCUPANCY AS REQUIRED.

7. GENERAL CONTRACTOR SHALL PROVIDE TEMPORARY POWER, LIGHT, AND TELEPHONE IN ACCORDANCE WITH THE OWNER/LANDLORD'S REQUIREMENTS. GENERAL CONTRACTOR SHALL REMOVE ALL THESE ITEMS AT THE COMPLETION OF WORK OR AS REQUIRED.

8. GENERAL CONTRACTOR SHALL MAINTAIN ON SITE AT ALL TIMES, ALL APPROVED DRAWINGS INCLUDING ALL REVISIONS AND ADDENDA.

9. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL WORK WITH THE LATEST LEASE PLAN WHICH MAY VARY FROM THE INFORMATION SHOWN ON THE FLOOR PLANS.

10. THE GENERAL CONTRACTOR SHALL PERMANENTLY IDENTIFY ALL FIRE-RESISTANCE-RATED ASSEMBLIES INCLUDING FIRE BARRIER WALLS, SMOKE BARRIER WALLS, FIRE PARTITIONS, FIRE WALLS AND SHAFT ENCLOSURES WITH APPROPRIATE AND LEGIBLE NOTATIONS INDICATING THE APPLICABLE RATING OF THE ASSEMBLY AS TO 2002 GA AMENDMENTS.

11. ALL DEMISING WALLS TO BE ONE HOUR RATED AND ALL PENETRATIONS THROUGH RATED WALLS SHALL BE SEALED TO MAINTAIN RATING.

12. ALL INSULATING MATERIALS INSTALLED IN BUILDING SHALL HAVE A FLAME SPREAD INDEX OF NOT MORE THAN 25 AND A SMOKE DEVELOPED INDEX OF NOT MORE THAN 450 AS DETERMINED IN ACCORDANCE WITH ASTM-E84.

DEMO NOTES

1. PROVIDE PROPER BRACING AND SUPPORT PRIOR TO DEMO EXISTING LOAD BEARING PARTITION.
2. DEMO EXISTING INTERIOR DOOR.
3. REMOVE EXISTING FIXTURE AND CAPPED ALL PLUMBING LINES.
4. SEE STRUCTURAL DRAWINGS FOR NEW SUPPORT BEAM DETAIL.
5. NEW DOUBLE DOOR

WALL TYPES

1 INTERIOR PARTITIONS:
2x4 WOOD STUDS TO UNDERSIDE OF DECKING WITH ONE LAYER OF ½" GYP. BOARD ON ONE SIDE AND PROVIDE ½" GYP. "GREENBOARD" @ ALL WALLS IN RESTROOMS AND WET AREAS. PREP. ENTIRE WALL FOR PAINT (TAPE , MUD & SAND)

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EMAIL: LOUIS@THEYSTUDIO.COM

INTERIOR BUILD-OUT FOR
FAR EAST BEAUTY
1115 UPPER HEMBREE RD. STE. A
ROSWELL, GA 30076

SEAL:

FOR:

1115 HEMBREE RD. STE. A
ROSWELL, GA 30076

RELEASES / DATES

	DATE:
	DATE:
	DATE:
	DATE:
	DATE:

NOT FOR CONSTRUCTION ☐
RELEASED FOR CONSTRUCTION ☒

DRAWN BY: L. YUAN
REVIEWED BY: L. YUAN

SHEET TITLE:

EXISTING & DEMO PLAN
PROPOSED FLOOR PLAN

DATE: 1.20.2021
PROJECT NUMBER: Y2020-WHO1-01

SHEET NUMBER

A-1.0

Y STUDIO, LLC COPYRIGHT 2021

DOOR AND FRAME SCHEDULE

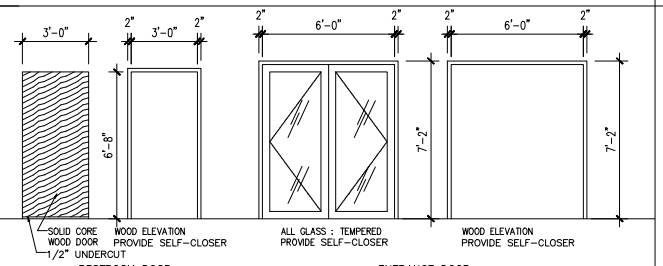
DOOR #	SIZE	LOCATION	MATERIAL	ELEVATION	FRAME	NOTE	HARDWARE
1	3'-0" X 7'-0"	RESTROOM DOOR	WOOD WITH SELF CLOSER	A	WOOD	NEW	B
2	6'-0" X 7'-0"	ENTRANCE DOOR	TEMPERED GLASS	B	WOOD	NEW	A

HARDWARE A: (KAWNEER DOUBLE ENTRANCE DOOR)
1 SET SINGLE ACTING OFFSET PIVOT HINGES BY KAWNEER
DOOR CLOSER – NORTON 1605 SURFACE CLOSER
4" EXTRUDED – MILL FINISH ALUMINUM THRESHOLD
1 ADAMS RITE MS-1890 DEADLOCK/LATCH COMBINATION
1 ADAMS RITE STANDARD LATCH STRIKE AS REQUIRED FOR DOOR FRAME
1 CYLINDER – SCHLAGE (7PIN) MORTISE FINISH TO MATCH DOOR
1 CP 6 DOOR PUSH AND CO-9 PULL #14 CLEAR ANODIZE FINISH
1 SEALAIR WREATHERING SYSTEM AND EPDM BLADE SURFACE ATTACHED SWEEP STRIP

HARDWARE B: (BATHROOM DOOR)
HAGER– 1 1/2 PAIR 4 1/2"X4 1/2" BUTT FULL MORTISE HINGES NO. 1191
FINISH 26 D
3 EACH SILENCERS
1 EACH LOCKSET SCHLAGE AL SERIES "SATURN" FINISH 626 PRIVACY LOCK
1 EACH CLOSER – LCN NO. 1460 FINISH US26D MOUNTED INSIDE OF ROOM
1 EACH WALL STOP

NOTE :
1. GC AND OWNER TO FIELD VERIFY ALL DIMENSIONS. INFORM ARCHITECT ANY MIS INFORMATION. THE DIMENSION HERE SHOWN MAY NOT REPRESENT THE FIELD CONDITION.
2. REFER TO SHEET A1.1 FOR DOOR ELEVATION.
3. PROVIDE 1" UNDERCUT AT INTERIOR DOOR.
4. GC TO PROVIDE INDICATOR LOCKSET AT RESTROOM DOORS.
5. G.C. TO FIELD VERIFY AND INSTALL DOOR SWEEPS ON ALL EXTERIOR DOORS.
6. G.C. TO PROVIDE KICK PLATE AS NEED. COORDINATE WITH OWNER.
7. G.C. TO COORDINATE WITH OWNER FOR HARDWARE.
8. G.C. TO PROVIDE EMERGENCY PANIC BAR AND SOUND ALARM, COORDINATE WITH OWNER.
9. HANDLES, PULLS, LATCHES, LOCKS, AND OTHER OPERATING DEVICES ON ACCESSIBLE DOORS SHALL HAVE A SHAPE THAT IS EASY TO GRASP WITH ONE HAND AND DOES NOT REQUIRE TIGHT GRASPING, TIGHT PINCHING, OR TWISTING OF THE WRIST TO OPERATE. LEVER-OPERATED MECHANISMS,PUSH-TYPE MECHANISMS, AND U-SHAPED HANDLES ARE ACCEPTABLE DESIGNS. GEORGIA ACCESSIBILITY CODE.
10. (DOOR LOCKS) IF PROVIDED, SHALL NOT REQUIRE THE USE OF A KEY, A TOOL, OR SPECIAL KNOWLEDGE OR EFFORT FOR OPERATION FROM THE EGRESS SIDE., NFPA 101 LIFE SAFETY CODE, SECTION 7.2.1.5.3, 2018 EDITION.

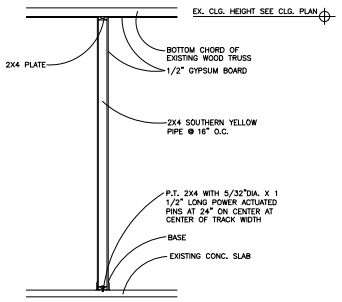
DOOR TYPE



A RESTROOM DOOR

B ENTRANCE DOOR

WALL TYPE



1 NEW, NON-RATED PARTITION WALL

ROOM FINISH SCHEDULE

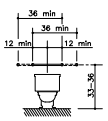
ROOM FINISH SCHEDULE

ROOM NO.	ROOM NAME	WALL	FLOOR		CEILING	NOTE
			FLOOR FINISH	BASE		
130	RESTROOM	PAINT ON 5/8" GYPSUM BOARD	CERAMIC TILE	PLASTIC RUBBER BASE	EXISTING GYPSUM BD	–
						–

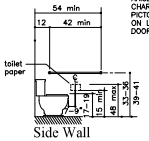
NOTE :
1. V.C.C.T. = VINYL COATED ACOUSTICAL TILE / WASHABLE ACOUSTICAL TILE WITH LIGHT COLOR ONLY.
2. GC AND OWNER TO FIELD VERIFY ALL DIMENSIONS. INFORM ARCHITECT ANY MISS INFORMATION. THE DIMENSION HERE SHOWN MAY NOT REPRESENT THE FIELD CONDITION.
3. PROVIDE FRP INSTALLED AROUND THE MOP SINK TO INSURE WALLS CAN BE EASILY CLEANED AND THE SURFACE REMAINS DURABLE AND NON-ABSORBENT.
4. THE CEILING IS SMOOTH EASY CLEANABLE IN THE RESTROOMS.
5. ALL LIGHTING FIXTURE MUST BE SHIELDED.
6. GC TO REPAIR AND REPLACE EXISTING FINISH AS NEEDED.
7. RESTROOM TILE MUST BE LIGHT IN COLOR, SMOOTH, DURABLE, NONABSORBENT AND EASILY CLEANABLE.

*GC TO FIELD VERIFY ALL THE CONDITION OF THE FINISH MATERIALS AND REPAINT OR REPAIR IF NECESSARY.

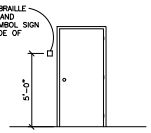
RESTROOM DETAILS



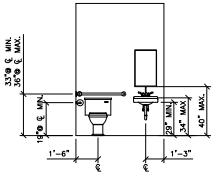
Back Wall



Side Wall



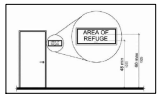
BATHROOM SIGN

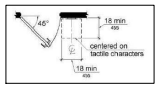


RESTROOM NOTE

WHEN MIRRORS ARE PROVIDED, THEY SHALL BE LOCATED ABOVE LAVATORIES OR COUNTERTOPS SHALL BE INSTALLED WITH THE BOTTOM EDGE OF THE REFLECTING SURFACE 40 INCHES MAXIMUM ABOVE THE FINISHED FLOOR. MIRRORS NOT LOCATED ABOVE LAVATORIES OR COUNTERTOPS SHALL BE INSTALLED WITH THE BOTTOM EDGE OF THE REFLECTING SURFACE 35 INCHES MAXIMUM ABOVE THE FINISHED FLOOR PER SECTION 603.3 OF THE 2010 ADA STANDARD FOR ACCESSIBLE DESIGN.

(PAPER DISPENSERS) SHALL BE 7 INCHES MINIMUM AND 9 INCHES MAXIMUM IN FRONT OF THE WATER CLOSET MEASURED TO THE CENTERLINE OF THE DISPENSER. THE OUTLET OF THE DISPENSER SHALL BE 15 INCHES MINIMUM AND 48 INCHES MAXIMUM ABOVE THE FINISH FLOOR AND SHALL NOT BE LOCATED BEHIND GRAB BARS PER SECTION 604.7 OF THE 2010 ADA STANDARD FOR ACCESSIBLE DESIGN.



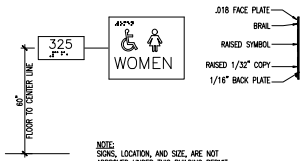


ALL EXIT SHALL BE IDENTIFIED BY TACTILE SIGNS COMPLYING WITH 703 OF 2010 A.D.A. STANDARDS FOR ACCESSIBLE DESIGN.

THE TACTILE CHARACTER ON SIGNS SHALL BE LOCATED 48 INCHES MINIMUM ABOVE THE FINISH FLOOR OR GROUND SURFACE, AND 60 INCHES MAXIMUM.

THE SIGN FOR EXIT DOOR SHALL BE LOCATED ALONGSIDE THE DOOR AT THE LATCH SIDE. WHERE A TACTILE SIGN IS PROVIDED AT DOUBLE DOORS WITH TWO ACTIVE LEAFS, THE SIGN SHALL BE LOCATED TO THE RIGHT OF THE RIGHT HAND DOOR. WHERE THERE IS NO WALL SPACE AS MENTIONED ABOVE, SIGNS SHALL BE LOCATED ON THE NEAREST ADJACENT WALL.

SIGNS CONTAINING TACTILE CHARACTERS SHALL BE LOCATED SO THAT A CLEAR FLOOR SPACE OF 18 INCHES MINIMUM BY 18 INCHES MINIMUM, CENTERED ON THE TACTILE CHARACTERS, IS PROVIDED BEYOND THE ARC OF ANY DOOR SWING BETWEEN THE CLOSED POSITION AND 45 DEGREES OPEN POSITION.



NOTE:
SIGNS, LOCATION, AND SIZE, ARE NOT APPROVED UNDER THIS BUILDING PERMIT. A SEPARATE PERMIT IS REQUIRED FOR EACH SIGN.

1 ADA RESTROOM SIGN
SCALE: 1 1/2"= 1'-0"

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INTERIOR BUILD-OUT FOR
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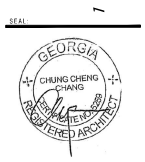
ROSWELL, GA 30076

SEAL



FOR

1115 HEMBREE RD. STE. A
ROSWELL, GA 30076

RELEASES / DATES

03/22/2021 PER CITY & OWNER COMMENTS	DATE:
	DATE:
	DATE:
	DATE:
	DATE:

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RELEASED FOR CONSTRUCTION ☒

DRAWN BY: L. YEAN
REVIEWED BY: L. YEAN

SHEET TITLE:

ARCHITECTRUAL SCHEDULES

DATE: 1.20.2021
PROJECT NUMBER: Y2020-WHD1-01

SHEET NUMBER

A-1.1

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ELECTRICAL LEGEND

LIGHTING GENERAL NOTES:

A. CONNECT ALL EMERGENCY BALLAST AND EXIT LIGHTS TO UNSWITCHED "HOT-LEG" OF RESPECTIVE LIGHTING CIRCUIT.

B. GC TO FIELD VERIFY EXISTING LIGHT SWITCH AND CONNECT NEW AND RELOCATED LIGHTING FIXTURES AS NEEDED.

LIGHTING FIXTURE SCHEDULE

LIGHTING FIXTURE SCHEDULE

TYPE	DESCRIPTION	MANUFACTURER	LAMPS
	MOUNTED FLUORESCENT ALUMINUM TRIM, .125 ACRYLIC LENS 24"X48"	GC TO COORDINATE W/ OWNER	32W LED LINEAR 3 LAMP PER FIXTURE
	RECESSED DOWN LIGHT	GC TO COORDINATE W/ OWNER	13W LED
	EXIT SIGN BACK MOUNTED WHITE PLASTIC RED LETTERS	LITHONIA	
	EGRESS LIGHT WALL MOUNTED 12' DOWN FROM CEILING	LITHONIA	
	EXTERIOR WALL PACK EMERGENCY LIGHT	LITHONIA	1 LED MODULE 8W BATTERY PACK SHALL PROVIDE POWER FOR A DURATION OF NOT LESS THAN 90 MINUTES.

CEILING LEGEND

FINISH | X'-X" — CEILING FINISH MATERIAL AND CEILING HEIGHT FROM EACH A.F.F. (V=VARIES)

CEILING FINISH — FINISH | X'-X" — CEILING HEIGHT A.F.F.

ACT | X'-X" — ACOUSTICAL CEILING TILE

VCCT | X'-X" — VINYL COATED ACOUSTICAL TILE /WASHABLE TILE (LIGHT COLOR)

PGB | X'-X" — PAINT ON GYPSUM BOARD

2X4 MOUNTED FLUORESCENT 3 OF T8

LED RECESSED DOWN LIGHT

EXIT SIGN & EMERGENCY LIGHT (NOTE: GC TO PROVIDE)

EXHAUST FAN

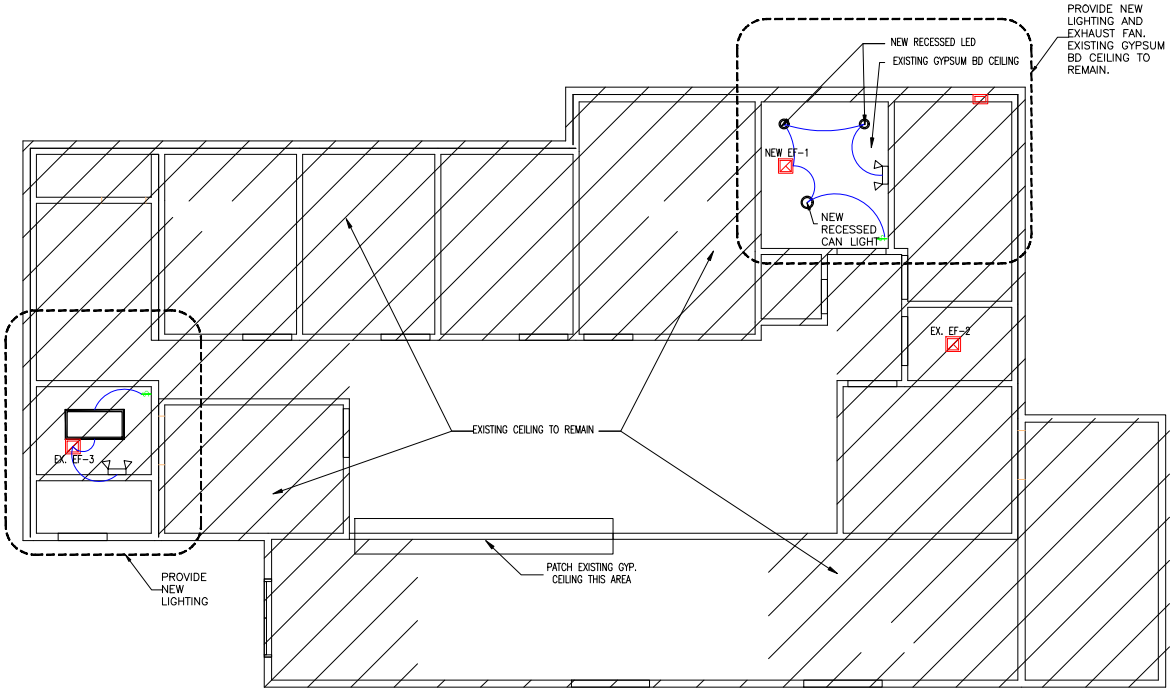
CEILING MOUNTED JUNCTION BOX

EMERGENCY LIGHT (NOTE: GC TO PROVIDE)

EXTERIOR EMERGENCY LIGHT

NOTE.

1. PLEASE REFERENCE TO DRAWINGS LEGEND FOR APPROPRIATE SYMBOLS AS USED HEREIN.
2. IF APPLICABLE, SHIFT AIR DIFFUSERS AS REQUIRED TO AVOID CONFLICTS WITH WALLS.
3. ALL LIGHTS MUST HAVE SHIELDS.



1 REFLECTED CEILING PLAN
SCALE: 1/4"= 1'-0"

CEILING GENERAL NOTES

1. PLEASE BE REMINDED THAT THE SUSPENDED GYPSUM BD CEILING, LIGHTING FIXTURES, ETC. MUST BE ATTACHED TO THE STRUCTURAL MEMBERS ONLY.
2. ANY MECHANICAL EQUIPMENT (I.E. EXHAUST FANS, HVAC UNITS, ETC.) INSTALLED BY THE TENANT MUST UTILIZE NOISE/VIBRATION ISOLATORS. DIRECT WELDING OF EQUIPMENT TO THE ROOF STRUCTURE AND/OR STRUCTURAL MEMBERS IS NOT ALLOWED.
3. REVIEW OF THE PLANS IS ONLY FOR CONFORMANCE WITH THE LEASE AGREEMENT AND COMPLIANCE WITH THE INFORMATION GIVEN IN THE CONTRACT DOCUMENTS. LANDLORD APPROVAL DOES NOT RELIEVE THE TENANT OF ANY ERRORS, INCLUDING DETAILS, FEATURES, DIMENSIONS, MATERIALS, ETC., WHICH WILL CAUSE NON-CONFORMITY WITH THE CONTRACT DOCUMENTS OR THE IMPLIED OR EXPRESSED INTENT THEREOF.
4. ANY CHANGES OF MATERIALS OR FINISHES WITHOUT OUR WRITTEN CONSENT, AND ANY FAILURE TO TIMELY COMPLY WITH THE ADDITIONAL REQUIREMENTS SET FORTH HEREIN, WILL NEGATE THE LANDLORD'S APPROVAL.
5. BEFORE CONSTRUCTION MAY COMMENCE IN THE STORE, THE FOLLOWING ITEMS MUST BE COMPLETED :

   A. THE NAMES AND ADDRESSES OF YOUR PROPOSED GENERAL CONTRACTOR AND SUBCONTRACTORS MUST BE SUBMITTED TO THE LANDLORD.
   B. TENANT'S CONTRACTOR MUST FULFILL THE INSURANCE REQUIREMENTS AS REQUIRED BY THE LEASE.
   C. TENANT MUST SUBMIT DRAWINGS TO MUNICIPALITY TO RECEIVE A PERMIT FOR TENANT'S PORTION OF WORK INCLUDING ALL FIX TURING.
   D. A COPY OF TENANT'S BUILDING PERMIT AS ISSUED BY MUNICIPALITY MUST BE DELIVERED TO THE LANDLORD AT THE ADDRESS LISTED ABOVE.
   C. THE ELECTRIC, GAS AND WATER UTILITIES FOR THE SPACE MUST BE PLACED IN THE TENANT'S OR TENANT CONTRACTOR'S NAME.
6. PRIOR TO STORE OPENING, TENANT SHALL PROVIDE A CERTIFICATE OF INSURANCE TO LANDLORD EVIDENCING PROPER INSURANCE IS IN EFFECT AS REQUIRED BY THE LEASE.
7. THE STORE FRONT IDENTIFICATION SIGN AND SIGNAGE BEHIND STOREFRONT GLASS WILL BE REVIEWED FOR APPROVAL UPON RECEIPT FROM TENANT. ANY NON-CONFORMANCE WITH SIGN CRITERIA WILL RESULT IN DISAPPROVAL OF SIGNAGE.
8. ANY WORK INVOLVING THE SPRINKLER MUST BE COORDINATED WITH THE LANDLORD.
9. GENERAL CONTRACTOR TO VERIFY LOCATION OF ALL EQUIPMENT AND MILLWORK WITH OWNER PRIOR TO INSTALLATION OF EQUIPMENT OR OUTLET.
10. CONTRACTOR TO STRIP AND CLEAN AREAS OF EXPOSED SLAB IN PREPARATION OF NEW FLOOR FINISHES. PATCH ALL HOLES AND UNEVEN CONCRETE TO PROVIDE SMOOTH SURFACE. PREP SURFACE AS REQUIRED BY MANUFACTURING REQUIREMENTS.
11. GC TO CLEAN INTERIOR WINDOWS AT THE CONCLUSION OF THE CONSTRUCTION PROCESS AS PART OF THE FINAL CLEAN.

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INTERIOR BUILD-OUT FOR
FAR EAST BEAUTY
1115 UPPER HEMBREE RD. STE. A
ROSWELL, GA 30076

SEAL:

GEORGIA
CHUNG CHENG CHANG
REGISTERED ARCHITECT

FOR:

1115 HEMBREE RD. STE. A
ROSWELL, GA 30076

RELEASES / DATES

03/22/2021 PER CITY & OWNER COMMENTS	DATE:
	DATE:
	DATE:
	DATE:
	DATE:

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DRAWN BY: L. YUAN
REVIEWED BY: L. YUAN

SHEET TITLE:

REFLECTED CEILING PLAN

DATE: 1.20.2021
PROJECT NUMBER: Y2020AHD141

SHEET NUMBER

A-2.0

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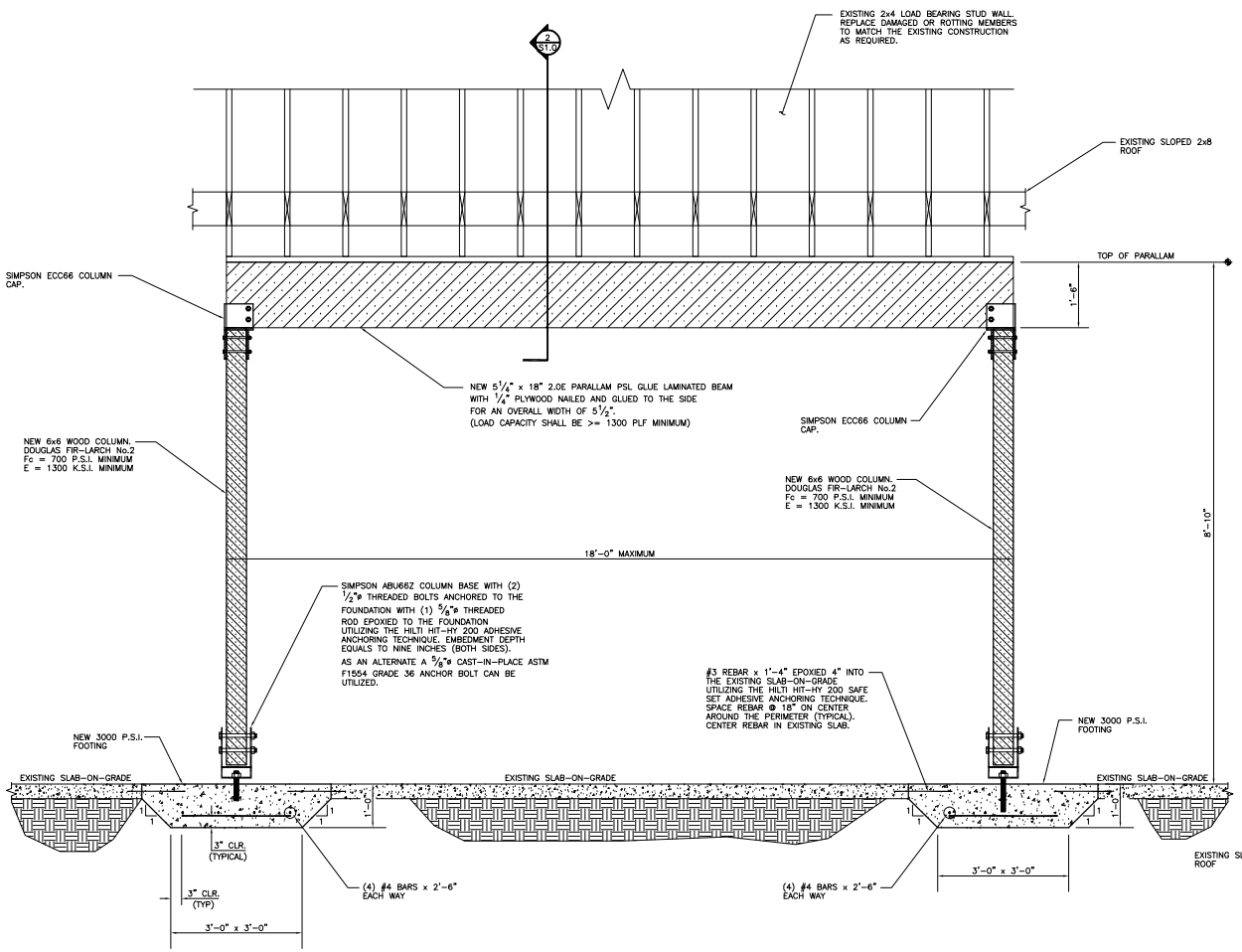
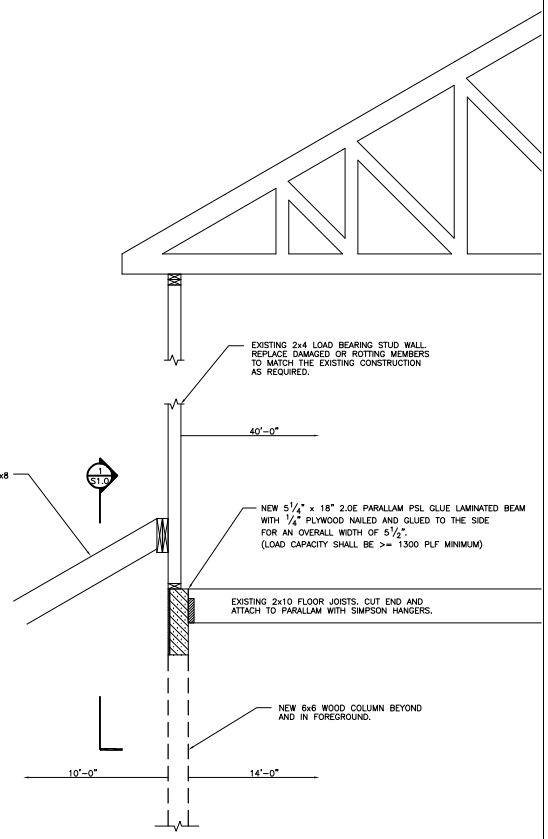


1 S1.0 NEW WOOD HEADER ELEVATION

SCALE: N.T.S.

NOTE:
MINIMUM ALLOWABLE SOIL BEARING PRESSURE = 2000 PSF PER THE GOVERNING 2018 IBC



2 S1.0 NEW WOOD HEADER SECTION

SCALE: 3/4" = 1'-0"

MJM STRUCTURAL ENGINEERING

NOTE:
These drawings are NOT TO BE REPRODUCED for the purpose of generating shop drawings without the WRITTEN APPROVAL of the STRUCTURAL ENGINEER.

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MICHAEL JON MCCAULEY, P.E.
MJM STRUCTURAL ENGINEERING
114 OLD MILL ROAD
CARTERSVILLE, GA 30120
(678) 373-8691 OFFICE
(404) 592-6179 FAX
COA#: PEF007101

WOOD HEADER RENOVATION

1115 UPPER HEMBREE ROAD / SUITE A
ROSWELL, GA 30076

SEAL:

GEORGIA REGISTERED PROFESSIONAL ENGINEER No. 025725 MICHAEL J. MCCAULEY

FOR:

RELEASES / DATES

1 DATE:
2 DATE:
3 DATE:
4 DATE:
5 DATE:

NOT FOR CONSTRUCTION ☐
RELEASED FOR CONSTRUCTION ☒

DRAWN BY: M. MCCAULEY
REVIEWED BY: M. MCCAULEY

SHEET TITLE:
HEADER ELEVATION AND SECTIONS

DATE: 01.14.2021
PROJECT NUMBER: MJM 2020-084

SHEET NUMBER
S1.0

Y STUDIO, LLC COPYRIGHT 2020

GENERAL NOTES

A. FURNISH ALL LABOR, MATERIAL, EQUIPMENT AND TOOLS REQUIRED TO COMPLETE INSTALLATION OF THE ELECTRICAL SYSTEM INCLUDING BUT NOT LIMITED TO WIRING, BOXES, LIGHTING FIXTURES, PANELS, SWITCHES, RECEPTACLES, DEVICES, FEEDERS, DISCONNECTS, STARTERS, FITTINGS AND ALL OTHER WORK INDICATED ON THE DRAWINGS OR AS SPECIFIED HEREIN.
B. OBTAIN ALL PERMITS, INSPECTIONS AND APPROVALS AS REQUIRED BY THE LOCAL AUTHORITIES HAVING JURISDICTION AND DELIVER APPROVAL CERTIFICATE TO THE GENERAL CONTRACTOR. ALL ASSOCIATED FEES SHALL BE PAID BY THE CONTRACTOR.
C. DO NOT SCALE THESE DRAWINGS. REFER TO ARCHITECTURAL DRAWINGS FOR EXACT LOCATION OF ALL EQUIPMENT AND CONFORM W/ OWNER'S REPRESENTATIVE. THE CONTRACTOR IS RESPONSIBLE FOR THE SYSTEM TO BE IN COMPLETE PROPER WORKING ORDER. THIS CONTRACTOR SHALL CO-ORDINATE HIS WORK WITH OTHER TRADES TO AVOID INTEFERENCES AND DELAYS IN CONSTRUCTION.
D. CONTRACTOR SHALL COMPLY WITH CURRENT OSHA REQUIREMENTS.
E. ALL MATERIALS AND EQUIPMENT OF THE ELECTRICAL SYSTEM NECESSARY FOR ITS PROPER OPERATION BUT NOT SPECIFICALLY MENTIONED OR SHOWN ON THE DRAWINGS BUT REASONABLY IMPLIED, SHALL BE FURNISHED AND INSTALLED WITHOUT ADDITIONAL CHARGE.
F. THE CONTRACTOR SHALL FULFILL ALL REQUIREMENTS OF THE CONTRACT DOCUMENTS AND SHALL COMPLETE THE IMPROVEMENTS SHOWN ON THE DRAWINGS AND INDICATED IN THE GENERAL NOTES. ALL SYSTEMS SHALL BE FINISHED AND PROVEN TO BE OPERATIONAL AND USABLE.
G. THE ELECTRICAL CONTRACTOR FURNISH AND INSTALL THE NECESSARY TEMPORARY POWER FOR ALL TRADES INVOLVED IN THE PROJECT ALL SYSTEMS SHALL BE FINISHED AND PROVEN TO BE OPERATIONAL AND USABLE.
H. WORK SHALL BE INSTALLED IN ACCORDANCE WITH THE 2017 NATIONAL ELECTRICAL CODE AND STATE LATEST AMENDMENTS.

2. SUBMITTALS AND SUBSTITUTION:
A. WITHIN 30 DAYS AFTER AWARD OF THE CONTRACT THE CONTRACTOR SHALL SUBMIT FOR APPROVAL A COMPLETE LIST OF EQUIPMENT AND MATERIALS PROPOSED FOR THIS PROJECT. ANY EQUIPMENT OR MATERIALS NOT SUBMITTED WITHIN THIS PERIOD SHALL BE INSTALLED AS SPECIFIED.
B. SUBMIT FOR THE ENGINEERS REVIEW 5 COPIES OF INFORMATION ON ALL DEVICES AND WIRING COMPONENTS INTENDED TO BE PROVIDED THIS INCLUDES PANELS, WIRING DEVICES, CONDUIT BOXES, WIRE AND SYSTEM DEVICES.
C. PRODUCTS SUBSTITUTION MAY BE PROPOSED BY THE CONTRACTOR WITHIN 30 DAYS FOR ANY EQUIPMENT SPECIFIED. SUFFICIENT DETAILED INFORMATION IS TO BE FURNISHED IN ORDER FOR ANY SUBSTITUTION TO BE EVALUATED.

3. COORDINATION:
A. COORDINATE ALL WORK WITH OTHER TRADES INVOLVED IN THIS PROJECT. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE ACTUAL LOCATION OF EQUIPMENT, DUCTWORK, PIPING, ETC., AND COORDINATE HIS INSTALLATION ACCORDINGLY.
B. VERIFY ALL EQUIPMENT LOCATIONS, HORSEPOWER, VOLTAGE, PHASE & ETC. BEFORE ROUTING CONDUIT AND WIRE TO THE EQUIPMENT. NOTIFY THE ENGINEER OF ALL DESCREPANCIES
C. ALL MATERIAL SHALL FIT THE SPACE AVAILABLE. VERIFY DIMENSIONS AND CLEARANCES AT BUILDING BEFORE COMMENCING WORK.

4. UTILITIES:
A. CONTRACTOR SHALL COORDINATE THE INSTALLATION OF THE POWER AND TELEPHONE SYSTEMS WITH THE UTILITIES PROVIDING EACH SERVICE. AND PAY FOR ALL METERING, CURRENT TRANSFORMERS, POWER TRANSFORMERS, PAD LOCATION, AND/OR OVERHEAD SERVICE WITH THE POWER CO.
B. STUB OUT THE TELEPHONE SERVICE AT THE ROADWAY AS DIRECTED BY THE TELEPHONE CO.
C. ALL CONDUIT TERMINATIONS AT THE PROPERTY LINE SHALL BE MARKED WITH AN IRON STAKE DRIVEN FLUSH WITH THE FINISHED GRADE.

5. CONDUIT, CONDUCTORS:
A. ALL WIRING SHALL BE ROUTED IN CONDUIT.
B. CONDUIT SHALL BE SCHEDULE 40 PVC CONDUIT FOR ALL SERVICES AND OTHER APPLICATION.
C. ALL ELECTRICAL WORK SHALL BE INSTALLED BY NEC REQUIREMENTS.
D. COMPLETE ELECTRICAL SYSTEMS SHALL BE PROVIDED AS SHOWN ON THE DRAWINGS AND/OR AS SPECIFIED HEREIN.
E. ALL SYSTEMS SHALL HAVE A GROUND CONDUCTOR.

6. OUTLET BOXES:
A. ALL DEVICES AND LIGHTING FIXTURES TO HAVE AN OUTLET BOX. LEAVE AN 8" PIGTAIL FOR CONNECTION OF DEVICES.
B. BOXES AND COVERS SHALL BE GALVANIZED STEEL, NOT LESS THAN 1/16" THICK AND IN EVERY INSTANCE OF SUCH FORM AND DIMENSIONS AS TO BE ADAPTED TO ITS SPECIFIC USAGE.
C. CEILING OUTLET BOXES SHALL BE 1 1/2" OR 2 1/2" DEEP, 4" OCTAGONAL.
D. WALL OUTLET BOXES FOR TOGGLE SWITCHES AND CONVENIENCE OUTLETS SHALL BE 1 1/2" OR 2 1/2" DEEP, 4" OCTAGONAL.
E. OUTLET BOXES IN EXPOSED CONDUIT SHALL BE CAST FERROUS ALLOY, GALVANIZED.
F. INSTALL ALL OUTLET BOXES WITHIN 1/8" OF WALL SURFACE.

7. WIRING DEVICES:
A. ALL DEVICES SHALL BE AS MANUFACTURED BY GRNERAL ELECTRIC, PASS & SEYMORE, ARROW-HART OR HUBBELL.
B. WIRING DEVICES SHALL CONFORM WITH APPLICABLE SECTIONS OF NEMA STANDARD WD-1.
(1.) DEVICE COVERPLATES
A. ALL DEVICE COVER PLATES SHALL BE NYLON OF COLOR AS SELECTED BY OWNER.
B. COORDINATE DEVICE COVERPLATES TO AWARE THAT ALL ARE OF THE SAMECOLOR. ALL VOLTS SHALL HAVE A COVER PLATE.
(2.) WALL SWITCHES
A. WALL SWITCHES SHALL BE FLUSH TYPE, 20 AMPERES, 120/277 VOLTS, IVORY COLOR, SPECIFICATION GRADE, DESIGNED FOR QUIET OPERATION, WITH A GROUNDING TERMINAL.
B. SINGLE POLE WALL SWITCHES SHALL BE EQUAL TO ARROW-HART #1991.
C. THREE-WAY AND OTHER CONFIGURATION OF SWITCHES SHALL BE OF SAME QUALITY AND MANUFACTURES SERIES AS SINGLE POLE SWITCHES.
(3.) WALL RECEPTACLES
A. DUPLEX RECEPTACLES SHALL BE SPECIFICATION GRADE, NEMA 5-15R CONFIGURATION, BACK &SIDE WIRED, WITH GROUNDING TERMINAL SCREW.
B. DUPLEX RECEPTACLES SHALL BE EQUAL TO ARROW-HART #5262.
C. ALL CONFIGURATION OF RECEPTACLES SHALL BE OF SAME QUALITY AND MANUFACTURES SERIES AS DUPLEX RECEPTACLES.

8. BRANCH CIRCUIT PANELBOARDS:
A. PANEL BOARDS SHALL BE SIEMENS, GENERAL ELECTRIC, WESTINGHOUSE OR CUTLER HAMMER.
B. BRANCH CIRCUIT PAPERBOARDS SHALL BE FACTORY ASSEMBLED WITH CIRCUIT BREAKERS AND SPACES AS SCHEDULED ON THE DRAWINGS.
C. LABEL PANEL AS PER ARTICLE 408.4 OF THE 2017 NEC.
(1.) PANEL BOARDS
A. PANEL BOARDS SHALL BE SINGLE OR THREE PHASE, TYPE NLAB FOR 208Y/120V SERVICE, OR NHAB FOR 480Y/277V SERVICE.
B. PANEL MAINS SHALL BE COPPER OF VOLTAGE AND AMPERAGE SCHEDULED ON THE DRAWINGS.
C. CIRCUIT BREAKERS SHALL BE QUICK LAG TYPE, BOLT-ON OF QUANTITY, VOLTAGE AND TRIP RATINGS SCHEDULED.
D. MULTI-POLE BREAKERS SHALL BE SINGLE HANDLE, INTERNAL COMMON TRIP.
E. ALL GROUND BUSS SHALL BE COPPER, BRAZED TO THE PANEL CAN.
F. ALL FLUSH MTD. PANEL BOARDS TO HAVE 4-3/4" CONDUITS STUBBED INTO CEILING SPACE.
G. A TYPEWRITTEN CARD INDICATING THE LOADS CONTROLLED BU EACH BREAKER SHALL BE PROVIDED IN EACH CABINET. LABEL SPARES & SPACES IN PENCIL.

9. DISCONNECT SWITCHES:
A. DISCONNECT SWITCHES SHALL BE SIEMENS, GENERAL ELECTRIC, WESTINGHOUSE OR CUTLER HAMMER.
B. DISCONNECT SWITCHES SHALL BE HEAVY DUTY, FUSIBLE OR NON FUSIBLE AS INDICATED ON THE DRAWINGS. THEY SHALL BE OF AMPERE RATING AND NUMBER OF POLES AS NOTED AND OF VOLTAGE RATING AS REQUIRED FOR THE VOLTAGE OF THE CIRCUIT IN WHICH USED.

10. INDIVIDUALLY ENCLOSED CIRCUIT BREAKERS:
A. CIRCUIT BREAKERS SHALL BE MOLDED CASE OF VOLTAGE RATING, FRAME SIZE, NUMBER OF POLES AND AMPERE RATING AS NOTED ON THE DRAWINGS.
(1.) INSTALLATION
B CIRCUIT BREAKERS AND DISCONNECT SWITCHES SHALL BE INSTALLED ON WALLS, POWER BACKBOARDS, PLENUMS, ETC. AS INDICATED ON THE DRAWINGS.
C. DISCONNECTS & OTHER DEVICES AT ROOF TOP EQUIPMENT SHALL BE MOUNTED ON 1" MARINE GRADE PLYWOOD, PAINTED WITH TWO COATS OF PRIMER & E COATS OF GRAY PAINT. MOUNT PLYWOOD ON TWO ANGLE IRON SUPPORTS MOUNTED IN PITCH POCKETS.

11. LIGHT FIXTURES:
A. VERIFY ALL CEILING TYPES FOR RECESSED FIXTURES BEFORE ORDERING FIXTURES.
B. LOCATION OF ALL LIGHTING FIXTURES ON THE ELECTRICAL DRAWINGS ARE APPROXIMATE, REFER TO ARCHITECTURAL REFLECTED CEILING PLAN FOR EXACT LOCATION.
C. LIGHTING FIXTURES INSTALLED IN EXPOSED T BAR CEILINGS SHALL HAVE TWO 300 POUND SAFETY CHAINS TO SUPPORT FIXTURE IN THE EVENT OF CEILING FAILURES.
E. SURFACE MTD. LIGHTING FIXTURES INSTALLED ON EXPOSED T BAR CEILINGS SHALL USE PATENTED GRID CLIPS ON THE T BARS TO SUPPORT THE FIXTURES AND SHALL BE INSTALLED WITH 1/2" SPACER BETWEEN FIXTURE & CEILING.
F. RECESSED OR SURFACE LIGHTING FIXTURES INSTALLED IN OR ON PLASTER CEILINGS SHALL BE SUPPORTED FROM PIECES OF SUPPORT CHANNEL SPANNING ACROSS THE MAIN SUPPORT CHANNELS AND NOT DEPEND ON THE METAL LATH FOR SUPPORT.
G. ALL RECESSED FIXTURES IN SUSPENDED CEILING AREAS SHALL BE INSTALLED USING FLEXIBLE CONDUIT AND #12 WIRE. THE FLEXIBLE CONDUIT SHALL BE CONNECTED TO THE FIXTURE AND THE COVER OF THE OUTLET BOX. DO NOT USE "DAISY CHAIN" METHOD OF THE SUITABILITY FOR SUCH USE.
H. RECESSED INCANDESCENT FIXTURES SHALL BE EQUIPPED WITH THERMAL PROTECTION AND SHALL BEAR THE UL LABEL INDICATING THE SUITABILITY FOR SUCH USE.
I. LENS MATERIAL FOR RECESSED FIXTURES SHALL BE 125 ACRYLIC THICK WITH A SQUARE PRISM PATTERN SIMILAR TO KSH-12.
J. ALL LIGHT FIXTURES SHALL BE STAMPED WITH THE MANUFACTURER AND CATALOGUE NUMBER IN A PLACE CONCEALED FROM PUBLIC VIEW.
(1.) LAMP
A. FLUORESCENT LAMPS SHALL BE ENERGY SAVINGS, COOL WHITE, T-8 SERIES OF WATTAGE INDICATED ON THE PLANS.
B. INCANDESCENT LAMPS SHALL BE OF THE WATTAGE INDICATED ON THE PLANS RATED AT 130V.

