PLANNING COMMISSION MEETING
OCTOBER 7, 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 the Planning Commission Meeting minutes from September 2, 2021.

IV. ITEMS FROM BOARD MEMBERS

V. ITEMS FROM STAFF

VI. PUBLIC HEARING

a. CLUP-21-04 / MP-21-07 / Z-21-09 / V-21-23 KB/400 Partners Empire Communities

DEFERRED: This item has been deferred by the Applicant. The item will not be heard or considered during the October 7, 2021 Planning Commission Meeting.

Consideration of a comprehensive land use plan amendment, master plan amendment, rezoning and variances to allow for 90 'For-Sale' single-family detached homes to be constructed on approximately 14 acres in the North Point Overlay. A comprehensive land use plan amendment is requested from 'Corporate Office' and 'Public, Institutional, Education' to 'High Density Residential' and a rezoning is requested from O-I (Office-Institutional) and SU (Special Use) to R-8A/D (Dwelling, 'For-Sale', Attached/Detached Residential). A master plan amendment is requested to add 'Dwelling, 'For-Sale', Detached' to Pod A of the KB/400 Partners Master Plan and variances are requested to modify North Point Overlay site design and streetscape standards, reduce setbacks and lot widths, eliminate block requirements with stub-out streets and vehicular cross-access, eliminate minimum driveway spacing, reduce landscape strip along new private road and allow a stream buffer encroachment for new entry road off Rock Mill Road. The property is located at the southwest corner of Kimball Bridge Road and North Point Parkway and is legally described as being located in Land Lots 807, 808, 849 & 850, 1st District, 2nd Section, Fulton County, Georgia.

b. Z-21-06/V-21-17 Kimball 154

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. MP-21-08 Adora Day Care Center KB/400 Partners

Consideration of a master plan amendment to add 'Day Care Center' as a permitted use in Pod B of the KB/400 Partners Master Plan. The property is located at 5750 North Point Parkway and is legally described as being located in Land Lot 808, 2nd District, 1st Section, Fulton County, Georgia.

d. MP-21-06 / CU-21-12 National Veterinary Associates (NVA) / 3100 Royal Boulevard South

Consideration of a master plan amendment and conditional use to allow an 'Animal Hospital, Small Animal' for National Veterinary Associates (NVA). A master plan amendment is

requested to add 'Animal Hospital, Small Animal' to Pod 12 of the Royal 400 Master Plan and a conditional use is requested to allow an 'Animal Hospital, Small Animal' use for NVA. The property is located at 3100 Royal Boulevard South and is legally described as being located in Land Lots 850 & 859, 1st District, 2nd Section, Fulton County, Georgia.

VII. ADJOURNMENT

PLANNING COMMISSION MEETING
MEETING MINUTES
SEPTEMBER 2, 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 Planning Commission, but not quoted or paraphrased. This document includes limited presentation by Planning Commission and invited speakers in summary form. The public is advised that the tapes recorded at said meeting are a matter of public record and are available upon request.

I. CALL TO ORDER

Vice-Chair Brady called the meeting to order at 6:30 p.m.

II. ROLL CALL

Planning Commissioners present:

- Fergal Brady, Vice-Chair (serving as Chair for this meeting).
- Candy Waylock
- Larry Attig
- Martine Zurinskas
- William Perkins
- Valerie Manley, Alternate

Planning Commissioners absent:

- *Francis Kung'u, Chair*
- *Dana Davis*
- *Jamie Bendall, Alternate*

Staff present:

- Kathi Cook, Director of Community Development
- Michael Woodman, Senior Planner
- Eric Graves, Senior Transportation Engineer / Planner
- Lauren Shapiro, Planning + Zoning Coordinator

III. APPROVAL OF MEETING MINUTES

a. Approval of the Planning Commission meeting minutes from August 5, 2021.

- Commissioner Perkins offered a motion to approve the Planning Commission meeting minutes from August 5, 2021.
  - Commissioner Waylock seconded the motion.
  - The motion was approved unanimously (6-0).

IV. ITEMS FROM BOARD MEMBERS

V. ITEMS FROM STAFF

VI. PUBLIC HEARING

a. PH-20-07 Horizon 2040 Alpharetta Comprehensive Plan - Transmittal Hearing
Consideration of a request to transmit the Horizon 2040 Comprehensive Plan draft plan to the Atlanta Regional Commission (ARC) and Department of Community Affairs (DCA) for review.

Kathi Cook, Director of Community Development and Director of Economic Development, and Michael Woodman, Senior Planner, presented Horizon 2040.

- The 2035 Comprehensive Plan was adopted in 2017
- In March 2020, this item was placed on the Council Agenda to hire a planning consultant for $250,000, but Community Development completed everything in house instead.
- We received about 1,200 responses from the public (in person and online surveys); in some years we have only received 30 responses.
- Steering Committee guided us in our efforts and feedback we received from the community.
- 6 Themes / Areas of Focus (Traffic & Walkability, Vacant Office & Retail, Growth Management, Housing, Placemaking, Open Space, and state requirement of Broadband Services)
- Community Vision addressed policies and strategies that were existing or created through the public participation process
- 2040 Future Land Use Map
    - Not a lot of changes
    - Added LCI areas to Future Land Use Map
    - Added the 6 Development / Redevelopment Priority Areas
    - General cleanup areas
    - Alpha Park Neighborhood (Downtown Residential Density to Low Density Residential) to protect existing neighborhoods
    - Regency Park and North Point Business Center Master Plans (Commercial and Corporate Office to Mixed Use) so that it is consistent with North Point LCI and North Point Overlay.
    - HP Property at corner of Windward Parkway and Westside Parkway (Change from Corporate office to Mixed Use); community identified this property as a mixed-use opportunity.
- Short Term Work Program (projects from Capital Improvement Element)

Planning Commission questions and comments:

- Economic Development Director?
    - Kathi Cook is serving as Director of Economic Development, and we are working on hiring a Director for that role.
- What does a public-private partnership for housing look like?
    - Senior Planner Woodman shared that he will go back and look at that because it was carried over from the previous plan.
    - Director Cook shared that we will see if we still need to incorporate that item.
- The Future Land Use change from LDR to PRO – is that off Mayfield? Is that the area that went to Milton?
    - Senior Planner Woodman shared that is the Mayfield property that backs up to Herrington Falls and he does not have the status of it. Fulton County tax records have Alpharetta listed as the owner of two of the properties.
- What is placemaking?
    - Senior Planner Woodman shared that placemaking is the term of creating an identity or sense of place where people want to live and work in; think of city center or Avalon.
- Short Term Work Program – cultural service plan? What does that mean?
    - Senior Planner Woodman shared that plan would be undertaken by the Parks and Recreations

Department and that plan is part of the Capital Improvement Element that was approved by City Council; suspect that plans looks at whether we need a performing arts hall, public art, encourage historic preservation, etc.; can follow up with Parks on this one.

- 5 Changes to the Future Land Use Map; do you remember the last time this was done? Is this about the same amount or ratio of changes?
    - Senior Planner Woodman shared that he was not heavily involved in the previous plan, but believes that there were substantial changes that were made to the previous plan because of the Downtown Overlay. He has completed other comprehensive plans in other jurisdictions and in comparison we are not proposing that many changes.
- In Alpha Park, there were some other layer of requirements on that area that they couldn't combine lots – does the overlay now get removed because of the future land use change?
    - Senior Planner Woodman shared that there will be no change in the overlay. We have several neighborhoods in the Downtown Overlay that are Low Density Residential and we want to protect those; based on community feedback, we felt this should have never been changed.
- In that development, there are some parcels that are in construction. How does that change?
    - Senior Planner Woodman shared that those properties can maintain. One property on Devore Road was subdivided, but it was within the zoning of that property (R-12) and would be compliant with the low density.

There were no public comments for this item.

- Commissioner Attig offered a motion to approve.
    - Commissioner Zurinskas seconded the Motion
    - The motion was approved unanimously (6-0).

Vice-Chair Brady gave thanks to the Staff and Steering Committee for all of the time and thoughtfulness in creating the Comprehensive Plan, and for doing a great job.

b. MP-21-01/V-21-04 The Bailey/Northwinds
Consideration of a master plan amendment and variance to allow a 156,400 square foot wellness center, 53,000 square foot of office use, a 100-room boutique hotel, and 24,700 square feet of retail/restaurant use on 4.72 acres. A master plan amendment to the Northwinds Master Plan is requested to amend development standards, such as building setbacks, building heights and building coverage. A variance is requested to increase the maximum impervious area in the O-I district. The property is located at 2650 Northwinds Parkway and is legally described as being located in Land Lots 799, 805 and 806, 1st District, 2nd Section, Fulton County, Georgia.

Senior Planner Woodman presented consideration of a master plan amendment and variance to allow for The Bailey (A.K.A. Lux Atlanta) development on 4.72 acres in the Northwinds Master Plan. The development is proposed to include a 156,400 square foot wellness center, 24,700 square feet of retail/restaurant, 53,000 square feet of office, and a 100-room boutique hotel served by below-grade structured parking. A master plan amendment is requested to the Northwinds Master Plan Pod A to amend development regulations on the property, such as building setbacks, building height, and building coverage. A variance is requested to increase the maximum impervious area in the O-I (Office-Institutional) zoning district from 70% to 80%. The subject property is located at the northwest corner of Northwinds Parkway and Kimball Bridge Road.

The applicant amended the public hearing application after the 4/1/2021 Planning Commission meeting. The previous request was a comprehensive land use plan amendment, rezoning, master plan amendment, conditional use, and variances to allow a mixed-use development. The applicant has withdrawn the request to allow residential use and is now requesting a master plan amendment and variance to allow a non-residential development.

The undeveloped property is zoned O-I (Office-Institutional), subject to the Northwinds Master Plan Pod A. The property received approval of a master plan amendment and rezoning in 2018 to allow an athletic facility, office, restaurant, and boutique/full-service hotel. The property is bound by Northwinds Parkway to the east and Kimball

Bridge Road to the north. Surrounding properties are Jackson Healthcare to the east, Braeden subdivision to the north, Clear Springs Baptist Church and a cemetery to the west and the Northwinds VII office building to the south. The property has a Comprehensive Land Use Plan designation of 'Corporate Office'.

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

2018 Approval vs. Current Proposal		
Use	Current Proposal	2018 Approval
Wellness Center	156,400 SF	40,000 SF
Retail/Restaurant	24,700 SF (incl. 7,500 SF restaurant use)	12,800 SF Restaurant
Office	53,000 SF	10,000 SF
Hotel	100 rooms (boutique) 123,400 SF	60 rooms (St. Regis or similar) 60,000 SF
Building Heights	13 stories, 9 stories, 3 stories, 4 stories	4 stories, 4 stories, 4 stories, 2 stories
Non-residential	357,500 SF	122,800 SF

The average non-residential density of developments in the vicinity of the applicant's property is 23,562 square feet/acre. At the time that the Northwinds Master Plan was approved, it allowed non-residential densities between 12,000 to 40,000 square feet per acre. Higher densities were permitted closest to Georgia 400, which is similar to the applicant's property. Therefore, it is recommended that the applicant's density not exceed 40,000 square feet per acre. Furthermore, retail service uses should be limited to no more than 25% of the floor area of office use, or 13,250 square feet, for services incidental to the associated office and wellness use.

A variance is requested from Unified Development Code (UDC) Section 2.2, Table 2.1 List of Development Standards, to increase the maximum impervious area in the O-I district from 70% to 80%. The applicant states that the size and topographic challenges on the subject property contribute to the need for the requested variance. According to the applicant, there will be approximately 13,000 square feet of planted landscape areas on rooftop terraces. Due to the presence of rock close to the surface, the applicant does not believe a pervious paving system would achieve the desired stormwater infiltration.

The site plan depicts three (3) and four (4) story buildings, office over retail, along Kimball Bridge Road and Northwinds Parkway, respectively. A thirteen (13) story, 100-room boutique hotel is located in the southeast corner of the property and includes 17,700 square feet of restaurant and special event space. A nine (9) story, 156,400 square foot wellness center building is located in the western corner of the property and consists of a 58,600 square foot athletic facility, 75,000 square feet of medical and professional office and 22,800 square feet of retail/restaurant use. Site access is depicted at three (3) locations, including two (2) driveways on Northwinds Parkway and one (1) driveway on Kimball Bridge Road. Building setbacks are proposed to be 30' on Northwinds Parkway and 35' on Kimball Bridge Road. The maximum building height permitted in Pod A of the Northwinds Master Plan is twenty (20) stories; however, the tallest building in the area is 8 stories (see table below). If approved, it is recommended that the maximum building height not exceed eight (8) stories to ensure compatibility with surrounding developments.

As shown in the table below, the zoning proposal would require a total of 981 parking spaces, which includes a 25% shared parking reduction. The site calls out 940 parking spaces, which represents a deficit of 41 parking spaces. 883 parking spaces are proposed in below-grade parking decks. 57 surface parking spaces are provided within the development.

The site plan includes an open space plan, which calls out 0.586 acres of open space, or 12.4% of the property. However, the applicant's open space plan does not account for the Alpha Loop, rooftop terraces, balconies, or the rooftop track/turf. Therefore, the applicant's total open space is likely to be much larger than indicated on the open space plan.

The proposed uses would generate a total of 530 AM Peak Hour trips and 763 PM Peak Hour trips. The applicant's trip generation report estimates that approximately 80% of the Peak Hour trips will be on Northwinds Parkway. The applicant's current proposal represents a substantial increase in traffic generated, including an increase of 208 AM Peak Hour trips and 438 PM Peak Hour trips.

The Applicant did present their request at the August 11, 2021 Community Zoning Information Meeting, and there were no public comments in regards to this request.

Staff has reviewed the applicant's proposal and believes that the request for master plan amendment and variance does not conflict with the established review criteria, if conditions are approved limiting the overall intensity of the development. The current proposal represents a significant increase to the overall development intensity, including overall non-residential square footage, building heights and trips generated. Based on the character of the area and the original intent of the Northwinds Master Plan, it is recommended that the non-residential density does not exceed 40,000 square feet per acre. Additionally, building heights should be limited to no more than eight (8) stories and retail service use should be limited to no more than 25% of the floor area of office use, or 13,250 square feet, for services incidental to the associated office and wellness use.

The variance request can be supported, if the impervious area above 70% is constructed with a pervious paving system or green roof. If approved, it is recommended that the development meet the minimum parking requirements.

Senior Planner Woodman read Staff's Recommended Conditions.

Planning Commission questions and comments:

- The master plan allows up to 20 stories. Do we have any 20 story buildings around?
    - Senior Planner Woodman shared that we do not have any 20 story buildings.
- Why 8 stories? How do we determine that?
    - Senior Planner Woodman shared that we look at surrounding development. Jackson Healthcare building had 2, 3, 5, and 8 story buildings. The tallest building in the area is 8 stories, so that was the basis for the recommendation.
- The hotel at Avalon is 13 stories. As a hotel, should we treat that differently than an office building?
    - Senior Planner Woodman shared that if there were other hotels within this immediate area then yes, but we are purely looking at the buildings in the area.
- Topography looks like it drops from Kimball Bridge Road. The hotel is on the southern edge side of the property and it would not appear to be that tall.
    - Senior Planner Woodman shared that topography does drop down and the taller building would be at the lower spot of the site.
- If the Code says that 20 stories is okay, but no one has done it, it seems arbitrary.
    - Senior Planner Woodman shared that the 20-story requirement is not in the City's Code, it is in the Northwinds Master Plan regulations, and we cannot as a City go back and change those. The master plan was developed in the 1980s and allowed for a more intense type of development. We cannot change the Master Plan unless someone brings a request forward.
- There has already been a change to the land use prior to this property?
    - Senior Planner Woodman shared that the land use remained the same. They did rezone a small piece of property and incorporated it into Northwinds. The current approval on this property is the 2018 approval, and the tallest building there was 4 stories on that development.
- Do we have a response from the Applicant as far as conditions?

    - Senior Planner Woodman shared that the Applicant provided markups and those are included in the agenda packet.
- It is our job to make sure that we are focused on the City Code and City Comprehensive Plan, it is not necessarily what Northwinds puts forward.
- The City does not have a code that says that we require less than a 20 story building.
    - Senior Planner Woodman shared that the zoning districts within the Unified Development Code address overall building height. Within Master Plans, you can have a building height approved over what is described in the zoning districts, or less.

Applicant Presentation (Brandon Wheeless, John Crow, Euan McGlashan, Jeff Morrison):

- Brandon Wheeless is a project developer from Sandy Springs, and plans to relocate to Alpharetta
- Bringing in 2 long-time hoteliers for this project
- 11 stories with 100 rooms, very unique hotel, higher quality than anything in the Atlanta area
- There are no 5-star hotels in Atlanta, and this hotel will have oversized rooms and will be a medic tourism destination for high end wellness and training.
- Would not compete with the 2 other hotels because this hotel would be a much higher quality and would bring new travelers into the market.
- At 60 rooms, would not make any money; would have to do a budget hotel.
- Copyrighted the term "hoteliterians" for staff, employees, and associates.
- Valor Hospitality has 85 properties around the world (50% = 4-5 star and 30% of those are 5-star luxury properties); owns a restaurant company
- Original plan had the Alpha Loop going through the site; modification brought the sidewalks in the front of the building and through the digital corridor.
- Digital corridor with digital art; want to bring people from the Alpha Loop through the site
- New renderings; no residential units; reduced building by 2 stories (13 to 11 stories); reduced hotel rooms from 119 to 100.
- Story height is different than building height; building height is 3 feet smaller than the Jackson Healthcare building
- Modified Site Plan:
    - Parking below grade as much as possible (challenging because of the rock)
    - Taller buildings on the lower end of the site
    - Orient the project towards the Alpha Loop and provide small scale restaurants, retail, and open active space
    - Current setback is 50 feet; bringing the buildings closer to the Alpha Loop is important to activate the uses between the loop and the buildings; requested a 30-foot setback.
- Staff Conditions:
    - Condition #3: Applicant suggests that office use functions should be limited to 40,000 square feet per acre maximum and that the project would be in compliance.
    - Condition #3(c): Applicant suggested the retail and restaurant be limited to 20% of total office use in the project (including wellness center office space)
    - Condition 3(d): Applicant suggests keeping hotel rooms at 100 rooms.
    - Condition 4: Applicant suggests that there is a distinction between building height in feet and in stories. Using the average grade plan of the project, the top the hotel is 130 feet tall from that point. Similarly, the Jackson Healthcare building (by drone) is 133 feet tall. An 8-story hotel would be about 30 feet shorter than an 8 story medical office building. The office buildings at North Point Summit are 18 stories. We cannot exceed the height of the Jackson Healthcare building, so long as that is defined in feet from the average grade plane, rather than the number of stories.
    - Condition 5: Applicant requests a variance to 79.5% impervious area
    - Condition 13: Applicant is happy to agree to increasing planting area
    - Condition 17: Applicant suggests that an area of the hotel was included as restaurant space and increased the required parking. We provided a parking count analysis that we believe is accurate and

we intend to meet all regulations for parking and we are not in a deficit for parking, as submitted.

- 70% of occupancy leased before breaking ground

Planning Commission questions and comments:

- What number of hotel rooms do you anticipate being occupied by people using medical services?
    - Applicant shared that around 50% of occupancy will be from medical and fitness tourism side.
- This is not an extended stay hotel, but the stays may be longer than a typical weekend stay. How long do guests stay for medical tourism? For procedures, how long is the stay?
    - Applicant shared that the medical procedures are completed under LNR. These are same day; no overnight stay procedures. Probably will not have anyone stay for more than a weekend, may have weekend stays (stay at the spa or wine and dine).
- Aquarium in the lobby?
    - Applicant shared that the hoteliers have interesting concepts to bring in and there are some very unique things in development.
- Thank you for attending. The site is 4.6 acres and there is a lot of intensity. This is off the major gateway to the highway. I am trying to understand your larger concern. What is your pain point? What would you like to see? Limit the rooms or limit the height? What is most important to you?
    - Applicant shared that they are trying to bring a unique product to the market. There is nothing that will compete with this. You need to be able to produce enough revenue to pay staff. We need the room count we are asking for. We took out 20 rooms from our original submission. This site is on 5 acres; there is no 10-20 acre sites available in this area to build a site like this. We have taken mass reductions.
- Could your design accommodate a 50-foot setback?
    - Applicant shared that the building might have to get taller. Looking to activate the Alpha Loop.
- 133 on the slide but then there is 135 feet on the plan without reference to stories. Are you looking for building height or stories?
    - Applicant shared that we would like to cap it at 135 feet.
- The only other 5-star properties are at Sea Island. Alpharetta is a great place to be, but do you think that this is going to be enough to draw people to the same level that the properties at Sea Island bring in?
    - Applicant shared that the medical clientele is coming from all over the country and that clientele is used to staying in this type and quality of hotel. We are going to bring that market to here. Alpharetta and Milton have the highest proportion of professional athletes in the country, and there will be a training center for professional athletes here.
- Hoteliers have a large portfolio of brands.
- Will actual medical procedures take place at the spa?
    - Applicant shared that there is an orthopedic surgery center in the facility. We have a group that has submitted an LOI and gave a deposit; functional medicine, psych, primary care physician, and genetics lab.
- Applaud your tenacity – this is your third time we have heard your presentation. We appreciate your willingness to come back. This adds a unique element to Alpharetta. You are passionate for this and it shows. You agreed to 90% of a long list of conditions.
- For Staff, what was behind the recommendation for 60 rooms?
    - Senior Planner Woodman shared that this was consistent with what was requested in 2018. The previous applicant committed to a luxury boutique or similar to the St. Regis Hotel. We did not recommend the full 100 rooms, because here the Applicant did not commit themselves to that specific type of hotel and did not provide an explanation of the type of amenities within the hotel.
- Can you compare the 2018 approval to this application?
    - Senior Planner Woodman shared that Staff felt comfortable with this proposal because the Northwinds Master Plan made reference to a non-residential density of 40,000 square feet per

acre, which is why it is referenced in the conditions. The amount of non-residential has been increased since 2018 and believed there was a middle ground between what was approved in 2018 to this proposal.

- Commissioner Attig shared that he is honored to have this project in Alpharetta. This is something that is needed and to choose Alpharetta over all of the other places in the United States makes him feel good. He is in favor of approving with the applicant's recommended changes.

There were no public comments for this item.

❖ Commissioner Attig offered a motion to approve with the conditions, as stated by the Applicant.
  - Commissioner Waylock seconded the motion.
  - The motion was approved (4-2, with Commissioners Zurinskas and Perkins in opposition).

c. Z-21-06/V-21-17 Kimball 154

DEFERRED: This item has been deferred by the Applicant and will not be heard until October 7, 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.

Vice-Chair Brady called for a short recess.

Vice-Chair Brady reconvened the meeting at 7:44 p.m.

d. Z-21-07 / V-21-24 236 / 244 North Main Street

Consideration of a rezoning from O-I (Office-Institutional) to DT-LW (Downtown Live-Work) and a variance to reduce the side setback between structures from 10' to 6' in order to allow for the construction of 11 single-family detached homes in the Downtown. The property is located at 236 and 244 North Main Street and is legally described as being located in Land Lot 1197, 2nd District, 2nd Section, Fulton County, Georgia.

Senior Planner Woodman presented Consideration of a rezoning from O-I (Office-Institutional) to DT-LW (Downtown Live-Work) and a variance to reduce the side setback between structures from 10' to 6' in order to allow for the construction of 11 single-family detached homes in the Downtown. The subject property is located at 236 and 244 North Main Street near the northwest corner of North Main Street and Mayfield Road.

The property is developed with two (2) single-family detached homes that have been converted to business use. 236 North Main Street is the Thomann Law Firm and 244 North Main Street is State Farm Insurance. Surrounding properties are zoned R-15 (Dwelling, 'For-Sale', Residential) to the west, O-I to the north and south, and C-1 (Neighborhood Commercial) to the east. North Fulton Chiropractic Center is located to the north, two (2) unplatted single-family detached lots are located to the east, Midas Auto Repair is located to the south, and Dogwood Forest is located to the east. The Comprehensive Land Use Plan designation of the property is 'Mixed Use Live Work', which allows the proposed single-family detached homes.

The applicant is requesting a variance to the DT-LW side setback minimum separation between structures to reduce the distance from ten-feet (10') to six-feet (6'). The applicant's site plan depicts a minimum 6' separation between structures. However, the separation between structures increases to approximately sixteen feet (16') for a length of approximately 30' to accommodate the side courtyard. When accounting for the side courtyard, the average side setback separation between structures is nearly ten-feet (10'). Similar Downtown residential developments have been granted variances to reduce the side setback separation between structures, with the most recent request approved at The 1858.

The submitted site plan depicts eleven (11), two (2) and three (3) story single-family detached homes with side courtyards. Access is provided from North Main Street by way of a 24' private alley. Lots range in size from 4,417 to 6,427 square feet with an average lot size of 5,223 square feet. A minimum fifteen-foot (15') setback is provided along North Main Street, which is due to easements and overhead utilities along the property frontage. The site plan accounts for the new twelve-foot (12') sidewalk that will be installed by GDOT along the property frontage. Minimum building setbacks are consistent with the DT-LW development standards.

The Downtown Code requires 2.5 parking spaces per dwelling unit, or 28 parking spaces for the proposed subdivision. Each home is proposed to have three (3) side-by-side parking spaces within a garage and a Code-compliant driveway accommodating three (3) additional cars, for a total of 66 parking spaces.

The proposed development complies with the minimum 10% amenity space required in the DT-LW district. The site plan depicts 22.5% amenity space, which includes a tree save area, private courtyards, as well as internal sidewalks and property frontage along North Main Street.

Applicant details that the homes will be build in the Greek Revival architectural style with a primary exterior material of brick, stucco or siding. Homes will have a gable roof and covered front entry. Renderings were sent to the City's Downtown Consultant, however, Staff has not received comments on the most updated renderings.

CZIM was held on August 11, 2021. There were no public comments.

Staff has reviewed the applicant's proposal and finds that the request for rezoning and variance does not conflict with the established review criteria. The zoning proposal is consistent with the vision of the Downtown Master Plan and comprehensive land use plan designation of the property. Approval of the variance should not cause substantial detriment to the public good.

Senior Planner Woodman read Staff's Recommended Conditions.

Planning Commission questions and comments:

- The variance between the buildings is 6 feet, but the north and south setbacks remain at 10 feet?
    - Senior Planner Woodman shared that they would meet the 10 foot setback on North and South. The 6 foot setback is between the structures on the property.
- The Master Plan calls for residential or office along North Main Street. What will the mix be? Hodge podge? Office and homes mixed up? Will one area be more residential and then keep office in another area? How do we determine that?
    - Senior Planner Woodman shared that the Future Land Use shows what appropriate zoning districts would be. From Mayfield going south, that use is Mixed Use (which allows for Downtown Mixed Use), which is different and intense from Downtown Live Work. From Mayfield going north, the use is Mixed Use Live Work (which allows for Downtown Live Work), which allows residential and office combined in a development together or have office by itself or residential by itself. This is a less intense zoning district, as you move from the core, the intensity is supposed to decrease.
- We don't have a vision on how the homes or residential should be laid out – it is just basing on what is proposed by an Applicant?
    - Senior Planner Woodman shared that yes, for example, the other live work area that we have in the Downtown is Thompson Street. Thompson Street allows for Downtown Live Work zoning, and most of Thompson Street has become residential and office has not been seen as desirable along that section, but there was flexibility in those zoning districts to include office.
- When it says mixed use, it can be singular in use, depending on the Applicant at that time.
- During the comprehensive plan presentation, discussed incompatible infill, is this in line with that?

There are small single-family homes on a single large property, does that go against those goals?

- Senior Planner Woodman commented that he does not believe this plan does. If we were in one of the outlying neighborhoods outside of the downtown area, that is where we are seeing the incompatible development (one story ranch and then someone puts in a three-story larger home that is different than the rest of the neighborhood). There are 2 single lots behind this area, but this would not be incompatible.

Applicant presentation (Don Rolader, Brooks Hall, Barry Dunlop):
Don Rolader:

- 1.61 acres and convert it DTLW to construct 11 detached single-family homes
- Variance request to reduce distance between structures; this is probably the first time in the City that we have had these side facing corridors and have a water feature (pool or hot tub)
- Slopes down from the back to the street
- No public comment on this application
- 12-foot sidewalk in front of this development
- Internal access to the homes within the development

Brooks Hall (Architype Design):

- Courtyard is an extension of the interior space (indoor / outdoor spaces)
- The homes facing North Main will have a front door facing the 12 foot sidewalk and a garage and driveway on the internal street.
- The retaining wall is part of the interior structure of the home
- Rooftop unit (entertaining space)
- Varying porticos on the front of each home and the rear will have a garage with a side gate
- Rear alley will be the frontage for the rear units; these are two story units and have front loaded garages.
- Staff Conditions:
    - Condition #2: Applicant suggests stucco, stone, brick. Wants to do some architectural shingles and metal roof accents. The condition does not give design flexibility. Does not want to be limited to just brick.
    - Condition #4: Applicant suggests that given the 12-foot sidewalk, it is encroaching further into the landscape strip. Would like to have the front courtyards go inside of the landscape strip and bring landscaping materials into the courtyard (really talking about the 3 homes at the top of the site because of the geometry of the site.
    - Condition #6: Applicant is unsure what the low wall is and would like to understand what that is.
    - Condition #10: Applicant suggests a clarification that the homes on properties #5 & #6 have its courtyard walls be able to extend to the property line.

Planning Commission questions and comments:

- Where are garages on the homes that face Main Street?
    - Applicant shared that they are on the second floor, and that the first floor has less square footage because of the basement retaining wall. The first floor would be more of an entertaining space (den / guest room).
- For Condition #10, in the areas where there is not a courtyard do you intend to meet the landscape requirement?
    - Applicant shared that is correct. This condition addition would apply to homes #5 and #6. The wall is essentially replacing vegetation.
- For Condition #7, the Applicant is looking for a complete removal of that for no public amenity area in the space.
    - Senior Planner Woodman shared that Staff would not agree to remove that condition.

Amenity areas are private space; we are not trying to design the courtyards, we are looking at the frontage of the property or the tree save area.

- For Condition #2, in terms of the homes facing North Main and requiring them to be brick? What is Staff's thoughts on this?
    - Senior Planner Woodman shared that the preference would be to leave as proposed by Staff for now, and for Staff to work with the Applicant between now and City Council and the Downtown Consultant to see if Staff would be okay with the change.
- For Condition #4, Applicant wants to have the courtyards encroach into landscape strip, there would be trees there, but would the roots go into the wall?
    - Senior Planner Woodman shared that this might not be a concern and we could reach an agreement. It is not appropriate to strike the last sentence, but an agreement could be made here. Suggested instead "Courtyards may encroach into the landscape, provided that the required landscape material can be located in that area." Staff wants to make sure that shade trees whether they are within the landscape strip or inside the courtyard wall, are present. We could leave condition as proposed by Staff and work it out between now and Council.
- Could say "may encroach into the landscape strip, as approved by Staff." The intent is that we do not want all courtyards pushed out.
- 10-foot landscape strip – is GDOT responsible for that? How is that determined as to what type of landscape plan?
    - Senior Planner Woodman shared that it was his understanding that no landscape improvements were being made by GDOT. Senior Transportation Engineer, Eric Graves, shared that the landscape strip is typically on the property owner's property, and they can landscape within the Downtown Code requirements.
- Does Staff have any issues with the 10-foot landscape strip changes?
    - Senior Planner Woodman shared that he is not concerned with the changes, given that there is a 25-foot buffer there.
- Is the 25-foot buffer undisturbed?
    - Senior Planner Woodman shared that he would need to verify that; can plant evergreens where the courtyards do not come to the property line.
- Can Staff go over what conditions Staff is okay with and what needs to change?
    - Senior Planner Woodman shared that Staff's preference is for Condition #2 to stay as proposed by Staff, Condition #4 use Commissioner Zurinskas language, Condition #6 not overly concerned about removal of low wall, but it is typical of other requirements placed on subdivisions in the Downtown, Condition #7 to stay as proposed by Staff, and Condition #10 accept Applicant's proposed change.

There were no public comments for this item.

- Commissioner Zurinskas offered a motion to approve, subject to the following conditions, as presented by Staff with:
    - Condition #2 as proposed by Staff;
    - Condition #4 as proposed by Staff, but strike the last sentence which states "courtyards may encroach into the ten (10) foot required landscape, as approved by Staff;"
    - Condition #6 as proposed by Staff, but strike "and low wall;"
    - Condition #7 as proposed by Staff; and
    - Condition #10 the 5-foot landscape strips along the north and south property lines shall be planted with evergreens, with the exception of lots 5 and 6, where the courtyards meet the property line.
        - Commissioner Perkins seconded the motion
        - The motion was approved unanimously (6-0).

e. Z-21-08 / CU-21-11 Mayfair on Main / 217 South Main Street
Consideration of a rezoning from C-2 (General Commercial) to DT-MU (Downtown Mixed-Use) and a

conditional use to increase the density above 10 dwelling units per acre to allow for the construction of a 24-unit 'For-Sale' townhome development in the Downtown. The property is located at 217 South Main Street and is legally described as being located in Land Lot 694, 2nd District, 2nd Section, Fulton County, Georgia.

Director of Community Development, Kathi Cook, presented consideration of a rezoning and conditional use to allow for the construction of 24 'For-Sale' townhomes on 1.82 acres in the Downtown. A rezoning is requested from C-2 (General Commercial) to DT-MU (Downtown Mixed-Use) and a conditional use is requested to increase the residential density from ten (10) dwelling units per acre to 13.2 dwelling units per acre. The subject property is located at 217 South Main Street at the northwest corner of the new intersection at South Main Street and Devore Road.

The submitted request, if approved, would allow for the construction of 24 'For-Sale' townhomes on 1.82 acres in the Downtown. The applicant proposes a rezoning from C-2 to DT-MU and a conditional use to increase the residential density above ten (10) dwelling units per acre. The proposed residential density is 13.2 dwelling units per acre. The subject property is located at 217 South Main Street at the northwest corner of the new intersection at South Main Street and Devore Road.

The submitted site plan depicts 24, three (3) story 'For-Sale' townhomes in seven (7) buildings. Access to the development is from Roswell Street by way of a new private street providing access to several private alleys. A ten-foot (10') setback is provided along Roswell Street and a setback of approximately fifteen-feet (15') is provided along South Main Street. A ten-foot (10') sidewalk is depicted along South Main Street and a five-foot (5') sidewalk is depicted on Roswell Street. Minimum building setbacks are consistent with the DT-MU development standards.

Each townhome will have two (2) side-by-side parking spaces within a garage and there are 103 parking spaces are provided on the site plan. The site plan depicts 24,100 square feet, or 30% amenity space. The DT-MU district requires a minimum 10% amenity space. There are seven (7) specimen trees on the subject property, consisting primarily of Hardwoods. The site plan does not depict any tree saves. If approved, it is recommended that the grouping of hardwoods just north of the central amenity area be saved.

The submitted renderings depict the townhomes to be three (3) stories, with a rooftop deck located within the gable of the roof. The Downtown Consultant reviewed the renderings and had the following comments:

- Base material should be cast stone or limestone.
- No glass railings on rooftop deck. Use traditional guardrail detail.
- Window surround at 3rd floor should match the window surround shown at 2nd floor.
- Use correct brick mould detail with correct masonry jack arch detail.
- For courtyards, use masonry piers at corners with inset masonry walls between.
- At front entry, provide engaged partial column or pilaster.
- Use proper entablature detailing, scale, and proportion. Locate column properly so that column shafts align with face of frieze above. Use proper Classical column design.
- Renderings do not depict the rear elevation. 4-sided architecture, materials and details is recommended.

The applicant provided a trip generation report, which estimates that the proposed 24-lot single-family detached subdivision would generate 18 AM Peak Hour trips and 24 PM Peak Hour trips.

Staff has reviewed the applicant's proposal and finds that the request for rezoning and conditional use do not conflict with the established review criteria. The zoning proposal is consistent with the vision of the Downtown Master Plan and comprehensive land use plan designation of the property. If approved, the site layout should be revised to meet the Downtown Overlay streetscape requirements along Roswell Street and the new internal

street, as well as to identify tree saves.

Director Cook read Staff's Recommended Conditions.

Planning Commission questions and comments:

- There are 10 units per acre in the downtown and this is shifting to 13.2 units per acre. What does this set for precedent? This is 30% more density and worried about the precedent going forward.
    - Director Cook shared that the Code does allow for more than 10 with a conditional use. Each property has to be looked at on its own based on where it is located. South Main Street is much denser than on Thompson Street (10 units to acre); you have to look at each property on its own merits.
- Looking at the Comprehensive Plan, are we looking to increase density?
    - Director Cook shared that we are moving towards higher density at North Point, but in 2015, we set up the Downtown to allow requests over 10 units per acre where it makes sense.
- The new Devore Road has not gone in yet. Mentioned parcel and green space – a little confused?
    - Director Cook shared that we are not sure of the ownership and if it will be maintained by GDOT and be maintained as remnant ROW or if the owner is going to maintain and keep this parcel. The triangle is not attached to this project.
- Who owns the parcel?
    - Director Cook shared that we do not have the ownership right now. We did want to put in there the option in case it does turn out to be a remnant piece of right-of-way, we could give impact fee credits if it was something that the public could use.
- It does not look like that much space. Currently used for GDOT construction set-up.
- This will be 30% over Thompson Street, Maxwell, Teasley – they can go over the Code? Over the 13%?
    - Director Cook shared that they can go over the 13% as long as they increase amenity space, the Code says 10 units to the acre with 10% amenity space, so as they increase the density they must increase the amenity space, and this Applicant has. We look at the area around it and each property on its own to determine density, like greenspace, trees, topography to see it if makes sense to have a denser site.
- Is the thought process that the City wants to encourage redevelopment in this area and would like to have this kind of development?
    - Director Cook shared that it is. This area is converting to more walkable uses instead of stand alone retail. The previous use on the property was older, auto oriented retail. South Main Street is converting to a mix of residential. This is across from Wills Park, and is a great location to the park. Roswell Street is a quieter street compared to South Main Street.

