PLANNING COMMISSION MEETING
DECEMBER 1, 2016

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

I. CALL TO ORDER

II. ROLL CALL

III. APPROVAL OF MEETING MINUTES

a. November 3, 2016 Minutes

IV. ITEMS FROM BOARD MEMBERS

V. ITEMS FROM STAFF

VI. PUBLIC HEARING

a. MP-16-13/Z-16-11/CU-16-19/V-16-25 TPA Fuqua Development/Peridot
This item has been deferred by the Applicant. It will not be heard on December 1, 2016.
Consideration of a request to amend the Peridot (A.K.A. MetLife) Master Plan to allow 430 'For-Rent' residential units, 70 'For-Sale' townhome units, 51,200 square feet of retail/restaurant use, 664,400 square feet of office use, and up to a 200-room hotel. The master plan amendment also includes changes to previous conditions of zoning. A rezoning is requested on 15.51 acres from O-I (Office-Institutional) to MU (Mixed-Use) and conditional uses to allow 'Dwelling, 'For-Rent' use and a bank or savings and loan use. A variance is requested to eliminate the requirement for retail under 'For-Rent' residential use on 2 sides of each 'For-Rent' building. The property is located on the west side of Haynes Bridge Road south of Lakeview Parkway and is legally described as Land Lots 744, 745, 752, and 753, 1st District, 2nd Section, Fulton County, Georgia.

b. Z-16-13/CU-16-20/V-16-27 Perling/13 South Main Street/DT-MU

Consideration of a request to rezone 12.913 acres from C-2 (General Commercial) to DT-MU (Downtown Mixed-Use) in order to develop 36,000 square feet of retail/restaurant use 60,500 square feet of brewery, 30,000 square feet of office use, 64 'For-Sale' townhome units, 50 'For-Sale' condominium units and 200 'For-Rent' residential units. A conditional use is requested to allow 'For-Rent' residential use and to allow a residential density of 24.317 dwelling units per acre. A variance is requested from UDC Section 2.7.0(b) to delete the requirement for an on-site neighborhood grocery, as well as variances from UDC Appendix A, Alpharetta Downtown Code to increase the allowable height, allow a different architectural style, increase the maximum building setback, and increase the maximum façade length. The property is located at 13 South Main Street and is legally described as Land Lots 693, 694, 695, and 696, 1st District, 2nd Section, Fulton County, Georgia.

c. MP-16-14/Z-16-15 Notting Hill Old Milton Holdings MU
Consideration of a request to rezone approximately 2.9 acres from R-12 (Dwelling, 'For-Sale' Residential) and DT-LW (Downtown Live-Work) to MU (Mixed-Use) in order to develop 48 'For-Sale' condominium units and 36,000 square foot office building. A master plan amendment is requested to the Old Milton Holdings Master Plan to change previous conditions of zoning and add property to the master plan. The property is located at the southwest corner of Thompson Street and Park Street and is legally described as being located in Land Lot 749, 1st District, 2nd Section, Fulton County, Georgia

d. **CU-16-22/PH-16-17/V-16-32 SABRI GUVEN**
Consideration of a request to change previous conditions of zoning to allow for the expansion of the existing retail center and a freestanding office building. A request for a conditional use permit to allow a dress shop within 25% of an office building in the O-I (Office-Institutional) zoning district. A variance is requested to reduce the front and side setbacks in the O-I zoning district. The property is located at 2225, 2245 and 2255 Old Milton Parkway and is legally described as Land Lot 748, 1st District, 2nd Section, Fulton County, Georgia.

e. **PH-16-18 UDC CHANGES - SMART STORMWATER CODE**
Consideration of text amendments to the Unified Development Code to implement smart stormwater strategies.

VII. ADJOURNMENT

PLANNING COMMISSION MEETING MINUTES
MEETING OF NOVEMBER 3, 2016

PUBLISHED: FRIDAY, DECEMBER 2, 2016
Department of Community Development
WWW.ALPHARETTA.GA.US
678.297.6070

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

I. CALL TO ORDER

II. ROLL CALL

- Commission Members Present
  - Kyle Caswell (Chairman)
  - Fergal Brady
  - Karen Cashion
  - Larry Attig
  - Ben Burnett
  - Karen Richard
  - John Goss
- Commission Members Absent
  - Francis Kung'u
  - Rob Partee

- Staff Present
  - Kathi Cook, Director of Community Development
  - Michael Woodman, Senior Planner
  - Eric Graves, Senior Traffic Engineer, Planner
  - David Shostak, Arborist
  - Elle Taylor, Boards Assistant

III. APPROVAL OF MEETING MINUTES

a. October 6, 2016

- Commission Member Cashion offered a motion to approve
  - The motion received a second from Commission Member Brady
  - The motion passed by vote (6-0-1) (Richard)

IV. ITEMS FROM BOARD MEMBERS

V. ITEMS FROM STAFF

VI. PUBLIC HEARING

a. MP-16-13/Z-16-11/CU-16-19/V-16-25 TPA Fuqua Development/Peridot

Kathi Cook, Director of Community Development presented consideration of a request to amend the Peridot (A.K.A. MetLife) Master Plan to allow 430 'For-Rent' residential units, 70 'For-Sale' townhome units, 51,200 square feet of retail/restaurant use, 664,400 square feet of office use, and up to a 200-room hotel. The master plan amendment also includes changes to previous conditions of zoning. A rezoning is requested on 15.51 acres from O-I (Office-Institutional) to MU (Mixed-Use) and conditional uses to allow 'Dwelling, 'For-Rent' use and a bank or savings and loan use. A variance is requested to eliminate the requirement for retail under 'For-Rent' residential use on 2 sides of each 'For-Rent' building. The property is located on the west side of Haynes Bridge Road south of Lakeview Parkway and is legally described as Land Lots 744, 745, 752, and 753, 1st District, 2nd Section, Fulton County, Georgia.

There was discussion from the Board:

- North Point Activity Center
- Balance of For Sale/For Rental
- Previous Application from 2015
- Hotel
- Meeting Space
- Transit Oriented Development
- Conditional Use Review Criteria for "For-Rent" Product
- Impact for Future Mixed Use Development Projects
- Each Application is considered on its own merits
- This project has existing Office
- Explanation of Ratio of For Rent vs. For Sale – City now reviews how the dwelling is being occupied vs. prior policy of how it was constructed. This the way Census tracks this data.
- "Bank" of For Rental from year to year is not an adopted policy.
- Adopted policy in the Comprehensive Land Use Plan was to go from For Rental of 36% to 32%. One of the ways to accomplish that goal may be to approve 107 units per year. There are other ways to get to that goal.
- Applicant is able to return to request additional For Rental Units.
- 168 For Rental Units approved for City Center and those approved for Avalon were included in the 2015 Rental Study.
- Definition of Boutique or Full Service Hotel
- Date that previous Zoning Conditions would revert if Construction does not take place
- Lakeview Parkway Traffic and Capacity Improvements

Kathryn Zickert presented for the Applicant.
After discussion of:

- End Users for Technology focused Development
- Warren Jolly as builder for Townhomes and detached Stack Flats
- Hotel
- Retail and Restaurant Tenants
- Revised Application and Site Plan
- Response to Staff recommended Conditions

Ms. Zickert requested a deferral.

Chairman Caswell opened the floor to Public Comment at 7:55 p.m.

In Favor:

1. Phil Kingrey

   Comments:

   1. Better Place for For Rent product due to its proximity to 400

In Opposition:

1. Christine Kujawski, 151 Arrowood Court
2. Tom Miller, 4025 Walnut Creek Trail
3. Alexander Williamson, 12535 Wexcroft Lane

Concerns:

1. Balance between For Sale and For Rental
2. Traffic Flow at Intersection
3. Need for dedicated Lane along Haynes Bridge Rd

After discussion:

- Commission Member Richard offered a motion to defer
  - The motion received a second from Commission Member Brady
  - The motion passed by vote (7-0)

b. MP-16-12/CLUP-16-08 Cousins Westside PODF

Michael Woodman, Senior Planner, presented consideration of a request to amend the Cousins Westside Master Plan Pod F to add 'Dwelling, 'For-Sale' Detached' and 'Dwelling, 'For-Sale' Attached' to the list of permitted uses in order to develop 31 single-family detached homes, 33 townhomes, and 10 manor homes. A Comprehensive Land Use Plan amendment is requested from 'Corporate Campus Office' to 'High Density Residential'. The property is located between Westside Parkway and Encore Parkway, just west of Maxwell Road and is legally described as Land Lots 651, 652, 689, and 690, 1st District, 2nd Section, Fulton County, Georgia.

There was discussion on:

- Density
- Zoning of surrounding properties
- Applicant's proposed changes to previous Conditions of Zoning of Cousins Westside Master Plan
- Elevations
- Noise Impacts due to proximity to Verizon Amphitheater
- 6 acre active public park
- Recommended Zoning Conditions
- Topography

Ellen Smith, Mark Shaw and Joe Ingram presented for the Applicant.

There was discussion on:

- Density
- Decrease in Traffic
- Noise Impacts
- Citizen Participation
- Boundary from Park to Residential
- Ornamental steel fence
- Potential Public Safety concerns with park close to residential

Chairman Caswell opened the floor to Public Comment at 9:01 p.m.

In Opposition:

1. Christine Zimmerman, 151 Arrowood Ct

Concerns:

1. Site better suited for Office
2. No compelling reason to amend Master Plan
3. Density

Applicant gave a rebuttal addressing reduction to density as well as traffic reduction.

After discussion of comparison of Staff vs. Applicant recommended conditions:

- Commission Member Attig offered a motion to approve subject to the following conditions
  - The motion received a second from Commission Member Brady
  - The motion passed by vote (5-2)(Burnette, Richard)

1. For-Sale' single-family detached and attached residential shall be a permitted use in Pod F with a maximum density of 4.48 dwelling units per acre. In order to increase park space lots 29 and 30 shall be removed.
2. Property shall be developed substantially as depicted on the zoning plan prepared by Christopher Planning & Engineering, dated 10/3/2016.
3. Public park shall be developed substantially as depicted on the park plan prepared by Pollock & Associates, dated 9/21/2016, with incorporation of specimen trees as well as green space.
4. Development shall be gated. Pedestrian access to the public park and at the 2 project entrances shall be unrestricted.
5. Development shall be subject to the Cousins Westside Design Criteria.
6. Residential structures shall be substantially similar to renderings submitted with the zoning application and marked as Exhibit A, dated 10/26/2016, with final approval by Staff.
7. Residential units along Westside Parkway and Encore Parkway shall face or appear to face those roadways and shall include pedestrian connections to the public sidewalk as approved by Staff.
8. Decks visible from the public right-of-way or the public park shall be stained or painted (no unfinished wood) as approved by Staff.
9. A pedestrian crosswalk, consisting of paver material, shall be provided on Encore Parkway between the development and Verizon Wireless Amphitheatre as approved by Staff.
10. Internal roads shall include a minimum 5' sidewalk, minimum 4' planting area with street trees, and pedestrian scale lighting.
11. Internal roads and alleys shall be heavily screened from the public right-of-way with landscaping as approved by Staff. Berms and decorative walls or fencing may be used to supplement landscape screening as approved by Staff.
12. All residential units and public park shall connect to the public sidewalk system.
13. A varied width undisturbed and/or replanted buffer (minimum 10' to 25') in the locations depicted on the site plan, shall be provided along the south property line adjacent to the fire station property. This includes landscape on the property and off-site. The applicant shall save specimen trees and significant tree groupings within the undisturbed and/or replanted buffer, as approved by the City Arborist. Side and rear setbacks may be included within the buffer. All the above as approved by Staff.
14. A 25' landscape buffer shall be provided along the north and south property line adjacent to Westside Commons and shall consist of an evergreen opaque screen.
15. 20' landscape strips shall be required along Westside Parkway and Encore Parkway.
16. A decorative, landscaped streetscape shall be provided at each project entrance and along the project entrance road from Westside Parkway.
17. Decorative Pedestrian lights shall be incorporated throughout the development and public park.
18. Developer shall dedicate the 6.0-acre public park to the City. Park shall incorporate tree save area and flat lawns in a series of tiered areas. Park improvements shall include min. 8' concrete trails, seating areas, landscaping, pedestrian lighting, benches, trash cans, art pedestals, one fountain or sculpture, on-street parking, and other improvements depicted on park plan as approved by Staff. ADA path must be accommodated within the park from the on-street parking on Encore Parkway to a seating area within the park near the open lawn. The tree save area shall be hand cleared of underbrush and replanted as approved by Staff. Park impact fees shall be provided to the developer for all improvements within the public park. No credits shall be provided for land value.
19. Site shall be graded in a series of tiers in order to have the least amount of impact to trees as approved by Staff.
20. A minimum 10% of the property shall be developed for useable open and amenity space, which may include a dog walk, trails, clubhouse, pool, and/or recreation field area.
21. Driveways shall provide a minimum 18' between garage and back of sidewalk.
22. Decorative benches, planters, kiosks, trash receptacles, bicycle racks, and other street furniture shall be incorporated throughout the development, including the public park as approved by Staff.
23. Applicant shall save trees shown to be saved on the public park plan, as well as street trees along Westside Parkway and Encore Parkway as approved by Staff.
24. Fencing visible from Westside Parkway and Encore Parkway shall be decorative as approved by Staff.
25. The developer shall be required to secure a signed acknowledgement from each property owner of the pre-existing condition related to noise from the Verizon Amphitheatre. In addition, the developer shall be required to record the same acknowledgement on the final plat and restrictive covenants.

26. An alternate design may be required to design around and preserve Specimen Trees or Trees of Quality outside the proposed tree save areas, as identified by the City Arborist. Lot yield is not guaranteed. Existing street trees along Westside Parkway shall be designed around as approved by the City Arborist.
27. Off-site tree encroachment shall be limited to no more than 20% on the critical root zone and shall require notification/approval by property owner, as approved by administrative variance.
28. All previous master plan conditions of zoning shall remain in effect.
29. A fountain or sculpture shall be provided, as required in the Cousins Westside Master Plan, at a prominent location in the public park as approved by Staff and local art committee.

c. **PH-16-12 Tree and Landscape Ordinance Amendments**
Consideration of text amendments to the UDC to consolidate landscape and tree requirements into one location within the UDC, clarify and simplify certain requirements to provide for ease of use and implementation, and provide incentives and options to save trees during land development.

David Shostak presented.

After discussion:

- Commission Member Richard offered a motion to approve
  - The motion received a second from Commission Member Cashion
  - The motion passed by vote (7-0)

VII. ADJOURNMENT

Chairman Caswell adjourned the meeting at 9:35 p.m.

CITY COUNCIL MEETING
STAFF REPORT

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

I. AGENDA ITEM TITLE: Z-16-13/CU-16-20/V-16-27 PERLING/13 S. MAIN STREET/DT-MU

PLANNING COMMISSION: DECEMBER 1, 2016

CITY COUNCIL: DECEMBER 12, 2016

II. RECOMMENDATION:

Approve Z-16-13/CU-16-20/V-16-27 Perling/13 S. Main Street/DT-MU subject to the following conditions:

1. The property to be rezoned shall have a "DT-MU" zoning classification.
2. Property shall be developed substantially in accordance with the submitted plan prepared by TSW, dated 11/14/2016. However, lot yield depicted is not guaranteed and subject to meeting all City Code requirements and conditions of zoning. Retail/office/condo buildings along the front shall be separated as shown on 9/1/2016 plan with heavily amenitized seating areas, final approval by Staff.
3. Architectural style of all buildings shall be Mercantile/warehouse or shall meet the architectural and building design requirements of the Alpharetta Downtown Code. Non-residential and mixed-use buildings shall be approved by Design Review Board and residential buildings shall be approved by Staff. Stacked flat buildings shall have flat roofs.
4. Development regulations shall be as follows:
   a. Office – Maximum of 64,500 square feet. Building height shall be limited to 4 stories or 60 feet, whichever is less.
   b. Retail/Restaurant – Maximum of 50,800 square feet, of which 25,000 square foot shall be limited to a craft brewery. No more than two free standing restaurant buildings and one free standing retail building shall be permitted. Freestanding retail/restaurant buildings shall be a minimum height of 18'. All restaurant uses shall include outdoor seating areas (min. 25% of space occupied by restaurants), including at least one building with rooftop dining. No drive-thru restaurants shall be permitted.
   c. 'For-Rent' Residential – Maximum of 172 'For-Rent' dwelling units in accordance with UDC 'For-Rent' requirements shall be permitted. Maximum building height shall be 4 stories or 60 feet, whichever is less. Maximum building façade along the public right-of-way shall be 200 feet with a minimum landscaped garden separation of 50 feet between building walls. No more than 50% of the units may be two (2) bedroom units. 'For-Rent' units shall be constructed concurrently with retail/restaurant, craft brewery, 'For-Sale' residential and 36,000 square feet of office development. A Certificate of Occupancy shall not be issued for rental units until 36,000 square feet of office and 25,000 square feet craft brewery has been constructed and a certificate of occupancy issued for both. The units shall be part of a mixed-use development incorporating retail, brewery, 'For-Sale' residential units, connection to a neighborhood grocery, restaurant, and office. 'For-Rent' units shall have first class amenities, which shall include a private pool, fitness center, secure gated parking, resident's lounge, business center, on-site management office and secure elevator access. 'For-Rent' dwellings are prohibited on the first floor of the building on a Storefront Street. A maximum of 2 building sides shall be permitted first floor dwellings. All ground floor residential units shall be oriented to the sidewalk, provide individual unit entrance from the exterior of the building, provide individual stoops or porches, and provide a minimum of one ground floor window facing the sidewalk.
   d. 'For-Sale' Residential – A maximum of 50 'For-Sale' condominium units shall be permitted. Maximum building height shall be 4 stories or 60 feet, whichever is less. Up to an additional 62 'For-Sale' Attached (townhome, semi-detached, and/or condominium) and Detached units shall be developed. 'For-Sale' townhomes, semi-detached, and detached product shall be oriented to Devore Road and/or the multi-use path and shall be rear-loaded. All other interior townhomes, semi-detached and detached product may be oriented to the internal driveway/street and may be permitted parking between the driveway/street and the residential structure.
   e. Parking Decks – Maximum of 4 stories or 60 feet, whichever is less. Parking decks visible from South Main Street and Devore Road shall be treated with comparable materials and finishes as the buildings they serve. Suitability of parking deck elevation, visibility and landscape screening shall be approved by the Design Review Board.