NOTES:

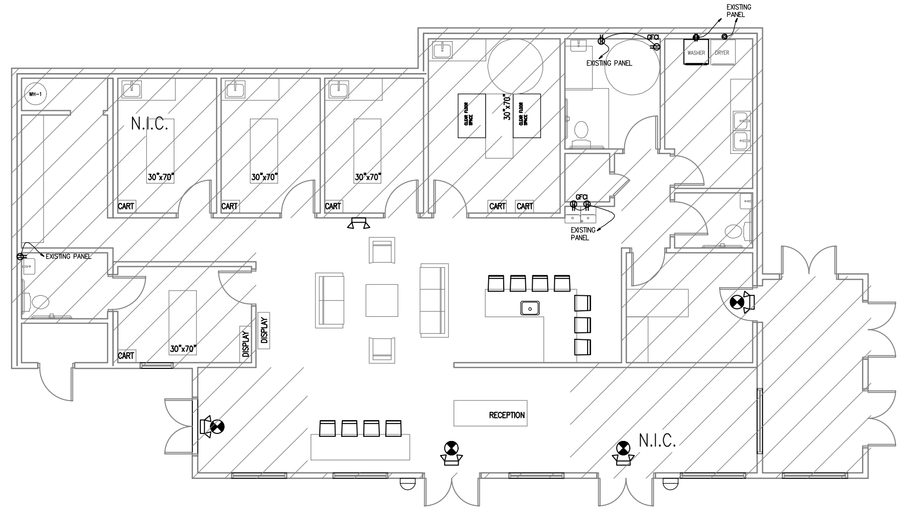
1. CONTRACTOR TO VISIT SITE & VERIFY EXISTING CONDITIONS.
2. CONTRACTOR TO VERIFY ALL EQUIP. LOAD & LOCATIONS.
3. ALL CIRCUIT TO HAVE GROUND CONDUCTOR.
4. ALL CONDUITS ARE TO BE RUN CONCEALED.
5. CONTRACTOR SHALL PROVIDE PHONE AND DATA OUTLET.
6. LIGHTING SHALL BE CONTAINED IN CUT-OFF TYPE LUMINARIES AND SHALL BE DIRECTED IN TOWARD THE PROPERTY SO AS NOT TO REFLECT INTO ADJACENT RESIDENTIAL PROPERTIES.
7. EXTERIOR LIGHTS ARE FULL CUT-OFF TYPE AND NO CHANGES WILL BE MADE.
8. LIGHTS WALL SWITCHES SHALL BE OCCUPANCY SENSOR TYPE WITH LOCAL SWITCH OVERRIDE CAPABILITIES WITH A MAXIMUM OF 30 MINUTES TO TURN LIGHTS OFF IN UNOCCUPIED SPACES FOR CONFERENCE ROOM AND BREAK ROOM. EXCEPTIONS – FOR KITCHEN AND MULTI-PURPOSE ROOMS PROVIDE 24 HOUR TIME LOCK AND CONTRACTOR FOR AUTOMATIC TURNING OFF LIGHTING IN THESE AREAS. PROVIDE LOCAL TIMED OVERRIDE FOR CONTRACTOR.
9. EMERGENCY & EXIT LIGHTING TO BE CONNECTED TO BE CONNECTED AHEAD OF ANT LOCAL SWITCHING.
10. ALL THE ELECTRICAL SUBMITTAL MUST INCLUDE LISTING AND LABELING STATEMENTS.
11. ALL ELECTRICAL MATERIALS, DEVICES, APPLIANCES, AND APPROVED THIRD PARTY TESTING AGENCY.

LEGEND

SYMBOL	DESCRIPTION	NOTES
	PANELBOARD	
	DISCONNECT	
	DUPLEX RECEPTACLE N: NEW/ E: EXISTING/ R: REPLACE	
GFCI	WEATHER PROOF/ GFCI DUPLEX RECEPTACLE N: NEW/ E: EXISTING/ R: REPLACE	
	DUPLEX CEILING MOUNTED RECEPTACLE N: NEW/ E: EXISTING/ R: REPLACE	
	DUPLEX CEILING DROPCORD N: NEW/ E: EXISTING/ R: REPLACE	
	QUAD RECEPTACLE N: NEW/ E: EXISTING/ R: REPLACE	
	DATA OUTLET	
	CONDUIT RUN – ARROW DENOTES HOMERUN	
	CONDUIT UNDER SLAB OR BELOW GRADE	
	EXPOSED CONDUIT	
J	JUNCTION BOX	
D	DUCT MOUNTED SMOKE DETECTOR	

SHEET NOTES

1. ALL POWER OUTLETS IN THE EMPLOYEE LOUNGE ARE TO BE GFCI.
2. ALL POWER OUTLETS IN THE RESTROOM ARE TO BE GFCI.
3. ALL POWER OUTLETS IN THE OFFICE/PUBLIC AREA TAMPER RESISTANCE RECEPTACLE MOUNTED 18" AFF UON..



1 POWER PLAN
SCALE: 3/16"= 1'-0"

G.C. TO FIELD VERIFY EXISTING SITE CONDITION AND NOTIFY ARCHITECT IF THERE IS ANY DISCREPANCY.

KEY NOTES

1. EXISTING 200 AMP PANEL A
2. EXISTING 150 AMP PANEL B

PROVIDE NEW OUTLET FOR RECEPTION DESK, OFFICE, EMPLOYEE LOUNGE, RESTROOMS AND DATA SUPPLY RM GC TO COORDINATE WITH THE OWNER FOR THE EXACT LOCATION. GC TO COORDINATE WITH THE SUB CONTRACTOR FOR THE DATA LINE INSTALLATION.

EXISTING ELECTRICAL SERVICE FOR EX. AHU-1. EX. AHU-2. EX. CU-1. EX. CU-2.

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INTERIOR BUILD-OUT FOR
FAR EAST BEAUTY
1 1 1 5 UPPER HEMBREE RD. STE. A
ROSWELL, GA 30076

SEAL: GEORGIA REGISTERED PROFESSIONAL ENGINEER No. PE037386 YOUNG GYU SONG

FOR:

1115 HEMBREE RD. STE. A
ROSWELL, GA 30076

RELEASES / DATES
1. 03/22/2021 PER CITY & OWNER COMMENTS DATE:
2. DATE:
3. DATE:
4. DATE:
5. DATE:

NOT FOR CONSTRUCTION ☐
RELEASED FOR CONSTRUCTION ☒

DRAWN BY: L. YUAN
REVIEWED BY: L. YUAN

SHEET TITLE:
POWER PLAN

DATE: 1.20.2021
PROJECT NUMBER: Y2020-AH01-01

SHEET NUMBER
E-1.0

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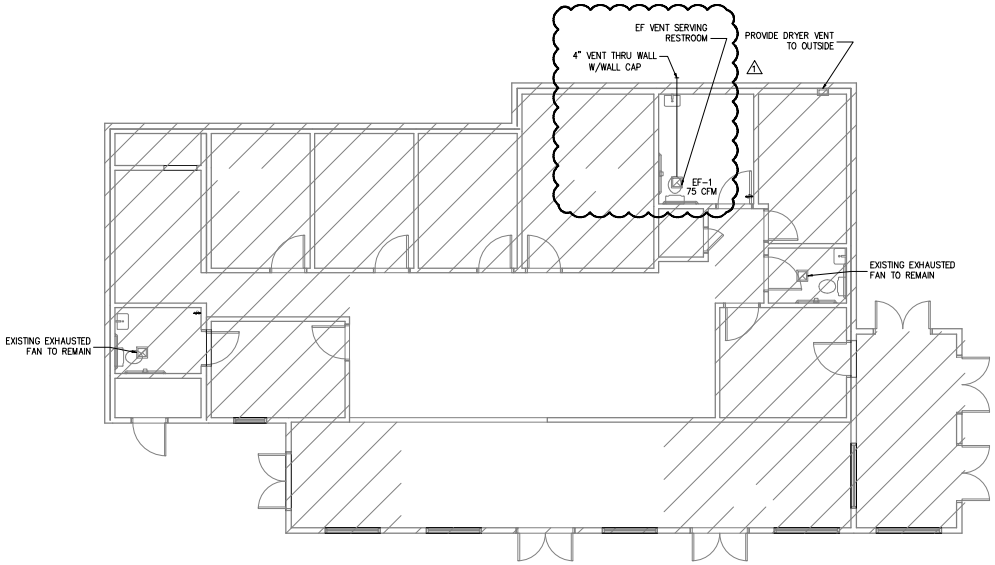


1 HVAC PLAN
SCALE: 3/16"= 1'-0"

HVAC SCHEDULES

FAN SCHEDULE

MARK	LOCATION	TYPE	CFM	EXT SP IN WG	DRIVE	MOTOR		WEIGHT (LB)	REMARKS	NOTES
						HP	V/PH/HZ			
EF-1	RESTROOM	CEILING MOUNT	75	1.0	DIRECT	0.75	110/1/60	--		NEW

ALL EXISTING SUPPLY & RETURNS. ALL USE AS IS. PROVIDE NEW SUPPLY AIR GRILLE AND RETURN FOR NEW OFFICE, NEW RESTROOM AND EMPLOYEE LOUNGE AS SHOWN, TIE TO EXISTING MAIN DUCT, V.I.F. PROVIDE NEW EF-2 FOR NEW RESTROOM, TIE TO EXISTING EF VENT, V.I.F.

GENERAL NOTE

MECHANICAL NOTES

1. Mechanical contractor shall obtain the mechanical permit for the work.
2. Contractor shall make the existing heatingand air condition equipment operable for the intended use to meet the current code requirements.
3. Duct work shall pass leak test.
4. All duct work shall have proper 2" thick fire insulation and shall have access door to clean inside of the ducts.
5. Clean all existing air handling diffusers in the space.

NOTE:
Low pressure insulated flexible duct shall be designed in accordance with ACCA (Air Conditioning Contractors of America) duct sizing calculation based on a friction loss of 0.1. The degree and amount of radius bends will also affect the calculated air flow. route duct to prevent oval flex as recommended by the manufactirer. The following chart is based on straight runs and is taken from the ACCA duct sizing calculations.

CFM	FLEXDUCT DIAMETER
0 – 80	6"
81 – 165	8"
166 – 300	10"
301 – 500	12"
501 – 650	14"

LEGEND

S HVAC SUPPLY 18"X6"

R HVAC RETURN 18"X8"

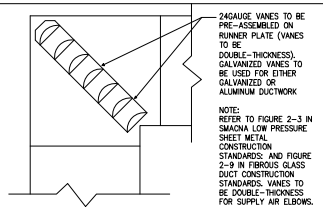
HVAC SUPPLY 12"X12"

RESTROOM FAN

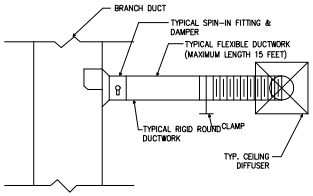
T WALL MOUNTED THERMOSTAT

*G.C. TO COORDINATE THERMOSTAT LOCATION WITH OWNER.

DETAILS



SQUARE ELBOW DETAIL



TYPICAL RIGID ROUND DUCT TAKE – OFF

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SEAL

GEORGIA REGISTERED PROFESSIONAL ENGINEER No. PE087380 YOUNG GYU SONG

FOR

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03/22/2021 PER CITY & OWNER COMMENTS DATE:
DATE:
DATE:
DATE:
DATE:

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RELEASED FOR CONSTRUCTION ☒

DRAWN BY: L. YEAN
REVIEWED BY: L. YEAN

SHEET TITLE:

HVAC PLAN

DATE: 1.20.2021
PROJECT NUMBER: Y2020AHD1-01

SHEET NUMBER

M-1.0

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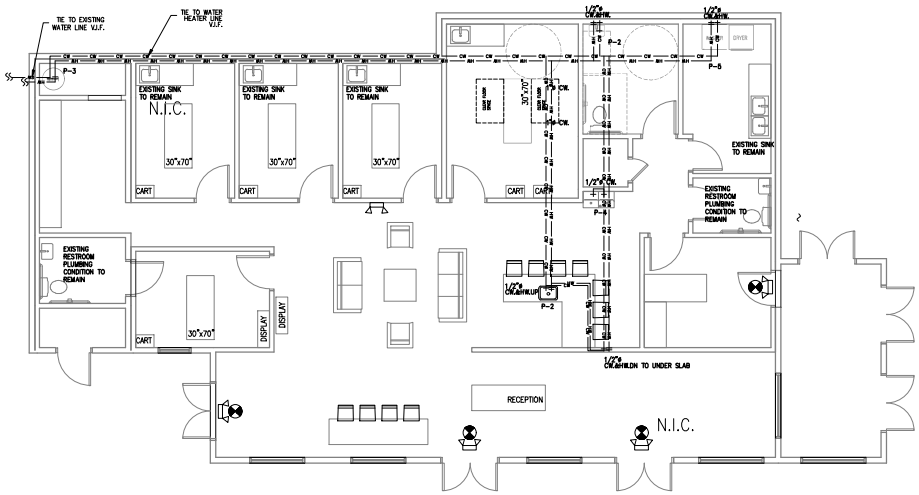
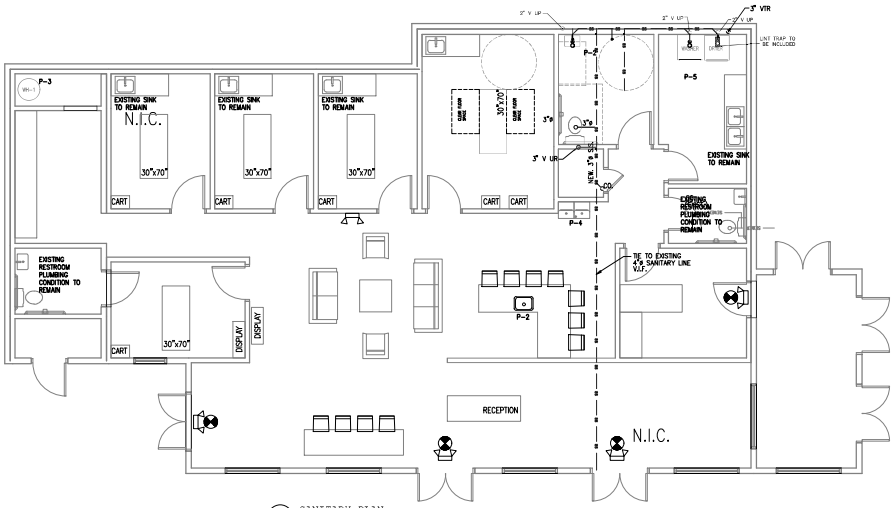


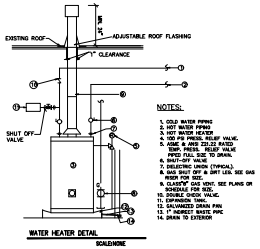
1 WATER & GAS PLAN
SCALE: 3/16"= 1'-0"

GC TO FIELD VERIFY EXISTING CONDITION, BACKFLOW PREVENTER AND METER LOCATION PRIOR TO START OF CONSTRUCTION AND NOTIFY ARCHITECT IF THERE IS ANY DISCREPANCY.



2 SANITARY PLAN
SCALE: 3/16"= 1'-0"

WATER HEATER DETAIL



PLUMBING FIXTURE CALCULATION

OCCUPANCY CLASSIFICATION: BUSINESS
OCCUPANT LOAD : 22 PERSONS

1 WATER CLOSETS REQUIRED PER IPC 2018
2 WATER CLOSETS PROVIDED.

1 LAVATORY REQUIRED PER IPC 2018
2 LAVATORIES PROVIDED.

1 HI-LO DRINKING FOUNTAIN PROVIDED.

GENERAL NOTE

PLUMBING NOTES:

1. DRAWING ARE DIAGRAMMATIC ONLY AND SHOW THE INTENT OF THE DESIGN. THE CONTRACTOR SHALL PROVIDE ALL MATERIALS AND LOBOR TO INSTALL A COMPLETE AND OPERATING SYSTEM. THE CONTRACTOR SHALL APPLY FOR AND PAY FOR ALL REQUIRED PERMITS AND INSPECTIONS.
2. PLUMBING SHALL CONFIRM TO THE MOST UPDATED LOCAL PLUMBING CODE. ALL NATURAL GAS PIPING (NP) AND CONNECTIONS SHALL BE INSTALLED IN ACCORDANCE WITH THE CURRENT GAS CODE AND STATE AND LOCAL AMENDMENTS.
3. ALL SANITARY, WASTE AND VENT PIPE SHALL BE SCHEDULE 40 DWV PVC OR ABS PIPING AND FITTINGS.
4. ALL HOT AND COLD WATER PIPING AND FITTING ABOVE GROUND SHALL BE RIGID TYPE 'L' COPPER AND PIPING AND FITTINGS. BELOW GROUND SHALL BE RIGID TUBE TYPE "K" COPPER. ALL NATURAL GAS PIPE AND FITTINGS SHALL BE SCHEDULE 40 BLACK STEEL WITH SCREWED FITTINGS FOR PIPES 2" AND SMALLER, WELDED FITTINGS FOR PIPES LARGER THAN 2".
5. ALTERNATE MANUFACTURERS OF PLUMBING FIXTURES, FLOOR DRAINS, CLEANOUTS AND GREASE INTERCEPTOR MAY BE USED WITH THE APPROVAL OF THE ENGINEER. EQUIPMENT CUT SHEETS SHALL BE SUBMITTED TO ENGINEER FOR APPROVAL.
6. ALL PLUMBING FIXTURES SHALL COMPLY WITH ANSI 117.1, 1980. OR LOCAL REQUIREMENT.
7. NOT USED
8. 1 INSTANT WATER HEATER IS NEW.
9. ALL WATER HEATER SHALL HAVE T&P RELIEVE VALVE WITH DISCHARGE PIPED TO 1'-0" ABOVE THE GROUND OUTSIDE OR NEAREST FLOOR DRAIN.
10. ALL PIPING SHALL BE HUNG FROM PIPE HUNGERS AS MANUFACTURED BY THE GRINNELL CO., OR EQUIVALENT, AT 10'-0" O.C. MAXIMUM. PERFORATED METAL STRAPS AND WIRE SHALL NOT BE USED.
11. NOT USED
12. ALL PLUMBING OUTLETS AND CONNECTIONS SHOWN ON THIS PLAN ARE FOR FIXTURES AND EQUIPMENT SHOWN ON F.E.C FLOOR PLAN ONLY. FOR ADDITIONAL FLOOR DRAINS AND BUILDING PLUMBING REQUIREMENTS SEE ARCHITECT, GENERAL CONTRACTOR, OR OWNER.
13. PLUMBING CONTRACTOR TO CONNECT ALL WATER LINES, GAS LINES, (FIRE SYSTEM SOLENOID), WASTE LINES, ETC. FOR SINKS, ETC. AND RUN DRAIN LINES FROM ALL REFRIGERATED UNITS, ETC. (SEE NOTE #5) TO FLOOR DRAINS AND DIRECT OR INDIRECT WASTE LINES TO BE NOT SMALLER THAN NIPPLE OF FIXTURE ITSELF.
14. WATER PROVIDED TO COFFEE URNS OR COFFEE MAKERS MUST NOT FEED OFF WATER SOFTENERS, UNLESS OTHERWISE DIRECTED. EACH EQUIPMENT MUST HAVE SEPARATE FEED W/CUT VALVE.
15. ALL WORK SHOWN ON FIXTURE PLUMBING PLAN AND OUTLINED IN ABOVE NOTES TO BE PERFORMED BY PLUMBING CONTRACTOR UND BUILDING CONTRACT. IT IS THE PLUMBING CONTRACTOR'S RESPONSIBILITY TO SEE THAT HIS PHASE OF WORK MEETS AND IS INSTALLED IN ACCORDANCE WITH STANDARDS REQUIRED BY ALL GENERAL STATE AND FEDERAL LAWS (INCLUDING HEALTH CODES) AND ANY AND ALL CODES PECULIAR TO THE MUNICIPALITY OF AREA WHERE JOB IS BEING INSTALLED.
16. ALL REFRIGERATION UNITS WITHIN FACILITY MUST MEET CURRENT NSF 7 STANDARDS AND UL APPROVED.
17. ALL PLUMBING FIXTURES SHALL BE HIGH EFFICIENCY.

NOTES:

1. MINIMUM TOP THICKNESS-6" (INCHES) MINIMUM TOP THICKNESS IN PAVED AREA -8" (INCHES).
2. MAXIMUM FOUR (4) COURSES OF BRICK ALLOWED TO ADJUST FRAME AND COVER.
3. ADJUSTMENTS GREATER THAN ONE (1) FOOT REQUIRE FOUR (4) FOOT DIAMETER MANHOLE RISER.

LEGEND

—GAS— —GAS—	GAS SUPPLY LINE
—CW— —CW—	CW. LINE
—HW— —HW—	HOT WATER LINE
—SEWER—	SEWER LINE

LEGEND

- COLD WATER
- HOT WATER
- HUB DRAIN
- FLOOR DRAIN
- FLOOR SINK DRAIN

ABBREVIATIONS :

CO	CLEAN OUT
CW	COLD WATER
FD	FLOOR DRAIN
FSD	FLOOR SINK DRAIN
HD	HUB DRAIN
TD	TRENCH DRAIN
HW	HOT WATER
V	VENT
WH	WATER HEATER
HS	HAND SINK

PLUMBING FIXTURE CONNECTION SCHEDULE

PLUMBING FIXTURE CONNECTION SCHEDULE

SYMBOL	DESCRIPTION	MINIMUM CONNECTION SIZE				REMARKS
		WASTE	VENT	CW	HW	
P-1	WATER CLOSET (A.D.A.)	4"	2"	1/2"	---	
P-2	LAVATORY (A.D.A.)	2"	2"	1/2"	1/2"	
P-3	WATER HEATER (EXISTING)	---	---	3/4"	3/4"	
P-4	DRINKING FOUNTAIN	2"	2"	1/2"	---	

NOTES: 1. ALL PLUMBING FIXTURES TO BE HIGH EFFICIENCY FIXTURES, PER 2020 GA AMENDMENTS TO 2018 IPC
2. EVERY DRY VENT SHALL RISE VERTICALLY TO A MINIMUM OF 6 INCHES ABOVE THE FLOOD LEVEL RIM OF THE HIGHEST TRAP OR TRAPPED FIXTURE BEING VENTED.

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DATE:

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DRAWN BY: L.YUAN
DESIGNED BY: L.YUAN

SHEET TITLE:

PLUMBING PLANS

DATE: 1.26.2021
PROJECT NUMBER: Y2025AHD1-01

SHEET NUMBER

P-1.0

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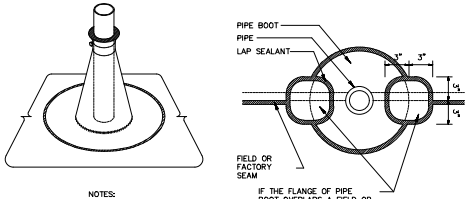
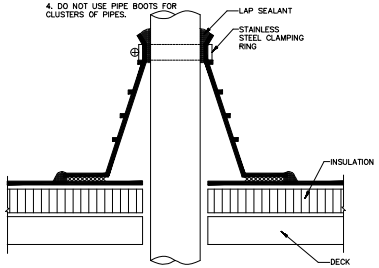
PIPE PENETRATION DETAIL



NOTES:

1. FLANGE OF PIPE BOOT MUST BE LEVEL
2. DO NOT OVERLAP PIPE BOOT FLANGES.
3. DO NOT CUT & PATCH PIPE BOOTS.
4. DO NOT USE PIPE BOOTS FOR CLUSTERS OF PIPES.

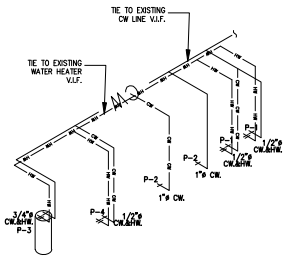
IF THE FLANGE OF PIPE BOOT OVERLAPS A FIELD OR FACTORY SEAM, A 6"x6" (MIN.) PIECE OF FORMFLASH, CENTERED OVER THE INTERSECTION, IS REQ'D.



NOTES:

1. PIPE BATTEN REQUIRED WHEN THIS DETAIL IS USED ON MECHANICALLY ANCHORED SYSTEMS.
2. REMOVE ALL EXISTING FLASHINGS, LEADS ETC. PIPE SURFACE MUST BE FREE OF ALL RUST, GREASE, ETC.
3. PIPE MUST BE ANCHORED TO BOTTOM SIDE OF DECK TO ASSURE STABILITY.
4. INSTALL PER ROOFING MANUFACTURER'S RECOMMENDATIONS.

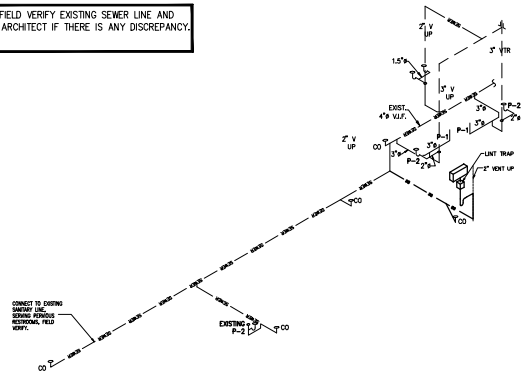
WATER RISER DIAGRAM



GC TO FIELD VERIFY EXISTING WATER LINE AND NOTIFY ARCHITECT IF THERE IS ANY DISCREPANCY.

SANITARY RISER DIAGRAM

GC TO FIELD VERIFY EXISTING SEWER LINE AND NOTIFY ARCHITECT IF THERE IS ANY DISCREPANCY.



Y STUDIO, LLC
853 S. PEACHTREE ST. STE. 104
NORCROSS, GA 30071
TEL: 770.355.7423
FAX: 770.242.0257
EMAIL: LOUIS@THEYSTUDIO.COM

INTERIOR BUILD-OUT FOR
FAR EAST BEAUTY
1115 UPPER HEMBREE RD. STE. A
ROSWELL, GA 30076

SEAL

GEORGIA REGISTERED PROFESSIONAL ENGINEER
No. PE087386
YOUNG GYU SONG

FOR:

1115 HEMBREE RD. STE. A
ROSWELL, GA 30076

RELEASES / DATES

03/22/2021 PER CITY & OWNER COMMENTS	DATE:
	DATE:
	DATE:
	DATE:
	DATE:

NOT FOR CONSTRUCTION ☐
RELEASED FOR CONSTRUCTION ☒

DRAWN BY: L. YUAN
DESIGNED BY: L. YUAN

SHEET TITLE:

PLUMBING RISER DIAGRAM

DATE: 1.20.2021
PROJECT NUMBER: 1202DAND1-01

SHEET NUMBER

P-2.0

Y STUDIO, LLC COPYRIGHT 2021

CITY COUNCIL MEETING
STAFF REPORT

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

I. AGENDA ITEM TITLE: Z-21-06/V-21-17 KIMBALL 154

PLANNING COMMISSION: JULY 1, 2021

CITY COUNCIL: JULY 26, 2021

II. RECOMMENDATION:

Approve Z-21-06/V-21-17 Kimball 154, subject to the following conditions:

1. The site, consisting of approximately 4.44 acres, shall be zoned O-P (Office-Professional) and developed substantially similar to site plan submitted by Kimley-Horn, dated 3/31/21, except for modifications required to comply with the conditions below.
2. Up to 25% of the office area may be used for support retail uses and conditional uses with approval of a conditional use, as listed in the O-P zoning district regulations.
3. Maximum building height shall be no greater than 3 stories and 48'.
4. Driveway spacing and impervious area shall be as depicted on the site plan prepared by Kimley-Horn, dated 3/31/21, except that 5% of the site shall have pervious hardscape or green roof, with final approval by Staff.
5. Minimum 20' building setback shall be provided along Kimball Bridge Road, except that building setbacks for the Bailey-Johnson School and Gymnasium buildings shall be as depicted on the site plan prepared by Kimley-Horn, dated 3/31/21.
6. Minimum parking shall be provided at a rate of 2.9 spaces/1,000 SF of office (gross). A 3rd level shall be permitted on the rear parking deck.
7. Architecture and materials of the new office building and renovation of the existing buildings shall be substantially similar to the submitted renderings, except for modifications required to comply with these conditions, subject to final approval by DRB.
8. Parking decks visible from Kimball Bridge Road shall be clad with a decorative exterior material, with final approval by DRB. A line-of-sight study shall be provided to determine if the rear parking deck would be seen from Kimball Place or Amber Park Drive. The study shall assume a 2-level and 3-level parking deck. If any portion of the rear deck is visible, it shall be screened with evergreen landscape material or clad with a decorative exterior material, with final approval by DRB.
9. Unique signage types, as depicted on the submitted renderings, shall be permitted with final approval by DRB.
10. Developer shall improve the Kimball Bridge Road streetscape to include a 10' travel lane, 4' shoulder/bike lane, 2' curb/gutter, 6' planter, and 8' sidewalk, as approved by Staff. Developer shall dedicate sufficient right-of-way in order for the City to maintain the sidewalk.
11. Developer shall improve two-way left turn lane/flush median, as depicted on the site plan prepared by Kimley-Horn, dated 3/31/21, with final approval by Staff.
12. Minimum 20' landscape strip shall be provided along Kimball Bridge Road, except that reduced landscape strip areas shall be permitted where existing buildings encroach on the landscape strip. Shrubs required to screen parking areas may overlap the landscape strip.
13. Foundation plantings, consisting of shrubs, vines and/or grasses, shall be required along buildings fronting Kimball Bridge Road, with final approval by DRB.
14. Decorative lighting and trees shall be placed on the upper level of the parking deck, as approved by DRB.

15. Sidewalks shall connect buildings to parking areas and the public sidewalk.
16. Developer shall save trees as depicted on the site plan prepared by Kimley Horn, dated 3/31/21. Developer shall make every effort to save additional trees on the property, including trees of quality of tree groupings.
17. Property owner shall designate the Bailey-Johnson School and Gymnasium buildings as a historic property under the City's Historic Preservation Incentive Zoning ordinance at such time that the buildings are at least 75 years old.
18. A marker shall be placed on the property recognizing the history of the Bailey-Johnson School.

III. REPORT IN BRIEF:

The applicant, KB Venture Partners, LLC, is requesting a rezoning of 4.44 acres from SU (Special Use) to O-P (Office-Professional) to allow for the construction of a 3-story, 120,000 square feet timber-frame office building and structured parking, as well as the adaptive re-use of the Bailey-Johnson School and Gymnasium buildings. Variances are requested to reduce building setbacks, increase maximum impervious area, increase building height, reduce driveway spacing, and reduce parking requirements. The property is located at 154 Kimball Bridge Road on the east side of Kimball Bridge Road and south of Kimball Place.

DISCUSSION

The submitted request, if approved, would allow for the adaptive re-use of the Bailey-Johnson School and Gymnasium buildings (circa 1950), as well as the construction of a 3-story, 120,000 square feet timber-frame office building and structured parking on 4.44 acres. The applicant's letter of intent indicates that the proposed development would likely be constructed as a single-phase. However, market conditions could dictate two (2) phases with the Bailey-Johnson buildings rehabilitated in a first phase and the new office building in a second phase. A rezoning is requested from SU (Special Use) to O-P (Office-Professional) and variances are requested to reduce building setbacks, increase maximum impervious area, increase building height, reduce driveway spacing, and reduce parking requirements. The property is located at 154 Kimball Bridge Road on the east side of Kimball Bridge Road and south of Kimball Place.

The subject property was originally developed as the Bailey-Johnson School in 1950 and most recently used by Fulton County Schools as a maintenance yard. Surrounding properties are zoned O-I (Office-Institutional) to the north and east, O-P to the south and R-8A/D (Dwelling, 'For-Sale', Attached/Detached Residential – Medium Density) to the west. The property has frontage along Kimball Bridge Road, with Parkway 400 Master Plan located to the north and east, Diamond Glass (formerly St. James United Methodist Church) to the south and Kimball Bridge Walk subdivision to the west. The property has a Comprehensive Land Use Plan designation of Corporate Office, which allows the applicant's zoning proposal.

The table below summarizes of the applicant's requested variances. The applicant's variance hardship is generally related to the re-use of the existing Bailey-Johnson School and Gymnasium buildings. In addition, the property also has an unusual shape and topographic challenges resulting from over 50' of elevation change on the property.

Kimball 154 – Variance Requests

UDC Sections	Regulations	UDC Requirement	Variance Request
2.2.12(D)	Front Building Setback	65'	20'
2.2.12(D)	Maximum Building Height	40'	48'
2.2, Table 2.1	Maximum Impervious Area	70%	75%
3.5.2(G)	Driveway Spacing	Min. 300'	220', 170', 80'
2.5.1(B)	Parking	640 spaces (4/1,000)	407 spaces (2.5/1,000)

A parking memo was provided by the applicant to justify the requested parking variance. The memo references an administrative parking reduction under Unified Development Code (UDC) Subsection 2.5.5(e), which allows up to a 50% parking reduction for office and commercial uses on a historic property. The Bailey-Johnson School is approximately 71 years old and does not yet qualify for designation as a historic property under the City's Historic Preservation Incentive Zoning ordinance. However, if approved, the applicant's requested parking variance would be within the 50% reduction allowed by the ordinance. In addition, Staff looked at ITE parking generation rates, which suggest that the 85th percentile of occupied spaces should be an estimated 465 spaces for a suburban office. Therefore, it is recommended that the development provide a minimum 465 parking spaces or at a rate of 2.9 spaces/1,000 square feet.

The proposed 20' front setback is consistent with the existing buildings, which are as close as six-feet (6') from the Kimball Bridge Road right-of-way. As it relates to the request to increase the maximum impervious area of the site, it is recommended that at least five percent (5%) of the site have pervious hardscape or a green roof.

SITE PLAN

The submitted site plan depicts the one (1) story, 20,000 square foot Bailey-Johnson School building and 2-story, 20,000 square foot Gymnasium building to remain on the southern half of the property. A new three (3) story, 120,000 square foot timber-frame office building with structured parking below and two (2) level parking deck to the rear is depicted on the northern half of the property. The applicant proposes to renovate the existing buildings for use as creative loft office space and service/amenity areas for office users. A 20' building setback is proposed along Kimball Bridge Road. However, the corner of the existing gymnasium is approximately six-foot (6') from Kimball Bridge Road and the southernmost portion of the existing school building is approximately seven-feet (7') from Kimball Bridge Road.

The site plan calls out 407 parking spaces, of which 347 spaces are located in the below-grade and 2-level, rear parking deck and 60 spaces are located in two (2) surface parking areas. The UDC requires four (4) parking spaces per 1,000 square feet for professional office, or 640 spaces. Access to the below-grade parking deck is from the main project entrance between the new 3-story office building and the existing gymnasium building and from the northernmost driveway aligning with the entrance to Kimball Bridge Walk at Stratham Drive.

Four (4) curb cuts are depicted providing access to the property from Kimball Bridge Road. The northernmost driveway provides access to the below grade parking deck, the two (2) southernmost curb cuts provide access to a small surface parking area and the center curb cut is the main entrance to the development and provides access to parking deck. An eight-foot (8') sidewalk is depicted along Kimball Bridge Road.

The applicant submitted a tree survey and assessment identifying ten (10) 'Good' condition specimen trees on the property, including several Red Oaks, an Elm, a Dogwood and two (2) Magnolias. The site plan depicts two (2) tree saves, including #353 (22" Magnolia) and #354 (25" Magnolia). It is recommended that the developer identify additional tree saves, which could include tree groupings and trees of quality. The site plan depicts an underground stormwater vault under the rear parking deck.

BAILEY-JOHNSON SCHOOL

The applicant's proposal includes the adaptive re-use of the Bailey-Johnson School and Gymnasium buildings. The buildings are proposed to be preserved, renovated, and used for office space and service/amenity areas for office users. According to *Alpharetta, Milton County – The Early Years*- (Mashburn, 2008) the Bailey-Johnson school has the following history:

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

TRAFFIC

The applicant provided a trip generation report, which shows that the proposed development is expected to generate 177 AM Peak Hour trips and 178 PM Peak Hour trips (see Table 1 below).

Table 1: Net New Trip Generation

Land Use	Density	Daily Traffic			AM Peak Hour		PM Peak Hour	
		Total	Enter	Exit	Enter	Exit	Enter	Exit
General Office Building (ITE 710)	160,000 SF	1,674	837	837	152	25	28	150
Gross Project Trips		1,674	837	837	152	25	28	150
Mixed-Use Reduction		*-0*	*-0*	*-0*	*-0*	*-0*	*-0*	*-0*
Alternative Mode Reduction		*-0*	*-0*	*-0*	*-0*	*-0*	*-0*	*-0*
Pass-by Reduction		*-0*	*-0*	*-0*	*-0*	*-0*	*-0*	*-0*
Net New Trips		**1,674**	**837**	**837**	**152**	**25**	**28**	**150**

Kimball Bridge Road is a two (2) lane roadway, which has a capacity of approximately 15,000-18,000 Vehicles Per Day (VPD). According to the City's Transportation Engineer, development traffic can be accommodated at acceptable levels of service (LOS) at existing intersections and the site driveways once the left turn lanes are provided. The two (2) lane section on Kimball Bridge Road will provide a LOS 'C' or better during the peak hours for traffic.

STANDARDS FOR ZONING CHANGES

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

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

Response: The zoning proposal is consistent with the Comprehensive Land Use Plan designation of the property, which is 'Corporate Office'. The current zoning, SU (Special Use), is typically reserved for publicly owned properties.

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

Response: The zoning proposal would not adversely affect the existing use and usability of adjacent properties. The area is predominately designated 'Corporate Office' and developed with office uses, except for the Kimball Bridge Walk and Braeden subdivisions.

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

Response: The proposed development would not adversely affect the natural environment. The proposed adaptive re-use of the Bailey-Johnson School buildings significantly limits the buildable area of the property and therefore the applicant's ability to save additional trees.

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

Response: The property is zoned SU (Special Use), which is typically applied to publicly owned properties. Therefore, the property, as currently zoned, is significantly limited in its use.

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

Response: The zoning proposal would have no impacts on schools and would generate 178 PM Peak Hour trips, of which Kimball Bridge Road has available capacity.

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

Response: Not applicable.

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

Response: The zoning proposal reflects a reasonable balance. The proposed rezoning is consistent with the future land use designation of the property.

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

Response: The property is zoned SU (Special Use), which is typically applied to publicly owned properties. Therefore, the property, as currently zoned, is significantly limited in its use.

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

Response: The Comprehensive Land Use Plan designation of the property is 'Corporate Office', which allows the proposed office development.

VARIANCE REVIEW CRITERIA

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

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

Response: There are extraordinary conditions pertaining to the subject property due to its unusual shape, topographic challenges, as well as the proposed re-use of the existing Bailey-Johnson School and Gymnasium buildings. The Bailey-Johnson School buildings are within six-feet (6') of the Kimball Bridge Road right-of-way. A parking reduction can be supported given the preservation of the Bailey-Johnson buildings. However, it is recommended that the property have at least 2.9 spaces/1,000 square feet based on Staff's analysis. In addition, it is recommended that at least five percent (5%) of the site have pervious hardscape.

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

Response: The requested variances would likely not be needed, if the applicant was not saving the Bailey-Johnson School buildings.

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

Response: There are peculiar conditions pertaining to the subject property due to its unusual shape, topographic challenges, as well as the proposed re-use of the existing Bailey-Johnson School and Gymnasium buildings. The Bailey-Johnson School buildings are within six-feet (6') of the Kimball Bridge Road right-of-way. A parking reduction can be supported given the preservation of the Bailey-Johnson buildings. However, it is recommended that the property have at least 2.9 spaces/1,000 square feet based on Staff's analysis. In addition, it is recommended that at least five percent (5%) of the site have pervious hardscape.

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

Response: Relief, if granted, would not cause substantial detriment to the public good. The Bailey-Johnson School buildings are within six-feet (6') of the Kimball Bridge Road right-of-way. A parking reduction can be supported given the preservation of the Bailey-Johnson buildings. However, it is recommended that the property have at least 2.9 spaces/1,000 square feet based on Staff's analysis. In addition, it is recommended that at least five percent (5%) of the site have pervious hardscape.

CONCURRENCES

Staff has reviewed the applicant's proposal and finds that the request does not conflict with the established review criteria for a rezoning and variance. The rezoning request is consistent with the Comprehensive Land Use Plan designation of the property, which is 'Corporate Office'. The

new 3-story office building will be timber-frame construction, which is desirable for creative, loft office buildings. In addition, the adaptive re-use of the Bailey Johnson School and Gymnasium buildings will preserve the history of the property.

The requested variances generally can be supported given the hardship of an unusually-shaped property, topographic challenges resulting from nearly 50' of elevation change on the property, and the proposed adaptive re-use of the existing Bailey-Johnson School buildings. If approved, it is recommended that the property be designated under the City's Historic Preservation Incentive Zoning ordinance, the development have at least 2.9 spaces/1,000 square feet, and an additional five percent (5%) of the site have pervious hardscape or a green roof.

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 the applicant held two (2) community meetings on 5/27/2021 and 6/1/2021. According to the applicant, attendees were in support of the proposed development. One area of concern was traffic, particularly the driveway aligning with Stratham Drive and whether or not it would impact traffic in and out of Kimball Bridge Walk. The speed of traffic along Kimball Bridge Road was also a concern.

COMMUNITY ZONING INFORMATION MEETING

The CZIM was held on June 9, 2021. There were questions and comments from area residents, including concerns with the applicant's secondary driveway aligning with their entrance (Stratham Drive) and how that could impact traffic in and out of Kimball Bridge Walk. A resident asked if a roundabout has been considered at that location. A resident asked about the City's long-range plans for this section of Kimball Bridge Road, of which the City does not currently have any funded, final plans. Additional questions included project timeline and if the sidewalk would be extended to the south.