Applicant presentation (John Boniface and Jason Joseph)

- 24 Townhome Units with 30% greenspace (tripled the requirements)
- Courtyard feature – leverage the landscape strip and create the façade we want on Main Street
- This is the new southern entrance to Downtown Alpharetta
- Applicant's Proposed Conditions:
    - Condition #3: pointed out that 13.2 equated to 24 units, in line with site plan
    - Condition #5: speaks to the courtyard
    - Condition #7: speaks to impact fees; in our experience, we want to make sure that the scope is fine, want to make sure that the budget is in line with what the compensation would be
    - Condition #8: adjusting the width of the private road to meet what is represented on our plan
    - Condition #9: could not discern what interparcel access was asking for
    - Condition #10: loops back to #5 and the idea of what the plantings will be; will meet the intentions of the landscape strip
    - Condition #18: clarifying that our intentions is to have the underground detention isolated

within the amenity area; it is not on a separated lot but separated from the residential pads.
    - Condition #20: impact fee scope again
    - Condition #21: giving the HOA the ability to govern what the rental program will look like.

Planning Commission questions and comments:

- In terms of the HOA, is that out of your hands or are you just wanting to stay out of it?
    - Applicant shared that the HOA would establish the guidelines for the rental program for the homeowners, so they have the ability to determine what that is.
- Condition #8: the overlay streetscape standards – trying to understand the 40 feet that was mentioned in the markups?
    - Director Cook shared that the code allows the transportation engineer to look at different widths that are needed along local streets, and can make that determination for lower widths, and from talking with the transportation engineer earlier today, he said that the widths in the ROW was sufficient.
- Can Staff go through the conditions?
    - Staff is okay with Conditions 3, 5, 7, 8, 10, 20
    - Condition #9: Staff wants to keep the interparcel access shall be required to the north, in case there is future redevelopment to the north.
    - Condition #18: until we have a hydrology study, we don't know what we are going to have. In general it looks okay, but the preference would be not to have that redline addition..
    - Condition #21: Staff always includes that condition and would want to keep #21.
- The HOA could develop a policy that says we are going to allow all rentals, and I would like to have structure instead.
- Vice-Chair Brady shared that the density gets him; fears that it is setting poor precedent, but understands. I like the design, but would like to see more design on the 2nd and 3rd level.
- Really good project and love the idea of taking out a parking lot and putting homes in. The 13% density is the issue.
- Commissioner Waylock shared that it doesn't set precedent because we are relying on Staff and looking at each case. It is dense, but it fits that location.
- If the applicant meets the amenity requirement for open space, no problem with density.
- Concerned with density, but the project does have something going for it – the access point is on a lesser used road and that is thoughtful (not on South Main Street). Wish we could save more trees, but hopefully they will put the right ones in.
- Guest parking; when adult children or high school students with cars are home, you have more vehicles and there is no way of accommodating that here.
    - Applicant shared that there are 4 parking spaces per unit and there is centralized guest parking (7 spaces). We have over parked for what is required. Also sitting 20 feet from Wills Park entrance, could create an opportunity for walking down Roswell Street.

There were no public comments for this item.

❖ Commissioner Zurinskas offered a motion to approve, subject to the following conditions, using Staff conditions with the red markup, we will accept everything except for Conditions #9, #18, and #21 will stay as proposed by Staff
    - Commissioner Manley seconded the motion
    - The motion was approved (5-1, with Vice-Chair Brady in opposition).

f. PH-21-14 UDC Text Amendments - Permitted and Conditional Uses and Temporary Uses Consideration of text amendments to Unified Development Code (UDC) Article II, Use of Land and Structures and Appendix A: Alpharetta Downtown Code to amend permitted and conditional uses in several zoning districts, as well as amendments to temporary uses.

Director of Community Development, Kathi Cook, presented Consideration of text amendments to Unified

Development Code (UDC) Article II Use of Land and Structures, to amend permitted and conditional uses in several zoning districts and to amend temporary uses, including outdoor tent sales, not-for-profit seasonal events, religious meetings, and open lot sales of Christmas trees, fruits and vegetables and other harvested products.

In conjunction with a recent request for a 'Church', Staff reviewed the List of Permitted and Conditional Uses in the Unified Development Code (UDC) for compliance with the "equal terms" provision of the Religious Land Use and Institutionalized Persons Act (RLUIPA). While the UDC generally complies with the "equal terms" provision, a few uses were identified as needing to be changed from permitted to conditional use. Those uses include, 'Club, Association, or Lodge', 'Public Building', 'Recreation Facilities, Indoor', 'Recreational Facilities, Outdoor' and 'Theater, Cinema'.

Staff recommends an amendment to the 'Builder's Equipment/Material' use to change it from permitted to conditional use in the C-2 (General Commercial) district. There are many C-2 properties in the Downtown, of which 'Builder's Equipment/Material' is not appropriate. Staff also identified some general cleanup items in Table 2.2, List of Permitted and Conditional Uses, which included adding two (2) designations to the table for Accessory Uses and Subordinate Uses.

Staff recommends amendments within the Temporary Uses subsection to limit certain temporary uses to properties that are zoned or used for non-residential use and to add regulations for seasonal events associated with a for-profit entity.

Planning Commission questions and comments:

- Has there been a corn maze request?
    - Director Cook shared that not yet, but we used to have the haunted house.

❖ Commissioner Zurinskas offered a motion to approve as presented by Director Cook.
    - Commissioner Manley seconded the motion.
    - The motion was approved unanimously (6-0).

g. PH-21-16 UDC Text Amendments - Medical Marijuana Production and Dispensary Use
Consideration of text amendments to the Unified Development Code (UDC) to add a definition and regulations addressing medical marijuana production and dispensary use.

Director of Community Development, Kathi Cook, presented consideration of text amendments to Unified Development Code (UDC) Article II Use of Land and Structures, to add definitions for Medical Marijuana Dispensary and Production Facility and assign uses to zoning districts. Staff proposes to allow 'Medical Cannabis or Marijuana Dispensary' in the LI (Light Industrial) zoning district with approval of a conditional use and to prohibit 'Medical Cannabis or Marijuana Production Facility' in all zoning districts.

Planning Commission questions and comments:

- No reference to a drive thru window (jokingly).
- Allowed in light industrial, but not 2,000 feet from any of these things. Where can it go?
    - Director Cook shared that it is limited within light industrial, but without having a definition, we would have to determine what use it is most similar to within our code and go through the Board of Zoning Appeals to determine what use is closest to, so it is best to add a definition.
- Do we have a lot of applications?
    - Director Cook shared that we have had a few requests and several people looking; most locations are not within light-industrial
- Closest use would likely be a pharmacy, would that be a good comparison?
    - Director Cook shared that no, that is why we are putting this definition in there. It is a drug that can be dispensed within a pharmacy, but as a stand-alone, we do not believe that it is a

similar use.

- Does the state have requirements that say which zoning districts you can or cannot allow it?
    - Director Cook shared that the state has not yet. We have looked at their website, and they do not have the applications available yet. Even though they have allowed the dispensaries, their website does not have applications available to look at to see what the regulations will be. We may have to come back and update this as the state comes up with their regulations and the application process. We found a lot of regulations regarding the production facilities (heavy chain linked fencing), but we are looking at prohibiting those. We want to get out in front of it and establish it as it comes forward.
- It is important that we are proactive and put these safeguards in place.

❖ Commissioner Zurinskas offered a motion to approve, as presented by Director Cook.
    - Commissioner Waylock seconded the motion
    - The motion was approved unanimously (6-0).

VII. ADJOURNMENT

Vice-Chair Brady adjourned the meeting at 10:23 p.m.

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: OCTOBER 7, 2021

CITY COUNCIL: OCTOBER 25, 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 8/20/21, except for modifications required to comply with the conditions below. Uses shall be limited to professional office, research and development, and support retail uses and conditional uses listed in the O-P district regulations.
2. Up to 25% of the office area may be used for support retail uses and Council-approved conditional uses, as listed in the O-P zoning district regulations.
3. Maximum building height shall not exceed 3 stories and 48', which does not include the below-grade parking podium.
4. Driveway spacing and impervious area shall be as depicted on the site plan prepared by Kimley-Horn, dated 8/20/21. Impervious area exceeding the maximum 70% shall be offset with pervious hardscape, green roof, etc., 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 8/20/21.
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 and a 2nd level shall be permitted under the front parking podium.
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 or northern face of parking under the building 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. 6' planter may be reduced to 0' at locations adjacent to the gymnasium building, as depicted on the site plan prepared by Kimley-Horn, dated 8/20/21. 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 8/20/21, 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 in maximum 4' x 4' free-standing planters 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 8/20/21. 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 prior to a Certificate of Occupancy.
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 impervious area exceeding the maximum 70% be offset with pervious hardscape, green roof, etc.

(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 impervious area exceeding the maximum 70% be offset with pervious hardscape, green roof, etc.

(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 impervious area exceeding the maximum 70% be offset with pervious hardscape, green roof, etc.

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 impervious area in excess of 70% be offset with pervious hardscape, green roof, etc.

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.

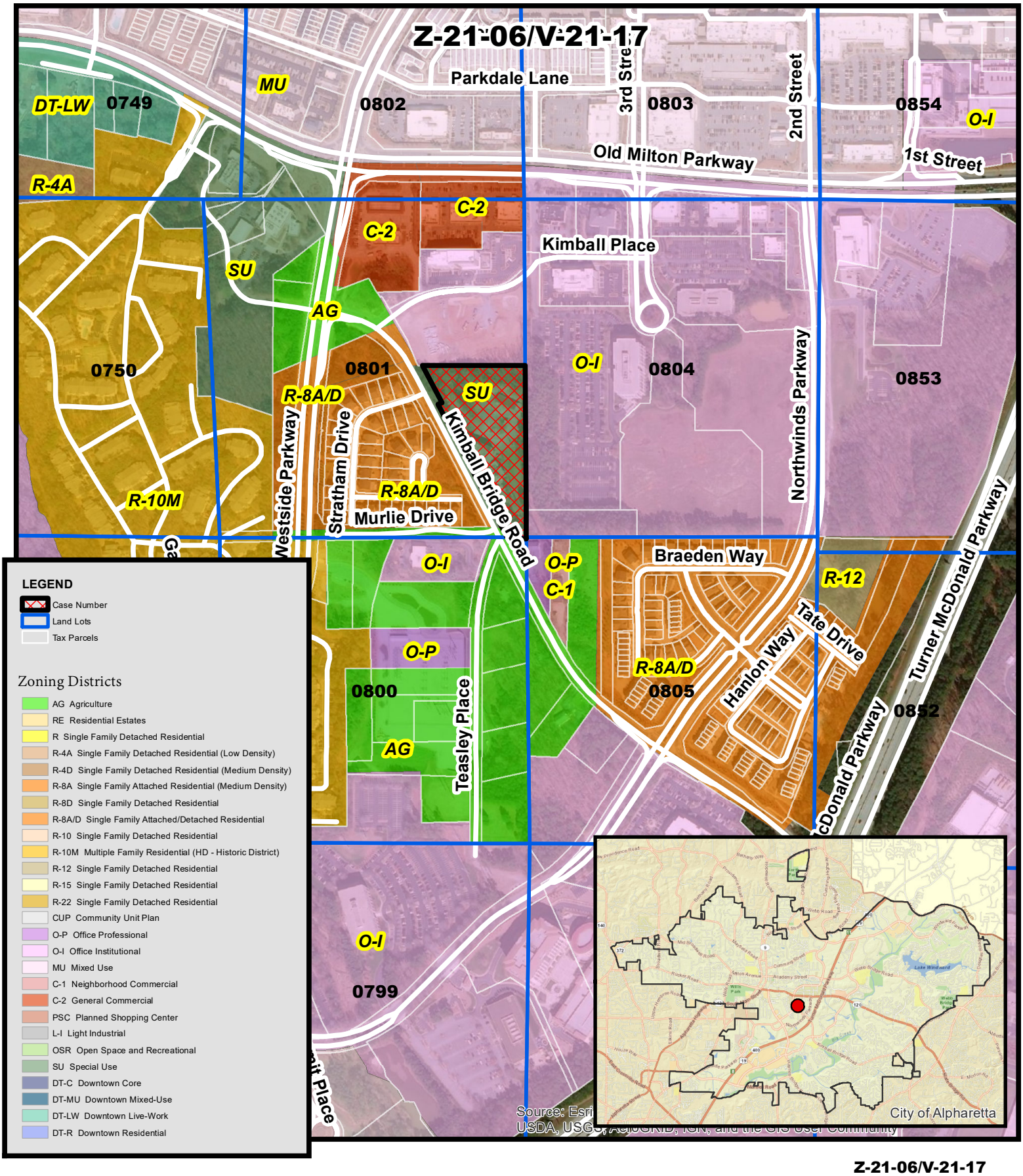
IV. ATTACHMENTS:

- 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

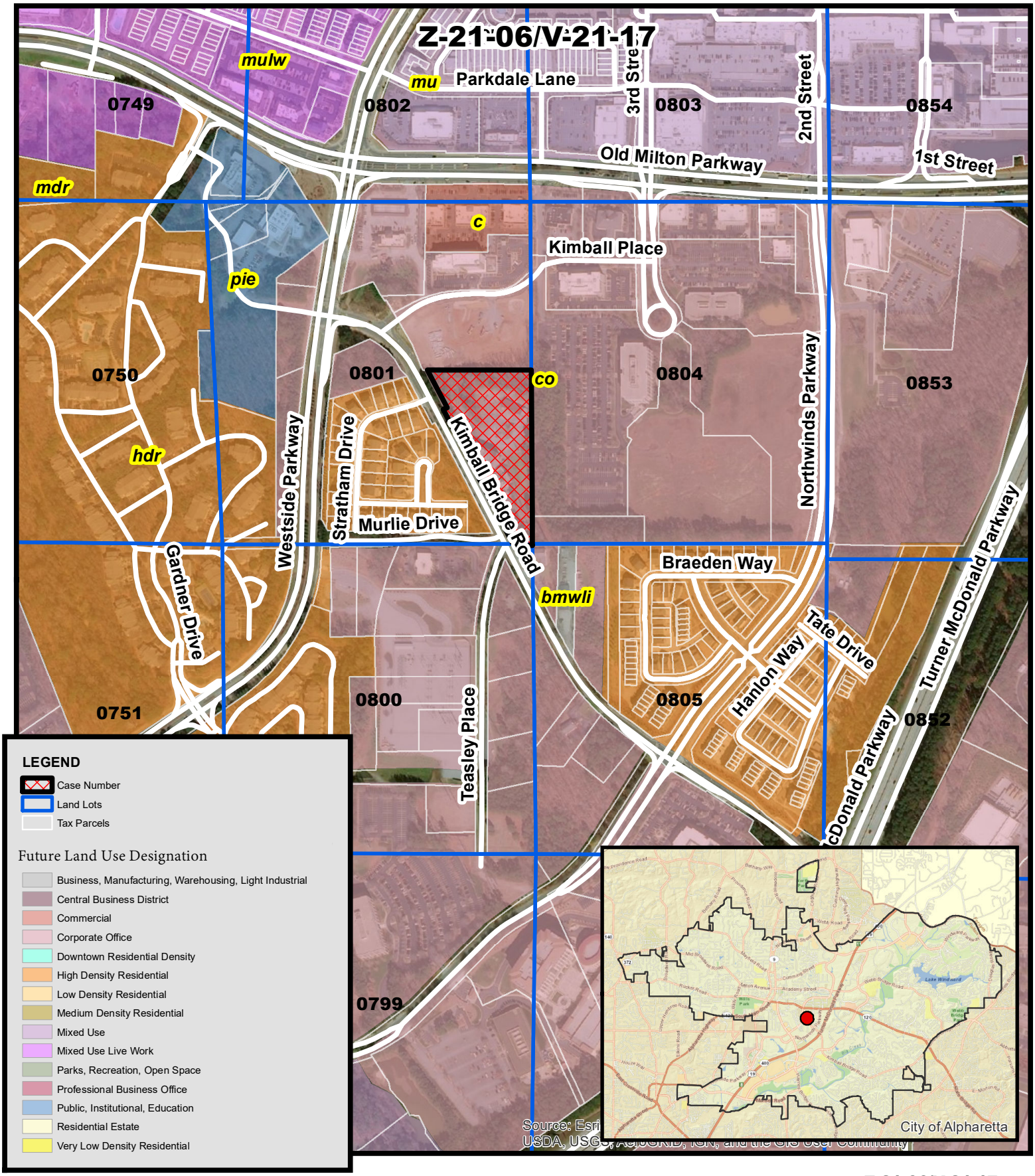


Z-21-06/V-21-17
D/LL: 1/2/801
PC: 7/1/21
CC: 7/26/21

Zoning Map
Kimball 154
154 Kimball Bridge Rd

THE CITY OF ALPHARETTA GEORGIA

Location Map Provided by:
Community Development - GIS

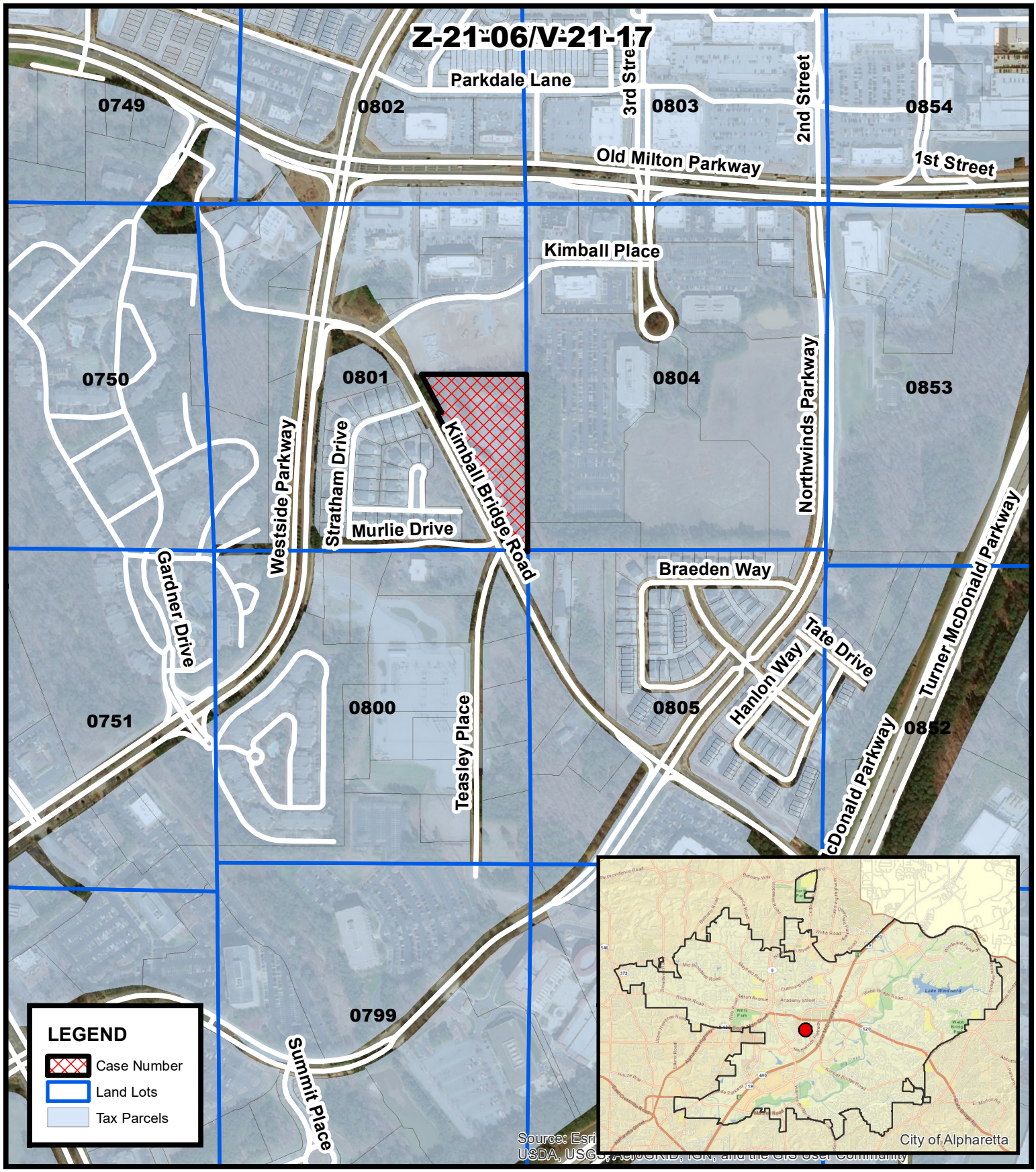


Z-21-06/V-21-17
D/LL: 1/2/801
PC: 7/1/21
CC: 7/26/21

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

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:	640 SPACES (4.00 / 1000 SF)
OFFICE (LEASABLE AREA)	640 SPACE
PROPOSED PARKING:	465 SPACES (2.91 / 1000 SF)
PARKING DECK	402 SPACES
SURFACE PARKING	63 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. Utility Protection Center, Inc. Know what's below. Call before you dig.

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

GEORGIA UROLOGY
5445 MERIDIAN MARK ROAD
ATLANTA, GA 30342
PHONE: 404-275-2221

No.	REVISION DESCRIPTIONS	DATE	BY

PROJECT
GEORGIA UROLOGY
850 LAWRENCEVILLE-SUWANEE ROAD,
LAWRENCEVILLE, GA 30043
LAND LOT 32, 7TH DISTRICT, 1ND SECTION
PARCEL I.D. R7032 325

GEORGIA REGISTERED PROFESSIONAL ENGINEER 034243 TYLER ROSSER
03/18/2021

GSWCC CERT. (LEVEL II)	0000072899
DRAWN BY	JTR
DESIGNED BY	JTR
REVIEWED BY	BRM
DATE	03/31/2021
PROJECT NO.	01379600
TITLE	ZONING SITE PLAN
SHEET NUMBER	ZP-01

Drawing name: K:\ALP_PRJ\013796000_154 Kimball Bridge\CAD\Exhibits\2021-09-14 Zoning Plan\210914_Kimball154_ZoningPlan-04.dwg ZP-01 ZONING PLAN Sep 17, 2021 9:46am by: Sam.Gaillard

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.

2 Park Plaza
Alpharetta, GA 30009
Phone: 678.297.6000
www.alpharetta.ga.us

MEMO:

To: Kathi Cook
From: Eric Graves, PE
Date: July 16, 2021
RE: Kimball Bridge Road Improvement Needs

Summary
Improvement needs along Kimball Bridge Road were evaluated based on traffic growth. When accounting for reasonable development along the Kimball Bridge Corridor as well as growth of background traffic due to nearby development, a two lane corridor has the capacity to accommodate 20 years of anticipated growth.

Methodology
In conjunction with a development traffic study in 2018, 24 hour tube counts were counts were conducted along Kimball Bridge Road both east and west of Northwinds Parkway. The private developer's consultant, Kimley-Horn and Associates, recommended at that time that the appropriate roadway section for Kimball Bridge Road west of Northwinds was two lanes providing appropriate left turn lanes complemented with bike and pedestrian improvements. East of Northwinds they concluded that a four lane section may be warranted in the future.

To validate the previous consultant's recommendation, staff is looking at potential growth along the Kimball Bridge Road corridor. Using the raw traffic volumes from the 2018 report, future 2041 traffic volumes will be estimated to determine the number of lanes required to serve projected users. Current development proposals including the Baily as well as 154 Kimball (Fulton County Property) traffic was added to the system. In addition, the undeveloped AG zoned property and the Diamond Glass property were assumed to be

MAYOR
Jim Gilvin

MAYOR Pro Tem
Donald F. Mitchell

COUNCIL MEMBERS
Jason Binder
Ben Burnett
John Hipes
Dan Merkel
Karen Richard

CITY ADMINISTRATOR
Robert J. Regus

redeveloped at 35,000 SF per acre meeting the future land use of Corporate office. This equated to approximately 250,000 SF of new office. In addition, traffic on the corridor was assumed to grow due to nearby development. This background growth was estimated at 1%, consistent with regional plans and projections. These daily volumes are summarized in **Table 1** below.

Table 1: Kimball Bridge Road Corridor Traffic Projections

Source	Average Weekday Traffic (VPD)[1]
2018 Traffic Count	8,850
2021 Traffic Count[2]	4,475
The Baily (Kimball Bridge Road Trips)	1,000
154 Kimball	1,675
Redeveloped AG property	2,500
Background Traffic Growth[3]	1,950
Total Assumed 2041	**15,975 vehicles per day**

(1) Volumes Rounded
(2) NOT USED – COVID Influenced traffic volumes
(3) Assumed at 1% compounded over 20 years, using 2018 counts as 2021 volumes

Using Florida's level of service tables the LOS for a two-lane roadway with left turns and a 40 mph speed limit is LOS D. For comparison, Webb Bridge road had 2016 daily traffic volumes of 17,595 vehicles per day east of Big Creek.

Conclusion

Based on the projections of 2018 traffic volumes and assumed redevelopment of the area, a two lane road with appropriate left turn accommodations is appropriate for Kimball Bridge Road between Northwinds Parkway and Westside Parkway.

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”

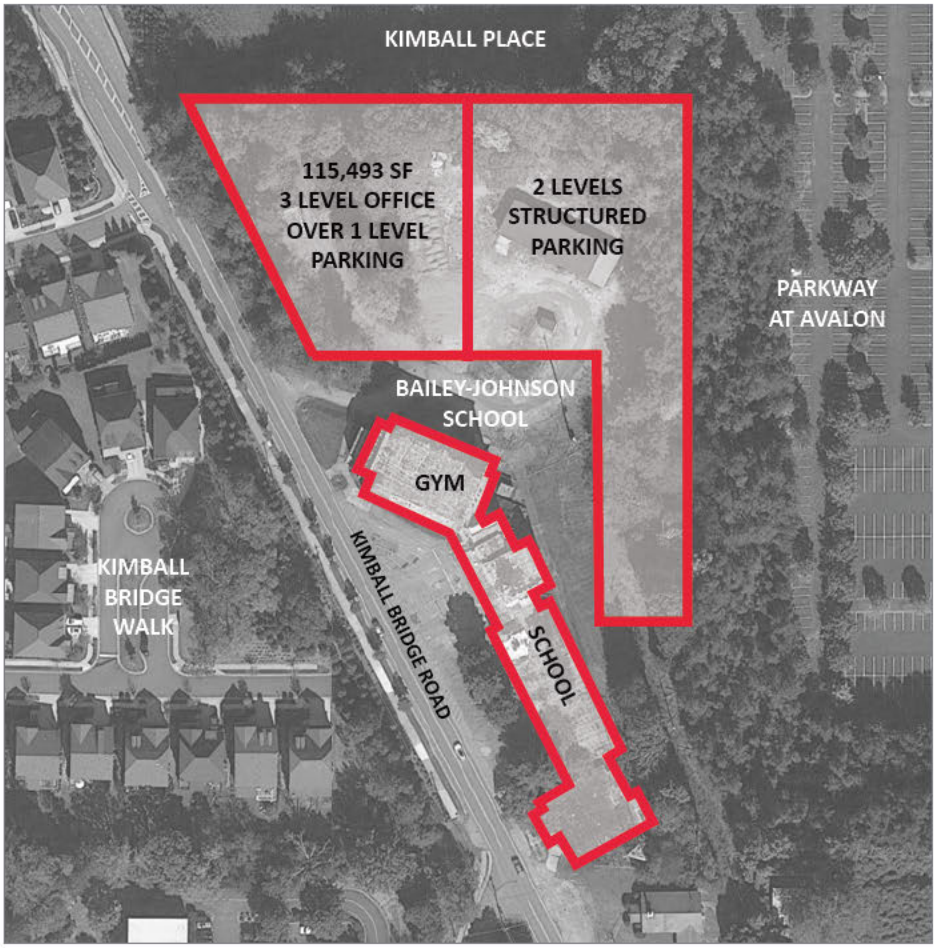
- The proposed height will allow the existing gymnasium building to be in compliance with the height requirements. Additionally, new office building standards require approximate 14’-0” floor to floor heights which requires a 48’-0” height to accommodate 3 levels as allowed in Office-Professional Zoning.

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

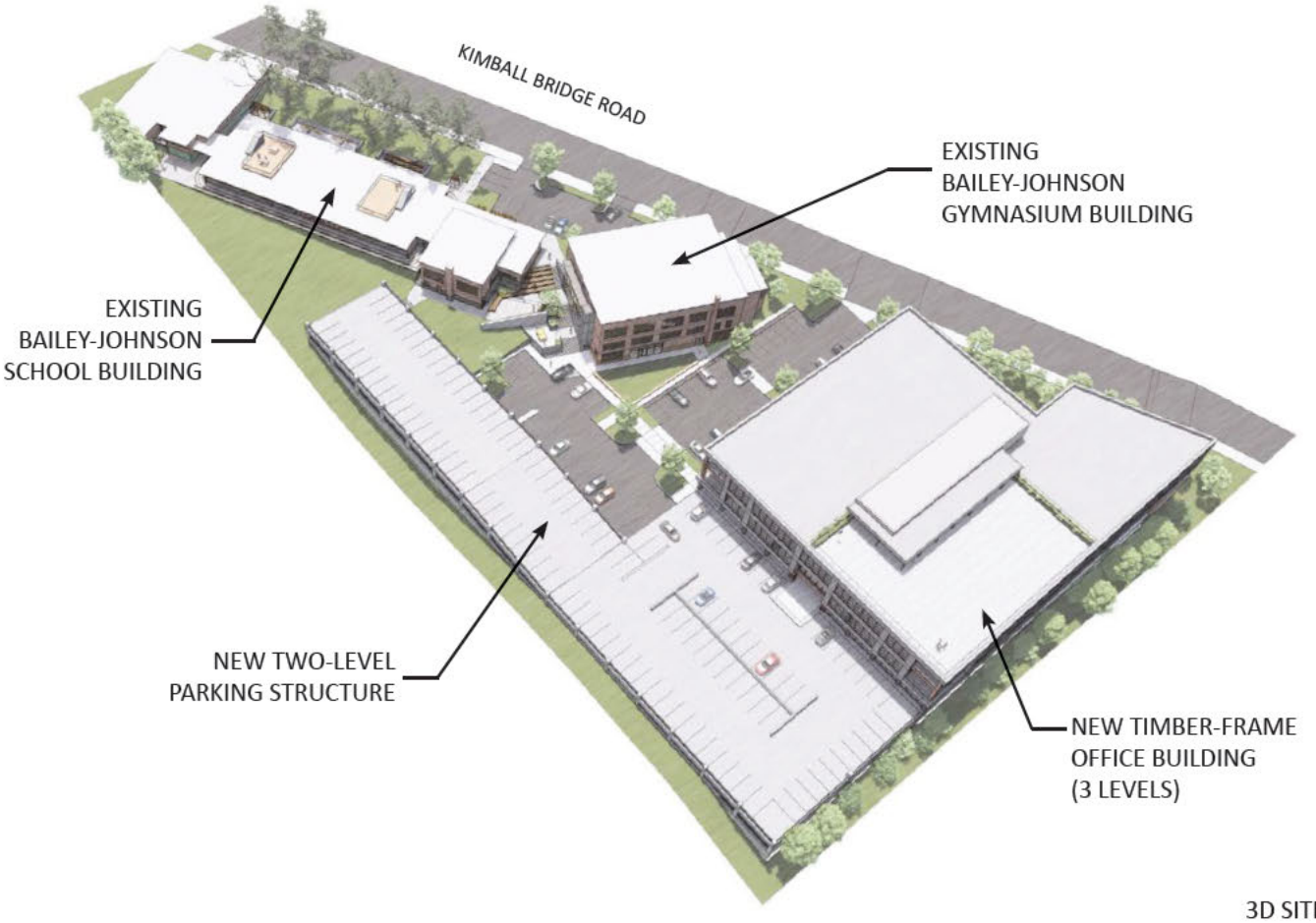
- Given the long orientation of the historic school the 300’ requirement is not feasible to accommodate two main entry/exits into the property and the drop-off area as shown on the site plan.

154 KIMBALL BRIDGE

SITE OVERVIEW

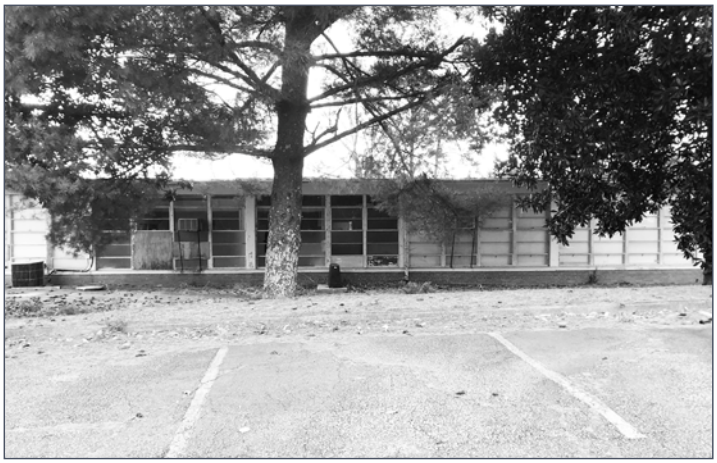


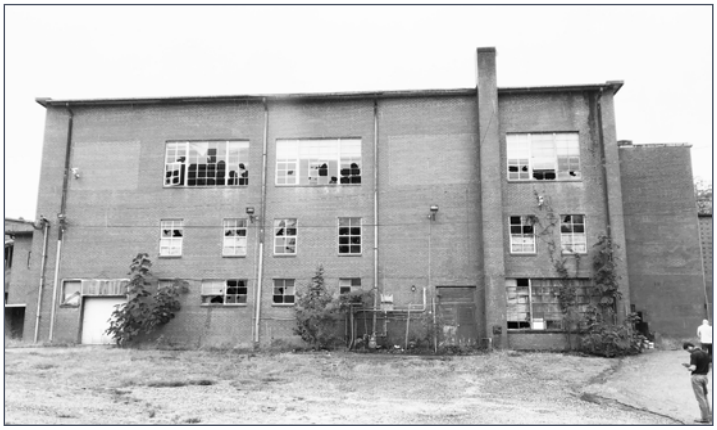
SITE AERIAL



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.

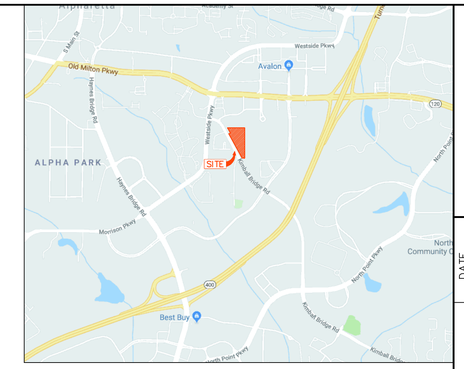
10. RIGHT-OF-WAY DEED FROM THE FULTON COUNTY BOARD OF EDUCATION TO THE CITY OF ALPHARETTA, DATED SEPTEMBER 13, 2001, FILED FOR RECORD NOVEMBER 1, 2001, RECORDED AT DEED BOOK 31234, PAGE 384, AFORESAID RECORDS.

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

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

© COPYRIGHT 2018 - BOUNDARY ZONE, INC.
THIS DRAWING AND IT'S REPRODUCTIONS ARE THE PROPERTY OF THE SURVEYOR AND MAY NOT BE REPRODUCED, PUBLISHED OR USED IN ANY WAY WITHOUT THE WRITTEN PERMISSION OF THIS SURVEYOR.