5. Density shall be limited to a maximum of 21.99 dwelling units per acre.
6. All residential units along Devore Road shall be oriented to the street with their front door facing Devore Road.
7. Visible privacy fence shall be prohibited along Devore Road and the multi-use path.
8. A minimum 25' undisturbed buffer, heavily planted landscape where sparse, shall be provided adjacent to the east and north between residential and commercial and a 10' heavily planted landscape strip between commercial and Dogwood Square on each side of the multi-use path.
9. Impacts to off-site trees shall be minimized. The owner(s) of off-site trees shall be notified of any encroachment greater than 20% or as directed by the City Arborist. This notification shall include a letter from the project Arborist detailing the extent of the encroachment and possible outcomes.
10. Pedestrian-scale lighting and amenities shall be required throughout the development.
11. The site shall provide a proportionate amount of civic and amenity space based on the density approved above the maximum 10 dwelling units per acre permitted in the DT-MU zoning district (a density of 21.99 du/ac would warrant 2.84 acres of civic space). A minimum of 1 acre of civic space shall be set aside as passive green area adjacent to the multi-use path between the multi-family building and the 'For-Sale' residential.
12. Dedicate a minimum 15' public access easement to the City and construct a 12' multi-use path as depicted on the site plan with final location approved by Staff. Multi-use path shall be accessible and constructed of concrete as approved by Staff. The path shall include an entrance gateway/arch on Devore Road, landscaping, low-level path lighting, seating areas, and useable greenspaces as approved by Staff. A bike share station shall be provided at a location along the path as approved by Staff. Parks impact fee credits shall be provided to the developer for improvements within the public access easement.
13. The frontage of South Main Street shall be developed with a minimum 2,000 square foot civic space and shall incorporate seating, Downtown Alpharetta Entrance signage, and a focal point feature (sculpture) with final approval by DRB and the local arts committee. Applicant shall include a minimum of 3 original sculptures located at prominent locations within the development. Locations shall be identified and approved by Staff. Sculptures shall require approval by the local Art Committee. A minimum of 2 sculptures shall be installed prior to the issuance of the first CO.
14. An accessible path shall be provided from the project site to the property of the Walmart Neighborhood Market at the northeast corner of the site where the properties abut as approved by Staff.
15. All buildings along South Main Street and Devore Road shall face those streets or appear to face those streets. No backside of buildings or "back of house" functions (such as loading or dumpster area), shall be visible from those streets.
16. Alcohol license distance requirements from residential development shall be waived.
17. As depicted in the rendering prepared by TSW, a green roof and a rooftop amenity area shall be required and count toward required amenity space.
18. Civic spaces shall include decorative hardscape consisting of pavers or other materials approved by Staff, as well as green areas. Landscaping shall be required in the civic space in well-defined planting beds and trees in tree wells as approved by Staff. A bocce ball court, or an alternative outdoor recreational feature approved by Staff, shall be required within an area designated civic space as approved by Staff.
19. Pedestrian connections shall be provided between buildings and across roadways within the development. Pedestrian crossings throughout development shall be ramped and the surface materials shall be brick pavers, cobblestones or architecturally treated concrete products as approved by Staff.
20. Detention facilities shall not be visible from South Main Street or Devore Road, except a decorative water feature approved by Staff.
21. The developer shall provide bicycle racks, benches, trash receptacles, decorative crosswalks, planters, kiosks and other street furniture, where appropriate, throughout the development. A bus drop-off area with shelter and dedicated lane shall be incorporated into the plan design along South Main Street or at an alternative location acceptable to MARTA. Developer shall work in good faith with MARTA to add the development to city bus routes in order to assist with transportation service for employees.
22. Developer shall improve the realignment of Devore Road, per the GDOT design. The developer shall improve South Main Street, per the GDOT design. Roadway improvements shall be eligible for road impact fee credits.
23. New driveways on Devore Road shall align with existing intersections at Karen Drive and Michael Drive as approved by Staff.
24. Awnings shall be provided on buildings at street level where reasonably appropriate as determined by Staff in order to protect pedestrians from inclement weather.
25. Streets within the development shall be private.
26. All new utilities shall be located underground.
27. Provide detailed street planting for South Main Street and Devore Road. Landscape plan shall have trees planted on each side of the sidewalk, including pedestrian lights and shall be approved by Staff at Land Disturbance Permit.

28. Streetscape along South Main Street and Devore shall meet the requirements in the Downtown Code and shall incorporate tree wells and pedestrian lighting as approved by Staff.
29. The new street corridor leading to the parking decks shall have street trees, pedestrian lighting, and landscaping as approved by Staff.
30. Prior to the first certificate of occupancy for residential land uses, improve the intersection at South Main Street and the realigned Devore Road to include the following: westbound left and right turn lanes; southbound left turn lane; and, signalize the intersection. Intersection design to be approved by staff.
31. Provide a raised brick paver crosswalk, or alternative design approved by Staff, across Devore Road with direct access to the multi-use trail as approved by Staff.
32. Rooftop signs shall be permitted subject to Staff approval.

III. REPORT IN BRIEF:

The applicant, Duke Land Group, is requesting a change in zoning for 12.913 acres from C-2 (General Commercial) to DT-MU (Downtown Mixed-Use) in order to develop 25,800 square feet of retail/restaurant, 25,000 square feet of craft brewery, 64,500 square feet of office, 50 'For-Sale' condominium units, 62 'For-Sale' townhome and detached units and 200 'For-Rent' units. A conditional use is requested to allow 'For-Rent' residential use and to allow a residential density of 24.16 dwelling units per acre. A variance is requested from Unified Development Code (UDC) Section 2.7.0 (b) to delete the requirement for an on-site neighborhood grocery, as well as variances from UDC Appendix A, Alpharetta Downtown Code to increase the allowable height from 4 to 5 stories, allow a different architectural style, increase the maximum front building setback, and increase the maximum façade length.

DISCUSSION

The submitted request, if approved, will allow for the construction of a mixed-use development on a 12.913-acre site consisting of 25,800 square feet of retail/restaurant, 25,000 square feet craft brewery, 64,500 square feet of office, 50 'For-Sale' condominium units, 62 'For-Sale' townhome and detached units, and 200 'For-Rent' apartment units. The proposed residential density is 24.16 dwelling units per acre. The subject property is located at the southeast corner of South Main Street and Devore Road and extends along the north side of Devore Road.

The subject property is currently zoned C-2 (General Commercial) and is surrounded by C-2 to the west, north, and east and R-12 to the south. Dogwood Square, Walmart Neighborhood Market, Express Oil & Lube, Bank of America, QuikTrip and Alpha Park are located adjacent to the property. The property and adjacent properties are located in the Downtown Overlay and have a Comprehensive Land Use Plan designation of Mixed Use with the exception of Alpha Park, which has a designation of Downtown Residential Density.

Conditional use permits are requested to allow 'For-Rent' residential units, as well as to allow the residential density to exceed ten (10) dwelling units per acre. The applicant proposes 200 'For-Rent' units and a residential density of 24.16 dwelling units per acre. In addition, a variance is requested to delete the requirement for an on-site neighborhood grocery in conjunction with 'For-Rent' residential use outside the Central Business District. Variances are also requested from Unified Development Code (UDC) Appendix A, Alpharetta Downtown Code to increase the allowable height from 4 to 5 stories, allow a mercantile/warehouse architectural style, increase the maximum front building setback, and increase the maximum façade length of the multi-family building.

The Downtown Master Plan and Comprehensive Land Use Plan identify the DT-MU zoning district as the appropriate zoning district for the subject property. As identified in the 2035 Comprehensive Plan, the property is also located in the Downtown Activity Center Character Area, which is described as:

> **"PRESERVE and ENHANCE historic features and small-town character. CREATE a central "heart" of the city and a community destination for civic activities, shopping, businesses and residences. It is the intent to encourage a true mixed use destination that creates a walkable and vibrant community center."**
>
> **"Future development should emphasize a strong concentration of activity along Main Street, Milton Avenue, and Academy Street surrounded by a mix of residential and commercial uses generating a high level of activity and reinforcing a walkable, downtown development pattern. The vision for the downtown district is to preserve and strengthen the historic core of Alpharetta through the strategic protection of historic resources and**

integration of complementary new development. Central to this strategy is expanding the mix of retail, restaurant, and professional uses in downtown while providing new distinct housing opportunities. The downtown district is intended to be the most walkable area within Alpharetta. A generous network of sidewalk and bicycle facilities should be integrated with existing and new green spaces and streetscapes creating a safe and pleasant walking environment that makes the area a destination."

Consideration should be given to maintaining a balance between 'For-Rent' versus 'For-Sale' product in the City. The 2035 Comprehensive Land Use Plan identifies the following policy as it relates to maintaining a balance of 'For-Sale' versus 'For-Rent' housing in the City:

Housing Policy 2: Maintain a balance between 'owner-occupied' and 'renter-occupied' in Alpharetta such that at least 68% of the housing stock is 'owner-occupied'.

There are many factors that must be considered with requests for apartments, such as mix of uses, design, long-term viability, impacts to City facilities and services, as well as traffic and school impacts. High density housing should be tied to office space were jobs exist and are created and service uses are available to limit vehicular trips. The 64,500 square feet of office use will generate approximately 322.5 employee, assuming one (1) employee per 200 square feet. Current apartment conditions in the City reflect occupancy ranges from 93% to 100% leased.

The Downtown Master Plan 5-Year Market Analysis identified a demand potential of 315 – 340 mixed-use rental flats within the Downtown Master Plan overlay. City Center's approval included 168 'For-Rent' dwelling units, which leaves 147 – 172 'For-Rent' units remaining within the Downtown Overlay based on the market study. The City Rental Housing Study, which was recently updated, recommends as an approach to achieve no more than 32% rental housing that the City target an entitlement of no more than 93 – 159 'For-Rent' units annually. It is important to note that this approach has not been adopted as a City policy. The City is currently at 36% rental housing; therefore, careful consideration should be given to approval of rental housing. Rental units should be part of a mixed-use development that provides 'For-Sale' residential, office, service retail, access to a neighborhood grocery, park and recreational amenities. Additionally, proximity to Georgia 400 should be a consideration because of the increased traffic.

SITE PLAN

The applicant's site plan depicts the mixed-use development being broken up into three (3) distinct areas. Several interconnected buildings are located at the corner of South Main Street and the Devore Road extension, including an office behind a craft brewery and parking, retail with office above, condominiums, and a parking deck. There are also two (2) freestanding restaurants in this area. The remainder of the property along Devore Road is proposed for residential uses, including a multi-family building with internal parking deck and townhomes and detached product.

Devore Road will be realigned as part of a GDOT project with the general location of the road moving north of the Bank of America building. If approved, the proposed development will include the realignment of Devore Road, as well as improvements on South Main Street. GDOT's timeline to begin this roadway project is behind the timeline of the mixed-use development. The traffic signal and continuation of Devore Road to Roswell Street would be completed by GDOT at a future time.

The site plan proposes a total of 889 parking spaces. Assuming that all multi-family and condominium units are two-bedroom units, the total required parking for all uses, except the detached and townhome product is 833 parking spaces. Townhome and detached units will meet all parking requirements within garages and private driveways.

Full access driveways to the site are depicted along Devore Road at three (3) locations and at one (1) location on Janis Lane. The applicant has engaged Dogwood Square for an agreement to allow access through Janis Lane, which is a private right-of-way along the north side of the property.

The site plan depicts several buildings at the corner of South Main Street and Devore Road with setbacks greater than the maximum 10' requirement. The building setbacks in the DT-MU zoning district are as follows:

Front Setback (South Main Street/Devore Road) – Min. 5 feet and Max. 10 feet
Side Setback – 0 feet
Rear Setback – Min. 3 feet (alley) and 6 feet (no alley)

The undeveloped portion of the subject property is heavily wooded with pines and hardwoods. However, the applicant's arborist report only identifies two (2) specimen-sized trees on the site. The City Arborist has questions about the tree assessment and has requested additional information. The requested information has not been provided.

The applicant proposes a variance to deviate from the prescribed historic architectural styles in the Alpharetta Downtown Code and proposes Mercantile/warehouse architecture. However, the renderings provided by the applicant lack sufficient detail depicting the requested architectural style. Renderings have not been submitted depicting the new office building/brewery configuration, apartment building, detached and townhome product. In addition, the applicant requests a variance to increase the maximum façade length of the multi-family building from 200' to 305' along Devore Road.

Non-residential tenants and developer(s) of the residential uses have not been confirmed by the applicant.

OPEN SPACE

The DT-MU zoning district includes an open space requirement of a minimum 10% civic space and a minimum 10% amenity space. Civic space must be available for public use and may include a park, square, plaza, pocket park, and/or playground. Amenity space is intended for private use and may include rooftop decks, balconies, patios and porches, outdoor dining areas, pool areas, tennis courts and similar uses, yards and gardens, hardscape areas improved for pedestrian enjoyment, and wooded areas. The minimum 10% civic and amenity space requirement is based on a maximum density of ten (10) dwelling units per acre in the DT-MU zoning district. Since the applicant is requesting a conditional use to allow a residential density of nearly 2.5 times of that permitted in the proposed zoning district, it is recommended that civic and amenity space minimum requirements are increased proportionate to the increased density.

Civic space is depicted on the site plan as squares, courtyards, and plazas located primarily at the corner of South Main Street and Devore Road with a total acreage of 2.41 acres. As shown on the site plan and renderings, civic spaces consist of decorative hardscape appearing to be paver and/or architecturally-treated concrete, trees in tree wells, a fountain, and seating areas. Amenity spaces are depicted to include a rooftop deck between the brewery and office buildings, as well as amenity spaces for each of the residential uses. The total land area of all amenity space is 1.37 acres. A 12' multi-use path is shown along Devore Road and cutting through the site before running along the eastern property line with Dogwood Square. The path lacks useable green spaces and seating areas as currently depicted on the site plan.

Based on the American Community Survey estimates of average household size below, the applicant's proposed development would generate a population of 794 persons. Under the maximum density in the DT-MU, the site would generate approximately 351 persons. Due to the increased population generated by the applicant's proposal, it is recommended that the site provide a proportionate amount of civic and amenity space based on the increased density over the permitted ten (10) dwelling units per acre in the DT-MU. Therefore, the applicant's current proposal would require 3.12 acres of civic space and 3.12 acres of amenity space.

2011-2013 American Community Survey 3-Year Estimates – AVERAGE HOUSEHOLD SIZE

	Alpharetta city, Georgia	
	Estimate	Margin of Error
Total:	2.72	+/-0.09

	Alpharetta city, Georgia	
	Estimate	Margin of Error
Owner occupied	2.93	+/-0.13
Renter occupied	2.33	+/-0.16

TRAFFIC

The applicant commissioned a traffic impact study to assess the traffic impacts of the development on the surrounding transportation system. With the exception of South Main Street at the realigned Devore Road, all intersections operate at acceptable levels. With the planned GDOT improvements along South Main Street, the intersection at South Main Street and Devore Road operates within acceptable standards. If the Project precedes the GDOT improvements, the development should improve the Main Street at Devore Road as follows: Provide a westbound left turn lane and thru/right lane; provide a southbound left turn lane; signalize intersection. Improvements within the South Main Street right-of-way may be made per the approved GDOT plans, which consist primarily of striping modification and lane width adjustments.

The applicant submitted trip generation figures for the proposed project. As shown in the tables below, the proposed uses will generate 384 PM Peak Hour trips when adjusted for internal capture trips.