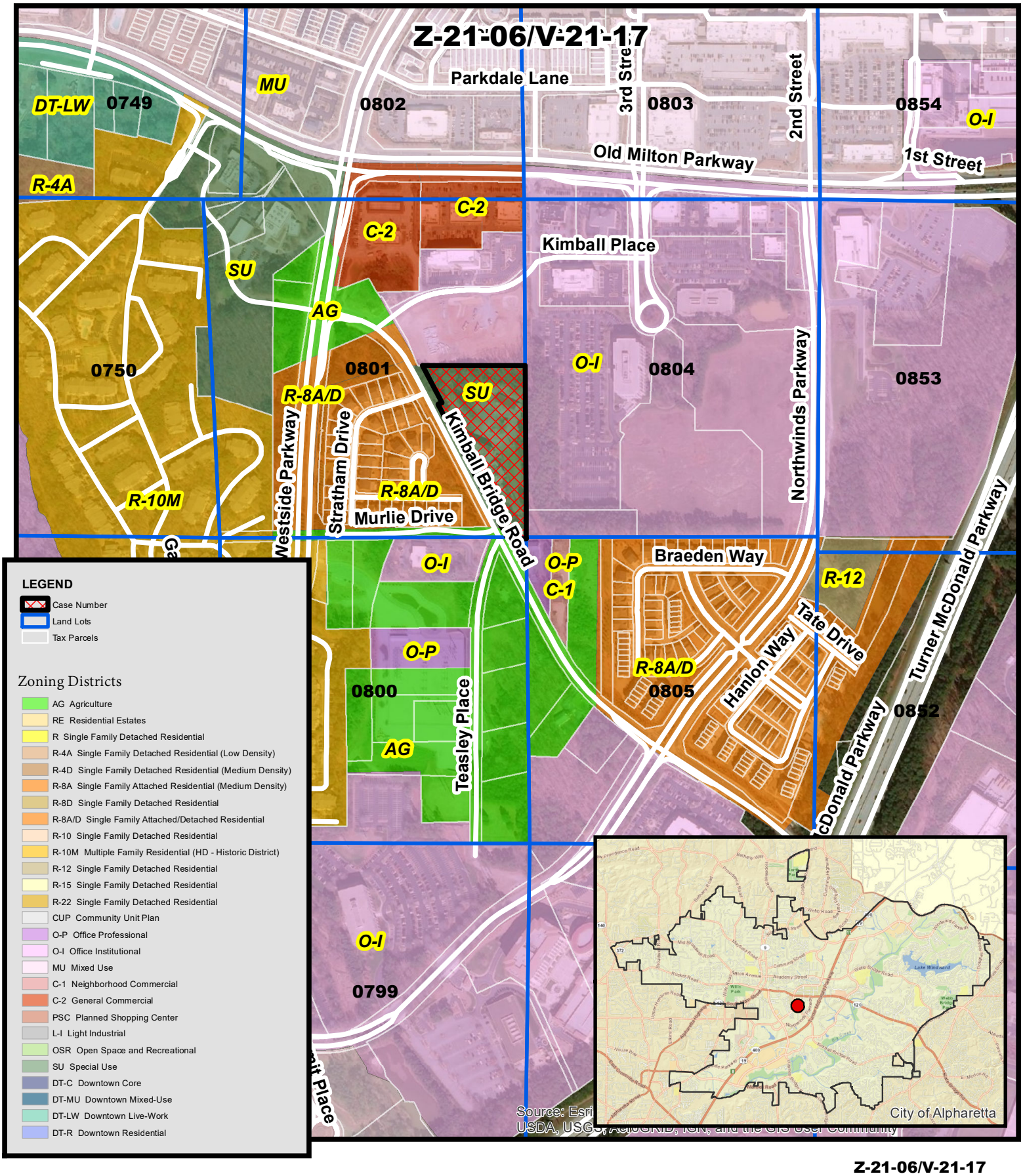
IV. ATTACHMENTS:

- Site Plan
- Renderings

Aerial Map
Kimball 154
154 Kimball Bridge Rd

Z-21-06/V-21-17
D/LL: 1/2/801
PC: 7/1/21
CC: 7/26/21

Location Map Provided by:
Community Development - GIS

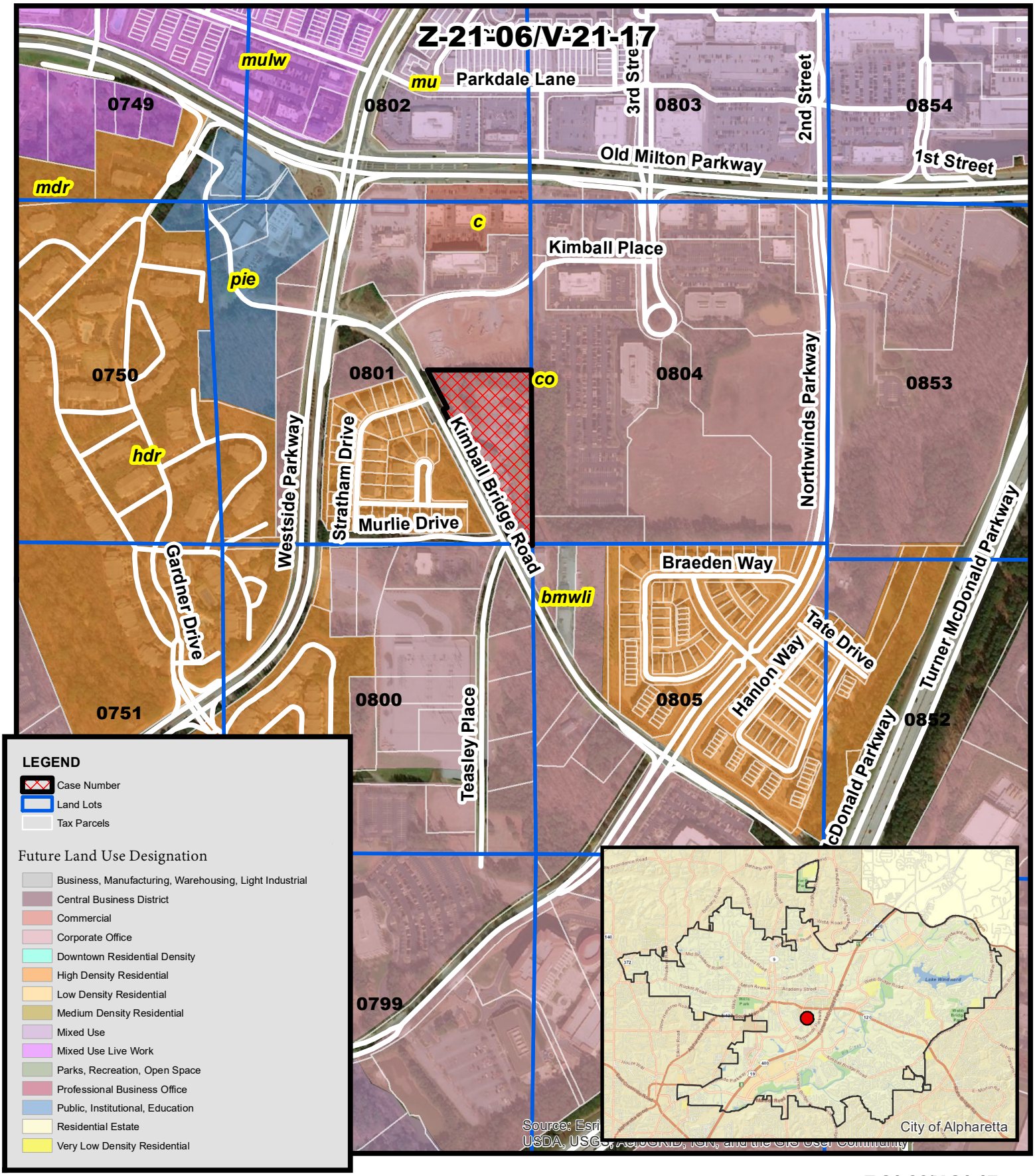


Z-21-06/V-21-17
D/LL: 1/2/801
PC: 7/1/21
CC: 7/26/21

Zoning Map
Kimball 154
154 Kimball Bridge Rd

THE CITY OF ALPHARETTA GEORGIA

Location Map Provided by:
Community Development - GIS

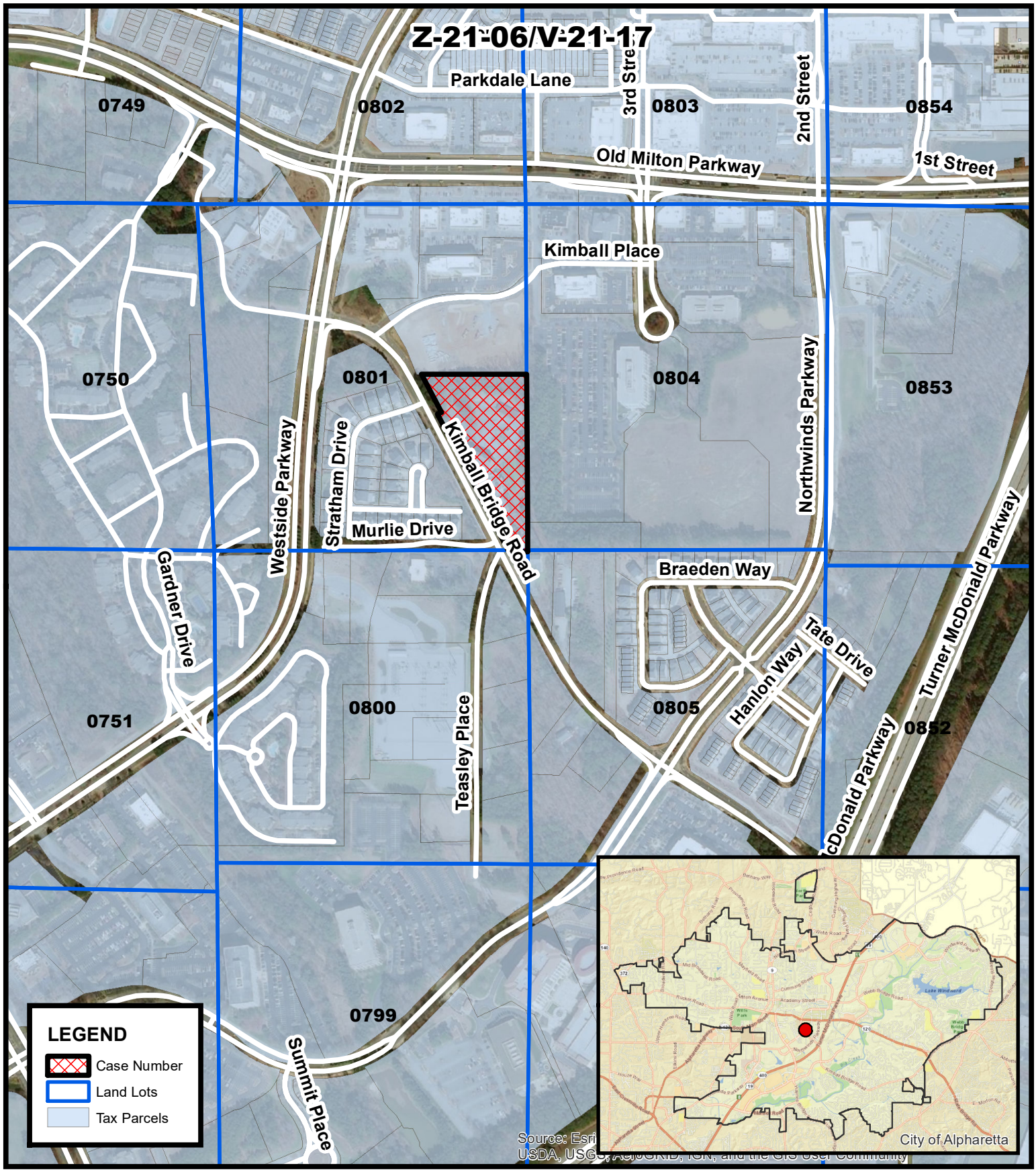


Z-21-06/V-21-17
D/LL: 1/2/801
PC: 7/1/21
CC: 7/26/21

Future Land Use
Kimball 154
154 Kimball Bridge Rd

THE CITY OF ALPHARETTA GEORGIA

Location Map Provided by:
Community Development - GIS



Z-21-06/V-21-17
D/LL: 1/2/801
PC: 7/1/21
CC: 7/26/21

Location Map
Kimball 154
154 Kimball Bridge Rd

THE CITY OF ALPHARETTA GEORGIA

Location Map Provided by:
Community Development - GIS

COMMUNITY DEVELOPMENT
COMMUNITY ZONING INFORMATION MEETING
JUNE 9, 2021
ZOOM
6:00 PM

I. Staff Present
   a. Kathi Cook
   b. Michael Woodman
   c. Ben Kern
   d. Lauren Shapiro
II. Kimball 154
   a. Applicant Presentation: Matt Vyverberg
      i. Old Bailey-Johnson School transformation into creative office space
      ii. Zoning request: O-P
   b. Public Comment
      i. Jack Brooks (Resident of Kimball Bridge Walk)
         1. What is the amount of traffic proposed for this intersection, especially once COVID is finished? Have you considered the idea of adding a roundabout since cars fly down this road?
         2. What is the long-term plan for Kimball Bridge Road? Will the road be widened? If it were widened it would come into Kimball Bridge Walk subdivision.
      ii. Other comments:
         1. Where would the sidewalk be extended?
            a. Applicant: property line to property line.
         2. Timeline for project completion?
            a. Applicant: Our hope would be to begin in Quarter 1 of 2022, and that it would take 14 months of construction to build and develop the site.
III. There were no chat comments for this CZIM.

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: 154 Kimball Bridge Adaptive Reuse and Redevelopment

Contact Name: KB Venture Partners, LLC - Bruce Fernald Telephone: 770-366-0744

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

There has been no written communication received from the public at this point in time.

The attendees at the 052721 and 060121 500' Owner's meetings were very much in support of the 154 Kimball Bridge proposed development and expressions of support and positive feelings toward the development were expressed by most of those in attendance.

There one area of concern was traffic and in particular the ingress and egress under the new office building and how this might impact the traffic in and out of the Kimball Bridge Walk subdivision to the West of the property. Referencing the traffic study by Kimley-Horn, as well as subsequent follow up with Kimley-Horn, it was determined that this issue should not be a problem as the conditions are standard and adequate.

Additionally, there was some concern regarding the speed at which cars are currently traveling at on Kimball Bridge Road.

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
- [x] Telephone
- [x] Group Meeting
- [ ] Email
- [ ] Other *(Please Specify)* _____

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

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

Signature of Authorized Agent: _____ Date: 6/2/21

Print Form

KB Venture Partners, LLC
1240 Bay Pointe Terrace
Alpharetta, GA 30005

MEMORANDUM & INVITATION

DATE: May 17, 2021

MEMO TO: Property Owners within 500 feet of 154 Kimball Bridge Road
City of Alpharetta – Planning Department

MEMO FROM: KB Venture Partners, LLC c/o Fred C. Kay (fckay@comcast.net)

RE: 154 Kimball Bridge, Alpharetta
City of Alpharetta re-zoning request notification
Invitation to learn more on May 27th and June 1st

Please be advised that KB Venture Partners, LLC (KB) has submitted a re-zoning request and application for the 4+ acre property located at 154 Kimball Bridge. This property includes the Bailey-Johnson School existing buildings and additional surrounding vacant land to be developed. 154 Kimball Bridge represents the opportunity for the redevelopment of the vintage Bailey-Johnson school, complimented by a new timber-frame office building, into Alpharetta's first authentic creative office community. This sought after combination of walkable location, inspiring interiors, expansive windows and private outdoor spaces is an ideal office platform for Alpharetta's tech and creative industries.

The Bailey – Johnson school includes a 21,321 SF main school building and a 19,234 SF gymnasium. The two structures offer a unique loft-office character with expansive windows, exposed concrete ceilings, and scenic views atop one of the highest points in the city. These historic building characteristics are very rare to the North-Fulton area and highly sought after by many technology and creative companies in the submarket.

The proposed development plan also includes new construction of a complementary 115,493 SF 3-story office building and a two-level parking structure (466 parking spaces at 3.5 spaces per 1,000 SF) allowing a more expansive opportunity to fulfill the market demand for this product type.

The partners of KB would like to invite you to attend one of our information meetings which will be held on May 27th and June 1, 2021 at the Alpharetta City Hall Building in the Multi-Purpose Room (Community Room) from 7:00PM to 8:00PM. It is our sincere desire to be great neighbors and we want to keep you informed as to our plans and progress. We hope to meet you on May 27th or June 1st.

Attached herein please find the following images for your review:

- 154 Kimball Bridge Site Overview.
- 154 Kimball Bridge – Existing Bailey-Johnson School Photos.
- 154 Kimball Bridge – New Project Vision.

THANK YOU!

KB Venture Partners, LLC
1240 Bay Pointe Terrace
Alpharetta, GA 30005

MEMORANDUM & INVITATION

DATE: May 24, 2021

MEMO TO: Property Owners within 500 feet of 154 Kimball Bridge Road
City of Alpharetta – Planning Department

MEMO FROM: KB Venture Partners, LLC c/o Fred C. Kay (fckay@comcast.net)
c/o Bruce Fernald (bf@bdurban.com) [redacted]

RE: 154 Kimball Bridge, Alpharetta
City of Alpharetta File # Z-21-06/V-21-17
City of Alpharetta re-zoning request notification: CZIM Zoom Call 060921 at 6:00PM

Please be advised that KB Venture Partners, LLC (KB) has submitted a re-zoning request and application for the 4+ acre property located at 154 Kimball Bridge. This property includes the Bailey-Johnson School existing buildings and additional surrounding vacant land to be developed. 154 Kimball Bridge represents the opportunity for the redevelopment of the vintage Bailey-Johnson school, complimented by a new timber-frame office building, into Alpharetta's first authentic creative office community.

The purpose of this Memorandum & Invitation is to serve as a public notice for a Public Hearing for the re-zoning application submitted by KB Venture Partners, LLC with respect to the property located at 154 Kimball Bridge Road in the City of Alpharetta. **A Community Zoning Information Meeting (CZIM) will be held via Zoom on Wednesday, June 9, 2021 at 6:00PM. The link to the meeting is https://zoom.us/j/98955453468.** The CZIM is an informal virtual meeting with the community to provide an opportunity for the public to learn more about the re-zoning request and ask questions and provide comments. Applicants are asked to provide a brief presentation and respond to questions and comments from the public. City staff will provide presentation slides related to the application. **Please also note that that there will be a City of Alpharetta Planning Commission Meeting on Thursday, July 1, 2021 and a City Council meeting on Monday, July 26, 2021 with both of these meetings starting at 6:30PM and taking place at Alpharetta City Hall, Council Chambers, located at 2 Park Plaza, Alpharetta, Georgia 30009.**

The proposed development includes the re-development of the Bailey – Johnson school which includes a 21,321 SF main school building and a 19,234 SF gymnasium. The two structures offer a unique loft-office character with expansive windows, exposed concrete ceilings, and scenic views atop one of the highest points in the city. These historic building characteristics are very rare to the North-Fulton area and highly sought after by many technology and creative companies in the submarket.

The proposed development plan also includes new construction of a complementary 115,493 SF 3-story "timber frame" office building and a two-level parking structure (407 parking spaces at 3 spaces per 1,000 SF) allowing a more expansive opportunity to fulfill the market demand for this product type.

Variances requested by the applicant are as follows:

Proposed reduction of the 50' front setback to a 20' front setback.
Proposed impervious area coverage variance from 70% to 75%.
Proposed building height variance from 40' to 48'.
Proposed driveway spacing variance reduced from 300' (per site plan).
Proposed reduction in the total amount of required parking from 4.0/1,000 to 3.0/1,000SF.

Previously, you should have received from KB Venture Partners a Memorandum & Invitation dated May 17, 2021 regarding two informational meetings to be held by the applicant and inviting you to attend one of these meetings. These informational meetings will still be held on Thursday, May 27th and Tuesday, June 1, 2021 at the Alpharetta City Hall Building in the Multi-Purpose Room (Community Room) from 7:00PM to 8:00PM.

It is our sincere desire to provide as much clarity, transparency and general information as possible with respect to the re-zoning request for our proposed development at 154 Kimball Bridge Road, Alpharetta.

THANK YOU!

C/KB Memo & Invite 052421

154 KIMBALL BRIDGE – PROJECT AND ZONING OVERVIEW

OVERVIEW

154 Kimball Bridge represents the opportunity for the redevelopment of the historic Bailey-Johnson school, complimented by a new timber-frame office building, into Alpharetta's first authentic creative office community. This sought-after combination of walkable location, inspiring interiors, expansive windows and private outdoor spaces is an ideal office platform for Alpharetta's tech and creative industries.

The Bailey-Johnson school includes an approximate 20,000 sf main school building and a 20,000 sf gymnasium. The two structures offer a unique loft-office character with expansive windows, exposed concrete ceilings, and scenic views atop one of the highest points in the city. These historic building characteristics are very rare to the North-Fulton area and highly sought after by many technology and creative companies in the sub-market.

The development plan includes construction of a complimentary (approximate) 120,000 sf 3-story office building and a two-level parking structure allowing a more expansive opportunity to fulfill the market demand for this product type.

DEVELOPMENT FACTS

Existing Zoning: SU (Special Use)

Proposed Zoning: O-P (Office Professional)
This proposal is consistent with the Alpharetta Comprehensive Plan and the Future Land use Map.

Parcel Size: 4.44 acres

Project Size:

160,000 SF total office area (heated)

- 120,000 SF new timber-frame building
  - 3 levels above 1 level of parking
  - 40,000 SF per level
  - 48' height
- 20,000 SF historic school and 20,000 SF historic gymnasium

+/- 12,000 SF of exterior amenity space

Parking:

- 2 level parking structure
- 407 minimum parking spaces
  - 10 spaces located in front of school building (convenience parking/drop-off)
  - 50 additional surface lot parking spaces
  - 347 parking deck spaces

TIMING

The intent of the redevelopment is a single-phase construction process commencing with each the rehabilitation of the existing building, construction of the new building and construction of the structured parking.

Pending City of Alpharetta approval, construction would begin in late 4th quarter 2021 or 1st quarter 2022.

The total duration of construction will be approximately 14 months.

VARIANCE REQUESTS

The applicant is seeking variances for Parking Ratio, Lot Coverage, Front Setback, Building Height and Driveway Spacing.

Parking Ratio

Required – 540 Spaces (4.00/1,000 SF) *
Proposed – 407 Spaces (3.01/1,000 SF) *

*Calculations based on 135,000 SF leasable SF.

- Per the ULI Shared Parking Manual, this site is expected to generate a parking demand of approximately 403 spaces during weekday peak. Likewise, a ratio of 3.0/1,000 SF is adequate for the tenant base anticipated.

Impervious Area Coverage

Allowed – 70%
Proposed – 75%

- There are a variety of extraordinary and exception conditions that require an increased Impervious Area Coverage. First, the irregular shape of the site (triangular) creates inefficient layouts yielding more impervious area. Secondly, the sprawling orientation of the school building limits use of the remaining property and creates additional need for impervious area.

Front Setback

Allowed – 50’ from Kimball Bridge property line
Proposed – 20’

- The proposed setback reduction will allow the existing gymnasium building to be in compliance with the setback requirements. Additionally, the orientation of the new office building pad at the 20’ setback allows on-site parking to be at grade or hidden below grade.

Building Height

Allowed – 40’-0” from the average grade plane along Kimball Bridge
Proposed – 48’-0”

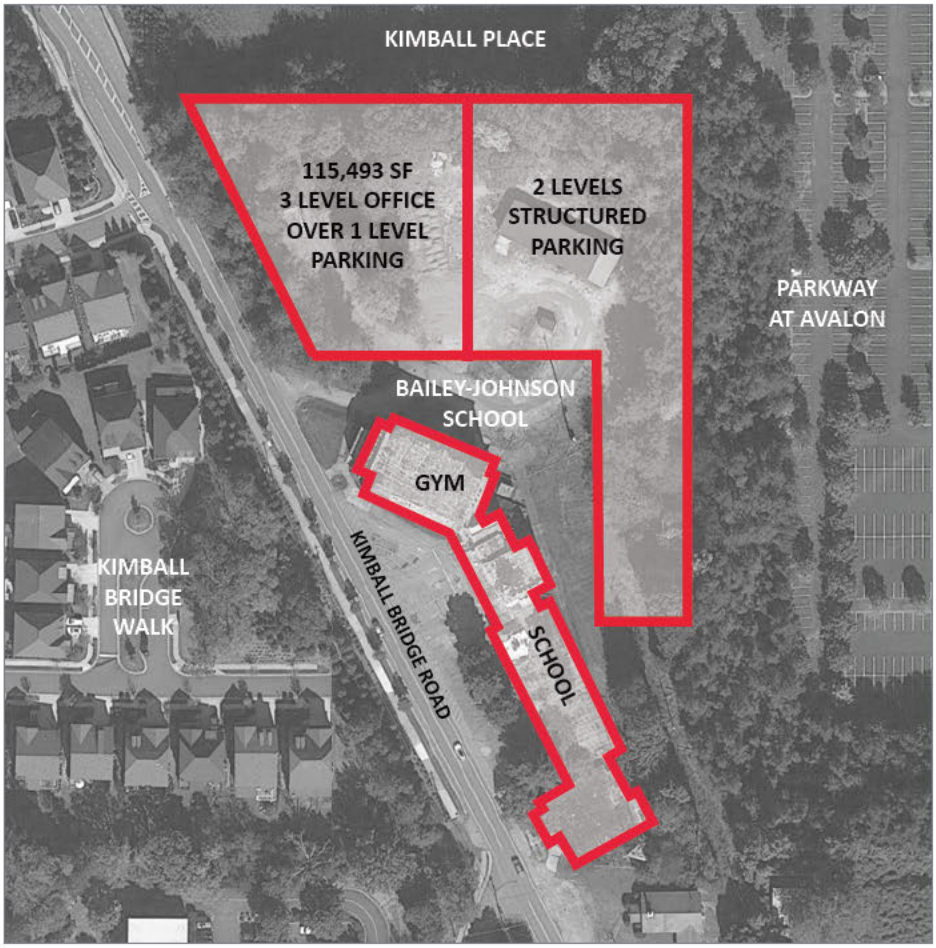
- The proposed height will allow the existing gymnasium building to be in compliance with the height requirements. Additionally, new office building standards require approximate 14’-0” floor to floor heights which requires a 48’-0” height to accommodate 3 levels as allowed in Office-Professional Zoning.

Driveway Spacing
Allowed – 300’ between curb cuts
Proposed – 219’, 171’, 80’

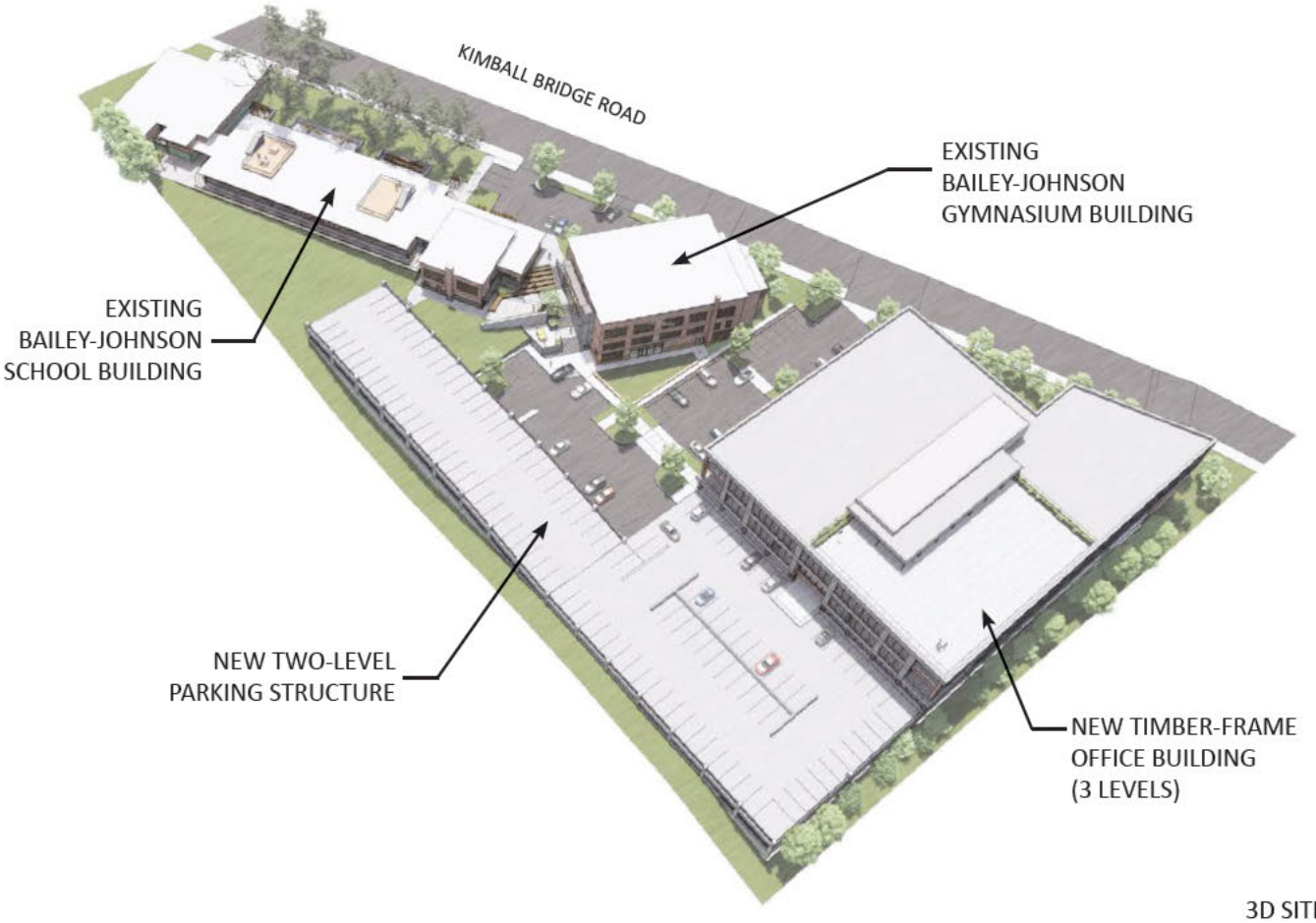
- Given the long orientation of the historic school the 300’ requirement is not feasible to accommodate two main entry/exits into the property and the drop-off area as shown on the site plan.

154 KIMBALL BRIDGE

SITE OVERVIEW

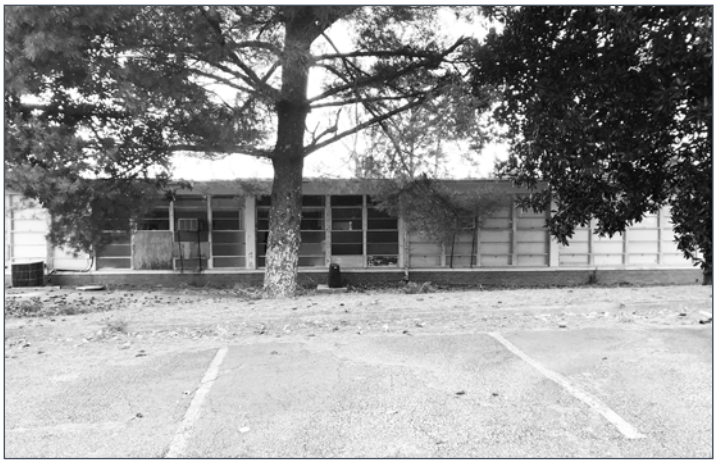


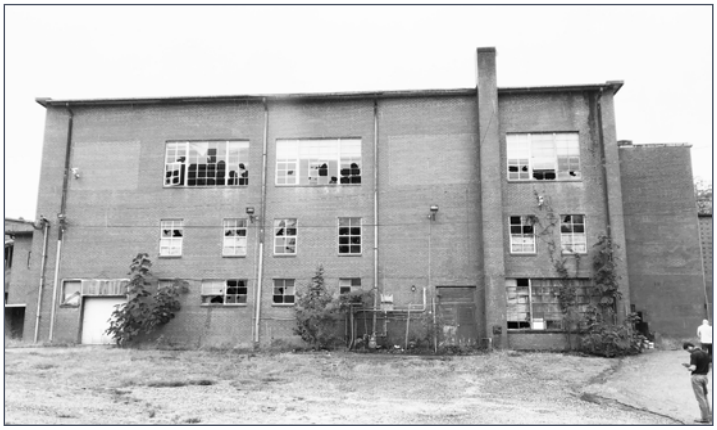
SITE AERIAL



3D SITE PLAN

154 KIMBALL BRIDGE - EXISTING BAILEY-JOHNSON SCHOOL PHOTOS





154 KIMBALL BRIDGE - NEW PROJECT VISION

KB Venture Partners, LLC
1240 Bay Pointe Terrace
Alpharetta, GA 30005

Fred C. Kay
1240 Bay Pointe
Alpharetta, GA 30005

Notice:
Re-Zoning Information for
154 Kimball Bridge Road

WHILEAWAY HOLDINGS LLC
2520 NORTHWINDS PKWY STE 285
ALPHARETTA GA 30009

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

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

ANDERSON DOROTHY MAE
165 KIMBALL BRIDGE RD
ALPHARETTA GA 30004

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

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

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

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

EDMAN DOUGLAS C
11730 STRATHAM DR
ALPHARETTA GA 30009

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

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

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

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

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

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

GIANT REALTY LLC
2104 GLEN CASTLE CT
DULUTH GA 30097

VEMULA PRIYANKA
2709 CANOPY CIR
ALPHARETTA GA 30009

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

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

PARK MIN & JOO
11735 STRATHAM DR
ALPHARETTA GA 30009

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

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

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

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

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

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

FLOOD LISA
11710 STRATHAM DR
ALPHARETTA GA 30009

LAMATTINA FRANCINE & ANGELA
2626 KENTWOOD LANE
ALPHARETTA GA 30009

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

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

GANGE LLC
161 KIMBALL BRIDGE RD STE 100
ALPHARETTA GA 30009

ANDALUSIA PROPERTIES INC
3225 CUMBERLAND BLVD SUITE 100
ATLANTA GA 30339

WINE JESSICA
11755 STRATHAM DR
ALPHARETTA GA 30009

PULTE HOME CORPORATION
2475 NORTHWINDS PKWY STE 600
ALPHARETTA GA 30009

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

OZTURK OZGUR & ZEHRA
11785 STRATHAM DR
ALPHARETTA GA 30009

NLB NORTHWINDS LLC
20 HEARDS OVERLOOK CT
ATLANTA GA 30328

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

FONDY PENNY & TIMOTHY
11795 STRATHAM DR
ALPHARETTA GA 30009

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

PARR KRISTIN M
2614 KENTWOOD LANE
ALPHARETTA GA 30009

HAIM KENNETH I
11805 STRATHAM DR
ALPHARETTA GA 30009

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

JOHNSON KEVIN D
2612 KENTWOOD LN
ALPHARETTA GA 30009

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

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

PACE MARYANNE
2610 KENTWOOD LANE
ALPHARETTA GA 30009

SECRETARIO NEIL & MICHELLE
11760 STRATHAM DR
ALPHARETTA GA 30009

FULTON COUNTY BOARD OF EDUCATION
786 CLEVELAND AVE
ATLANTA GA 30315

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

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

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

JORDAN D WESLEY
2711 CANOPY CIR
ALPHARETTA GA 30009

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

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

OWEN CRAIG A
2713 CANOPY CIR
ALPHARETTA GA 30009

SHARLOCK MARGARET
11790 STRATHAM DR
ALPHARETTA GA 30009

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

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

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

KB Venture Partners, LLC: City of Alpharetta File #Z-21-06/V-21-17 Kimball 154
154 Kimball Bridge Road – Re-Zoning Information Meetings
052721 City Hall Community Room 7:00 – 8:00PM
Attendance Sign-In Form

Name (Print)	Address	E-Mail	Phone
1. CHARLES L. GROGAN	3621 SATELLITE BLVD ELLENWOOD, GA	[redacted]	[redacted]
2. Shack Lewis	12672 Waterside Dr Milton	[redacted]	[redacted]
3. Jack & Karen Brooks	11810 Stratham Drive	[redacted]	[redacted]
4. MARGARET SHARLOCK	11790 STRATHAM DR	[redacted]	[redacted]
5. Paul & Peg Daniels	2624 KENTWOOD LN	[redacted]	[redacted]
6. VIRGINIA PATTERSON	1045 LAKE Charles DR	[redacted]	[redacted]
7. ~~CHARLES GROGAN~~			
8.			

FRED
BRUCE
PROPS

KB Venture Partners, LLC: City of Alpharetta File #Z-21-06/V-21-17 Kimball 154
154 Kimball Bridge Road – Re-Zoning Information Meetings
~~052~~721 City Hall Community Room 7:00 – 8:00PM
060121 **Attendance Sign-In Form**

Name (Print)	Address	E-Mail	Phone
1. Pat Miller	13040 King Rd Milton, GA 30075	[redacted]	[redacted]
2. CHARLES GROGAN	3621 SATELLITE BLVD ELLENWOOD, GA 30294	[redacted]	[redacted]
3.			
4. Hemant Shukla	2220 Kilmington Square Alpharetta GA 30009	[redacted]	[redacted]
5.			
6.			
7.			
8.			

KB Venture Partners, LLC: City of Alpharetta File #Z-21-06/V-21-17 Kimball 154
154 Kimball Bridge Road – Re-Zoning Information Meetings
060621 Braedon HOA Presentation 6:30 – 7:30PM
Attendance Sign-In Form

Name (Print)	Address	E-Mail	Phone
1. Bob & Cindy Larkin	205 Braedon Way	[redacted]	
2. Kathy & Howard Stirne	555 Hanlon Way	[redacted]	
3. Rachel + John Tufaro	605 Hanlon Way	[redacted]	
4. Lindsay Rawls	220 Braeden Way	[redacted]	[redacted]
5. Richard Lawson	290 Braeden Way	[redacted]	[redacted]
6. John & Debra Warren	720 Tate Drive	[redacted]	
7. Robin Connor	214 Braeden Way	[redacted]	
8. Lisa Shippel	400 Braeden Way		

[redacted] ← Copy on City Submission + Future updates

Name (Print)	Address	E-Mail	Phone
9. Rob Crews	240 Braeden Way	[redacted]	
10.			
11.			
12.			
13.			
14.			
15.			
16.			
17.			
18.			

From:	Woodman, Michael
To:	FCKay
Cc:	Bruce Fernald; Matt Vyverberg; Shapiro, Lauren
Subject:	RE: Braedon Neighbors Meeting (6.6.21)
Date:	Monday, June 7, 2021 5:33:49 PM

Got it, Fred. Thank you.

From: FCKay <fckay@comcast.net>
Sent: Monday, June 07, 2021 3:42 PM
To: Woodman, Michael <mwoodman@alpharetta.ga.us>
Cc: Bruce Fernald <bf@bdurban.com>; Matt Vyverberg <mvyverberg@yahoo.com>
Subject: Fwd: Braedon Neighbors Meeting (6.6.21)

CAUTION: This email originated from outside the City. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Michael,

On June 6th Bruce Fernald from our 154 Kimball Bridge team met with a number of homeowners from the Braedon HOA. Our previous correspondence had been to Pulte Homes but we became aware that Pulte had turned the management of the HOA over to the homeowners so Bruce went the extra mile to enhance our communication efforts and met with a number of homeowners directly (please see attached sign in sheet below). Please add this email and Bruce's comments email below to our Citizen Participation Form - Part B which we originally submitted to you on June 2, 2021.

Thank you,

Fred
[redacted]

Begin forwarded message:

From: Bruce Fernald <bf@bdurban.com>
Subject: Braedon Neighbors Meeting (6.6.21)
Date: June 7, 2021 at 1:14:18 PM EDT
To: "Fred C. Kay" <fckay@comcast.net>, matt vyverberg <mvyverberg@yahoo.com>

Takeaways that I have discussed with Richard Lawson, our HOA contact:

- Generally supportive of the development.

- No objections to variance requests noted.
- Traffic discussion centered on concerns over the City's plans/funding/timing for improving Kimball Bridge. Understand that this is a City question, and we will comply as directed.
- Questioned whether or not the Diamond Glass church rehab will extend sidewalks (again a City question).
- Concern over viability of the COVID-recovering office market and possible impacts on commencing the redevelopment of Baily-Johnson.
- Requested that we initiate construction-stage meetings in order to anticipate possible noise issues and periodic adaption to driving/walking patterns.

BRUCE FERNALD | BD Urban LLC | m: [redacted] | e: bf@bdurban.com

From:	Woodman, Michael
To:	Bruce Fernald
Cc:	Fred C. Kay; matt vyverberg; Shapiro, Lauren
Subject:	RE: 154 Kimball Bridge Road / Diamond Glass Company
Date:	Tuesday, June 8, 2021 8:25:01 AM

Got it, thank you Fred.

From: Bruce Fernald <bf@bdurban.com>
Sent: Tuesday, June 08, 2021 7:49 AM
To: Woodman, Michael <mwoodman@alpharetta.ga.us>
Cc: Fred C. Kay <fckay@comcast.net>; matt vyverberg <mvyverberg@yahoo.com>
Subject: 154 Kimball Bridge Road / Diamond Glass Company

CAUTION: This email originated from outside the City. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Morning, Michael:

Yesterday I met with Andy Kalifah, owner of Diamond Glass, at the former St James UMC building adjacent to the Bailey-Johnson School. Andy provided an overview of his plan to convert the church to Diamond Glass's offices and updated me on exterior projects already completed at the building as well as future site improvements that have been approved by the City of Alpharetta in conjunction with the related 2020 rezoning.

The primary focus of our meeting was to provide an opportunity to discuss the 154 Kimball Bridge project and to walk Andy through our presentation boards in order to address any questions and concerns he might have. Andy was excited by our proposed adaptive reuse of the historic school and supportive of the project.

Best regards,

Bruce

BRUCE FERNALD | BD Urban LLC | m: [redacted] | e: bf@bdurban.com

CITY OF ALPHARETTA

PUBLIC HEARING APPLICATION

FOR OFFICE USE ONLY

Case #: PHA210026

Z-21-06 / V-21-17

☒ Fee Paid Initial: PC

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: KB Venture Partners, LLC - Bruce Fernald Telephone: 770-366-0744

Address: 1099 Alpharetta Street Suite:

City Roswell State: GA Zip: 30075 Fax:

Mobile Tel: 770-366-0744 Email: BF@bdurban.com

Subject Property Information:

Address: 154 Kimball Bridge Road Current Zoning:

District: 1 Section: 2 Land Lot: 801 Parcel ID: 12-2842-0801-011-1

Proposed Zoning: O-P Current Use: Not currently in use. Formally a maintenance facility for Fulton County Schools.

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 proposed use of the property is for an office community supported with parking. See Letter of Intent.

Applicant's Request (Please itemize the proposal):

Rezone from S-U to O-P with variances as detailed in the attached Site Plan and Letter of Intent.

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

See Statement of Intent.

PROPERTY OWNER AUTHORIZATION

Property Owner Information:

Contact Name: William C. Boyajan - Director of Land Management Telephone: 470-254-2213

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

City Atlanta State: GA Zip: 30339 -

Authorization:

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

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

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

Identify Authorized Applicant:

Name of Authorized Applicant: KB Venture Partners, LLC (contact Bruce Fernald) Telephone: 770-366-0744

Address: 1099 Alpharetta Street Suite:

City Roswell State: GA Zip: 30075 -

So Sworn and Attested:

Owner Signature: Date: 4/30/21

Notary:

Notary Signature: Melandie G. Morrison Date: 4/30/2021

MELANDIE G MORRISON NOTARY EXPIRES GEORGIA 9/30/2024 PUBLIC DOUGLAS COUNTY

N/C

WCO

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: KB Venture Partners, LLC - Bruce Fernald

Subject Public Hearing Case: 154 Kimball Bridge Adaptive Reuse and Redevelopment

Campaign Contribution Information:

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

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

Name of Official: NA Position: _____

Description of Contribution: NA Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Campaign Contribution Information:

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

Signature: Bruce C. Fernald Date: 04.30.21

ALPHARETTA PLANNING COMMISSION REVIEW CRITERIA

How will this proposal be compatible with surrounding properties?

The properties surrounding the property are zoned for similar uses.

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

The existing school building is currently vacant, in disrepair and an eyesore to the surrounding neighbors. The adaptive use of the school will bring immediate aesthetic value to the Kimball Bridge corridor. The office use is complimentary to adjacent office parcels. It is also presents a neighborhood scale to respect the nearby residential residential developments.

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

SU zoning is for school, city or park use. There is not commercial viability for this current zoning.

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

See traffic study included.

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

The development will not increase population and a traffic study is provided.

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

The proposal is consistent with both the Alpharetta Comprehensive Plan and the Future Land Use Map.

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

The existing school building is vacant and in disrepair. This development proposal will preserving the school building and its history, while adapting the property into a commercially viable use for betterment of Kimball Bridge and the Alpharetta area.

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

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.

There are a variety of extraordinary and exceptional conditions pertaining to the property.
- The property is irregular in shape (triangular).
- The sprawling orientation of the school building limits use of the remaining property.
- Significant topographic challenges exist with over 50' of topographic change.
- The existing school building and site have been vacant for extended periods and are in disrepair.

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

Given the extraordinary and exceptional conditions listed above and given the desire to preserve the historically significant school building, the full application of Office-Professional zoning will create unnecessary hardships. These existing conditions create challenges for meeting the required parking allocation given the limited usable area of the irregular and topographically challenged parcel. Additionally, these limitations and desire to hide on-site parking limit the ability to orient the new office pad within the building setback criteria and to meet the lot coverage maximums.