TOTAL AREA: ACRES / SQUARE FEET

BOUNDARY REFERENCE:
FIELDWORK PERFORMED ON

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

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

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

LEGEND:

PROPERTY CORNER FOUND (AS NOTED)
1/2" REBAR WITH CAP SET LSF# 839
R/W MONUMENT
FIRE HYDRANT
WATER METER
WATER VALVE
POWER POLE
LIGHT POLE
POWER/LIGHT POLE
GUY WIRE
POWER METER
POWER BOX
A/C UNIT
MANHOLE
CLEAN OUT
JUNCTION BOX
OUTFLOW STRUCTURE
DRAINAGE INLET
GAS METER
GAS VALVE
CABLE BOX
TELEPHONE BOX
SIGN
—W— WATER LINE
—U— OVERHEAD UTILITY LINE
—S— SEWER LINE
—G— GAS LINE
C CABLE LINE
—T— TELEPHONE LINE
—X— FENCE LINE
-920- CONTOUR LINE
BSL BUILDING SETBACK LINE
CONC. CONCRETE
EOP EDGE OF PAVEMENT
L.L. LAND LOT
N/F NOW OR FORMERLY
R/W RIGHT-OF-WAY
P/L PROPERTY LINE
OH OVERHANG
C.B. CATCH BASIN
CNT CANTILEVER
H/C HANDICAP
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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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

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

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- FIRE HYDRANT
- WATER METER
- WATER VALVE
- POWER POLE
- LIGHT POLE
- POWER/LIGHT POLE
- GUY WIRE
- POWER METER
- POWER BOX
- A/C UNIT
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- FFE FINISHED 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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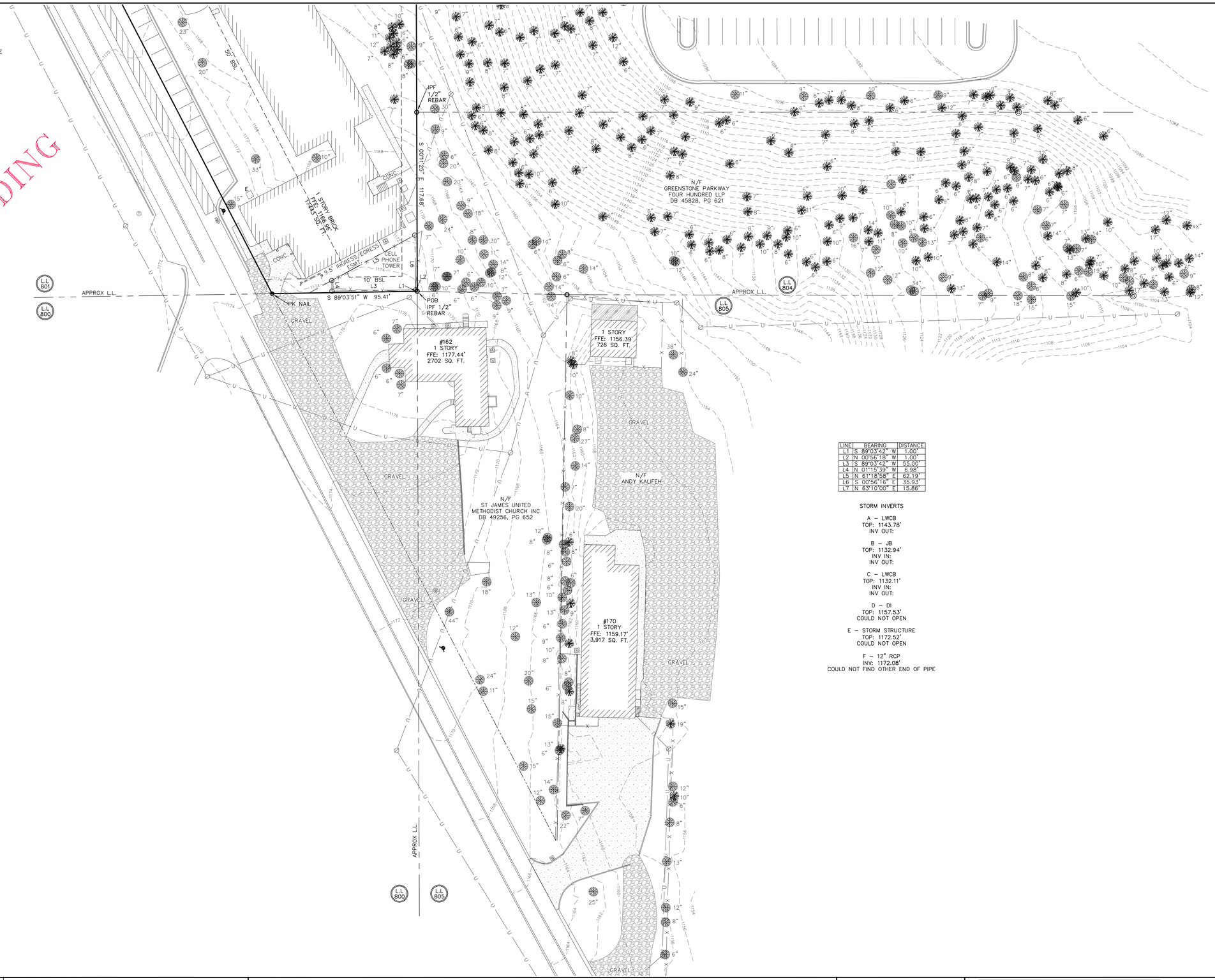

LINE	BEARING	DISTANCE
L1	S 89°03'42" W	1.00'
L2	N 00°56'18" W	1.00'
L3	S 89°03'42" W	55.00'
L4	N 01°15'39" W	6.98'
L5	N 61°18'58" E	62.19'
L6	S 00°56'16" E	35.93'
L7	N 63°10'00" E	15.86'

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
1		
2		
3		
4		
5		
6		

GRAPHIC SCALE - IN FEET
15 0 30 60 90 120

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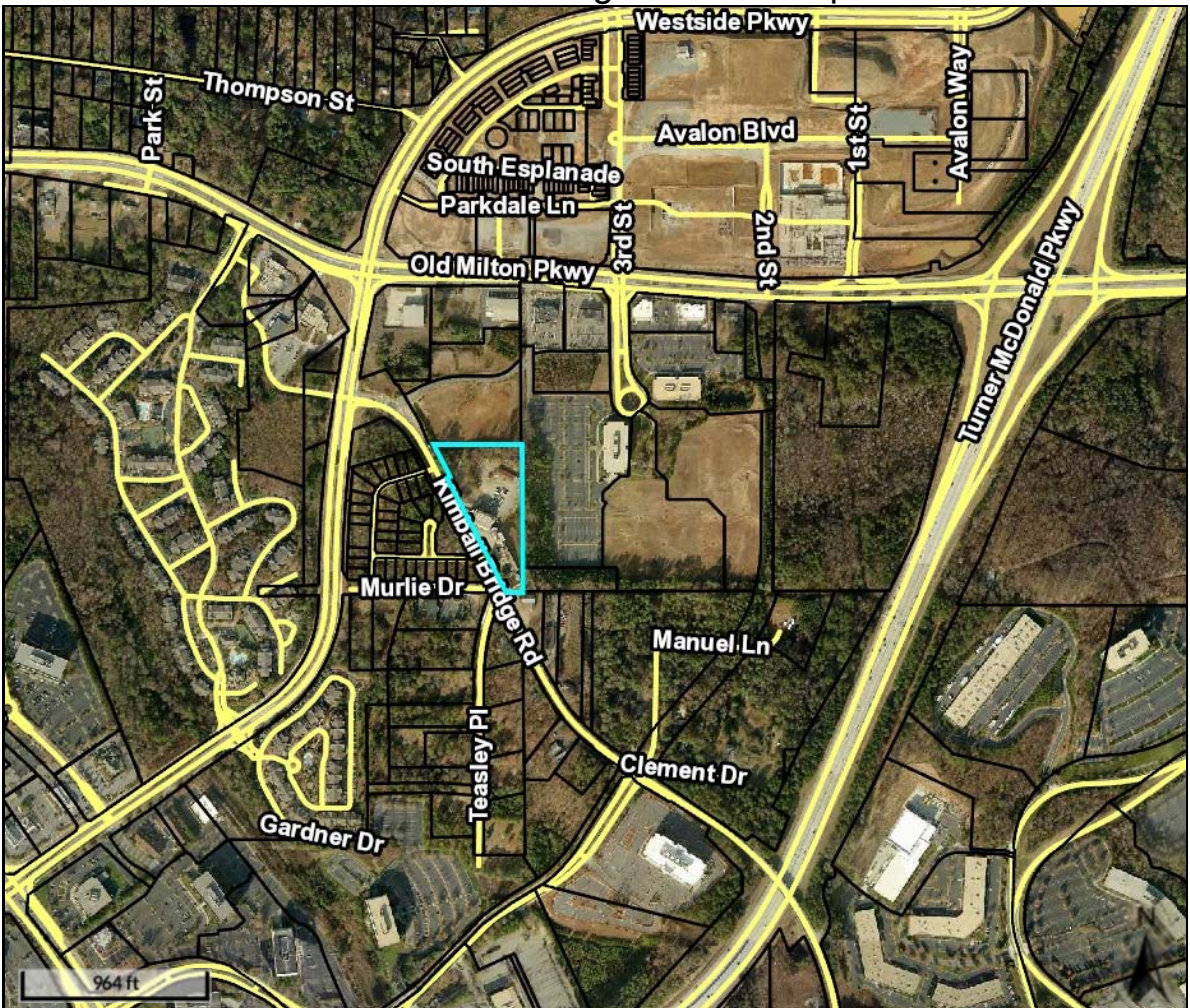
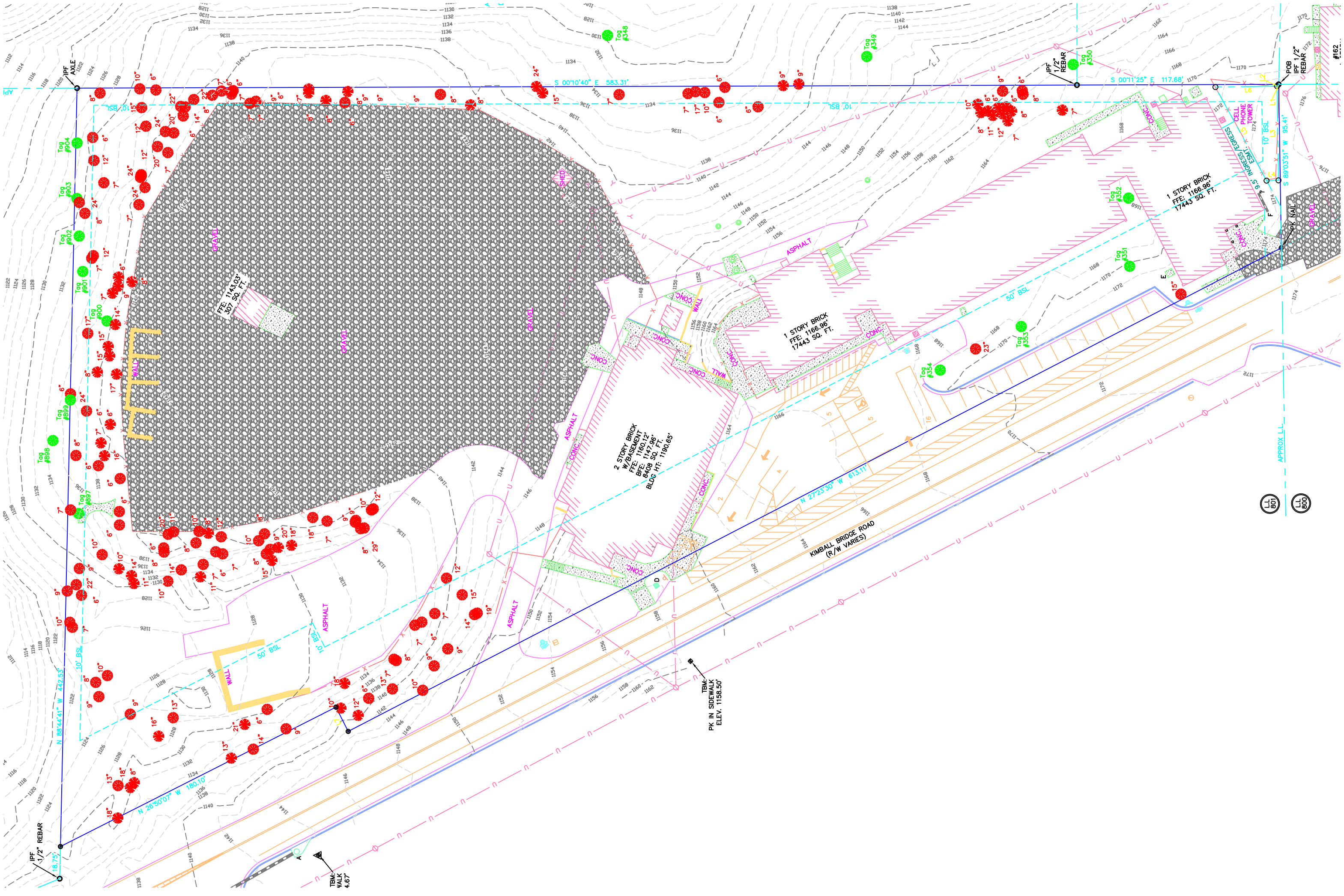
SHEET
3 OF 3

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.

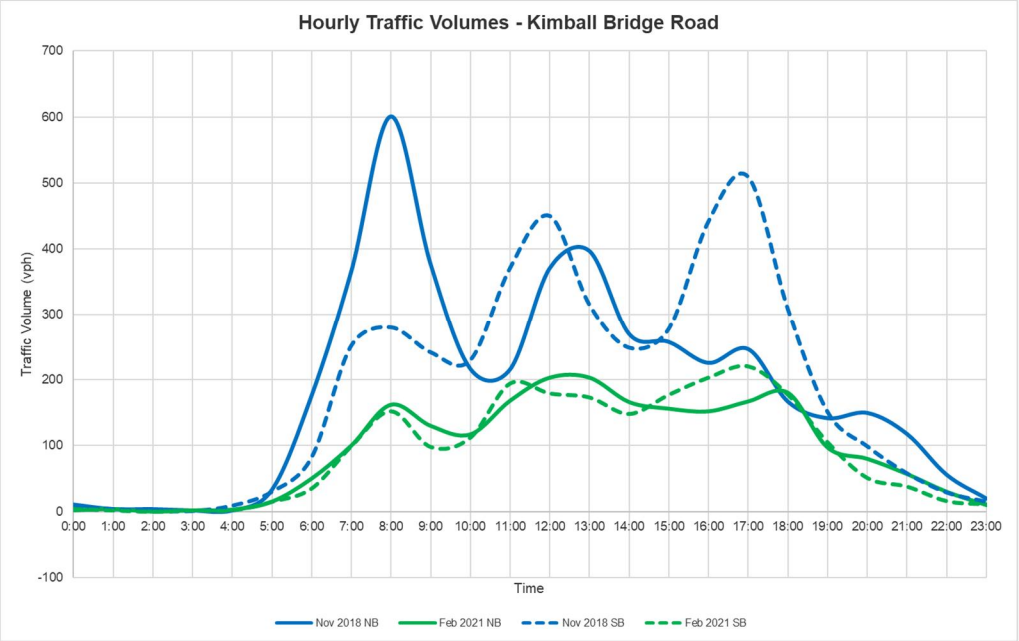


Figure 1: Kimball Bridge Road ADT Comparison

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,

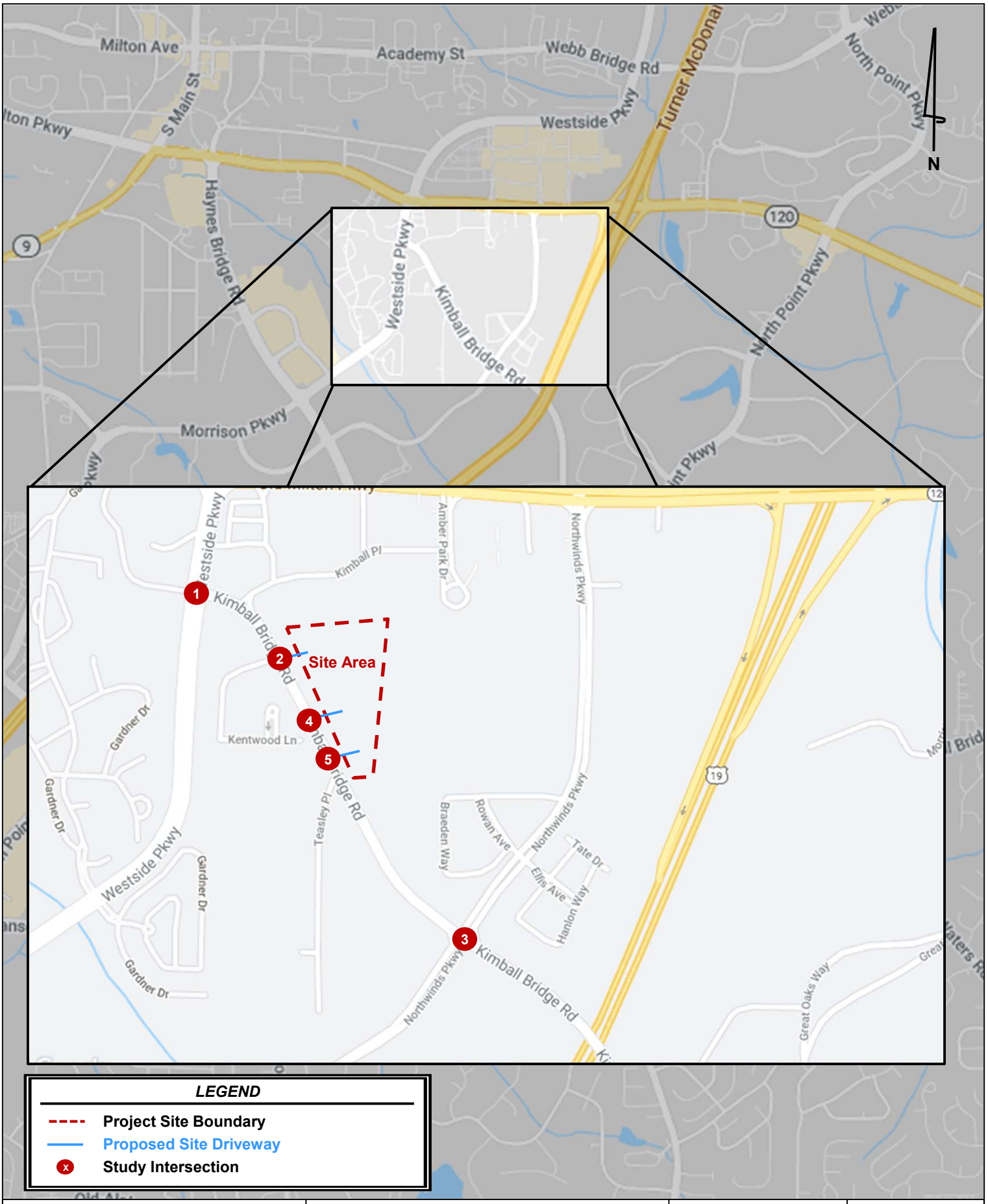
KIMLEY-HORN AND ASSOCIATES, INC.

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
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.

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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Appendix E: Project Fact Sheets

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).

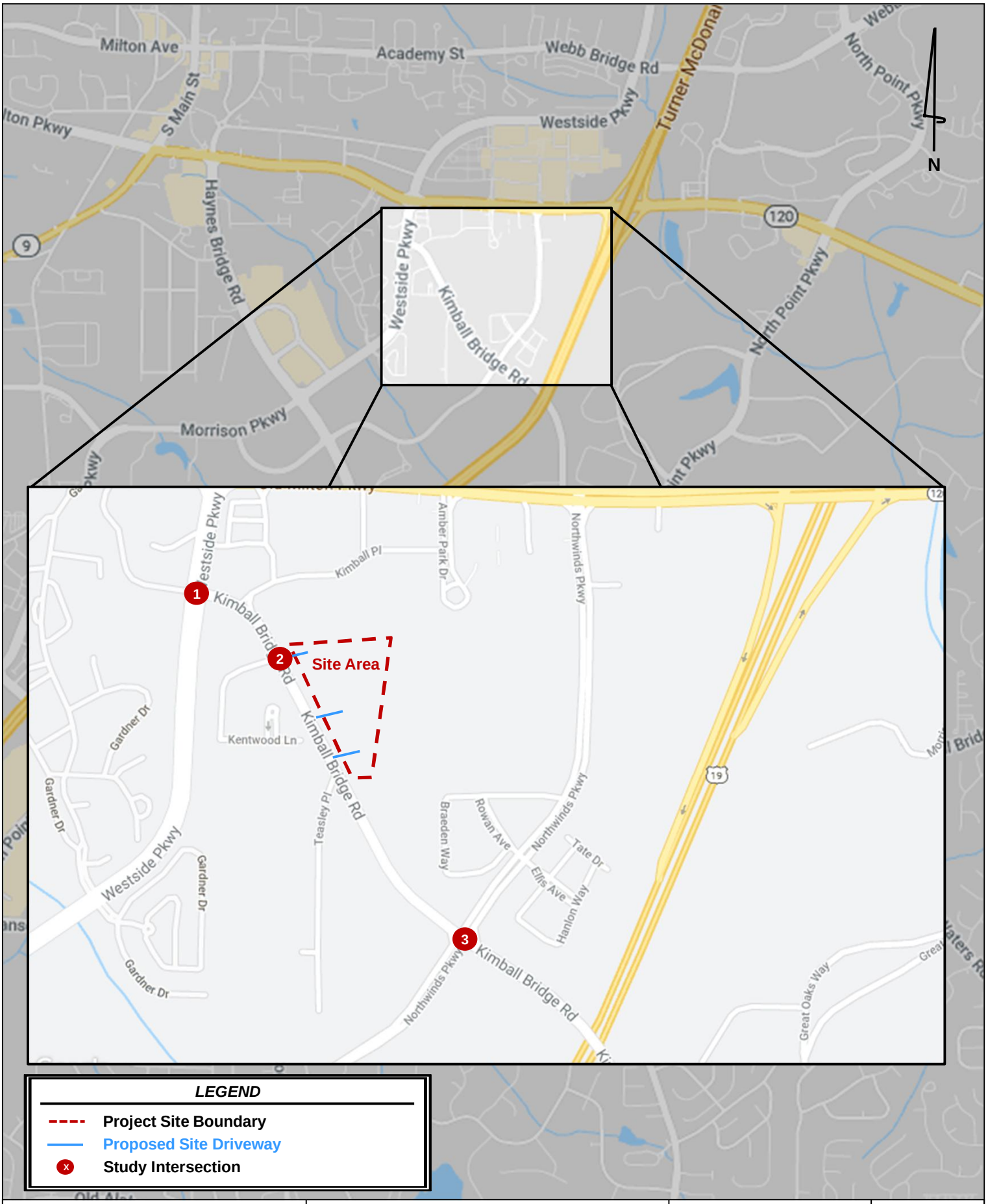
Figure 1 provides a location map of the project site. **Figure 2** provides aerial imagery of the project site. Additionally, a copy of the proposed site plan is provided in Appendix A.

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.

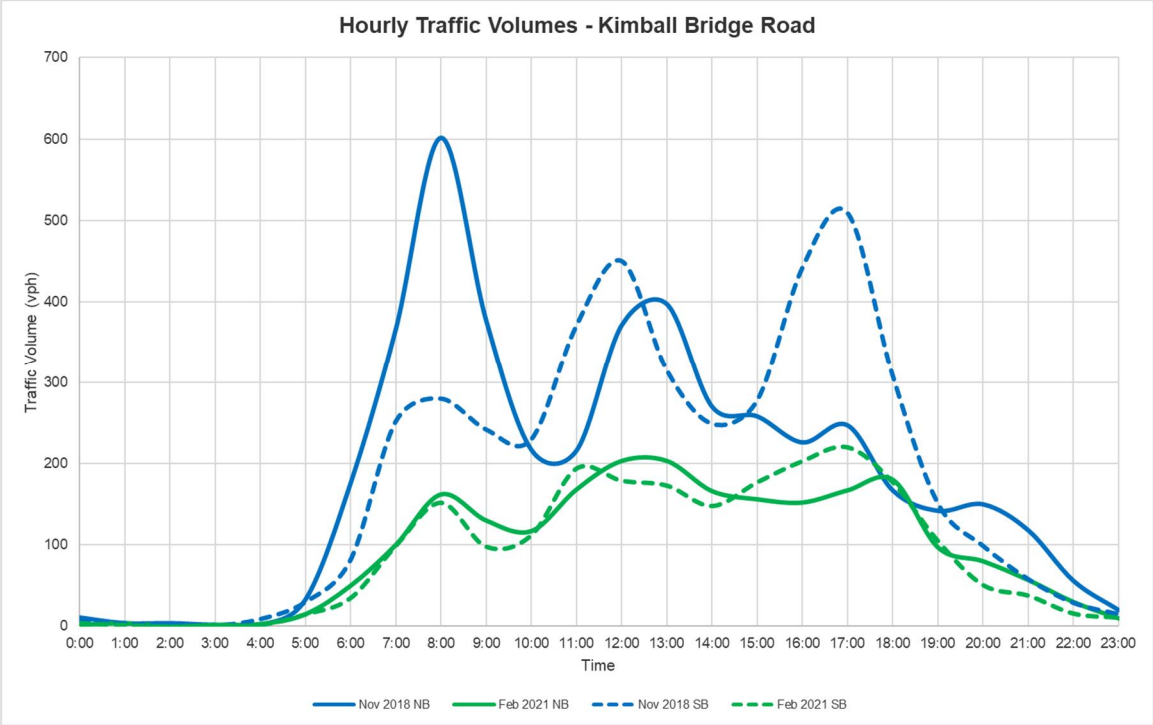
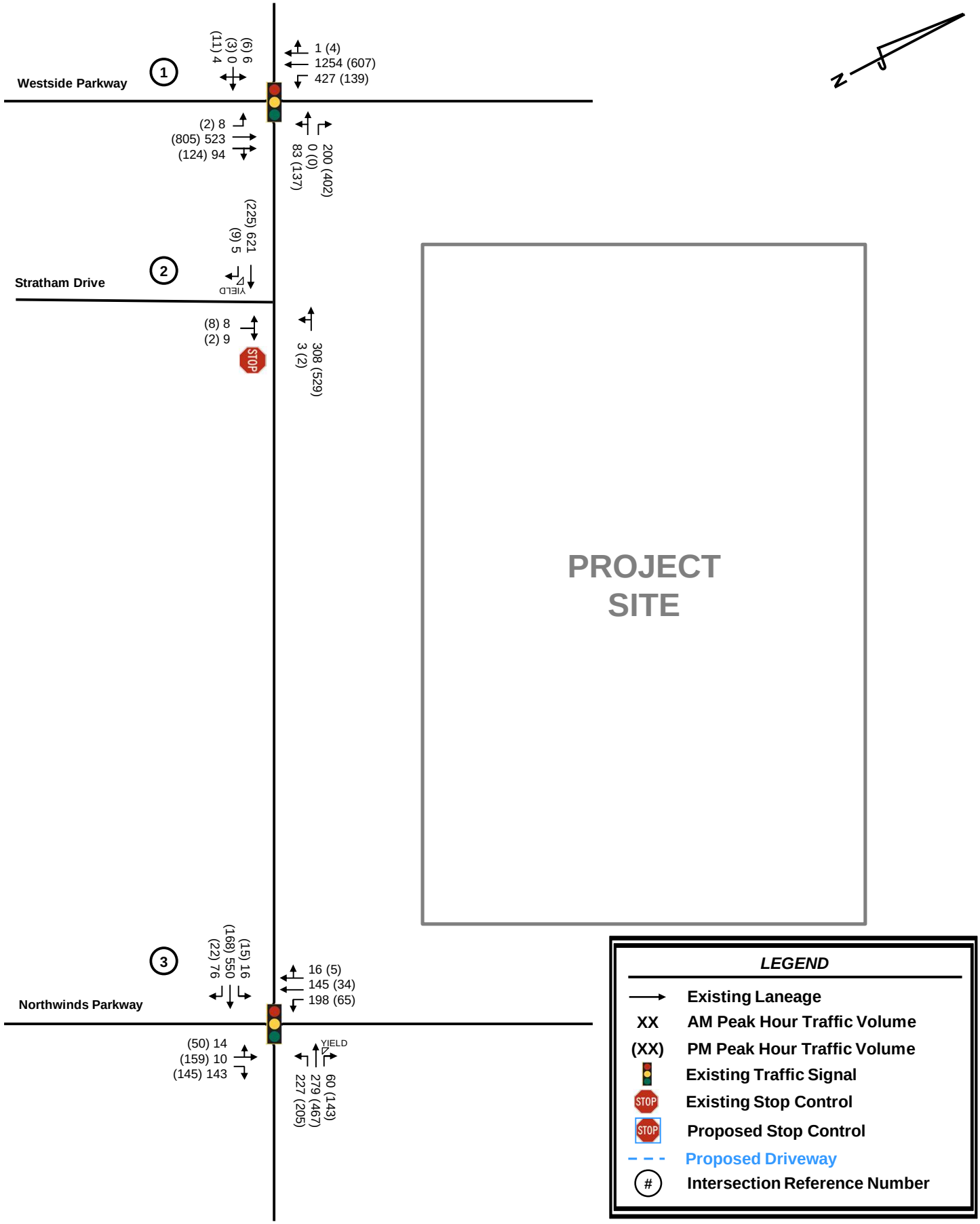


Figure 3: Kimball Bridge Road ADT Comparison



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

4.0 PROJECTED BACKGROUND (NON-PROJECT) TRAFFIC

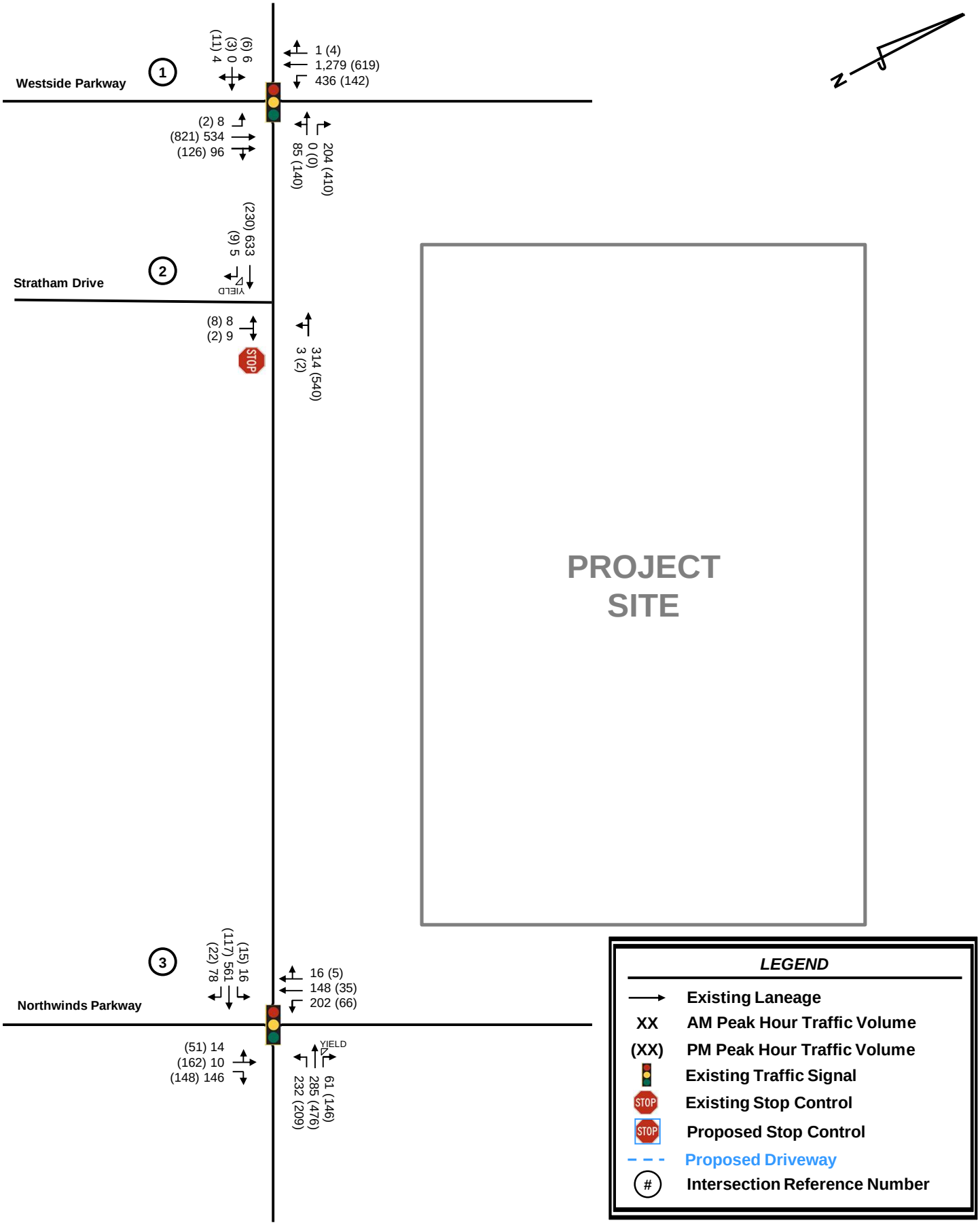
Projected background (non-project) traffic is defined as the expected traffic on the roadway network in the future year(s) absent the construction and opening of the proposed *154 Kimball Bridge Road* development. The Estimated 2021 peak hour traffic volumes were increased by 1.0% per year for two (2)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