Project Land Use		Project Density		Total	Inbound	Outbound
Apartments (220)		200	dwelling units			
	Daily			**1336**	668	668
	AM Peak Hour			**102**	20	82
	PM Peak Hour			**128**	83	45
Townhomes (230)		64	dwelling units			
	Daily			**436**	218	218
	AM Peak Hour			**36**	6	30
	PM Peak Hour			**42**	28	14
Condos (230)		50	dwelling units			
	Daily			**352**	176	176
	AM Peak Hour			**30**	5	25
	PM Peak Hour			**34**	23	11
Residential New Trips		314	dwelling units			
	Daily			**2124**	1062	1062
	AM Peak Hour			**168**	31	137
	PM Peak Hour			**204**	134	70
Residential Internal Capture	**Reduction**					
	AM Peak Hour			**9**	2	7
	PM Peak Hour			**45**	19	26
External Residential New Trips						
	AM Peak Hour			**159**	29	130
	PM Peak Hour			**159**	115	44

Office (710)		30	1000 square feet			
	Daily			**526**	263	263
	AM Peak Hour			**73**	64	9
	PM Peak Hour			**112**	19	93
Specialty Retail (826)		29.5	1000 square feet			
	Daily			**1300**	650	650
	AM Peak Hour			**260**	125	135
	PM Peak Hour			**92**	40	52
Quality Restaurant (931)		3.5	1000 square feet			
	Daily			**316**	158	158
	AM Peak Hour			**3**	2	1
	PM Peak Hour			**26**	17	9
High Turnover Restaurant (932)		3	1000 square feet			
	Daily			**382**	158	158
	AM Peak Hour			**32**	18	14
	PM Peak Hour			**30**	18	12
Brewery (No Land Use Code)		60.5	1000 square feet			
(Double Existing Counts)	AM Peak Hour			**50**	42	8
(Double Existing Counts)	PM Peak Hour			**54**	18	36
Commercial New Trips		126.5	1000 square feet			
(assumes 540 Brewery Daily Trips)	Daily			**3064**	1532	1532
	AM Peak Hour			**418**	251	167
	PM Peak Hour			**314**	112	202
Commercial Internal Capture	**Reduction**					
	AM Peak Hour			**89**	47	42
	PM Peak Hour			**89**	48	41
External Commercial Trips						
	AM Peak Hour			**329**	204	125
	PM Peak Hour			**225**	64	161
Total New Trips						
	Daily			**5188**	2594	2594
	AM Peak Hour			**488**	233	255
	PM Peak Hour			**384**	179	205

SCHOOLS

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

FULTON COUNTY SCHOOLS – 64 Townhomes, 200 Apartments, & 50 Condominiums

School	Estimated # New FCS Students Generated
Manning Oaks Elementary School	11 – 118
Northwestern Middle School	4 – 34
Milton High School	13 – 71
Total	28 – 223

Based on the total figure for all three school levels, it can be assumed that the proposed development could house approximately 28 – 223 school age children. All three schools are shown to be over capacity.

STANDARDS FOR ZONING CHANGES

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

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

Response: The proposed rezoning would permit a mixed-use development, which is consistent with adjacent non-residential and residential properties. Surrounding properties are located with the Downtown Overlay, which envisions a mix of uses in a walkable environment.

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

Response: The proposed rezoning would permit a mixed-use development, which is consistent with adjacent non-residential and residential properties. Surrounding properties are located with the Downtown Overlay, which envisions a mix of uses in a walkable environment.

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

Response: The zoning proposal does not propose saving any trees.

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

Response: The property is currently zoned C-2, which allows the requested uses either by right or with approval of a conditional use permit. The applicant requests a rezoning to DT-MU to allow a greater building height, as well as to implement the vision of the Downtown Master Plan. The Downtown Master Plan reflects a new vision for the South Main Street corridor and the proposed DT-MU zoning district is consistent with that vision.

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: While the proposed mixed-use development would impact public facilities and services, the purpose of a mixed-use development is to reduce impacts on facilities and services by promoting a place to live, work and play. However, staff recommends that the civic and amenity space minimum requirements be increased proportionate to the approved residential density over the ten (10) dwelling units per acre permitted in the DT-MU zoning district to off-set demand on park and recreation facilities and services.

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

Response: The Downtown Master Plan reflects a new vision for the South Main Street corridor. The proposed DT-MU zoning district is consistent with that vision, as well as, the Comprehensive Land Use Plan designation of the property.

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 request to rezone the property from C-2 to DT-MU reflects a reasonable balance as the proposed zoning is consistent with the Comprehensive Land Use Plan designation of the property, which is Mixed Use.

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

Response: The property is currently zoned C-2, which allows the requested uses either by right or with approval of a conditional use permit. The applicant requests a rezoning to DT-MU to allow a greater building height, as well as to implement the vision of the Downtown Master Plan. The Downtown Master Plan reflects a new vision for the South Main Street corridor and the proposed DT-MU zoning district is consistent with that vision.

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

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

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 will not have direct access onto South Main Street. Access to the site will occur through driveways along Devore Road and Janis Lane.

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 proposed mixed-use development can sufficiently address all development requirements mentioned above.

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

Response: The applicant proposes 'For-Rent' product in association with a mixed-use development, which is consistent with the UDC. The Downtown Master Plan reflects a new vision for the South Main Street corridor and the proposed mixed-use development is consistent with that vision, as well as, the Comprehensive Land Use Plan designation of the property. Staff recommends capping the 'For-Rent' product to no more than 172 units and a maximum building height of four (4) stories, which should result in a residential density that is compatible with the surrounding area. In addition, staff recommends that the civic and amenity space minimum requirements be increased proportionate to the approved residential density over the ten (10) dwelling units per acre permitted in the DT-MU zoning district.

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: Staff recommends that the civic and amenity space minimum requirements be increased proportionate to the approved residential density over the ten (10) dwelling units per acre permitted in the DT-MU zoning district.

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: Redevelopment of the distressed retail center with a mixed-use development would likely spur development and redevelopment of properties consistent with the vision of the Downtown Master Plan.

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 applicant proposes 'For-Rent' product in association with a mixed-use development, which is consistent with the UDC. The Downtown Master Plan reflects a new vision for the South Main Street corridor and the proposed mixed-use development is consistent with that vision, as well as, the Comprehensive Land Use Plan designation of the property. However, the Comprehensive Land Use Plan also states a goal of reducing the City's rental housing to 32% from the current 36%. Staff recommends capping the 'For-Rent' product to no more than 172 units and a maximum building height of four (4) stories, which should result in a residential density that is compatible with the surrounding area. In addition, staff recommends that the civic and amenity space minimum requirements be increased proportionate to the approved residential density over the ten (10) dwelling units per acre permitted in the DT-MU zoning district.

VARIANCE REVIEW CRITERIA

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

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

Response: The subject property is within the Downtown Overlay where walkability, mix of uses, site design and architecture are key components to a successful development. The applicant's requests to increase the building height and façade length of the multi-family building are inconsistent with the building form envisioned in the Downtown Master Plan and are not justified by extraordinary or exceptional conditions pertaining to the property. Mercantile/warehouse architectural style may be appropriate in the Downtown; however, the applicant has not provided sufficient information to support the requested variance. The applicant's request to delete the on-site neighborhood grocery requirement is justified as the Walmart Neighborhood Market is located adjacent to the subject site, which is approximately 500' away.

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

Response: The applicant could develop the site in compliance with all development standards. However, the proximity of the Walmart Neighborhood Market adjacent to the subject site supports the requested variance. The applicant's requests to increase the building height and façade length of the multi-family building are inconsistent with the building form envisioned in the Downtown Master Plan and are not justified. Mercantile/warehouse architecture may be appropriate in the Downtown; however, the applicant has not provided sufficient information to support the requested variance.

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

Response: Not applicable.

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

Response: Approval of variances to eliminate the requirement for an on-site neighborhood grocery and maximum front setback will not cause substantial detriment to the public good, if conditions are in place requiring a site plan-specific approval and pedestrian connection to the Walmart Neighborhood Market. However, the applicant's requests to increase the building height and façade length of the multi-family building are inconsistent with the building form envisioned in the Downtown Master Plan and are not justified. Mercantile/warehouse architecture may be appropriate in the Downtown; however, the applicant has not provided sufficient information to support the requested variance.

CONCURRENCES

Staff has reviewed the application and is generally in agreement with the applicant's requests. Redevelopment of the retail center with a mixed-use development is consistent with the vision of the Downtown Master Plan. However, careful consideration should be given to maintaining a balance between 'For-Rent' versus 'For-Sale' product in the City. The 2035 Comprehensive Land Use Plan identifies the following policy as it relates to maintaining a balance of 'For-Sale' versus 'For-Rent' housing in the City:

> ***Housing Policy 2: Maintain a balance between 'owner-occupied' and 'renter-occupied' in Alpharetta such that at least 68% of the housing stock is 'owner-occupied'.***

The City's Rental Housing Study, which was prepared in May 2015 and recently updated, recommends that the City target an entitlement of no more than 93 and 159 'For-Rent' units per year in order to achieve a goal of reducing the current 36% rental in the City to 32%. It should be noted that although the City did adopt the recommended 32% rental maximum goal, the annual target recommendation is not an adopted City policy. There have been no entitlements of 'For-Rent' units over the last two (2) years. Rental should only be approved as part of a mixed-use development that includes 'For-Sale' residential, office and service retail. Additionally, proximity to Georgia 400 should be a consideration because of the increased traffic.

The proposed rezoning to DT-MU is consistent with the vision in the Downtown Master Plan and Comprehensive Land Use Plan, which includes a mix of uses within a walkable environment. However, the proposed number of 'For-Rent' units exceeds the remaining number of units identified in the Downtown Master Plan 5-Year Market Study and the increased density is not supported by sufficient open space. Also, staff does not support the applicant's variance requests to increase the building height and increase the façade length of the multi-family building. While Mercantile/warehouse architectural style may be complimentary to the historic architecture in the Downtown Overlay, sufficient information to support this variance request has not been provided.

The Downtown Master Plan allows residential densities of up to ten (10) dwelling units per acre along South Main Street and greater densities with approval of a conditional use permit. The applicant is requesting a residential density of 24.16 dwelling units per acre and to allow for the construction of 'For-Rent' units. Staff recommends that the number of 'For-Rent' dwelling units be capped at 172 units, which is consistent with the remaining number of 'For-Rent' units identified in the Downtown Master Plan 5-Year Market Study. With the exception of the City Center rental units, the nearest rental housing options are AMLI Northwinds, The Lex, and Haven at Avalon, all of which are approximately one-mile from the Downtown core.

Staff does not support the applicant's request to increase the building height from four (4) to five (5) stories and to increase the maximum façade length of the multi-family building from 200' to 305' as these requests contradict the building form envisioned in the Downtown Overlay. In addition, staff recommends that the civic and amenity space minimum requirements be increased proportionately to the approved residential density above the ten (10) dwelling units per acre permitted in the DT-MU zoning district. Compliance with these recommendations should lead to a quality mixed-use development with an appropriate density and mix of uses in the South Main Street corridor.

The proposed mixed-use development is consistent with many of the goals, policies, and strategies in the Comprehensive Plan as it relates to developments in the Downtown Overlay, including the following:

ED Strategy 1.1: Fully implement the Downtown Master Plan.
ED Strategy 3.2: Support the development of locally-owned, unique shopping, dining and entertainment opportunities.
ED Strategy 3.4: Continue to inventory all vacant, underperforming and distressed retail properties in order to inform the creation of targeted development strategies.

LU Strategy 1.1: Continue to implement the vision detailed in the Downtown Master Plan.
LU Strategy 1.2: Support improvements to Downtown that will result in a compact arrangement of retail and commercial enterprises with office, financial, entertainment, governmental and certain residential development, all designed and situated to permit internal pedestrian circulation.
LU Strategy 1.3: Encourage residential uses in the Downtown at higher densities and in mixed use buildings in order to support the viability of Downtown.
LU Strategy 1.4: Continue to encourage revitalization of Downtown through major streetscape improvements, landscaping, formal open spaces, and transportation network connectivity.
LU Strategy 2.2: Promote development that is pedestrian-oriented and minimizes vehicular trips.
LU Strategy 2.3: Encourage creative urban design solutions that improve physical character.
LU Strategy 8.1: Allow mixed use patterns that will create activity nodes in appropriate areas, as established by the Future Development Map, that provide jobs and services within walking distance of residences, preserve open spaces, and make public transportation more effective.
LU Strategy 8.2: Focus regional-scaled, suburban, and big box commercial development into development and redevelopment nodes, rather than allowing commercial development along the full length of major corridors. In addition, promote development of smaller-scaled neighborhood centers as well as revitalization and enhancement of existing small-scale commercial centers.
LU Strategy 8.3: Encourage owners/developers with large land holdings to plan for multiple land uses.

T Strategy 2.4: Encourage an interconnected public sidewalk and trail network within new developments and enhance connectivity area wide by linking new sidewalks and trails to existing sidewalks and trails in adjacent neighborhoods. In addition, the system should link residential areas to commercial, schools, employment centers, transit and parks.
T Strategy 4.2: Encourage development designs to promote pedestrian activity that reduces on-site vehicular dependence.

H Strategy 1.2: Encourage higher residential densities and appropriate mix of uses close to Downtown Alpharetta and in the GA-400 corridor.

NHCR Strategy 3.2: Actively pursue methods to expand, enhance, and create more multi-use trail activity.

CSF Strategy 3.7: Encourage developers to build recreational opportunities in conjunction with new development, and encourage permanent protection of open space for future generations to enjoy.

CITIZEN PARTICIPATION PLAN

The report submitted by the applicant states that letters were mailed to each property owner within 500' of the subject property stating the applicant's intent. In addition, the applicant held a public participation meeting on October 27, 2016. According to the public participation report, residents were most concerned with traffic, specifically on Devore Road. Residents also requested that the applicant address a pedestrian crossing on Devore Road. However, the City has received correspondence from the public indicating that high density and 'For-Rent' product is not supported at this location.

IV. ATTACHMENTS:

- Site Plan
- Renderings

Staff Recommended Conditions for Planning Commission Approval

APPLICANT VERSION

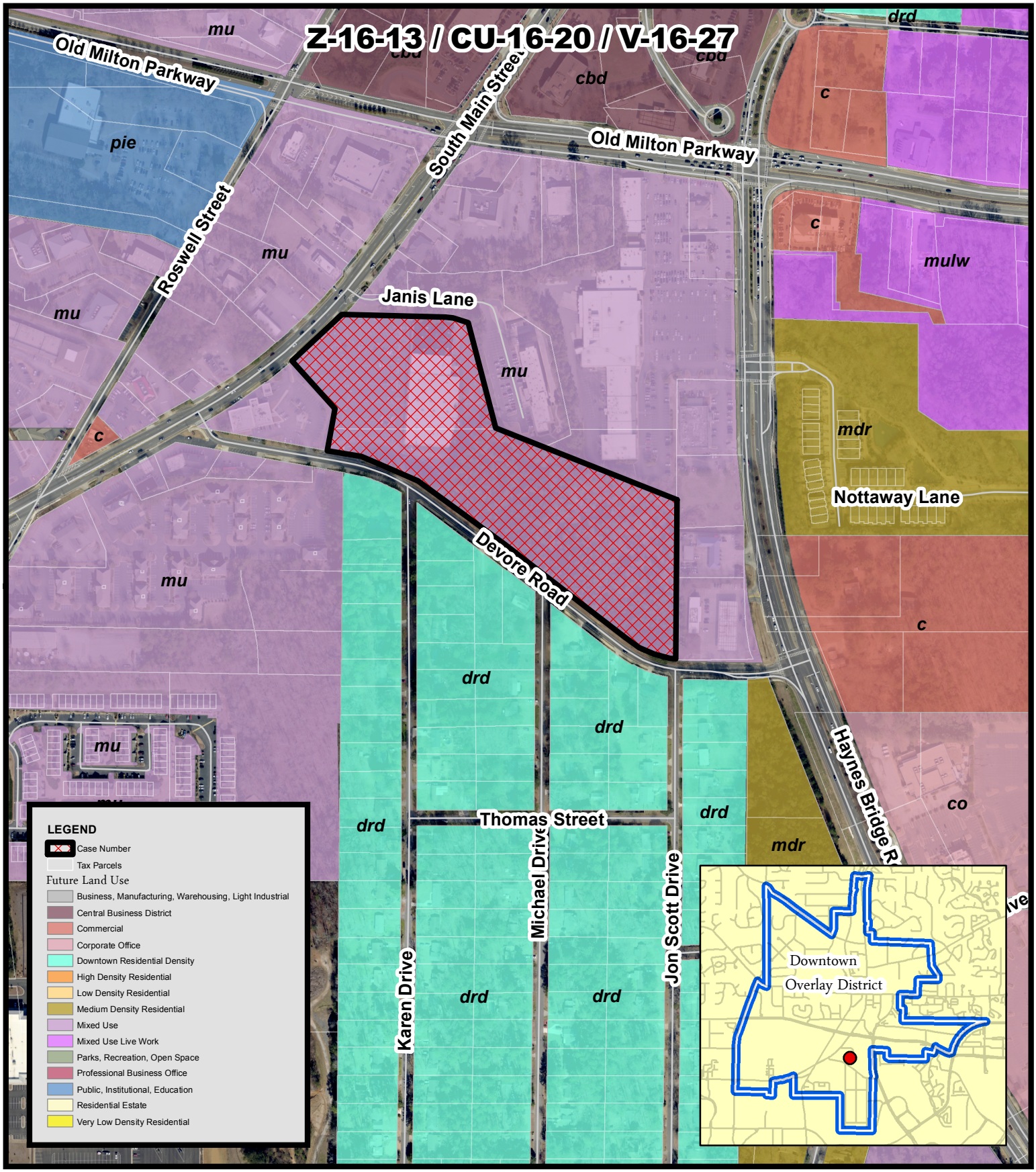
Approve Z-16-13/CU-16-20/V-16-27 Perling/13 S. Main Street/DT-MU subject to the following conditions:

1. The property to be rezoned shall have a "DT-MU" zoning classification.
2. Property shall be developed substantially in accordance with the submitted plan prepared by TSW, dated 11/~~14~~**16**/2016. However, lot yield depicted is not guaranteed and subject to meeting all City Code requirements and conditions of zoning. Retail/office/condo buildings along the ~~front~~ **main street** shall be ~~separated~~ as shown on ~~9/1/2016~~ **11/16/2016** plan with heavily amenitized seating areas, final approval by Staff.
3. Architectural style of all buildings shall be Mercantile/warehouse or shall meet the architectural and building design requirements of the Alpharetta Downtown Code. Non-residential and mixed-use buildings shall be approved by Design Review Board and **for-rent** residential buildings shall be approved by Staff. Stacked flat buildings shall have flat roofs.
4. Development regulations shall be as follows:
   a. Office – Maximum of 64,500 square feet. Building height shall be limited to 4 stories or 60 feet, whichever is less.
   b. Retail/Restaurant – Maximum of 50,800 square feet, of which ~~25,000~~ a minimum of **10,000** square foot shall be limited to a craft brewery. No more than two free standing restaurant buildings and one free standing retail building shall be permitted. Freestanding retail/restaurant buildings shall be a minimum height of 18'. All restaurant uses shall include outdoor seating areas ~~(min. 25% of space occupied by restaurants)~~, including at least one building with rooftop dining. No drive-thru restaurants shall be permitted.
   c. 'For-Rent' Residential – Maximum of ~~172~~ **200** 'For-Rent' dwelling units in accordance with UDC 'For-Rent' requirements shall be permitted. Maximum building height shall be 4 stories or 60 feet, ~~whichever is less~~. Maximum **continuous** building façade along the public right-of-way shall be 200 feet with a minimum landscaped garden separation of ~~50~~ **25** feet between building walls. No more than 50% of the units may be two (2) bedroom units. 'For-Rent' units shall be constructed concurrently with retail/restaurant, craft brewery,**DISCUSS** ~~'For-Sale' residential and 36,000 square feet of office development. A Certificate of Occupancy shall not be issued for rental units until 36,000 square feet of office and 25,000 square feet craft brewery has been constructed and a certificate of occupancy issued for both~~. The units shall be part of a mixed-use development incorporating retail, brewery, 'For-Sale' residential units, connection to a neighborhood grocery, restaurant, and office. 'For-Rent' units shall have first class amenities, which shall include a private pool, fitness center, secure gated parking, resident's lounge, business center, on-site management office and secure elevator access. 'For-Rent' dwellings are prohibited on the first floor of the building on a Storefront Street. **Devore Road shall not be considered a storefront street.** ~~A maximum of 2~~ **Remaining** building sides shall be permitted first floor dwellings. ~~All ground floor residential units shall be oriented to the sidewalk, provide individual unit entrance from the exterior of the building, provide individual stoops or porches, and provide a minimum of one ground floor window facing the sidewalk.~~
   d. 'For-Sale' Residential – A maximum of 50 'For-Sale' condominium units shall be permitted. Maximum building height shall be 4 stories or 60 feet, whichever is less. Up to an additional 62 'For-Sale' Attached (townhome, semi-detached, and/or condominium) and Detached units shall be developed. **'For-Sale' townhomes, semi-detached, and detached product shall be oriented to Devore Road and/or the multi-use path and shall be rear-loaded. All other interior townhomes, semi-detached and detached product may be oriented to the internal driveway/street and may be permitted parking between the driveway/street and the residential structure.**
   e. Parking Decks – Maximum of 4 ~~stories~~ **levels** or 60 feet **plus basement level**, ~~whichever is less~~. Parking decks visible from South Main Street and Devore Road shall be treated with comparable materials and finishes as the buildings they serve. Suitability of parking deck elevation, visibility and landscape screening shall be approved by the Design Review Board.
5. Density shall be limited to a maximum of ~~21.99~~ **24.16** dwelling units per acre.
6. All residential units along Devore Road shall be oriented to the street with their front door facing Devore Road.
7. Visible privacy fence shall be prohibited along Devore Road and the multi-use path.
8. ~~A minimum 25' undisturbed buffer, heavily planted landscape where sparse, shall be provided adjacent to the east and north between residential and commercial and a 10' heavily planted landscape strip between~~

~~commercial and Dogwood Square on each side of the multi-use path.~~ **Along the For-Sale Townhome and Single Family parcel that border the retail/commercial site only, a landscape buffer of 15' with an additional 10' landscape/graded setback will be established to help save specimen tree locations and provide a visual border from the retail establishments. See Exhibit __ for location of buffer and landscape setback.**

9. Impacts to off-site trees shall be minimized. The owner(s) of off-site trees shall be notified of any encroachment greater than ~~20~~**25**% or as directed by the City Arborist. This notification shall include a letter from the project Arborist detailing the extent of the encroachment and possible outcomes.
10. Pedestrian-scale lighting and amenities shall be required throughout the development.
11. The site shall provide a proportionate amount of civic and amenity space based on the density approved above the maximum 10 dwelling units per acre permitted in the DT-MU zoning district ~~(a density of 21.99 du/ac would warrant 2.84 acres of civic space).~~ **There will be 24.16 units per acre with 2.3 acres of Civic Space.** A minimum of ~~1~~ **0.5** acre of civic space shall be set aside as passive green area adjacent to the multi-use path between the multi-family building and the 'For-Sale' residential.
12. Dedicate a minimum 15' public access easement to the City and construct a 12' multi-use path as depicted on the site plan with final location approved by Staff. Multi-use path shall be accessible and constructed of concrete as approved by Staff. The path shall include an entrance gateway~~/arch~~ on Devore Road, landscaping, low-level path lighting, seating areas, and useable greenspaces as approved by Staff. A bike share station shall be provided at a location along the path as approved by Staff. Parks impact fee credits shall be provided to the developer for improvements within the public access easement.
13. The frontage of South Main Street shall be developed with a minimum 2,000 square foot civic space and shall incorporate seating, Downtown Alpharetta Entrance signage, and a focal point feature (sculpture) with final approval by DRB ~~and the local arts committee.~~ Applicant shall include a minimum of ~~3~~**1** original sculptures located at **a** prominent location~~s~~ within the development. ~~Locations shall be identified and approved by Staff. Sculptures shall require approval by the local Art Committee. A minimum of 2 sculptures shall be installed prior to the issuance of the first CO.~~
14. An accessible path shall be provided from the project site to the property of the Walmart Neighborhood Market at the northeast corner of the site where the properties abut as approved by Staff.
15. All buildings along South Main Street and Devore Road shall face those streets or appear to face those streets. No backside of buildings or "back of house" functions (such as loading or dumpster area), shall be visible from those streets.
16. Alcohol license distance requirements from residential development shall be waived.
17. As depicted in the rendering prepared by TSW, a green roof and a rooftop amenity area shall be required and count toward required amenity space.
18. Civic spaces shall include decorative hardscape consisting of pavers or other materials approved by Staff, as well as green areas. Landscaping shall be required in the civic space in well-defined planting beds and trees in tree wells as approved by Staff. A bocce ball court, or an alternative outdoor recreational feature approved by Staff, shall be required within an area designated civic space as approved by Staff.
19. Pedestrian connections shall be provided between buildings and across roadways within the development. Pedestrian crossings throughout development shall be ramped and the surface materials shall be brick pavers, cobblestones or architecturally treated concrete products as approved by Staff.
20. Detention facilities shall not be visible from South Main Street or Devore Road, except a decorative water feature approved by Staff.
21. The developer shall provide bicycle racks, benches, trash receptacles, decorative crosswalks, planters, kiosks and other street furniture, where appropriate, throughout the development. A bus drop-off area with shelter and dedicated lane shall be incorporated into the plan design along South Main Street or at an alternative location acceptable to MARTA. Developer shall work in good faith with MARTA to add the development to city bus routes in order to assist with transportation service for employees.
22. Developer shall improve the realignment of Devore Road, per the GDOT design. The developer shall improve **the South side of** South Main Street, per the GDOT design. Roadway improvements shall be eligible for road impact fee credits.
23. New driveways on Devore Road shall align with existing intersections at Karen Drive and Michael Drive as approved by Staff.
24. Awnings shall be provided on buildings at street level where reasonably appropriate as determined by Staff in order to protect pedestrians from inclement weather. **Awnings may encroach into the right-of-way.**
25. Streets within the development shall be private.

26. All new **onsite** utilities shall be located underground, **subject to utility provider consent and approval.**
27. Provide detailed street planting for South Main Street and Devore Road. Landscape plan shall have trees planted on ~~each~~ **one** side of the sidewalk, **where it does not conflict with underground utility construction,** including pedestrian lights and shall be approved by Staff at Land Disturbance Permit.
28. Streetscape along South Main Street and Devore shall meet the requirements in the Downtown Code and shall incorporate tree wells and pedestrian lighting as approved by Staff.
29. The new street corridor leading to the parking decks shall have street trees, pedestrian lighting, and landscaping as approved by Staff.
30. Prior to the first certificate of occupancy for residential land uses, improve the intersection at South Main Street and the realigned Devore Road to include the following: westbound left and right turn lanes; southbound left turn lane; and, signalize the intersection. Intersection design to be approved by staff.
31. Provide a raised brick paver crosswalk, or alternative design approved by Staff, across Devore Road with direct access to the multi-use trail as approved by Staff.
32. Rooftop signs shall be permitted subject to Staff approval.

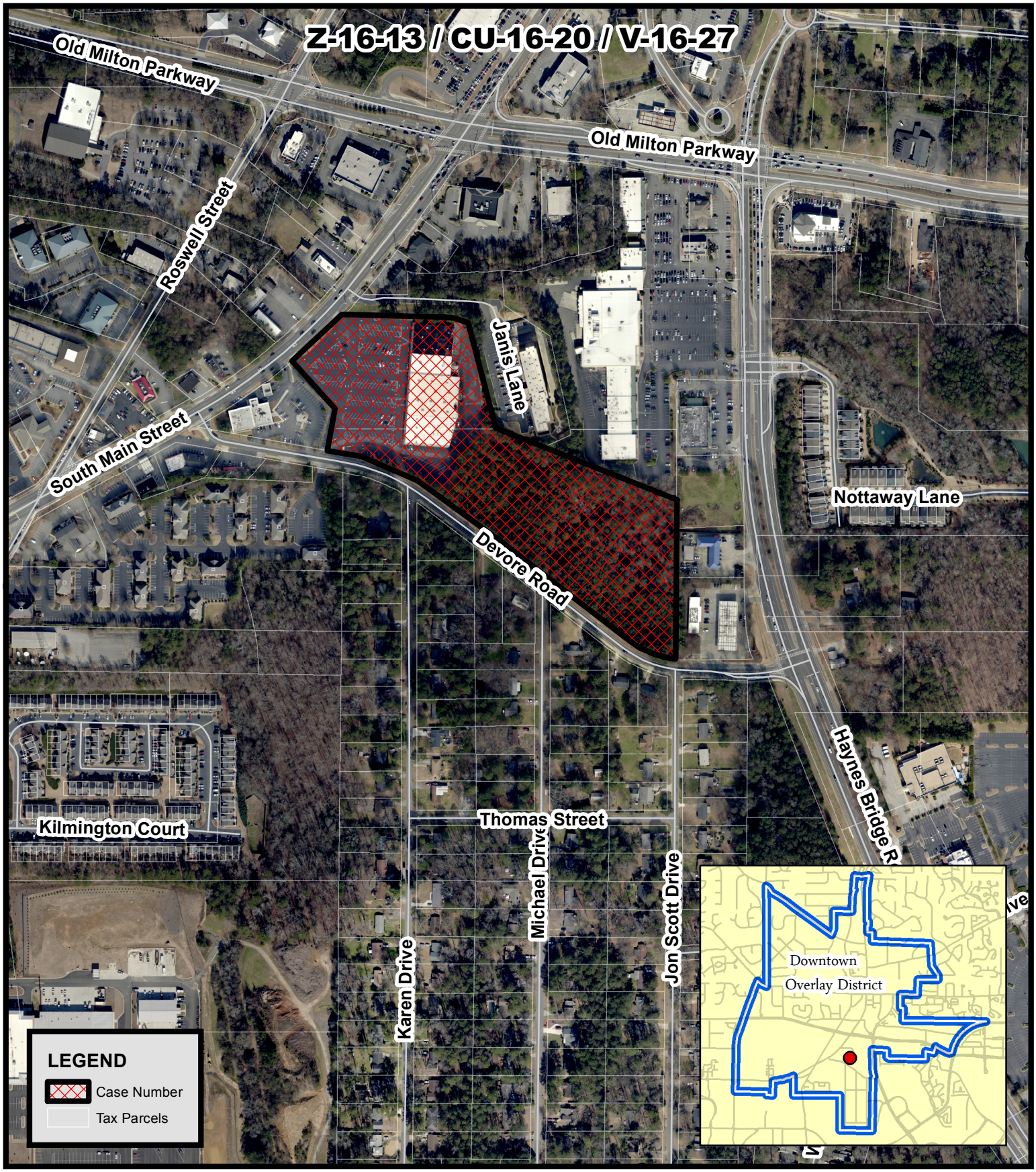


2030 Land Use
Perling
South Main & Devore

THE CITY OF ALPHARETTA GEORGIA

Z-16-13 / CU-16-20 / V-16-27
D/LL: 1/2/693, 694, 695, 696
PC Date: 11/03/16
CC Date: 11/14/16

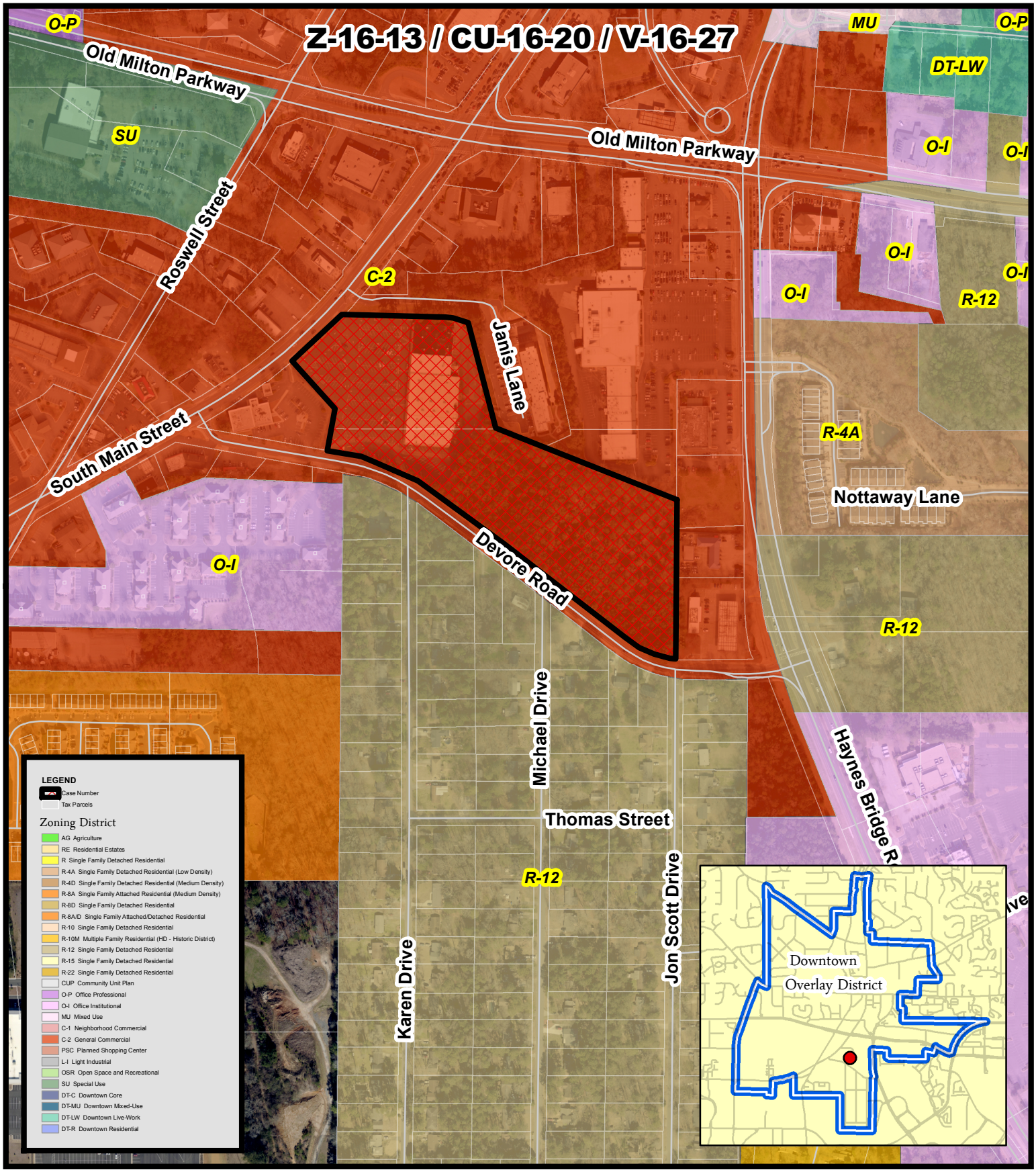
Location Map Provided by:
Community Development - GIS