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

The historically significant school building, built in 1950, is unique to the property and the Alpharetta area. This redevelopment provides a rare opportunity to preserve the history of the school in a respectable manner providing an iconic resource and value to the surrounding area for years to come.

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.

The relief would not cause any detriment to the public good or impair the purpose and intent of the Zoning Code. The rehabilitation of the school building, new building and full landscaping will enhance the neighborhood and district. This unique opportunity to revive this historic school will be unique to Alphretta and North Fulton areas.

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

Sign Variance Review Criteria

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

☐ Yes

☐ No

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

☐ Yes

☐ No

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

☐ Yes

☐ No

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

☐ Yes

☐ No

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

☐ Yes

☐ No

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

☐ Yes

☐ No

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

☐ Yes ☐ No

CITIZEN PARTICIPATION FORM - PART A

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

Public Hearing or Project Name: 154 Kimball Bridge Adaptive Reuse and Redevelopment

Contact Name: KB Venture Partners, LLC - Bruce Fernald Telephone: 770-366-0744

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.

Kimball Bridge Walk Neighborhood Association

Kimball Place Office Building

Parkway 400 Office Park

Diamond Glass Company

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
- [x] 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.

TBD

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: 154 Kimball Bridge Adaptive Reuse and Redevelopment

Contact Name: KB Venture Partners, LLC - Bruce Fernald Telephone: 770-366-0744

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.

TBD

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

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

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

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

Signature of Authorized Agent:_____ Date: _____

Print Form

LEGAL DESCRIPTION:

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LANDLOT 801 OF THE 1ST DISTRICT, 2ND SECTION, FULTON COUNTY GEORGIA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A ½" REBAR FOUND AT THE LANDLOT CORNER OF LAND LOTS 800, 801, 804, AND 805, WHICH IS THE TRUE POINT OF BEGINNING, THENCE RUNNING S89°03'51"W ALONG THE LANDLOT LINE DIVIDING LAND LOTS 801 AND 800 FOR A DISTANCE OF 95.41' TO A PK NAIL SET ON THE EASTERLY RIGHT-OF-WAY OF KIMBALL BRIDGE ROAD (R/W VARIES), THENCE LEAVING SAID LANDLOT LINE AND RUNNING ALONG THE RIGHT-OF-WAY THE FOLLOWING COURSES AND DISTANCES, N27°23'30"W FOR A DISTANCE OF 613.11' TO A Vi" REBAR SET, THENCE RUNNING N63°10'00"E FOR A DISTANCE OF 15.86' TO A 1/2" REBAR SET, THENCE RUNNING N26°50'07"W FOR A DISTANCE OF 180.10' TO A Vi" REBAR SET, THENCE LEAVING SAID RIGHT-OF-WAY AND RUNNING N88°44'41"W FOR A DISTANCE OF 442.53' TO AN AXLE FOUND ON THE LANDLOT LINE DIVIDING LANDLOTS 801 AND 804, THENCE RUNNING ALONG SAID LANDLOT LINE THE FOLLOWING COURSES AND DISTANCES, S00°10'40"E FOR A DISTANCE OF 583.31' TO A 1/2" REBAR FOUND, THENCE RUNNING S00°11'25"E FOR A DISTANCE OF 117.68' TO A 1/2" REBAR FOUND AT THE LANDLOT CORNER, WHICH IS THE TRUE POINT OF BEGINNING.

SAID TRACT OR PARCEL OF LAND CONTAINING 4.437 ACRES (193,260 SQUARE FEET) MORE OR LESS.

LESS THAN EXCEPT

COMMENCING AT A 1/2" REBAR FOUND AT THE LANDLOT CORNER OF LANDLOTS 800, 801, 804, AND 805, WHICH IS THE TRUE POINT OF BEGINNING, THENCE RUNNING S89°03'51"W ALONG THE LANDLOT LINE DIVIDING LAND LOTS 801 AND 800 FOR A DISTANCE OF 1.00' TO A POINT, THENCE LEAVING SAID LANDLOT LINE AND RUNNING N00°56'18"W FOR A DISTANCE OF 1.00'TO A POINT, WHICH IS THE TRUE POINT OF BEGINNING, THENCE RUNNING S89°03'42"W FOR A DISTANCE OF 55.00' TO A POINT,THENCE RUNNING N01°15'39"W FOR A DISTANCE OF 6.98' TO A POINT, THENCE RUNNING N61°18'58"E FOR A DISTANCE OF 62.19' TO A POINT, THENCE RUNNING S00°56'16"E FOR A DISTANCE OF 35.93' TO A POINT, WHICH IS THE TRUE POINT OF BEGINNING.

SAID TRACT OR PARCEL OF LAND CONTAINING 0.027 ACRES (1,181 SQUARE FEET) MORE OR LESS.

154 Kimball Bridge - Statement of Intent
(May 03, 2021)

Overview:
154 Kimball Bridge represents the opportunity for the redevelopment of the historic Bailey-Johnson school, complimented by a new timber-frame office building, into Alpharetta's first authentic creative office community. This sought-after combination of walkable location, inspiring interiors, expansive windows and private outdoor spaces is an ideal office platform for Alpharetta's tech and creative industries.

The Bailey-Johnson school includes an approximate 20,000* sf main school building and a 20,000* sf gymnasium. The two structures offer a unique loft-office character with expansive windows, exposed concrete ceilings, and scenic views atop one of the highest points in the city. These historic building characteristics are very rare to the North-Fulton area and highly sought after by many technology and creative companies in the sub-market.

The development plan includes construction of a complimentary (approximate) 120,000* sf 3-story office building and a two-level parking structure allowing a more expansive opportunity to fulfill the market demand for this product type.

Timing & Phasing:
The intent of the redevelopment is a single-phase construction process commencing with each the rehabilitation of the existing building, construction of the new building and construction of the structured parking.

Pursuant to market conditions and/or other unforeseen conditions, the development will also seek the approval in this application to "phase" construction. The first phase would rehabilitate the existing school building. The second phase would construction the new office building and structured parking.

Variances:
The applicant is seeking variances for Parking Ratio, Lot Coverage, Front Setback, Building Height and Driveway Spacing. Please refer to Site Plan, Building Height and Parking Memorandum for specific variance requests and support.

Business, Support Retail and Conditional Uses:
Pursuant to market demand and location dynamics, a compliment of Support Retail and/or Conditional Uses is beneficial to the overall program of the development and the long-term viability.

As such, the applicant requests and approval/allowance for the Businesses Uses and Support Retail listed in the underlying zoning to compliment the office program. As prescribed in the O-P zoning, the Support Retail uses would be limited to no more than 25% of the floor area of the development.

Additionally, the applicant requests approval/allowance for the specific Conditional Uses as listed herein:

- Art Gallery
- Fitness Studio
- Restaurant without drive-through
- Shop or Studio
- School Commercial
- Spa Service.

These Conditional Uses would be limited to the 25% floor area of the development as prescribed in the Support Uses limitation.

Unique Signage:
As shown in the design intent supplemental drawings, the applicant requests a condition of approval for unique signage at rooftop and ground level locations on both the existing school/gym and new buildings.

* Buildings sizes shown represent gross heated SF.

VICINITY MAP

FEMA MAP

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

SITE NOTES:

PROPERTY ADDRESS:	154 KIMBALL BRIDGE ROAD
LAND LOT / DISTRICT / SECTION:	801 / 1 / 2
PARCEL ID NUMBERS:	12-2842-0801-011-1
EXISTING ZONING:	SU (SPECIAL USE)
PROPOSED ZONING:	O-P (OFFICE - PROFESSIONAL)
OVERALL SITE AREA:	4.44 ACRES
MAXIMUM LOT COVERAGE:	3.11 ACRES (70.0%)
PROPOSED LOT COVERAGE:	3.33 ACRES (75.0%)
MAXIMUM BUILDING COVERAGE:	1.78 ACRES (40.0%)
PROPOSED BUILDING COVERAGE:	1.45 ACRES (32.7%)
MAXIMUM BUILDING HEIGHT:	40'
PROPOSED BUILDING HEIGHT:	48'
MAXIMUM BUILDING STORIES:	4 STORIES
PROPOSED BUILDING HEIGHT:	3 STORIES + PARKING DECK
PROPOSED LAND USE DENSITY:	
OFFICE (HEATED AREA)	160,000 SF (36,036 SF/ACRE)
LEASABLE AREA	135,000 SF
SUPPORT/SERVICE AREA	25,000 SF
OUTDOOR AMENITIES*	20,000 SF
REQUIRED PARKING:	540 SPACES (4.00 / 1000 SF)
OFFICE (LEASABLE AREA)	540 SPACE
PROPOSED PARKING:	407 SPACES (3.01 / 1000 SF)
PARKING DECK	347 SPACES
SURFACE PARKING	60 SPACES
BUILDING SETBACK:	
FRONT	65' (KIMBALL BRIDGE)
SIDE	15'
REAR	15'

EXISTING CONDITIONS SHOWN HEREON ARE FROM A SURVEY FILE PROVIDED BY BOUNDARY ZONE, INC. DATED 06/11/18.

*OUTDOOR AMENITIES ARE EXTERIOR TO THE BUILDINGS AND DO NOT CONTRIBUTE TO THE OVERALL BUILDING AREA.

LEGAL DESCRIPTION

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

Beginning at ½" rebar found at the landlot corner of landlots 800, 801, 804, and 805, which is the true point of beginning, thence running S89°03'51"W along the landlot line dividing land lots 801 and 800 for a distance of 95.41' to a PK nail set on the easterly right-of-way of Kimball Bridge road (R/W varies), thence leaving said landlot line and running along the right-of-way following courses and distances, N27°23'30"W for a distance of 613.11' to a ½" rebar set, thence running N63°10'00"E for a distance of 15.86' to a ½" rebar set, thence running N26°50'07"W for a distance of 180.10' to a ½" rebar set, thence leaving said right-of-way and running N88°44'41"W for a distance of 442.53' to an axle found on the landlot line dividing landlots 801 and 804, thence running along said landlot line the following courses and distances, S00°10'40"E for a distance of 583.31' to a ½" rebar found, thence running S00°11'25"E for a distance of 117.68' to a ½" rebar found at the landlot corner, which is the true point of beginning.

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

STORMWATER MANAGEMENT NOTE:

SITE WILL CONTAIN ONSITE STORMWATER CONTROLS TO MEET ALL LOCAL AND STATE REQUIREMENTS. THIS MAY INCLUDE THE COMBINATION OF SEVERAL COMPONENTS (PERVIOUS PAVING, INFILTRATION FIELDS, BIORETENTION AREAS, OR OTHER COMPONENTS) PROVIDING RUNOFF REDUCTION (IF INFILTRATION RATES ALLOW), CHANNEL PROTECTION, AND OVERBANK FLOODING PROTECTION PER THE CODE REQUIREMENTS. DETENTION SHALL BE PROVIDED WITHIN A CONCRETE VAULT BENEATH THE PARKING DECK.

VARIANCES:

PROPOSED REDUCTION OF THE 50' FRONT SETBACK TO A 20' FRONT SETBACK FOR ±242 LF ALONG THE RIGHT-OF-WAY LINE.

PROPOSED IMPERVIOUS AREA COVERAGE VARIANCE FROM 70% TO 75%.

PROPOSED BUILDING HEIGHT VARIANCE FROM 40' TO 48'.

PROPOSED DRIVEWAY SPACING VARINACE FROM 300' TO AS SHOWN ON THE PLAN.

PROPOSED REDUCTION IN THE TOTAL AMOUNT OF REQUIRED PARKING SPACES BASED ON THE PARKING REDUCTION MEMO PREPARED BY KIMLEY-HORN.

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

NORTH

GRAPHIC SCALE IN FEET
0 15 30 60

Kimley»Horn
© 2021 KIMLEY-HORN AND ASSOCIATES, INC.
817 W. PEACHTREE STREET, NW
THE BILTMORE, SUITE 601
ATLANTA, GEORGIA 30308
PHONE (404) 419-8700
WWW.KIMLEY-HORN.COM

CLIENT
KB VENTURE PARTNERS, LLC
1099 ALPHARETTA STREET
ROSWELL, GA 30075
PHONE: 770.386.0744

No.	REVISION DESCRIPTIONS	DATE	BY

PROJECT
KIMBALL 154
154 KIMBALL BRIDGE ROAD, ALPHARETTA, GA 30009
LAND LOT 801, 1ST DISTRICT, 2ND SECTION
PARCEL ID: 12-2842-0801-011-1

GEORGIA REGISTERED PROFESSIONAL ENGINEER TYLER ROSSER
04/30/2021

GSWCC CERT. (LEVEL II)	000007289
DRAWN BY	JTR
DESIGNED BY	JTR
REVIEWED BY	BRM
DATE	03/31/2021
PROJECT NO.	013796000

TITLE
ZONING SITE PLAN

SHEET NUMBER
ZP-01

Drawing name: K:\ALP_PRJ\013796000_154 Kimball Bridge\CAD\Exhibits\2021-04-29 Zoning Plan\210429_kimball154_ZoningPlan.dwg ZP-01 ZONING PLAN Apr 29, 2021 2:07pm by: tyler.rosser

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.

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

06/11/18

BEN E. BUTTERWORTH RLS #2294 DATE

GEORGIA REGISTERED No. 2294 LAND SURVEYOR BEN E. BUTTERWORTH

06/11/18

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

PRELIMINARY NOT FOR RECORDING

FLOOD STATEMENT

BY GRAPHIC PLOTTING ONLY, I HAVE EXAMINED THE INTERMEDIATE REGIONAL FLOOD PANEL CURRENTLY AVAILABLE AND FOUND THAT THE PROPERTY IN QUESTION IS WITHIN FLOOD HAZARD ZONE 'X' ACORDING TO THE FLOOD INSURANCE RATE MAP (FIRM), PANEL NUMBER 13121C0058E, WHICH BEARS AN EFFECTIVE DATE OF SEPTEMBER 18, 2013, CITY OF ALPHARETTA, FULTON COUNTY GEORIGA.

LEGAL DESCRIPTION:

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LANDLOT 801 OF THE 1ST DISTRICT, 2ND SECTION, FULTON COUNTY GEORGIA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A ½" REBAR FOUND AT THE LANDLOT CORNER OF LANDLOTS 800, 801, 804, AND 805, WHICH IS THE TRUE POINT OF BEGINNING, THENCE RUNNING S89°03'51"W ALONG THE LANDLOT LINE DIVIDING LAND LOTS 801 AND 800 FOR A DISTANCE OF 95.41' TO A PK NAIL SET ON THE EASTERLY RIGHT-OF-WAY OF KIMBALL BRIDGE ROAD (R/W VARIES), THENCE LEAVING SAID LANDLOT LINE AND RUNNING ALONG THE RIGHT-OF-WAY THE FOLLOWING COURSES AND DISTANCES, N27°23'30"W FOR A DISTANCE OF 613.11' TO A ½" REBAR SET, THENCE RUNNING N63°10'00"E FOR A DISTANCE OF 15.86' TO A ½" REBAR SET, THENCE RUNNING N26°50'07"W FOR A DISTANCE OF 180.10' TO A ½" REBAR SET, THENCE LEAVING SAID RIGHT-OF-WAY AND RUNNING N88°44'41"W FOR A DISTANCE OF 442.53' TO AN AXLE FOUND ON THE LANDLOT LINE DIVIDING LANDLOTS 801 AND 804, THENCE RUNNING ALONG SAID LANDLOT LINE THE FOLLOWING COURSES AND DISTANCES, S00°10'40"E FOR A DISTANCE OF 583.31' TO A ½" REBAR FOUND, THENCE RUNNING S00°11'25"E FOR A DISTANCE OF 117.68' TO A ½" REBAR FOUND AT THE LANDLOT CORNER, WHICH IS THE TRUE POINT OF BEGINNING.
SAID TRACT OR PARCEL OF LAND CONTAINING 4.437 ACRES (193,260 SQUARE FEET) MORE OR LESS.

LESS THAN EXCEPT
COMMENCING AT A ½" REBAR FOUND AT THE LANDLOT CORNER OF LANDLOTS 800, 801, 804, AND 805, WHICH IS THE TRUE POINT OF BEGINNING, THENCE RUNNING S89°03'51"W ALONG THE LANDLOT LINE DIVIDING LAND LOTS 801 AND 800 FOR A DISTANCE OF 1.00' TO A POINT, THENCE LEAVING SAID LANDLOT LINE AND RUNNING N00°56'18"W FOR A DISTANCE OF 1.00' TO A POINT, WHICH IS THE TRUE POINT OF BEGINNING, THENCE RUNNING S89°03'42"W FOR A DISTANCE OF 55.00' TO A POINT, THENCE RUNNING N01°15'39"W FOR A DISTANCE OF 6.98' TO A POINT, THENCE RUNNING N61°18'58"E FOR A DISTANCE OF 62.19' TO A POINT, THENCE RUNNING S00°56'16"E FOR A DISTANCE OF 35.93' TO A POINT, WHICH IS THE TRUE POINT OF BEGINNING.

SAID TRACT OR PARCEL OF LAND CONTAINING 0.027 ACRES (1,181 SQUARE FEET) MORE OR LESS.

SITE ADDRESS:

154 KIMBALL BRIDGE ROAD
ALPHARETTA, GA 30009

ZONING INFORMATION:

SU (SPECIAL USE DISTRICT)

*SETBACKS ARE SUBJECT TO THE CITY OF ALPHARETTA BUILDING CODE REQUIREMENTS

FRONT: 50' (LOCAL STREETS), 65' (ALL OTHER STREETS)
SIDE: 10'
REAR: 10'
MAXIMUM BUILDING HEIGHT: 40'
MAXIMUM COVERAGE BY PRINCIPAL BUILDINGS: 70%

31 PARKING SPACES AND 2 HANDICAPPED PARKING SPACES

THE SURVEYOR IN NO WAY INTENDS TO INTERPRET OR MAKE CONCLUSION REGARDING THE ZONING AND SETBACK DESIGNATION SHOWN HEREON. THIS INFORMATION IS REPORTED FROM PUBLIC INFORMATION OBTAINED FROM THE CITY OF ALPHARETTA PLANNING AND ZONING DEPARTMENT.

SURVEYOR'S CERTIFICATION

THIS SURVEY IS MADE FOR THE BENEFIT OF: STONEWALK COMPANIES LLC WITH ITS SUCCESSORS AND ASSIGNS:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 7(B)(1), 8, 9, 11 (PURSUANT TO SECTION 5.E.iv), 13, & 21 OF TABLE A THEREOF.

06/11/18

BEN E. BUTTERWORTH, R.L.S.
GEORGIA REG. LAND SURVEYOR NO. 2294
FOR THE FIRM BOUNDARY ZONE, INC.

PURSUANT TO RULE 180-6.09 OF THE GEORGIA STATE BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS, THE TERM "CERTIFY" OR "CERTIFICATION" RELATING TO LAND SURVEYING SERVICES SHALL MEAN A SIGNED STATEMENT BASED ON FACTS AND KNOWLEDGE KNOWN TO THE LAND SURVEYOR AND IS NOT A GUARANTEE OR WARRANTY, EITHER EXPRESSED OR IMPLIED.

SURVEYOR'S CERTIFICATE:

1. THIS SURVEY WAS MADE ON THE GROUND AND CORRECTLY SHOWS (i) THE BOUNDARIES AND AREAS OF THE SUBJECT PROPERTY AND THE SIZE, LOCATION AND TYPE OF BUILDINGS AND IMPROVEMENTS THEREON AND THE DISTANCE THEREFROM TO THE NEAREST FACING EXTERIOR PROPERTY LINES OF THE SUBJECT PROPERTY; (ii) THE LOCATION OF ALL RIGHT-OF-WAY, EASEMENTS AND ANY OTHER MATTERS OF RECORD (OR OF WHICH I HAVE KNOWLEDGE OR HAVE BEEN ADVISED, WHETHER OR NOT OF RECORD) AFFECTING THE SUBJECT PROPERTY; (iii) THE LOCATION OF THE PARKING AREAS ON THE SUBJECT PROPERTY SHOWING THE NUMBER OF PARKING SPACES PROVIDED THEREBY; (iv) ALL ABUTTING DEDICATED PUBLIC STREETS PROVIDING ACCESS TO THE SUBJECT PROPERTY TOGETHER WITH THE WIDTH AND NAME THEREOF; AND (v) ALL OTHER SIGNIFICANT ITEMS ON THE SUBJECT PROPERTY;
2. EXCEPT AS SHOWN ON THIS SURVEY AND AS NOTED BELOW, THERE ARE NO ENCROACHMENTS UPON THE SUBJECT PROPERTY BY IMPROVEMENTS ON ADJACENT PROPERTY; (ii) ENCROACHMENTS ON ADJACENT PROPERTY, STREETS OR ALLEYS BY ANY IMPROVEMENTS ON THE SUBJECT PROPERTY; (iii) PARTY WALLS, OR (iv) CONFLICTS OR PROTRUSIONS;
3. ADEQUATE INGRESS TO AND EGRESS FROM THE SUBJECT PROPERTY IS PROVIDED BY KIMBALL BRIDGE ROAD, ALL REQUIRED BUILDING SETBACK LINES ON THE SUBJECT PROPERTY ARE LOCATED AS SHOWN HEREON;
4. THE PROPERTY DOES VISIBLY SERVE ADJOINING PROPERTIES FOR DRAINAGE, BUT NOT FOR INGRESS, EGRESS, OR FOR ANY OTHER PURPOSES;
5. THERE WAS NO EVIDENCE OF GRAVEYARDS, BURIAL SITES, EARTH MOVING WORK, BUILDING CONSTRUCTION, OR WETLANDS AT THE TIME OF THE SURVEY.
6. AT THE TIME OF THE SURVEY, THE SURVEYOR DID NOT FIND ANY CHANGES OR PENDING CHANGES TO THE R/W.
7. ALL ADJOINING PROPERTY LINES ARE CONTIGUOUS. THERE WERE NO GAPS OR OVERLAPS.

DATED: 06/11/18

BEN BUTTERWORTH - R.L.S. #2294
BOUNDARY ZONE INC. - L.S.F. #839
4195 SOUTH LEE STREET, SUITE I
BUFORD, GA 30518

SCHEDULE 'B' EXCEPTIONS:

PREPARED BY: AUGUSTA TITLE INC.

TITLE COMMITMENT #78382
EFFECTIVE DATE: 04/20/18

PREPARED FOR: STONEWALK COMPANIES LLC

9. AGREEMENT FOR GUY WIRES AND ANCHORS MADE BY FULTON COUNTY BOARD OF EDUCATION TO GEORGIA POWER COMPANY, DATED DECEMBER 17, 1937, FILED FOR RECORD JANUARY 10, 1938, RECORDED AT DEED BOOK 1692, PAGE 6, FULTON COUNTY, GEORGIA RECORDS.

DOES AFFECT SUBJECT PROPERTY, BLANKET EASEMENT.

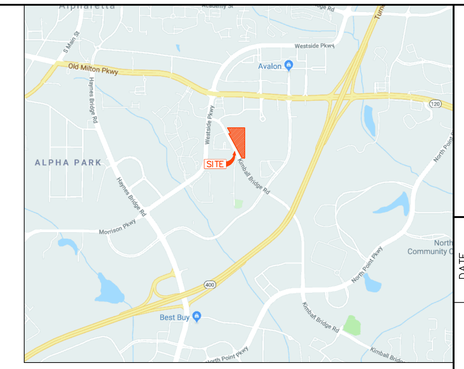
10. RIGHT-OF-WAY DEED FROM THE FULTON COUNTY BOARD OF EDUCATION TO THE CITY OF ALPHARETTA, DATED SEPTEMBER 13, 2001, FILED FOR RECORD NOVEMBER 1, 2001, RECORDED AT DEED BOOK 31234, PAGE 384, AFORESAID RECORDS.

DOES AFFECT SUBJECT PROPERTY AS SHOWN.

11. ALL MATTERS DISCLOSED ON PLAT OF SURVEY RECORDED AT PLAT BOOK 97, PAGE 56, AFORESAID RECORDS.

DOES AFFECT SUBJECT PROPERTY AS SHOWN HEREON.

NOTE: PLAT PROVIDED IS NOT LEGIBLE.



VICINITY MAP
(NOT TO SCALE)

N
W E
S

GRID NORTH
GA WEST NAD 83
DATUM NAVD 88

SCALE: 1"=30'

NO.	REVISION	DATE
1		
2		
3		
4		
5		
6		

GRAPHIC SCALE - IN FEET
15 0 30 60 90 120

ALTA / NSPS LAND TITLE SURVEY

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

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LEGEND:

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

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MARIETTA, GA 30339

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2208-C CANDUN DRIVE, APEX
NORTH CAROLINA 27523

PROJECT
1940901

SHEET
1 OF 3

LEGEND:

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

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BEN E. BUTTERWORTH RLS #2294 — DATE 06/11/18

GEORGIA REGISTERED LAND SURVEYOR No. 2294 BEN E. BUTTERWORTH III

06/11/18

FOR THE FIRM
BOUNDARY ZONE, INC.
LSF #839
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GRID NORTH
GA WEST NAD 83
DATUM NAVD 88

SCALE: 1"=30'

NO.	REVISION	DATE
1		
2		
3		
4		
5		
6		

GRAPHIC SCALE - IN FEET: 15 0 30 60 90 120

ALTA / NSPS LAND TITLE SURVEY

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LAND LOT 801, 1ST DISTRICT, 2ND SECTION
CITY OF ALPHARETTA, FULTON COUNTY, GEORGIA - 06/11/18

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- CNT CANTILEVER
- H/C HANDICAP
- FFE FINISHED FLOOR ELEVATION
- BFE BASEMENT FLOOR ELEVATION
- GFE GARAGE FLOOR ELEVATION
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- NAVD NORTH AMERICAN VERTICAL DATUM
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SHEET
2 OF 3

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06/11/18

BEN E. BUTTERWORTH RLS #2294 DATE

GEORGIA REGISTERED No. 2294 LAND SURVEYOR BEN E. BUTTERWORTH

06/11/18

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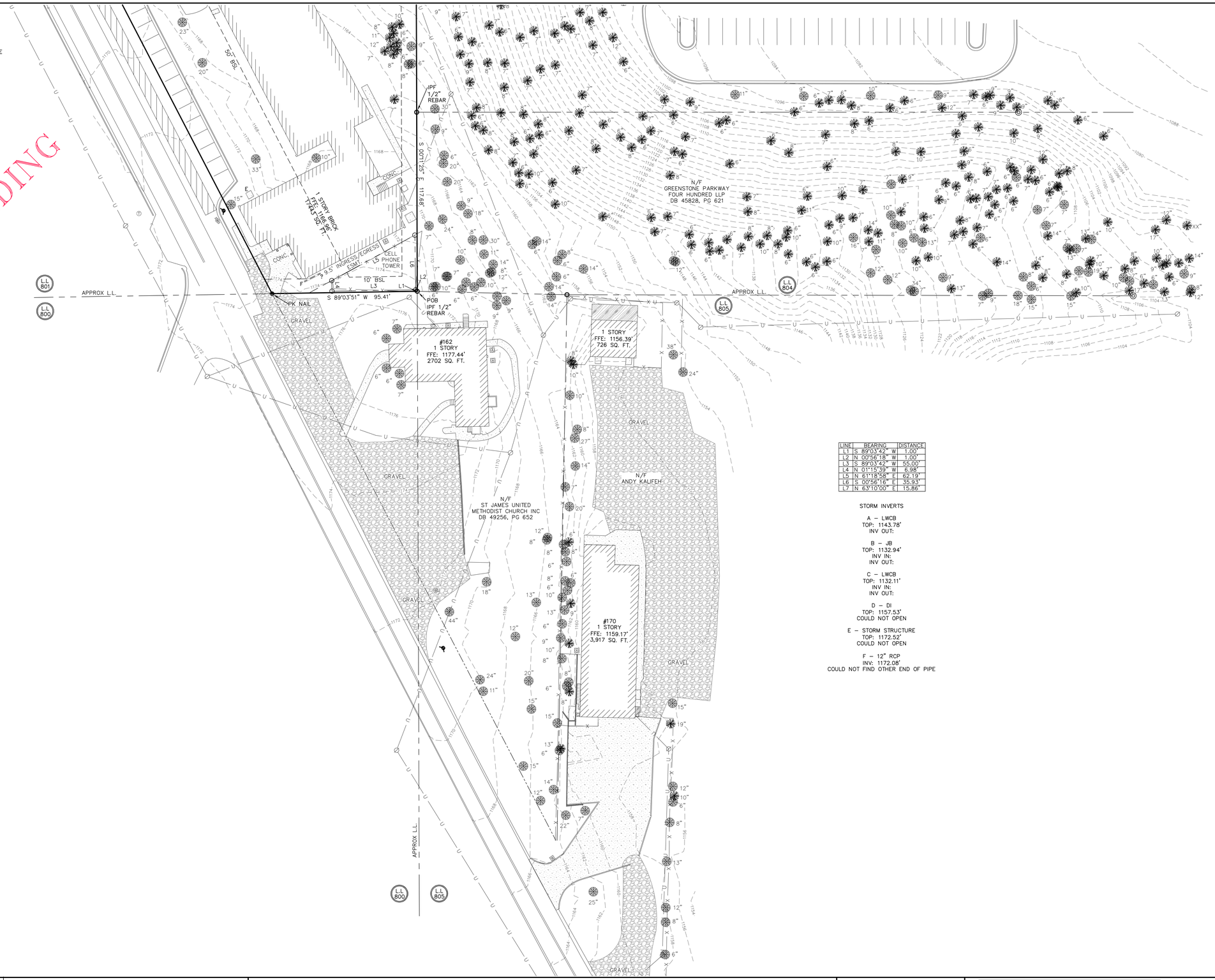

LINE	BEARING	DISTANCE
L1	S 89°03'42" W	1.00'
L2	N 00°56'18" W	1.00'
L3	S 89°03'42" W	55.00'
L4	N 01°15'39" W	6.98'
L5	N 61°18'58" E	62.19'
L6	S 00°56'16" E	35.93'
L7	N 63°10'00" E	15.86'

STORM INVERTS

A – LWCB
TOP: 1143.78'
INV OUT:

B – JB
TOP: 1132.94'
INV IN:
INV OUT:

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

D – DI
TOP: 1157.53'
COULD NOT OPEN

E – STORM STRUCTURE
TOP: 1172.52'
COULD NOT OPEN

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

GRID NORTH
GA WEST NAD 83
DATUM NAVD 88

SCALE: 1"=30'

NO.	REVISION	DATE
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2		
3		
4		
5		
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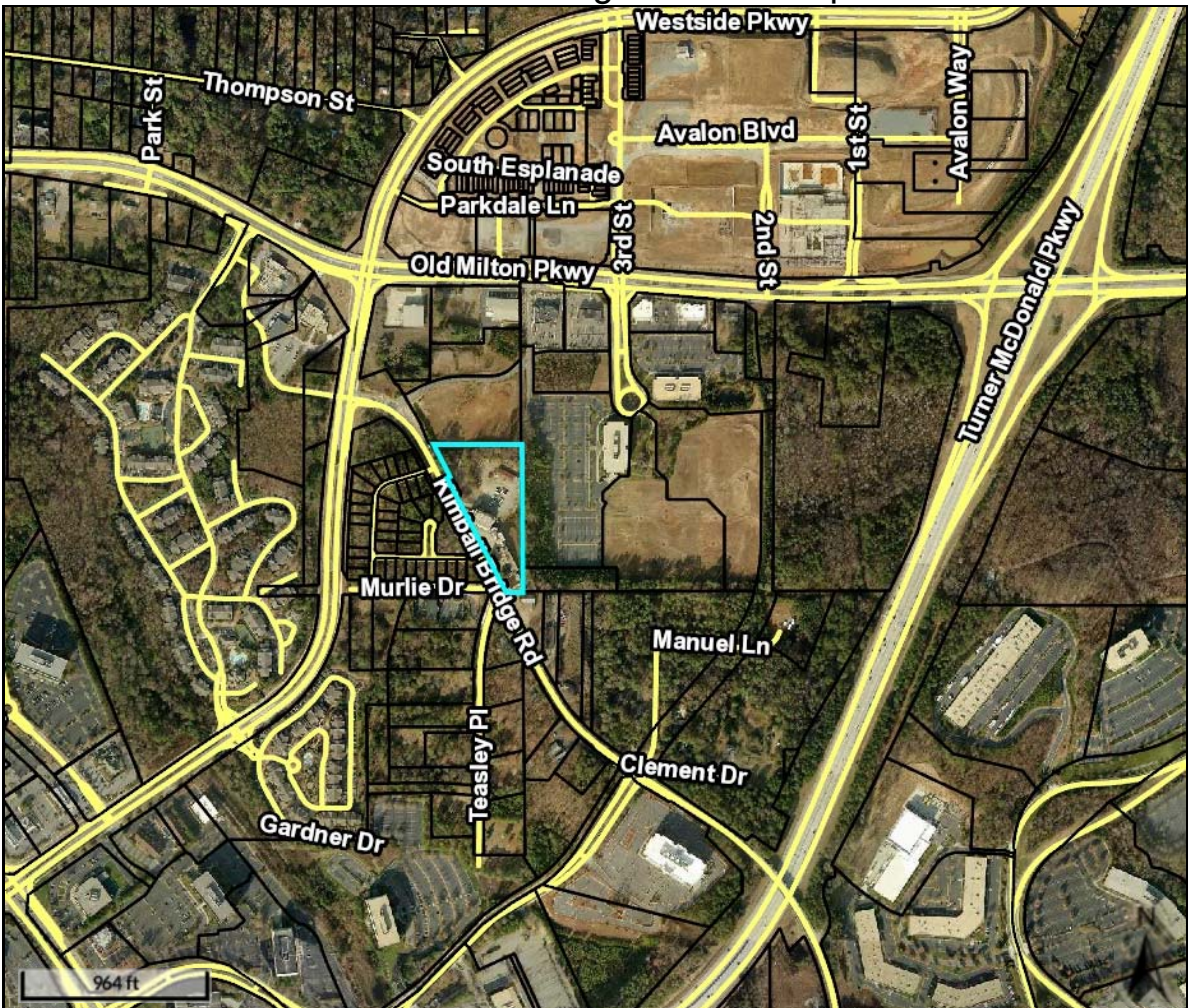
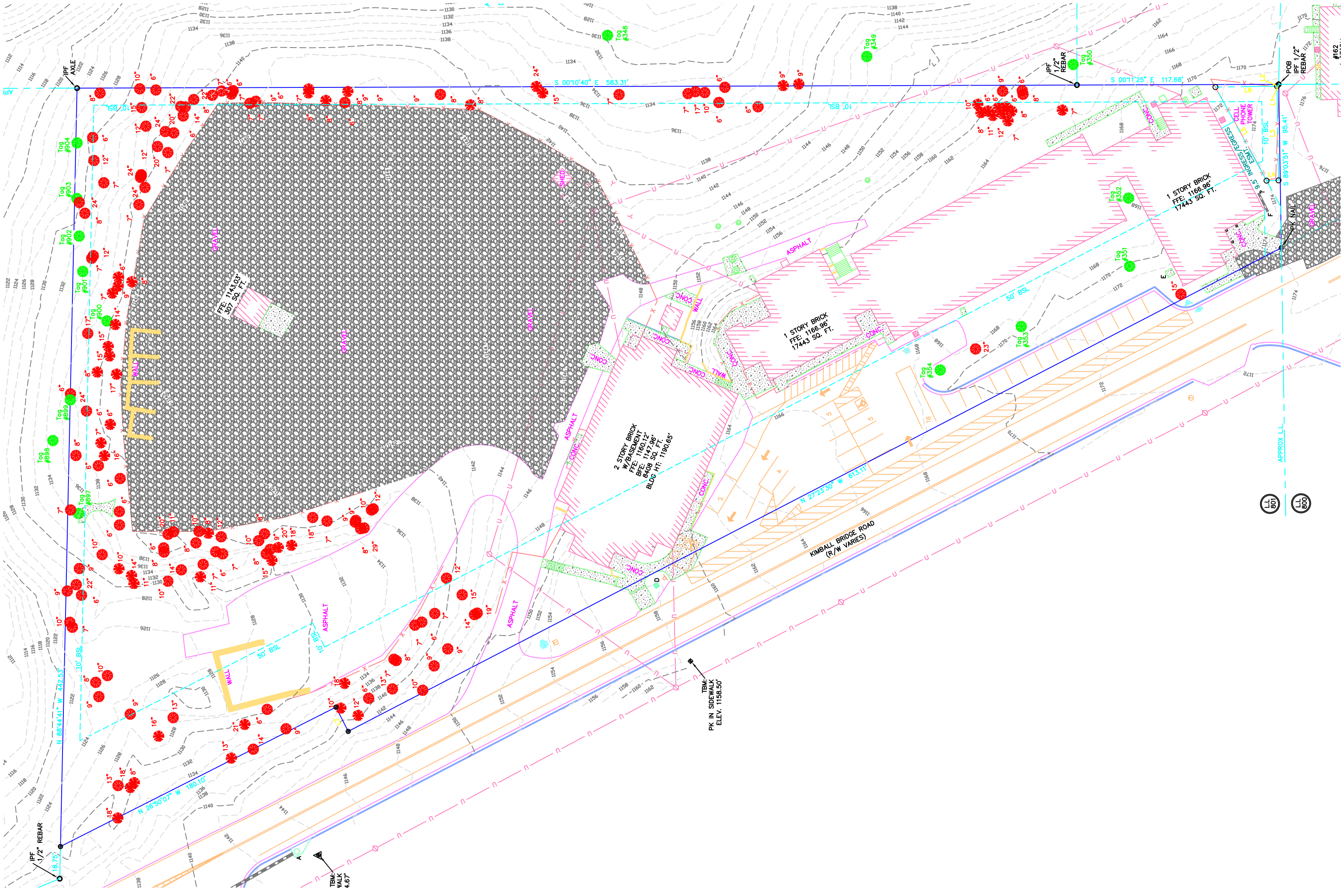
SHEET
3 OF 3

154 Kimble Bridge Rd Site Map




S 00°10'40" E 583.31'
S 00°11'25" E 117.68'
S 89°03'51" W 95.41'
N 26°50'07" W 160.10'
N 88°44'41" W 442.53'
N 27°23'30" W 613.11'
IPF AXLE
IPF 1/2" REBAR
POB IPF 1/2" REBAR
IPF 1/2" REBAR
PK NAIL
1 STORY BRICK FFE: 1166.96' 17443 SQ. FT.
1 STORY BRICK FFE: 1166.96' 17443 SQ. FT.
2 STORY BRICK W/BASEMENT FFE: 1160.12' BFE: 1147.98' 8406 SQ. FT. BLDG HT: 1190.65'
FFE: 1143.03' 307 SQ. FT.
SHED
GRAVEL
ASPHALT
CONC.
WALL
CELL PHONE TOWER
INGRESS/EGRESS EASEMENT
50' BSL
10' BSL
KIMBALL BRIDGE ROAD (R/W VARIES)
APPROX. L.L.
TBM: PK IN SIDEWALK ELEV. 1158.50'
TBM: WALK 4.67'
Tag #348
Tag #349
Tag #350
Tag #351
Tag #352
Tag #353
Tag #354
Tag #897
Tag #898
Tag #899
Tag #900
Tag #901
Tag #902
Tag #903
Tag #904
LL 801
LL 800

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

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

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

Picture #1 - Tree #900. Large stem canker

Picture #2 - Tree #900. Major dead limbs

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

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

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

Kimley»Horn

MEMORANDUM

To: Eric Graves, *City of Alpharetta*

From: John D. Walker, P.E., PTOE, *Kimley-Horn*
Allison Laber, EIT (KY), *Kimley-Horn*

Date: April 29, 2021

RE: ***154 Kimball Bridge – 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 *154 Kimball Bridge* development in the City of Alpharetta, Georgia. A Traffic Impact Study was previously prepared for the site in 2018. Since that time, the site densities have changed, necessitating a new study to accompany the rezoning application. Please reply to us with your concurrence on the Traffic Impact Study methodology and proposed study network.

PROJECT OVERVIEW

The *154 Kimball Bridge* development is a proposed adaptive re-use office development in the City of Alpharetta, Georgia, consisting of 160,000 square feet of office space. The site is located east of the intersection of Kimball Bridge Road at Westside Parkway. The project proposes three full movement driveways, one of which will add a fourth leg to the unsignalized intersection of Kimball Bridge Road at Stratham Drive. The total acreage of the subject property is 4.4+/- acres, currently zoned SU (special use). The proposed zoning of the subject property is O-P (Office-Professional). 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 *154 Kimball Bridge* 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 General Office Building (ITE Code 710) land use.

Due to the size, nature, and location of the proposed development, mixed-use, alternative mode, and pass-by reductions were assumed to be zero.

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**
General Office Building (ITE 710)	160,000 SF	1,674	837	837	152	25	28	150
Gross Project Trips		1,674	837	837	152	25	28	150
Mixed-Use Reduction		*-0*	*-0*	*-0*	*-0*	*-0*	*-0*	*-0*
Alternative Mode Reduction		*-0*	*-0*	*-0*	*-0*	*-0*	*-0*	*-0*
Pass-by Reduction		*-0*	*-0*	*-0*	*-0*	*-0*	*-0*	*-0*
Net New Trips		**1,674**	**837**	**837**	**152**	**25**	**28**	**150**

As shown in **Table 1**, the proposed development is projected to generate approximately 1,674 net new daily trips, 177 net new AM peak hour trips, and 178 net new PM peak hour trips.

TRAFFIC STUDY METHODOLOGY

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

- Kimball Bridge Road at Westside Parkway (signalized)
- Kimball Bridge Road at Stratham Drive/Proposed Site Driveway 1 (unsignalized)
- Kimball Bridge Road at Northwinds Parkway (signalized)

The study intersections are shown on Attachment 1.

Due to COVID-19, traffic patterns and volumes may have changed. Intersection Turning Movement Counts were collected at the three (3) study intersections in August 2018 as part of a previous TIA. A growth rate of 1.0% per year (consistent with other TIAs in the area) will be applied for three (3) years to calculate Estimated 2021 Traffic Volumes.

For informational purposes, a 24-hour volume count was collected along Kimball Bridge Road east of Northwinds Parkway in February 2021. The volumes were compared to a 24-hour volume count from November 2018. **Figure 1** illustrates the comparison between November 2018 ADT and the February 2021 ADT. The 24-hour volume comparison found a 49% overall reduction in ADT from November 2017 to February 2021.

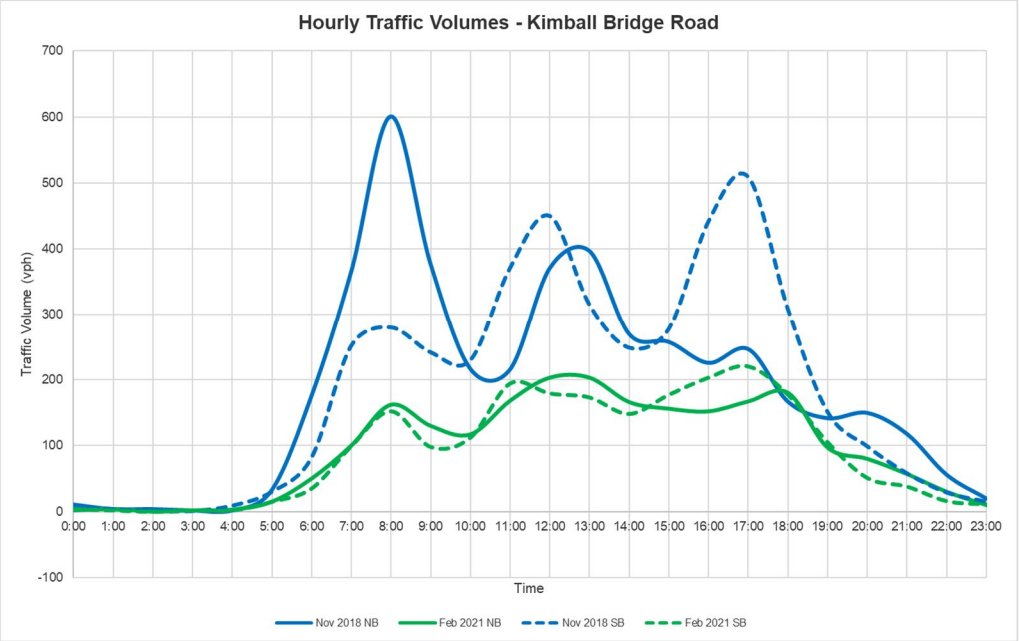


Figure 1: Kimball Bridge Road ADT Comparison

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 May 3, 2021.