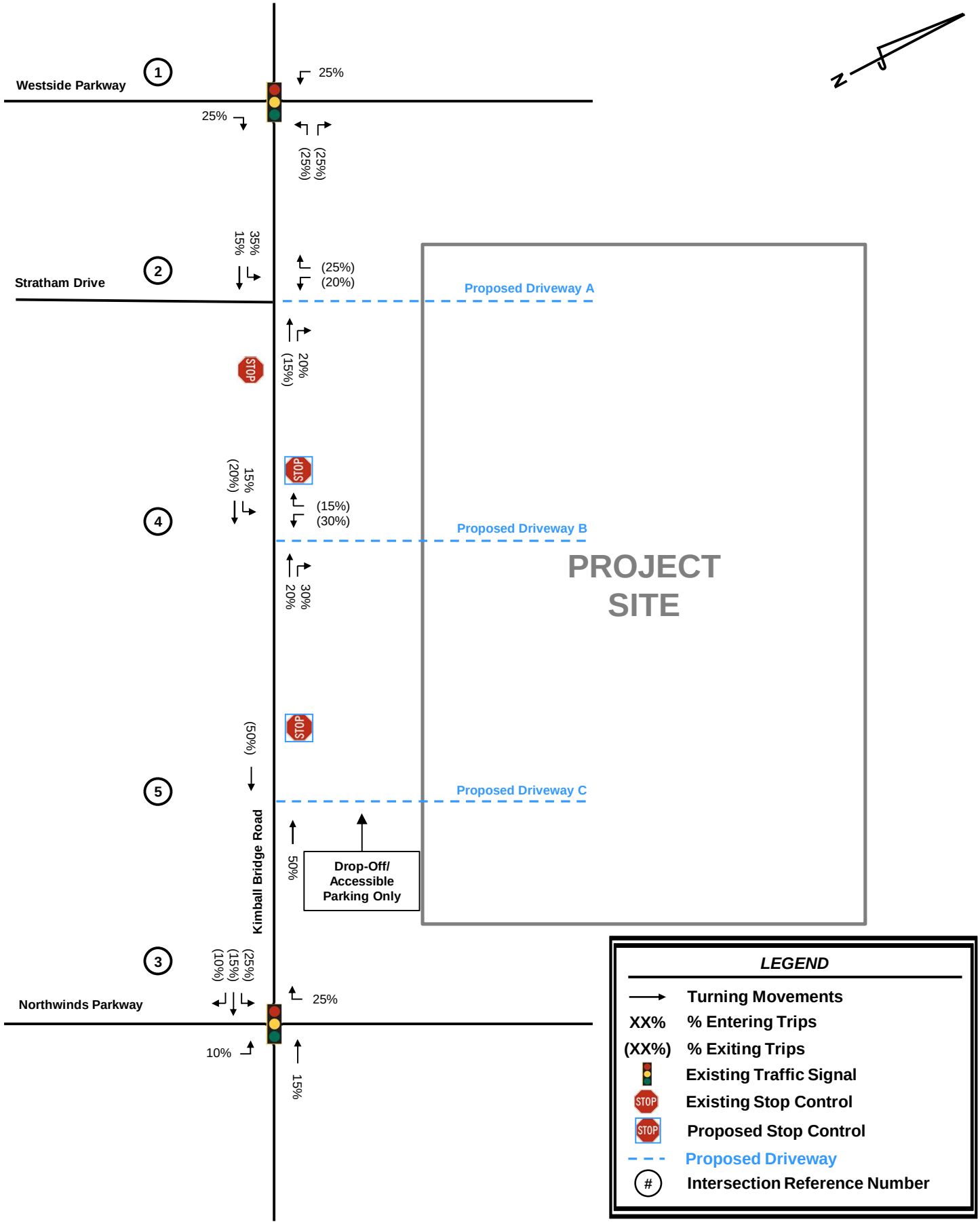
Table 2: Trip Generation								
Land Use	**Density**	**Daily Traffic**			**AM Peak Hour**		**PM Peak Hour**	
		Total	**Enter**	**Exit**	**Enter**	**Exit**	**Enter**	**Exit**
General Office Building (ITE 710)	160,000 SF	1,674	837	837	152	25	28	150
Gross Project Trips		**1,674**	**837**	**837**	**152**	**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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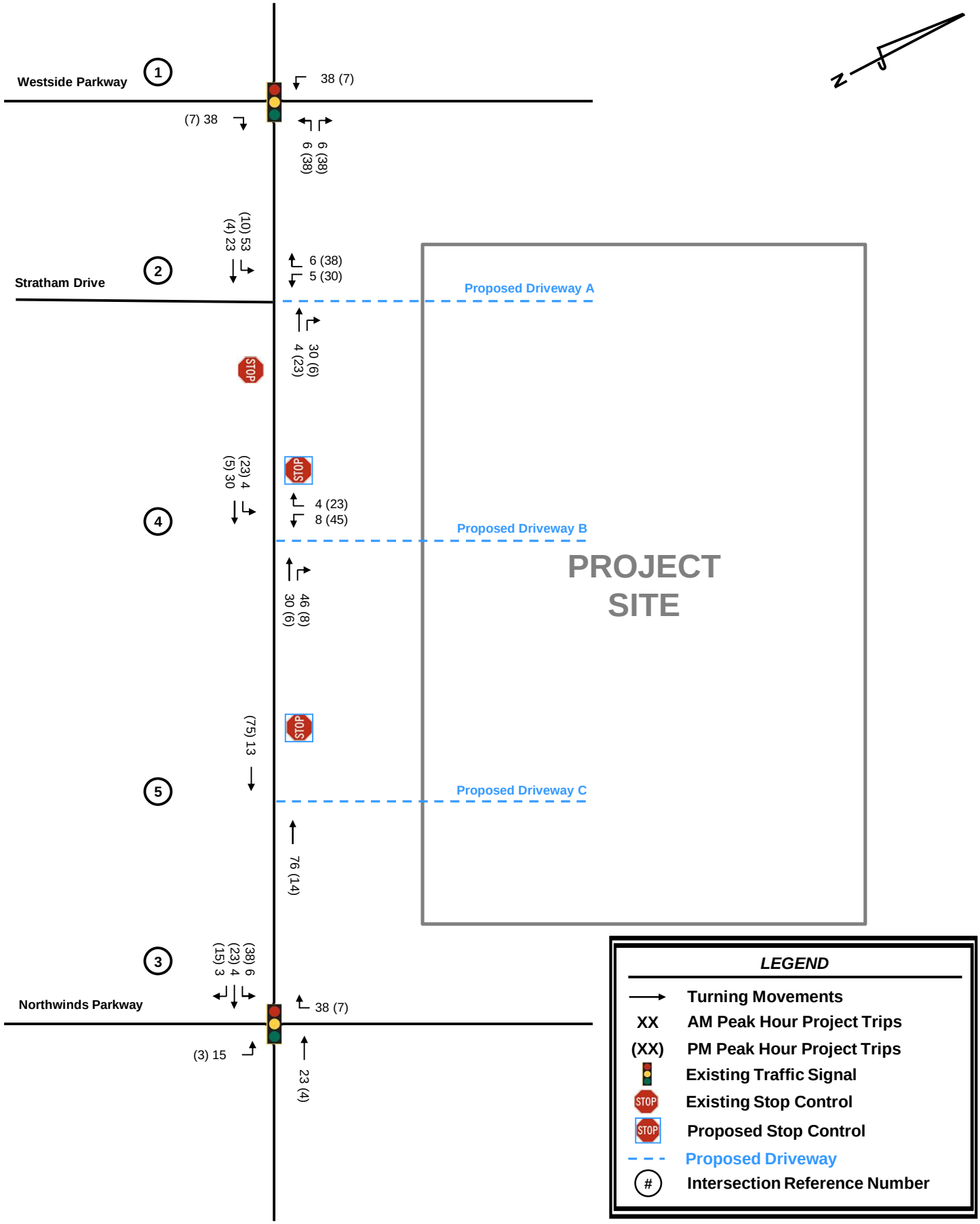
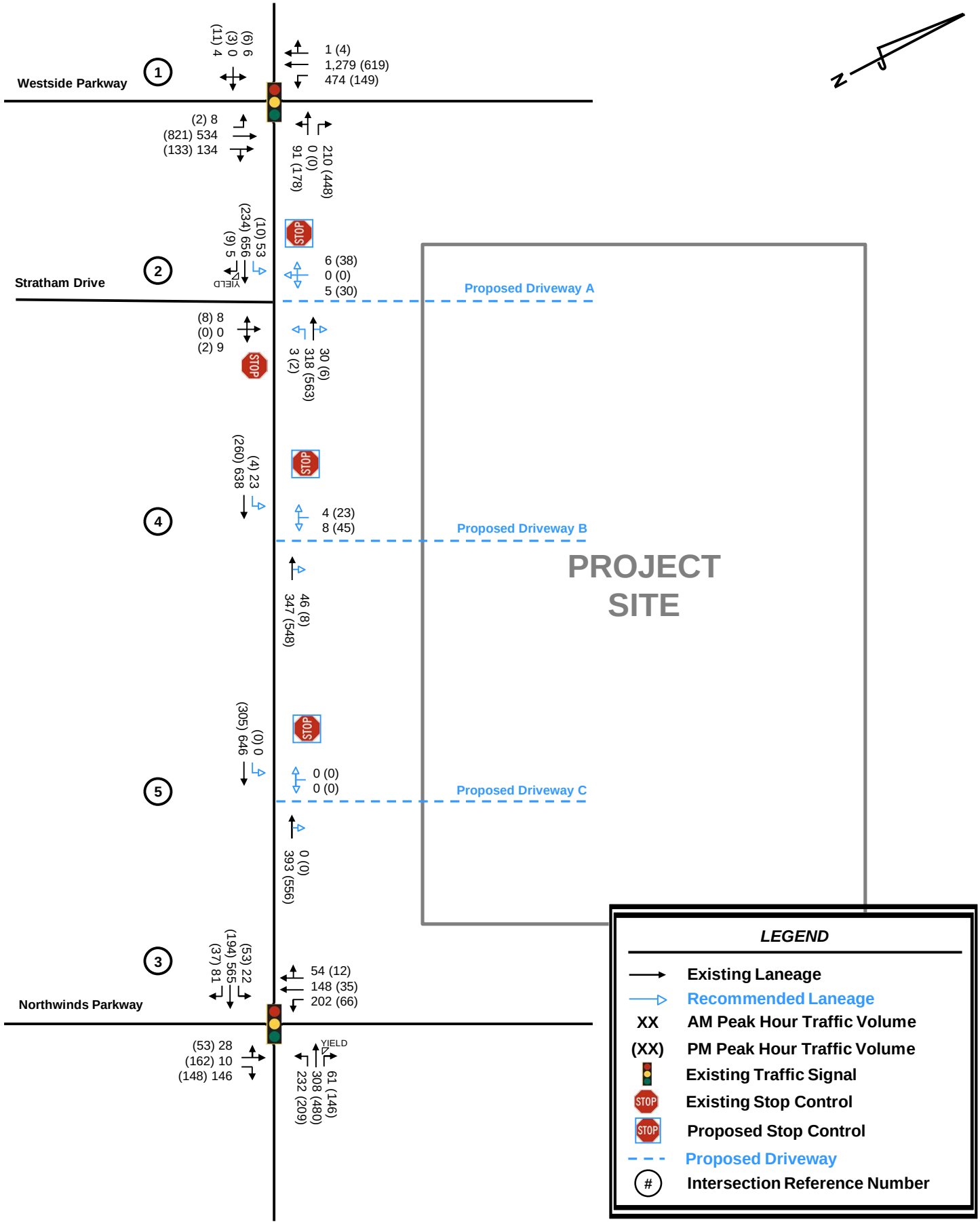
154 Kimball Bridge Road
Traffic Impact Study

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)
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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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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

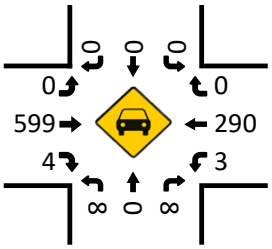
⇩	↶ 0	← 0	↑ 1	↱ 0

CONTROL

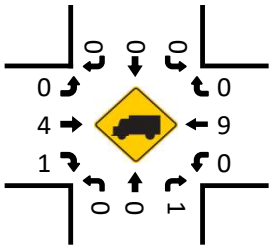
1-Way Stop(NB)

TEV	927	0	753
	AM	NOON	PM
PHF	0.95		0.94

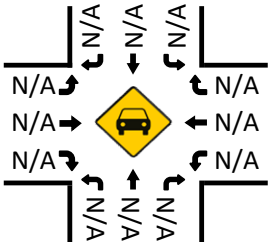
Cars (AM)



HT (AM)



Cars (NOON)



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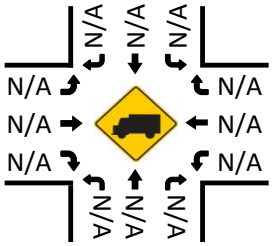
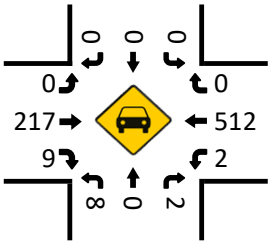
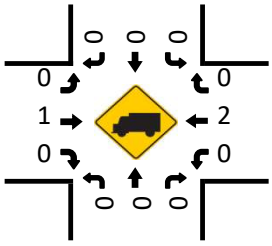


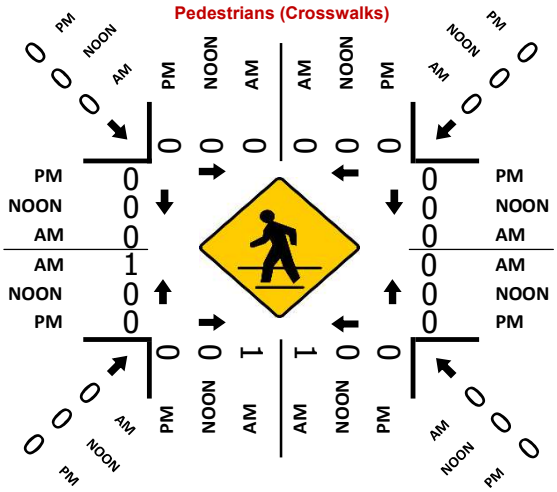
Cars (PM)



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

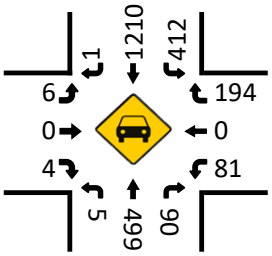
Westside Pkwy — NORTHBOUND

PM	734	1	1	782	120	PM
NOON	0	0	0	0	0	NOON
AM	1305	3	5	508	91	AM

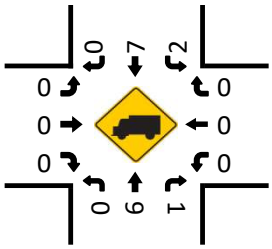
Turning movements (red): 0 2 1 0 | 1 0.5 0.5 0 | 0 1 2 1

CONTROL			
Signalized			
TEV	2524 AM	0 NOON	2175 PM
PHF	0.97		0.91

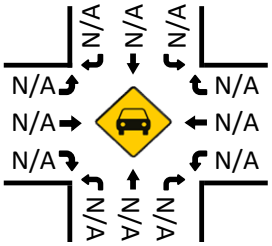
Cars (AM)



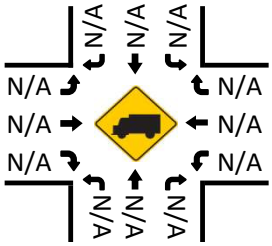
HT (AM)



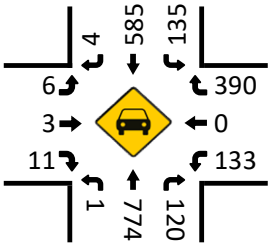
Cars (NOON)



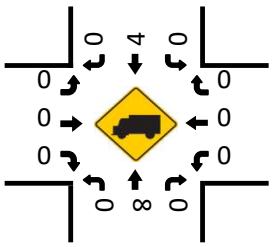
HT (NOON)



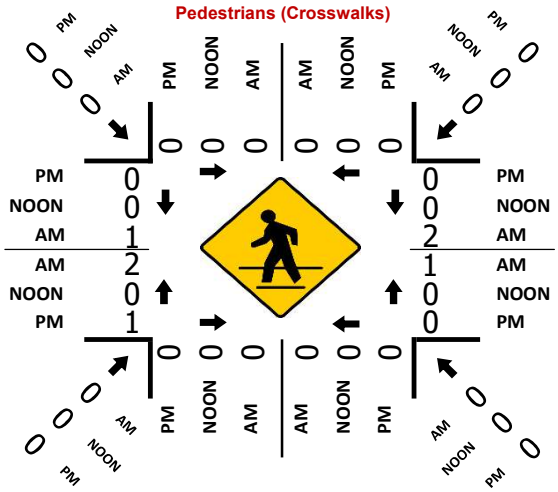
Cars (PM)



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

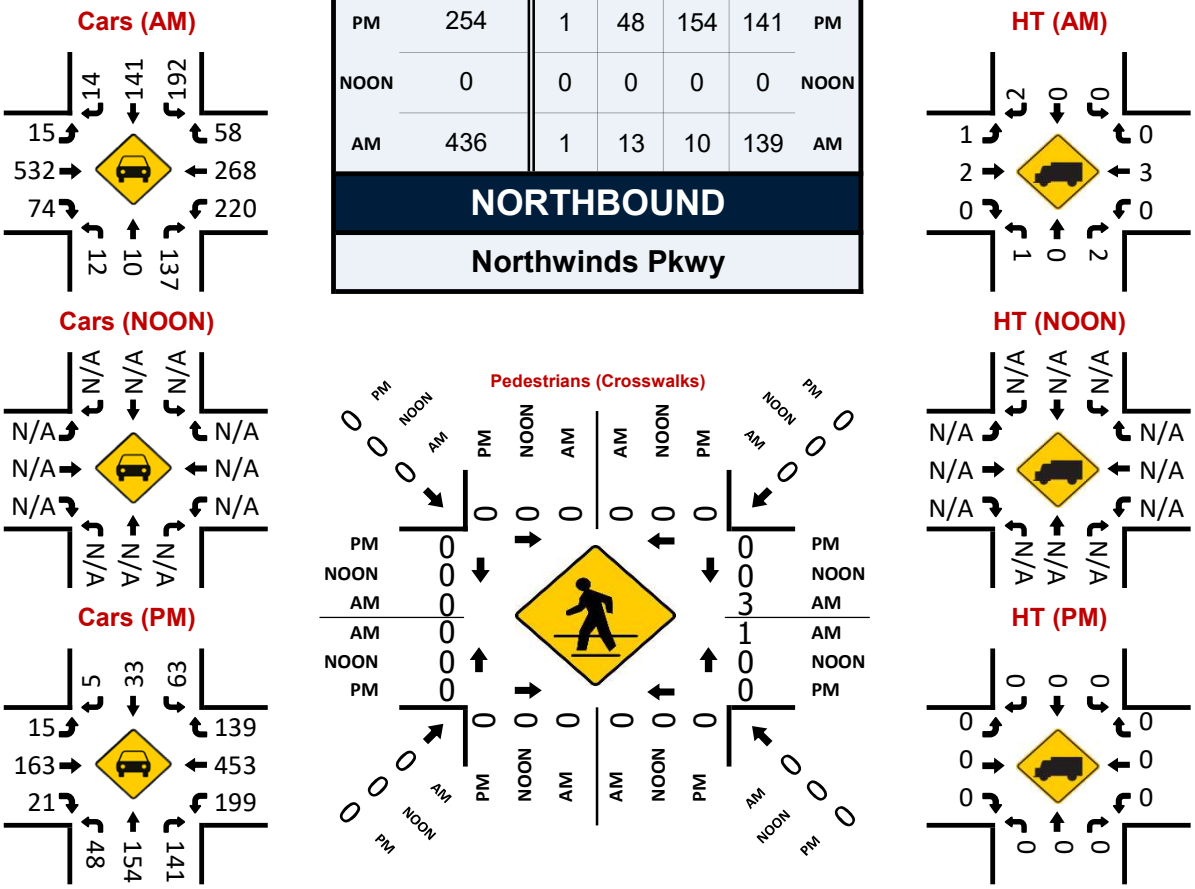
	PM	NOON	AM
1	139	0	58
1	453	0	271
1	199	0	220
0	0	0	0
	367	0	865

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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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

I. AGENDA ITEM TITLE: MP-21-04 ADORA DAY CARE/KB400 MASTER PLAN

PLANNING COMMISSION: OCTOBER 7, 2021

CITY COUNCIL: OCTOBER 18, 2021

II. RECOMMENDATION:

Approve MP-21-04 Adora Day Care/KB400 Master Plan, subject to the following conditions:

1. 'Day Care Center' shall be listed as a permitted use in the KB/400 Partners Master Plan Pod B.
2. Site shall be developed substantially similar to the site plan prepared by Kent Ahrenhold Architect, dated 5/20/2021. Site shall be limited to 'Day Care Center' use only.
3. Changes to the exterior of the existing building, new additions and signage shall be subject to approval by the DRB. There shall be no primary colors used on the exterior of the building, including on awnings or signage. At a minimum, existing building shall be pressured washed.
4. Drop-off & Pick-up operations shall be contained on-site. Operations shall not impede traffic along Rock Mill Road and North Point Parkway.
5. Property owner shall assess site landscaping and replace missing, dead or dying landscape material, with final approval by DRB. New landscape material shall be sustainable landscaping, with final approval by DRB.
6. Shrub plantings between the street and parking areas shall be upgraded with a double row of shrubs, minimum 2' tall at planting. New landscape material shall be sustainable landscaping, with final approval by DRB.
7. Fencing visible from North Point Parkway or Rock Mill Road shall be decorative, as approved by DRB.
8. Playground area shall be screened from North Point Parkway and Rock Mill Road, with final approval by DRB.
9. Dumpster shall have a brick or stone enclosure with painted metal doors and shall be heavily screened with landscaping, as approved by DRB.
10. At a minimum, North Point EcoDistrict points shall include the use of sustainable landscaping and/or bioretention, subject to approval by Staff at LDP.
11. Planter along Rock Mill Road and North Point Parkway shall be planted with a row of shrubs, as approved by DRB.
12. Existing mechanical equipment on the south side of the building shall be screened, as approved by DRB.

III. REPORT IN BRIEF:

The applicant, Abdulbasit Aydin, is requesting a master plan amendment to add 'Day Care Center' as a permitted use in Pod B of the KB/400 Partners Master Plan. Adora Childcare proposes to re-use a vacant 4,172 square foot building formerly used as a Wells Fargo bank with drive-through. Drive-through facilities are proposed to be removed and replaced with two (2) building additions totaling 3,614 square feet and a new playground area. The subject property is located at 5750 North Point Parkway at the northeast corner of North Point Parkway and Rock Mill Road.

DISCUSSION

The submitted request, if approved, would allow the applicant to operate a 'Day Care Center' in a 7,786 square foot building, which was formerly a Wells Fargo Bank with drive-through. A master plan amendment is requested to the KB400 Master Plan to add the use to Pod B. The subject property is located at 5750 North Point Parkway at the northeast corner of North Point Parkway and Rock Mill Road.

The property is zoned O-I (Office-Institutional) and is subject to the KB400 Master Plan Pod B. The 2.35-acre property was developed in 2004 with a 1-story, 4,172 square foot bank building with drive-through facilities. Surrounding properties are zoned O-I to the west, north and east and CUP (Community Unit Plan) to the south. North Point Park office condominiums is located to the west, Milton Park to the south, and City-owned open space to the north and east.

In 1999, the KB/400 Partners Master Plan was approved on 27 acres along North Point Parkway allowing four (4) office buildings, two (2) free-standing restaurants and one (1) free-standing bank. Pod A is currently undeveloped and has been the subject of past public hearing requests to rezone that property for a residential subdivision. Pod B, the subject property, was developed as a Wells Fargo Bank with drive-through and Pod C is developed as North Point Park office condominiums. 'Day Care Center' is listed as a permitted use in Pod C and an accessory use in Pod A; however, the use is not listed in Pod B.

The Unified Development Code (UDC) allows a 'Day Care Center' by-right in the O-P (Office-Professional), C-1 (Neighborhood Commercial, C-2 (General Commercial) and LI (Light Industrial) districts and as a conditional use in the CUP (Community Unit Plan), O-I (Office-Institutional), PSC (Planned Shopping Center) and MU (Mixed Use) districts.

SITE PLAN

The site plan depicts the 4,172 square foot bank building to remain and the drive-through facilities being replaced with a 2,564 square foot classroom addition and playground area. A 1,050 square foot addition is also depicted on the north side of the building, which pushes the dumpster enclosure north into the former exit lane of the drive-through. The total area of the Day Care Center is 7,786 square feet. 35 surface parking spaces are provided on the property. The UDC requires one (1) parking space/400 square feet for a Day Care Center, of which the applicant's proposal exceeds the minimum parking requirement.

The North Point Overlay requires development proposals that increase an existing building footprint by more than 30%, but less than 60% earn a minimum of two (2) EcoDistrict points. There are a variety of ways that the applicant can meet the EcoDistrict, including providing sustainable landscaping and/or bioretention. Overlay open space requirements apply to new developments. However, the KB/400 Partners Master Plan required the previous property owner to construct a trail along the adjacent stream and open the trail to public access. The previous property owner dedicated an adjacent 1.13-acre parcel of land, which includes the trail.

TRAFFIC

Staff estimates that the 7,786 square foot 'Day Care Center' would generate 86 AM Peak Hour trips and 87 PM Peak Hour trips. According to the City's Transportation Engineer, the property has adequate vehicular access to serve the proposed use.

STANDARDS FOR MASTER PLAN AMENDMENTS

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 would be suitable as it relates to the use and development of adjacent or nearby properties. Properties in the immediate vicinity are primarily developed with office and residential uses. The proposed zoning request will allow for a 'Day Care Center', which represents a neighborhood-level service use that would complement surrounding uses.

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

Response: The zoning proposal should not adversely affect the existing use or usability of adjacent or nearby properties, which are primarily developed with office and residential uses.

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

Response: The zoning proposal should not have significant impacts on the natural environment. The applicant proposes to re-use an existing bank building and redevelop the drive-through facilities into classrooms and a playground area.

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

Response: KB/400 Partners Master Plan allows 'Day Care Center' as a permitted use in Pod C and as an accessory use in Pod A. It is unclear why the use was not allowed in Pod B given that the pod is approved for office and commercial uses such as, bakery, bank, and restaurant.

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 should not have significant impacts on public facilities and services. The proposed use is estimated to generate 87 PM Peak Hour trips.

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 proposal would complement surrounding uses, which are primarily developed with office and residential uses.

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

Response: KB/400 Partners Master Plan allows 'Day Care Center' as a permitted use in Pod C and as an accessory use in Pod A. It is unclear why the use was not allowed in Pod B given that the pod is approved for office and commercial uses such as, bakery, bank, and restaurant.

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

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

CONCURRENCES

Staff has reviewed the applicant's proposal and finds that the use does not conflict with the established review criteria for a master plan amendment. The zoning proposal would allow a 'Day Care Center', which represents a neighborhood-level service use that would complement surrounding uses. In addition, the master plan allows 'Day Care Center' as a permitted use in Pod C and as an accessory use in Pod A. It is unclear why the use was not allowed in Pod B given that the pod is approved for office and commercial uses such as, bakery, bank, and restaurant.

CITIZEN PARTICIPATION PLAN

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

COMMUNITY ZONING INFORMATION MEETING

The CZIM was held on September 8, 2021. There were no public comments.

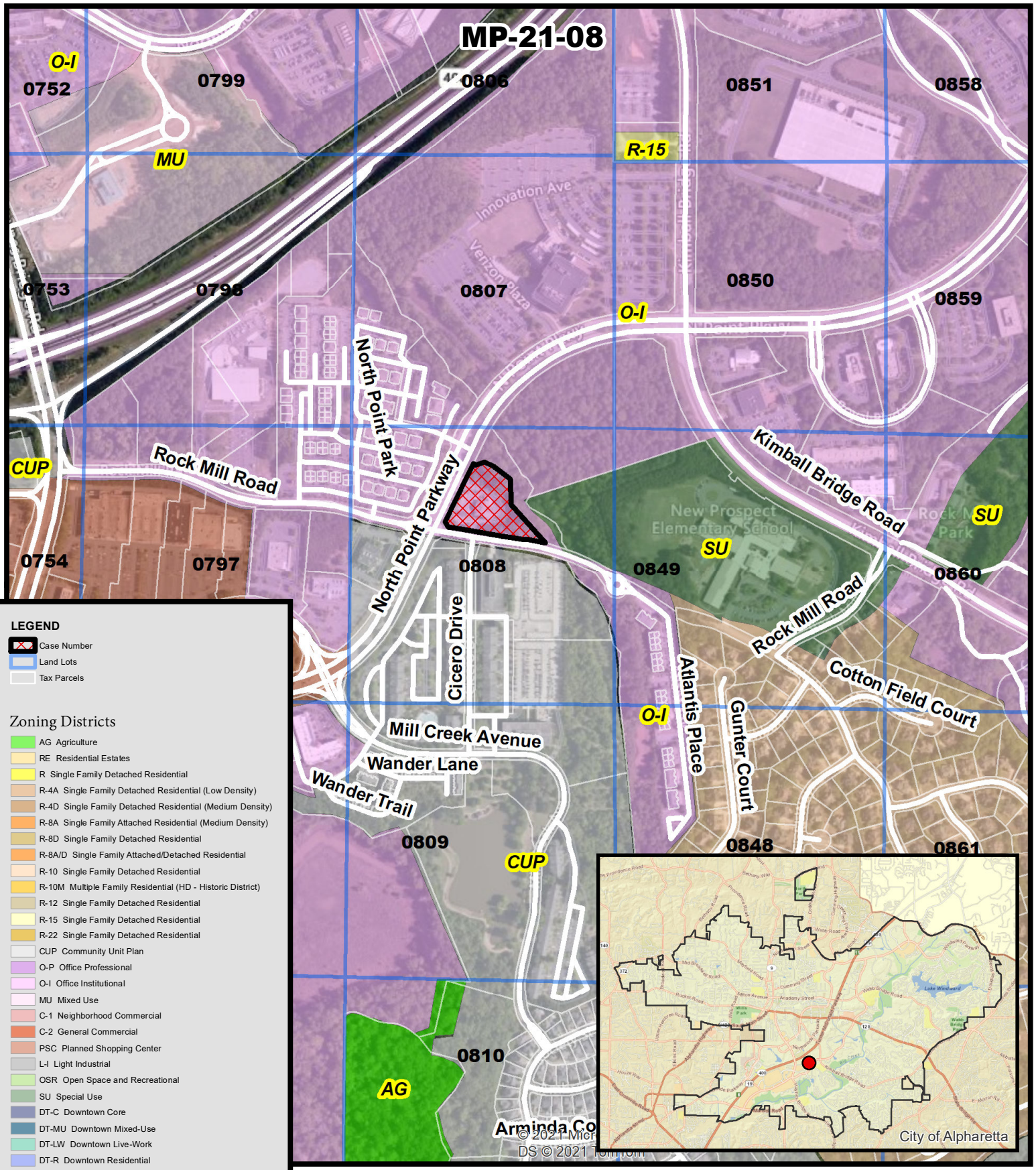
IV. ATTACHMENTS:

- Site Plan

Aerial Map
Adora Day Care
5750 North Point Parkway

MP-21-08
D/LL: 1/2/808
PC: 10/07/21
CC: 10/18/21

Location Map Provided by:
Community Development - GIS

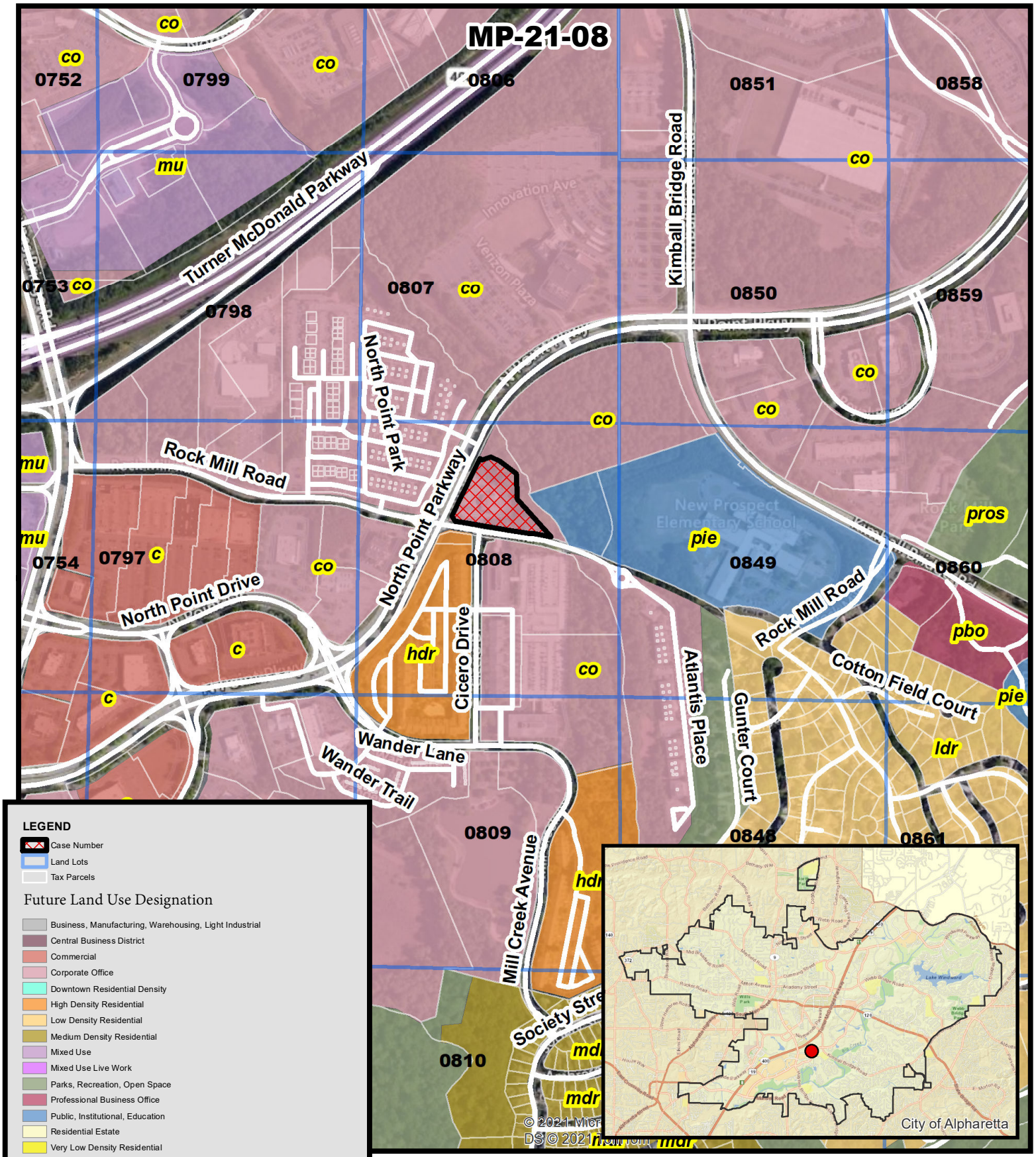


MP-21-08
D/LL: 1/2/808
PC: 10/07/21
CC: 10/18/21

Zoning Map
Adora Day Care
5750 North Point Parkway

THE CITY OF ALPHARETTA GEORGIA

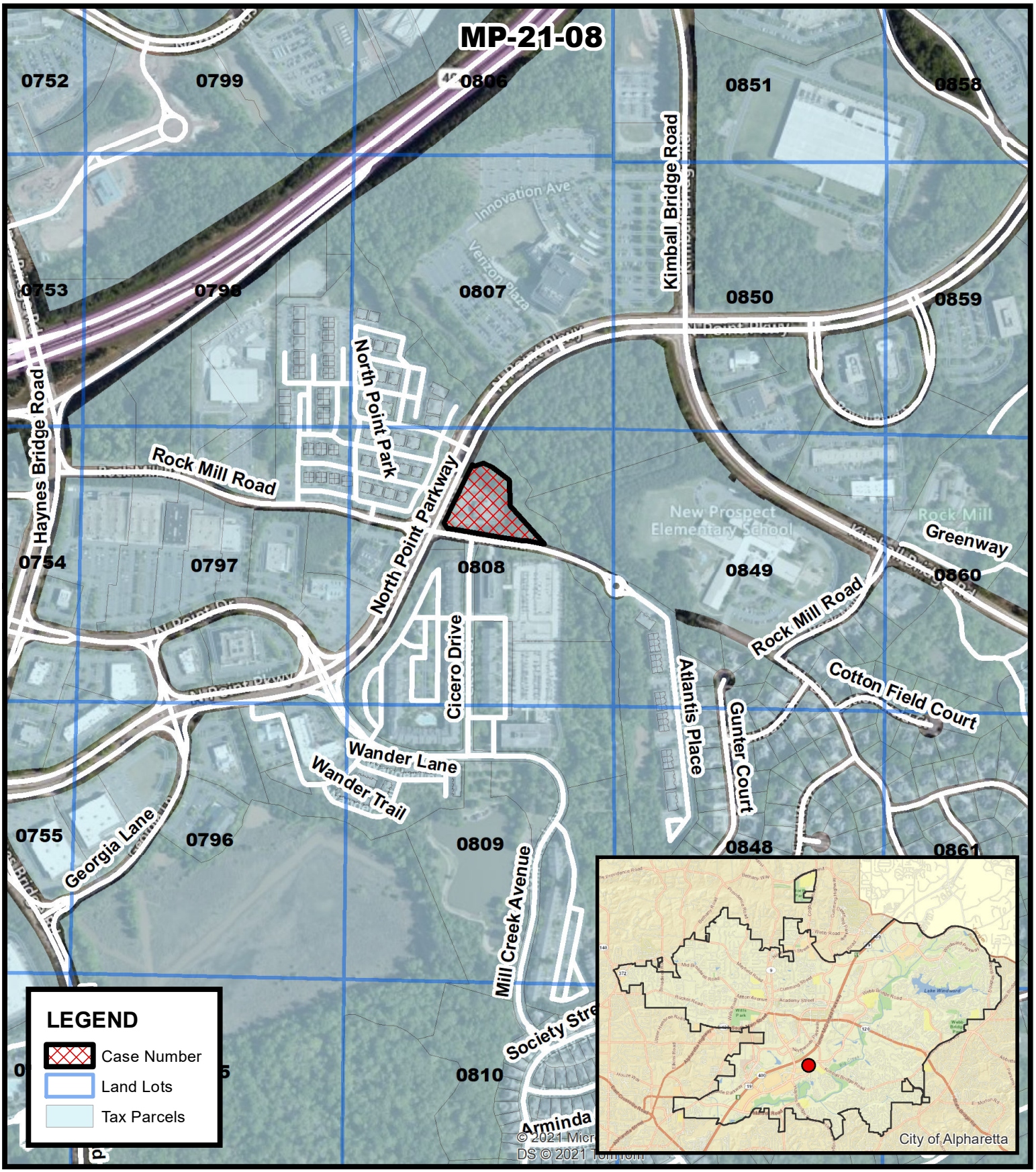
Location Map Provided by:
Community Development - GIS



Future Land Use
Adora Day Care
5750 North Point Parkway

MP-21-08
D/LL: 1/2/808
PC: 10/07/21
CC: 10/18/21

Location Map Provided by:
Community Development - GIS



Location Map
Adora Day Care
5750 North Point Parkway

MP-21-08
D/LL: 1/2/808
PC: 10/07/21
CC: 10/18/21

Location Map Provided by:
Community Development - GIS

COMMUNITY DEVELOPMENT
COMMUNITY ZONING INFORMATION MEETING
SEPTEMBER 8, 2021
ZOOM
6:00 PM

I. **Staff & City Council present:**
   a. Kathi Cook, Director of Community Development and Director of Economic Development
   b. Michael Woodman, Senior Planner
   c. Ben Kern, GIS Specialist / Special Projects Planner
   d. Lauren Shapiro, Planning + Zoning Coordinator
   e. Karen Richard, City Council

II. **Total attendance:** 29 total attendees, including Staff and City Council

III. **MP-21-08 Adora Day Care Center KB / 400 Partners**
   a. Applicant Presentation: Akif Aydin
      i. Adding the use of a day care at this location
      ii. Converting a former bank building into a day care center
   b. There were no public comments for this item.