Aerial Map
Perling
South Main & Devore

Z-16-13 / CU-16-20 / V-16-27
D/LL: 1/2/693, 694, 695, 696
PC Date: 12/01/16
CC Date: 12/12/16

Location Map Provided by:
Community Development - GIS

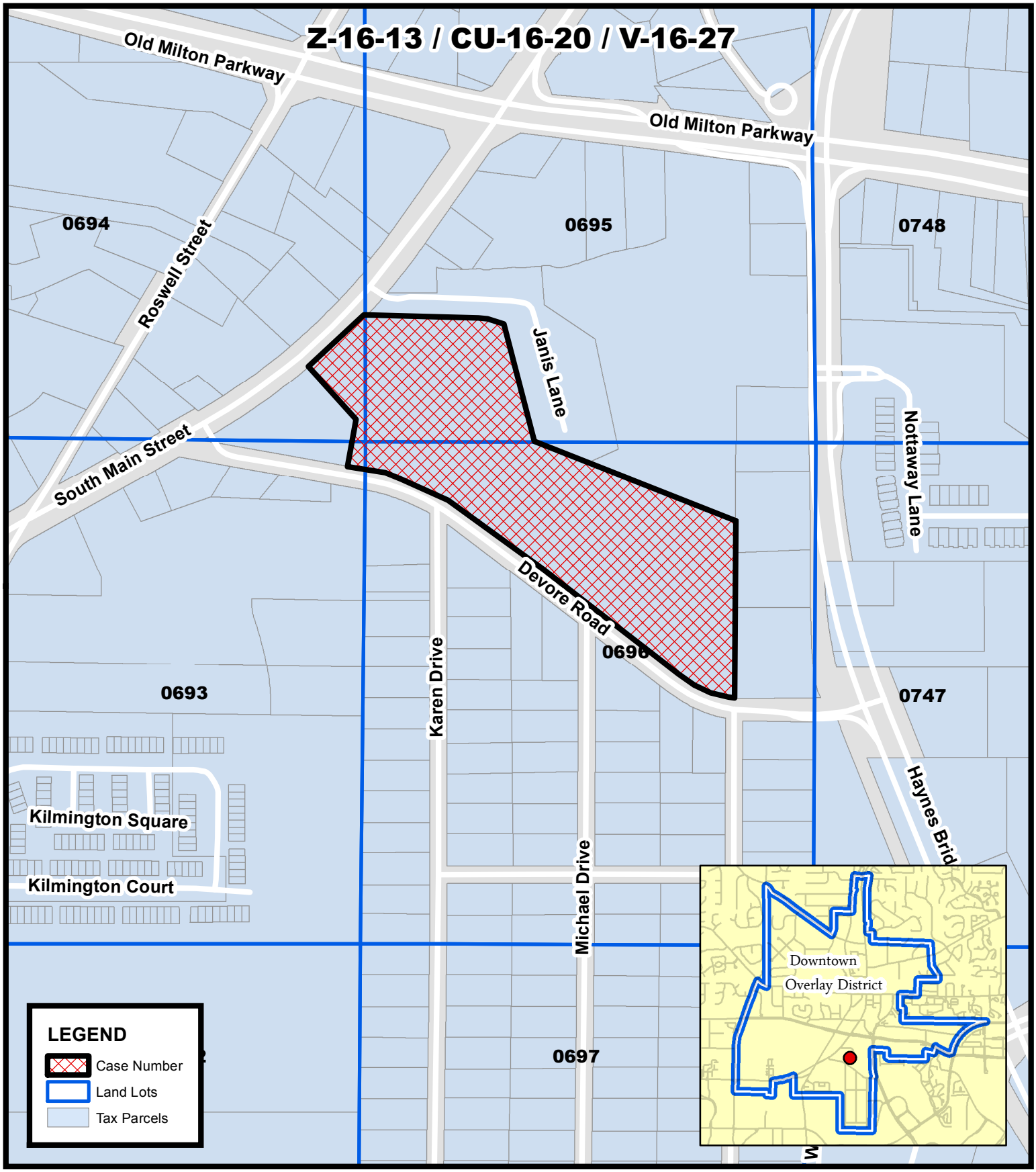


Zoning Map
Perling
South Main & Devore

THE CITY OF ALPHARETTA GEORGIA

Z-16-13 / CU-16-20 / V-16-27
D/LL: 1/2/693, 694, 695, 696
PC Date: 12/01/16
CC Date: 12/12/16

Location Map Provided by:
Community Development - GIS



Location Map
Perling
South Main & Devore

Z-16-13 / CU-16-20 / V-16-27
D/LL: 1/2/693, 694, 695, 696
PC Date: 12/01/16
CC Date: 12/12/16

Location Map Provided by:
Community Development - GIS

SUMMARY

A: Brewery/ Retail: 25,000 sf
B: Office: 3 stories, 28,500 sf
C: 3- Story Retail/ Office
Ground Floor Retail: 18,000 sf
2 Floors of Office above: 36,000sf
D: Restaurant: 3,800 sf
E: Restaurant: 4,000 sf
F: 4-Story Condominium: 50 units

Parking for A-F:
One level parking under office: 29 spaces
4-5 level parking deck: 400 spaces
On-street parking: 60 spaces
Total: 489 spaces

G: 4-story (+basement) multifamily with parking deck: 200 units, 400 spaces @ 4-5 level garage

H: Single Family detached and attached: 62 units

Site Plan for:
Downtown Main
for: Duke Land Group
11/16/2016
0 50' 100' 150' 250'
NORTH

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LEGAL DESCRIPTION – PARCEL II

ALL THAT TRACT OR PARCEL OF LAND lying and being in Land Lot 696 of the 1st District, 2nd Section, Fulton County, City of Alpharetta, Georgia and being more particularly described as follows:

Beginning at a concrete monument with metal disc, located at the intersection of the northerly right-of-way (R/W) line of Devore Road (60' R/W Public) and the northerly R/W of Jon Scott Drive (50' R/W Public) said point being the POINT OF BEGINNING, thence 124.63 feet along said northerly R/W line of Devore Road (60' R/W Public) an arc of a curve to the right, said curve having a radius of 321.56 feet and a chord bearing and distance of North 71 degrees 18 minutes 18 seconds West 123.85 feet; thence 43.66 feet along an arc of a curve to the right, said curve having a radius of 558.16 feet and a chord bearing and distance of North 58 degrees 24 minutes 04 seconds West 43.65 feet to a point; thence North 53 degrees 16 minutes 29 seconds West a distance of 147.40 feet to a point; thence North 52 degrees 48 minutes 25 seconds West a distance of 623.61 feet to a point, said point being the POINT OF BEGINNING, thence along said northerly R/W line of Devore Road (60' R/W Public) North 54 degrees 25 minutes 46 seconds West a distance of 58.85 feet to a point; thence 277.80 feet along an arc of a curve to the left, said curve having a radius of 611.65 feet and a chord bearing and distance of North 67 degrees 27 minutes 07 seconds West 275.42 feet to a point; thence North 78 degrees 34 minutes 49 seconds West a distance of 85.67 feet to a #4 rebar found; thence leaving said northerly R/W line of Devore Road (60' R/W Public) North 16 degrees 26 minutes 25 seconds East a distance of 135.16 feet to a #4 rebar found; thence North 45 degrees 57 minutes 21 seconds West a distance of 200.00 feet to a #6 rebar found located at the southeasterly R/W line of South Main Street (R/W varies); thence along said southeasterly R/W line of South Main Street (R/W varies) North 48 degrees 40 minutes 47 seconds East a distance of 99.80 feet to a point; thence North 46 degrees 13 minutes 21 seconds East a distance of 100.00 feet to a point; thence North 42 degrees 54 minutes 25 seconds East a distance of 77.05 feet to a #4 rebar found; thence leaving southeasterly R/W line of South Main Street (R/W varies) South 88 degrees 59 minutes 11 seconds East a distance of 333.85 feet to a #4 rebar found; thence South 68 degrees 15 minutes 52 seconds East a distance of 64.01 feet to a point; thence South 06 degrees 49 minutes 14 seconds East a distance of 355.00 feet to a point; thence South 61 degrees 34 minutes 01 seconds East a distance of 12.61 feet to a point; thence South 34 degrees 00 minutes 09 seconds West a distance of 276.10 feet to a point located at the northerly R/W line of Devore Road (60' R/W Public) and the TRUE POINT OF BEGINNING.

Said tract containing 6.828 acres.

The field data upon which this map or plat is based has a closure precision of one foot in 65,214 feet and an angular error of 00° 00' 03" per angle point and was adjusted using the compass adjustment rule.

This map or plat has been calculated for closure and is found to be accurate to within one foot in 753,802 feet.

EQUIPMENT USED:

ANGULAR: TOPCON TOTAL STATION

LINEAR: TOPCON TOTAL STATION

SITE MAP (NTS)

REV	DATE	DESCRIPTION	BY

NOTES

1. The underground utilities shown have been located from field survey information and existing drawings. This surveyor makes no guarantee that the underground utilities shown comprise all such utilities in the area, either in service or abandoned. The surveyor further does not warrant that the underground utilities shown are in the exact location indicated although he does certify that they are located as accurately as possible from information supplied and to the surveyor's best knowledge are approximately as shown. The surveyor has not physically located the underground utilities.

2. I have examined the Federal Emergency Management Agency Flood Insurance Rate Map for Fulton County, Georgia and Incorporated Areas, Community Panel Number 13121C0058F, Panel 58 of 490, effective date September 18, 2013 and found a property shown hereon to fall within a designated Flood Zone "X" (areas of 100 Year flood).

3. The orthometric heights (elevations and contours) shown hereon were determined by GPS observations and were adjusted by Planners and Engineers Collaborative in July 2016. North American Datum of 1983 (NAD83), North American Vertical Datum of 1988 (NAVD88), Georgia West Zone State Plane Coordinates.

4. The term "Certification" relating to professional engineering and land surveying services shall mean a signed statement based upon facts and knowledge known to the registrant and is not a guarantee or warranty, either expressed or implied.

5. No zoning information provided for building setbacks.

6. The underground utilities shown hereon were determined by locating paint markings created by Planners and Engineers Collaborative.

7. There are 252 regular parking spaces and 23 handicapped spaces for a total of 275 parking spaces.

8. There is no evidence of earth moving work, building construction, or buildings additions observed in the process of conducting the fieldwork.

LEGEND

IPF	IRON PIN FOUND (#4 Re-Rod unless noted otherwise)
IPS	IRON PIN SET (#4 Re-Rod unless noted otherwise)
OT PIPE	IRON PIN FOUND (open top pipe)
CT PIPE	IRON PIN SET (crimp top pipe)
	POINT
CMF	CONCRETE MONUMENT FOUND
MH	SANITARY SEWER MANHOLE
GT	GREASE TRAP
CO	CLEANOUT
T	TELEPHONE MANHOLE
A	ACCESS MANHOLE
—S—	SANITARY SEWER LINE
-----	STORM DRAINAGE LINE
--CS--	COMB. STORM & SAN. SEWER LINE
	SINGLE WING CATCH BASIN LEFT
	SINGLE WING CATCH BASIN RIGHT
	DOUBLE WING CATCH BASIN
JB	JUNCTION BOX
	YARD INLET
	GRATE INLET
	CURB INLET
	DROP INLET
	HEADWALL
W.I.	WEIR INLET
PP	POWER POLE
TP	TRAFFIC POLE
SP	SERVICE POLE
	POWER POLE W/ GUY WIRE
	OVERHEAD POWER / TELEPHONE LINE
	WATER METER
	WATER VALVE
	GAS VALVE
FH	FIRE HYDRANT
W	WATER LINE
	LIGHT POLE

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350 RESEARCH COURT PEACHTREE CORNERS, GEORGIA 30092
(770)451-2741 ■ WWW.PECAT.COM

GEORGIA REGISTERED No. 3008 LAND SURVEYOR JONATHAN N. HOWARD

TREE SURVEY

DRAWN BY: MBS
CHECKED BY: MCS
FILE NO.: 12-199.00
DATE: JUNE 29, 2016
SCALE: 1"=60'

0 30 60 120

FULTON COUNTY GEORGIA

FOR

CITY OF ALPHARETTA

LAND LOT(S) 693, 694, 695 & 696
DISTRICT 12th

J:\161400\SURVEY\16143.00 - Tree Survey.dwg, 10/18/2016 9:21:01 AM, PDFxChange for AcroPlot Pro

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TOWNHOUSE STYLES

A. Townhouse Type I
A Romanesque Brownstone Townhouse

B. Townhouse Type II
A Stick Style inspired Townhouse

SINGLE FAMILY STYLES

A. "The Carmel"
A Federal Style "3-bay" brick home

B. "Eufaula"
A Folk Victorian Cottage

C. "The Summerville"
A Italianate Style home

D. "The Davenport"
A Folk Victorian Cottage

E. "The Maryland"
A Georgian inspired "3-bay" home

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ARCHITECTURE PROPOSED STYLES

11/21/16

TH Elevation with Brick Added

11/21/16

Downtown Main TH and Single Family Elevation #1

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11/21/16

Downtown Main TH and Single Family Elevation #1

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11/21/16

Downtown Main TH and Single Family Elevation #1

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LANDSCAPE ARCHITECTS

11/21/16

Downtown Main TH and Single Family Elevation #1

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11/21/16

Downtown Main TH and Single Family Elevation #1

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11/21/16

Downtown Main TH and Single Family Elevation #1

"The Summerville"

"The Summerville"

"The Fairview"

"The Maryland"

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11.21.16

View looking southeast down Devore Road; depicts brick-Industrial Style.

ARCHITECTURE PROPOSED APARTMENTS

DOWNTOWN MAIN

View looking north, across Devore Road, at trail between apartments and townhouses.

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ARCHITECTURE PROPOSED APARTMENTS & TOWNHOUSES

DOWNTOWN MAIN

TRAFFIC IMPACT STUDY FOR

SOUTH MAIN ST at DEVORE RD MIXED USE COMMUNITY

City of Alpharetta, GA

October 28, 2016
Revised November 1, 2016

Prepared by:

John Karnowski, PTOE, PE, AICP
Randall Parker PTP PTOE PE AICP

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Roswell, GA 30075
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Planners and Engineers Collaborative, Inc.
350 Research Court
Norcross, GA 30092
770.451.2741

11-1-2016

Executive Summary

The proposed South Main Street at Devore Road Mixed Use Community consisting of 29,500 square feet (sf) of retail space, 30,000 sf office space, 6,500 sf restaurants, a 60,500 sf brewery, 64 townhomes, 50 condominiums, 200 apartments with 1,321 parking spaces (1,030 spaces in parking structures, 256 spaces at the townhomes) is expected to be complete in 2021. The site is located in the southeast quadrant of the intersection of South Main Street (State Route 9) and Devore Road in the City of Alpharetta, Georgia, west of Janis Lane.

Vehicular access for the parking structures servicing the commercial uses, apartments and condominiums will be via three (3) entrances on a new interior roadway between Janis Land and Devore Road at Karen Drive. The townhomes will be accessed by interior roadways intersecting with Devore Road two (2) locations, at Michael Drive and a new location to the southwest. Devore Road will provide access for the new vehicular trips at two (2) full-movement intersections at Haynes Bridge Road to the southeast and at South Main Street (SR 9) to the northwest. Janis Lane will provide access for the some of the new vehicular trips at the intersection with South Main Street (SR 9) to the north of the site. The intersection of Devore Road at Haynes Bridge Road is signalized and the intersection of Devore Road at South Main Street (SR 9) is expected to be signalized. Devore Road is expected to be extended to Roswell Street from South Main Street (SR 9) to the northwest to a new roundabout.