Sincerely,

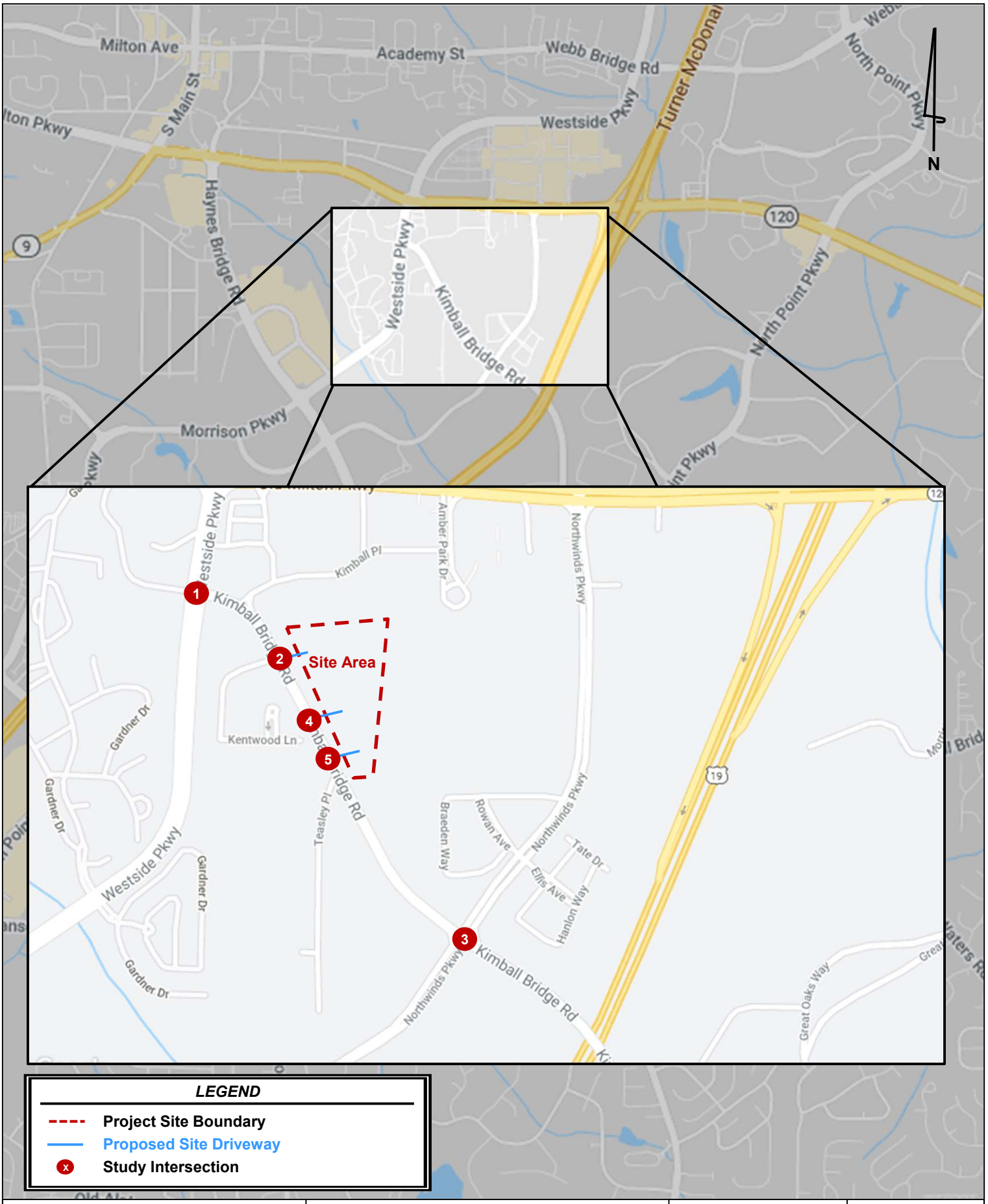
KIMLEY-HORN AND ASSOCIATES, INC.

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

Allison Laber, EIT (KY)
Project Analyst

Attachments:

- Intersection Location Map
- Trip Generation Summary



Kimley»Horn	*154 Kimball Bridge Road* **Traffic Impact Study**	**Site Location Map**	**Attachment 1**

Trip Generation Analysis (10th Ed. with *2nd Edition Handbook* Daily IC & *3rd Edition* AM/PM IC)
154 Kimball Bridge Road
Alpharetta, GA

Land Use	Intensity	Daily Trips	AM Peak Hour Total	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
Proposed Site Traffic								
710 General Office Building	160,000 s.f.	1,674	177	152	25	178	28	150
Gross Trips		**1,674**	**177**	**152**	**25**	**178**	**28**	**150**
Office Trips		1,674	177	152	25	178	28	150
Mixed-Use Reductions		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Alternative Mode Reductions		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Adjusted Office Trips		1,674	177	152	25	178	28	150
Mixed-Use Reductions - TOTAL		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Alternative Mode Reductions - TOTAL		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Pass-By Reductions - TOTAL		*0*	*0*	*0*	*0*	*0*	*0*	*0*
New Trips		**1,674**	**177**	**152**	**25**	**178**	**28**	**150**
Driveway Volumes		**1,674**	**177**	**152**	**25**	**178**	**28**	**150**

TECH-LINK
DYNAMIK
KIMBALL 154
CREATIVE
ASD | SKY

S2
HOMER
TECH-LINK
ASD | SKY

KO-MINGLE
KIMBALL 154
CREATIVE OFFICE
S1 BUZZBIZ
S2 HOMR
S3 ATL SYS
ASD | SKY

54
ASD | SKY

KIMBALL 154
DYNAMIK
Ko-Mingle
TDS
Tech-Link
Hi-Lo Studio
ASD | SKY

154
ASD | SKY

ASD | SKY

VICINITY MAP

FEMA MAP

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

SITE NOTES:

PROPERTY ADDRESS:	154 KIMBALL BRIDGE ROAD
LAND LOT / DISTRICT / SECTION:	801 / 1 / 2
PARCEL ID NUMBERS:	12-2842-0801-011-1
EXISTING ZONING:	SU (SPECIAL USE)
PROPOSED ZONING:	O-P (OFFICE - PROFESSIONAL)
OVERALL SITE AREA:	4.44 ACRES
MAXIMUM LOT COVERAGE:	3.11 ACRES (70.0%)
PROPOSED LOT COVERAGE:	3.33 ACRES (75.0%)
MAXIMUM BUILDING COVERAGE:	1.78 ACRES (40.0%)
PROPOSED BUILDING COVERAGE:	1.45 ACRES (32.7%)
MAXIMUM BUILDING HEIGHT:	40'
PROPOSED BUILDING HEIGHT:	48'
MAXIMUM BUILDING STORIES:	4 STORIES
PROPOSED BUILDING HEIGHT:	3 STORIES + PARKING DECK
PROPOSED LAND USE DENSITY:	
OFFICE (HEATED AREA)	160,000 SF (36,036 SF/ACRE)
LEASABLE AREA	135,000 SF
SUPPORT/SERVICE AREA	25,000 SF
OUTDOOR AMENITIES*	20,000 SF
REQUIRED PARKING:	540 SPACES (4.00 / 1000 SF)
OFFICE (LEASABLE AREA)	540 SPACE
PROPOSED PARKING:	407 SPACES (3.01 / 1000 SF)
PARKING DECK	347 SPACES
SURFACE PARKING	60 SPACES
BUILDING SETBACK:	
FRONT	65' (KIMBALL BRIDGE)
SIDE	15'
REAR	15'

EXISTING CONDITIONS SHOWN HEREON ARE FROM A SURVEY FILE PROVIDED BY BOUNDARY ZONE, INC. DATED 06/11/18.

*OUTDOOR AMENITIES ARE EXTERIOR TO THE BUILDINGS AND DO NOT CONTRIBUTE TO THE OVERALL BUILDING AREA.

LEGAL DESCRIPTION

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

Beginning at ½" rebar found at the landlot corner of landlots 800, 801, 804, and 805, which is the true point of beginning, thence running S89°03'51"W along the landlot line dividing land lots 801 and 800 for a distance of 95.41' to a PK nail set on the easterly right-of-way of Kimball Bridge road (R/W varies), thence leaving said landlot line and running along the right-of-way following courses and distances, N27°23'30"W for a distance of 613.11' to a ½" rebar set, thence running N63°10'00"E for a distance of 15.86' to a ½" rebar set, thence running N26°50'07"W for a distance of 180.10' to a ½" rebar set, thence leaving said right-of-way and running N88°44'41"W for a distance of 442.53' to an axle found on the landlot line dividing landlots 801 and 804, thence running along said landlot line the following courses and distances, S00°10'40"E for a distance of 583.31' to a ½" rebar found, thence running S00°11'25"E for a distance of 117.68' to a ½" rebar found at the landlot corner, which is the true point of beginning.

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

STORMWATER MANAGEMENT NOTE:

SITE WILL CONTAIN ONSITE STORMWATER CONTROLS TO MEET ALL LOCAL AND STATE REQUIREMENTS. THIS MAY INCLUDE THE COMBINATION OF SEVERAL COMPONENTS (PERVIOUS PAVING, INFILTRATION FIELDS, BIORETENTION AREAS, OR OTHER COMPONENTS) PROVIDING RUNOFF REDUCTION (IF INFILTRATION RATES ALLOW), CHANNEL PROTECTION, AND OVERBANK FLOODING PROTECTION PER THE CODE REQUIREMENTS. DETENTION SHALL BE PROVIDED WITHIN A CONCRETE VAULT BENEATH THE PARKING DECK.

VARIANCES:

PROPOSED REDUCTION OF THE 50' FRONT SETBACK TO A 20' FRONT SETBACK FOR ±242 LF ALONG THE RIGHT-OF-WAY LINE.

PROPOSED IMPERVIOUS AREA COVERAGE VARIANCE FROM 70% TO 75%.

PROPOSED BUILDING HEIGHT VARIANCE FROM 40' TO 48'.

PROPOSED DRIVEWAY SPACING VARINACE FROM 300' TO AS SHOWN ON THE PLAN.

PROPOSED REDUCTION IN THE TOTAL AMOUNT OF REQUIRED PARKING SPACES BASED ON THE PARKING REDUCTION MEMO PREPARED BY KIMLEY-HORN.

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

NORTH

GRAPHIC SCALE IN FEET
0 15 30 60

Kimley»Horn
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817 W. PEACHTREE STREET, NW
THE BILTMORE, SUITE 601
ATLANTA, GEORGIA 30308
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CLIENT
KB VENTURE PARTNERS, LLC
1099 ALPHARETTA STREET
ROSWELL, GA 30075
PHONE: 770.386.0744

No.	REVISION DESCRIPTIONS	DATE	BY

PROJECT
KIMBALL 154
154 KIMBALL BRIDGE ROAD, ALPHARETTA, GA 30009
LAND LOT 801, 1ST DISTRICT, 2ND SECTION
PARCEL ID: 12-2842-0801-011-1

GEORGIA REGISTERED PROFESSIONAL ENGINEER TYLER ROSSER
04/30/2021

GSWCC CERT. (LEVEL II)	000007289
DRAWN BY	JTR
DESIGNED BY	JTR
REVIEWED BY	BRM
DATE	03/31/2021
PROJECT NO.	013796000

TITLE
ZONING SITE PLAN

SHEET NUMBER
ZP-01

Drawing name: K:\ALP_PRJ\013796000_154 Kimball Bridge\CAD\Exhibits\2021-04-29 Zoning Plan\210429_kimball154_ZoningPlan.dwg ZP-01 ZONING PLAN Apr 29, 2021 2:07pm by: tyler.rosser

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Traffic Impact Study

154 Kimball Bridge Road

City of Alpharetta, Georgia

Report Prepared:

March 2021

Report Revised:

April 2021

Prepared for:

KB Ventures Partners, LLC

Prepared by:

Kimley-Horn and Associates, Inc.
11720 Amber Park Drive, Suite 600
Alpharetta, GA 30009
013796001

Traffic Impact Study

154 Kimball Bridge Road

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4/29/2021

Kimley»Horn

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Appendix B: Intersection Volume Worksheets

Appendix C: *Synchro* Analysis Reports

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1.0 INTRODUCTION

This report presents the analysis of the anticipated traffic impacts associated with the proposed *154 Kimball Bridge Road* development, which is expected to be completed in 2023 (referred to herein as "build-out year"). The site is located east of the intersection of Kimball Bridge Road at Westside Parkway in the City of Alpharetta, Georgia.

The site is currently occupied by a Fulton County School maintenance facility and is proposed to be redeveloped to 160,000 square feet of office space on approximately 4.4 acres. The site is proposed to be rezoned from SU (Special Use) to O-P (Office-Professional). A traffic impact study was previously prepared for the site in September 2018. Since that time, the site densities have changed, necessitating a new study to accompany the rezoning application.

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 *154 Kimball Bridge Road* development).

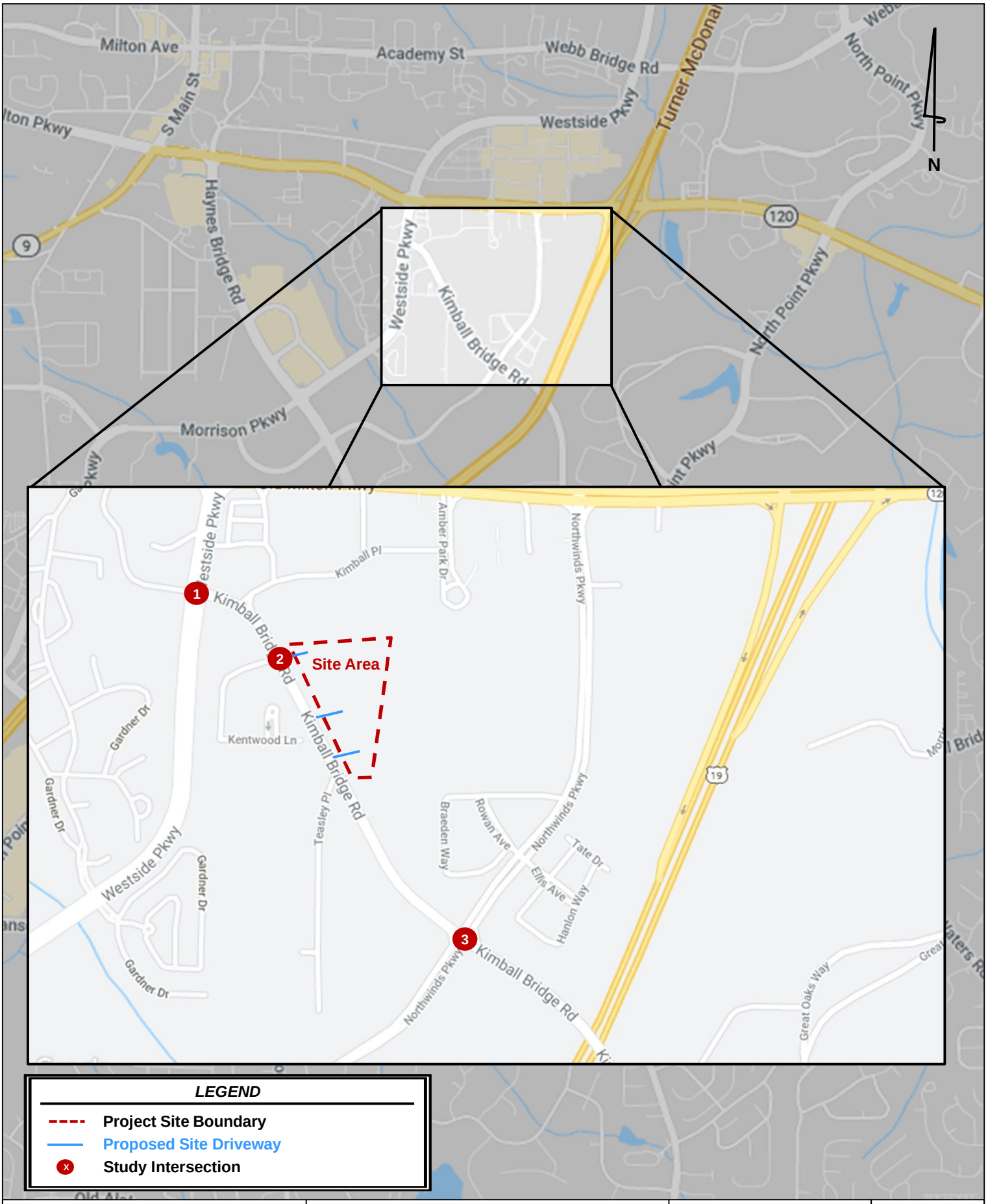
Figure 1 provides a location map of the project site. **Figure 2** provides aerial imagery of the project site. Additionally, a copy of the proposed site plan is provided in Appendix A.

2.0 STUDY AREA DETERMINATION

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

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

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



LEGEND

- Project Site Boundary
- Proposed Site Driveway
- Study Intersection

Kimley»Horn	*154 Kimball Bridge Road* **Traffic Impact Study**	**Site Location Map**	**Figure 1**
			Page 2

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154 Kimball Bridge Road
Traffic Impact Study

Site Aerial

Figure 2

3.0 EXISTING TRAFFIC CONDITIONS

3.1 ROADWAY CHARACTERISTICS

The roadways within the study network have the following characteristics:

Westside Parkway is a four-lane divided minor arterial roadway with a posted speed limit of 40 MPH. GDOT counts taken north of Encore Parkway indicated an Annual Average Daily Traffic (AADT) volume of 14,200 vehicles per day in 2019.

Kimball Bridge Road is a two-lane, undivided major collector roadway with a posted speed limit of 45 MPH. Average Daily Traffic (ADT) counts collected in November 2018 indicated an ADT of 8,850 vehicles per day west of Northwinds Parkway, and 13,500 vehicles per day east of Northwinds Parkway.

Stratham Drive is a two-lane, undivided local roadway with a posted speed limit of 15 MPH. GDOT counts taken west of Kimball Bridge Road indicated an AADT volume of 70 vehicles per day in 2019.

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

3.2 EXISTING TRAFFIC VOLUMES

Per the traffic study methodology memo (dated 3/9/2021), historical vehicle peak hour turning movement counts from 2018 were utilized at the following existing study intersections:

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

Due to COVID-19, traffic patterns and volumes may have changed. The vehicle peak hour turning movement counts for the study intersections were collected on August 29, 2018 (pre-COVID). The counts were performed during the AM period (7:00 AM to 9:00 AM) and the PM period (4:00 PM to 6:00 PM). The AM and PM peak hours for each intersection are shown in **Table 1**. Complete traffic count data is provided in **Appendix D**.

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

The collected 2018 peak hour traffic volumes were increased by 1.0% per year for three (3) years to account for the expected growth in traffic through year 2021. **Figure 4** illustrates the adjusted 2021 peak hour traffic volumes at the study intersections as well as the existing roadway geometry (intersection layout).

For informational purposes, a 24-hour volume count was collected along Kimball Bridge Road west of Northwinds Parkway in February 2021 and was compared to a historical 24-Hour Volume Count from November 2018. **Figure 3** illustrates the comparison between November 2018 collected ADT and the February 2021 collected ADT. The 2021 traffic volumes were found to be approximately 50% lower than the 2018 tr.

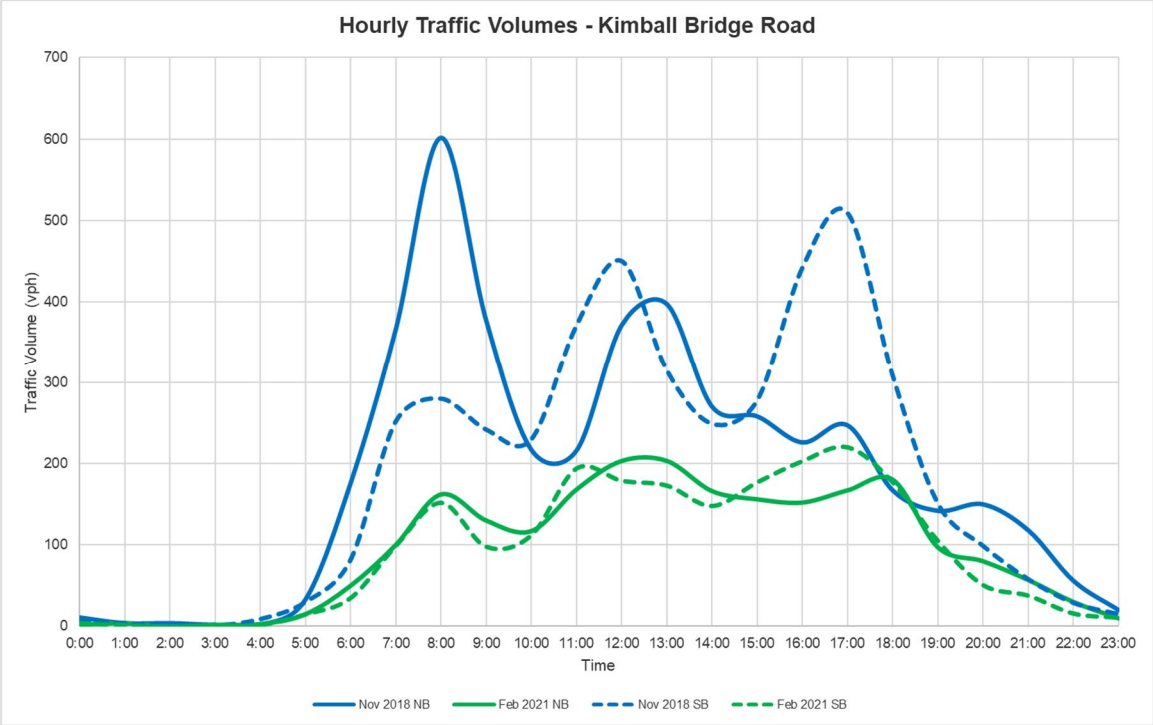
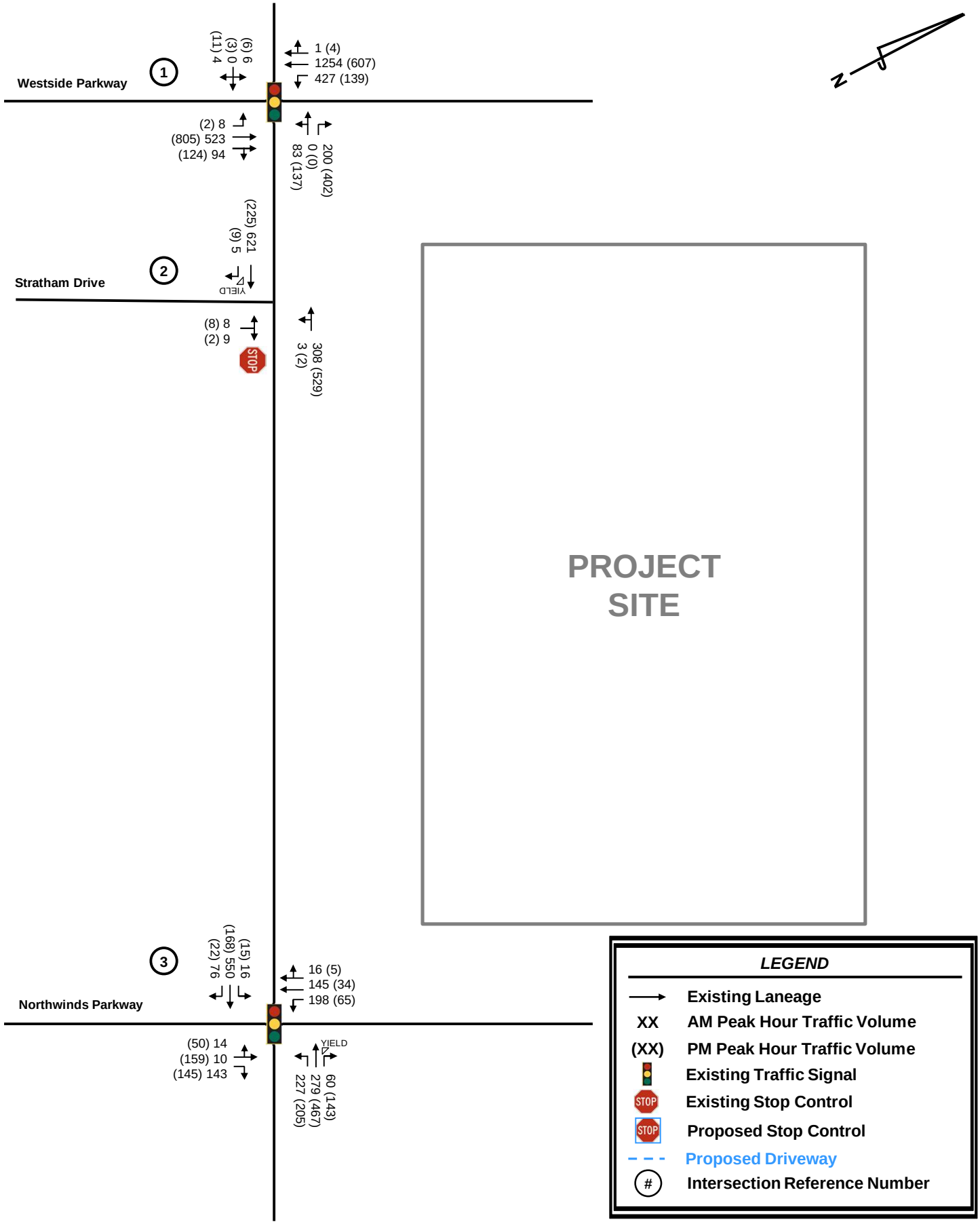


Figure 3: Kimball Bridge Road ADT Comparison



Kimley»Horn	*154 Kimball Bridge Road* **Traffic Impact Study**	**Estimated 2021 Conditions**	**Figure 4**
			Page 6

4.0 PROJECTED BACKGROUND (NON-PROJECT) TRAFFIC

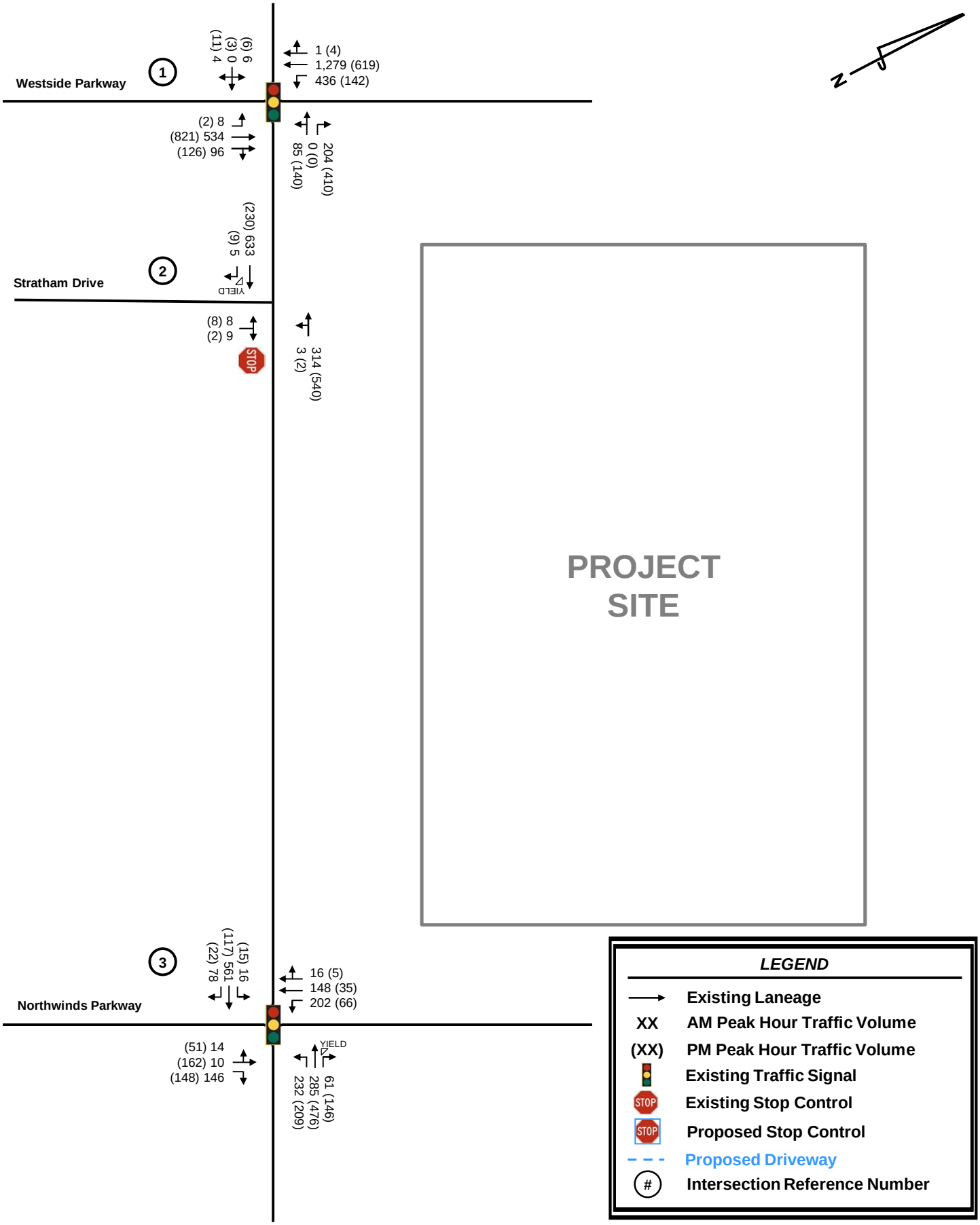
Projected background (non-project) traffic is defined as the expected traffic on the roadway network in the future year(s) absent the construction and opening of the proposed *154 Kimball Bridge Road* development. The Estimated 2021 peak hour traffic volumes were increased by 1.0% per year for two (2) years to account for the expected background growth in traffic through year 2023, build-out of the project.

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. **FN-176**: The project will widen Old Milton Parkway (SR 120) from four lanes to six lanes between Kimball Bridge Road and SR 400.
2. **AR-ML-300**: The project will add 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.



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154 Kimball Bridge Road
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 *154 Kimball Bridge Road* development, and the distribution and assignment of that traffic through the study roadway network. This traffic impact study evaluated the impacts of adding the new trips generated by the proposed *154 Kimball Bridge Road* development.

5.1 PROJECT SITE ACCESS

Access to the proposed *154 Kimball Bridge Road* development will be provided via three (3) proposed site driveways, which are shown on the proposed site plan in **Appendix A**. Brief description of the site driveways are as follows:

1. Site Driveway A – located along Kimball Bridge Road, aligned with Stratham Drive. The driveway is proposed to operate as full-movement under side street stop-control and have one (1) ingress land and one (1) egress lane on the site.
2. Site Driveway B – located along Kimball Bridge Road, south of Site Driveway A. The driveway is proposed to operate as full-movement under side street stop-control and have one (1) ingress land and one (1) egress lane on the site.
3. Site Driveway C – located along Kimball Bridge Road, south of Site Driveway B. The driveway is proposed to operate as full-movement under side street stop-control and have one (1) ingress land and one (1) egress lane on the site. The driveway does not have access to the parking facilities and will only serve accessible parking and drop-off traffic.

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

5.2 TRIP GENERATION

Gross trips associated with the proposed development were estimated using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 10th Edition, 2017,* using equations where available. Trip generation for the proposed development was calculated based upon the following land uses:

- Land Use 710: General Office Building

Table 2 summarizes the anticipated trip generation for the proposed development upon full build-out (2023). **Appendix C** provides the detailed trip generation worksheet for the proposed development.

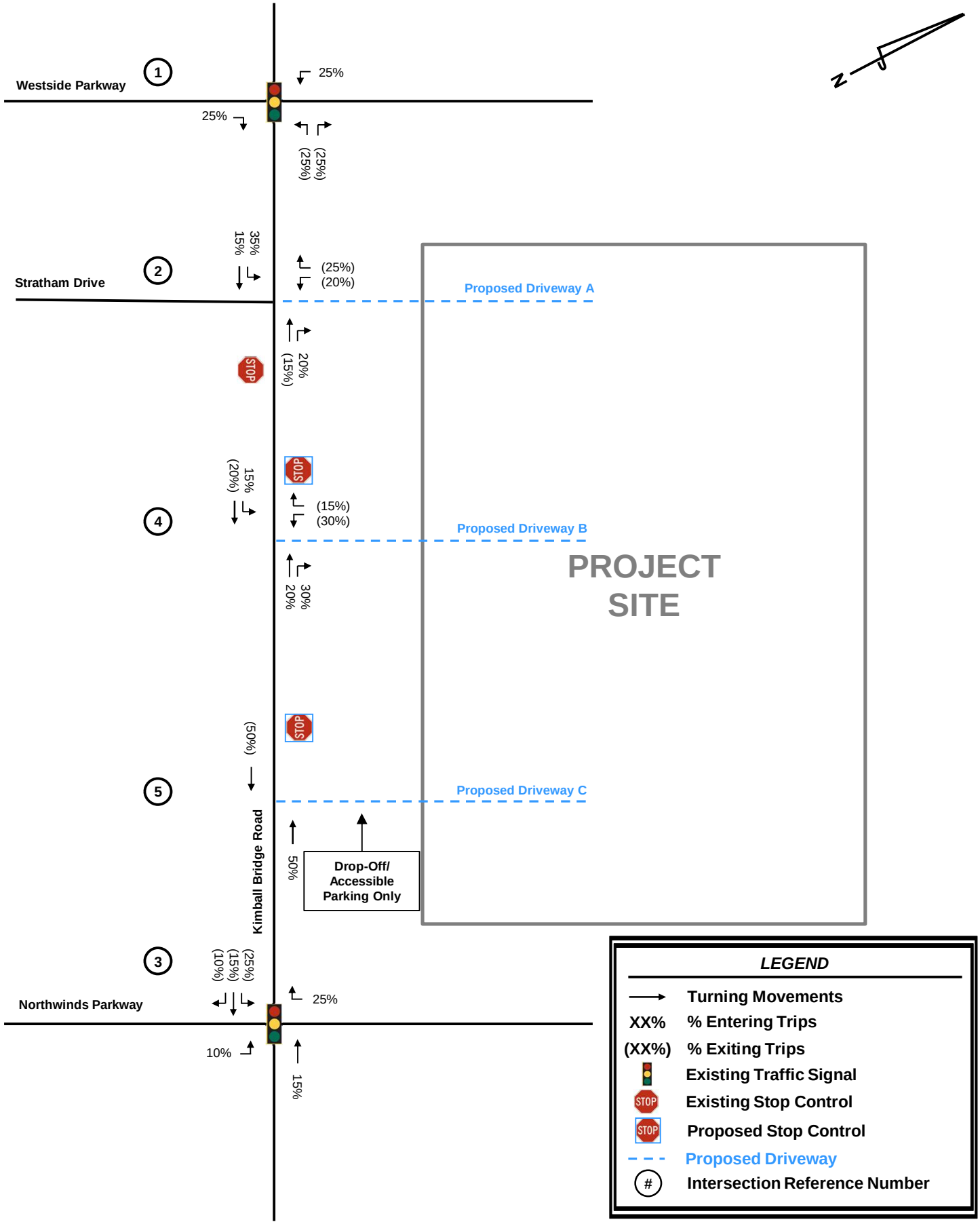
Table 2: Trip Generation								
Land Use	**Density**	**Daily Traffic**			**AM Peak Hour**		**PM Peak Hour**	
		Total	**Enter**	**Exit**	**Enter**	**Exit**	**Enter**	**Exit**
General Office Building (ITE 710)	160,000 SF	1,674	837	837	152	25	28	150
Gross Project Trips		**1,674**	**837**	**837**	**152**	**25**	**28**	**150**
Mixed-Use Reduction		*-0*	*-0*	*-0*	*-0*	*-0*	*-0*	*-0*
Alternative Mode Reduction		*-0*	*-0*	*-0*	*-0*	*-0*	*-0*	*-0*
Pass-by Reduction		*-0*	*-0*	*-0*	*-0*	*-0*	*-0*	*-0*
Net New Trips		**1,674**	**837**	**837**	**152**	**25**	**28**	**150**

Due to the size, nature, and location of the proposed development, mixed-use, alternative mode, and pass-by reductions were assumed to be zero.

5.3 TRIP DISTRIBUTION AND ASSIGNMENT

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

Based on the trip generation from **Table 2** and the anticipated trip distribution (shown on **Figure 6**), net new project trips were assigned to the study roadway network and are illustrated on **Figure 7**. **Figure 8** illustrates the Projected 2023 Build traffic conditions for the AM and PM peak hours. Appendix B provides intersection volume worksheets for the study network.



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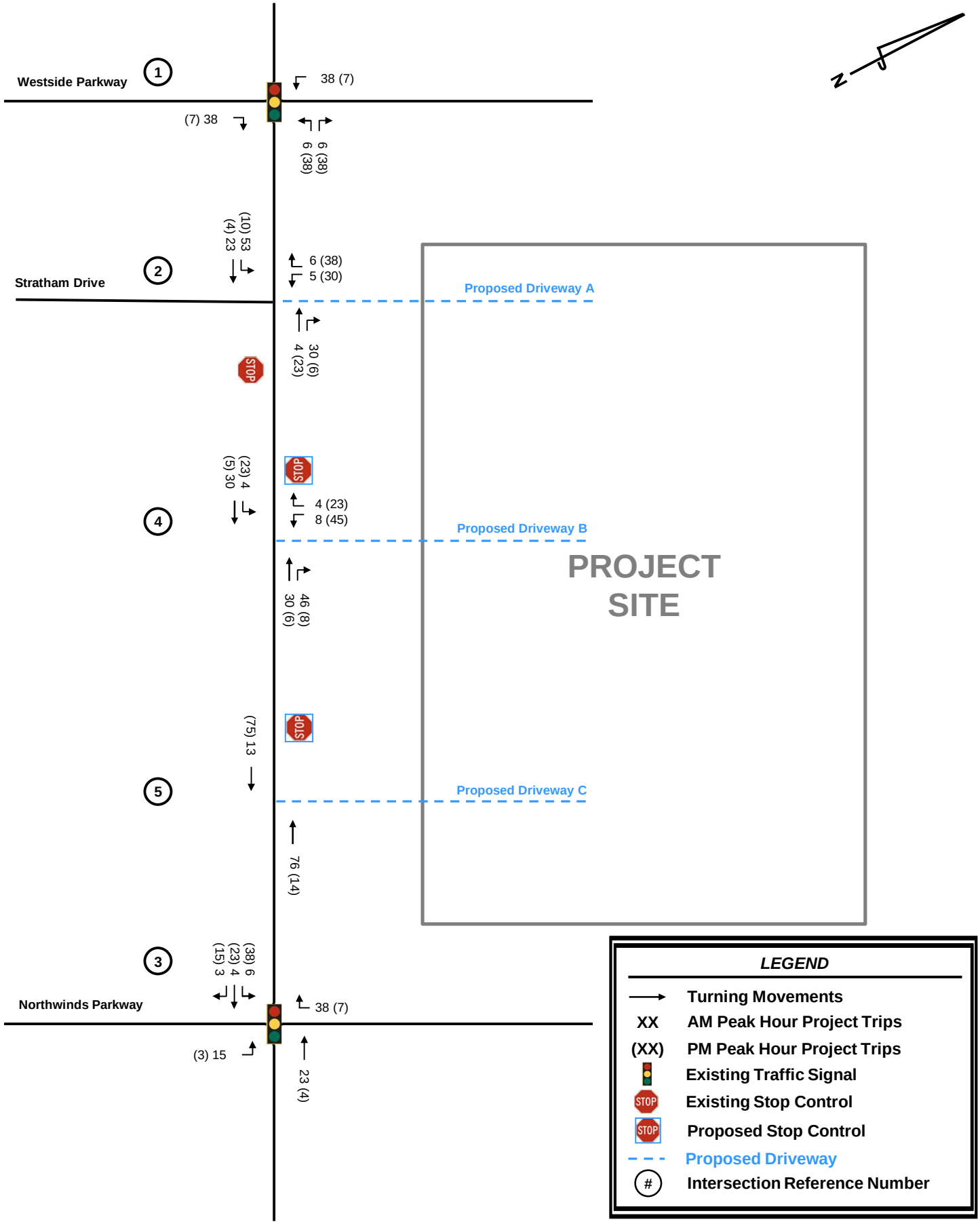
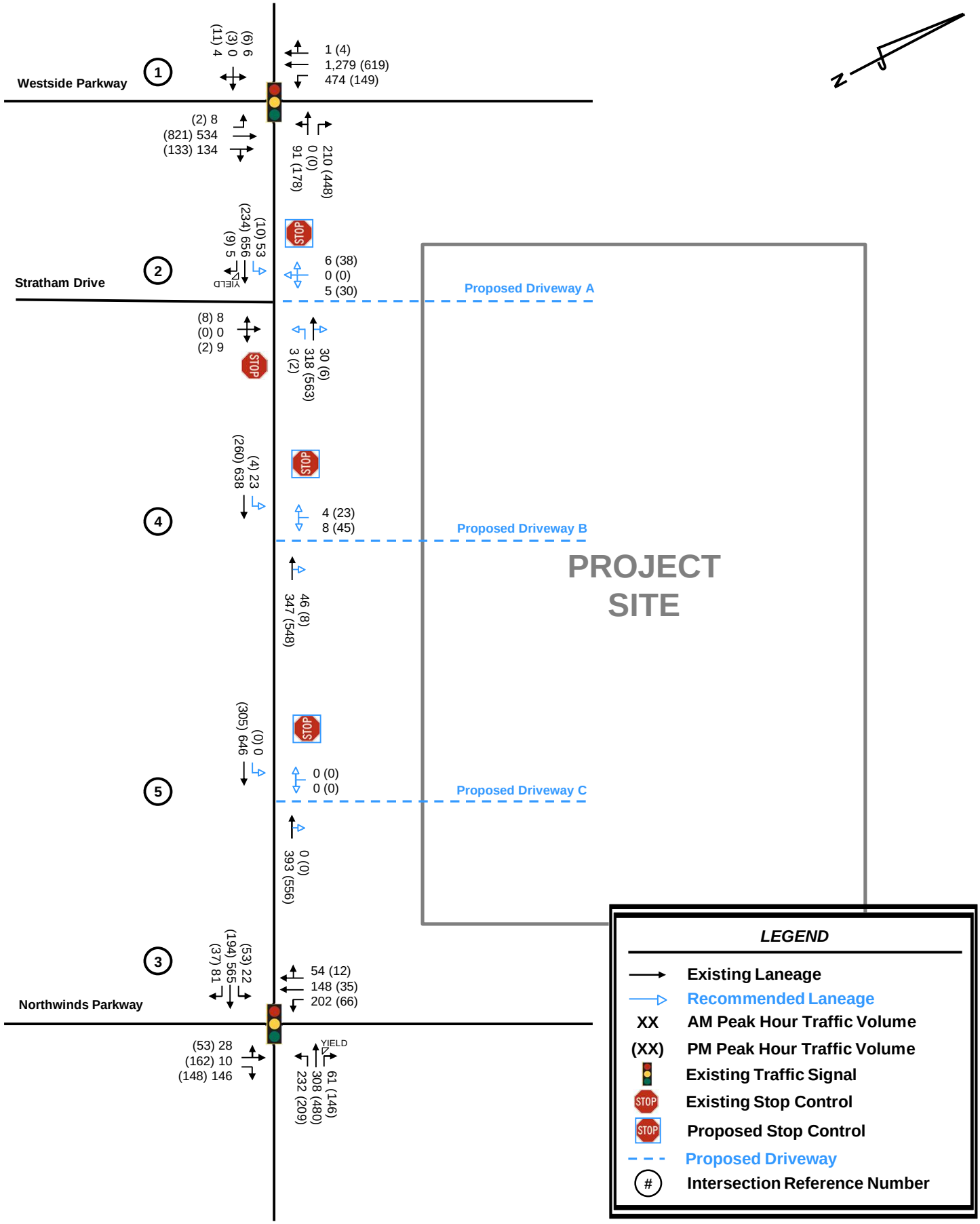
154 Kimball Bridge Road
Traffic Impact Study

Trip Distribution and Assignment

Figure 6



Kimley»Horn	*154 Kimball Bridge Road* Traffic Impact Study	Project Trips	Figure 7



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154 Kimball Bridge Road
Traffic Impact Study

Projected 2023 Build Conditions

Figure 8

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.