IV. **MP-21-07 / CLUP-21-04 / Z-21-09 / V-21-23 Empire Communities KB / 400 Partners**
   a. **Applicant Presentation: Kathy Zickert, Kelley Rhino, Kevin Norton, Ken Wood**
      i. This site was originally to be developed for 321,000 square feet of office space, likely 4-5 story office building with surface parking
      ii. Proposing single family detached homes that have 2 car garages and driveways (front and alley access units)
      iii. Neighborhood will have a clubhouse pool with cabanas, 2 pocket parks, amenity area (boardwalk with nature trail), would like to put in treehouses (pending liability / permitting), guest parking, entrance feature for the Eco-district
      iv. Challenging topography (floodplain area)
      v. No vehicular access on Kimball Bridge Road (only emergency and pedestrian access); condensing access for the neighborhood only to Rock Mill Road
      vi. Adjusted signal timing (length of green light) already at this intersection
      vii. School overcrowding:
         1. New Prospect Elementary
            a. Capacity = 825 students and currently enrolled = 501
         2. Webb Bridge Middle
            a. Capacity = 1,150 and currently enrolled = 1,113
         3. Alpharetta High
            a. Capacity = 2,175 and currently enrolled = 2,121
      viii. Traffic would be much better with this project when compared to an office use.
         1. Residential use = 990 trips per day; peak hour = 67 am and 89 pm trips
         2. Office use = 2,390 trips per day; peak hour = 342 am and 217 pm trips

b. Public Comments + Concerns:

i. Tributary #2 stream that goes through the property and concern for altering streams or violating Clean Water Act
    1. Applicant response: Not interfering with tributary on site; there are huge fines for violating the Clean Water Act, and the City may want a no-rise certificate which shows that there was no change in the floodplain

ii. Development look like Kirkwood, Halcyon, or Harlow?
    1. Applicant response: Compare this development more to Midwick off Thompson Street in Alpharetta.

iii. Average cost of single-family homes?
    1. Applicant response: Anticipated pricing: $500,000 to $550,000

iv. Does this proposal impact the dead-end street next to New Prospect that cuts through?
    1. Applicant response: No plans to impact the dead-end street (topography issues)

v. Are you proposing that 90 residences will have no negative impact on traffic flow and school capacity challenges?
    1. Applicant response: Any new development will generate traffic. We are discussing with the City the impact at Rock Mill and North Point Parkway and do not believe this will overwhelm. By taking away the curb cut directly from North Point and Kimball Bridge, we are bringing people through the signal at Rock Bridge.

vi. Suffered through rush hours for past 5 years. If New Prospect Elementary School hits max capacity, will the school buses and nearby resident be able to survive even higher traffic volumes?
    1. Applicant response: New Prospect is well below capacity and do not suggest that we will hit that enrollment.

vii. Previous proposal was 56 homes and this one is raised to 90, and you are not expecting negative impact with such high density?
    1. Applicant response: Agree.

viii. Extra safety issues for the kids comes along with the jammed traffic?
    1. Applicant response: Traffic generated from proposal will not be a hazard for anyone; adding a pedestrian connection to Kimball Bridge Road so that you will not have to cross the road to get to the school.

ix. Bike repair shop
    1. Applicant response: No bike repair shop, there is an area where bike repairs could be made.
    2. Staff response: By the fire access there is a small bicycle repair on the site plan, so that may have been where that question comes from.

x. Civic space
    1. Applicant response: 18% is amenity space and there is 32% civic space; we have more than what is required.

xi. School capacity and how much the 90 homes will affect enrollment:
    1. Applicant response: Can look at Midwick proposal and get the numbers of school children from that development as a comparison. It is unlawful for anyone to discriminate against anyone with children or create a policy to discourage that.
    2. Staff response: The City does send proposals for residential developments to Fulton County Schools and they have responded. With the projected students

generated from 90 single-family detached homes, the elementary, middle, and high schools that serve this property would be within enrollment capacity.

xii. Schools can hold 800 kids, but roads were not designed for the changes.

xiii. Desired customer? This is a family area. Would your development attract that kind of buyer?

xiv. Midwick would be different than this one, because this is right next to an elementary school.

xv. Civic spaces
    1. Applicant response: Corner area may have a gathering area (knee wall with art feature) where you can sit and enjoy the art. Also trying to create the treehouse area as a civic space. There may be a partial trail in the area of the floodplain.
    2. Staff response: There is a trail near the bank on the other side of the stream, but not on your property.

xvi. 90 homes seems dense.

xvii. Why wasn't the Kimball Farms neighborhood properly notified of this meeting? The HOA president listed in the application is not the HOA president.
    1. Applicant response: Would like to get the correct contact information, because that was the contact that I was given. This was not intentional, and if you will let me know that contact, we would be happy to set up a meeting.
    2. Staff response: The applicant and the City is required to notify all property owners within 500 feet of this property. Kimball Farms may be further than 500 feet away, and I do not recall off the top of my head. The City's contact for the HOA might have been incorrect, and we would love to have that contact.

xviii. Medium density or high density?
    1. Applicant response: This is a medium density project.

xix. This development should be viewed into context of other developments that will affect school enrollment. Are there other new developments that will also contribute to the growth in population at each school?
    1. Staff response: Not aware of any requests for residential in this general vicinity; would have to look at other areas to confirm that, but please reach out to me via email.

xx. Civic area is intended for residents or public to gather?
    1. Applicant response: public.

xxi. Is the school directly next to the development on the map? Will there be fencing on the boarder to the school?
    1. Applicant response: Yes and yes.

xxii. Kimball Farms flooding issues
    1. Applicant response: Highly regulated by federal and state law. Not sure that this development is within the same drainage basin; will look into this.

xxiii. Other high-density properties being developed nearby, what will make this property more desirable?
    1. Applicant response: The quality of what the client builds. The Midwick project is lovely and sells itself; can get you a list with the projects.

xxiv. Flood issues – this is a big deal to our community and should be taken into consideration.
    1. Applicant response: We have taken into consideration the flooding and downstream impacts. We have proposed a pond that will not only be to treat

water quality and runoff reduction and flood protection. Will run full flood study and hydrology studies.

xxv. There is a stream that is parallel to Gunter Court (in Kimball Farms). There is a detention / retention pond toward the end of Gunter Court that has never functioned the way the City wanted it to function. The stream on the side of Wachovia does go all the way down behind all of the homes behind Gunter Court and it does impact the very large detention / retention pond behind the end of Gunter Court. We ask you to not exacerbate this, as it is a very big problem for the homeowner that sits on the pond.
    1. Applicant response: I will be reaching out to you set up something for your community.

xxvi. Civic spaces – this is a neighborhood and parts are open to the public and the civic spaces is for the public to gather, you are near a school, what kind of gatherings do you envision and who would be responsible for the maintenance, upkeep, and safety of those areas if that area is public?
    1. Applicant response: It is our property, so we would be responsible for maintaining it. We are conditioning it as a space for kids to use. The issue with how to protect them or supervise is among the issues we have to look at.

xxvii. We have several community parks (Rock Mill Park), you are applying for residential zoning but you have civic space, are you building a structure that people go into to congregate?
    1. Applicant response: I am talking about a treehouse, not an amphitheater or a structure.

xxviii. Its an open air gathering spot?
    1. Applicant response: Yes.

xxix. I was told that this is a public space and that would be under the City of Alpharetta's jurisdiction and that the maintenance or policing would be through the City of Alpharetta.
    1. Staff response: If civic areas are dedicated to the City, there would be potential for the City to police those areas. If they are not dedicated, and are just civic space on the property, the HOA would be responsible.

xxx. Gathering spots can't violate a noise ordinance or gather for a specific reason, is this just a social thing?
    1. Applicant response: Yes. Are you familiar with the North Point Plan? If you look at that plan, it has observation decks looking out into a biosoil retention area, that would be considered a civic space. This is not something formal. The City requires every development in North Point Overlay to have a 10% minimum of civic space.

xxxi. I thought for civic spaces that churches could gather and could have different types of groups gather there. I am not interested in having something like that close to our neighborhood.
    1. Applicant response: The old AMC movie theater, we were required to provide 10% civic space and we improved the trail to Big Creek Greenway and was available to use a civic amenity but was privately owned. Not every civic space is a gathering space.

xxxii. As this goes forward, can there be more specifics as to what can or cannot be allowed in that civic space in the final approval?
    1. Applicant response: Staff will be able to derive appropriate conditions for the gathering / civic space.

xxxiii. Or for a political or church gathering – groups can go to their own spaces for that. This is residential community.

xxxiv. It is in your proposal that you have a bicycle repair shop open to the public.

1. Applicant response: This is not a store where you go into to buy a chain. This is a bike repair station and they are along the Alpha Loop; we installed one at Midwick. It is a vertical station that has tools to repair a bike if someone may need it.

xxxv. I live in Kimball Farms, and my concern is traffic. What is the plan for 90-180 more cars?

1. Applicant response: Peak trips is 67 for morning and 89 for evening trips. This is pre-covid data and does not account for changes in working circumstances.

xxxvi. Safety concerns for New Prospect Elementary School kids.

V. MP-21-06 / CU-21-12 National Veterinary Associates (NVA) / 3100 Royal Boulevard South

a. Applicant Presentation: Chandler Bovitz, Jack Arnold, Merritt Lancaster

i. Amend Royal 400 Master Plan - Pod 12 to allow for a veterinary hospital use and a conditional use for NVA

ii. Stand-alone building; this will not be an overnight kennel or pet resort. May only be kept overnight if needed in case of emergency

iii. National vet brand

iv. Should have no noise or impact to property owners

b. Public Comments + Concerns

i. Will this be fenced in case an animal gets out?

1. Applicant response: There is an existing fence on the rear portion and the topography on the side of North Point Parkway is too steep for anything to run off. The nature of the use is not going to be very conducive for animals that run off. We could look into adding a fence in an area where an animal could escape.

ii. This property is next to New Prospect Elementary School, that's why he is asking about the fence.

CHAT BOX TRANSCRIPT FROM ZOOM MEETING:

18:12:28 From david dickensheets to Everyone:
Tributary # 2 stream goes through property and to Big Creek and then to Chatahoohee, Anything in the request that alters that stream,or any conflicts w/ the Clean Water Act that was recently reaffirmed.

18:13:16 From Tom Cossuto to Everyone:
Good question, ask her.

18:14:55 From Aimee Uphues to Everyone:
Is this developer intending to look like Kirkwood or Haylcon or Harlow?

18:15:38 From Ben Ward to Everyone:
What is the average cost of the single family homes that are being developed?

18:15:40 From Lynn Podsiadlo to Everyone:
does this current proposal impact the dead end street next to New prospect that cuts through?

18:15:54 From Tom Cossuto to Everyone:
Are you proposing that 90 residences will have no negative impact on traffic flow and school capacity challenges? If so, how could that possibly be the case?

18:17:26 From WANG Siting to Everyone:
I have been living in Kimball farm community for about 5 years and suffered a lot for the rush hours. If new prospect elementary school hits the max capacity as you planned, will the school buses and nearby residents be able to survive even higher traffic volumes?

18:18:11 From Aimee Uphues to Everyone:
the previous proposal was 56 homes you have raised it to 90 and not expecting negative impact with such high density

18:19:20 From WANG Siting to Everyone:
And the extra safety issues for the kids comes along with the jammed traffics?

18:20:09 From Aimee Uphues to Everyone:
why is a bike repair shop open the public? This a commercial proposal or mixed use. What do mean by civic spaces

18:20:16 From Tom Cossuto to Everyone:
Please let me know for each school (elementary, middle and high) how much of the excess capacity today that you quoted is expected to be filled by these 90 homes?

18:20:19 From WANG Siting to Everyone:
The school can hold 800m kids, but the roads were not designed for the changes.

18:20:50 From Aimee Uphues to Everyone:
the proposal stated bike repair shop open to the public

18:22:05 From Aimee Uphues to Everyone:
who is your desired customer? this is a family area would your development attract that kind of buyer?

18:23:10 From Greg Hanley to Everyone:
Downtown Midwick would likely be different than this one... as it would be right next door to an elementary school

18:23:23 From Aimee Uphues to Everyone:
can you be more specific about use of civic spaces

18:23:49 From Greg Hanley to Everyone:
90 home seems pretty dense for the amount of space proposed. Why wasn't Kimball Farms neighborhood properly notified of this meeting ? The HOA President listed in the application is not the HOA president

18:23:51 From Tom Cossuto to Everyone:

How could the High school remain within capacity? What were the current enrollment and capacity numbers you quoted earlier?

18:24:22 From Aimee Uphues to Everyone:

what else is incorrect in the proposal? medium density or high density?

18:25:57 From Ben Ward to Everyone:

These 90 homes should be viewed in the context of other new developments that will affect the capacity of the schools in our area. To the city officials... Are there other new developments that will also contribute to the growth in population at each school?

18:27:13 From Aimee Uphues to Everyone:

who is the civic area intended for people to gather? residents or public?

18:27:16 From willliam dagher to Everyone:

william dagher is the president of the HOA Kimball Farms william@sfur.com

18:27:21 From david dickensheets to Everyone:

is the school directly next to it on the map.That is no other owned property there . If so will there be fencing on the border to the school ?

18:28:11 From Ben Ward to Everyone:

Kimball Farms is already facing significant issues with flooding in some parts of our community. What assurances can we be given that this new development will not add to the existing flooding issues?

18:28:31 From Aimee Uphues to Everyone:

its a matter of legal definition

18:30:06 From Aimee Uphues to Everyone:

There are many other high density properties being built currently near by, what will make this property more desirable?

18:31:32 From Ben Ward to Everyone:

Please review the flood issue. That is a big deal to our community and it should be an issue that the developer has already taken into consideration!

18:32:26 From willliam dagher to Everyone:

william dagher would like to make a comment about the flood issue

18:40:33 From Greg Hanley to Everyone:

the adjacent property on the south of that map, is New Prospect Elementary School

18:41:11 From Greg Hanley to Everyone:

thats why he was asking about the fence

18:42:06 From Tom Cossuto to Everyone:

what are the next steps?

18:44:58 From WANG Siting to Everyone:

Will the recordings be put to on line and open to public viewing since many people can't attend the discussion in person?

18:48:51 From iPhone to Everyone:

I live in kimball farms. My main concern is traffic. What's the plan to handle 90 to 180 cars more

18:52:18 From WANG Siting to Everyone:

Thanks!

18:53:06 From WANG Siting to Everyone:

Also the safety concerns for NPES kids.

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: Adora Childcare

Contact Name: Akif Aydin Telephone: 904-333-3588

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.

NA

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: [signature] Date: 09/08/2021

Print Form

August 5, 2021

Abdulbasit Aydin
10 Ridgedale way
Simpsonville SC 29681

RE: Adora Day Care Center MP-21-08

Dear Property Owner:

Please allow this letter to serve as public notice for a Rezoning, for use of a daycare, request at 5750 North Point Parkway, Alpharetta, GA 30022.

The Community Zoning Information Meeting for this request will be held on Wednesday, September 8, 2021 at 6:00 p.m. via Zoom. The link to the meeting is https://zoom.us/j/7301636794.

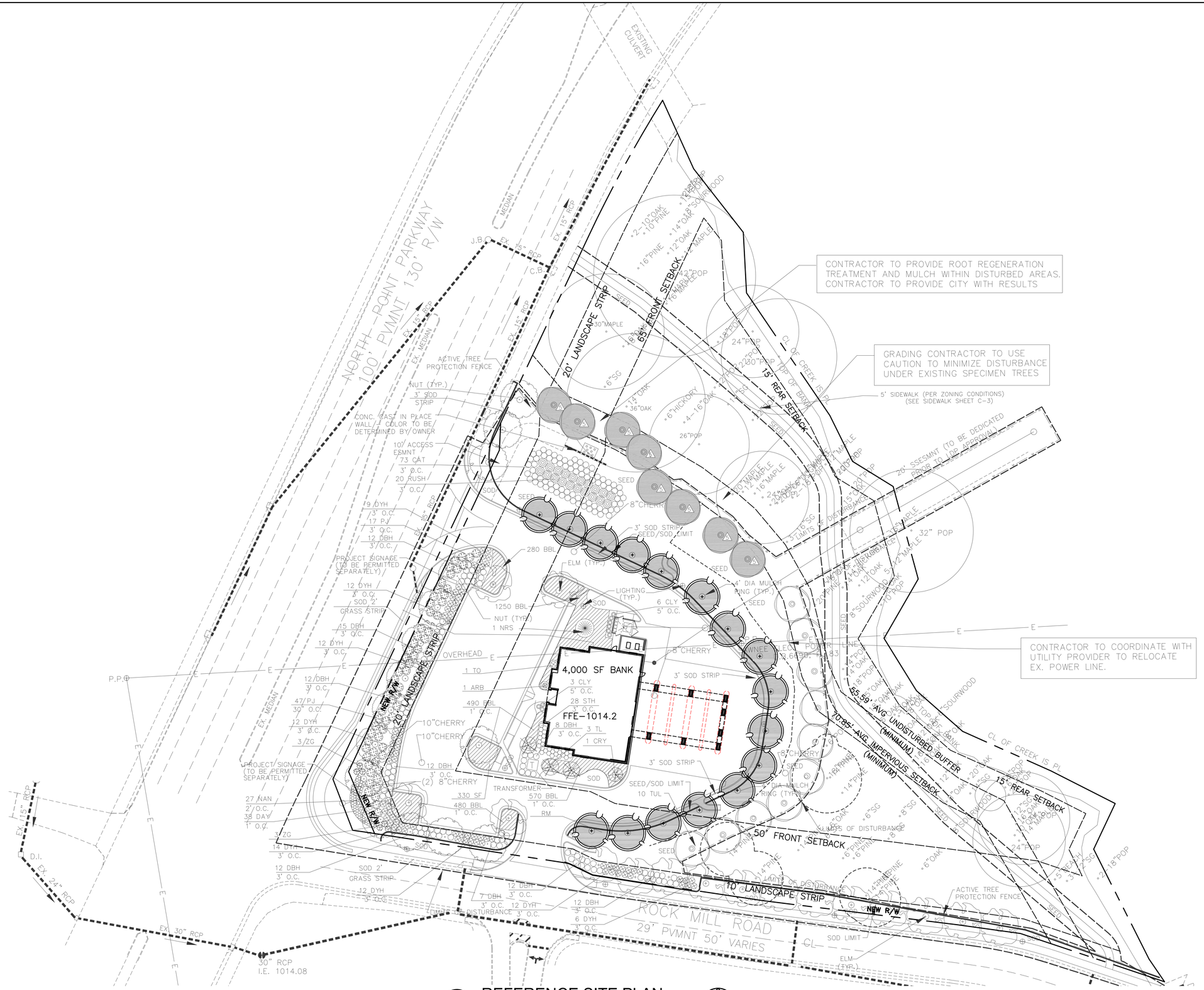
This is an informal meeting to allow the public to view public hearing requests, ask questions, and provide feedback.

This item will be considered by the Planning Commission on Thursday, October 7, 2021 at 6:30 PM and City Council on Monday, October 18 at 6:30 PM. The meeting(s) 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 akifay@hotmail.com

Sincerely,

Abdulbasit Aydin



1 / A-1 REFERENCE SITE PLAN

SCALE: 1" = 30'-0"

NORTH

ISSUE / REVISIONS
1. (5-20-21): EXISTING CONDITIONS.

PRELIMINARY

ADORA CHILDCARE

5750 NORTH POINT PKWY
ALPHARETTA, GA

Kent Ahrenhold Architect
6851 ROSWELL RD. NE. NO.K-22
ATLANTA, GEORGIA 30328
PHONE: 404-374-6985

DRAWN BY
DAB

CHECKED BY
KA

DATE
20 May 2021

DRAWING TITLE
REFERENCE SITE PLAN

SHEET NO.
PRELIMINARY DRAWING NOT FOR CONSTRUCTION
A-1

NOT
RELEASED FOR CONSTRUCTION

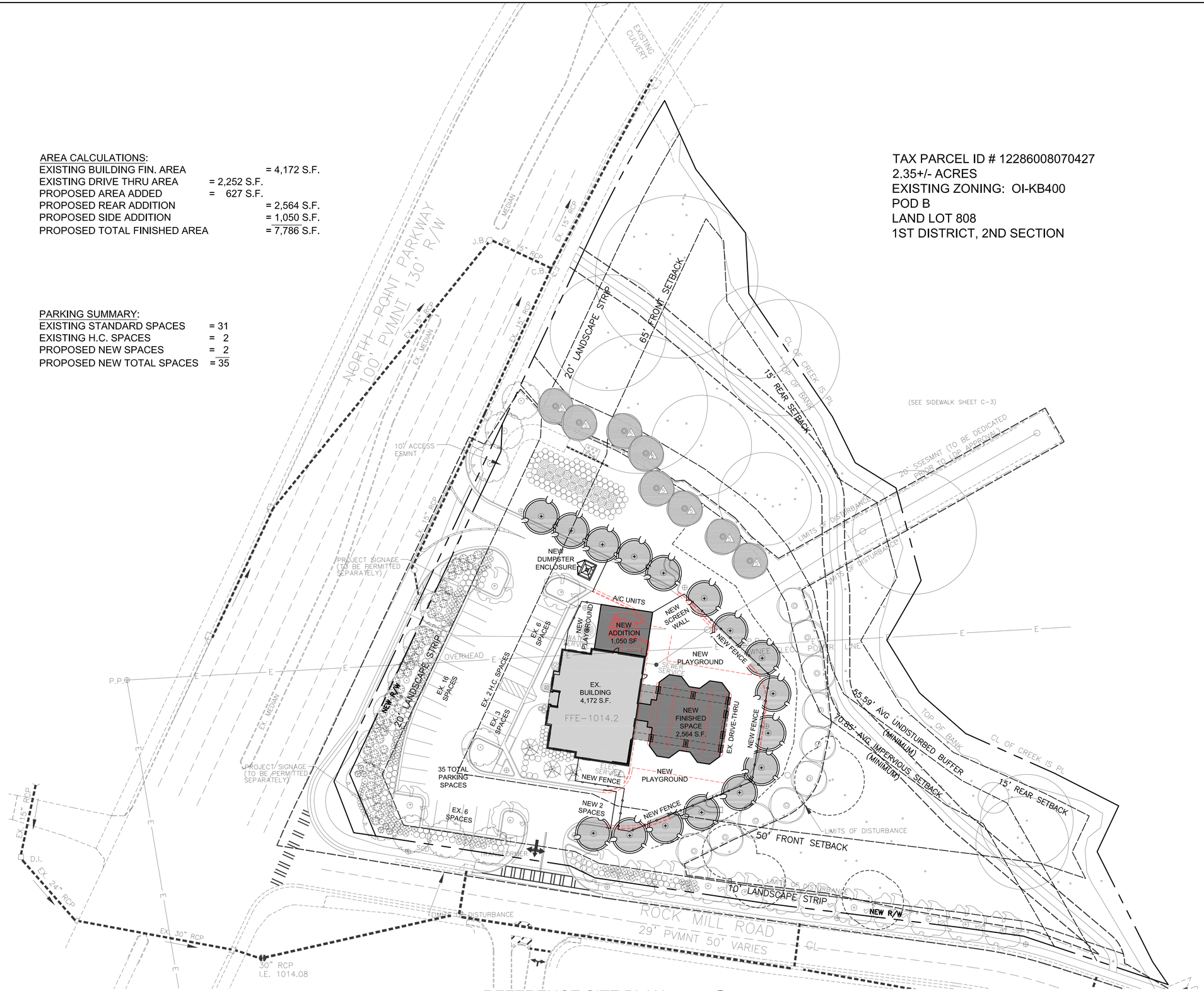
AREA CALCULATIONS:

EXISTING BUILDING FIN. AREA		= 4,172 S.F.
EXISTING DRIVE THRU AREA	= 2,252 S.F.	
PROPOSED AREA ADDED	= 627 S.F.	
PROPOSED REAR ADDITION		= 2,564 S.F.
PROPOSED SIDE ADDITION		= 1,050 S.F.
PROPOSED TOTAL FINISHED AREA		= 7,786 S.F.

PARKING SUMMARY:

EXISTING STANDARD SPACES	= 31
EXISTING H.C. SPACES	= 2
PROPOSED NEW SPACES	= 2
PROPOSED NEW TOTAL SPACES	= 35

TAX PARCEL ID # 12286008070427
2.35+/- ACRES
EXISTING ZONING: OI-KB400
POD B
LAND LOT 808
1ST DISTRICT, 2ND SECTION



1 / A-1 REFERENCE SITE PLAN
SCALE: 1" = 30'-0"

NORTH

ISSUE / REVISIONS
1. (5-20-21): EXISTING CONDITIONS;
2. (5-27-21): PRELIMINARY LAYOUT.

PRELIMINARY

ADORA CHILDCARE
5750 NORTH POINT PKWY
ALPHARETTA, GA

Kent Ahrenhold Architect
6851 ROSWELL RD. NE. NO.K-22
ATLANTA, GEORGIA 30328
PHONE: 404-374-6985

DRAWN BY
DAB
CHECKED BY
KA
DATE
27 May 2021
DRAWING TITLE
REFERENCE SITE PLAN
SHEET NO.
PRELIMINARY DRAWING NOT FOR CONSTRUCTION
A-1

NOT RELEASED FOR CONSTRUCTION

WACHOVIA BANK NATIONAL ASSN
P.O. BOX 2609
CARLSBAD CA 92018-2609

PALMER HOUSE LLC
2911 PIEDMONT RD NE SUITE B
ATLANTA GA 30305

312 HOLDINGS LLC
1905 WILLSHIRE GLN
ALPHARETTA GA 30009

MCI COMMUNICATIONS SERVICES INC
7701 E TELECOM PKWY
TAMPA FL 33637

WINNIE GROUP LLC THE
700 NEWPORT HOLW
ALPHARETTA GA 30022

AG REALTY LLC
450 CULLEN COPSE
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NEO REALTY LLC
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ALPHARETTA GA 30022-1143

NORTHPOINT PARK 5152 LLC
5755 N POINT PKWY STE 85
ALPHARETTA GA 30022

AMLI AT MILTON PARK LLC
141 W JACKSON BLVD STE 300
CHICAGO IL 60604

NORTH POINT PARK 222 LLC
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P.O. BOX 93664
ATLANTA GA 30377-0664

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BLOOM INVESTMENTS LLC
750 PIMLICON PL
SUWANEE GA 30024

CITY OF ALPHARETTA

PUBLIC HEARING APPLICATION

FOR OFFICE USE ONLY
Case #: MP-21-08
PH #: PHA210040
■ Property Taxes & Code Violations Verified
■ Fee Paid Initial: LS

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." Please note that a 3% convenience fee will be added to all credit card transactions.
5. Applications will be accepted 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: Abdulbasit Aydin Telephone: 904-333-3588

Address: 10 ridgedale way Suite:

City Simpsonville State: Sc Zip: 29681 Fax:

Mobile Tel: 904-333-3588 Email: akifay@hotmail.com

Subject Property Information:

Address: 5750 North Point Parkway Current Zoning: OI

District: 1st Section: 2nd Land Lot: 808 Parcel ID: 12286008070427

Proposed Zoning: OI Current Use: Vacant Retail Bank Branch

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

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

Applicant Request And Intent

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

New facility for Adora Childcare LLC, A South Carolina Limited Liability Company
Owner Abdulbasit Aydin, Ph.D.
O-864-382-1833. Cell 904-333-3588. Www.adorachildcare.com

Applicant's Request (Please itemize the proposal):

Applicant Abdulbasit Aydin, Request that a Day Care Center use be added as a permitted use to table B/ Pod B of the approved Master Plan MP-99-09 KB/400 Partners, LLP Development Regulations

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

The buyer of the existing vacant Bank building and property, would renovated the existing building into a new childcare facility for Adora Childcare.

The renovation would include using the existing drive thru as classrooms surrounded by fenced playground areas on 3 sides. See proposed site plan.

A proposed addition to one side of the building along with a small playground area. See proposed site plan.

PROPERTY OWNER AUTHORIZATION

Property Owner Information:

Contact Name: _____ Telephone: _____

Address: _____ Suite: _____

City _____ State: _____ Zip: _____ - _____

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

Property Owner's Authorized Applicant (if applicable):

Name of Authorized Applicant: _____ Telephone: _____

Address: _____ Suite: _____

City _____ State: _____ Zip: _____ - _____

So Sworn and Attested:

Owner Signature: _____ Date: _____

Notary:

Notary Signature: _____ Date: _____

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: Abdulbasit Aydin

Subject Public Hearing Case: Adora Childcare

Campaign Contribution Information:

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

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

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

Description of Contribution: N/A Value: 0

Description of Contribution: N/A Value: 0

Description of Contribution: N/A Value: 0

Description of Contribution: N/A Value: 0

Description of Contribution: N/A Value: 0

Campaign Contribution Information:

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

Signature: Date: 08/02/2021

ALPHARETTA PLANNING COMMISSION REVIEW CRITERIA

How will this proposal be compatible with surrounding properties?

All existing curb cuts to remain
All existing Trees and Landscaping to remain
A Poposed Residential Development is currently proposed for Pod A

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

No affect of the use and value of the surrounding properties.

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

Daycare is not listed as a permitted use for Pod B

A 2 year restriction prohibits any financial Services firm from using the building or property upon purchase.

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

N/A

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

N/A

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

N/A

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

2 Year restriction on the building or property being used as a Financial Services use.

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: Adora Day Care

Contact Name: Abdulbasit Aydin Telephone: 904-333-3588

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.

Please see the attached list of property owners

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

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

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

The applicant Abdulbasit Aydin, owner of Adora Childcare, is available for questions or concerns via cell phone or email.

Abdulbasit Aydin cell 904-333-3588. Email: akifay@hotmail.com

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10. Rezoning.

10.1. Rezoning Approval. Buyer acknowledges that the Property is currently zoned OI. Notwithstanding any other provision contained herein to the contrary, Buyer's obligations under this Agreement to purchase the Property are contingent upon the Property being rezoned to the appropriate zoning to operate a child care facility (the "Rezoning"). In the event that the Rezoning is not obtained on or before December 31, 2021, either party may terminate this Agreement upon written notice to the other and the Earnest Money shall be refunded to Buyer.

10.2. Buyer's Rezoning Obligations. Buyer shall be responsible, at its expense, for all of the Rezoning obligations, including, but not limited to, submitting a rezoning application (the "Rezoning Application") to the governmental authority having jurisdiction over the zoning of the Property. Buyer shall promptly prepare and diligently purse the Rezoning Application. Prior to filing the Rezoning Application, Buyer shall submit the Rezoning Application to Seller for Seller's approval, which shall not be unreasonably withheld. Buyer shall pay all costs for the Rezoning.

10.3. Seller's Rezoning Obligation. Seller shall reasonably cooperate with Buyer on the Rezoning and Rezoning Application, but shall not be obligated to incur any expense in connection therewith.

11. Financing Contingency. The Closing is conditioned upon Buyer securing financing during Inspection Period with terms reasonably acceptable to Buyer. No later than ten (10) days after the Effective Date, Buyer shall provide documentation to Seller from Buyer's lender that Buyer is qualified and capable to pay the Purchase Price at Closing.

12. Closing.

12.1. Closing Date. The Closing (the "**Closing**") of the acquisition will occur, if at all, at the offices of Buyer's attorney or at another place mutually agreed upon by the parties hereto (e.g., at the offices of the Escrow Agent). The date of Closing is the Closing Date set forth in the Key Provisions Summary.

12.2. Possession. Unless otherwise agreed, Seller shall deliver possession of the Property at Closing.

12.3. Closing Documents. Seller shall execute and deliver at Closing Seller's deed, a customary owner's affidavit with respect to the Property, and an affidavit evidencing Seller's non-foreign status for federal tax purposes. At or prior to Closing, each party shall deliver to the other party documents reasonably required by the other party to establish the authority of such party to enter into and close the transactions contemplated hereby and to complete and evidence the acquisition of the Property contemplated hereby, including, without limitation, a closing statement and such other documents as are reasonably necessary or appropriate to satisfy applicable federal requirements for the reporting of real estate transactions.

13. Breach, Termination, and Expiration.

13.1. Breach by Buyer. Notwithstanding anything to the contrary contained herein and notwithstanding that this Agreement may have been terminated pursuant to the terms hereof, if Buyer fails or refuses to close when required to do so, the Earnest Money will be promptly paid over to Seller as full liquidated damages for Buyer's failure or refusal to close in accordance with the terms of this Agreement. The parties acknowledge the difficulty of ascertaining Seller's damages in such a circumstance and agree

The parties hereby execute this Agreement as of the dates set forth below.

Seller:

WELLS FARGO BANK, N.A.

By: _____

Print Name: Richard L. Dropp

Title: Vice President

Date: 04/21/2021

By: Chris Hanrahan, Senior Vice President Digitally signed by Chris Hanrahan, Senior Vice President Date: 2021.04.22 15:11:40 -04'00'

Print Name: _____

Title: _____

Date: _____

Buyer:

ADORA CHILDCARE LLC, a South Carolina limited liability company

By: _____

Print Name: Abdulbasit Aydin

Title: Member

Date: 4/12/2021

Escrow Agent:

PHP COMMERCIAL

By: Adam Bagci

Print Name: Adam Bagci

Title: Realtor

Date: 4/12/2021

EDOCS-#19727001-v1-WF_as_Seller_-_Sale_Agr_2020-12-31_(Final).docx

EXHIBIT A

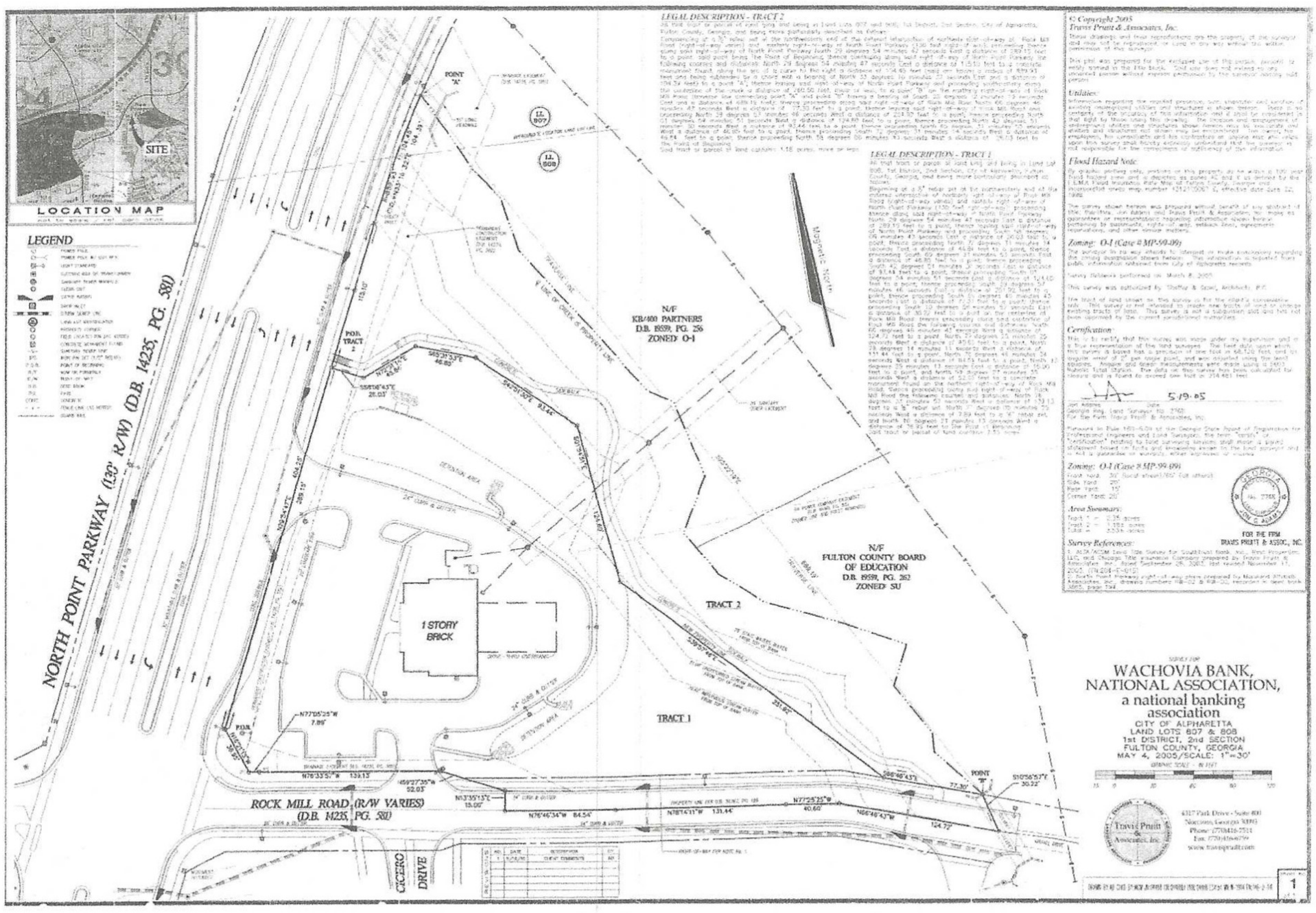
LEGAL DESCRIPTION

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 808, 1ST DISTRICT, 2ND SECTION, CITY OF ALPHARETTA, FULTON COUNTY, GEORGIA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

Beginning at a ½" rebar set at the northwesterly end of the mitered intersection of northerly right-of-way of Rock Mill Road (right-of-way varies) and the easterly right-of-way of North Point Parkway (130 feet right-of-way); proceeding thence along said right-of-way of North Point Parkway North 29 degrees 54 minutes 47 seconds East a distance of 289.15 feet to a point: thence leaving said right-of-way of North Point Parkway and proceeding South 58 degrees 06 minutes 43 seconds East a distance of 26.03 feet to a point; thence proceeding North 72 degrees 31 minutes 14 seconds East a distance of 46.84 feet to a point: thence proceeding South 65 degrees 31 minutes 53 seconds East a distance of 46.85 feet to a point; thence proceeding South 42 degrees 51 minutes 30 seconds East a distance of 93.44 feet to a point; thence proceeding South 01 degrees 54 minutes 51 seconds East a distance of 124.6 feet to a point; thence proceeding South 39 degrees 57 minutes 46 seconds East a distance of 251.92 feet to a point; thence proceeding South 66 degrees 46 minutes 43 seconds East a distance of 77.30 feet to a point; thence proceeding South 10 degrees 56 minutes 57 seconds East a distance of 30.22 feet to a point on the centerline of Rock Mill Road: thence proceeding along said centerline of Rock Mill Road the following courses and distances: North 66 degrees 46 minutes 43 seconds West a distance of 124.72 feet to a point; North 77 degrees 25 minutes 25 seconds West a distance of 40.60 feet to a point; North 78 degrees 14 minutes 11 seconds West a distance of 131.44 feet to a point; North 76 degrees 46 minutes 34 seconds West a distance of 84.54 feet to a point; North 13 degrees 35 minutes 13 seconds East a distance of 15.00 feet to a point; and North 59 degrees 27 minutes 35 seconds West a distance of 52.03 feet to a concrete monument found on the northerly right-of-way of Rock Mill Road; thence proceeding along said right-of-way of Rock Mill Road the following courses and distances: North 76 degrees 33 minutes 57 seconds West a distance of 139.13 feet to a 1/2" rebar set, North 77 degrees 05 minutes 25 seconds West a distance of 7.89 feet to a 1/2" rebar set, and North 16 degrees 21 minutes 13 seconds West a distance of 36.95 feet to The Point of Beginning. Said tract or parcel of land contains 2.35 acres.