When completely occupied, the development is expected to generate approximately 233 entering and 255 exiting new vehicular trips during the morning peak volume hour. Approximately 179 entering and 205 exiting new evening peak hour vehicular trips are expected with a reduction taken for internal capture (trips between uses within the development) of approximately 17% during the morning peak hour and 26% during the evening peak hour. A total of 5,188 new entering and exiting vehicular trips are expected daily. Based on existing traffic patterns, approximately 20% of the new residential and 40% of the new commercial vehicular trips are expected to originate and terminate north and east of the development primarily via SR 9 and Haynes Bridge Road. Approximately 40% of the new residential and 50% of the new commercial trips are expected to use SR 9 west of the site. Approximately 40% of the new residential trips and 10% of the new commercial trips are expected to use Haynes Bridge Road from Devore Road to the south of the site.

Most study locations are expected to operate continue to operate adequately during weekday peak morning and evening hours with the new project trips in 2021 with the existing intersection lane configurations and traffic control. The planned improvements to add turning lanes and a traffic signal at the intersection of Devore Road and SR 9 will provide adequate operations with the new project trips.

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1. Introduction

The proposed South Main Street at Devore Road Mixed Use Community is planned to consist of 29,500 square feet (sf) of retail space, 30,000 sf office space, 6,500 sf restaurants, a 60,500 sf brewery, 64 townhomes, 50 condominiums, and 200 apartments. Parking structures will provide 1,030 spaces with 256 parking spaces provided at the townhomes and 35 surface parking spaces. The site is located in the southeast quadrant of the intersection of South Main Street (State Route 9) and Devore Road in the City of Alpharetta, Georgia.

Vehicular access for the parking structures servicing the commercial uses, apartments and condominiums will be via three (3) entrances on a new interior roadway between Janis Land and Devore Road at Karen Drive. The townhomes will be accessed by interior roadways intersecting with Devore Road two (2) locations, at Michael Drive and a new location to the southwest. Devore Road will provide access for the new vehicular trips at two (2) full-movement intersections at Haynes Bridge Road to the southeast and at South Main Street (SR 9) to the northwest. Janis Lane will provide access for the some of the new vehicular trips at the intersection with South Main Street (SR 9) to the north of the site. The intersection of Devore Road at Haynes Bridge Road is signalized and the intersection of Devore Road at South Main Street (SR 9) is expected to be signalized. Devore Road is expected to be extended to Roswell Street from South Main Street (SR 9) to the northwest to a new roundabout.

The new development is expected to be complete in 2021. The traffic impact analyses are for a single phase of construction.

The traffic study includes existing traffic volumes, trip generation, directional distribution, and traffic impacts at the following intersections:

- South Main Street/SR 9 at Devore Road
- South Main Street/SR 9 at Janis Lane including the north internal roadway access
- South Main Street/SR 9 at Old Milton Pkwy
- Devore Road at Karen Drive and the south internal roadway access
- Devore Road at Michael Drive and townhouses' driveway
- Devore Road at the southern townhouses' driveway
- Devore Road at Haynes Bridge Road
- Devore Road extended at Roswell Street

Figure 1 shows the site location. The site plan is included with this report.

Figure 1: Vicinity Map

2. Existing Conditions

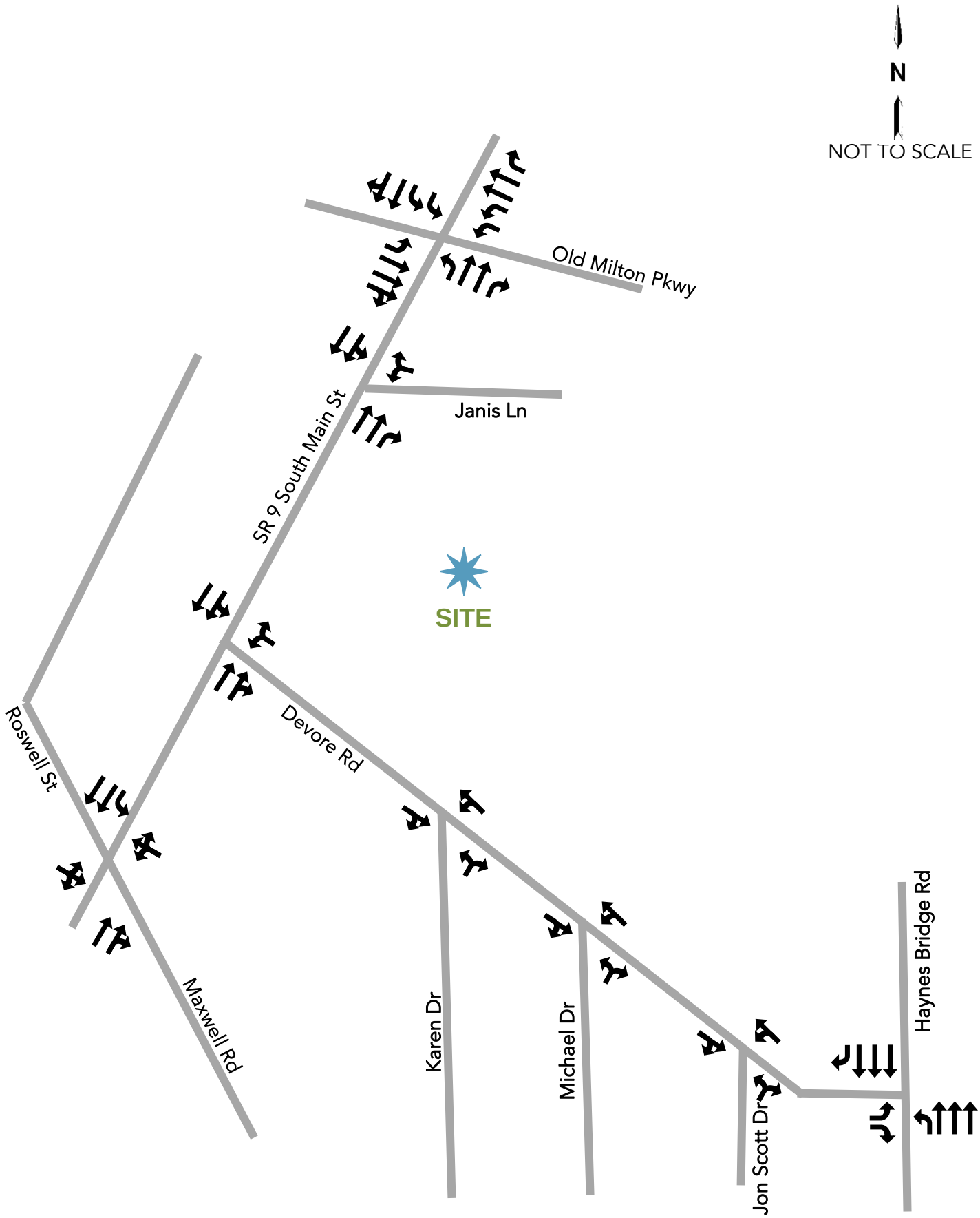
2.1. Transportation Facilities

South Main Street (SR 9) is a principal arterial with two through lanes in each direction with a 35 MPH speed limit. The land uses along SR 9 in this area are primarily commercial. SR 9 provides access between Roswell and Cumming and beyond. The primary intersections in the study area are signalized with turning lanes, but the intersections at Devore Road and at Janis Lane are side-street stop sign controlled and do not include turning lanes. SR 9 is planned to be improved to include a center raised median and left-turn lanes where appropriate.

Devore Road is a two-lane local street providing access to residences on Karen Drive, Michael Drive, and Jon Scott Drive, as well as commercial uses near the terminating intersections. Devore Road runs southeast between South Main Street (SR 9) and Haynes Bridge Road and appears to be used for substantial cut-through trips. The intersection of Devore Road at Haynes Bridge Road is controlled by a traffic signal and has dedicated turning lanes for all movements. The intersection of Devore Road at South Main Street currently allows for full-movement and is controlled by a side-street stop sign; but is planned to be improved with dedicated turning lanes and a traffic signal. Devore Road is also expected to extend northwest beyond South Main Street to terminate in a planned new roundabout at Roswell Street. Roswell Street is expected to be closed between the new roundabout and South Main Street at Maxwell Road.

The existing lane configurations and traffic controls are shown in Figure 2.

Figure 2: Existing Lane Configuration



2.2. Traffic Volumes

Traffic counts collected on Thursday, September 22, 2016, from 7-9 AM and 4-6 PM while schools were in session at the following intersections:

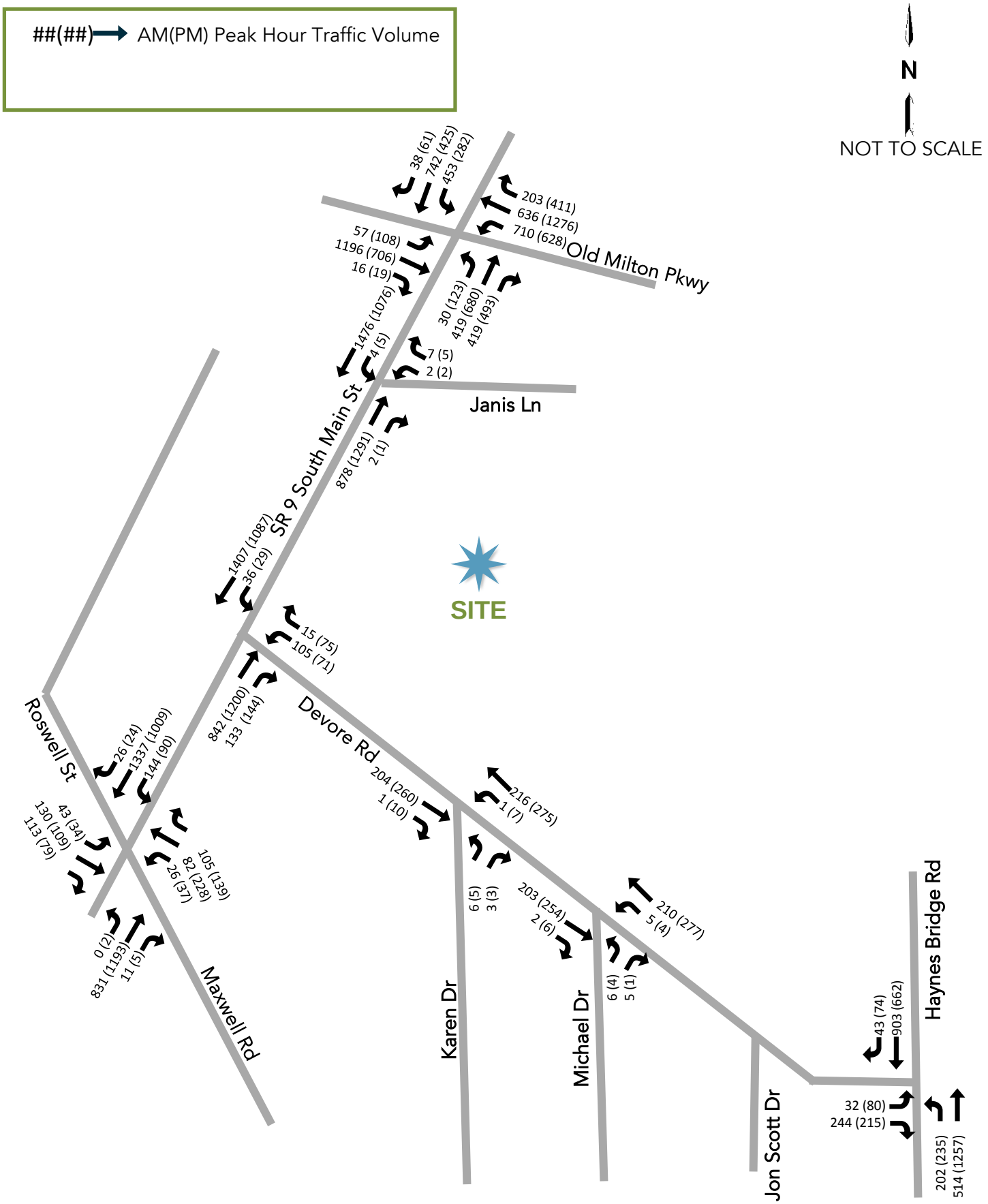
- South Main Street/SR 9 at Devore Road
- South Main Street/SR 9 at Janis Lane
- South Main Street/SR 9 at Old Milton Parkway
- Devore Road at Karen Drive
- Devore Road at Michael Drive
- Devore Road at Jon Scott Drive
- Devore Road at Haynes Bridge Road
- South Main Street/SR 9 at Roswell Street/Maxwell Road

Bi-directional vehicular traffic counts were also collected Thursday, September 22, 2016, on South Main Street/SR 9, Devore Road and on Roswell Street near the site.

To provide an estimation of the new traffic expected from the brewery included in the development, entering and exiting vehicular traffic counts were also collected on Thursday, September 22, 2016, from 7-9 AM and 4-6 PM at the existing location of the Jekyll Brewery on Marconi Drive at the main and rear access points to the parking areas.

The existing morning and evening peak hour turning movement counts at the study intersections are shown in Figure 3. The count worksheets are included in the Appendix.

Figure 3: Existing Volumes



2.3. Existing Capacity Analysis

The results of the intersection capacity analysis are shown in Table 1 for existing volumes. Average vehicular delays are calculated and reported as Levels of Service (LOS) as defined by the Highway Capacity Manual (HCM).

Table 1: Existing Intersection Capacity Analyses

Intersection	Control	Approach	Peak Hour LOS	
			AM	PM
SR 9 at Devore Rd	Side Street Stop	NB	A	A
		SB	B	B
		WB	F	F
SR 9 at Janis Ln	Side Street Stop	NB	A	A
		SB	A	A
		WB	B	D
SR 9 at Rucker Rd/Old Milton Pkwy	Signal	Intersection	E	D
Devore Rd at Karen Dr	Side Street Stop	EB	A	A
		WB	A	A
		NB	A	A
Devore Rd at Michael Dr	Side Street Stop	EB	A	A
		WB	A	A
		NB	B	B
Devore Rd at Jon Scott Dr	Side Street Stop	EB	A	A
		WB	A	A
		NB	B	B
Haynes Bridge at Devore Rd	Signal	Intersection	B	B
SR 9 at Maxwell Rd/Roswell St	Signal	Intersection	B	B

As can be seen in Table 1, all existing study intersections operate adequately during both morning and evening peak volume hours except the Devore Road approach to SR 9. That intersection will be reconstructed (see Section 4) so no changes are recommended. Intersection capacity analyses worksheets are included in the Appendix.

3. Trip Generation

Table 2 summarizes the project trip generation using the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 9th Edition, 2012 rates and equations and *Trip Generation Handbook*, 3rd Edition, 2014, internal capture formulas, constrained between types of use.

Table 2: Project Trip Generation

Project Land Use (LUC)		Project Density		Total	IN	OUT
Apartments (220)		200	dwelling units			
	Daily			1336	668	668
	AM Peak Hour			102	20	82
	PM Peak Hour			128	83	45
Townhomes (230)		64	dwelling units			
	Daily			436	218	218
	AM Peak Hour			36	6	30
	PM Peak Hour			42	28	14
Condos (230)		50	dwelling units			
	Daily			352	176	176
	AM Peak Hour			30	5	25
	PM Peak Hour			34	23	11
Residential New Trips		314	dwelling units			
	Daily			2124	1062	1062
	AM Peak Hour			168	31	137
	PM Peak Hour			204	134	70
Residential Internal Capture	*Reduction*					
	AM Peak Hour			*9*	*2*	*7*
	PM Peak Hour			*45*	*19*	*26*
External Residential Trips						
	AM Peak Hour			159	29	130
	PM Peak Hour			159	115	44
Office (710)		30	ksf			
	Daily			526	263	263
	AM Peak Hour			73	64	9
	PM Peak Hour			112	19	93
Specialty Retail (826)		29.5	ksf			
	Daily			1300	650	650
	AM Peak Hour			260	125	135
	PM Peak Hour			92	40	52
Quality Restaurant (931)		3.5	ksf			
	Daily			316	158	158
	AM Peak Hour			3	2	1
	PM Peak Hour			26	17	9
High Turnover Restaurant (932)		3	ksf			
	Daily			382	158	158
	AM Peak Hour			32	18	14
	PM Peak Hour			30	18	12
Brewery (No LUC)		60.5	ksf			
(Double Existing Counts)	AM Peak Hour			50	42	8

Project Land Use (LUC)		Project Density		Total	IN	OUT
(Double Existing Counts)	PM Peak Hour			**54**	18	36
Commercial New Trips		126.5	ksf			
(assumes 540 Brewery Daily Trips)	Daily			**3064**	1532	1532
	AM Peak Hour			**418**	251	167
	PM Peak Hour			**314**	112	202
Commercial Internal Capture	*Reduction*					
	AM Peak Hour			***89***	*47*	*42*
	PM Peak Hour			***89***	*48*	*41*
External Commercial Trips						
	AM Peak Hour			**329**	204	125
	PM Peak Hour			**225**	64	161
Total New Trips						
	Daily			**5188**	2594	2594
	AM Peak Hour			**488**	233	255
	PM Peak Hour			**384**	179	205

The 3rd Edition Trip Generation Handbook does not provide daily trip reduction formulas, so none were taken. For the Brewery, we counted the existing location peak hour trips and doubled them for the new location. The Brewery was assumed to generate ten (10) times the peak hour trips for the purpose of the daily total trips calculation. No internal capture reduction was taken between the Brewery and other uses, as rates are not documented at this time.