LOS for unsignalized intersections with stop control on the minor streets only are reported for the side-street approaches and major street left-turns. Low levels-of-service for side street approaches are not uncommon, as vehicles may experience delay turning onto a major roadway.

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 3**. A detailed set of analyses from *Synchro* is available in Appendix C.

Table 3: Level-of-Service Summary *LOS (Delay, in seconds)*							
Intersection	**Approach / Movement**	**Estimated 2021**		**Projected 2023 No-Build**		**Projected 2023 Build**	
		AM Peak	**PM Peak**	**AM Peak**	**PM Peak**	**AM Peak**	**PM Peak**
1. Westside Parkway at Kimball Bridge Road (signalized)	Overall	A (7.9)	B (15.5)	A (8.1)	B (16.1)	A (8.5)	B (16.9)
2. Kimball Bridge Road at Stratham Drive/Site Driveway A (unsignalized)	NB	C (16.0)	B (14.4)	C (16.2)	B (14.6)	C (21.2)	C (18.6)
	WBL	A (8.9)	A (7.7)	A (8.9)	A (7.8)	A (9.0)	A (7.8)
	SB					C (18.8)	C (17.5)
	EBL					A (8.1)	A (8.7)
3. Northwinds Parkway at Kimball Bridge Road (signalized)	Overall	C (22.9)	C (20.7)	C (23.7)	C (23.1)	C (24.7)	C (24.3)
4. Kimball Bridge Road at Site Driveway B (unsignalized)	EBL					A (8.1)	A (8.7)
	SB					C (17.4)	C (17.8)
5. Kimball Bridge Road at Site Driveway C (unsignalized)	EBL					A (0.0)	A (0.0)
	SB					A (0.0)	A (0.0)

As shown in **Table 3**, all study intersections currently operate at acceptable LOS during both the AM and PM peak hours. Under the Projected 2023 No-Build and Projected 2023 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 *154 Kimball Bridge Road* development, located east of the intersection of Kimball Bridge Road at Westside Parkway in the City of Alpharetta, Georgia. The site is currently occupied by a Fulton County School maintenance facility and is proposed to be redeveloped to 160,000 square feet of office space on approximately 4.4 acres. The development is expected to be completed in 2023.

The study network, which consists of three (3) existing 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 *154 Kimball Bridge Road* 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 conditions, all study intersections are projected to continue to operate at acceptable LOS during both the AM and PM peak hours. Under the Projected 2023 Build conditions, Intersection 1 is projected to operate at LOS F during the PM peak hour. All other study intersections are projected 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 *154 Kimball Road Site* development).

- Across the site frontage, widen Kimball Bridge Road to provide a three-lane section (one travel lane in each direction and a center two-way left-turn lane) across the site frontage.
- Intersection 2 – Kimball Bridge Road at Stratham Drive/Site Driveway A
    - On the site, construct a westbound shared through/left/right-turn lane exiting the site, and construct one (1) ingress lane entering the site.
- Intersection 4 – Kimball Bridge Road at Site Driveway B
    - On the site, construct a westbound shared left/right-turn lane exiting the site, and construct one (1) ingress lane entering the site.
- Intersection 5 – Kimball Bridge Road at Site Driveway C
    - On the site, construct a westbound shared left/right-turn lane exiting the site, and construct one (1) ingress lane entering the site.

APPENDIX A

Site Plan

VICINITY MAP

FEMA MAP

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

SITE NOTES:

PROPERTY ADDRESS:	154 KIMBALL BRIDGE ROAD
LAND LOT / DISTRICT / SECTION:	801 / 1 / 2
PARCEL ID NUMBERS:	12-2842-0801-011-1
EXISTING ZONING:	SU (SPECIAL USE)
PROPOSED ZONING:	O-P (OFFICE - PROFESSIONAL)
OVERALL SITE AREA:	4.44 ACRES
MAXIMUM LOT COVERAGE:	3.11 ACRES (70.0%)
PROPOSED LOT COVERAGE:	3.33 ACRES (75.0%)
MAXIMUM BUILDING COVERAGE:	1.78 ACRES (40.0%)
PROPOSED BUILDING COVERAGE:	1.45 ACRES (32.7%)
MAXIMUM BUILDING HEIGHT:	40'
PROPOSED BUILDING HEIGHT:	48'
MAXIMUM BUILDING STORIES:	4 STORIES
PROPOSED BUILDING HEIGHT:	3 STORIES + PARKING DECK
MAXIMUM LAND USE DENSITY:	
OFFICE	133,200 SF (30,000 SF/ACRE)
PROPOSED LAND USE DENSITY:	
OFFICE (HEATED AREA)	160,000 SF (36,036 SF/ACRE)
LEASABLE AREA	135,000 SF
SUPPORT/SERVICE AREA	25,000 SF
OUTDOOR AMENITIES	20,000 SF
REQUIRED PARKING:	540 SPACES (4.00 / 1000 SF)
OFFICE (LEASABLE AREA)	540 SPACE
PROPOSED PARKING:	407 SPACES (3.01 / 1000 SF)
PARKING DECK	347 SPACES
SURFACE PARKING	60 SPACES
BUILDING SETBACK:	
FRONT	65' (KIMBALL BRIDGE)
SIDE	15'
REAR	15'

EXISTING CONDITIONS SHOWN HEREON ARE FROM A SURVEY FILE PROVIDED BY BOUNDARY ZONE, INC. DATED 06/11/18.

LEGAL DESCRIPTION

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

Beginning at ½" rebar found at the landlot corner of landlots 800, 801, 804, and 805, which is the true point of beginning, thence running S89°03'51"W along the landlot line dividing land lots 801 and 800 for a distance of 95.41' to a PK nail set on the easterly right-of-way of Kimball Bridge road (R/W varies), thence leaving said landlot line and running along the right-of-way following courses and distances, N27°23'30"W for a distance of 613.11' to a ½" rebar set, thence running N63°10'00"E for a distance of 15.86' to a ½" rebar set, thence running N26°50'07"W for a distance of 180.10' to a ½" rebar set, thence leaving said right-of-way and running N88°44'41"W for a distance of 442.53' to an axle found on the landlot line dividing landlots 801 and 804, thence running along said landlot line the following courses and distances, S00°11'42"E for a distance of 583.31' to a ½" rebar found, thence running S00°11'25"E for a distance of 117.68' to a ½" rebar found at the landlot corner, which is the true point of beginning.

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

STORMWATER MANAGEMENT NOTE:

SITE WILL CONTAIN ONSITE STORMWATER CONTROLS TO MEET ALL LOCAL AND STATE REQUIREMENTS. THIS MAY INCLUDE THE COMBINATION OF SEVERAL COMPONENTS (PERVIOUS PAVING, INFILTRATION FIELDS, BIORETENTION AREAS, OR OTHER COMPONENTS) PROVIDING RUNOFF REDUCTION (IF INFILTRATION RATES ALLOW), CHANNEL PROTECTION, AND OVERBANK FLOODING PROTECTION PER THE CODE REQUIREMENTS. DETENTION SHALL BE PROVIDED WITHIN A CONCRETE VAULT BENEATH THE PARKING DECK.

VARIANCES:

PROPOSED REDUCTION OF THE 50' FRONT SETBACK TO A 20' FRONT SETBACK FOR ±242 LF ALONG THE RIGHT-OF-WAY LINE.

PROPOSED IMPERVIOUS AREA COVERAGE VARIANCE FROM 70% TO 75%.

PROPOSED BUILDING HEIGHT VARIANCE FROM 40' TO 48'.

PROPOSED DRIVEWAY SPACING VARINACE FROM 300' TO AS SHOWN ON THE PLAN.

PROPOSED REDUCTION IN THE TOTAL AMOUNT OF REQUIRED PARKING SPACES BASED ON THE PARKING REDUCTION MEMO PREPARED BY KIMLEY-HORN.

GEORGIA811.

GRAPHIC SCALE IN FEET
0 15 30 60

Kimley»Horn
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ATLANTA, GEORGIA 30308
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CLIENT
KB VENTURE PARTNERS, LLC
1099 ALPHARETTA STREET
ROSWELL, GA 30075
PHONE: 770.998.0744

No.	REVISION DESCRIPTIONS	DATE	BY

PROJECT
KIMBALL 154
154 KIMBALL BRIDGE ROAD, ALPHARETTA, GA 30009
LAND LOT 801, 1ST DISTRICT, 2ND SECTION
PARCEL ID: 12-2842-0801-011-1

GEORGIA REGISTERED 12041 ENGINEER JON TYLER ROGERS
04/28/2021

GSWCC CERT. (LEVEL II)	000007289
DRAWN BY	JTR
DESIGNED BY	JTR
REVIEWED BY	BRM
DATE	03/31/2021
PROJECT NO.	013796000

TITLE
ZONING SITE PLAN

SHEET NUMBER
ZP-01

Drawing name: K:\ALP_PRJ\013796000_154 Kimball Bridge\CADE\exhibits\2021-04-29 Zoning Plan\210429_KimballI154_ZoningPlan.dwg ZP-01 ZONING PLAN Apr 29, 2021 4:31pm by:tyler.rosser

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

APPENDIX B

Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

Intersection #1

Kimball Bridge Road at Westside Parkway

AM PEAK HOUR

	Westside Parkway				Westside Parkway				Kimball Bridge Road				Kimball Bridge Road			
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
Description	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2018 Traffic Volumes	3	5	508	91	0	414	1,217	1	0	6	0	4	0	81	0	194
Pedestrians	0				0				0				0			
Conflicting Pedestrians	0			0	0			0	0			0	0			0
Heavy Vehicles	0	0	9	1	0	2	7	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	0%	2%	2%	2%	0%	2%	0%	2%	0%	2%	0%	2%
Peak Hour Factor	0.97				0.97				0.97				0.97			
Adjustment	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Adjusted 2021 Volumes	3	5	523	94	0	427	1254	1	0	6	0	4	0	83	0	200
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%	1.0%	1.0%	1.0%
Growth Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
2023 Background Traffic	3	5	534	96	0	436	1,279	1	0	6	0	4	0	85	0	204
Project Trips																
Trip Distribution IN				25%		25%										
Trip Distribution OUT														25%		25%
Office Trips	0	0	0	38	0	38	0	0	0	0	0	0	0	6	0	6
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	38	0	38	0	0	0	0	0	0	0	6	0	6
2023 Buildout Total	3	5	534	134	0	474	1,279	1	0	6	0	4	0	91	0	210
2023 Buildout Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%

PM PEAK HOUR

	Westside Parkway				Westside Parkway				Kimball Bridge Road				Kimball Bridge Road			
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
Description	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2018 Traffic Volumes	1	1	782	120	0	135	589	4	0	6	3	11	0	133	0	390
Pedestrians	0				0				0				0			
Conflicting Pedestrians	0			0	0			0	0			0	0			0
Heavy Vehicles	0	0	8	0	0	0	4	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	0%	2%	2%	2%	0%	2%	2%	2%	0%	2%	0%	2%
Peak Hour Factor	0.91				0.91				0.91				0.91			
Adjustment	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Adjusted 2021 Volumes	1	1	805	124	0	139	607	4	0	6	3	11	0	137	0	402
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%	1.0%	1.0%	1.0%
Growth Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
2023 Background Traffic	1	1	821	126	0	142	619	4	0	6	3	11	0	140	0	410
Project Trips																
Trip Distribution IN				25%		25%										
Trip Distribution OUT														25%		25%
Office Trips	0	0	0	7	0	7	0	0	0	0	0	0	0	38	0	38
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	7	0	7	0	0	0	0	0	0	0	38	0	38
2023 Buildout Total	1	1	821	133	0	149	619	4	0	6	3	11	0	178	0	448
2023 Buildout Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%

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INTERSECTION VOLUME DEVELOPMENT

Intersection #2

Kimball Bridge Road at Stratham Drive/Site Driveway A

AM PEAK HOUR

	Stratham Drive				Site Driveway A				Kimball Bridge Road				Kimball Bridge Road			
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
Description	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2018 Traffic Volumes	0	8	0	9	0	0	0	0	0	0	603	5	0	3	299	0
Pedestrians	0				0				0				0			
Conflicting Pedestrians	0			0	0			0	0			0	0			0
Heavy Vehicles	0	0	0	1	0	0	0	0	0	0	4	1	0	0	9	0
Heavy Vehicle %	0%	2%	0%	11%	0%	0%	0%	0%	0%	0%	2%	20%	0%	2%	3%	0%
Peak Hour Factor	0.95				0.95				0.95				0.95			
Adjustment	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Adjusted 2021 Volumes	0	8	0	9	0	0	0	0	0	0	621	5	0	3	308	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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
2023 Background Traffic	0	8	0	9	0	0	0	0	0	0	633	5	0	3	314	0
Project Trips																
Trip Distribution IN										35%	15%					20%
Trip Distribution OUT						20%		25%							15%	
Office Trips	0	0	0	0	0	5	0	6	0	53	23	0	0	0	4	30
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	5	0	6	0	53	23	0	0	0	4	30
2023 Buildout Total	0	8	0	9	0	5	0	6	0	53	656	5	0	3	318	30
2023 Buildout Heavy Vehicle %	2%	2%	2%	11%	2%	2%	2%	2%	2%	2%	2%	20%	2%	2%	3%	2%

PM PEAK HOUR

	Stratham Drive				Site Driveway A				Kimball Bridge Road				Kimball Bridge Road			
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
Description	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2018 Traffic Volumes	0	8	0	2	0	0	0	0	0	0	218	9	0	2	514	0
Pedestrians	0				0				0				0			
Conflicting Pedestrians	0			0	0			0	0			0	0			0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0
Heavy Vehicle %	0%	2%	0%	2%	0%	0%	0%	0%	0%	0%	2%	2%	0%	2%	2%	0%
Peak Hour Factor	0.94				0.94				0.94				0.94			
Adjustment	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Adjusted 2021 Volumes	0	8	0	2	0	0	0	0	0	0	225	9	0	2	529	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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
2023 Background Traffic	0	8	0	2	0	0	0	0	0	0	230	9	0	2	540	0
Project Trips																
Trip Distribution IN										35%	15%					20%
Trip Distribution OUT						20%		25%							15%	
Office Trips	0	0	0	0	0	30	0	38	0	10	4	0	0	0	23	6
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	30	0	38	0	10	4	0	0	0	23	6
2023 Buildout Total	0	8	0	2	0	30	0	38	0	10	234	9	0	2	563	6
2023 Buildout Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%

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INTERSECTION VOLUME DEVELOPMENT

Intersection #3

Kimball Bridge Road at Northwinds Parkway

AM PEAK HOUR

	Northwinds Parkway				Northwinds Parkway				Kimball Bridge Road				Kimball Bridge Road			
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
Description	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2018 Traffic Volumes	1	13	10	139	0	192	141	16	0	16	534	74	0	220	271	58
Pedestrians	0				0				0				0			
Conflicting Pedestrians	0			0	0			0	0			0	0			0
Heavy Vehicles	0	1	0	2	0	0	0	2	0	1	2	0	0	0	3	0
Heavy Vehicle %	2%	8%	2%	2%	0%	2%	2%	13%	0%	6%	2%	2%	0%	2%	2%	2%
Peak Hour Factor	0.98				0.98				0.98				0.98			
Adjustment	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Adjusted 2021 Volumes	1	13	10	143	0	198	145	16	0	16	550	76	0	227	279	60
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%	1.0%	1.0%	1.0%
Growth Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
2023 Background Traffic	1	13	10	146	0	202	148	16	0	16	561	78	0	232	285	61
Project Trips																
Trip Distribution IN		10%						25%							15%	
Trip Distribution OUT										25%	15%	10%				
Office Trips	0	15	0	0	0	0	0	38	0	6	4	3	0	0	23	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	15	0	0	0	0	0	38	0	6	4	3	0	0	23	0
2023 Buildout Total	1	28	10	146	0	202	148	54	0	22	565	81	0	232	308	61
2023 Buildout Heavy Vehicle %	2%	4%	2%	2%	2%	2%	2%	4%	2%	5%	2%	2%	2%	2%	2%	2%

PM PEAK HOUR

	Northwinds Parkway				Northwinds Parkway				Kimball Bridge Road				Kimball Bridge Road			
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
Description	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2018 Traffic Volumes	1	48	154	141	0	63	33	5	0	15	163	21	0	199	453	139
Pedestrians	0				0				0				0			
Conflicting Pedestrians	0			0	0			0	0			0	0			0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	0%	2%	2%	2%	0%	2%	2%	2%	0%	2%	2%	2%
Peak Hour Factor	0.91				0.91				0.91				0.91			
Adjustment	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Adjusted 2021 Volumes	1	49	159	145	0	65	34	5	0	15	168	22	0	205	467	143
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%	1.0%	1.0%	1.0%
Growth Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
2023 Background Traffic	1	50	162	148	0	66	35	5	0	15	171	22	0	209	476	146
Project Trips																
Trip Distribution IN		10%						25%							15%	
Trip Distribution OUT										25%	15%	10%				
Office Trips	0	3	0	0	0	0	0	7	0	38	23	15	0	0	4	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	3	0	0	0	0	0	7	0	38	23	15	0	0	4	0
2023 Buildout Total	1	53	162	148	0	66	35	12	0	53	194	37	0	209	480	146
2023 Buildout Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%

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INTERSECTION VOLUME DEVELOPMENT

Intersection #4

Kimball Bridge Road at /Site Driveway B

AM PEAK HOUR

					Site Driveway B				Kimball Bridge Road				Kimball Bridge Road			
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
Description	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2018 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	603	0	0	0	302	0
Pedestrians	0				0				0				0			
Conflicting Pedestrians	0			0	0			0	0			0	0			0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	2%	0%
Peak Hour Factor	0.98				0.98				0.98				0.98			
Adjustment	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Adjusted 2021 Volumes	0	0	0	0	0	0	0	0	0	0	621	0	0	0	311	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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
2023 Background Traffic	0	0	0	0	0	0	0	0	0	0	633	0	0	0	317	0
Project Trips																
Trip Distribution IN										15%					20%	30%
Trip Distribution OUT						30%		15%			20%					
Office Trips	0	0	0	0	0	8	0	4	0	23	5	0	0	0	30	46
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	8	0	4	0	23	5	0	0	0	30	46
2023 Buildout Total	0	0	0	0	0	8	0	4	0	23	638	0	0	0	347	46
2023 Buildout Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%

PM PEAK HOUR

					Site Driveway B				Kimball Bridge Road				Kimball Bridge Road			
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
Description	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2018 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	218	0	0	0	516	0
Pedestrians	0				0				0				0			
Conflicting Pedestrians	0			0	0			0	0			0	0			0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	2%	0%
Peak Hour Factor	0.91				0.91				0.91				0.91			
Adjustment	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Adjusted 2021 Volumes	0	0	0	0	0	0	0	0	0	0	225	0	0	0	531	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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
2023 Background Traffic	0	0	0	0	0	0	0	0	0	0	230	0	0	0	542	0
Project Trips																
Trip Distribution IN										15%					20%	30%
Trip Distribution OUT						30%		15%			20%					
Office Trips	0	0	0	0	0	45	0	23	0	4	30	0	0	0	6	8
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	45	0	23	0	4	30	0	0	0	6	8
2023 Buildout Total	0	0	0	0	0	45	0	23	0	4	260	0	0	0	548	8
2023 Buildout Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%

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INTERSECTION VOLUME DEVELOPMENT

Intersection #5

Kimball Bridge Road at /Site Driveway C

AM PEAK HOUR

Description	Northbound U-Turn	Northbound Left	Northbound Through	Northbound Right	Site Driveway C Southbound U-Turn	Site Driveway C Southbound Left	Site Driveway C Southbound Through	Site Driveway C Southbound Right	Kimball Bridge Road Eastbound U-Turn	Kimball Bridge Road Eastbound Left	Kimball Bridge Road Eastbound Through	Kimball Bridge Road Eastbound Right	Kimball Bridge Road Westbound U-Turn	Kimball Bridge Road Westbound Left	Kimball Bridge Road Westbound Through	Kimball Bridge Road Westbound Right
Observed 2018 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	603	0	0	0	302	0
Pedestrians	0				0				0				0			
Conflicting Pedestrians	0			0	0			0	0			0	0			0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	2%	0%
Peak Hour Factor	0.98				0.98				0.98				0.98			
Adjustment	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Adjusted 2021 Volumes	0	0	0	0	0	0	0	0	0	0	621	0	0	0	311	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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
2023 Background Traffic	0	0	0	0	0	0	0	0	0	0	633	0	0	0	317	0
Project Trips																
Trip Distribution IN															50%	
Trip Distribution OUT											50%					
Office Trips	0	0	0	0	0	0	0	0	0	0	13	0	0	0	76	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	0	0	0	13	0	0	0	76	0
2023 Buildout Total	0	0	0	0	0	0	0	0	0	0	646	0	0	0	393	0
2023 Buildout Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%

PM PEAK HOUR

Description	Northbound U-Turn	Northbound Left	Northbound Through	Northbound Right	Site Driveway C Southbound U-Turn	Site Driveway C Southbound Left	Site Driveway C Southbound Through	Site Driveway C Southbound Right	Kimball Bridge Road Eastbound U-Turn	Kimball Bridge Road Eastbound Left	Kimball Bridge Road Eastbound Through	Kimball Bridge Road Eastbound Right	Kimball Bridge Road Westbound U-Turn	Kimball Bridge Road Westbound Left	Kimball Bridge Road Westbound Through	Kimball Bridge Road Westbound Right
Observed 2018 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	218	0	0	0	516	0
Pedestrians	0				0				0				0			
Conflicting Pedestrians	0			0	0			0	0			0	0			0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	2%	0%
Peak Hour Factor	0.91				0.91				0.91				0.91			
Adjustment	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Adjusted 2021 Volumes	0	0	0	0	0	0	0	0	0	0	225	0	0	0	531	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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
2023 Background Traffic	0	0	0	0	0	0	0	0	0	0	230	0	0	0	542	0
Project Trips																
Trip Distribution IN															50%	
Trip Distribution OUT											50%					
Office Trips	0	0	0	0	0	0	0	0	0	0	75	0	0	0	14	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	0	0	0	75	0	0	0	14	0
2023 Buildout Total	0	0	0	0	0	0	0	0	0	0	305	0	0	0	556	0
2023 Buildout Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%

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APPENDIX C

Synchro Analysis Reports

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	0	4	83	0	200	8	523	94	427	1254	1
Future Volume (veh/h)	6	0	4	83	0	200	8	523	94	427	1254	1
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	1900	1900	1900	1900	1900	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	0	0	86	0	13	8	539	69	440	1293	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	2	2	2	2	2	2	2
Cap, veh/h	68	0	0	154	0	100	371	2692	1201	755	2998	2
Arrive On Green	0.06	0.00	0.00	0.06	0.00	0.06	0.01	0.76	0.76	0.07	0.82	0.82
Sat Flow, veh/h	364	0	0	1739	0	1585	1781	3554	1585	1781	3644	3
Grp Volume(v), veh/h	6	0	0	86	0	13	8	539	69	440	630	664
Grp Sat Flow(s),veh/h/ln	364	0	0	1739	0	1585	1781	1777	1585	1781	1777	1870
Q Serve(g_s), s	0.7	0.0	0.0	0.0	0.0	1.2	0.2	6.9	1.8	8.3	15.6	15.6
Cycle Q Clear(g_c), s	8.1	0.0	0.0	7.5	0.0	1.2	0.2	6.9	1.8	8.3	15.6	15.6
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	68	0	0	154	0	100	371	2692	1201	755	1462	1539
V/C Ratio(X)	0.09	0.00	0.00	0.56	0.00	0.13	0.02	0.20	0.06	0.58	0.43	0.43
Avail Cap(c_a), veh/h	186	0	0	274	0	231	474	2692	1201	1076	1462	1539
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	77.8	0.0	0.0	73.8	0.0	70.8	4.4	5.5	4.9	3.2	3.9	3.9
Incr Delay (d2), s/veh	0.6	0.0	0.0	3.1	0.0	0.6	0.0	0.2	0.1	0.7	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	3.6	0.0	0.5	0.1	2.4	0.6	2.3	4.8	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.3	0.0	0.0	76.9	0.0	71.4	4.5	5.7	5.0	3.9	4.8	4.8
LnGrp LOS	E	A	A	E	A	E	A	A	A	A	A	A
Approach Vol, veh/h		6			99			616			1734	
Approach Delay, s/veh		78.3			76.2			5.6			4.6	
Approach LOS		E			E			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.7	137.5		16.8	16.1	127.1		16.8
Change Period (Y+Rc), s	* 4.2	* 5.9		* 6.7	4.5	* 5.9		* 6.7
Max Green Setting (Gmax), s	* 11	* 1.1E2		* 23	40.5	* 79		* 23
Max Q Clear Time (g_c+I1), s	2.2	17.6		9.5	10.3	8.9		10.1
Green Ext Time (p_c), s	0.0	30.3		0.3	1.4	8.7		0.0

Intersection Summary	
HCM 6th Ctrl Delay	7.9
HCM 6th LOS	A

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	621	5	3	308	8	9
Future Vol, veh/h	621	5	3	308	8	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	20	2	3	2	11
Mvmt Flow	654	5	3	324	8	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	659	0	984	654
Stage 1	-	-	-	-	654	-
Stage 2	-	-	-	-	330	-
Critical Hdwy	-	-	4.12	-	6.42	6.31
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.399
Pot Cap-1 Maneuver	-	-	929	-	275	451
Stage 1	-	-	-	-	517	-
Stage 2	-	-	-	-	728	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	929	-	274	451
Mov Cap-2 Maneuver	-	-	-	-	274	-
Stage 1	-	-	-	-	517	-
Stage 2	-	-	-	-	725	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	16
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	346	-	-	929	-
HCM Lane V/C Ratio	0.052	-	-	0.003	-
HCM Control Delay (s)	16	-	-	8.9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	550	76	227	279	60	14	10	143	198	145	16
Future Volume (veh/h)	16	550	76	227	279	60	14	10	143	198	145	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	561	29	232	285	31	14	10	8	202	148	7
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	6	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	479	631	534	355	816	692	36	26	54	263	511	24
Arrive On Green	0.01	0.34	0.34	0.11	0.44	0.44	0.03	0.03	0.03	0.15	0.15	0.15
Sat Flow, veh/h	1725	1870	1585	1781	1870	1585	1060	757	1585	1781	3455	163
Grp Volume(v), veh/h	16	561	29	232	285	31	24	0	8	202	76	79
Grp Sat Flow(s),veh/h/ln	1725	1870	1585	1781	1870	1585	1817	0	1585	1781	1777	1841
Q Serve(g_s), s	0.4	18.0	0.8	4.9	6.4	0.7	0.8	0.0	0.3	6.9	2.4	2.4
Cycle Q Clear(g_c), s	0.4	18.0	0.8	4.9	6.4	0.7	0.8	0.0	0.3	6.9	2.4	2.4
Prop In Lane	1.00		1.00	1.00		1.00	0.58		1.00	1.00		0.09
Lane Grp Cap(c), veh/h	479	631	534	355	816	692	62	0	54	263	263	272
V/C Ratio(X)	0.03	0.89	0.05	0.65	0.35	0.04	0.39	0.00	0.15	0.77	0.29	0.29
Avail Cap(c_a), veh/h	893	893	757	578	893	757	457	0	399	299	298	309
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.5	19.8	14.1	13.8	11.8	10.2	29.9	0.0	29.6	25.9	24.0	24.0
Incr Delay (d2), s/veh	0.0	6.4	0.0	0.8	0.5	0.1	1.5	0.0	0.5	13.0	1.3	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	8.0	0.3	1.7	2.4	0.2	0.4	0.0	0.1	3.7	1.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.5	26.3	14.2	14.6	12.4	10.3	31.4	0.0	30.1	38.9	25.3	25.2
LnGrp LOS	B	C	B	B	B	B	C	A	C	D	C	C
Approach Vol, veh/h		606			548			32			357	
Approach Delay, s/veh		25.4			13.2			31.1			33.0	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.8	34.4		7.2	13.1	28.1		14.7
Change Period (Y+Rc), s	6.1	* 6.8		* 5.1	6.1	* 6.8		5.4
Max Green Setting (Gmax), s	15.9	* 30		* 16	14.9	* 30		10.6
Max Q Clear Time (g_c+I1), s	2.4	8.4		2.8	6.9	20.0		8.9
Green Ext Time (p_c), s	0.0	3.2		0.0	0.2	1.4		0.5

Intersection Summary	
HCM 6th Ctrl Delay	22.9
HCM 6th LOS	C

Notes

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

* 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)	6	3	11	137	0	402	2	805	124	139	607	4
Future Volume (veh/h)	6	3	11	137	0	402	2	805	124	139	607	4
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	1900	1900	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	7	3	1	151	0	210	2	885	62	153	667	4
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	0	0	2	2	2	2	2	2	2
Cap, veh/h	107	39	8	294	0	255	502	2032	906	437	2273	14
Arrive On Green	0.16	0.16	0.16	0.16	0.00	0.16	0.00	0.57	0.57	0.06	0.63	0.63
Sat Flow, veh/h	259	243	50	1328	0	1585	1781	3554	1585	1781	3622	22
Grp Volume(v), veh/h	11	0	0	151	0	210	2	885	62	153	327	344
Grp Sat Flow(s),veh/h/ln	552	0	0	1328	0	1585	1781	1777	1585	1781	1777	1866
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	11.5	0.0	12.8	1.6	3.1	7.6	7.6
Cycle Q Clear(g_c), s	10.1	0.0	0.0	10.1	0.0	11.5	0.0	12.8	1.6	3.1	7.6	7.6
Prop In Lane	0.64		0.09	1.00		1.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	154	0	0	294	0	255	502	2032	906	437	1115	1172
V/C Ratio(X)	0.07	0.00	0.00	0.51	0.00	0.82	0.00	0.44	0.07	0.35	0.29	0.29
Avail Cap(c_a), veh/h	256	0	0	402	0	375	671	2032	906	606	1115	1172
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.3	0.0	0.0	35.9	0.0	36.5	8.2	11.0	8.6	7.8	7.6	7.6
Incr Delay (d2), s/veh	0.2	0.0	0.0	1.4	0.0	9.2	0.0	0.7	0.1	0.5	0.7	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	0.2	0.0	0.0	3.2	0.0	5.0	0.0	4.5	0.5	1.0	2.6	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.5	0.0	0.0	37.3	0.0	45.7	8.2	11.7	8.7	8.3	8.3	8.3
LnGrp LOS	C	A	A	D	A	D	A	B	A	A	A	A
Approach Vol, veh/h		11			361			949			824	
Approach Delay, s/veh		32.5			42.2			11.5			8.3	
Approach LOS		C			D			B			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.4	62.4		21.2	11.5	57.4		21.2
Change Period (Y+Rc), s	* 6.2	* 5.9		* 6.7	* 6.3	* 5.9		* 6.7
Max Green Setting (Gmax), s	* 8.8	* 41		* 21	* 14	* 36		* 21
Max Q Clear Time (g_c+I1), s	2.0	9.6		13.5	5.1	14.8		12.1
Green Ext Time (p_c), s	0.0	8.4		0.9	0.2	10.7		0.0

Intersection Summary	
HCM 6th Ctrl Delay	15.5
HCM 6th LOS	B

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	225	9	2	529	8	2
Future Vol, veh/h	225	9	2	529	8	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	239	10	2	563	9	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	249	0	806	239
Stage 1	-	-	-	-	239	-
Stage 2	-	-	-	-	567	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1317	-	351	800
Stage 1	-	-	-	-	801	-
Stage 2	-	-	-	-	568	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1317	-	350	800
Mov Cap-2 Maneuver	-	-	-	-	350	-
Stage 1	-	-	-	-	801	-
Stage 2	-	-	-	-	567	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	14.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	394	-	-	1317	-
HCM Lane V/C Ratio	0.027	-	-	0.002	-
HCM Control Delay (s)	14.4	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	168	22	205	467	143	50	159	145	65	34	5
Future Volume (veh/h)	15	168	22	205	467	143	50	159	145	65	34	5
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	16	185	5	225	513	54	55	175	14	71	37	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	238	468	396	534	670	568	70	222	250	148	294	8
Arrive On Green	0.01	0.25	0.25	0.12	0.36	0.36	0.16	0.16	0.16	0.08	0.08	0.08
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	442	1406	1585	1781	3535	95
Grp Volume(v), veh/h	16	185	5	225	513	54	230	0	14	71	19	19
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1848	0	1585	1781	1777	1853
Q Serve(g_s), s	0.4	4.9	0.1	5.2	14.6	1.4	7.2	0.0	0.5	2.3	0.6	0.6
Cycle Q Clear(g_c), s	0.4	4.9	0.1	5.2	14.6	1.4	7.2	0.0	0.5	2.3	0.6	0.6
Prop In Lane	1.00		1.00	1.00		1.00	0.24		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	238	468	396	534	670	568	291	0	250	148	148	154
V/C Ratio(X)	0.07	0.40	0.01	0.42	0.77	0.10	0.79	0.00	0.06	0.48	0.13	0.13
Avail Cap(c_a), veh/h	689	940	796	761	940	796	489	0	419	314	313	327
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.1	18.8	17.0	12.7	17.1	12.8	24.4	0.0	21.5	26.3	25.5	25.5
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.2	4.3	0.2	1.8	0.0	0.0	5.1	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	2.0	0.0	1.8	6.2	0.4	3.0	0.0	0.2	1.1	0.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.1	19.0	17.0	12.9	21.4	13.0	26.2	0.0	21.6	31.4	26.3	26.3
LnGrp LOS	B	B	B	B	C	B	C	A	C	C	C	C
Approach Vol, veh/h		206			792			244			109	
Approach Delay, s/veh		18.8			18.4			25.9			29.6	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.8	28.3		14.6	13.3	21.8		10.4
Change Period (Y+Rc), s	6.1	* 6.8		* 5.1	6.1	* 6.8		5.4
Max Green Setting (Gmax), s	15.9	* 30		* 16	14.9	* 30		10.6
Max Q Clear Time (g_c+I1), s	2.4	16.6		9.2	7.2	6.9		4.3
Green Ext Time (p_c), s	0.0	5.0		0.4	0.2	0.4		0.3

Intersection Summary	
HCM 6th Ctrl Delay	20.7
HCM 6th LOS	C

Notes

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

* 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)	6	0	4	85	0	204	8	534	96	436	1279	1
Future Volume (veh/h)	6	0	4	85	0	204	8	534	96	436	1279	1
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	1900	1900	1900	1900	1900	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	0	0	88	0	14	8	551	69	449	1319	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	2	2	2	2	2	2	2
Cap, veh/h	68	0	0	156	0	101	361	2681	1196	748	2994	2
Arrive On Green	0.06	0.00	0.00	0.06	0.00	0.06	0.01	0.75	0.75	0.07	0.82	0.82
Sat Flow, veh/h	359	0	0	1740	0	1585	1781	3554	1585	1781	3644	3
Grp Volume(v), veh/h	6	0	0	88	0	14	8	551	69	449	643	677
Grp Sat Flow(s),veh/h/ln	359	0	0	1740	0	1585	1781	1777	1585	1781	1777	1870
Q Serve(g_s), s	0.7	0.0	0.0	0.0	0.0	1.3	0.2	7.2	1.8	8.5	16.2	16.2
Cycle Q Clear(g_c), s	8.3	0.0	0.0	7.7	0.0	1.3	0.2	7.2	1.8	8.5	16.2	16.2
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	68	0	0	156	0	101	361	2681	1196	748	1460	1536
V/C Ratio(X)	0.09	0.00	0.00	0.56	0.00	0.14	0.02	0.21	0.06	0.60	0.44	0.44
Avail Cap(c_a), veh/h	184	0	0	274	0	231	465	2681	1196	1066	1460	1536
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	77.8	0.0	0.0	73.7	0.0	70.7	4.6	5.7	5.0	3.3	4.0	4.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	3.1	0.0	0.6	0.0	0.2	0.1	0.8	1.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	3.7	0.0	0.6	0.1	2.5	0.6	2.4	5.0	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.3	0.0	0.0	76.8	0.0	71.3	4.6	5.9	5.1	4.1	5.0	4.9
LnGrp LOS	E	A	A	E	A	E	A	A	A	A	A	A
Approach Vol, veh/h		6			102			628			1769	
Approach Delay, s/veh		78.3			76.1			5.8			4.7	
Approach LOS		E			E			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.7	137.4		16.9	16.4	126.6		16.9
Change Period (Y+Rc), s	* 4.2	* 5.9		* 6.7	4.5	* 5.9		* 6.7
Max Green Setting (Gmax), s	* 11	* 1.1E2		* 23	40.5	* 79		* 23
Max Q Clear Time (g_c+I1), s	2.2	18.2		9.7	10.5	9.2		10.3
Green Ext Time (p_c), s	0.0	31.6		0.3	1.4	9.0		0.0

Intersection Summary	
HCM 6th Ctrl Delay	8.1
HCM 6th LOS	A

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	633	5	3	314	8	9
Future Vol, veh/h	633	5	3	314	8	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	20	2	3	2	11
Mvmt Flow	666	5	3	331	8	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	671	0	1003	666
Stage 1	-	-	-	-	666	-
Stage 2	-	-	-	-	337	-
Critical Hdwy	-	-	4.12	-	6.42	6.31
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.399
Pot Cap-1 Maneuver	-	-	919	-	268	444
Stage 1	-	-	-	-	511	-
Stage 2	-	-	-	-	723	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	919	-	267	444
Mov Cap-2 Maneuver	-	-	-	-	267	-
Stage 1	-	-	-	-	511	-
Stage 2	-	-	-	-	720	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	16.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	338	-	-	919	-
HCM Lane V/C Ratio	0.053	-	-	0.003	-
HCM Control Delay (s)	16.2	-	-	8.9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	561	78	232	285	61	14	10	146	202	148	16
Future Volume (veh/h)	16	561	78	232	285	61	14	10	146	202	148	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	572	30	237	291	31	14	10	8	206	151	8
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	6	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	480	640	542	354	827	701	36	26	54	265	510	27
Arrive On Green	0.01	0.34	0.34	0.11	0.44	0.44	0.03	0.03	0.03	0.15	0.15	0.15
Sat Flow, veh/h	1725	1870	1585	1781	1870	1585	1060	757	1585	1781	3434	181
Grp Volume(v), veh/h	16	572	30	237	291	31	24	0	8	206	78	81
Grp Sat Flow(s),veh/h/ln	1725	1870	1585	1781	1870	1585	1817	0	1585	1781	1777	1838
Q Serve(g_s), s	0.4	18.6	0.8	5.1	6.6	0.7	0.8	0.0	0.3	7.2	2.5	2.5
Cycle Q Clear(g_c), s	0.4	18.6	0.8	5.1	6.6	0.7	0.8	0.0	0.3	7.2	2.5	2.5
Prop In Lane	1.00		1.00	1.00		1.00	0.58		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	480	640	542	354	827	701	62	0	54	265	264	273
V/C Ratio(X)	0.03	0.89	0.06	0.67	0.35	0.04	0.39	0.00	0.15	0.78	0.29	0.30
Avail Cap(c_a), veh/h	886	878	744	567	878	744	449	0	392	294	293	303
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.6	20.1	14.2	14.0	11.9	10.2	30.4	0.0	30.2	26.4	24.4	24.4
Incr Delay (d2), s/veh	0.0	7.4	0.0	0.8	0.5	0.1	1.5	0.0	0.5	14.2	1.3	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	8.4	0.3	1.7	2.5	0.2	0.4	0.0	0.1	3.9	1.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.6	27.4	14.2	14.8	12.4	10.3	31.9	0.0	30.6	40.5	25.7	25.7
LnGrp LOS	B	C	B	B	B	B	C	A	C	D	C	C
Approach Vol, veh/h		618			559			32			365	
Approach Delay, s/veh		26.4			13.3			31.6			34.1	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.8	35.2		7.3	13.3	28.8		15.0
Change Period (Y+Rc), s	6.1	* 6.8		* 5.1	6.1	* 6.8		5.4
Max Green Setting (Gmax), s	15.9	* 30		* 16	14.9	* 30		10.6
Max Q Clear Time (g_c+I1), s	2.4	8.6		2.8	7.1	20.6		9.2
Green Ext Time (p_c), s	0.0	3.3		0.0	0.2	1.4		0.4

Intersection Summary	
HCM 6th Ctrl Delay	23.7
HCM 6th LOS	C

Notes

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

* 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)	6	3	11	140	0	410	2	821	126	142	619	4
Future Volume (veh/h)	6	3	11	140	0	410	2	821	126	142	619	4
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	1900	1900	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	7	3	1	154	0	222	2	902	62	156	680	4
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	0	0	2	2	2	2	2	2	2
Cap, veh/h	111	41	9	303	0	266	488	2001	892	427	2247	13
Arrive On Green	0.17	0.17	0.17	0.17	0.00	0.17	0.00	0.56	0.56	0.06	0.62	0.62
Sat Flow, veh/h	273	243	52	1329	0	1585	1781	3554	1585	1781	3622	21
Grp Volume(v), veh/h	11	0	0	154	0	222	2	902	62	156	334	350
Grp Sat Flow(s),veh/h/ln	567	0	0	1329	0	1585	1781	1777	1585	1781	1777	1867
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	12.2	0.0	13.4	1.6	3.2	7.9	7.9
Cycle Q Clear(g_c), s	10.3	0.0	0.0	10.2	0.0	12.2	0.0	13.4	1.6	3.2	7.9	7.9
Prop In Lane	0.64		0.09	1.00		1.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	161	0	0	303	0	266	488	2001	892	427	1102	1158
V/C Ratio(X)	0.07	0.00	0.00	0.51	0.00	0.83	0.00	0.45	0.07	0.37	0.30	0.30
Avail Cap(c_a), veh/h	252	0	0	402	0	375	658	2001	892	593	1102	1158
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.8	0.0	0.0	35.4	0.0	36.2	8.5	11.5	8.9	8.2	8.0	8.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	1.3	0.0	10.7	0.0	0.7	0.2	0.5	0.7	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	0.2	0.0	0.0	3.2	0.0	5.4	0.0	4.8	0.5	1.1	2.7	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.0	0.0	0.0	36.7	0.0	46.9	8.5	12.2	9.1	8.8	8.7	8.7
LnGrp LOS	C	A	A	D	A	D	A	B	A	A	A	A
Approach Vol, veh/h		11			376			966			840	
Approach Delay, s/veh		32.0			42.7			12.0			8.7	
Approach LOS		C			D			B			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.4	61.7		21.8	11.6	56.6		21.8
Change Period (Y+Rc), s	* 6.2	* 5.9		* 6.7	* 6.3	* 5.9		* 6.7
Max Green Setting (Gmax), s	* 8.8	* 41		* 21	* 14	* 36		* 21
Max Q Clear Time (g_c+I1), s	2.0	9.9		14.2	5.2	15.4		12.3
Green Ext Time (p_c), s	0.0	8.6		0.9	0.2	10.8		0.0