EXHIBIT B

SITE PLAN OR SURVEY



KB/400 PARTN
REST PROPE
COURTENAY

POD C

POD A

Proposed Restaurant

NORTH POINT PARKWAY

Proposed Office

Proposed Office

Proposed Professional Office

ROCK MILL ROAD

Proposed Restaurant

POD B

NOV 1999

OCTO
REVISED: N

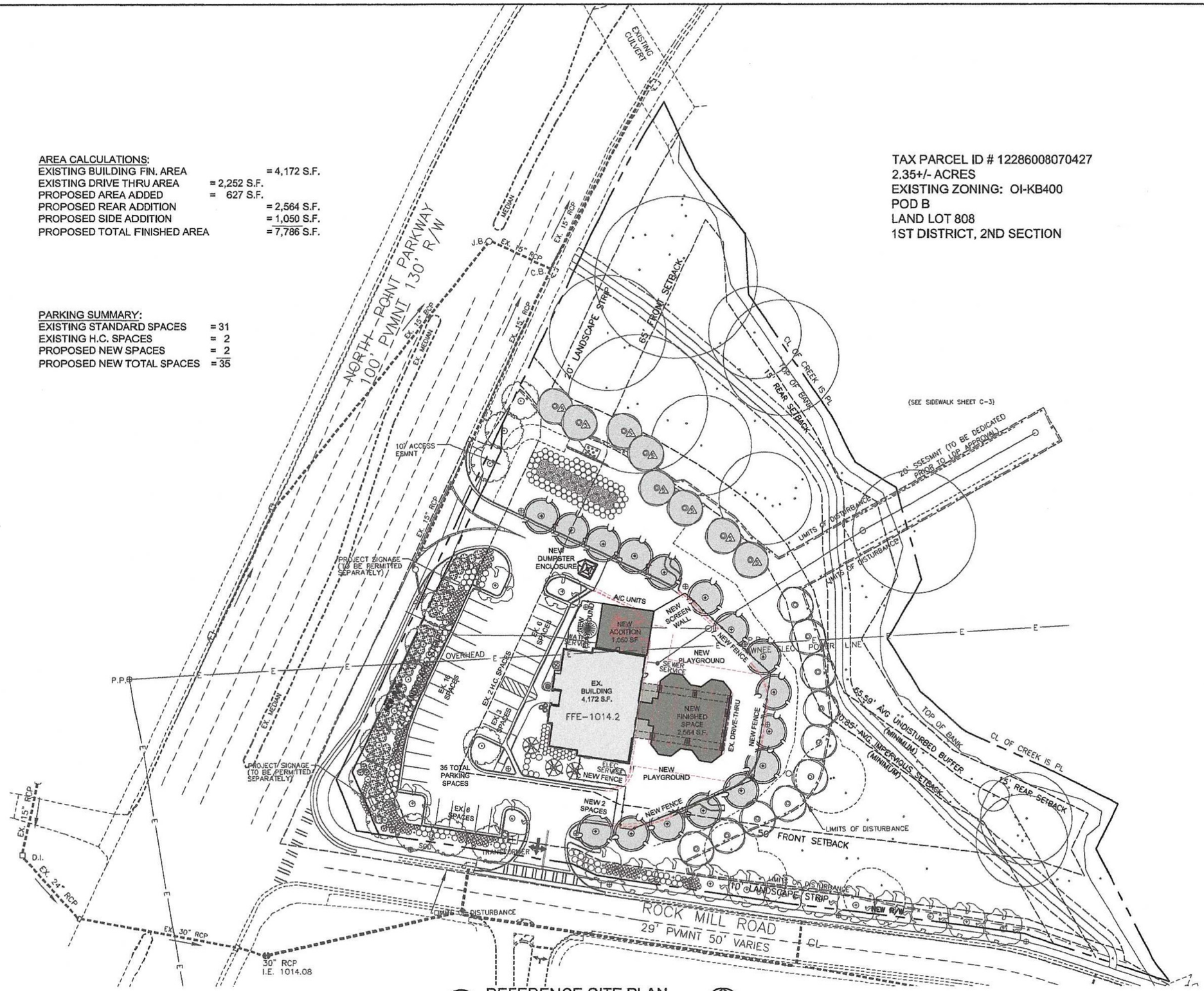
AREA CALCULATIONS:

EXISTING BUILDING FIN. AREA		= 4,172 S.F.
EXISTING DRIVE THRU AREA	= 2,252 S.F.	
PROPOSED AREA ADDED	= 627 S.F.	
PROPOSED REAR ADDITION		= 2,564 S.F.
PROPOSED SIDE ADDITION		= 1,050 S.F.
PROPOSED TOTAL FINISHED AREA		= 7,786 S.F.

PARKING SUMMARY:

EXISTING STANDARD SPACES	= 31
EXISTING H.C. SPACES	= 2
PROPOSED NEW SPACES	= 2
PROPOSED NEW TOTAL SPACES	= 35

TAX PARCEL ID # 12286008070427
2.35+/- ACRES
EXISTING ZONING: OI-KB400
POD B
LAND LOT 808
1ST DISTRICT, 2ND SECTION



1 / A-1 REFERENCE SITE PLAN
SCALE: 1" = 30'-0"

ISSUE / REVISIONS
1. (5-20-21): EXISTING CONDITIONS.
2. (5-27-21): PRELIMINARY LAYOUT.

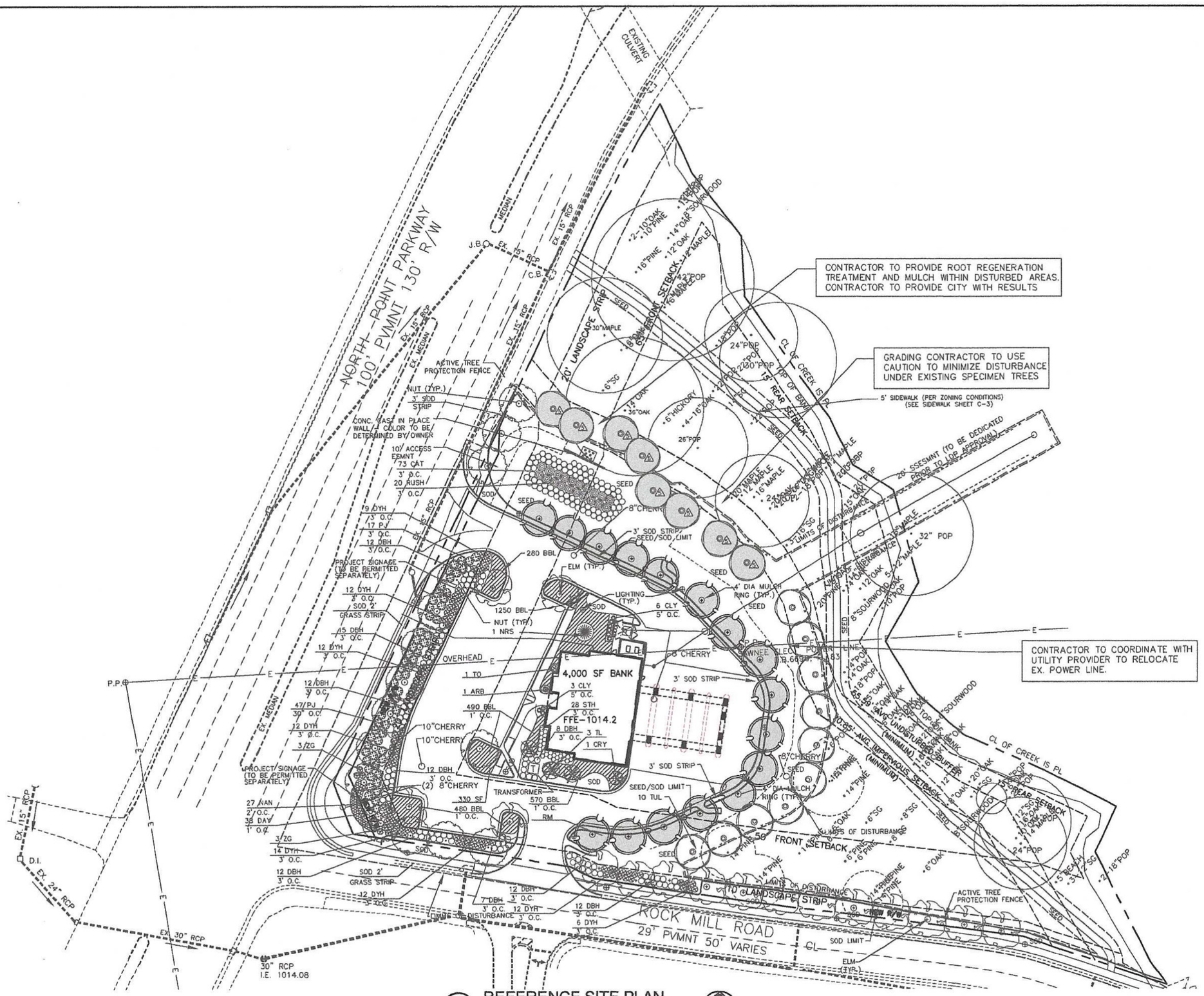
PRELIMINARY

ADORA CHILDCARE
5750 NORTH POINT PKWY
ALPHARETTA, GA

Kent Ahrenhold Architect
6851 ROSWELL RD. NE, NO K-22
ATLANTA, GEORGIA 30328
PHONE: 404-374-6985

DRAWN BY DAB
CHECKED BY KA
DATE 27 May 2021
DRAWING TITLE
REFERENCE SITE PLAN
SHEET NO.
A-1

NOT RELEASED FOR CONSTRUCTION



1 A-1 REFERENCE SITE PLAN

SCALE: 1" = 30'-0"

NORTH

ISSUE / REVISIONS

1. (5-20-21): EXISTING CONDITIONS.

PRELIMINARY

ADORA CHILDCARE

5750 NORTH POINT PKWY
ALPHARETTA, GA

Kent Ahrenhold Architect
8851 ROSWELL RD. NE, NO K-22
ATLANTA, GEORGIA 30328
PHONE: 404-374-6985

DRAWN BY
DAB

CHECKED BY
KA

DATE
20 May 2021

DRAWING TITLE
REFERENCE SITE PLAN

SHEET NO.
A-1

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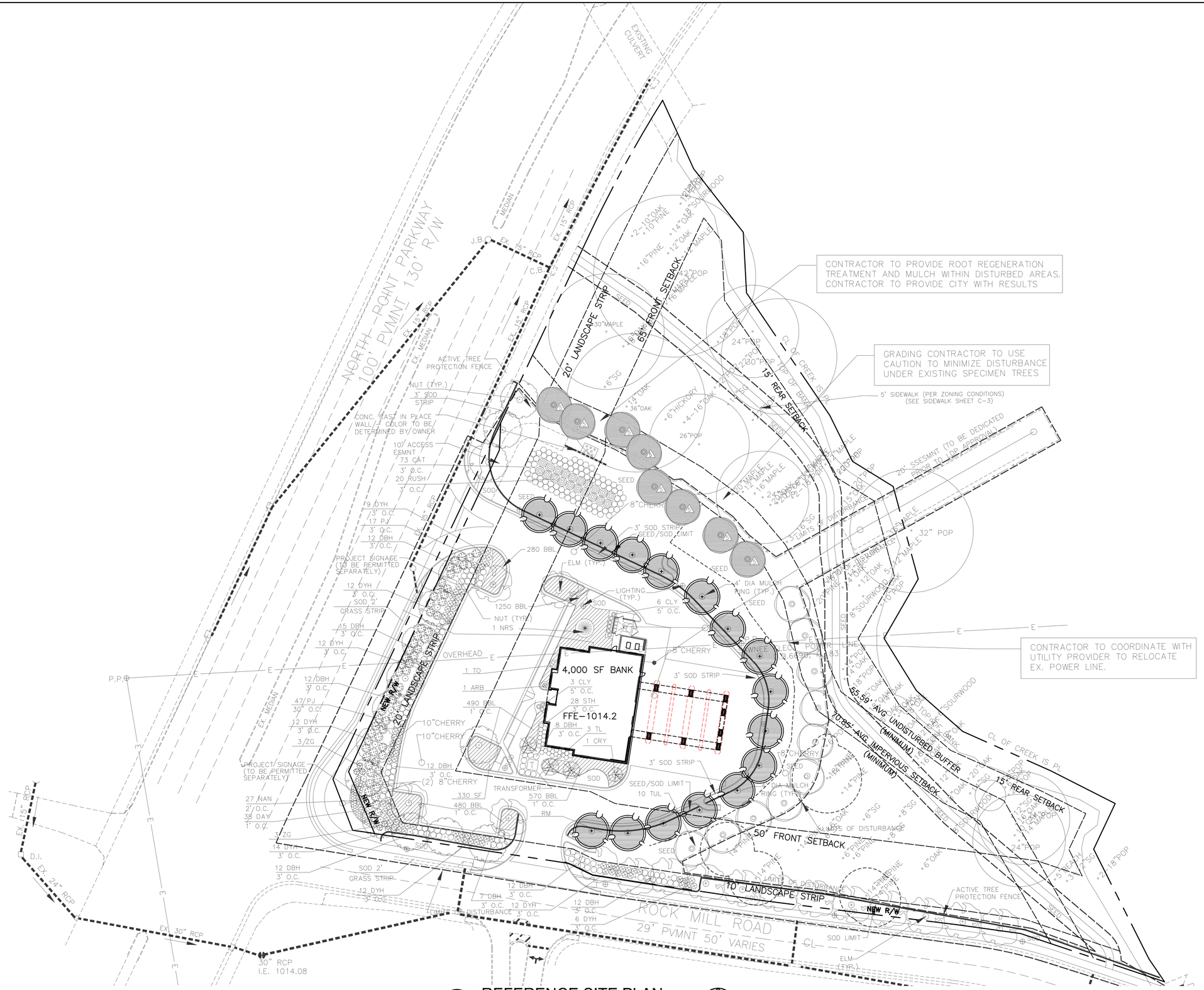

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NORTH

ISSUE / REVISIONS
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ALPHARETTA, GA

Kent Ahrenhold Architect
6851 ROSWELL RD. NE. NO.K-22
ATLANTA, GEORGIA 30328
PHONE: 404-374-6985

DRAWN BY
DAB

CHECKED BY
KA

DATE
20 May 2021

DRAWING TITLE
REFERENCE SITE PLAN

SHEET NO.
PRELIMINARY DRAWING NOT FOR CONSTRUCTION
A-1

NOT
RELEASED FOR CONSTRUCTION

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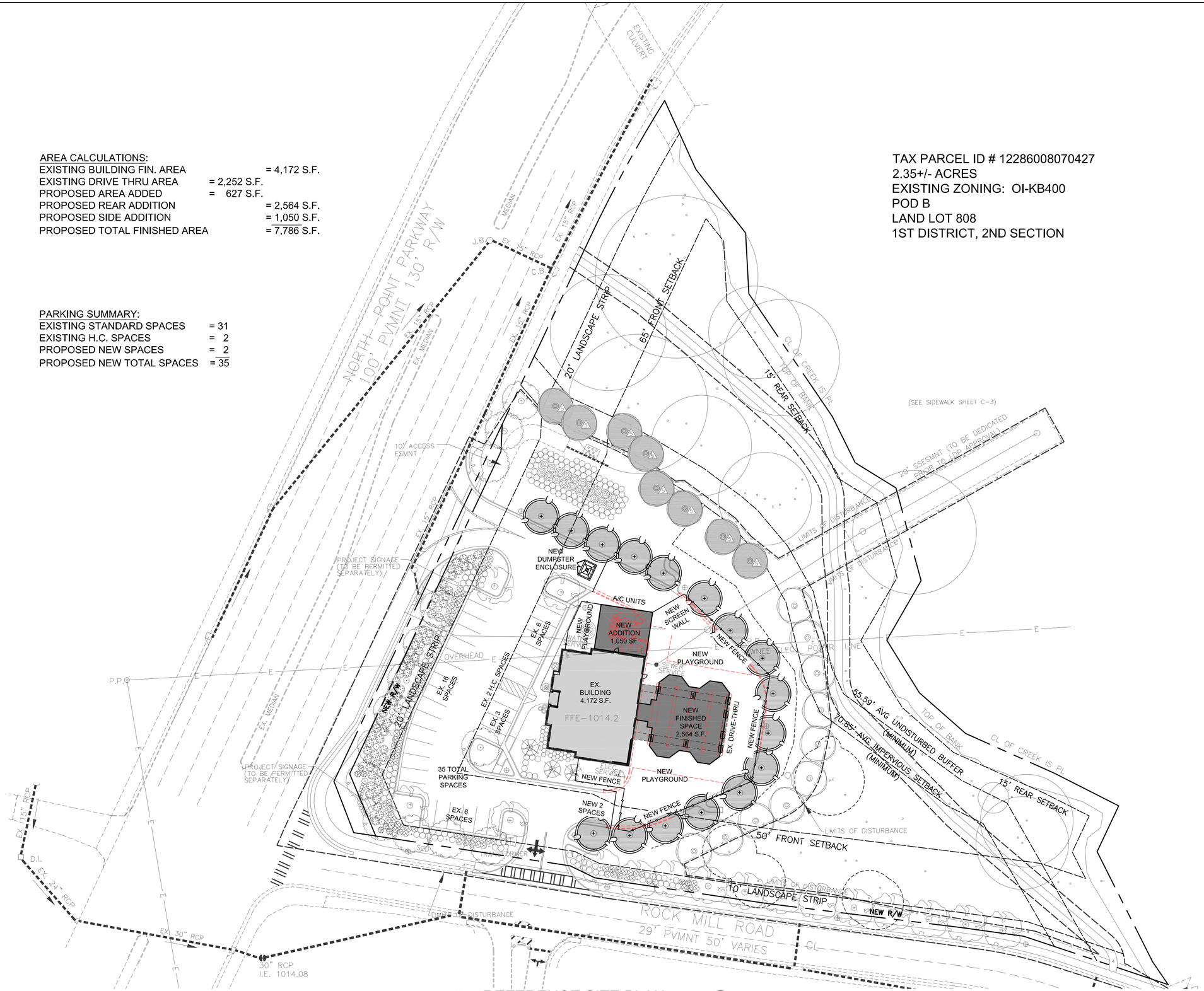
TAX PARCEL ID # 12286008070427
2.35+/- ACRES
EXISTING ZONING: OI-KB400
POD B
LAND LOT 808
1ST DISTRICT, 2ND SECTION



1 / A-1 REFERENCE SITE PLAN
SCALE: 1" = 30'-0"

NORTH

ISSUE / REVISIONS
1. (5-20-21): EXISTING CONDITIONS;
2. (5-27-21): PRELIMINARY LAYOUT.

PRELIMINARY

ADORA CHILDCARE
5750 NORTH POINT PKWY
ALPHARETTA, GA

Kent Ahrenhold Architect
6851 ROSWELL RD. NE. NO.K-22
ATLANTA, GEORGIA 30328
PHONE: 404-374-6985

DRAWN BY
DAB
CHECKED BY
KA
DATE
27 May 2021
DRAWING TITLE
REFERENCE SITE PLAN
SHEET NO.
PRELIMINARY DRAWING NOT FOR CONSTRUCTION
A-1

NOT RELEASED FOR CONSTRUCTION

CITY COUNCIL MEETING
STAFF REPORT

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

I. AGENDA ITEM TITLE: MP-21-06/CU-21-12 NVA EMERGENCY VETERINARY/3100 ROYAL BOULEVARD SOUTH

PLANNING COMMISSION: OCTOBER 7, 2021

CITY COUNCIL: OCTOBER 25, 2021

II. RECOMMENDATION:

Approve MP-21-06/CU-21-12 NVA Emergency Veterinary/3100 Royal Boulevard South, subject to the following conditions:

1. Add 'Animal Hospital, Small Animals' to the Royal 400 Master Plan Pod 12 as a conditional use.
2. 'Animal Hospital, Small Animals' shall be added as a conditional use at 3100 Royal Boulevard South and limited to no more than 20,580 square feet.
3. Conditional use approval shall be limited to NVA; no additional 'Animal Hospital, Small Animals' businesses or subleasing shall be permitted within the approved space.
4. The business shall be permitted to operate 24-hours/day, 7 days/week.
5. Boarding of animals is limited to short-term care incidental to the hospital use.
6. Pet relief areas shall be substantially similar to locations depicted on the submitted site plan and shall be screened from the street, as approved by Staff.
7. Mobile resources supporting the business, such as a mobile MRI or X-ray, shall not be parked between the building and the street.

III. REPORT IN BRIEF:

The applicant, National Veterinary Associates (NVA), is requesting a master plan amendment and conditional use to allow an 'Animal Hospital, Small Animals' for NVA in a 20,580 square foot existing building. An amendment to the Royal 400 Master Plan Pod 12 is requested to add the proposed use. The subject property is located at 3100 Royal Boulevard South in the Royal 400 Master Plan.

DISCUSSION

The submitted request, if approved, will allow the applicant to operate an 'Animal Hospital, Small Animal' in a 20,580 square foot existing building on a 2.25-acre property. An amendment to the Royal 400 Master Plan is requested to add the use to Pod 12 and a conditional use is requested to allow the use for NVA. The subject property is located at 3100 Royal Boulevard South in the Royal 400 Master Plan.

The property is zoned O-I (Office-Institutional) and is subject to the Royal 400 Master Plan Pod 12. The property was developed in 1996 with a 1-story, 20,850 square foot office building. Surrounding properties are zoned O-I and are subject to the Royal 400 Master Plan. Low-rise office buildings have been developed on the adjacent properties to the east, south and west and a data center is located to the north.

The Royal 400 Master Plan was approved in 1986 as a 284-acre office park, allowing 25,000 square feet/acre of office use. The table below represents master plan amendments in the Royal 400 Master Plan.

Royal 400 Master Plan – Past Master Plan Amendments

File #	Project Name	Pod	Requested Change	Outcome	Date
V-12-31	Great Oaks Holding	17	Parking reduction for data center	Approved	1/28/13
MP-12-06 / CU-12-06	Sunrise Detox	7	Add adult detox center use	Approved	6/18/12
MP-08-09 / V-08-15	Royal 400/Data Center	13, 14, 15	Add data center use and parking variance	Approved	10/27/08
V-08-08	AT&T Mobility Data Center	16	Parking reduction for data center	Approved	5/27/08
V-04-08	Cingular	16	Parking reduction for data center	Approved	5/24/04
MP-96-04	North Point Ministries	3, 4, 5	Add church use	Approved	9/23/96

UDC Section 1.4.2 defines 'Animal Hospital, Small Animals' as, "A place where dogs, cats, birds or other animals normally kept as household pets are given medical or surgical treatment and the boarding of animals is limited to short-term care incidental to the hospital use." The use is permitted by-right in the LI (Light Industrial) district and as a conditional use in the AG (Agriculture), CUP (Community Unit Plan), O-I, C-1 (Neighborhood Commercial), C-2 (General Commercial), and PSC (Planned Shopping Center) districts.

National Veterinary Associates (NVA) is an emergency veterinary business serving cats and dogs primarily; however, the primary focus will be the practice of veterinary medicine including preventative care and surgery. NVA partners with local veterinarians to help grow the business and network of veterinary hospitals. NVA has over 1,000 partnerships worldwide. The business operates 24 hours per day, seven (7) days per week. The business does not board animals. The applicant anticipates approximately 25 employees. Two (2) pet relief areas are depicted on the site plan.

Staff prepared the table below to provide a comparison of the applicant's proposal to existing animal hospitals in the City. There are eight (8) animal hospitals approved in the City, of which one (1) is an emergency veterinary hospital.

Animal Hospital Located in the City

Project Name	Address	Zoning
Alpharetta Animal Hospital	80 Milton Ave	C-2
North Main Animal Hospital	562 North Main St	C-2
Paw Patch Animal Clinic	1150 Upper Hembree Rd	C-1
Webb Bridge Animal Hospital	3953 Webb Bridge Rd	AG
Country Place Animal Hospital	2165 Old Milton Pkwy	C-2
EasyVet Clinic	12850 Alpharetta Hwy, Suite 2200	C-2
VEG (Veterinary Emergency Group)	2725 Old Milton Parkway, Suite A	O-I
George Animal Hospital	6195 Windward Parkway, Suite 109	CUP

TRAFFIC

Staff estimates that the 20,580 square foot Animal Hospital would generate approximately 73 PM Peak Hour trips.

STANDARDS FOR MASTER PLAN AMENDMENTS

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 proposal would be suitable as it relates to the use and development of adjacent or nearby properties, which are developed with office uses.

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

Response: The zoning proposal should not adversely affect the existing use or usability of adjacent or nearby properties, which are primarily developed with office uses.

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

Response: The applicant's proposal should not have significant impacts on the natural environment. The applicant proposes to occupy an existing building and does not propose any exterior changes to the site.

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

Response: The subject property is approved for office use. 'Animal Hospital, Small Animal' operates similar to a medical office 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 should not have significant impacts on public facilities and services. The proposed use would generate 73 PM Peak Hour trips.

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 applicant's proposal would be compatible with surrounding uses and other locations for this business type, which are similarly situated in commercial and office environments.

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

Response: The subject property is approved for office use. 'Animal Hospital, Small Animal' operates similar to a medical office use.

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

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

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 development standards with access from two (2) driveways off Royal Boulevard South. The use should not impact vehicular and pedestrian access.

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

Response: The subject property is in compliance with regard to refuse areas, loading and service areas, off-street parking, and buffers and screening.

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

Response: The proposed use would be compatible with the surrounding uses and other locations for this business, which are similarly situated in commercial and office environments.

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

Response: Not applicable.

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

Response: The proposed use would be compatible with the surrounding uses and other locations for this business, which are similarly situated in commercial and office environments.

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

Response: The proposed use would be compatible with the surrounding uses and other locations for this business, which are similarly situated in commercial and office environments.

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 is currently one (1) emergency veterinary hospital in the City located approximately one (1) mile to the north at Veterinary Emergency Group (VEG). There are no conflicting uses in the immediate vicinity of the applicant's property.

CONCURRENCES

Staff has reviewed the applicant's proposal and finds that the use does not conflict with the established review criteria for a master plan amendment and conditional use. The proposed use would be compatible with surrounding uses and other locations for this business type, which are similarly situated in commercial and office environments. If approved, it is recommended that conditions be established as part of this application that regulate and limit any expansion of the business.

CITIZEN PARTICIPATION PLAN

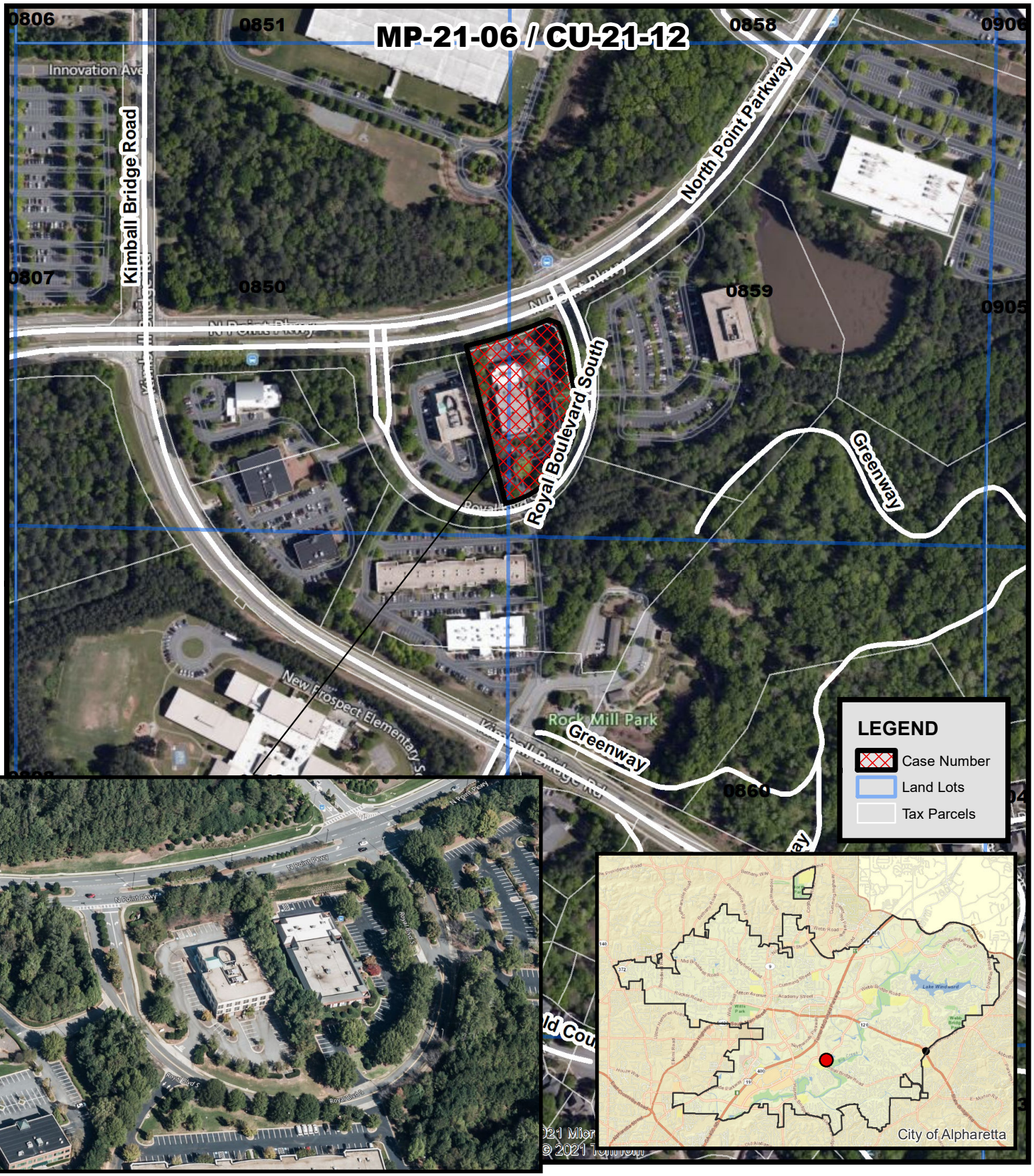
The report submitted by the applicant states that property owners within 500' were contacted regarding the applicant's intent. The report states that no comments were received.

COMMUNITY ZONING INFORMATION MEETING

The CZIM was held on October 8, 2021. There was one (1) question regarding whether or not a fence would be provided around the property.

IV. ATTACHMENTS:

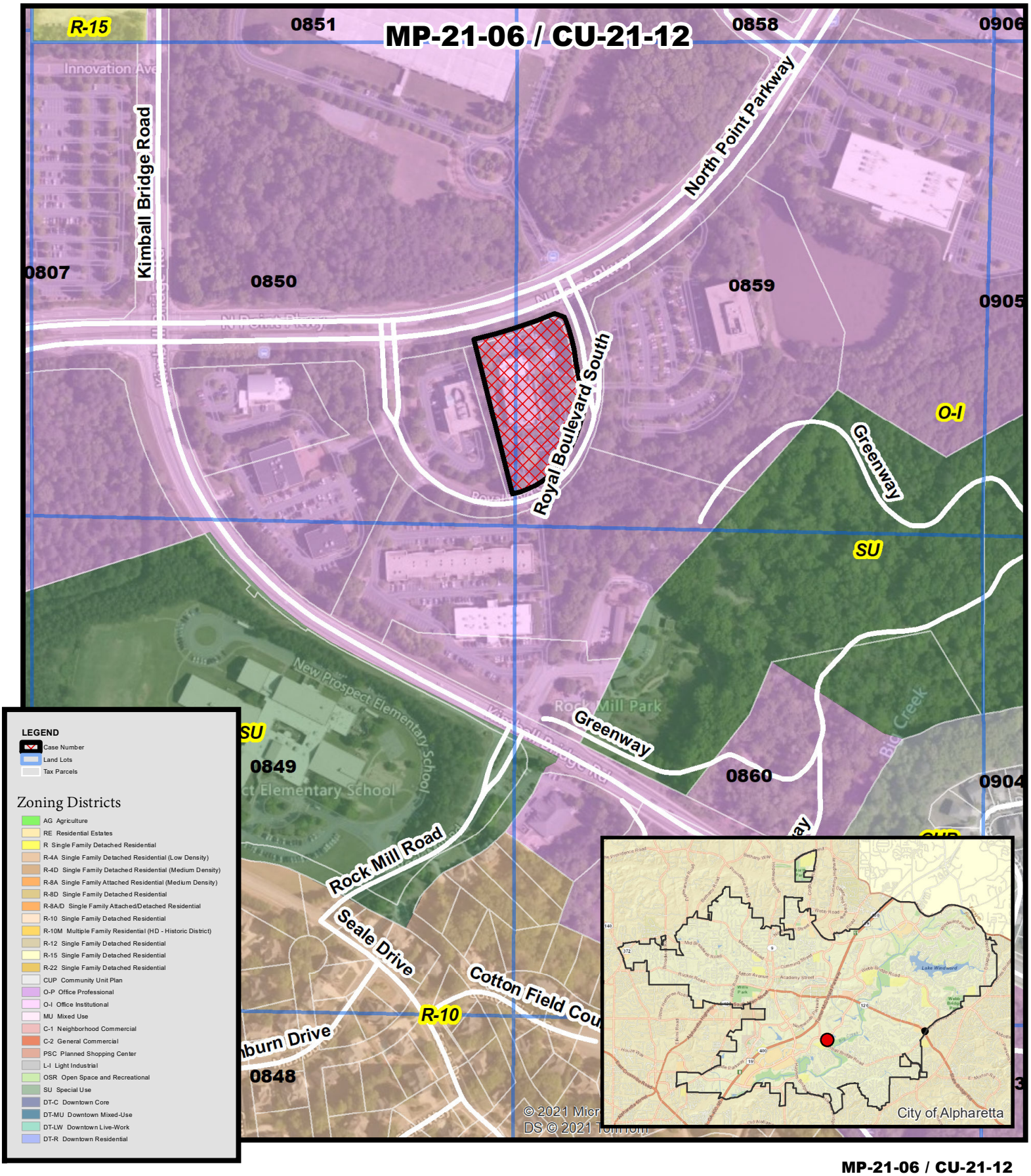
- Site Plan



Aerial Map
NVA Veterinary Hospital
3100 Royal Boulevard South

MP-21-06 / CU-21-12
D/LL: 1/2/850, 859
PC: 10/07/21
CC: 10/25/21

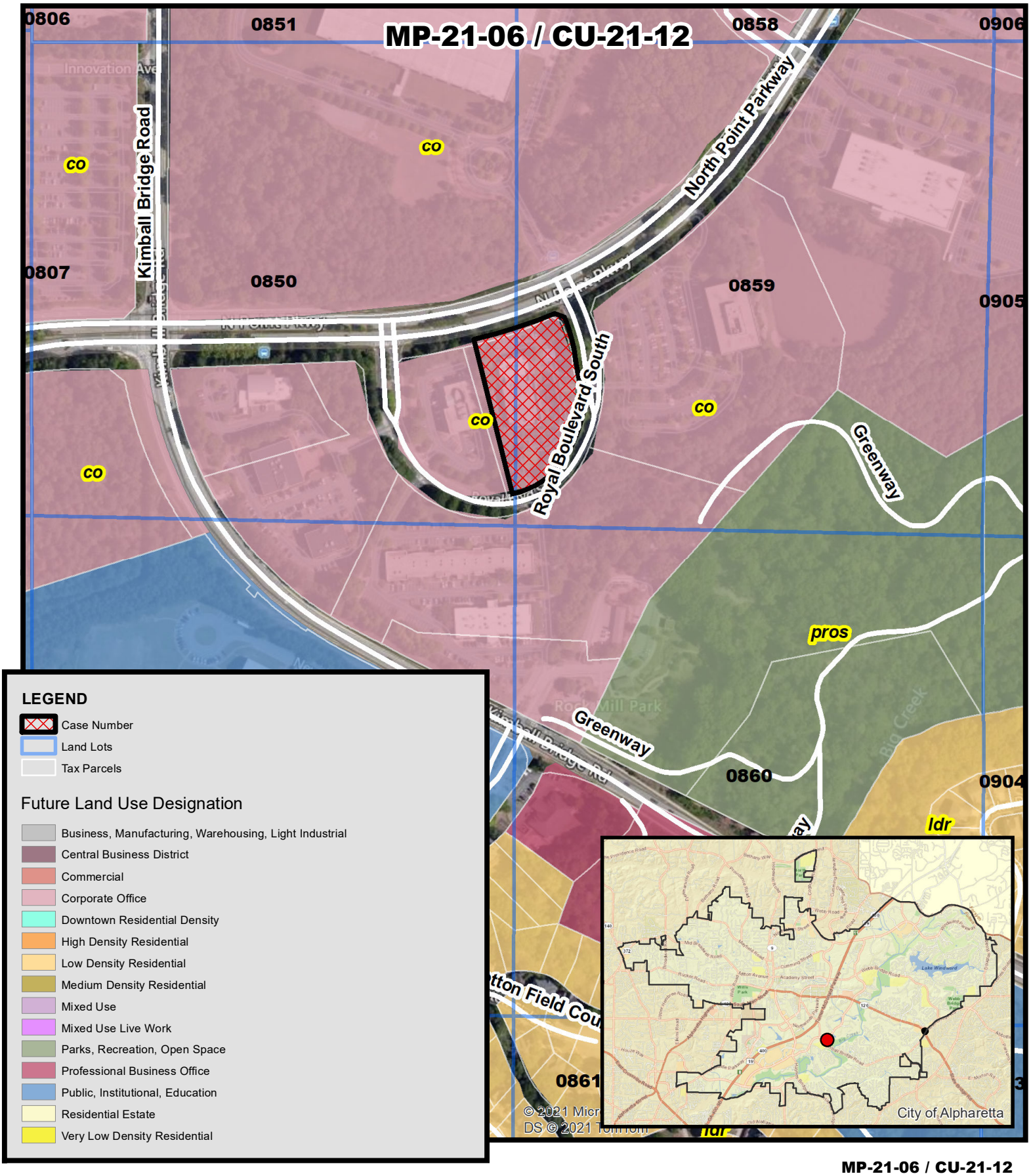
Location Map Provided by:
Community Development - GIS