When completely occupied, the development is expected to generate approximately 233 entering and 255 exiting new vehicular trips during the morning peak volume hour. Approximately 179 entering and 205 exiting new evening peak hour vehicular trips are expected with a reduction taken for internal capture (trips between uses within the development) of approximately 17% during the morning peak hour and 26% during the evening peak hour. A total of 5,188 new entering and exiting vehicular trips are expected daily. Figure 4 shows the volumes of the new trips.

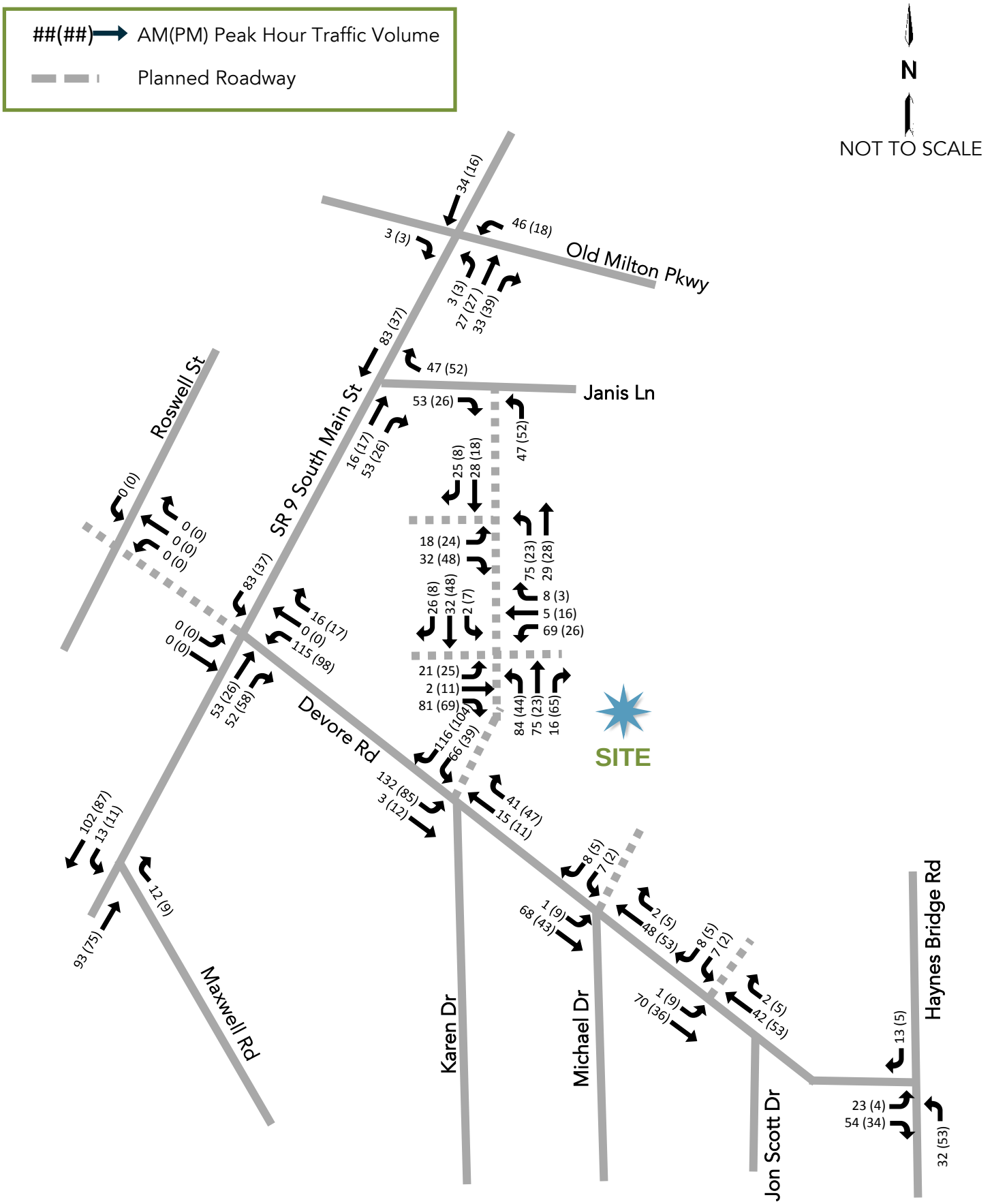
3.1. Trip Distribution and Assignment

The assignment and directional distribution of new project trips was based on the existing traffic patterns in the area. The directional distribution for new trips is as follows:

Residential:
- 20% to/from north and east on SR 9 and Haynes Bridge Road to Old Milton Parkway
- 40% to/from west and south on SR 9
- 40% to/from south on Haynes Bridge Road

Commercial:
- 40% to/from north and east on SR 9 and Haynes Bridge Road to Old Milton Parkway
- 50% to/from west and south on SR 9
- 10% to/from south on Haynes Bridge Road

Figure 4: Project Volumes



4. Background Conditions Capacity Analysis

The City of Alpharetta and the Georgia DOT has plans to modify the traffic lanes on SR 9. The project will modify the SR 9 at Maxwell Road intersection by cutting off access to Roswell Street. Devore Road will be realigned and extended west to intersect with Roswell Street at a roundabout. A traffic signal is planned for the realigned Devore Road.

As a result of the roadway changes, new traffic patterns will emerge. For example, traffic that current heads south on Roswell Street and continues onto Maxwell Road will likely use Devore Road to Haynes Bridge Road. The traffic that now heads south on SR 9 would turn left through the roundabout onto Devore Road and then right to SR 9. The reverse movements would be similar.

A traffic study was conducted for the road construction project. Traffic forecasts were made available and, to the extent reasonable, were incorporated into this study as background traffic conditions.

For the background capacity analysis, all GDOT improvements were assumed to be in place. It is important to note that the GDOT project should be complete by 2022 but the build-out year for the project is 2021. The results of the intersection capacity analysis are shown in Table 3 for background growth volumes shown in Figure 5.

Table 3: Background Conditions LOS

Intersection	Control	Approach	Peak Hour LOS	
			AM	PM
SR 9 at Devore Rd	Signal	Intersection	C	C
Roswell Street at Devore Rd	Roundabout	Intersection	A	A
SR 9 at Janis Ln	Side Street Stop	NB	A	A
		WB	E	E
SR 9 at Rucker Rd/Old Milton Pkwy	Signal	Intersection	E	E
Devore Rd at Karen Dr	Side Street Stop	EB	A	A
		WB	A	A
		NB	B	C
Devore Rd at Michael Dr	Side Street Stop	EB	A	A
		WB	A	A
		NB	B	C
Haynes Bridge at Devore Rd	Signal	Intersection	B	B
SR 9 at Maxwell Rd	Signal	Intersection	A	A

As a results of the SR 9 improvement project, the intersection of SR 9 at Devore Road will operate acceptably. There will be more traffic on Devore Road so the unsignalized approaches at Karen Dr and Michael Dr will degrade somewhat but not significantly over the existing case.

Figure 5: Background Volumes

5. Future Conditions Capacity Analysis

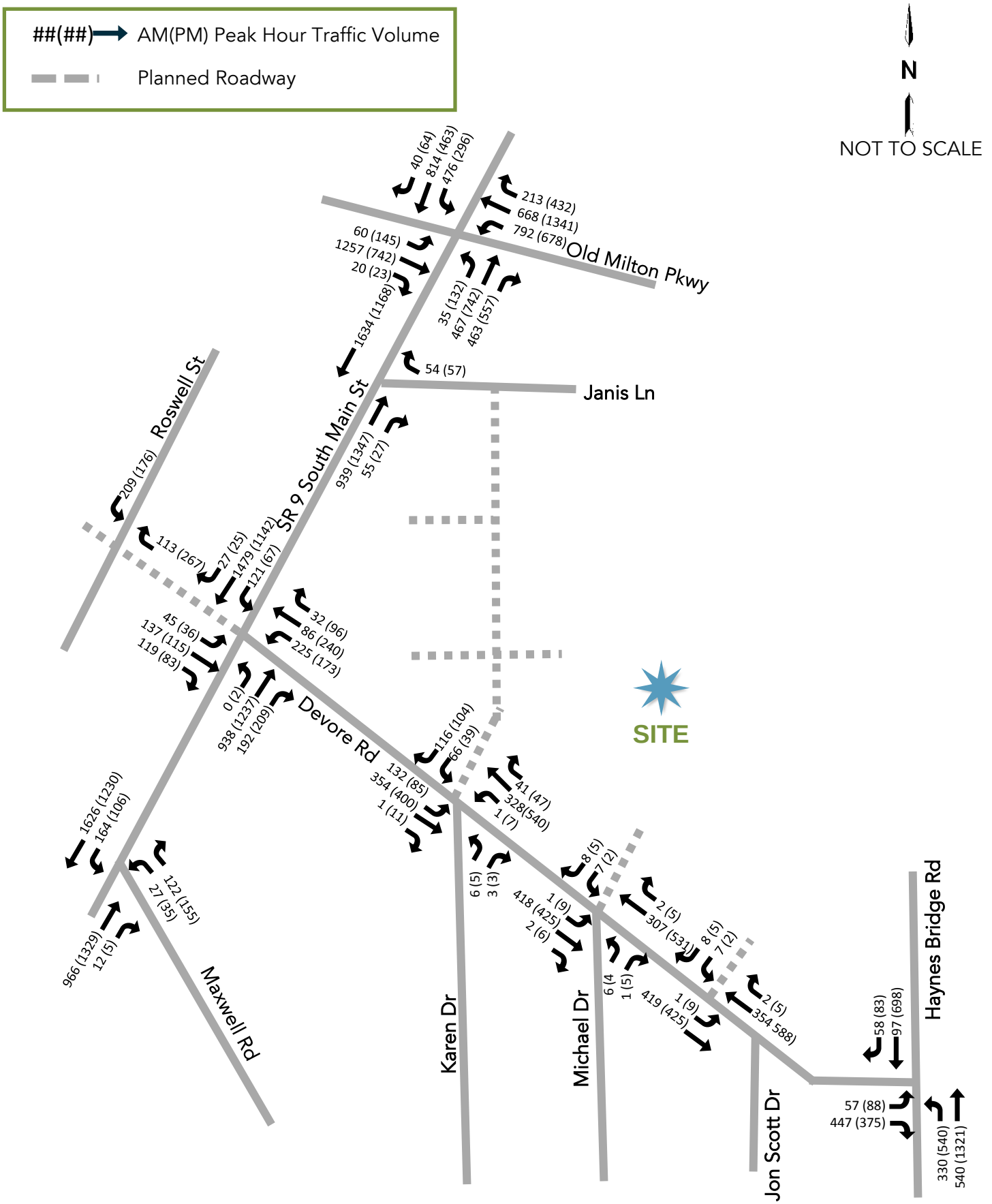
As stated previously, the future conditions assume that all of the GDOT improvements will be in place. This may not be the case for the first year of operation, depending on the construction schedule. The results of the intersection capacity analysis are shown in Table 4 for existing with project volumes shown in Figure 6.

Table 4: Future with Project Trips LOS

Intersection	Control	Approach	Peak Hour LOS	
			AM	PM
SR 9 at Devore Rd	Signal	Intersection	D	D
Roswell Street at Devore Rd	Roundabout	Intersection	A	A
SR 9 at Janis Ln	Side Street Stop	NB	A	A
		WB	C	C
SR 9 at Rucker Rd/Old Milton Pkwy	Signal	Intersection	E	E
Devore Rd at Karen Dr/Dwy 1	Side Street Stop	EB	A	A
		WB	A	A
		NB	D	D
		SB	D	D
Devore Rd at Michael Dr / Dwy 2	Side Street Stop	EB	A	A
		WB	A	A
		NB	B	C
		SB	B	C
Devore Rd at Driveway 3	Side Street Stop	EB	A	A
		WB	A	A
		SB	B	C
Haynes Bridge at Devore Rd	Signal	Intersection	C	B
SR 9 at Maxwell Rd	Signal	Intersection	A	A

All of the study intersections will be able to operate adequately with the site traffic and the planned improvements from the SR 9 project. Intersection capacity analyses worksheets are included in the Appendix.

Figure 6: Future with Project Volumes



6. Pre-GDOT Improvements Analysis

As stated previously, the proposed GDOT project may or may not be constructed by the time the development is ready to use the road network. An additional set of analysis was conducted for the intersection of SR 9 and Devore Road without the fourth leg or without a left turn lane on SR 9.

Intersection Configuration	AM Peak Dir - LOS	PM Peak Dir - LOS
Unsignalized, left/right lanes on Devore, Existing SR 9 lanes	WB – F	WB – F
	SBL – D	SBL – C
Signalized, left/right lanes on Devore, Existing SR 9 lanes	Intersection – C	Intersection – A
	SBL – D	SBL – B
Signalized, left/right lanes on Devore, SB left turn on SR 9	Intersection – B	Intersection – B
	SBL – A	SBL – B

The unsignalized conditions would be unacceptable in much the same way the intersection functions today. With a traffic signal but without a southbound left turn lane, the southbound queues on SR 9 are expected to be very long – beyond the Old Milton Pkwy intersection. With a turn lane, the queues will be manageable. A minimal length turn bay can be provided in the interim condition prior to the full construction of turn lanes and the median on SR 9. The 95% queue for the left turn bay will be less than 100 feet, assuming a left turn signal is provided.

7. Conclusions and Recommendations

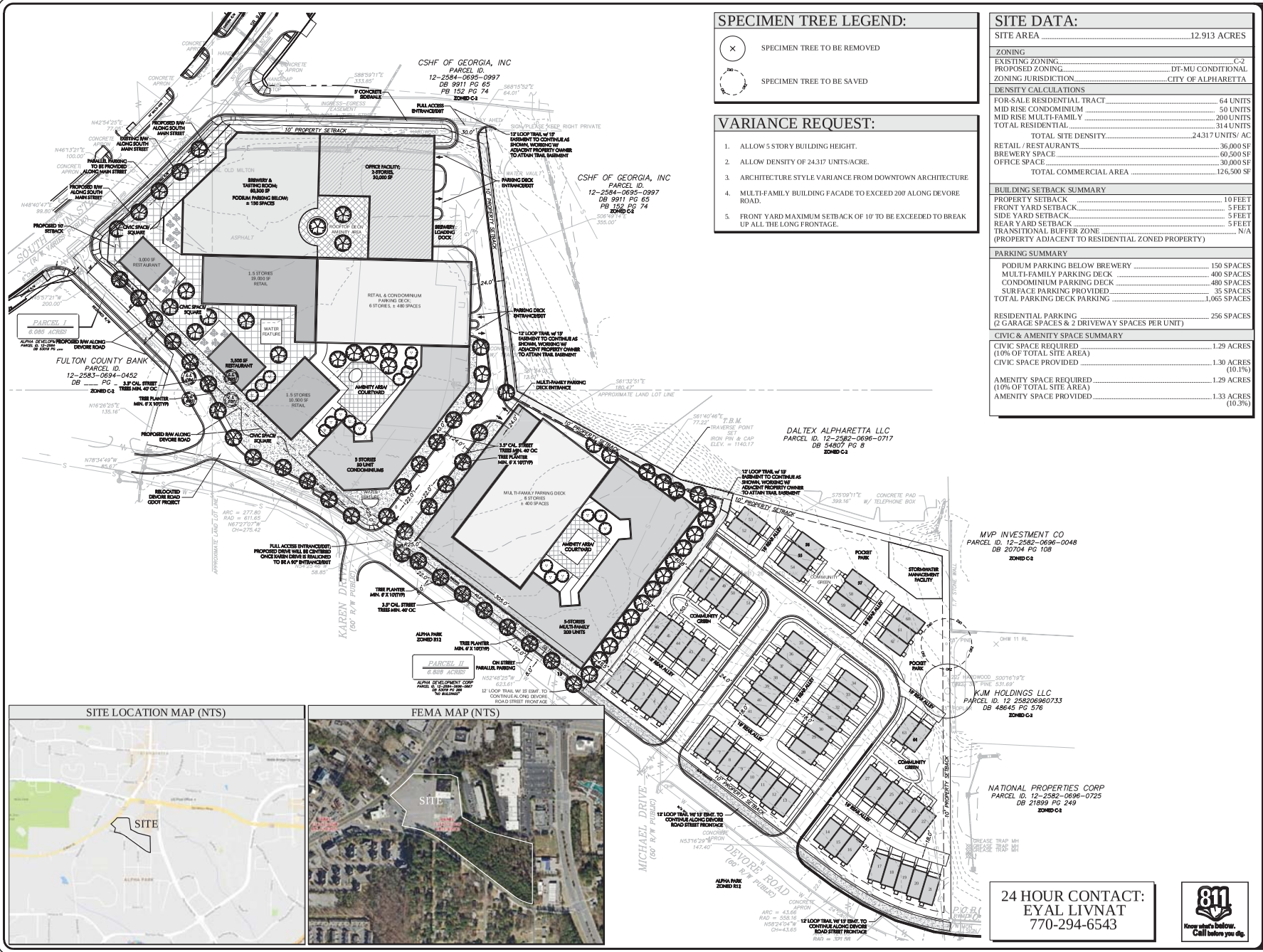
The proposed South Main Street at Devore Road Mixed Use Community consisting of 29,500 square feet (sf) of retail space, 30,000 sf office space, 6,500 sf restaurants, a 60,500 sf brewery, 64 townhomes, 50 condominiums, 200 apartments with 1,321 parking spaces (1,030 spaces in parking structures, 256 spaces at the townhomes) is expected to be complete in 2021. The site is located in the southeast quadrant of the intersection of South Main Street (State Route 9) and Devore Road in the City of Alpharetta, Georgia, to the southwest of Janis Lane.