Intersection Summary	
HCM 6th Ctrl Delay	16.1
HCM 6th LOS	B

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱		↰	↰↑	
Traffic Vol, veh/h	230	9	2	540	8	2
Future Vol, veh/h	230	9	2	540	8	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	245	10	2	574	9	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	255	0	823	245
Stage 1	-	-	-	-	245	-
Stage 2	-	-	-	-	578	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1310	-	343	794
Stage 1	-	-	-	-	796	-
Stage 2	-	-	-	-	561	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1310	-	342	794
Mov Cap-2 Maneuver	-	-	-	-	342	-
Stage 1	-	-	-	-	796	-
Stage 2	-	-	-	-	560	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	14.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	386	-	-	1310	-
HCM Lane V/C Ratio	0.028	-	-	0.002	-
HCM Control Delay (s)	14.6	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	171	22	209	476	146	51	162	148	66	35	5
Future Volume (veh/h)	15	171	22	209	476	146	51	162	148	66	35	5
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	16	188	4	230	523	55	56	178	15	73	38	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	215	453	384	514	659	558	70	221	249	217	432	11
Arrive On Green	0.01	0.24	0.24	0.12	0.35	0.35	0.16	0.16	0.16	0.12	0.12	0.12
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	442	1406	1585	1781	3538	93
Grp Volume(v), veh/h	16	188	4	230	523	55	234	0	15	73	19	20
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1848	0	1585	1781	1777	1854
Q Serve(g_s), s	0.4	5.5	0.1	5.9	16.5	1.5	8.0	0.0	0.5	2.5	0.6	0.6
Cycle Q Clear(g_c), s	0.4	5.5	0.1	5.9	16.5	1.5	8.0	0.0	0.5	2.5	0.6	0.6
Prop In Lane	1.00		1.00	1.00		1.00	0.24		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	215	453	384	514	659	558	291	0	249	217	217	226
V/C Ratio(X)	0.07	0.41	0.01	0.45	0.79	0.10	0.81	0.00	0.06	0.34	0.09	0.09
Avail Cap(c_a), veh/h	626	862	730	703	862	730	448	0	385	288	287	300
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.1	20.9	18.9	14.3	19.1	14.3	26.6	0.0	23.5	26.3	25.5	25.5
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.2	5.7	0.2	3.0	0.0	0.0	1.9	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	2.3	0.0	2.1	7.4	0.5	3.5	0.0	0.2	1.1	0.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.1	21.1	18.9	14.6	24.8	14.4	29.6	0.0	23.5	28.3	25.9	25.9
LnGrp LOS	B	C	B	B	C	B	C	A	C	C	C	C
Approach Vol, veh/h		208			808			249			112	
Approach Delay, s/veh		20.9			21.2			29.3			27.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.9	29.9		15.4	14.1	22.7		13.4
Change Period (Y+Rc), s	6.1	* 6.8		* 5.1	6.1	* 6.8		5.4
Max Green Setting (Gmax), s	15.9	* 30		* 16	14.9	* 30		10.6
Max Q Clear Time (g_c+I1), s	2.4	18.5		10.0	7.9	7.5		4.5
Green Ext Time (p_c), s	0.0	4.6		0.4	0.2	0.5		0.3

Intersection Summary	
HCM 6th Ctrl Delay	23.1
HCM 6th LOS	C

Notes

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

* 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)	6	0	4	91	0	210	8	534	134	474	1279	1
Future Volume (veh/h)	6	0	4	91	0	210	8	534	134	474	1279	1
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	1900	1900	1900	1900	1900	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	0	0	94	0	16	8	551	96	489	1319	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	2	2	2	2	2	2	2
Cap, veh/h	68	0	0	162	0	107	359	2638	1177	738	2982	2
Arrive On Green	0.07	0.00	0.00	0.07	0.00	0.07	0.01	0.74	0.74	0.08	0.82	0.82
Sat Flow, veh/h	343	0	0	1743	0	1585	1781	3554	1585	1781	3644	3
Grp Volume(v), veh/h	6	0	0	94	0	16	8	551	96	489	643	677
Grp Sat Flow(s),veh/h/ln	343	0	0	1743	0	1585	1781	1777	1585	1781	1777	1870
Q Serve(g_s), s	0.7	0.0	0.0	0.0	0.0	1.5	0.2	7.6	2.7	9.8	16.5	16.5
Cycle Q Clear(g_c), s	8.8	0.0	0.0	8.2	0.0	1.5	0.2	7.6	2.7	9.8	16.5	16.5
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	68	0	0	162	0	107	359	2638	1177	738	1454	1530
V/C Ratio(X)	0.09	0.00	0.00	0.58	0.00	0.15	0.02	0.21	0.08	0.66	0.44	0.44
Avail Cap(c_a), veh/h	179	0	0	275	0	231	463	2638	1177	1041	1454	1530
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	77.7	0.0	0.0	73.4	0.0	70.3	5.0	6.3	5.7	3.6	4.1	4.1
Incr Delay (d2), s/veh	0.6	0.0	0.0	3.2	0.0	0.6	0.0	0.2	0.1	1.0	1.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	3.9	0.0	0.6	0.1	2.7	0.9	2.8	5.2	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.3	0.0	0.0	76.6	0.0	70.9	5.0	6.5	5.8	4.7	5.1	5.1
LnGrp LOS	E	A	A	E	A	E	A	A	A	A	A	A
Approach Vol, veh/h		6			110			655			1809	
Approach Delay, s/veh		78.3			75.8			6.4			5.0	
Approach LOS		E			E			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.7	136.8		17.5	17.8	124.7		17.5
Change Period (Y+Rc), s	* 4.2	* 5.9		* 6.7	4.5	* 5.9		* 6.7
Max Green Setting (Gmax), s	* 11	* 1.1E2		* 23	40.5	* 79		* 23
Max Q Clear Time (g_c+I1), s	2.2	18.5		10.2	11.8	9.6		10.8
Green Ext Time (p_c), s	0.0	31.5		0.3	1.5	9.3		0.0

Intersection Summary	
HCM 6th Ctrl Delay	8.5
HCM 6th LOS	A

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	53	656	5	3	318	30	8	0	9	5	0	6
Future Vol, veh/h	53	656	5	3	318	30	8	0	9	5	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	2	20	2	3	0	2	0	11	0	0	0
Mvmt Flow	56	691	5	3	335	32	8	0	9	5	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	367	0	0	696	0	0	1163	-	691	1167	1165	351
Stage 1	-	-	-	-	-	-	803	-	-	357	357	-
Stage 2	-	-	-	-	-	-	360	-	-	810	808	-
Critical Hdwy	4.1	-	-	4.12	-	-	7.12	-	6.31	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	-	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	-	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.218	-	-	3.518	-	3.399	3.5	4	3.3
Pot Cap-1 Maneuver	1203	-	-	900	-	-	172	0	429	172	196	697
Stage 1	-	-	-	-	-	-	377	0	-	665	632	-
Stage 2	-	-	-	-	-	-	658	0	-	377	397	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1203	-	-	900	-	-	160	-	429	158	180	697
Mov Cap-2 Maneuver	-	-	-	-	-	-	160	-	-	158	180	-
Stage 1	-	-	-	-	-	-	348	-	-	614	629	-
Stage 2	-	-	-	-	-	-	649	-	-	341	367	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.1	21.2	18.8
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	240	1203	-	-	900	-	-	273
HCM Lane V/C Ratio	0.075	0.046	-	-	0.004	-	-	0.042
HCM Control Delay (s)	21.2	8.1	0	-	9	0	-	18.8
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	565	81	232	308	61	28	10	146	202	148	54
Future Volume (veh/h)	22	565	81	232	308	61	28	10	146	202	148	54
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	577	31	237	314	30	29	10	8	206	151	22
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	6	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	462	642	544	348	822	696	59	20	69	262	460	66
Arrive On Green	0.02	0.34	0.34	0.11	0.44	0.44	0.04	0.04	0.04	0.15	0.15	0.15
Sat Flow, veh/h	1725	1870	1585	1781	1870	1585	1341	462	1585	1781	3120	447
Grp Volume(v), veh/h	22	577	31	237	314	30	39	0	8	206	85	88
Grp Sat Flow(s),veh/h/ln	1725	1870	1585	1781	1870	1585	1803	0	1585	1781	1777	1790
Q Serve(g_s), s	0.5	19.3	0.9	5.2	7.5	0.7	1.4	0.0	0.3	7.4	2.8	2.9
Cycle Q Clear(g_c), s	0.5	19.3	0.9	5.2	7.5	0.7	1.4	0.0	0.3	7.4	2.8	2.9
Prop In Lane	1.00		1.00	1.00		1.00	0.74		1.00	1.00		0.25
Lane Grp Cap(c), veh/h	462	642	544	348	822	696	79	0	69	262	262	264
V/C Ratio(X)	0.05	0.90	0.06	0.68	0.38	0.04	0.49	0.00	0.12	0.78	0.32	0.33
Avail Cap(c_a), veh/h	852	856	725	552	856	725	434	0	382	286	285	287
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.8	20.6	14.5	14.4	12.5	10.6	30.8	0.0	30.3	27.1	25.2	25.2
Incr Delay (d2), s/veh	0.0	8.4	0.0	0.9	0.6	0.1	1.8	0.0	0.3	15.1	1.5	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	9.0	0.3	1.8	2.9	0.2	0.6	0.0	0.1	4.0	1.2	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.8	29.0	14.5	15.3	13.1	10.6	32.6	0.0	30.6	42.3	26.7	26.8
LnGrp LOS	B	C	B	B	B	B	C	A	C	D	C	C
Approach Vol, veh/h		630			581			47			379	
Approach Delay, s/veh		27.7			13.9			32.3			35.2	
Approach LOS		C			B			C			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.1	35.8		8.0	13.4	29.5		15.1
Change Period (Y+Rc), s	6.1	* 6.8		* 5.1	6.1	* 6.8		5.4
Max Green Setting (Gmax), s	15.9	* 30		* 16	14.9	* 30		10.6
Max Q Clear Time (g_c+I1), s	2.5	9.5		3.4	7.2	21.3		9.4
Green Ext Time (p_c), s	0.0	3.5		0.1	0.2	1.3		0.4

Intersection Summary	
HCM 6th Ctrl Delay	24.7
HCM 6th LOS	C

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	23	638	347	46	8	4
Future Vol, veh/h	23	638	347	46	8	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	23	651	354	47	8	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	401	0	-	0	1075	378
Stage 1	-	-	-	-	378	-
Stage 2	-	-	-	-	697	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1169	-	-	-	245	673
Stage 1	-	-	-	-	697	-
Stage 2	-	-	-	-	498	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1169	-	-	-	237	673
Mov Cap-2 Maneuver	-	-	-	-	237	-
Stage 1	-	-	-	-	675	-
Stage 2	-	-	-	-	498	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	17.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1169	-	-	-	302
HCM Lane V/C Ratio	0.02	-	-	-	0.041
HCM Control Delay (s)	8.1	0	-	-	17.4
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	646	393	0	0	0
Future Vol, veh/h	0	646	393	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	0	659	401	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	401	0	-	0	1060	401
Stage 1	-	-	-	-	401	-
Stage 2	-	-	-	-	659	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1169	-	-	-	250	653
Stage 1	-	-	-	-	681	-
Stage 2	-	-	-	-	518	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1169	-	-	-	250	653
Mov Cap-2 Maneuver	-	-	-	-	250	-
Stage 1	-	-	-	-	681	-
Stage 2	-	-	-	-	518	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1169	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	3	11	178	0	448	2	821	133	149	619	4
Future Volume (veh/h)	6	3	11	178	0	448	2	821	133	149	619	4
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	1900	1900	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	7	3	1	196	0	226	2	902	69	164	680	4
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	0	0	2	2	2	2	2	2	2
Cap, veh/h	93	33	6	316	0	295	537	1992	888	431	2071	12
Arrive On Green	0.19	0.19	0.19	0.19	0.00	0.19	0.06	0.56	0.56	0.06	0.57	0.57
Sat Flow, veh/h	146	177	32	1267	0	1585	1781	3554	1585	1781	3622	21
Grp Volume(v), veh/h	11	0	0	196	0	226	2	902	69	164	334	350
Grp Sat Flow(s),veh/h/ln	356	0	0	1267	0	1585	1781	1777	1585	1781	1777	1867
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	12.2	0.0	13.5	1.8	3.4	8.9	8.9
Cycle Q Clear(g_c), s	13.9	0.0	0.0	13.8	0.0	12.2	0.0	13.5	1.8	3.4	8.9	8.9
Prop In Lane	0.64		0.09	1.00		1.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	132	0	0	316	0	295	537	1992	888	431	1016	1067
V/C Ratio(X)	0.08	0.00	0.00	0.62	0.00	0.77	0.00	0.45	0.08	0.38	0.33	0.33
Avail Cap(c_a), veh/h	199	0	0	388	0	375	652	1992	888	625	1016	1067
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.9	0.0	0.0	35.4	0.0	34.8	7.0	11.7	9.1	8.4	10.2	10.2
Incr Delay (d2), s/veh	0.3	0.0	0.0	2.1	0.0	7.1	0.0	0.7	0.2	0.6	0.9	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	4.2	0.0	5.1	0.0	4.8	0.6	1.2	3.3	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.2	0.0	0.0	37.5	0.0	41.8	7.0	12.4	9.3	9.0	11.0	11.0
LnGrp LOS	C	A	A	D	A	D	A	B	A	A	B	B
Approach Vol, veh/h		11			422			973			848	
Approach Delay, s/veh		31.2			39.8			12.2			10.6	
Approach LOS		C			D			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.2	57.4		23.4	10.2	56.3		23.4
Change Period (Y+Rc), s	* 4.2	* 5.9		* 6.7	4.5	* 5.9		* 6.7
Max Green Setting (Gmax), s	* 11	* 41		* 21	15.5	* 36		* 21
Max Q Clear Time (g_c+I1), s	2.0	10.9		15.8	5.4	15.5		15.9
Green Ext Time (p_c), s	0.0	8.5		0.9	0.3	10.8		0.0

Intersection Summary	
HCM 6th Ctrl Delay	16.9
HCM 6th LOS	B

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	234	9	2	563	6	8	0	2	30	0	38
Future Vol, veh/h	10	234	9	2	563	6	8	0	2	30	0	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	2	2	2	2	0	2	0	2	0	0	0
Mvmt Flow	11	249	10	2	599	6	9	0	2	32	0	40

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	605	0	0	259	0	0	897	-	249	883	887	602
Stage 1	-	-	-	-	-	-	271	-	-	606	606	-
Stage 2	-	-	-	-	-	-	626	-	-	277	281	-
Critical Hdwy	4.1	-	-	4.12	-	-	7.12	-	6.22	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	-	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	-	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.218	-	-	3.518	-	3.318	3.5	4	3.3
Pot Cap-1 Maneuver	983	-	-	1306	-	-	261	0	790	269	285	503
Stage 1	-	-	-	-	-	-	735	0	-	487	490	-
Stage 2	-	-	-	-	-	-	472	0	-	734	682	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	983	-	-	1306	-	-	237	-	790	265	281	503
Mov Cap-2 Maneuver	-	-	-	-	-	-	237	-	-	265	281	-
Stage 1	-	-	-	-	-	-	725	-	-	481	489	-
Stage 2	-	-	-	-	-	-	433	-	-	723	673	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0	18.6	17.5
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	276	983	-	-	1306	-	-	360
HCM Lane V/C Ratio	0.039	0.011	-	-	0.002	-	-	0.201
HCM Control Delay (s)	18.6	8.7	0	-	7.8	0	-	17.5
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	194	37	209	480	146	53	162	148	66	35	12
Future Volume (veh/h)	55	194	37	209	480	146	53	162	148	66	35	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	60	213	11	230	527	50	58	178	15	73	38	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	247	498	422	515	651	552	71	219	249	208	413	11
Arrive On Green	0.04	0.27	0.27	0.12	0.35	0.35	0.16	0.16	0.16	0.12	0.12	0.12
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	454	1394	1585	1781	3538	93
Grp Volume(v), veh/h	60	213	11	230	527	50	236	0	15	73	19	20
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1848	0	1585	1781	1777	1854
Q Serve(g_s), s	1.7	6.5	0.4	6.0	17.5	1.5	8.5	0.0	0.6	2.6	0.7	0.7
Cycle Q Clear(g_c), s	1.7	6.5	0.4	6.0	17.5	1.5	8.5	0.0	0.6	2.6	0.7	0.7
Prop In Lane	1.00		1.00	1.00		1.00	0.25		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	247	498	422	515	651	552	290	0	249	208	207	216
V/C Ratio(X)	0.24	0.43	0.03	0.45	0.81	0.09	0.81	0.00	0.06	0.35	0.09	0.09
Avail Cap(c_a), veh/h	596	825	699	691	825	699	429	0	368	276	275	287
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.3	20.8	18.6	14.4	20.3	15.0	27.9	0.0	24.6	27.9	27.0	27.0
Incr Delay (d2), s/veh	0.2	0.2	0.0	0.2	6.7	0.2	4.4	0.0	0.0	2.1	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	2.6	0.1	2.2	8.0	0.5	3.9	0.0	0.2	1.2	0.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.5	21.0	18.6	14.7	27.0	15.2	32.3	0.0	24.6	30.0	27.4	27.4
LnGrp LOS	B	C	B	B	C	B	C	A	C	C	C	C
Approach Vol, veh/h		284			807			251			112	
Approach Delay, s/veh		20.4			22.7			31.9			29.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.6	30.6		15.9	14.2	25.0		13.4
Change Period (Y+Rc), s	6.1	* 6.8		* 5.1	6.1	* 6.8		5.4
Max Green Setting (Gmax), s	15.9	* 30		* 16	14.9	* 30		10.6
Max Q Clear Time (g_c+I1), s	3.7	19.5		10.5	8.0	8.5		4.6
Green Ext Time (p_c), s	0.0	4.3		0.4	0.2	0.5		0.3

Intersection Summary	
HCM 6th Ctrl Delay	24.3
HCM 6th LOS	C

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	260	548	8	45	23
Future Vol, veh/h	4	260	548	8	45	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	4	286	602	9	49	25

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	611	0	-	0	901	607
Stage 1	-	-	-	-	607	-
Stage 2	-	-	-	-	294	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	978	-	-	-	311	500
Stage 1	-	-	-	-	548	-
Stage 2	-	-	-	-	761	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	978	-	-	-	309	500
Mov Cap-2 Maneuver	-	-	-	-	309	-
Stage 1	-	-	-	-	545	-
Stage 2	-	-	-	-	761	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	17.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	978	-	-	-	355
HCM Lane V/C Ratio	0.004	-	-	-	0.21
HCM Control Delay (s)	8.7	0	-	-	17.8
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.8

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	305	556	0	0	0
Future Vol, veh/h	0	305	556	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	0	335	611	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	611	0	-	0	946	611
Stage 1	-	-	-	-	611	-
Stage 2	-	-	-	-	335	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	978	-	-	-	293	497
Stage 1	-	-	-	-	546	-
Stage 2	-	-	-	-	729	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	978	-	-	-	293	497
Mov Cap-2 Maneuver	-	-	-	-	293	-
Stage 1	-	-	-	-	546	-
Stage 2	-	-	-	-	729	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	978	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

APPENDIX D

Raw Traffic Counts

Prepared by National Data & Surveying Services

Stratham Dr & Kimball Bridge Rd

Peak Hour Turning Movement Count

ID: 18-09450-002
City: Alpharetta

Day: Wednesday
Date: 08/29/2018

PEAK HOURS	COUNT PERIODS
08:00 AM - 09:00 AM	07:00 AM - 09:00 AM
NONE	NONE
04:30 PM - 05:30 PM	04:00 PM - 06:00 PM

SOUTHBOUND — Stratham Dr

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

EASTBOUND — Kimball Bridge Rd

AM	NOON	PM	
307	0	522	⇦
0	0	0	↶ 0
0	0	0	↱ 0
603	0	218	→ 1
5	0	9	↳ 1
AM	NOON	PM	

WESTBOUND — Kimball Bridge Rd

	PM	NOON	AM
0 ↰	0	0	0
1 ←	514	0	299
0 ↲	2	0	3
0 ↺	0	0	0
⇨	220	0	612
	PM	NOON	AM

NORTHBOUND — Stratham Dr

PM	11	0	8	0	2	PM
NOON	0	0	0	0	0	NOON
AM	8	0	8	0	9	AM

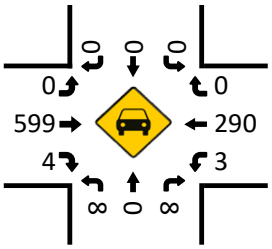
⇩	↶ 0	← 0	↑ 1	↱ 0

CONTROL

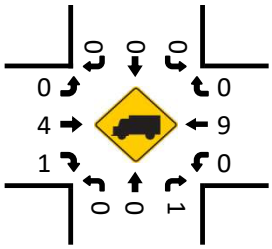
1-Way Stop(NB)

TEV	927	0	753
	AM	NOON	PM
PHF	0.95		0.94

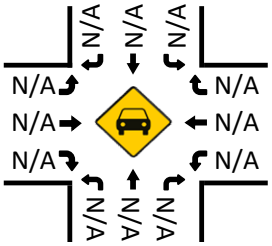
Cars (AM)



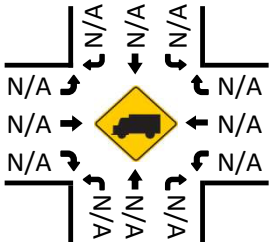
HT (AM)



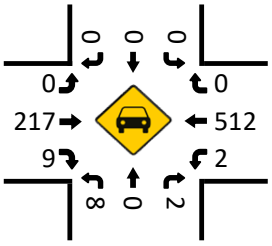
Cars (NOON)



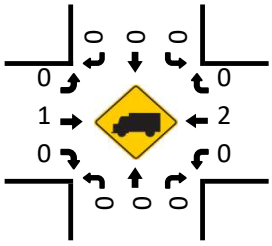
HT (NOON)



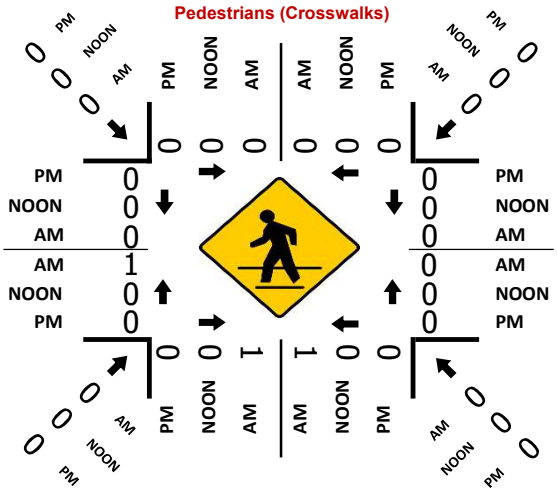
Cars (PM)



HT (PM)



Pedestrians (Crosswalks)



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

Day: Wednesday
Date: 08/29/2018

Groups Printed - Cars, PU, Vans - Heavy Trucks

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

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

PEAK HOURS

Day: Wednesday
Date: 08/29/2018

AM

	Stratham Dr Northbound					Stratham Dr Southbound					Kimball Bridge Rd Eastbound					Kimball Bridge Rd Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
8:00 AM	0	0	2	0	2	0	0	0	0	0	0	162	2	0	164	0	77	0	0	77	243
8:15 AM	2	0	3	0	5	0	0	0	0	0	0	146	2	0	148	1	67	0	0	68	221
8:30 AM	3	0	2	0	5	0	0	0	0	0	0	137	0	0	137	2	80	0	0	82	224
8:45 AM	3	0	2	0	5	0	0	0	0	0	0	158	1	0	159	0	75	0	0	75	239
Total Volume	8	0	9	0	17	0	0	0	0	0	0	603	5	0	608	3	299	0	0	302	927
% App. Total	47.1	0.0	52.9	0.0	100	0.0	0.0	0.0	0.0	0	0.0	99.2	0.8	0.0	100	1.0	99.0	0.0	0.0	100	
PHF					0.850										0.927					0.921	0.954
Cars, PU, Vans	8	0	8	0	16	0	0	0	0	0	0	599	4	0	603	3	290	0	0	293	912
% Cars, PU, Vans	100.0	0.0	88.9	0.0	94.1	0.0	0.0	0.0	0.0	0.0	0.0	99.3	80.0	0.0	99.2	100.0	97.0	0.0	0.0	97.0	98.4
Heavy Trucks	0	0	1	0	1	0	0	0	0	0	0	4	1	0	5	0	9	0	0	9	15
%Heavy Trucks	0.0	0.0	11.1	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.7	20.0	0.0	0.8	0.0	3.0	0.0	0.0	3.0	1.6

PM

	Stratham Dr Northbound					Stratham Dr Southbound					Kimball Bridge Rd Eastbound					Kimball Bridge Rd Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM to 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	69	4	0	73	0	117	0	0	117	190
4:45 PM	3	0	0	0	3	0	0	0	0	0	0	45	1	0	46	1	119	0	0	120	169
5:00 PM	3	0	0	0	3	0	0	0	0	0	0	52	1	0	53	1	137	0	0	138	194
5:15 PM	2	0	2	0	4	0	0	0	0	0	0	52	3	0	55	0	141	0	0	141	200
Total Volume	8	0	2	0	10	0	0	0	0	0	0	218	9	0	227	2	514	0	0	516	753
% App. Total	80.0	0.0	20.0	0.0	100	0.0	0.0	0.0	0.0	0	0.0	96.0	4.0	0.0	100	0.4	99.6	0.0	0.0	100	
PHF					0.625										0.777					0.915	0.941
Cars, PU, Vans	8	0	2	0	10	0	0	0	0	0	0	217	9	0	226	2	512	0	0	514	750
% Cars, PU, Vans	100.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	99.5	100.0	0.0	99.6	100.0	99.6	0.0	0.0	99.6	99.6
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.4	0.0	0.4	0.0	0.0	0.4	0.4

Prepared by National Data & Surveying Services

Westside Pkwy & Kimball Bridge Rd

Peak Hour Turning Movement Count

ID: 18-09450-001
City: Alpharetta

Day: Wednesday
Date: 08/29/2018

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	07:00 AM - 09:00 AM
NONE	NONE
05:00 PM - 06:00 PM	04:00 PM - 06:00 PM

Westside Pkwy — SOUTHBOUND

AM	1	1217	414	0	708	AM
NOON	0	0	0	0	0	NOON
PM	4	589	135	0	1178	PM

Kimball Bridge Rd — EASTBOUND

AM	NOON	PM	
6	0	5	
0	0	0	0
6	0	6	0
0	0	3	1
4	0	11	0

Kimball Bridge Rd — WESTBOUND

	PM	NOON	AM
1	390	0	194
0.5	0	0	0
0.5	133	0	81
0	0	0	0
	258	0	505

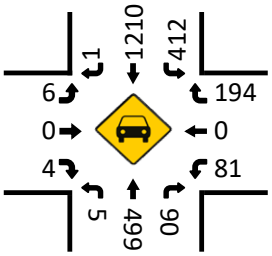
Westside Pkwy — NORTHBOUND

PM	734	1	1	782	120	PM
NOON	0	0	0	0	0	NOON
AM	1305	3	5	508	91	AM

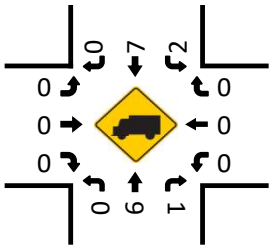
Turning movements (red): 0 2 1 0 | 1 0.5 0.5 0 | 0 1 2 1

CONTROL			
Signalized			
TEV	2524 AM	0 NOON	2175 PM
PHF	0.97		0.91

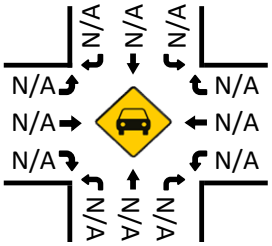
Cars (AM)



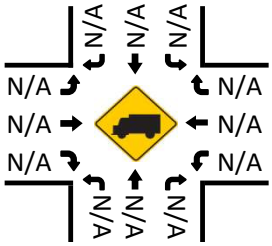
HT (AM)



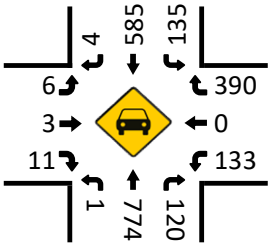
Cars (NOON)



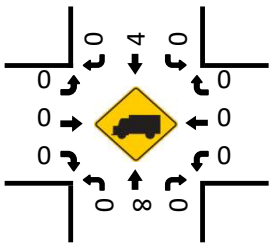
HT (NOON)



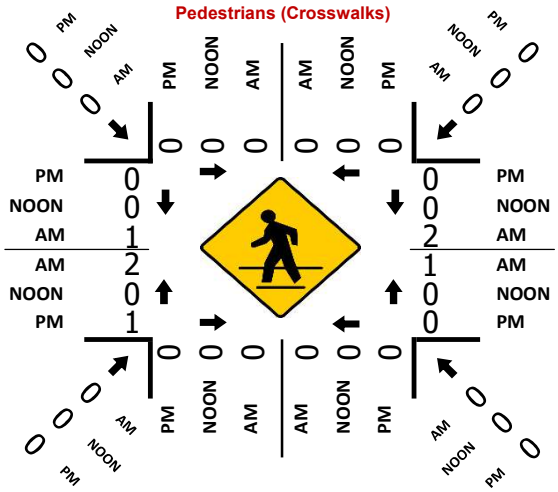
Cars (PM)



HT (PM)



Pedestrians (Crosswalks)



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

Day: Wednesday
Date: 08/29/2018

Groups Printed - Cars, PU, Vans - Heavy Trucks

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

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

PEAK HOURS

Day: Wednesday
Date: 08/29/2018

AM

	Westside Pkwy Northbound					Westside Pkwy Southbound					Kimball Bridge Rd Eastbound					Kimball Bridge Rd Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
7:15 AM	1	105	16	1	123	72	394	0	0	466	1	0	0	0	1	19	0	40	0	59	649
7:30 AM	0	138	29	1	168	81	267	0	0	348	1	0	1	0	2	25	0	38	0	63	581
7:45 AM	2	143	21	1	167	125	270	1	0	396	3	0	3	0	6	24	0	51	0	75	644
8:00 AM	2	122	25	0	149	136	286	0	0	422	1	0	0	0	1	13	0	65	0	78	650
Total Volume	5	508	91	3	607	414	1217	1	0	1632	6	0	4	0	10	81	0	194	0	275	2524
% App. Total	0.8	83.7	15.0	0.5	100	25.4	74.6	0.1	0.0	100	60.0	0.0	40.0	0.0	100	29.5	0.0	70.5	0.0	100	
PHF					0.903					0.876					0.417					0.881	0.971
Cars, PU, Vans	5	499	90	3	597	412	1210	1	0	1623	6	0	4	0	10	81	0	194	0	275	2505
% Cars, PU, Vans	100.0	98.2	98.9	100.0	98.4	99.5	99.4	100.0	0.0	99.4	100.0	0.0	100.0	0.0	100.0	100.0	0.0	100.0	0.0	100.0	99.2
Heavy Trucks	0	9	1	0	10	2	7	0	0	9	0	0	0	0	0	0	0	0	0	0	19
%Heavy Trucks	0.0	1.8	1.1	0.0	1.6	0.5	0.6	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8

PM

	Westside Pkwy Northbound					Westside Pkwy Southbound					Kimball Bridge Rd Eastbound					Kimball Bridge Rd Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM to 06:00 PM																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
5:00 PM	0	199	29	0	228	38	131	4	0	173	2	2	3	0	7	37	0	98	0	135	543
5:15 PM	0	223	40	0	263	32	144	0	0	176	0	0	4	0	4	41	0	113	0	154	597
5:30 PM	0	188	25	0	213	34	156	0	0	190	0	1	1	0	2	24	0	101	0	125	530
5:45 PM	1	172	26	1	200	31	158	0	0	189	4	0	3	0	7	31	0	78	0	109	505
Total Volume	1	782	120	1	904	135	589	4	0	728	6	3	11	0	20	133	0	390	0	523	2175
% App. Total	0.1	86.5	13.3	0.1	100	18.5	80.9	0.5	0.0	100	30.0	15.0	55.0	0.0	100	25.4	0.0	74.6	0.0	100	
PHF					0.859					0.958					0.714					0.849	0.911
Cars, PU, Vans	1	774	120	1	896	135	585	4	0	724	6	3	11	0	20	133	0	390	0	523	2163
% Cars, PU, Vans	100.0	99.0	100.0	100.0	99.1	100.0	99.3	100.0	0.0	99.5	100.0	100.0	100.0	0.0	100.0	100.0	0.0	100.0	0.0	100.0	99.4
Heavy Trucks	0	8	0	0	8	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	12
%Heavy Trucks	0.0	1.0	0.0	0.0	0.9	0.0	0.7	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6

Prepared by National Data & Surveying Services

Northwinds Pkwy & Kimball Bridge Rd

Peak Hour Turning Movement Count

ID: 18-09450-003
City: Alpharetta

Day: Wednesday
Date: 08/29/2018

PEAK HOURS	COUNT PERIODS
08:00 AM - 09:00 AM	07:00 AM - 09:00 AM
NONE	NONE
04:45 PM - 05:45 PM	04:00 PM - 06:00 PM

Northwinds Pkwy — SOUTHBOUND

AM	16	141	192	0	84	AM
NOON	0	0	0	0	0	NOON
PM	5	33	63	0	308	PM

Kimball Bridge Rd — EASTBOUND

AM	NOON	PM	
300	0	506	
0	0	0	0
16	0	15	1
534	0	163	1
74	0	21	1

Kimball Bridge Rd — WESTBOUND

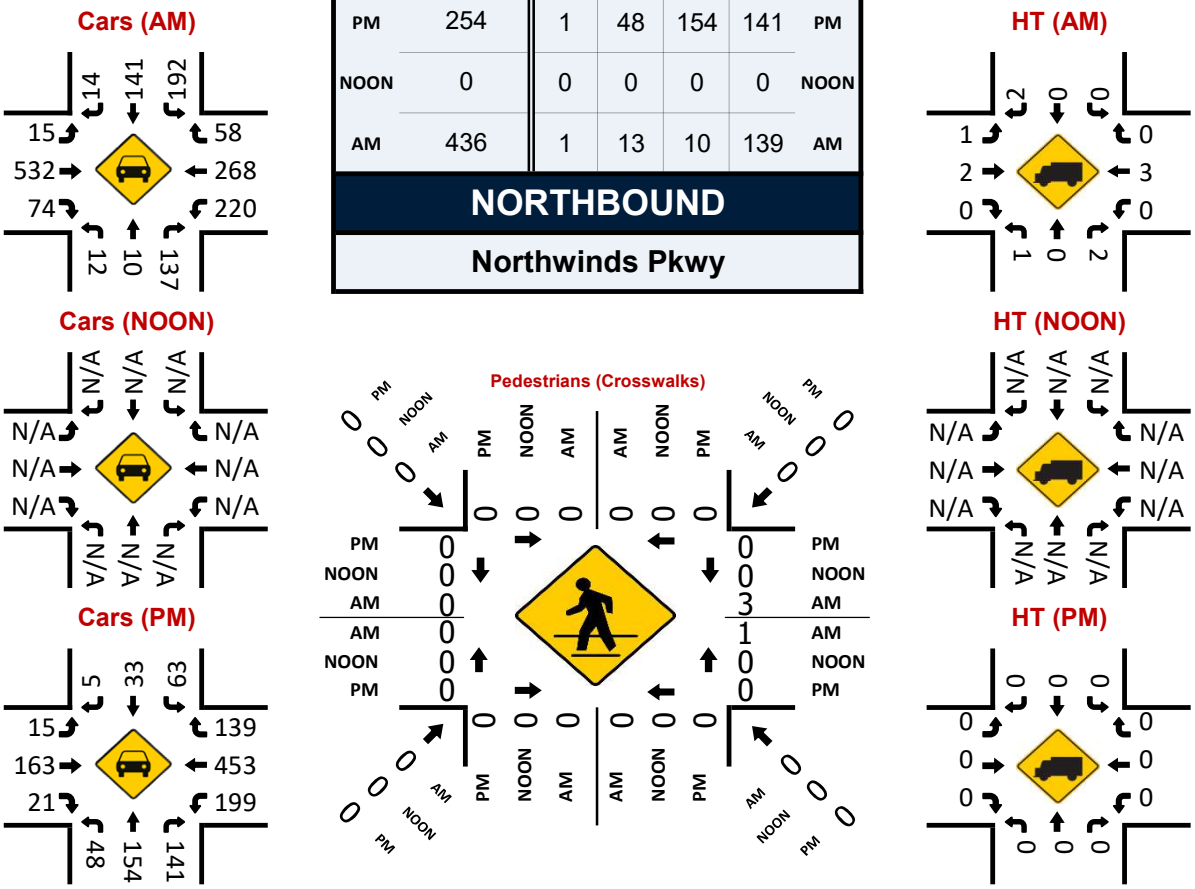
	PM	NOON	AM
1	139	0	58
1	453	0	271
1	199	0	220
0	0	0	0
	367	0	865

Northwinds Pkwy — NORTHBOUND

PM	254	1	48	154	141	PM
NOON	0	0	0	0	0	NOON
AM	436	1	13	10	139	AM

Turning movements (red): 0 2 1 0 | 0 0 1 1

CONTROL			
Signalized			
TEV	1685	0	1435
	AM	NOON	PM
PHF	0.98		0.91



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

Day: Wednesday
Date: 08/29/2018

Groups Printed - Cars, PU, Vans - Heavy Trucks

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

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

PEAK HOURS

Day: Wednesday
Date: 08/29/2018

AM

	Northwinds Pkwy Northbound					Northwinds Pkwy Southbound					Kimball Bridge Rd Eastbound					Kimball Bridge Rd Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
8:00 AM	1	1	34	0	36	46	39	3	0	88	4	142	21	0	167	47	76	16	0	139	430
8:15 AM	4	4	29	0	37	48	40	2	0	90	4	127	22	0	153	62	59	17	0	138	418
8:30 AM	5	3	31	1	40	48	31	5	0	84	4	119	20	0	143	53	71	14	0	138	405
8:45 AM	3	2	45	0	50	50	31	6	0	87	4	146	11	0	161	58	65	11	0	134	432
Total Volume	13	10	139	1	163	192	141	16	0	349	16	534	74	0	624	220	271	58	0	549	1685
% App. Total	8.0	6.1	85.3	0.6	100	55.0	40.4	4.6	0.0	100	2.6	85.6	11.9	0.0	100	40.1	49.4	10.6	0.0	100	
PHF					0.815					0.969					0.934					0.987	0.975
Cars, PU, Vans	12	10	137	1	160	192	141	14	0	347	15	532	74	0	621	220	268	58	0	546	1674
% Cars, PU, Vans	92.3	100.0	98.6	100.0	98.2	100.0	100.0	87.5	0.0	99.4	93.8	99.6	100.0	0.0	99.5	100.0	98.9	100.0	0.0	99.5	99.3
Heavy Trucks	1	0	2	0	3	0	0	2	0	2	1	2	0	0	3	0	3	0	0	3	11
%Heavy Trucks	7.7	0.0	1.4	0.0	1.8	0.0	0.0	12.5	0.0	0.6	6.3	0.4	0.0	0.0	0.5	0.0	1.1	0.0	0.0	0.5	0.7

PM

	Northwinds Pkwy Northbound					Northwinds Pkwy Southbound					Kimball Bridge Rd Eastbound					Kimball Bridge Rd Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM to 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
4:45 PM	6	26	44	0	76	16	4	3	0	23	4	39	3	0	46	49	113	23	0	185	330
5:00 PM	16	44	41	0	101	20	6	1	0	27	2	43	2	0	47	57	121	41	0	219	394
5:15 PM	10	38	23	0	71	15	13	0	0	28	6	44	2	0	52	56	118	44	0	218	369
5:30 PM	16	46	33	1	96	12	10	1	0	23	3	37	14	0	54	37	101	31	0	169	342
Total Volume	48	154	141	1	344	63	33	5	0	101	15	163	21	0	199	199	453	139	0	791	1435
% App. Total	14.0	44.8	41.0	0.3	100	62.4	32.7	5.0	0.0	100	7.5	81.9	10.6	0.0	100	25.2	57.3	17.6	0.0	100	
PHF					0.851					0.902					0.921					0.903	0.911
Cars, PU, Vans	48	154	141	1	344	63	33	5	0	101	15	163	21	0	199	199	453	139	0	791	1435
% Cars, PU, Vans	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Prepared by NDS/ATD

VOLUME

Kimball Bridge Rd W/O Northwinds Pkwy

Day: Wednesday
Date: 11/7/2018

City: Alpharetta
Project #: GA18_9640_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	4,431	4,412	8,843

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			4		1		5		12:00			96		100		196	
00:15			3		1		4		12:15			92		113		205	
00:30			2		3		5		12:30			91		112		203	
00:45			2	11	2	7	4	18	12:45			92	371	125	450	217	821
01:00			1		3		4		13:00			119		82		201	
01:15			3		0		3		13:15			98		83		181	
01:30			0		1		1		13:30			86		76		162	
01:45			0	4	0	4	0	8	13:45			94	397	74	315	168	712
02:00			0		0		0		14:00			82		61		143	
02:15			1		0		1		14:15			62		70		132	
02:30			1		0		1		14:30			66		59		125	
02:45			2	4	1	1	3	5	14:45			60	270	59	249	119	519
03:00			0		0		0		15:00			58		43		101	
03:15			0		0		0		15:15			60		72		132	
03:30			1		1		2		15:30			73		85		158	
03:45			1	2	0	1	1	3	15:45			67	258	78	278	145	536
04:00			0		1		1		16:00			67		111		178	
04:15			0		1		1		16:15			69		98		167	
04:30			1		4		5		16:30			51		123		174	
04:45			1	2	3	9	4	11	16:45			39	226	110	442	149	668
05:00			4		4		8		17:00			50		157		207	
05:15			4		7		11		17:15			57		132		189	
05:30			9		11		20		17:30			85		110		195	
05:45			16	33	8	30	24	63	17:45			55	247	110	509	165	756
06:00			20		23		43		18:00			58		91		149	
06:15			36		18		54		18:15			37		62		99	
06:30			48		21		69		18:30			33		70		103	
06:45			72	176	20	82	92	258	18:45			39	167	85	308	124	475
07:00			66		49		115		19:00			35		55		90	
07:15			82		58		140		19:15			39		36		75	
07:30			101		70		171		19:30			36		42		78	
07:45			117	366	75	252	192	618	19:45			32	142	18	151	50	293
08:00			158		69		227		20:00			32		27		59	
08:15			137		74		211		20:15			38		28		66	
08:30			157		73		230		20:30			43		18		61	
08:45			149	601	64	280	213	881	20:45			37	150	26	99	63	249
09:00			140		54		194		21:00			31		15		46	
09:15			93		64		157		21:15			34		19		53	
09:30			64		68		132		21:30			32		13		45	
09:45			80	377	56	242	136	619	21:45			21	118	11	58	32	176
10:00			49		53		102		22:00			19		8		27	
10:15			63		62		125		22:15			20		11		31	
10:30			60		52		112		22:30			9		4		13	
10:45			45	217	63	230	108	447	22:45			8	56	6	29	14	85
11:00			55		59		114		23:00			9		4		13	
11:15			54		74		128		23:15			6		5		11	
11:30			46		111		157		23:30			2		2		4	
11:45			61	216	127	371	188	587	23:45			3	20	4	15	7	35
TOTALS				2009		1509		**3518**	**TOTALS**				2422		2903		**5325**
SPLIT %				57.1%		42.9%		**39.8%**	**SPLIT %**				45.5%		54.5%		**60.2%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	4,431	4,412	8,843

AM Peak Hour			08:00	11:45	**08:00**	**PM Peak Hour**			12:30	16:30	**12:15**
AM Pk Volume			601	452	**881**	**PM Pk Volume**			400	522	**826**
Pk Hr Factor			0.951	0.890	**0.958**	**Pk Hr Factor**			0.840	0.831	**0.952**
7 - 9 Volume	0	0	967	532	**1499**	**4 - 6 Volume**	0	0	473	951	**1424**
7 - 9 Peak Hour			08:00	07:45	**08:00**	**4 - 6 Peak Hour**			17:00	16:30	**17:00**
7 - 9 Pk Volume	0	0	601	291	**881**	**4 - 6 Pk Volume**	0	0	247	522	**756**
Pk Hr Factor	0.000	0.000	0.951	0.970	**0.958**	**Pk Hr Factor**	0.000	0.000	0.726	0.831	**0.913**

Prepared by National Data & Surveying Services

VOLUME

Kimball Bridge Rd N/O Teasley Pl

Day: Wednesday
Date: 2/17/2021

City: Alpharetta
Project #: GA21_180043_001

DAILY TOTALS	NB	SB	EB	WB	Total
	2,213	2,254	0	0	4,467

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	1		0						1		12:00	48		51						99	
00:15	3		1						4		12:15	43		48						91	
00:30	0		0						0		12:30	46		46						92	
00:45	0	4	1	2					1	6	12:45	42	179	58	203					100	382
01:00	1		1						2		13:00	52		59						111	
01:15	0		0						0		13:15	41		50						91	
01:30	0		2						2		13:30	43		43						86	
01:45	1	2	1	4					2	6	13:45	37	173	51	203					88	376
02:00	0		0						0		14:00	30		38						68	
02:15	0		0						0		14:15	34		45						79	
02:30	0		0						0		14:30	45		47						92	
02:45	0		0						0		14:45	39	148	36	166					75	314
03:00	0		1						1		15:00	42		43						85	
03:15	1		0						1		15:15	45		42						87	
03:30	1		1						2		15:30	51		31						82	
03:45	0	2	0	2					0	4	15:45	39	177	40	156					79	333
04:00	0		1						1		16:00	56		33						89	
04:15	0		1						1		16:15	43		42						85	
04:30	0		0						0		16:30	56		41						97	
04:45	2	2	1	3					3	5	16:45	48	203	36	152					84	355
05:00	4		0						4		17:00	48		43						91	
05:15	3		2						5		17:15	56		44						100	
05:30	4		7						11		17:30	61		34						95	
05:45	4	15	6	15					10	30	17:45	55	220	46	167					101	387
06:00	5		5						10		18:00	54		51						105	
06:15	5		8						13		18:15	48		36						84	
06:30	7		16						23		18:30	42		50						92	
06:45	18	35	21	50					39	85	18:45	33	177	43	180					76	357
07:00	17		21						38		19:00	26		30						56	
07:15	30		26						56		19:15	25		22						47	
07:30	31		20						51		19:30	36		24						60	
07:45	21	99	33	100					54	199	19:45	18	105	21	97					39	202
08:00	27		33						60		20:00	14		21						35	
08:15	36		44						80		20:15	16		21						37	
08:30	38		44						82		20:30	10		18						28	
08:45	51	152	41	162					92	314	20:45	11	51	20	80					31	131
09:00	26		28						54		21:00	10		18						28	
09:15	22		42						64		21:15	11		19						30	
09:30	25		30						55		21:30	10		8						18	
09:45	25	98	30	130					55	228	21:45	7	38	12	57					19	95
10:00	20		26						46		22:00	7		9						16	
10:15	33		25						58		22:15	3		10						13	
10:30	30		35						65		22:30	4		8						12	
10:45	29	112	31	117					60	229	22:45	2	16	3	30					5	46
11:00	31		39						70		23:00	3		4						7	
11:15	48		42						90		23:15	3		3						6	
11:30	68		45						113		23:30	4		1						5	
11:45	47	194	42	168					89	362	23:45	1	11	2	10					3	21
TOTALS		715		753						1468	TOTALS		1498		1501						2999
SPLIT %		48.7%		51.3%						32.9%	SPLIT %		49.9%		50.1%						67.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	2,213	2,254	0	0	4,467

AM Peak Hour	11:15	11:45			11:30	PM Peak Hour	17:15	12:30			17:15
AM Pk Volume	211	187			392	PM Pk Volume	226	213			401
Pk Hr Factor	0.776	0.917			0.867	Pk Hr Factor	0.926	0.903			0.955
7 - 9 Volume	251	262	0	0	513	4 - 6 Volume	423	319	0	0	742
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	17:00	17:00			17:00
7 - 9 Pk Volume	152	162	0	0	314	4 - 6 Pk Volume	220	167	0	0	387
Pk Hr Factor	0.745	0.920	0.000	0.000	0.853	Pk Hr Factor	0.902	0.908	0.000	0.000	0.958

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.