MP-21-06 / CU-21-12
D/LL: 1/2/850, 859
PC: 10/07/21
CC: 10/25/21

Zoning Map
NVA Veterinary Hospital
3100 Royal Boulevard South

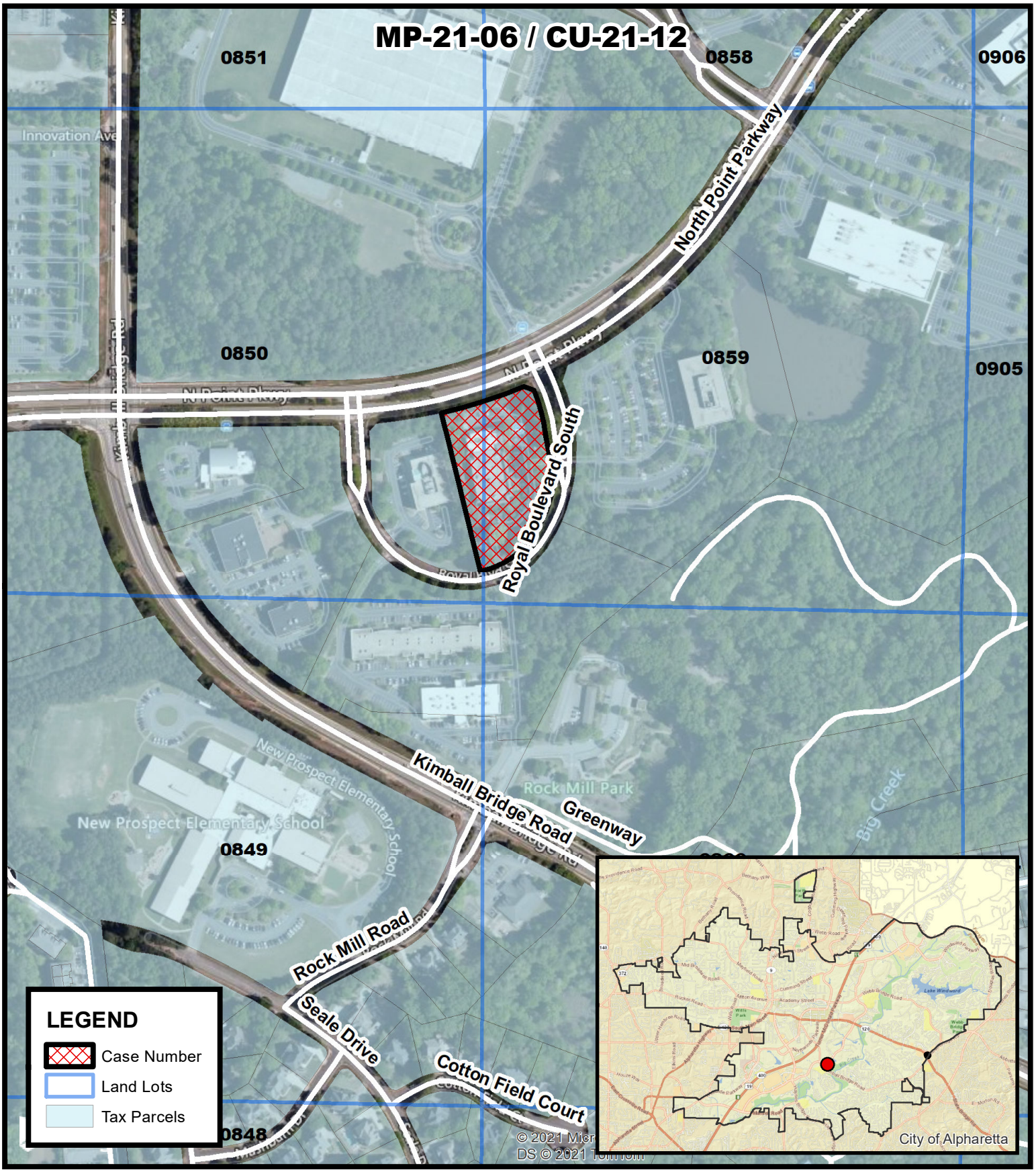
Location Map Provided by:
Community Development - GIS



MP-21-06 / CU-21-12
D/LL: 1/2/850, 859
PC: 10/07/21
CC: 10/25/21

Future Land Use
NVA Veterinary Hospital
3100 Royal Boulevard South

Location Map Provided by:
Community Development - GIS



Location Map
NVA Veterinary Hospital
3100 Royal Boulevard South

MP-21-06 / CU-21-12
D/LL: 1/2/850, 859
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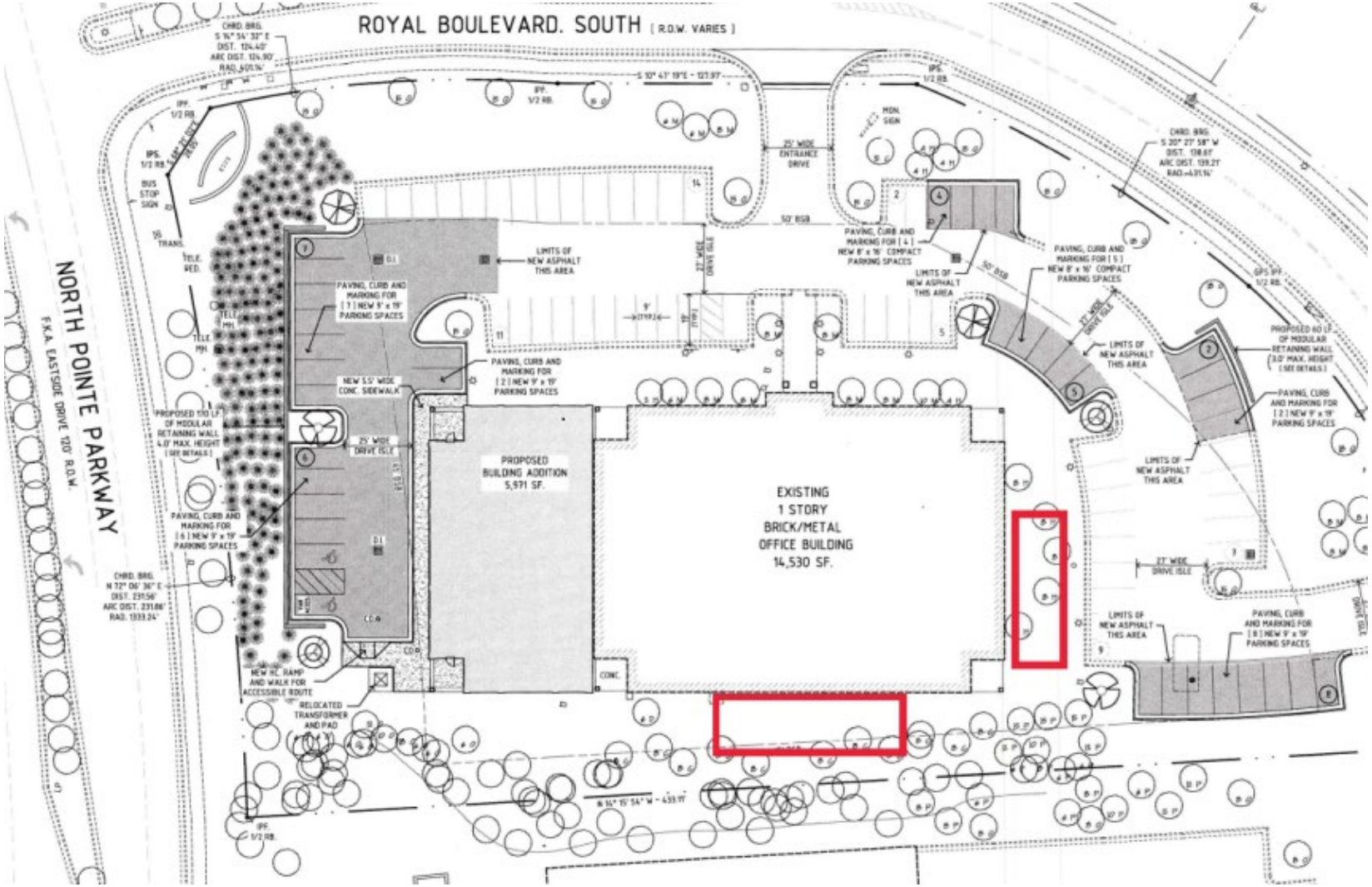

Date: 9/16/2021

COMMUNITY DEVELOPMENT
COMMUNITY ZONING INFORMATION MEETING
SEPTEMBER 8, 2021
ZOOM
6:00 PM

I. **Staff & City Council present:**
   a. Kathi Cook, Director of Community Development and Director of Economic Development
   b. Michael Woodman, Senior Planner
   c. Ben Kern, GIS Specialist / Special Projects Planner
   d. Lauren Shapiro, Planning + Zoning Coordinator
   e. Karen Richard, City Council

II. **Total attendance:** 29 total attendees, including Staff and City Council

III. **MP-21-08 Adora Day Care Center KB / 400 Partners**
   a. Applicant Presentation: Akif Aydin
      i. Adding the use of a day care at this location
      ii. Converting a former bank building into a day care center
   b. There were no public comments for this item.

IV. **MP-21-07 / CLUP-21-04 / Z-21-09 / V-21-23 Empire Communities KB / 400 Partners**
   a. **Applicant Presentation: Kathy Zickert, Kelley Rhino, Kevin Norton, Ken Wood**
      i. This site was originally to be developed for 321,000 square feet of office space, likely 4-5 story office building with surface parking
      ii. Proposing single family detached homes that have 2 car garages and driveways (front and alley access units)
      iii. Neighborhood will have a clubhouse pool with cabanas, 2 pocket parks, amenity area (boardwalk with nature trail), would like to put in treehouses (pending liability / permitting), guest parking, entrance feature for the Eco-district
      iv. Challenging topography (floodplain area)
      v. No vehicular access on Kimball Bridge Road (only emergency and pedestrian access); condensing access for the neighborhood only to Rock Mill Road
      vi. Adjusted signal timing (length of green light) already at this intersection
      vii. School overcrowding:
         1. New Prospect Elementary
            a. Capacity = 825 students and currently enrolled = 501
         2. Webb Bridge Middle
            a. Capacity = 1,150 and currently enrolled = 1,113
         3. Alpharetta High
            a. Capacity = 2,175 and currently enrolled = 2,121
      viii. Traffic would be much better with this project when compared to an office use.
         1. Residential use = 990 trips per day; peak hour = 67 am and 89 pm trips
         2. Office use = 2,390 trips per day; peak hour = 342 am and 217 pm trips

b. Public Comments + Concerns:

i. Tributary #2 stream that goes through the property and concern for altering streams or violating Clean Water Act
    1. Applicant response: Not interfering with tributary on site; there are huge fines for violating the Clean Water Act, and the City may want a no-rise certificate which shows that there was no change in the floodplain

ii. Development look like Kirkwood, Halcyon, or Harlow?
    1. Applicant response: Compare this development more to Midwick off Thompson Street in Alpharetta.

iii. Average cost of single-family homes?
    1. Applicant response: Anticipated pricing: $500,000 to $550,000

iv. Does this proposal impact the dead-end street next to New Prospect that cuts through?
    1. Applicant response: No plans to impact the dead-end street (topography issues)

v. Are you proposing that 90 residences will have no negative impact on traffic flow and school capacity challenges?
    1. Applicant response: Any new development will generate traffic. We are discussing with the City the impact at Rock Mill and North Point Parkway and do not believe this will overwhelm. By taking away the curb cut directly from North Point and Kimball Bridge, we are bringing people through the signal at Rock Bridge.

vi. Suffered through rush hours for past 5 years. If New Prospect Elementary School hits max capacity, will the school buses and nearby resident be able to survive even higher traffic volumes?
    1. Applicant response: New Prospect is well below capacity and do not suggest that we will hit that enrollment.

vii. Previous proposal was 56 homes and this one is raised to 90, and you are not expecting negative impact with such high density?
    1. Applicant response: Agree.

viii. Extra safety issues for the kids comes along with the jammed traffic?
    1. Applicant response: Traffic generated from proposal will not be a hazard for anyone; adding a pedestrian connection to Kimball Bridge Road so that you will not have to cross the road to get to the school.

ix. Bike repair shop
    1. Applicant response: No bike repair shop, there is an area where bike repairs could be made.
    2. Staff response: By the fire access there is a small bicycle repair on the site plan, so that may have been where that question comes from.

x. Civic space
    1. Applicant response: 18% is amenity space and there is 32% civic space; we have more than what is required.

xi. School capacity and how much the 90 homes will affect enrollment:
    1. Applicant response: Can look at Midwick proposal and get the numbers of school children from that development as a comparison. It is unlawful for anyone to discriminate against anyone with children or create a policy to discourage that.
    2. Staff response: The City does send proposals for residential developments to Fulton County Schools and they have responded. With the projected students

generated from 90 single-family detached homes, the elementary, middle, and high schools that serve this property would be within enrollment capacity.

xii. Schools can hold 800 kids, but roads were not designed for the changes.

xiii. Desired customer? This is a family area. Would your development attract that kind of buyer?

xiv. Midwick would be different than this one, because this is right next to an elementary school.

xv. Civic spaces
    1. Applicant response: Corner area may have a gathering area (knee wall with art feature) where you can sit and enjoy the art. Also trying to create the treehouse area as a civic space. There may be a partial trail in the area of the floodplain.
    2. Staff response: There is a trail near the bank on the other side of the stream, but not on your property.

xvi. 90 homes seems dense.

xvii. Why wasn't the Kimball Farms neighborhood properly notified of this meeting? The HOA president listed in the application is not the HOA president.
    1. Applicant response: Would like to get the correct contact information, because that was the contact that I was given. This was not intentional, and if you will let me know that contact, we would be happy to set up a meeting.
    2. Staff response: The applicant and the City is required to notify all property owners within 500 feet of this property. Kimball Farms may be further than 500 feet away, and I do not recall off the top of my head. The City's contact for the HOA might have been incorrect, and we would love to have that contact.

xviii. Medium density or high density?
    1. Applicant response: This is a medium density project.

xix. This development should be viewed into context of other developments that will affect school enrollment. Are there other new developments that will also contribute to the growth in population at each school?
    1. Staff response: Not aware of any requests for residential in this general vicinity; would have to look at other areas to confirm that, but please reach out to me via email.

xx. Civic area is intended for residents or public to gather?
    1. Applicant response: public.

xxi. Is the school directly next to the development on the map? Will there be fencing on the boarder to the school?
    1. Applicant response: Yes and yes.

xxii. Kimball Farms flooding issues
    1. Applicant response: Highly regulated by federal and state law. Not sure that this development is within the same drainage basin; will look into this.

xxiii. Other high-density properties being developed nearby, what will make this property more desirable?
    1. Applicant response: The quality of what the client builds. The Midwick project is lovely and sells itself; can get you a list with the projects.

xxiv. Flood issues – this is a big deal to our community and should be taken into consideration.
    1. Applicant response: We have taken into consideration the flooding and downstream impacts. We have proposed a pond that will not only be to treat

water quality and runoff reduction and flood protection. Will run full flood study and hydrology studies.

xxv. There is a stream that is parallel to Gunter Court (in Kimball Farms). There is a detention / retention pond toward the end of Gunter Court that has never functioned the way the City wanted it to function. The stream on the side of Wachovia does go all the way down behind all of the homes behind Gunter Court and it does impact the very large detention / retention pond behind the end of Gunter Court. We ask you to not exacerbate this, as it is a very big problem for the homeowner that sits on the pond.
    1. Applicant response: I will be reaching out to you set up something for your community.

xxvi. Civic spaces – this is a neighborhood and parts are open to the public and the civic spaces is for the public to gather, you are near a school, what kind of gatherings do you envision and who would be responsible for the maintenance, upkeep, and safety of those areas if that area is public?
    1. Applicant response: It is our property, so we would be responsible for maintaining it. We are conditioning it as a space for kids to use. The issue with how to protect them or supervise is among the issues we have to look at.

xxvii. We have several community parks (Rock Mill Park), you are applying for residential zoning but you have civic space, are you building a structure that people go into to congregate?
    1. Applicant response: I am talking about a treehouse, not an amphitheater or a structure.

xxviii. Its an open air gathering spot?
    1. Applicant response: Yes.

xxix. I was told that this is a public space and that would be under the City of Alpharetta's jurisdiction and that the maintenance or policing would be through the City of Alpharetta.
    1. Staff response: If civic areas are dedicated to the City, there would be potential for the City to police those areas. If they are not dedicated, and are just civic space on the property, the HOA would be responsible.

xxx. Gathering spots can't violate a noise ordinance or gather for a specific reason, is this just a social thing?
    1. Applicant response: Yes. Are you familiar with the North Point Plan? If you look at that plan, it has observation decks looking out into a biosoil retention area, that would be considered a civic space. This is not something formal. The City requires every development in North Point Overlay to have a 10% minimum of civic space.

xxxi. I thought for civic spaces that churches could gather and could have different types of groups gather there. I am not interested in having something like that close to our neighborhood.
    1. Applicant response: The old AMC movie theater, we were required to provide 10% civic space and we improved the trail to Big Creek Greenway and was available to use a civic amenity but was privately owned. Not every civic space is a gathering space.

xxxii. As this goes forward, can there be more specifics as to what can or cannot be allowed in that civic space in the final approval?
    1. Applicant response: Staff will be able to derive appropriate conditions for the gathering / civic space.

xxxiii. Or for a political or church gathering – groups can go to their own spaces for that. This is residential community.

xxxiv. It is in your proposal that you have a bicycle repair shop open to the public.

1. Applicant response: This is not a store where you go into to buy a chain. This is a bike repair station and they are along the Alpha Loop; we installed one at Midwick. It is a vertical station that has tools to repair a bike if someone may need it.

xxxv. I live in Kimball Farms, and my concern is traffic. What is the plan for 90-180 more cars?

1. Applicant response: Peak trips is 67 for morning and 89 for evening trips. This is pre-covid data and does not account for changes in working circumstances.

xxxvi. Safety concerns for New Prospect Elementary School kids.

V. MP-21-06 / CU-21-12 National Veterinary Associates (NVA) / 3100 Royal Boulevard South

a. Applicant Presentation: Chandler Bovitz, Jack Arnold, Merritt Lancaster

i. Amend Royal 400 Master Plan - Pod 12 to allow for a veterinary hospital use and a conditional use for NVA

ii. Stand-alone building; this will not be an overnight kennel or pet resort. May only be kept overnight if needed in case of emergency

iii. National vet brand

iv. Should have no noise or impact to property owners

b. Public Comments + Concerns

i. Will this be fenced in case an animal gets out?

1. Applicant response: There is an existing fence on the rear portion and the topography on the side of North Point Parkway is too steep for anything to run off. The nature of the use is not going to be very conducive for animals that run off. We could look into adding a fence in an area where an animal could escape.

ii. This property is next to New Prospect Elementary School, that's why he is asking about the fence.

CHAT BOX TRANSCRIPT FROM ZOOM MEETING:

18:12:28 From david dickensheets to Everyone:
Tributary # 2 stream goes through property and to Big Creek and then to Chatahoohee, Anything in the request that alters that stream,or any conflicts w/ the Clean Water Act that was recently reaffirmed.

18:13:16 From Tom Cossuto to Everyone:
Good question, ask her.

18:14:55 From Aimee Uphues to Everyone:
Is this developer intending to look like Kirkwood or Haylcon or Harlow?

18:15:38 From Ben Ward to Everyone:
What is the average cost of the single family homes that are being developed?

18:15:40 From Lynn Podsiadlo to Everyone:
does this current proposal impact the dead end street next to New prospect that cuts through?

18:15:54 From Tom Cossuto to Everyone:
Are you proposing that 90 residences will have no negative impact on traffic flow and school capacity challenges? If so, how could that possibly be the case?

18:17:26 From WANG Siting to Everyone:
I have been living in Kimball farm community for about 5 years and suffered a lot for the rush hours. If new prospect elementary school hits the max capacity as you planned, will the school buses and nearby residents be able to survive even higher traffic volumes?

18:18:11 From Aimee Uphues to Everyone:
the previous proposal was 56 homes you have raised it to 90 and not expecting negative impact with such high density

18:19:20 From WANG Siting to Everyone:
And the extra safety issues for the kids comes along with the jammed traffics?

18:20:09 From Aimee Uphues to Everyone:
why is a bike repair shop open the public? This a commercial proposal or mixed use. What do mean by civic spaces

18:20:16 From Tom Cossuto to Everyone:
Please let me know for each school (elementary, middle and high) how much of the excess capacity today that you quoted is expected to be filled by these 90 homes?

18:20:19 From WANG Siting to Everyone:
The school can hold 800m kids, but the roads were not designed for the changes.

18:20:50 From Aimee Uphues to Everyone:
the proposal stated bike repair shop open to the public

18:22:05 From Aimee Uphues to Everyone:
who is your desired customer? this is a family area would your development attract that kind of buyer?

18:23:10 From Greg Hanley to Everyone:
Downtown Midwick would likely be different than this one... as it would be right next door to an elementary school

18:23:23 From Aimee Uphues to Everyone:
can you be more specific about use of civic spaces

18:23:49 From Greg Hanley to Everyone:
90 home seems pretty dense for the amount of space proposed. Why wasn't Kimball Farms neighborhood properly notified of this meeting ? The HOA President listed in the application is not the HOA president

18:23:51 From Tom Cossuto to Everyone:

How could the High school remain within capacity? What were the current enrollment and capacity numbers you quoted earlier?

18:24:22 From Aimee Uphues to Everyone:

what else is incorrect in the proposal? medium density or high density?

18:25:57 From Ben Ward to Everyone:

These 90 homes should be viewed in the context of other new developments that will affect the capacity of the schools in our area. To the city officials... Are there other new developments that will also contribute to the growth in population at each school?

18:27:13 From Aimee Uphues to Everyone:

who is the civic area intended for people to gather? residents or public?

18:27:16 From willliam dagher to Everyone:

william dagher is the president of the HOA Kimball Farms william@sfur.com

18:27:21 From david dickensheets to Everyone:

is the school directly next to it on the map.That is no other owned property there . If so will there be fencing on the border to the school ?

18:28:11 From Ben Ward to Everyone:

Kimball Farms is already facing significant issues with flooding in some parts of our community. What assurances can we be given that this new development will not add to the existing flooding issues?

18:28:31 From Aimee Uphues to Everyone:

its a matter of legal definition

18:30:06 From Aimee Uphues to Everyone:

There are many other high density properties being built currently near by, what will make this property more desirable?

18:31:32 From Ben Ward to Everyone:

Please review the flood issue. That is a big deal to our community and it should be an issue that the developer has already taken into consideration!

18:32:26 From willliam dagher to Everyone:

william dagher would like to make a comment about the flood issue

18:40:33 From Greg Hanley to Everyone:

the adjacent property on the south of that map, is New Prospect Elementary School

18:41:11 From Greg Hanley to Everyone:

thats why he was asking about the fence

18:42:06 From Tom Cossuto to Everyone:

what are the next steps?

18:44:58 From WANG Siting to Everyone:

Will the recordings be put to on line and open to public viewing since many people can't attend the discussion in person?

18:48:51 From iPhone to Everyone:

I live in kimball farms. My main concern is traffic. What's the plan to handle 90 to 180 cars more

18:52:18 From WANG Siting to Everyone:

Thanks!

18:53:06 From WANG Siting to Everyone:

Also the safety concerns for NPES kids.

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: NVA Animal Hospital / 3100 Royal Boulevard South MP-21-06 / CU-21-12

Contact Name: Chandler Bovitz Telephone: 706-564-2264

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.

Letters were sent to all property owners within a 500 foot radius via the USPS. We did not receive any responses to the letter that were in direct reference to the proposed project.

We only received a response from FSSR alerting us that the owner of Two Point Royal, LLC was no longer a representative of them and they did not have a forwarding address.

We also received letters returned undeliverable from the Fulton county Board of Education, and A+M CAPRE NPP, LLC.

Copies of all letters sent are enclosed.

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: Chandler Bovitz Date: 09/08/2021

as agent for Bridgew Properties, LLC

Print Form

Bridger Properties, LLC
245 North Highland Ave
Suite 230-383
Atlanta, Georgia 30307

August 12, 2021

A&M CAPRE NPP, LLC
c/o Alvarez & Marshal Capital Real Estate
2321 Rosecrans Ave, Suite 4205
El Segundo, California 90245

RE: NVA Animal Hospital /3100 Royal Boulevard South MP-21-06 / CU-21-12

Dear Property Owner:

Please allow this letter to serve as public notice for a **Master Plan Amendment and Conditional Subordinate Use** request at *3100 Royal Boulevard South, Alpharetta, GA 30022* to amend the Royal 400 Master Plan to allow for a veterinary hospital use in Pod 12 and for a Conditional Subordinate Use of a veterinary hospital in Pod 12 of the Royal 400 Master Plan currently zoned OI. This use is consistent with municipal guidelines as to the intent of the existing ordinance.

3100 Royal Boulevard is an isolated, stand-alone building that is optimal for this use as there will be no impact on surrounding properties by noxious odors or offensive noise. This facility will NOT operate as a kennel or overnight pet resort; however, some animals may be kept overnight for observation if needed and in case of emergency. The facility will be occupied by one of the highest-quality and nationally recognized veterinary hospital brands.

The Community Zoning Information Meeting (CZIM) for this request will be held on Wednesday, **September 8, 2021, at 6:00 p.m.** via Zoom. The link to the meeting is https://zoom.us/j/7301636794. 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, **October 7, 2021, at 6:30 PM** and City Council on **Monday, October 25, 2021, at 6:30 PM**. The meeting(s) 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 chandler.bovitz@bridger-properties.com or 706-564-2264.

Sincerely,

Bridger Properties, LLC

Chandler Bovitz
Vice President – Operations

Bridger Properties, LLC
245 North Highland Ave
Suite 230-383
Atlanta, Georgia 30307

August 12, 2021

City of Alpharetta
2 South Main Street NE, Suite 410
Alpharetta, GA 30004

RE: NVA Animal Hospital /3100 Royal Boulevard South MP-21-06 / CU-21-12

Dear Property Owner:

Please allow this letter to serve as public notice for a **Master Plan Amendment and Conditional Subordinate Use** request at *3100 Royal Boulevard South, Alpharetta, GA 30022* to amend the Royal 400 Master Plan to allow for a veterinary hospital use in Pod 12 and for a Conditional Subordinate Use of a veterinary hospital in Pod 12 of the Royal 400 Master Plan currently zoned OI. This use is consistent with municipal guidelines as to the intent of the existing ordinance.

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Sincerely,

Bridger Properties, LLC

Chandler Bovitz
Vice President – Operations

Bridger Properties, LLC
245 North Highland Ave
Suite 230-383
Atlanta, Georgia 30307

August 12, 2021

Fivesome, LLC
9290 Old Southwick Pass
Johns Creek, Georgia 30022

RE: NVA Animal Hospital /3100 Royal Boulevard South MP-21-06 / CU-21-12

Dear Property Owner:

Please allow this letter to serve as public notice for a **Master Plan Amendment and Conditional Subordinate Use** request at *3100 Royal Boulevard South, Alpharetta, GA 30022* to amend the Royal 400 Master Plan to allow for a veterinary hospital use in Pod 12 and for a Conditional Subordinate Use of a veterinary hospital in Pod 12 of the Royal 400 Master Plan currently zoned OI. This use is consistent with municipal guidelines as to the intent of the existing ordinance.

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Sincerely,

Bridger Properties, LLC

Chandler Bovitz
Vice President – Operations

Bridger Properties, LLC
245 North Highland Ave
Suite 230-383
Atlanta, Georgia 30307

August 12, 2021

Four Hundred Crestline, LLC
3000 Royal Boulevard South
Alpharetta, Georgia 30022-4432

RE: NVA Animal Hospital /3100 Royal Boulevard South MP-21-06 / CU-21-12

Dear Property Owner:

Please allow this letter to serve as public notice for a **Master Plan Amendment and Conditional Subordinate Use** request at *3100 Royal Boulevard South, Alpharetta, GA 30022* to amend the Royal 400 Master Plan to allow for a veterinary hospital use in Pod 12 and for a Conditional Subordinate Use of a veterinary hospital in Pod 12 of the Royal 400 Master Plan currently zoned OI. This use is consistent with municipal guidelines as to the intent of the existing ordinance.

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Sincerely,

Bridger Properties, LLC

Chandler Bovitz
Vice President – Operations

Bridger Properties, LLC
245 North Highland Ave
Suite 230-383
Atlanta, Georgia 30307

August 12, 2021

Forty Seven Hundred North Point Parkway Investment
2970 Clairmont Road NE, Suite 180
Atlanta, Georgia 30329

RE: NVA Animal Hospital /3100 Royal Boulevard South MP-21-06 / CU-21-12

Dear Property Owner:

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Sincerely,

Bridger Properties, LLC

Chandler Bovitz
Vice President – Operations

Bridger Properties, LLC
245 North Highland Ave
Suite 230-383
Atlanta, Georgia 30307

August 12, 2021

Fulton County Board of Education
786 Cleveland Avenue
Atlanta, Georgia 30315

RE: NVA Animal Hospital /3100 Royal Boulevard South MP-21-06 / CU-21-12

Dear Property Owner:

Please allow this letter to serve as public notice for a **Master Plan Amendment and Conditional Subordinate Use** request at *3100 Royal Boulevard South, Alpharetta, GA 30022* to amend the Royal 400 Master Plan to allow for a veterinary hospital use in Pod 12 and for a Conditional Subordinate Use of a veterinary hospital in Pod 12 of the Royal 400 Master Plan currently zoned OI. This use is consistent with municipal guidelines as to the intent of the existing ordinance.

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If you have any questions regarding the request, please feel free to contact me at your convenience. I can be reached at chandler.bovitz@bridger-properties.com or 706-564-2264.

Sincerely,

Bridger Properties, LLC

Chandler Bovitz
Vice President – Operations

Bridger Properties, LLC
245 North Highland Ave
Suite 230-383
Atlanta, Georgia 30307

August 12, 2021

Georgia Power Company
Tax Department – Bin 10120
241 Ralph McGill Boulevard NE
Atlanta, Georgia 30308-3374

RE: NVA Animal Hospital /3100 Royal Boulevard South MP-21-06 / CU-21-12

Dear Property Owner:

Please allow this letter to serve as public notice for a **Master Plan Amendment and Conditional Subordinate Use** request at *3100 Royal Boulevard South, Alpharetta, GA 30022* to amend the Royal 400 Master Plan to allow for a veterinary hospital use in Pod 12 and for a Conditional Subordinate Use of a veterinary hospital in Pod 12 of the Royal 400 Master Plan currently zoned OI. This use is consistent with municipal guidelines as to the intent of the existing ordinance.

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If you have any questions regarding the request, please feel free to contact me at your convenience. I can be reached at chandler.bovitz@bridger-properties.com or 706-564-2264.

Sincerely,

Bridger Properties, LLC

Chandler Bovitz
Vice President – Operations

Bridger Properties, LLC
245 North Highland Ave
Suite 230-383
Atlanta, Georgia 30307

August 12, 2021

KBS Great Oaks, LLC
P.O. Box 28270
Santa Ana, California 92799

RE: NVA Animal Hospital /3100 Royal Boulevard South MP-21-06 / CU-21-12

Dear Property Owner:

Please allow this letter to serve as public notice for a **Master Plan Amendment and Conditional Subordinate Use** request at *3100 Royal Boulevard South, Alpharetta, GA 30022* to amend the Royal 400 Master Plan to allow for a veterinary hospital use in Pod 12 and for a Conditional Subordinate Use of a veterinary hospital in Pod 12 of the Royal 400 Master Plan currently zoned OI. This use is consistent with municipal guidelines as to the intent of the existing ordinance.

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Sincerely,

Bridger Properties, LLC

Chandler Bovitz
Vice President – Operations

Bridger Properties, LLC
245 North Highland Ave
Suite 230-383
Atlanta, Georgia 30307

August 12, 2021

Kimball Bridge Holdings, LLC
4905 North Point Parkway
Alpharetta, Georgia 30022

RE: NVA Animal Hospital /3100 Royal Boulevard South MP-21-06 / CU-21-12

Dear Property Owner:

Please allow this letter to serve as public notice for a **Master Plan Amendment and Conditional Subordinate Use** request at *3100 Royal Boulevard South, Alpharetta, GA 30022* to amend the Royal 400 Master Plan to allow for a veterinary hospital use in Pod 12 and for a Conditional Subordinate Use of a veterinary hospital in Pod 12 of the Royal 400 Master Plan currently zoned OI. This use is consistent with municipal guidelines as to the intent of the existing ordinance.

3100 Royal Boulevard is an isolated, stand-alone building that is optimal for this use as there will be no impact on surrounding properties by noxious odors or offensive noise. This facility will NOT operate as a kennel or overnight pet resort; however, some animals may be kept overnight for observation if needed and in case of emergency. The facility will be occupied by one of the highest-quality and nationally recognized veterinary hospital brands.

The Community Zoning Information Meeting (CZIM) for this request will be held on Wednesday, **September 8, 2021, at 6:00 p.m.** via Zoom. The link to the meeting is https://zoom.us/j/7301636794. 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, **October 7, 2021, at 6:30 PM** and City Council on **Monday, October 25, 2021, at 6:30 PM**. The meeting(s) 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 chandler.bovitz@bridger-properties.com or 706-564-2264.

Sincerely,

Bridger Properties, LLC

Chandler Bovitz
Vice President – Operations

Bridger Properties, LLC
245 North Highland Ave
Suite 230-383
Atlanta, Georgia 30307

August 12, 2021

MCI Communications Services, Inc.
7701 E Telecom Parkway
Tampa, FL 33637

RE: NVA Animal Hospital / 3100 Royal Boulevard South MP-21-06 / CU-21-12

Dear Property Owner:

Please allow this letter to serve as public notice for a **Master Plan Amendment and Conditional Subordinate Use** request at *3100 Royal Boulevard South, Alpharetta, GA 30022* to amend the Royal 400 Master Plan to allow for a veterinary hospital use in Pod 12 and for a Conditional Subordinate Use of a veterinary hospital in Pod 12 of the Royal 400 Master Plan currently zoned OI. This use is consistent with municipal guidelines as to the intent of the existing ordinance.

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Sincerely,

Bridger Properties, LLC

Chandler Bovitz
Vice President – Operations

Bridger Properties, LLC
245 North Highland Ave
Suite 230-383
Atlanta, Georgia 30307

August 12, 2021

Royal Centre, LLC
51 Madison Avenue, Floor 9
New York, New York 10010

RE: NVA Animal Hospital /3100 Royal Boulevard South MP-21-06 / CU-21-12

Dear Property Owner:

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If you have any questions regarding the request, please feel free to contact me at your convenience. I can be reached at chandler.bovitz@bridger-properties.com or 706-564-2264.

Sincerely,

Bridger Properties, LLC

Chandler Bovitz
Vice President – Operations

Bridger Properties, LLC
245 North Highland Ave
Suite 230-383
Atlanta, Georgia 30307

August 12, 2021

Royal Forest Properties, LLC
P.O. Box 767522
Roswell, Georgia 30076

RE: NVA Animal Hospital /3100 Royal Boulevard South MP-21-06 / CU-21-12

Dear Property Owner:

Please allow this letter to serve as public notice for a **Master Plan Amendment and Conditional Subordinate Use** request at *3100 Royal Boulevard South, Alpharetta, GA 30022* to amend the Royal 400 Master Plan to allow for a veterinary hospital use in Pod 12 and for a Conditional Subordinate Use of a veterinary hospital in Pod 12 of the Royal 400 Master Plan currently zoned OI. This use is consistent with municipal guidelines as to the intent of the existing ordinance.

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Sincerely,

Bridger Properties, LLC

Chandler Bovitz
Vice President – Operations

Bridger Properties, LLC
245 North Highland Ave
Suite 230-383
Atlanta, Georgia 30307

August 12, 2021

Royal Point Properties
3005 Royal Boulevard South, Suite 100
Alpharetta, Georgia 30022-1407

RE: NVA Animal Hospital /3100 Royal Boulevard South MP-21-06 / CU-21-12

Dear Property Owner:

Please allow this letter to serve as public notice for a **Master Plan Amendment and Conditional Subordinate Use** request at *3100 Royal Boulevard South, Alpharetta, GA 30022* to amend the Royal 400 Master Plan to allow for a veterinary hospital use in Pod 12 and for a Conditional Subordinate Use of a veterinary hospital in Pod 12 of the Royal 400 Master Plan currently zoned OI. This use is consistent with municipal guidelines as to the intent of the existing ordinance.

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Sincerely,

Bridger Properties, LLC

Chandler Bovitz
Vice President – Operations

Bridger Properties, LLC
245 North Highland Ave
Suite 230-383
Atlanta, Georgia 30307

August 12, 2021

Samantha Associates, LLC
3520 Piedmont Road, Suite 125
Atlanta, Georgia 30305

RE: NVA Animal Hospital /3100 Royal Boulevard South MP-21-06 / CU-21-12

Dear Property Owner:

Please allow this letter to serve as public notice for a **Master Plan Amendment and Conditional Subordinate Use** request at *3100 Royal Boulevard South, Alpharetta, GA 30022* to amend the Royal 400 Master Plan to allow for a veterinary hospital use in Pod 12 and for a Conditional Subordinate Use of a veterinary hospital in Pod 12 of the Royal 400 Master Plan currently zoned OI. This use is consistent with municipal guidelines as to the intent of the existing ordinance.

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Sincerely,

Bridger Properties, LLC

Chandler Bovitz
Vice President – Operations

Bridger Properties, LLC
245 North Highland Ave
Suite 230-383
Atlanta, Georgia 30307

August 12, 2021

The Scope Academy, Inc.
3105 Kimball Bridge Road
Alpharetta, Georgia 30022

RE: NVA Animal Hospital /3100 Royal Boulevard South MP-21-06 / CU-21-12

Dear Property Owner:

Please allow this letter to serve as public notice for a **Master Plan Amendment and Conditional Subordinate Use** request at *3100 Royal Boulevard South, Alpharetta, GA 30022* to amend the Royal 400 Master Plan to allow for a veterinary hospital use in Pod 12 and for a Conditional Subordinate Use of a veterinary hospital in Pod 12 of the Royal 400 Master Plan currently zoned OI. This use is consistent with municipal guidelines as to the intent of the existing ordinance.

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Sincerely,

Bridger Properties, LLC

Chandler Bovitz
Vice President – Operations

Bridger Properties, LLC
245 North Highland Ave
Suite 230-383
Atlanta, Georgia 30307

August 12, 2021

Sugaroak Kimball Royal, LLC
481 Carlisle Drive
Herndon, VA 20170-4830

RE: NVA Animal Hospital /3100 Royal Boulevard South MP-21-06 / CU-21-12

Dear Property Owner:

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If you have any questions regarding the request, please feel free to contact me at your convenience. I can be reached at chandler.bovitz@bridger-properties.com or 706-564-2264.

Sincerely,

Bridger Properties, LLC

Chandler Bovitz
Vice President – Operations

Bridger Properties, LLC
245 North Highland Ave
Suite 230-383
Atlanta, Georgia 30307

August 12, 2021

Two Point Royal, LLC
P.O. Box 450233
Atlanta, Georgia 31145

RE: NVA Animal Hospital /3100 Royal Boulevard South MP-21-06 / CU-21-12

Dear Property Owner:

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Sincerely,

Bridger Properties, LLC

Chandler Bovitz
Vice President – Operations

From: Chandler Bovitz
To: Woodman, Michael; Jack Arnold
Cc: Merritt Lancaster; Shapiro, Lauren
Subject: RE: 3100 Royal Boulevard
Date: Friday, August 27, 2021 11:54:21 AM
Attachments: image002.jpg
image003.png
image004.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,

Thanks again for taking my call. Please see commentary below in red:

Will the pet relief area be fenced? Yes it will and NVA is requesting a second pet relief area. We will have them mark the areas on a site map and resubmit. If you have hours on the weekend, what would those be? As we discussed, we'd like to clarify our application so the clinic operates 24 hours a day, 7 days per week, and 365 days per year. Hours of operation will be limited to what you propose in the final conditions of zoning. Is NVA an emergency vet? What is the primary focus of the animal hospital, preventative care, surgery, etc? NVA is an emergency vet, however the primary focus will be for the practice of veterinary medicine including preventative care and surgery.

Hope you have a great weekend.

Chandler Bovitz
Vice President – Operations

e: [redacted]
w: www.Bridger-Properties.com
m: [redacted]

From: Woodman, Michael [redacted]
Sent: Tuesday, August 24, 2021 4:07 PM
To: Jack Arnold [redacted]; Chandler Bovitz [redacted]
Cc: Merritt Lancaster <merritt.lancaster@bridger-properties.com>; Shapiro, Lauren [redacted]
Subject: RE: 3100 Royal Boulevard

Good afternoon Jack and Chandler! Hope you both are well.

Please find attached staff comments on your public hearing request. I do not see anything of

significance in the comments, so nothing to do on your part. I do have a couple questions.

Will the pet relief area be fenced? If you have hours on the weekend, what would those be? Hours of operation will be limited to what you propose in the final conditions of zoning. Is NVA an emergency vet? What is the primary focus of the animal hospital, preventative care, surgery, etc?

Best regards,

Michael A. Woodman, AICP
Senior Planner

City of Alpharetta
Community Development Department
2 Park Plaza
Alpharetta, Georgia 30009
[redacted]
www.alpharetta.ga.us

From: Jack Arnold [redacted]
Sent: Thursday, August 12, 2021 2:41 PM
To: Woodman, Michael [redacted]; Chandler Bovitz [redacted]
Cc: Merritt Lancaster [redacted]; Shapiro, Lauren [redacted]
Subject: RE: 3100 Royal Boulevard

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.

Many thanks Michael!

Jack Arnold
Co-Founder – Principal

CITY OF ALPHARETTA

PUBLIC HEARING APPLICATION

FOR OFFICE USE ONLY
Case #: MP-21-06 / CU-21-12
PH #: PHA210038
[X] Property Taxes & Code Violations Verified
[X] Fee Paid Initial: DH

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

1. This page should be the first page in each of your completed application packets.
2. It is preferred that all responses be typed. Illegible applications will not be accepted.
3. Prior to signing and submitting your application, please check all information supplied on the following pages to ensure that all responses are complete and accurate. Incomplete applications will not be accepted.
4. Payment of all applicable fees must be made at the time of application. Payment may be made via cash, credit card (American Express, Master Card or Visa), or check made payable to "City of Alpharetta." Please note that a 3% convenience fee will be added to all credit card transactions.
5. Applications will be accepted 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: Bridger Properties, LLC c/o Chandler Bovitz Telephone: 706-564-2264

Address: 245 North Highland Ave Suite: 230-383

City Atlanta State: GA Zip: 30307 Fax: n/a

Mobile Tel: 706-564-2264 Email: chandler.bovitz@bridger-properties.com

Subject Property Information:

Address: 3100 Royal Boulevard S Current Zoning: OI

District: 1st Section: 2nd Land Lot: 859 Parcel ID: 12 299008500392

Proposed Zoning: OI Current Use: Office

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

- [x] Conditional Use
- [x] Master Plan Amendment
- [ ] Comprehensive Plan Amendment
- [ ] Rezoning
- [ ] Master Plan Review
- [ ] Variance
- [ ] Public Hearing
- [ ] Exception
- [ ] Other *(Specify)*:

Applicant Request And Intent

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

The proposed use of the property is for an NVA veterinary hospital. They will have approximately 25 employees and offer on-site medical and surgical treatment for pets in a 20,580 square foot single tenant hospital. Typical hours of operation will be from 7:30am to 6:30pm Monday through Friday, with occasional weekend hours when needed. This facility will NOT operate as a kennel or overnight pet resort, however some animals may be kept overnight for observation if needed and in the case of emergency.

NVA will occupy the entire building and will not have any neighboring tenants or businesses at the site.

Applicant's Request (Please itemize the proposal):

1. Receive approval from City Council to amend the Royal 400 Master Plan to allow for a veterinary hospital use in Pod 12.

2. Receive approval from City Council for the Conditional Subordinate Use of NVA to operate a veterinary hospital in Pod 12 of the Royal 400 Master Plan currently zoned OI.

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

Section 2.2.13 of the code allows for a Conditional Subordinate Use in O-I zoned property as an Animal Hospital provided the use does not constitute more than 25% of the total project with the intent to not create a retail strip center. However to be zoned as O-I, the district must be a minimum of 25 acres. Our property which is zoned as O-I and a part of the Royal 400 Masterplan fits the criteria to be considered for the Conditional Subordinate Use approved as a veterinary hospital. Furthermore, as a free-standing building we will not be creating a strip center but rather a single-user office.

Our intent with the application is to demonstrate that this use will not adversely impact neighboring properties or businesses since 3100 Royal Boulevard is an isolated free-standing building.

PROPERTY OWNER AUTHORIZATION

Property Owner Information:

Contact Name: Fivesome, LLC c/o Scott Russell Telephone: 404-680-1985

Address: 9290 Old Southwick Pass Suite:

City Johns Creek State: GA Zip: 30022 -

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

Property Owner's Authorized Applicant (if applicable):

Name of Authorized Applicant: Bridger Properties, LLC c/o Chandler Bovitz Telephone: 706-564-2264

Address: 245 North Highland Ave Suite: 230-383

City Atlanta State: GA Zip: 30307 -

So Sworn and Attested:

Owner Signature: Scott E. Russell Date: 7/29/21

Notary:

Notary Signature: Elizabeth Chandler Date: 7/29/21

ELIZABETH CHANDLER NOTARY PUBLIC EXPIRES GEORGIA JULY 26, 2023 DEKALB COUNTY

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: Bridger Properties, LLC c/o Chandler Bovitz

Subject Public Hearing Case: 3100 Royal Boulevard S

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 - $0.00 Position: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Campaign Contribution Information:

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

Signature: Chandler Bovitz Date: 07/29/2021

As Agent for Bridger Properties, LLC

ALPHARETTA PLANNING COMMISSION REVIEW CRITERIA

How will this proposal be compatible with surrounding properties?

Surrounding properties are currently occupied and used for office or medical office use. A veterinary hospital is a subset of the medical office use and thus aligns perfectly with neighboring property users.

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

Since the property is a free-standing building with no interaction with surrounding property users, there will be no direct impact on surrounding property value or use.

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

There is high demand for a comprehensive emergency and surgery pet center in the vicinity. Given what we believe is a high vacancy rate for conventional office product in the market, we believe permitting this use in this location provides a high-demand service to the community without impacting any adjacent landowners. It will also bring increased sales tax through the business and contribute to increased property taxes as the value of this property with the tenant we seek will be materially higher than the current value.

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

There would be no increase to population or traffic.

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

There would be no impact to schools or utilities.

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

The Future Land Use Map calls for this area to be Corporate Office of which a national veterinary medical office could be considered a subsidiary.

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

The existing building is a single story building with ample parking, multiple entrances, and dedicated parking and access. Given the zoning code, this building affords a unique opportunity to provide a needed service to the community without adversely impacting any other property or business.

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: 3100 Royal Boulevard S

Contact Name: Chandler Bovitz Telephone: 706-564-2264

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.

Please see attached mailing list.

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.

Individuals will receive letters outlining the proposed use of this property along with pertinent dates for the public hearings. A representative from Bridger Properties, Chandler Bovitz, will be available to answer any concerns or questions they may have prior to the public hearing dates.

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: 3100 Royal Boulevard S

Contact Name: Chandler Boritz Telephone: 706-564-2264

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

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

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

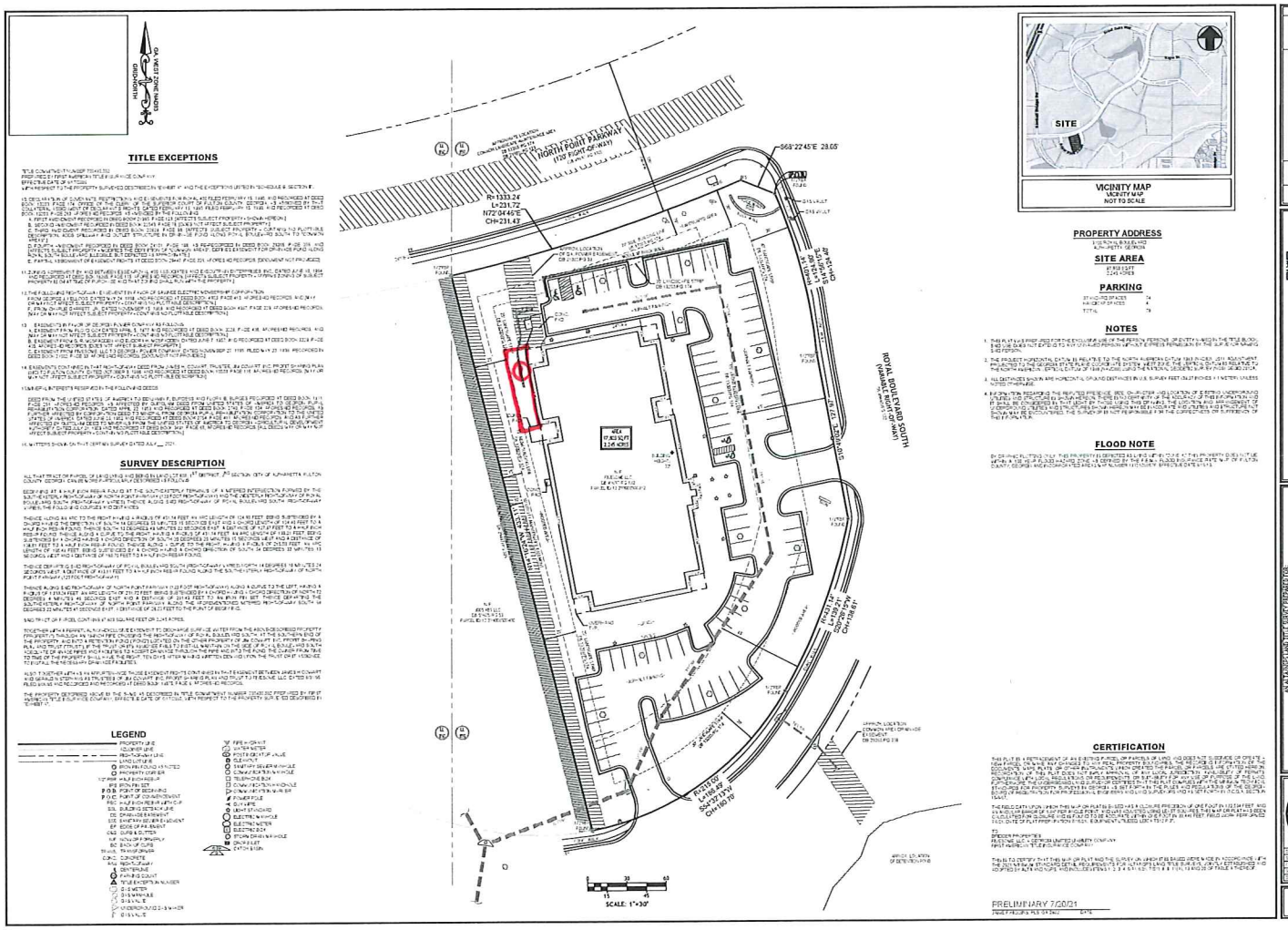
Attach a list of people who have been notified of this application and provided information describing the subject proposal. Please note that ALL adjoining property owners MUST be notified.

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

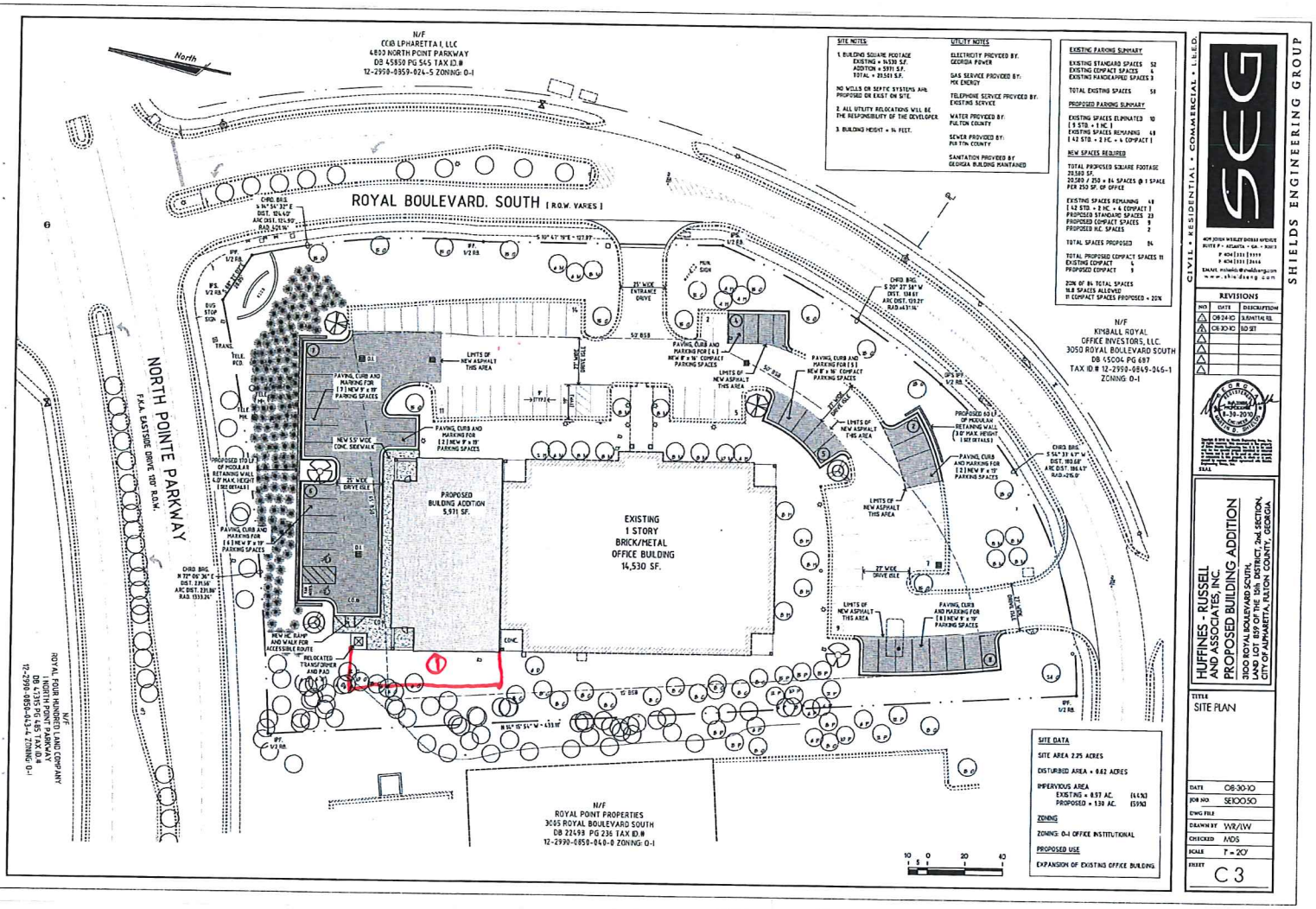
Signature of Authorized Agent: Chandler Boritz Date: 07/29/2021

As Agent for Bridger Properties, LLC

Print Form



① Pet Relief Area



SITE NOTES

1. BUILDING SQUARE FOOTAGE
EXISTING = 14,530 S.F.
ADDITION = 5,931 S.F.
TOTAL = 20,501 S.F.

NO WELLS OR SEPTIC SYSTEMS ARE PROPOSED OR EXIST ON SITE.

2. ALL UTILITY RELOCATIONS WILL BE THE RESPONSIBILITY OF THE DEVELOPER

3. BUILDING HEIGHT = 14 FEET.

UTILITY NOTES

ELECTRICITY PROVIDED BY:
GEORGIA POWER

GAS SERVICE PROVIDED BY:
MK ENERGY

TELEPHONE SERVICE PROVIDED BY:
EXISTING SERVICE

WATER PROVIDED BY:
FULTON COUNTY

SEWER PROVIDED BY:
FULTON COUNTY

SANITATION PROVIDED BY:
GEORGIA BUILDING MAINTAINED

EXISTING PARKING SUMMARY

EXISTING STANDARD SPACES 52
EXISTING COMPACT SPACES 6
EXISTING HANDICAPPED SPACES 3

TOTAL EXISTING SPACES 58

PROPOSED PARKING SUMMARY

EXISTING SPACES ELIMINATED 10
[9 STD. + 1 HC]
EXISTING SPACES REMAINING 48
[42 STD. + 2 HC + 4 COMPACT]

NEW SPACES REQUIRED

TOTAL PROPOSED SQUARE FOOTAGE 20,501 SF.
20,501 / 250 = 81 SPACES @ 1 SPACE PER 250 SF. OF OFFICE

EXISTING SPACES REMAINING 48
[42 STD. + 2 HC + 4 COMPACT]
PROPOSED STANDARD SPACES 23
PROPOSED COMPACT SPACES 9
PROPOSED H.C. SPACES 2

TOTAL SPACES PROPOSED 84

TOTAL PROPOSED COMPACT SPACES 11
EXISTING COMPACT 6
PROPOSED COMPACT 5

20% OF 84 TOTAL SPACES
16.8 SPACES ALLOWED
11 COMPACT SPACES PROPOSED = 20%

SITE DATA

SITE AREA 2.25 ACRES

DISTURBED AREA = 0.82 ACRES

IMPERVIOUS AREA
EXISTING = 0.97 AC. (44%)
PROPOSED = 1.30 AC. (59%)

ZONING

ZONING: O-I OFFICE INSTITUTIONAL

PROPOSED USE

EXPANSION OF EXISTING OFFICE BUILDING

CIVIL • RESIDENTIAL • COMMERCIAL • L.E.E.D.

SEG

SHIELDS ENGINEERING GROUP

4639 JOHN WESLEY DUBOIS DRIVE
SUITE F • ATLANTA • GA • 30303
P: 404.331.1111
F: 404.331.2444
EMAIL: michelle@seddesign.com
www.sheddesig.com

REVISIONS

NO	DATE	DESCRIPTION
1	08-24-10	SUBMITTAL REL
2	08-30-10	SD SET
3		
4		
5		
6		

REGISTERED PROFESSIONAL ENGINEER
8-30-2010
MICHELLE D. SHIELDS
SEAL

HUFFINES - RUSSELL AND ASSOCIATES, INC.
PROPOSED BUILDING ADDITION
3100 ROYAL BOULEVARD SOUTH,
LAND LOT 859 OF THE 15th DISTRICT, 2nd SECTION,
CITY OF LAWRENCEVILLE, FULTON COUNTY, GEORGIA

TITLE
SITE PLAN

DATE	08-30-10
JOB NO	SE100-50
DWG FILE	
DRAWN BY	WR/LW
CHECKED	MDS
SCALE	1" = 20'
SHEET	C 3

① Pet Relief Area

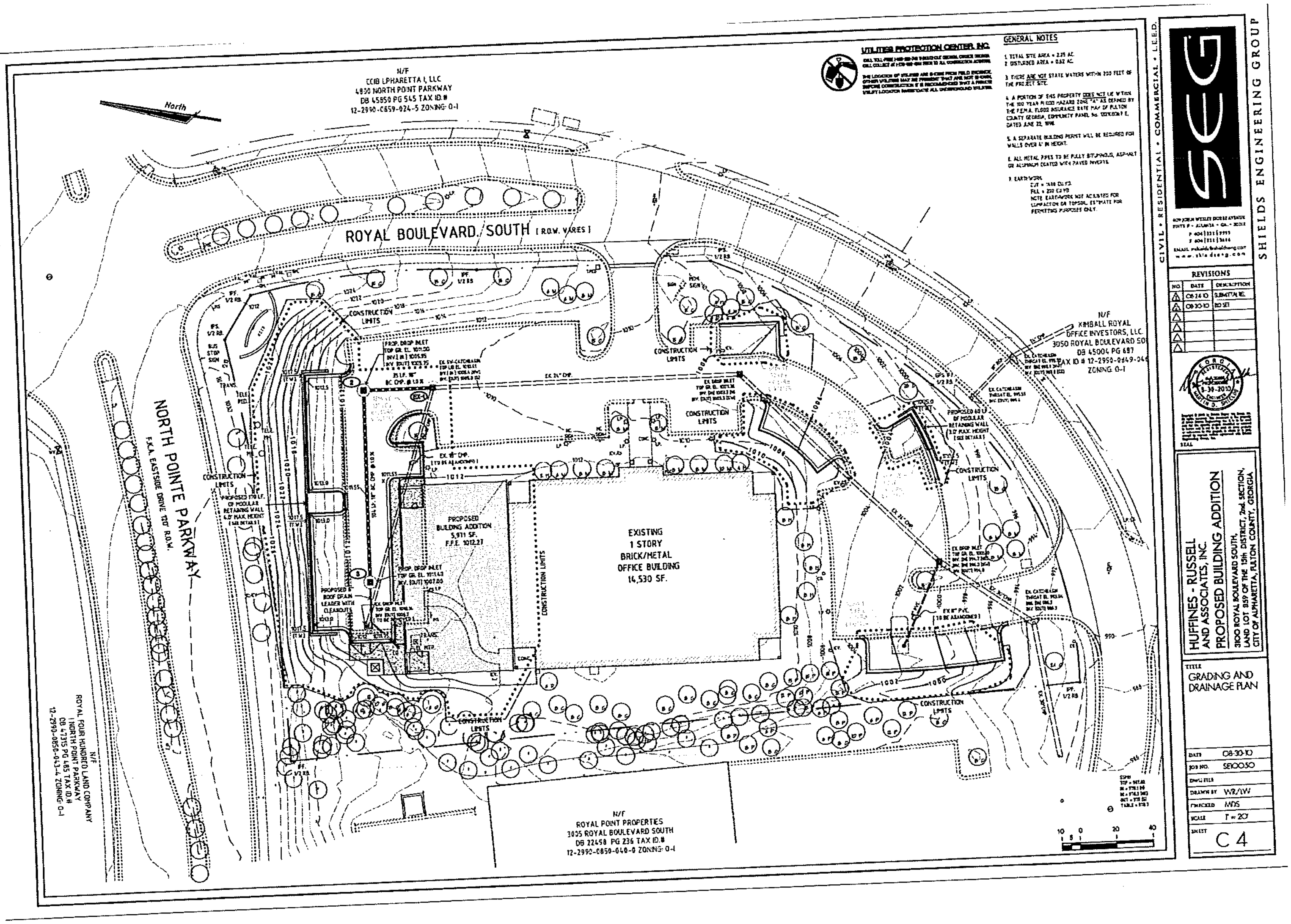

N/F
CCIB LPHARETTA I, LLC
4950 NORTH POINT PARKWAY
DB 45850 PG 545 TAX ID #
12-2990-0659-024-5 ZONING O-I
North
ROYAL BOULEVARD SOUTH [R.O.W. VARIES]
NORTH POINTE PARKWAY
F.K.A. EASTSIDE DRIVE 120' R.O.W.
CONSTRUCTION LIMITS
PROPOSED BUILDING ADDITION
5,911 SF.
F.F.E. 1012.27
EXISTING
1 STORY
BRICK/METAL
OFFICE BUILDING
14,530 SF.
N/F
KIMBALL ROYAL
OFFICE INVESTORS, LLC
3050 ROYAL BOULEVARD SOUTH
DB 45004 PG 697
TAX ID # 12-2950-0649-046
ZONING O-I
N/F
ROYAL POINT PROPERTIES
3005 ROYAL BOULEVARD SOUTH
DB 22458 PG 236 TAX ID #
12-2992-0650-040-0 ZONING O-I
N/F
ROYAL FOUR HUNDRED LAND COMPANY
1 NORTH POINT PARKWAY
DB 47315 PG 465 TAX ID #
12-2990-0650-043-4 ZONING O-I
UTILITIES PROTECTION CENTER, INC.
GENERAL NOTES
1. TOTAL SITE AREA = 2.25 AC.
2. DISTURBED AREA = 0.62 AC.
3. THERE ARE NOT STATE WATERS WITHIN 200 FEET OF THE PROJECT SITE.
4. A PORTION OF THIS PROPERTY DOES NOT LIE WITHIN THE 100 YEAR FLOOD HAZARD ZONE "A" AS DEFINED BY THE F.E.M.A. FLOOD INSURANCE RATE MAP OF FULTON COUNTY GEORGIA, COMMUNITY PANEL No. 13121C0XXX E, DATED JUNE 22, 1998.
5. A SEPARATE BUILDING PERMIT WILL BE REQUIRED FOR WALLS OVER 4' IN HEIGHT.
6. ALL METAL PIPES TO BE FULLY BITUMINOUS, ASPHALT OR ALUMINUM COATED WITH PAVED INVERTS.
7. EARTHWORK
CUT = 1400 CU.YD.
FILL = 250 CU.YD.
NOTE: EARTHWORK NOT ADJUSTED FOR COMPACTION OR TOPSOIL. ESTIMATE FOR PERMITTING PURPOSES ONLY.
CIVIL • RESIDENTIAL • COMMERCIAL • L.E.E.D.
SEG
SHIELDS ENGINEERING GROUP
REVISIONS
NO. DATE DESCRIPTION
08-24-10 SUBMITTAL
08-30-10 2ND SET
SEAL
HUFFINES - RUSSELL AND ASSOCIATES, INC.
PROPOSED BUILDING ADDITION
3100 ROYAL BOULEVARD SOUTH,
LAND LOT 859 OF THE 15th DISTRICT, 2nd SECTION,
CITY OF ALPHARETTA, FULTON COUNTY, GEORGIA
TITLE
GRADING AND DRAINAGE PLAN
DATE 08-30-10
JOB NO. SE10050
DWG FILE
DRAWN BY WR/LW
CHECKED MDS
SCALE 1" = 20'
SHEET C4

EXHIBIT "A"

LEGAL DESCRIPTION

ALL THAT tract or parcel of land lying and being in Land Lot 859 of the 1st District, 2nd Section, Fulton County, Georgia, and being more particularly described as follows:

COMMENCING at the mitered intersection of the Southerly right-of-way line of North Point Parkway (120 foot right-of-way) and the Westerly right-of-way line of Royal Boulevard South (proposed variable right-of-way) said point being the POINT OF BEGINNING;

THENCE South 69 degrees 17 minutes 32 seconds East, along said Westerly right-of-way line of Royal Boulevard South a distance of 28.05 feet to a ½ inch rebar found;

THENCE continuing along said Westerly right-of-way line a distance of 124.90 feet on the arc of a curve to the right, said curve having a radius of 401.14 feet (chord distance of 124.40 feet, chord bearing South 14 degrees 51 minutes 02 seconds East) to a ½ inch rebar found;

THENCE South 10 degrees 43 minutes 49 seconds East, continuing along said Westerly right-of-way line a distance of 127.97 feet to a ½ inch rebar found;

THENCE continuing along said Westerly right-of-way line a distance of 139.21 feet on the arc of a curve to the right, said curve having a radius of 431.14 feet (chord distance of 138.61 feet, chord bearing South 20 degrees 31 minutes 20 seconds West) to a point;

THENCE continuing along said Westerly right-of-way line a distance of 186.49 feet on the arc of a curve to the right, said curve having a radius of 215.00 feet (chord distance of 180.70 feet, chord bearing South 54 degrees 37 minutes 26 seconds West) to a ½ inch rebar set;

THENCE North 14 degrees 11 minutes 11 seconds West, leaving said Westerly right-of-way line a distance of 433.11 feet to a ½ inch rebar set on the Southerly right-of-way line of North Point Parkway (120 foot right-of-way);

THENCE along said Southerly right-of-way line of North Point Parkway (120 foot right-of-way) a distance of 231.72 feet on the arc of a curve to the left, said curve having a radius of 1333.24 feet (chord distance of 231.43 feet, chord bearing of North 72 degrees 09 minutes 56 seconds East) to a ½ inch rebar found, said point being THE POINT OF BEGINNING.

SAID TRACT continuing 97,789 square feet or 2.245 acres and being shown on plat of Boundary Survey Fivesome, LLC, SouthTrust Bank of Georgia, N.A., and Chicago Title Insurance Company, dated July 7, 1995; prepared by Piedmont Olson Hensley, drawing no. 61956.01.001.

TOGETHER WITH a perpetual, non-exclusive easement to discharge surface water from the above described property ("Property") through an 18-inch pipe ("Pipe") crossing the right-of-way of Royal Boulevard South, at the southern end of the Property, and into a retention pond ("Pond") located south and east of Royal Boulevard South and located on other property of Jim Cowart, Inc. Profit Sharing Plan and Trust ("Trust"). If the Trust or its assignee fails to install and maintain on the south side of Royal Boulevard South adequate drainage pipes and facilities to accept drainage through the Pipe and into the Pond, the owner from time to time of the Property shall have the right, ten days after making written demand upon the Trust or its assignee, to install the necessary drainage facilities.

Also, together with as an appurtenance those easement rights contained in that Easement between James H. Cowart and Gerald N. Stephens, as Trustee of the Jim Cowart, Inc. Profit Sharing Plan and Trust to Fivesome, LLC, dated August 31, 1995, filed September 6, 1995, recorded in Deed Book 19975, Page 6, Fulton County, Georgia records.

Alpharetta
GEORGIA · USA

Real Estate

View Bill

As of	7/28/2021
Bill Year	2020
Bill	2008338
Owner	FIVESOME L L C
Parcel ID	12 -2990-0850-039-2

View payments/adjustments

Installment	Pay By	Amount	Payments/Credits	Balance	Interest	Due
1	12/1/2020	$3,795.00	$3,795.00	$0.00	$0.00	$0.00
TOTAL		$3,795.00	$3,795.00	$0.00	$0.00	$0.00

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MCI COMMUNICATIONS SERVICES INC
7701 E TELECOM PKWY
TAMPA FL 33637

KBS GREAT OAKS LLC
P.O. BOX 28270
SANTA ANA CA 92799

CITY OF ALPHARETTA
2 SOUTH MAIN ST NW
ALPHARETTA GA 30004-2978

SAMANTHA ASSOCIATES LLC
3520 PIEDMONT RD STE 125
ATLANTA GA 30305

FULTON COUNTY BOARD OF EDUCATION
786 CLEVELAND AVE
ATLANTA GA 30315

KIMBALL BRIDGE HOLDINGS LLC
4905 NORTH POINT PKWY
ALPHARETTA GA 30022

SCOPE ACADEMY INC THE
3105 KIMBALL BRIDGE RD
ALPHARETTA GA 30022

ROYAL CENTRE LLC
51 MADISON AVE FLOOR 9TH
NEW YORK NY 10010

FIVESOME L L C
9290 OLD SOUTHWICK PASS
JOHNS CREEK GA 30022

FOUR HUNDRED CRESTLINE L L C
3000 ROYAL BLVD S
ALPHARETTA GA 30022-4432

TWO POINT ROYAL L L C
0 P.O. BOX 450233
ATLANTA GA 31145

ROYAL POINT PROPERTIES
3005 ROYAL BLVD S # 100
ALPHARETTA GA 30022-1407

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

A&M CAPRE NPP LLC ALVAREZ & MARSAL
CAPITAL REAL ES
2321 ROSECRANS AVE STE 4205
EL SEGUNDO CA 90245

ROYAL CENTRE LLC
51 MADISON AVE FLOOR 9TH
NEW YORK NY 10010

SAMATHA ASSOC L L C
3520 PIEDMONT RD NE SUITE 125
ATLANTA GA 30305-1516

SUGAROAK KIMBALL ROYAL LLC
481 CARLISLE DR
HERNDON VA 20170-4830

ROYAL FOREST PROPERTIES LLC
P.O. BOX 767522
ROSWELL GA 30076

SUGAROAK KIMBALL ROYAL LLC
481 CARLISLE DR
HERNDON VA 20170-4830

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

CITY OF ALPHARETTA
2 SOUTH MAIN ST NE
ALPHARETTA GA 30004

CITY OF ALPHARETTA
2 SOUTH MAIN ST NE
ALPHARETTA GA 30004

CITY OF ALPHARETTA
2 SOUTH MAIN ST NE # 410
ALPHARETTA GA 30004

FORTY SEVEN HUNDRED NORTH POINT PA
RKWAY INVESTMEN
2970 CLAIRMONT RD NE STE 180
ATLANTA GA 30329