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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

FN-176

Atlanta Region's Plan RTP (2020) PROJECT FACT SHEET

Short Title SR 120 (OLD MILTON PARKWAY) WIDENING FROM NORTH POINT PARKWAY TO KIMBALL BRIDGE ROAD

GDOT Project No. 0017187

Federal ID No. N/A

Status Programmed

Service Type Roadway / General Purpose Capacity

Sponsor GDOT

Jurisdiction Fulton County (North)

Analysis Level In the Region's Air Quality Conformity Analysis

Existing Thru Lane 4

Planned Thru Lane 6

LCI ☐

Flex ☐

Network Year 2030

Corridor Length 1.94 miles

Detailed Description and Justification

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

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Local Jurisdiction/Municipality Funds	AUTH	2020	**$1,250,000**	~~$0,000~~	~~$0,000~~	~~$0,000~~	~~$1,250,000~~
PE	Transportation Funding Act (HB 170)	AUTH	2020	**$2,000,000**	~~$0,000~~	~~$0,000~~	~~$0,000~~	~~$2,000,000~~
ROW	Local Jurisdiction/Municipality Funds	AUTH	2022	**$2,000,000**	~~$0,000~~	~~$0,000~~	~~$0,000~~	~~$2,000,000~~
CST	National Highway Performance Program (NHPP)		2024	**$25,000,000**	$20,000,000	$0,000	$0,000	$5,000,000
				$30,250,000	**$20,000,000**	**$0,000**	**$0,000**	**$10,250,000**

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.

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Report Generated: 10/6/2020

Kimley»Horn

MEMORANDUM

To: Matt Vyverberg, KB Ventures Partners, LLC.

From: Jin Seo, P.E.
John D. Walker, P.E., PTOE
Kimley-Horn and Associates, Inc.

Date: April 30, 2021

RE: ***Parking Memo – Kimball Bridge***

INTRODUCTION

Kimley-Horn and Associates, Inc. is pleased to provide this memorandum regarding the anticipated parking demand for the *Kimball Bridge* development located in the City of Alpharetta, Georgia. The site is located northeast of Kimball Bridge Road, south of Old Milton Parkway (SR 120), and east of Westside Parkway. This evaluation considers full build-out of the project. Currently, the project proposes to provide 407 parking spaces.

The project will contain one land use, as summarized in **Table 1**. The purpose of this study is to compare local parking requirements to the proposed parking, review local zoning ordinances to adjust for site-specific conditions, and determine the parking demand for the site at full build-out.

TABLE 1: Proposed Land Uses

Land Use	Full Build-Out Quantity
General Office Building (includes existing school plus new office)	135,000 SF Total

PARKING SUPPLY

The proposed number of parking spaces to serve the *Kimball Bridge* site (407), which equates to a ratio of 3.01 spaces/ksf, will consist of structured parking (on-site) as well as surface parking. Site plan is attached.

ZONING ORDINANCE REVIEW

Table 3 summarizes current off-street parking requirements contained in the City of Alpharetta's zoning code (Unified Development Code (UDC)) Article II, Section 2.5.1(B) – Parking and Loading.

TABLE 3: Parking Ratio Comparison

Land Use	Sec. 2.5.1(B) Parking Requirement Ratios
Office	4.00 spaces/ksf[1]

[1]Code states 1.00 space/250 SF

Using the City of Alpharetta's zoning code, approximately 540 parking spaces are required for the proposed site.

However, the City of Alpharetta UDC Article II, Section 2.5 specifies:

> *"A parking study may be submitted to support a request for a proposed parking reduction. This study shall be reviewed by Community Development and must be approved prior to permitting"*

Additionally, further guidance for parking reduction applicable to this site is located in Section 2.5.5.e, *Tree Preservation*, and Section 2.9.5.A.5, *Historic Preservation Incentive Zoning:*

City of Alpharetta UDC Article II, Section 2.5.5.e:

> *"Tree Preservation. To allow an existing or new development to preserve healthy existing trees within or adjacent to a parking lot, the number of required off-street parking spaces may be reduced by up to twenty percent (20%)"*

This would result in needing approximately 432 parking spaces.

City of Alpharetta UDC Article II, Section 2.5.5.e:

> *"Historic Preservation Incentive Zoning:*
> *Parking reduction. Parking for office and commercial uses may be reduced up to 50%."*

This would result in needing approximately 270 parking spaces.

The above UDC guidance suggests that an approximate range of 270-432 parking spaces could be considered for the *Kimball Bridge* development.

ADDITIONAL CONSIDERATIONS

The parking requirements for neighboring local jurisdictions were researched and are provided for additional considerations to allow parking reductions compared to the City of Alpharetta zoning code:

- Fulton County 3.00 spaces / 1,000 SF (405 parking spaces)
- Gwinnett County 2.00 spaces / 1,000 SF (270 parking spaces)

The above suggests that an approximate range of 270-405 spaces could be considered.

CONCLUSIONS

Based on City of Alpharetta zoning ordinances, a parking ratio of 4.00/ksf for office is required (approximately 540 parking spaces).

It should be noted that the parking ratios can be reduced via administrative variance if documentation is submitted and approved (UDC Article II, Section 2.5). The zoning ordinance further states parking ratios may be reduced based on meeting criteria within UDC Section 2.5.5.e, *Tree Preservation*, and Section 2.9.5.A.5, *Historic Preservation Incentive Zoning*. This equates to an approximate range of 270-432 parking spaces (or a ratio of 2.00-3.20 spaces/ksf).

Additionally, neighboring jurisdictions were researched and compared to the City of Alpharetta zoning code. It was determined that the parking ratios of neighboring jurisdictions range from 2.00-3.00; suggesting that a range of 270-405 parking spaces could be considered.

Therefore, based on a review of the above data, a parking ratio of 3.01 spaces/ksf (407 parking spaces) for office is likely adequate to serve the demands of the proposed development.

Attachments:

- Currently Proposed Zoning Site Plan

VICINITY MAP

FEMA MAP

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

SITE NOTES:

PROPERTY ADDRESS:	154 KIMBALL BRIDGE ROAD
LAND LOT / DISTRICT / SECTION:	801 / 1 / 2
PARCEL ID NUMBERS:	12-2842-0801-011-1
EXISTING ZONING:	SU (SPECIAL USE)
PROPOSED ZONING:	O-P (OFFICE - PROFESSIONAL)
OVERALL SITE AREA:	4.44 ACRES
MAXIMUM LOT COVERAGE:	3.11 ACRES (70.0%)
PROPOSED LOT COVERAGE:	3.33 ACRES (75.0%)
MAXIMUM BUILDING COVERAGE:	1.78 ACRES (40.0%)
PROPOSED BUILDING COVERAGE:	1.45 ACRES (32.7%)
MAXIMUM BUILDING HEIGHT:	40'
PROPOSED BUILDING HEIGHT:	48'
MAXIMUM BUILDING STORIES:	4 STORIES
PROPOSED BUILDING HEIGHT:	3 STORIES + PARKING DECK
MAXIMUM LAND USE DENSITY:	
OFFICE	133,200 SF (30,000 SF/ACRE)
PROPOSED LAND USE DENSITY:	
OFFICE (HEATED AREA)	160,000 SF (36,036 SF/ACRE)
LEASABLE AREA	135,000 SF
SUPPORT/SERVICE AREA	25,000 SF
OUTDOOR AMENITIES	20,000 SF
REQUIRED PARKING:	540 SPACES (4.00 / 1000 SF)
OFFICE (LEASABLE AREA)	540 SPACE
PROPOSED PARKING:	407 SPACES (3.01 / 1000 SF)
PARKING DECK	347 SPACES
SURFACE PARKING	60 SPACES
BUILDING SETBACK:	
FRONT	65' (KIMBALL BRIDGE)
SIDE	15'
REAR	15'

EXISTING CONDITIONS SHOWN HEREON ARE FROM A SURVEY FILE PROVIDED BY BOUNDARY ZONE, INC. DATED 06/11/18.

LEGAL DESCRIPTION

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

Beginning at ½" rebar found at the landlot corner of landlots 800, 801, 804, and 805, which is the true point of beginning, thence running S89°03'51"W along the landlot line dividing land lots 801 and 800 for a distance of 95.41' to a PK nail set on the easterly right-of-way of Kimball Bridge road (R/W varies), thence leaving said landlot line and running along the right-of-way following courses and distances, N27°23'30"W for a distance of 613.11' to a ½" rebar set, thence running N63°10'00"E for a distance of 15.86' to a ½" rebar set, thence running N26°50'07"W for a distance of 180.10' to a ½" rebar set, thence leaving said right-of-way and running N88°44'41"W for a distance of 442.53' to an axle found on the landlot line dividing landlots 801 and 804, thence running along said landlot line the following courses and distances, S00°10'40"E for a distance of 583.31' to a ½" rebar found, thence running S00°11'25"E for a distance of 117.68' to a ½" rebar found at the landlot corner, which is the true point of beginning.

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

STORMWATER MANAGEMENT NOTE:

SITE WILL CONTAIN ONSITE STORMWATER CONTROLS TO MEET ALL LOCAL AND STATE REQUIREMENTS. THIS MAY INCLUDE THE COMBINATION OF SEVERAL COMPONENTS (PERVIOUS PAVING, INFILTRATION FIELDS, BIORETENTION AREAS, OR OTHER COMPONENTS) PROVIDING RUNOFF REDUCTION (IF INFILTRATION RATES ALLOW), CHANNEL PROTECTION, AND OVERBANK FLOODING PROTECTION PER THE CODE REQUIREMENTS. DETENTION SHALL BE PROVIDED WITHIN A CONCRETE VAULT BENEATH THE PARKING DECK.

VARIANCES:

PROPOSED REDUCTION OF THE 50' FRONT SETBACK TO A 20' FRONT SETBACK FOR ±242 LF ALONG THE RIGHT-OF-WAY LINE.

PROPOSED IMPERVIOUS AREA COVERAGE VARIANCE FROM 70% TO 75%.

PROPOSED BUILDING HEIGHT VARIANCE FROM 40' TO 48'.

PROPOSED DRIVEWAY SPACING VARINACE FROM 300' TO AS SHOWN ON THE PLAN.

PROPOSED REDUCTION IN THE TOTAL AMOUNT OF REQUIRED PARKING SPACES BASED ON THE PARKING REDUCTION MEMO PREPARED BY KIMLEY-HORN.

GEORGIA811

GRAPHIC SCALE IN FEET
0 15 30 60

Kimley»Horn
© 2021 KIMLEY-HORN AND ASSOCIATES, INC.
817 W. PEACHTREE STREET, NW
THE BILTMORE, SUITE 601
ATLANTA, GEORGIA 30308
PHONE: (404) 419-8700
WWW.KIMLEY-HORN.COM

CLIENT
KB VENTURE PARTNERS, LLC
1099 ALPHARETTA STREET
ROSWELL, GA 30075
PHONE: 770.366.0744

No.	REVISION DESCRIPTIONS	DATE	BY

PROJECT
KIMBALL 154
154 KIMBALL BRIDGE ROAD, ALPHARETTA, GA 30009
LAND LOT 801, 1ST DISTRICT, 2ND SECTION
PARCEL I.D.: 12-2842-0801-011-1

GEORGIA REGISTERED PROFESSIONAL ENGINEER PE034226 TYLER ROSSER
04/30/2021

GSWCC CERT. (LEVEL II)	000007289
DRAWN BY	JTR
DESIGNED BY	JTR
REVIEWED BY	BRM
DATE	03/31/2021
PROJECT NO.	013796000

TITLE
ZONING SITE PLAN

SHEET NUMBER
ZP-01

Drawing name: K:\ALP_PRJ\013796000_154 Kimball Bridge\CAD\Exhibits\2021-04-29 Zoning Plan\21\04\29_Kimball154_ZoningPlan.dwg ZP-01 ZONING PLAN Apr 28, 2021 4:31pm by:tyler.rosser

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.

CITY COUNCIL MEETING
STAFF REPORT

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

I. AGENDA ITEM TITLE: PH-21-13 UNIFIED DEVELOPMENT CODE TEXT AMENDMENTS – SUPPLEMENTARY REGULATIONS, BACKYARD CHICKENS

PLANNING COMMISSION: JULY 1, 2021

CITY COUNCIL: JULY 19, 2021

II. REPORT IN BRIEF:

Consideration of text amendments to Unified Development Code (UDC) Subsection 2.3.3 Supplementary Regulations, Uses Customarily Accessory to Dwellings Located in Residential Zoning Districts, to allow backyard chickens in any residential zoning district on minimum one (1) acre properties. Regulations limiting the number of chickens to six (6), prohibiting roosters and requiring a minimum 25' setback for related structures would remain the same.

Staff has received several requests over the years to allow backyard chickens on residential property other than in the AG (Agriculture) zoning district. In response, the City Council approved text amendments in June 2020 allowing backyard chickens as an accessory use on minimum one (1) acre lots in the AG, RE, R, R-22, and R-15 zoning districts.

There are other residential zoning districts in the City that were not included in the recent UDC text amendments, including the R-12, R-10, R-4A/D, R-8A/D, R-10M, and CUP zoning districts. This change would still require minimum one (1) acre lots, but not designated within a specific zoning district. Staff researched jurisdictions in the area and found the following regulations for backyard chickens:

Backyard Chicken Regulations in Other Jurisdictions

City	Min. Lot Size	Setbacks of Structures	Max. # Allowed	Other Information
Roswell	0.33 acres (14,374 sf)	25'	12/acre, max 36	Allowed in single-family districts
Milton	1.01 acres	25'	75	Allowed in single-family districts, min. 4 SF/chicken
Johns Creek	any	100' (from occupied bldgs., not incl. home)	75	Allowed in single-family districts, min. 4 SF/chicken
Marietta	15,000 SF	20' from property lines, 10' from principal structure	4	Allowed in single-family districts, required to have fenced area for chickens, min. 25 SF per chicken

Staff contacted Code Enforcement offices in other jurisdictions and found they had no significant complaints regarding backyard chickens.

III. ATTACHMENTS:

- UDC Strike Through and Underline Edits

SECTION 2.2 - PERMITTED USE DISTRICTS AND REGULATIONS

The following provisions apply to each of the zoning districts, as noted. In addition, requirements are contained in the Supplementary Regulations and in other Sections that apply to some or all of the Zoning Districts collectively.

SECTION 2.2 a - CONDITIONAL USE REVIEW CRITERIA

When reviewing a conditional use, consideration shall be given to factors associated with the use including, but not limited to, the following:

1. Site design.
2. Property access.
3. Hours of operation of the business.
4. Vehicular trips generated by the use.
5. Impact of the use on surrounding properties.
6. Impact of the use on the natural features of the site.
7. Separation from similar uses and conflicting uses.

(Ord. No. 807 , § 2(Exh. B), 9-8-2020)

2.2.1 AG agriculture.

A. *Permitted Principal Uses.* A property in the AG district may be used for those uses listed in Table 2.2, including any of the following by right, unless superseded by applicable conditions of approval for rezoning, variance, or conditional use:

1. Agricultural and Residential Uses.
    a. Bed and Breakfast.
    b. Dwelling, 'For-Sale' Detached.
    c. Farmlands, including livestock, poultry.
2. Business Uses.
    a. Taxidermist.
3. Semipublic Uses, Utilities.
    a. Park or Playground.

B. *Accessory Uses.* A property in the AG district may contain any accessory structure or use customarily related to and clearly subordinate to any principal use that is permitted by right or through approval as a conditional use on the same property, unless superseded by applicable conditions of approval for rezoning, variance, or conditional use.

Permitted accessory structures and uses include but are not limited to the following:

1. Privacy and decorative fences and walls.
2. Home Occupation in a residence.
3. Family Day Care Home in a residence.
4. Group Home.
5. Special Care Home in a detached 'For-Sale' dwelling.

6. Swimming pool, tennis court, detached garage, play house, green house, storage shed, patio, gazebo and other private recreation facilities.

7. Clubhouse, swimming pool, or community recreation facilities serving a development.

8. Barns, stables and similar structures for the housing, repair, storing, or processing of farm products of the property.

9. Vehicle access, parking and loading areas, subject to the requirements of the Parking and Loading regulations herein.

10. Signs, subject to all of the requirements regulating signage herein.

11. Retaining walls and other site improvement structures approved as part of the development permit.

~~12. Backyard chickens on minimum one (1) acre properties, limited to no more than six (6) chickens, with no roosters allowed. Associated structures (chicken coop, etc.) shall maintain a minimum 25' setback from rear and side property lines.~~

C. *Conditional Uses.* A property in the AG district may be used for any of the following only upon approval as a conditional use by the City Council:

1. Residential and Agricultural Uses.

   a. Additional 'For-Sale' detached dwelling.

   b. Greenhouse, Nursery.

2. Business Uses.

   a. Animal Hospital, Veterinarian.

   b. Broadcasting (Radio or TV).

   c. Builder's Equipment.

   d. Carpenter Shop, Woodworking.

   e. Equestrian Center.

   f. Golf Course, Driving Range.

   g. Kennel.

   h. Special Event Facility.

3. Semipublic Uses, Utilities.

   a. Airport.

   b. Athletic Facility.

   c. Auditorium.

   d. Cemetery.

   e. Church, Synagogue or any other religious institution.

   f. Club or Lodge.

   g. Country Club.

   h. Heliport, Public/Private.

   i. Utility Substation.

   j. Wireless Tower.

D. *District Regulations.*

Minimum lot size—5 acres.

Minimum Lot Width—200 feet.

Minimum Setbacks.

Front yard—from all street frontages:

From right-of-way of local street—50 feet.

From right-of-way of all other streets—65 feet.

Side yard—25 feet.

Rear yard—50 feet.

Maximum Ground Coverage By Principal Buildings—25%.

Maximum Building Height—35 feet.

Minimum Floor Area of a Dwelling Unit—1,800 square feet.

(Ord. No. 744 , § 6, 7-10-2017; Ord. No. 800 , § 1(Exh. A), 6-22-2020; Ord. No. 808 , § 2(Exh. B), 9-8-2020)

2.2.2 Re-residential estate.

A. *Permitted Principal Uses.* A property in the RE district may be used for those uses listed in Table 2.2, including any of the following by right, unless superseded by applicable conditions of approval for rezoning, variance, or conditional use:

1. Agricultural and Residential Uses.
   a. Dwelling, 'For-Sale' Detached.
2. Semipublic Uses, Utilities.
   a. Park or Playground.

B. *Accessory Uses.* A property in the R-E district may contain any accessory structure or use customarily related to and clearly subordinate to any principal use that is permitted by right or through approval as a conditional use on the same property, unless superseded by applicable conditions of approval for rezoning, variance, or conditional use.

Permitted accessory structures and uses include but are not limited to the following:

1. Privacy and decorative fences and walls.
2. Home Occupation in a residence.
3. Family Day Care Home in a residence.
4. Group Home.
5. Special Care Home in a 'For-Sale' detached dwelling.
6. Swimming pool, tennis court, detached garage, play house, green house, storage shed, patio, gazebo and other private recreation facilities.
   a. Clubhouse, swimming pool, or community recreation facilities serving a development.
   b. Vehicle access, parking and loading areas, subject to the requirements of the Parking and Loading regulations herein.

c. Signs, subject to all of the requirements regulating signage herein.

d. Retaining walls and other site improvement structures approved as part of the development permit.

~~e. Backyard chickens on minimum one (1) acre properties, limited to no more than six (6) chickens, with no roosters allowed. Associated structures (chicken coop, etc.) shall maintain a minimum 25' setback from rear and side property lines.~~

C. *Conditional Uses.* A property in the R-E district may be used for any of the following only upon approval as a conditional use by the City Council:

1. Semipublic Uses, Utilities.

a. Church, Synagogue, or any other religious institutions.

b. Golf course or golf driving range.

c. Utility Substation, including gas, electric, telephone switching, and similar uses operated by companies regulated by the Georgia Public Service Commission.

d. Bed and Breakfast.

e. Equestrian Center.

D. *District Regulations.*

Minimum Lot Size—3 acres.

Minimum Lot Width—100 feet.

Minimum Setbacks.

Front yard—from all street frontages:

From right-of-way of local street—50 feet.

From right-of-way of all other streets—65 feet.

Side yard—25 feet.

Rear yard—50 feet.

Maximum Ground Coverage By Principal Buildings—25%.

Maximum Building Height—35 feet.

Minimum Floor Area of a Dwelling Unit—1,800 square feet.

Accessory Structure setback see Sec. 2.3 (c).

(Ord. No. 730 , § 2, 12-5-2016; Ord. No. 800 , § 1(Exh. A), 6-22-2020)

2.2.3 R-Dwelling, 'for-sale', residential.

A. *Permitted Principal Uses.* A property in the R district may be used for those uses listed in Table 2.2, including any of the following by right, unless superseded by applicable conditions of approval for rezoning, variance, or conditional use:

1. Agricultural and Residential Uses.

a. Dwelling, 'For-Sale', Detached.

2. Semipublic Uses, Utilities.

   a. Park or Playground.

B. *Accessory Uses.* A property in the R district may contain any accessory structure or use customarily related to and clearly subordinate to any principal use that is permitted by right or through approval as a conditional use on the same property, unless superseded by applicable conditions of approval for rezoning, variance, or conditional use.

Permitted accessory structures and uses include but are not limited to the following:

1. Privacy and decorative fences and walls.
2. Home Occupation in a residence.
3. Family Day Care Home in a residence.
4. Group Home.
5. Special Care Home in a 'For-Sale' detached dwelling.
6. Swimming pool, tennis court, detached garage, play house, green house, storage shed, patio, gazebo and other private recreation facilities.
7. Clubhouse, swimming pool, or community recreation facilities serving a development.
8. Vehicle access, parking and loading areas, subject to the requirements of the Parking and Loading regulations herein.
9. Signs, subject to all of the requirements regulating signage herein.
10. Retaining walls and other site improvement structures approved as part of the development permit.
11. ~~Backyard chickens on minimum one (1) acre properties, limited to no more than six (6) chickens, with no roosters allowed. Associated structures (chicken coop, etc.) shall maintain a minimum 25' setback from rear and side property lines.~~

C. *Conditional Uses.* A property in the R district may be used for any of the following only upon approval as a conditional use by the City Council:

1. Semipublic Uses, Utilities.
   a. Bed and Breakfast.
   b. Church, Synagogue, or any other religious institutions.
   c. Country Club.
   d. Golf course or golf driving range.
   e. Utility Substation, including gas, electric, telephone switching, and similar uses operated by companies regulated by the Georgia Public Service Commission.
   f. Equestrian Center.

D. *District Regulations.*

Minimum Lot Size—1 acre (43,560 square feet).

Minimum Lot Width—100 feet.

Minimum Setbacks.

Front yard—from all street frontages:

From right-of-way of local street—50 feet.

From right-of-way of all other streets—65 feet.

Side yard—25 feet.

Rear yard—50 feet.

Maximum Ground Coverage By Principal Buildings—25%.

Maximum Building Height—35 feet.

Minimum Floor Area of a Dwelling Unit—1,800 square feet.

Accessory Structure Setback see Sec. 2.3 (c).

(Ord. No. 730 , § 2, 12-5-2016; Ord. No. 800 , § 1(Exh. A), 6-22-2020)

2.2.4 R-22 dwelling, 'for-sale', residential.

A. *Permitted Principal Uses.* A property in the R-22 district may be used for those uses listed in Table 2.2, including any of the following by right, unless superseded by applicable conditions of approval for rezoning, variance, or conditional use:

1. Agricultural and Residential Uses.
   a. Dwelling, 'For-Sale' Detached.
2. Semipublic Uses, Utilities.
   a. Park or Playground.

B. *Accessory Uses.* A property in the R-22 district may contain any accessory structure or use customarily related to and clearly subordinate to any principal use that is permitted by right or through approval as a conditional use on the same property, unless superseded by applicable conditions of approval for rezoning, variance, or conditional use.

Permitted accessory structures and uses include but are not limited to the following:

1. Privacy and decorative fences and walls.
2. Home Occupation in a residence.
3. Family Day Care Home in a residence.
4. Group Home.
5. Special Care Home in a 'For-Sale' detached dwelling.
6. Swimming pool, tennis court, detached garage, play house, green house, storage shed, patio and other private recreation facilities.
7. Clubhouse, swimming pool, or community recreation facilities serving a development.
8. Vehicle access, parking and loading areas, subject to the requirements of the Parking and Loading regulations herein.
9. Signs, subject to all of the requirements regulating signage herein.
10. Retaining walls and other site improvement structures approved as part of the development permit.
11. ~~Backyard chickens on minimum one (1) acre properties, limited to no more than six (6) chickens, with no roosters allowed. Associated structures (chicken coop, etc.) shall maintain a minimum 25' setback from rear and side property lines.~~

C. *Conditional Uses.* A property in the R-22 district may be used for any of the following only upon approval as a conditional use by the City Council:

1. Semipublic Uses, Utilities.

   a. Church, Synagogue or any other religious institution.

   b. Country Club, Association or Lodge.

   c. Utility Substation, including gas, electric, telephone switching, and similar uses operated by companies regulated by the Georgia Public Service Commission.

   d. Bed and Breakfast.

   e. Golf Course, Driving Range.

   f. Equestrian Center.

D. *District Regulations.*

Minimum Lot Size—22,000 square feet.

Minimum Lot Width—100 feet.

Minimum Setbacks.

Front yard—from all street frontages:

From right-of-way of local street—35 feet.

From right-of-way of all other streets—65 feet.

Side yard—25 feet.

Rear yard—30 feet.

Maximum Ground Coverage By Principal Buildings—25%.

Maximum Building Height—35 feet.

Minimum Floor Area of a Dwelling Unit—1,500 square feet.

Accessory Structures Setback see Sec. 2.3 (c).

(Ord. No. 730 , § 2, 12-5-2016; Ord. No. 800 , § 1(Exh. A), 6-22-2020)

2.2.5 R-15 dwelling, 'for-sale', residential.

A. *Permitted Principal Uses.* A property in the R-15 district may be used for those uses listed in Table 2.2, including any of the following by right, unless superseded by applicable conditions of approval for rezoning, variance, or conditional use:

1. Agricultural and Residential Uses.

   a. Dwelling, 'For-Sale', Detached.

2. Semipublic Uses, Utilities.

   a. Park or Playground.

B. *Accessory Uses.* A property in the R-15 district may contain any accessory structure or use customarily related to and clearly subordinate to any principal use that is permitted by right or through approval as

a conditional use on the same property, unless superseded by applicable conditions of approval for rezoning, variance, or conditional use.

Permitted accessory structures and uses include but are not limited to the following:

1. Privacy and decorative fences and walls.
2. Home Occupation in a residence.
3. Family Day Care Home in a residence.
4. Group Home.
5. Special Care Home in a 'For-Sale' detached dwelling.
6. Swimming pool, tennis court, detached garage, play house, storage shed, patio and other private recreation facilities.
7. Clubhouse, swimming pool, or community recreation facilities serving a development.
8. Vehicle access, parking and loading areas, subject to the requirements of the Parking and Loading regulations herein.
9. Signs, subject to all of the requirements regulating signage herein.
10. Retaining walls and other site improvement structures approved as part of the development permit.
11. ~~Backyard chickens on minimum one (1) acre properties, limited to no more than six (6) chickens, with no roosters allowed. Associated structures (chicken coop, etc.) shall maintain a minimum 25' setback from rear and side property lines.~~

C. *Conditional Uses.* A property in the R-15 district may be used for any of the following only upon approval as a conditional use by the City Council:

1. Semipublic Uses, Utilities.
   a. Associations, (Clubs and Lodges).
   b. Church, Synagogue or other religious institution.
   c. Country Club with golf course or driving range.
   d. Utility Substation, including gas, electric, telephone switching, and similar uses operated by companies regulated by the Georgia Public Service Commission.
   e. Bed and Breakfast.
   f. Equestrian Center.

D. *District Regulations.*

Minimum Lot Size—15,000 square feet

Minimum Lot Width—100 feet.

Minimum Setbacks.

Front yard—from all street frontages:

From right-of-way of local street—35 feet.

From right-of-way of all other streets—65 feet.

Side yard—10 feet.

Rear yard—25 feet.

Maximum Ground Coverage By Principal Buildings—25%.

Maximum Building Height—35 feet.

Minimum Floor Area of a Dwelling Unit—1,500 square feet.

(Ord. No. 730 , § 2, 12-5-2016; Ord. No. 800 , § 1(Exh. A), 6-22-2020)

SECTION 2.3 - SUPPLEMENTARY REGULATIONS

2.3.1 General exemptions.

A. *Heights—Exclusions.* The following structures are exempt from the height limitations imposed within each zoning district:

1. Church spires, cupolas, and chimneys.
2. Agricultural accessory structures, such as barns, silos, windmills, and the like.
3. Parapets and structures used for ornamental or aesthetic purposes not to exceed twelve (12) feet.
4. Elevator penthouses not to exceed fifteen (15) feet.
5. Mechanical equipment on building roofs or rooftop antennas provided any such equipment exceeding 12 feet in height shall be contained within a structure or otherwise screened from ground view from adjoining streets and properties.

B. *Front Yard Requirements—Existing Residential Areas.* The setback requirements of this Ordinance shall not apply to any residential lot where the average setback on developed lots located adjacent to and on each side of such lot and within the same zoning district and fronting on the same street as such lot is less than the minimum required setback. In such cases, the setback of such a lot may be less than the required setback but not less than the average of the existing setbacks on the developed lots. In no case, however, shall setbacks be less than 15 feet.

If the adjacent developed lots on both sides of a vacant residential lot, within the same zoning district and fronting on the same street as such lot, have front yard setbacks greater than the minimum required by the zoning district, then the minimum setback on the vacant lot shall be the average of the 2 adjacent developed lots.

C. *Double Frontage Lots.*

1. Double frontage lots should be avoided except where essential to provide separation of residential development from traffic arteries or to overcome specific disadvantages of topography and orientation. A landscaped or natural buffer of at least twenty feet (20'), across which shall be the right of access, shall be provided along the line of lots abutting such a traffic artery.
2. On lots having frontage on two (2) streets, but not located on a corner, the minimum front yard setback requirement shall be provided along each street frontage.

D. *Setbacks—Exclusions.*

1. No building or structure or projection thereof, including porch, deck, terrace or chimney, shall be erected closer to a property line than the applicable setback regulation prescribed herein allows. However, uncovered steps, patio slabs, driveways, walkways, retaining walls of no more than 4′ in height, and roof overhangs of up to 18″ may be located within setback areas.
2. Required setbacks may accommodate vegetated runoff reduction measures, provided such setbacks meet fire code standards. The runoff reduction measures may not compromise public safety such as the sight distance triangles required by the City.

E. *Flag Lots.*

1. Flag lots are prohibited for residential development. Residential building sites must meet minimum lot width requirements at the front setback line or at twice the required front setback for cul-de-sac lots.

(Ord. No. 730 , § 6, 12-5-2016; Ord. No. 732 , § 2, 2-6-2017)

2.3.2 Temporary uses.

The Director may authorize a temporary use, as follows:

A. Carnival, circus or fair, for a period not to exceed 4 days. A period not to exceed 30 days may be granted by the Director if the event is held within a designated amphitheater facility as defined by Code and confirmed by the Director. Site shall meet adequate parking and safety concerns and limit impacts to surrounding properties.

B. Outdoor tent sales for a period not to exceed forty-five (45) days. Authorization may not be granted more than two (2) times per year, per property.

C. Seasonal events associated with a not-for-profit for a period not to exceed seventy-five (75) days. Authorization may not be granted more than two (2) times per year, per property.

D. Religious meeting in a tent or other temporary structure in the AG, R-10M, CUP, O-I, C-1, and C-2 Districts, for a period not to exceed sixty (60) days.

E. Open lot sale of Christmas trees, fruit and vegetables, and other harvested products in the AG, O-I, C-1, C-2 and L-I Districts, for a period not to exceed forty-five (45) days.

F. Real estate sales office, related to an active development, in any district, for a period not to exceed one (1) year, provided no sleeping accommodations are maintained in the structure.

G. Contractor's office, construction trailer and equipment shed, in any district, related to an active development, for a period of one (1) year provided that such office be placed on the property to which it is appurtenant.

H. Commercial television or motion picture filming activities not to exceed seven (7) calendar days at any residential location, or a period not to exceed twenty-one (21) days if approved by the Mayor and Council. The director or the Mayor and Council may impose conditions to the issuance of the permit to minimize the disturbance to the residential neighborhood. These conditions may include neighborhood notification requirements, parking and traffic control, and limitations on the hours of operation. In no event shall filming activities commence prior to 7:00 a.m. or continue after 10:00 p.m.

I. All temporary certificates of zoning compliance may be renewed provided that it is determined that said use is clearly of a temporary nature, will cause no increased traffic congestion and will not create a nuisance to surrounding uses.

J. The director may require City Council review and approval of any temporary uses.

K. Fireworks sales in a tent or other temporary structure in the L-1 District, for a period not to exceed ninety (90) days.

(Ord. No. 688, § 1, 4-28-2014 ; Ord. No. 708 , § 1, 8-10-2015; Ord. No. 718 , § 15, 12-14-2015; Ord. No. 808 , § 3(Exh. C), 9-8-2020)

2.3.3 Accessory uses and structures.

A. *Home Occupations.* An occupation, profession or trade customarily carried on by an occupant in a dwelling unit as a secondary use which is clearly incidental to the dwelling unit for residential purposes and which meets all of the following conditions:

1. The use shall be carried on wholly within the dwelling unit principal building. The attachment of an accessory building by a breezeway, roof or similar structure shall not be deemed as sufficient for the accessory building to be considered as a portion of the primary building.

2. Not more than 25% of the floor area, not to exceed 500 square feet, of the dwelling unit building shall be used for the conduct of the home occupation.

3. No merchandise or articles shall be displayed for advertising purposes, nor be displayed in such a way as to be visible from outside the dwelling unit. Garage doors shall not be left in the open position when the garage is used for the storage of business related materials.

4. No merchandise or articles shall be stored other than inside the dwelling unit.

5. No equipment or business vehicles may be stored or parked on the premises except that 1 business vehicle (the carrying capacity of which shall not exceed 1andhalf; tons and shall not exceed six (6) tires and/or two (2) axles) used exclusively by the resident may be parked in a carport, garage or an approved parking space in the rear or side yard and not within the public street or right-of-way.

6. A home occupation may not generate more than six non-residential trips per day to the home, excluding occupant trips.

7. There shall be no alteration of the residential character of the dwelling unit or premises or structures on the premises.

8. No person not a resident of the dwelling unit shall work in the dwelling unit in connection with the home occupation. This prohibition shall also apply to independent contractors and employees who serve the resident of the dwelling unit.

9. One (1) off-street paved parking space for each 250 square feet of floor area devoted to the home occupation shall be provided in addition to the required parking for residential use of the building.

10. No motor power, other than electrically operated motors, shall be used and the total horsepower of such motors shall not exceed 3 horsepower or 1 horsepower for any single motor.

11. No nameplate or sign shall be displayed upon the dwelling unit or structure on the premises except 1 unlighted sign not exceeding 1 square foot in area and located not less than 20 feet from any property line.

12. No aspect of the home occupation which is noticeable to neighbors shall be conducted between the hours of 9:00 p.m. of one evening and 7:00 a.m. of the next day.

B. *Swimming Pools.* All swimming pools shall comply with the following requirements:

Construction Plan: An application for a permit to construct a swimming pool shall be submitted to and approved by the Building Official.

Pool Location: Swimming pools and their auxiliary structures shall maintain a 20′ setback from side and rear property lines or the same setback as the principle structure, whichever is less. Swimming pools shall not be located within the required front yard of any lot or closer to the front lot line than the principal building on the lot. Pools may also not be located within a buffer or easement.

Accessory Buildings: Pool houses, cabanas and other structures related to a swimming pool shall be subject to all of the requirements for "accessory buildings" and shall maintain a minimum 10 foot setback from side and rear lot lines or the same setbacks as the principal.

Fencing: All swimming pools shall be enclosed by a fence that is at least 5 feet in height and constructed so as not to pass a four inch (4″) diameter sphere through any opening. The fence must be maintained in good condition and shall be self-closing and self-latching. The fencing shall be located so as to not obstruct visibility at road intersections.

C. *Uses Customarily Accessory to Dwellings Located in Residential Zoning Districts.* Each of the following uses is considered to be a customary accessory use to a dwelling, and as such, may be situated on the same lot with the principal use to which it serves as an accessory provided that the setback and yard requirements are met and provided that the accessory structure is not located closer to a road than the principal structure. No such accessory use shall be more than 20% in size of principal use or be located in a required front yard.

1. Private garage not to exceed the following storage capacities; 'For-Sale' dwelling, 4 automobiles; 'For-Rent' dwelling, 2 automobiles per dwelling unit; group dwelling, 1½ automobiles per sleeping

room. Structures shall maintain a 10 foot setback from rear and side lot lines or the same setbacks as the principal building, whichever is less.

2. Open storage space or parking area for motor vehicles provided that such space does not exceed the maximum respective storage capacities listed above; and provided that such space shall not be used for more than 1 commercial vehicle licensed as 1 ton or more in capacity per family residing on the premises.

3. Shed or tool room for the storage of household goods or equipment used in grounds or building maintenance. Structures shall maintain a 10 foot setback from rear and side lot lines or the same setbacks as the principal building, whichever is less.

4. Miscellaneous free-standing structures such as gazebos shall maintain a 10 foot setback from lot lines or the same setbacks as the principal building, whichever is less.

5. Children's playhouse and play equipment.

6. Quarters for the keeping of pets owned by occupants for non-commercial purposes provided that such use does not generate a nuisance to adjoining properties. Such quarters shall maintain a 20 foot setback from rear and side lot lines.

7. Private swimming pool and bathhouse or cabana. Swimming pool shall maintain a 20 foot setback from side and rear lot lines, or the same setback as the principle structure whichever is less. All other structures shall maintain a 10 foot setback from side and rear lot lines or the same setbacks as the principal building, whichever is less.

8. Structures designed and used for purposes of shelter in the event of man-made or natural catastrophes. Same setbacks shall apply as for the principal building.

9. Backyard chickens on minimum 1-acre properties with a single-family detached dwelling, limited to no more than 6 chickens and no roosters allowed. Associated structures (chicken coop, run, etc.) shall maintain a minimum 25' setback from the rear and side property lines. Chicken coop and run shall not exceed 9' in height.

2.3.4 Standards for dwelling, 'for-sale', detached houses.

A. All detached 'For-Sale' dwellings shall meet or exceed the following requirements in addition to the requirements of all applicable Building Codes:

1. Each dwelling shall be connected to a potable water supply and sanitary sewage disposal system approved by the Fulton County Development Services Department.

2. Foundation: The structure shall be attached to a permanent foundation constructed in accordance with the Building Code.

3. Exterior siding: Exterior siding materials shall consist of wood, brick, stone, concrete, stucco, EIFS or similar materials, or lap siding of masonite, vinyl or similar materials, or any combination of the above.

   The exterior siding shall extend the full height of the exterior walls, from the surrounding grade to the bottom of the eaves or other juncture with the roof.

4. Roofs: All roof surfaces shall have a minimum pitch of 2.25:12 (2¼ inches of rise for every 12 inches of run), except that mansard and gambrel roofs must meet this requirement only for those surfaces that rise from the eaves. All roof surfaces exposed to view shall be covered with asphalt or fiberglass shingles, wood shakes or shingles, clay tiles, slate, standing seam metal or similar materials.

5. Houses shall be at least 20 ft. in width.

6. A porch or hard surfaced landing shall be provided at each exterior door and stairway top and bottom, which shall be at least as wide as the door it serves, but no less than 36 inches in width and 36 inches in depth.

2.3.5 Buffers and landscape requirements.

See UDC Section 3.2.8.

(Ord. No. 718 , § 16, 12-14-2015; Ord. No. 732 , §§ 3, 4, 2-6-2017; Ord. No. 737 , § 1, 5-1-2017; Ord. No. 739 , 5-1-2017)

2.3.6 Fence and wall requirements.

A. *Height.* Height of fences and walls used as fences shall not exceed six (6) feet on residential property and eight (8) feet on non residential property. These limits may be exceeded by up to 50% on sloped lots where the appearance of an even fence line is desired.

B. *Location on Property.* In order to prevent the obstruction of visibility, no walls, fences, shrubbery or hedges over three (3) feet in height shall be located within twenty (20) feet of an intersection of two or more streets or within ten (10) feet of the edge of a driveway leading to a street. Fences and walls shall be placed at least five (5) feet from required landscape strips and buffers to accommodate construction and maintenance unless approved otherwise at a public hearing.

C. *Materials.* Fences and walls used as fences shall be made of wood which shall be protected from decay by the use of naturally durable wood or wood that is pressure treated, metal, brick, block, vinyl or stone. The use of plywood/sheet goods as a material is prohibited. Barbed, razor wire or electrically charged fencing shall be permitted in AG and RE districts and may be permitted, subject to administrative review and approval, in other districts.

D. *Appearance.* All fencing shall be constructed with finished side facing away from the property owners property. Fences and walls used as fences shall not be finished with bright or primary colors or be visually distracting in any other way. A privacy fence or chainlink fence along a public or private right-of-way shall only be permitted when the required landscape strip and associated landscape material is provided. Privacy and chainlink fences shall be prohibited in a front yard, except that the Director of Community Development, or designee, may approve a privacy fence in the front yard on collector or arterial streets.

E. *Permit.* A permit for construction shall not be required to erect a fence or wall used as a fence which is built in accordance with these standards. Signage incorporated into such fences shall require a sign permit.

(Ord. No. 720 , § 1, 2-22-2016; Ord. No. 808 , § 3(Exh. C), 9-8-2020)

2.3.7 Reserved.

Editor's note— Ord. No. 730 , § 7, adopted Dec. 5, 2016, repealed former § 2.3.7 which pertained to conditional uses.