Vehicular access for the parking structures servicing the commercial uses, apartments and condominiums will be via three (3) entrances on a new interior roadway between Janis Land and Devore Road at Karen Drive. The townhomes will be accessed by interior roadways intersecting with Devore Road two (2) locations, at Michael Drive and a new location to the southwest. Devore Road will provide access for the new vehicular trips at two (2) full-movement intersections at Haynes Bridge Road to the southeast and at South Main Street (SR 9) to the northwest. Janis Lane will provide access for the some of the new vehicular trips at the intersection with South Main Street (SR 9) to the north of the site. The intersection of Devore Road at Haynes Bridge Road is signalized and the intersection of Devore Road at South Main Street (SR 9) is expected to be signalized. Devore Road is expected to be extended to Roswell Street from South Main Street (SR 9) to the northwest to a new roundabout.

When completely occupied, the development is expected to generate approximately 233 entering and 255 exiting new vehicular trips during the morning peak volume hour. Approximately 179 entering and 205 exiting new evening peak hour vehicular trips are expected with a reduction taken for internal capture (trips between uses within the development) of approximately 17% during the morning peak hour and 26% during the evening peak hour. A total of 5,188 new entering and exiting vehicular trips are expected daily. Based on existing traffic patterns, approximately 20% of the new residential and 40% of the new commercial vehicular trips are expected to originate and terminate north and east of the development primarily via SR 9 and Haynes Bridge Road. Approximately 40% of the new residential and 50% of the new commercial trips are expected to use SR 9 west of the site. Approximately 40% of the new residential trips and 10% of the new commercial trips are expected to use Haynes Bridge Road from Devore Road to the south of the site.

Most study locations are expected to operate continue to operate adequately during weekday peak morning and evening hours with the new project trips in 2021 with the existing intersection lane configurations and traffic control. The planned improvements to add turning lanes and a traffic signal at the intersection of Devore Road and SR 9 will provide adequate operations with the new project trips.

Appendix



SPECIMEN TREE LEGEND:

- SPECIMEN TREE TO BE REMOVED
- SPECIMEN TREE TO BE SAVED

VARIANCE REQUEST:

1. ALLOW 5 STORY BUILDING HEIGHT.
2. ALLOW DENSITY OF 24.317 UNITS/ACRE.
3. ARCHITECTURE STYLE VARIANCE FROM DOWNTOWN ARCHITECTURE
4. MULTI-FAMILY BUILDING FACADE TO EXCEED 200' ALONG DEVORE ROAD.
5. FRONT YARD MAXIMUM SETBACK OF 10' TO BE EXCEEDED TO BREAK UP ALL THE LONG FRONTAGE.

SITE DATA:

SITE AREA	12.913 ACRES
ZONING	
EXISTING ZONING	C-2
PROPOSED ZONING	DT-MU CONDITIONAL
ZONING JURISDICTION	CITY OF ALPHARETTA
DENSITY CALCULATIONS	
FOR-SALE RESIDENTIAL TRACT	64 UNITS
MID RISE CONDOMINIUM	50 UNITS
MID RISE MULTI-FAMILY	200 UNITS
TOTAL RESIDENTIAL	314 UNITS
TOTAL SITE DENSITY	24.317 UNITS/ AC
RETAIL / RESTAURANTS	36,000 SF
BREWERY SPACE	60,500 SF
OFFICE SPACE	30,000 SF
TOTAL COMMERCIAL AREA	126,500 SF
BUILDING SETBACK SUMMARY	
PROPERTY SETBACK	10 FEET
FRONT YARD SETBACK	5 FEET
SIDE YARD SETBACK	5 FEET
REAR YARD SETBACK	5 FEET
TRANSITIONAL BUFFER ZONE (PROPERTY ADJACENT TO RESIDENTIAL ZONED PROPERTY)	N/A
PARKING SUMMARY	
PODIUM PARKING BELOW BREWERY	150 SPACES
MULTI-FAMILY PARKING DECK	400 SPACES
CONDOMINIUM PARKING DECK	480 SPACES
SURFACE PARKING PROVIDED	35 SPACES
TOTAL PARKING DECK PARKING	1,065 SPACES
RESIDENTIAL PARKING (2 GARAGE SPACES & 2 DRIVEWAY SPACES PER UNIT)	256 SPACES
CIVIC & AMENITY SPACE SUMMARY	
CIVIC SPACE REQUIRED (10% OF TOTAL SITE AREA)	1.29 ACRES
CIVIC SPACE PROVIDED	1.30 ACRES (10.1%)
AMENITY SPACE REQUIRED (10% OF TOTAL SITE AREA)	1.29 ACRES
AMENITY SPACE PROVIDED	1.33 ACRES (10.3%)

SITE LOCATION MAP (NTS)

FEMA MAP (NTS)

24 HOUR CONTACT:
EYAL LIVNAT
770-294-6543

811 Know what's below. Call before you dig.

South Main Street at Devore Road

A Master Planned Mixed Use Community

FOR:
DUKE LAND GROUP
4828 ASHFORD DUNWOODY ROAD
SUITE 400
ATLANTA, GEORGIA 30338
PHONE: 770-391-1233

LAND LOT 695, 696
13TH DISTRICT
1 SOUTH MAIN STREET

CITY OF ALPHARETTA
FULTON COUNTY
GEORGIA

"WE PROVIDE SOLUTIONS"

PLANNERS AND ENGINEERS COLLABORATIVE
SITE PLANNING ▪ LANDSCAPE ARCHITECTURE ▪ CIVIL ENGINEERING ▪ LAND SURVEYING
350 RESEARCH COURT ▪ NORCROSS, GEORGIA 30092 ▪ (770)451-3741 ▪ FAX (770)451-3915 ▪ WWW.PECATL.COM

REVISIONS:

NO.	DATE	BY	DESCRIPTION
-1	9/30/2016	PEC	CITY COMMENTS

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SHEET TITLE
MASTER REZONING SITE PLAN

0 30 60 120 180

SCALE: 1" = 60'
DATE: SEPT. 1, 2016
PROJECT: 16143.00

THIS SEAL IS ONLY VALID IF COUNTER SIGNED AND DATED WITH AN ORIGINAL SIGNATURE.

GEORGIA REGISTERED No. 34339 PROFESSIONAL ENGINEER KENNETH J. MOORE

9/30/2016

GSWCC LEVEL II DESIGN PROFESSIONAL CERTIFICATION # 0000059389 EXP. 10/27/2018

Z1
SHEET

8/18/2016 USER:sablad	Plot file C:\GDOT\GDOTROAD\tables\Gplotborder-half.tbl	m:\gdot\1120440 and 1120441 sr 9\04.DRAWINGS\DGN\721780RC02.dgn(ON=1-63)) GRWCOV	STATE GA	PROJECT NUMBER STP00-0114-01(084) & (085)	SHEET NO. 2	TOTAL SHEETS 91

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

RIGHT OF WAY OF PROPOSED
SR 9/NORTH MAIN STREET
FROM ACADEMY STREET TO WINDWARD PARKWAY &
SR 9/SOUTH MAIN STREET
FROM UPPER HEMBREE ROAD TO ACADEMY STREET
FULTON COUNTY

FEDERAL AID PROJECT

STP00-0114-01(084) & (085)

FEDERAL ROUTE No. : N/A
STATE ROUTE No. : 9
P. I. No. : 721780 & 721790

NOTE: THE CO-ORDINATES LISTED ARE WEST ZONE GRID CO-ORDINATES BASED ON THE GA. STATE PLANE CO-ORDINATE SYSTEM OF 1984.
HORIZONTAL DATUM : NAD 83/84 HARN
VERTICAL DATUM : NAVD 1988

END PROJECT
STP00-0114-01(085)
P.I. 721790
BEGIN PROJECT
STP00-0114-01(084)
P.I. 721780
STA. 195+61.65
N=1482601.869
E=2257858.538

BEGIN R/W ACQUISITION
STP00-0114-01(084)
STA. 196+06.96
N=1482646.8817
E=2257860.6902

END R/W ACQUISITION
STP00-0114-01(085)
STA. 177+21.76
N=1480948.1626
E=2257172.0398

BEGIN PROJECT EXCEPTION
STA. 177+74.25
N 1480991.0810
E 2257202.2620

LIMITS OF R/W ACQUISITION STA. 1414+29.00
LIMITS OF R/W ACQUISITION STA. 1309+00.00
LIMITS OF R/W ACQUISITION STA. 1607+00.00
LIMITS OF R/W ACQUISITION STA. 2101+50.00
LIMITS OF R/W ACQUISITION STA. 2301+80.00
LIMITS OF R/W ACQUISITION STA. 1200+90.00
LIMITS OF R/W ACQUISITION STA. 3201+69.35
LIMITS OF R/W ACQUISITION STA. 3301+10.00
LIMITS OF R/W ACQUISITION STA. 1300+60.00
LIMITS OF R/W ACQUISITION STA. 1402+08.31
LIMITS OF R/W ACQUISITION STA. 2001+40.42
LIMITS OF R/W ACQUISITION STA. 2202+00.00

MATCHLINE STA. 154+00.00
MATCHLINE STA. 219+00.00

ROSWELL ST
MAXWELL ROAD
OLD DEVORE ROAD
KAREN DRIVE
JANIS LANE
OLD MILTON PARKWAY
MILTON AVENUE
MARIETTA STREET SOUTH
MARIETTA STREET NORTH
NORCROSS STREET
CHURCH STREET
CUMMING STREET
ACADEMY STREET
MAYFIELD ROAD

EXIST. R/W
REQD R/W

SCALE IN FEET
0 200 400 800

PLANS PREPARED BY
POND & COMPANY

UNDER THE SUPERVISION OF
TIMOTHY EVANS
OFFICE OF PROGRAM DELIVERY

APPROVED: _____
TROY D. BYERS, STATE RIGHT OF WAY ADMINISTRATOR DATE

LOCATION AND DESIGN APPROVAL DATE: 03-21-2016

PLANS COMPLETED DATE: 10-01-2014

REVISIONS:

CONVENTIONAL SIGNS

- STATE OR COUNTY LINE
- CITY LIMIT LINE
- LAND LOT LINE
- PROPERTY LINE
- SURVEY OR BASE LINE
- RIGHT OF WAY LINE: EXISTING; REQUIRED; LIMIT OF ACCESS; REQD R/W & LIMIT OF ACCESS; R/W MARKERS
- FENCE
- RAILROAD
- POWER LINE
- TELEPHONE LINE
- POWER POLES
- TELEPHONE OR TELEGRAPH POLES

STP00-0114-01(084) & (085)
FULTON COUNTY

1/5/2009

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Devore Rd and SR 9_Alpharetta Hwy , Alpharetta

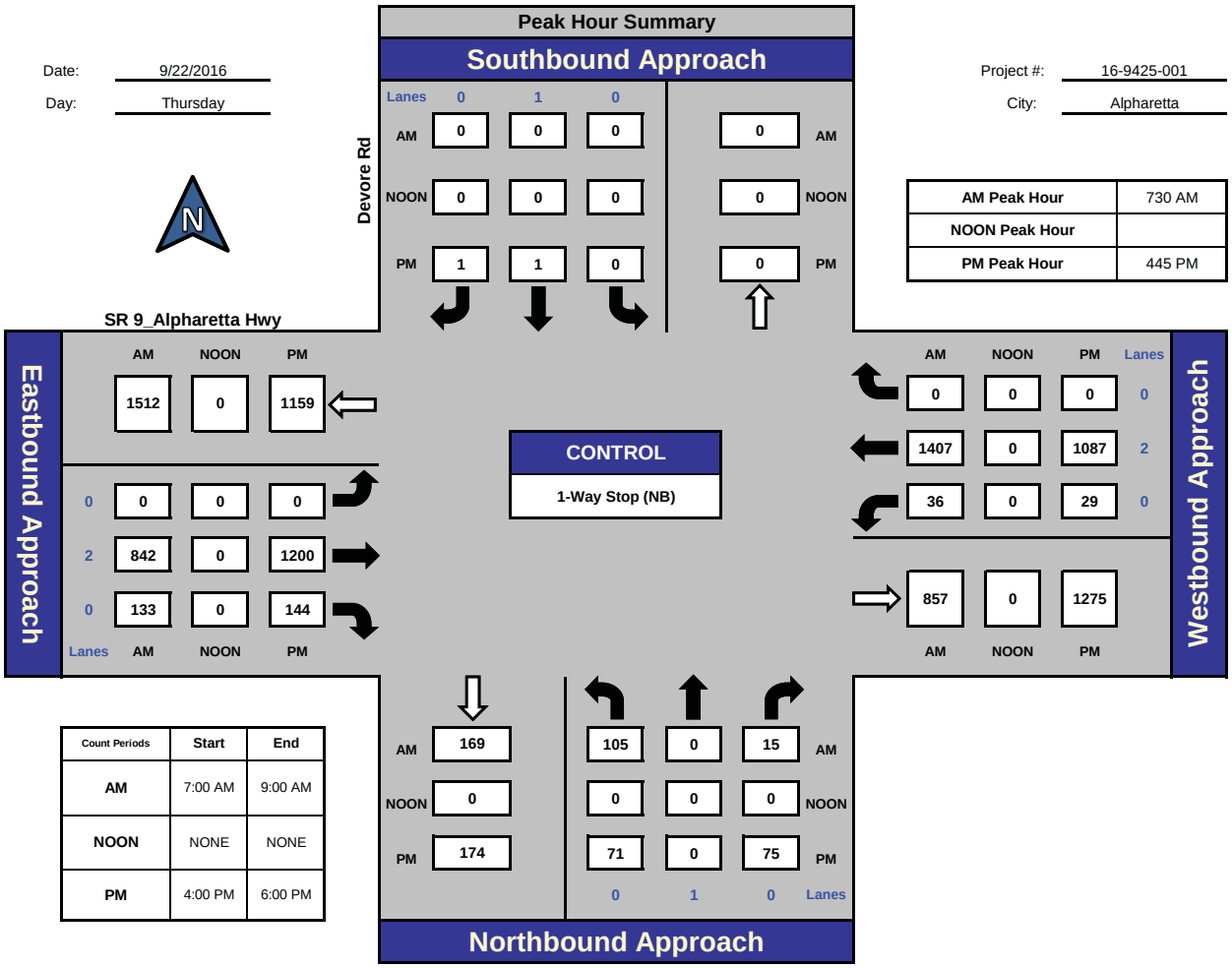
Date: 9/22/2016

Day: Thursday

Project #: 16-9425-001

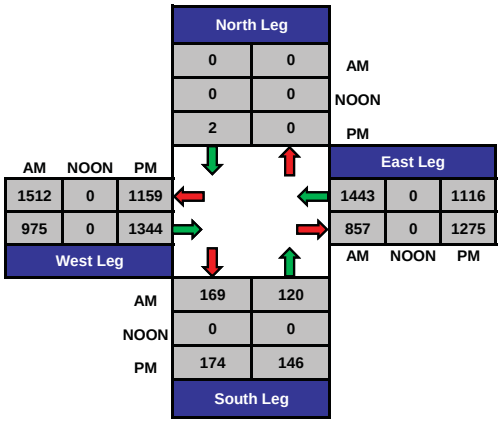
City: Alpharetta

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	445 PM

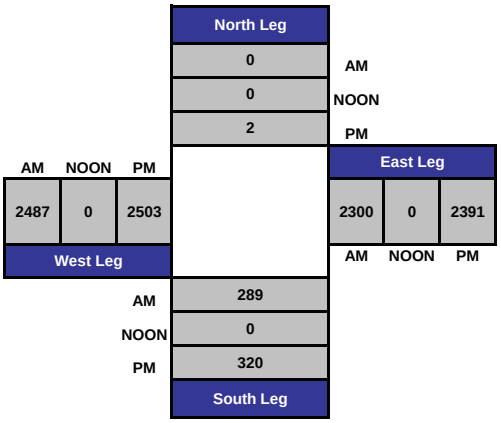


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Project ID: 16-9425-001
Location: Devore Rd & SR 9_Alpharetta Hwy
City: Alpharetta

Day: Thursday
Date: 9/22/2016

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Devore Rd Southbound					SR 9_Alpharetta Hwy Westbound					Devore Rd Northbound					SR 9_Alpharetta Hwy Eastbound					
Start Time	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Int. Total
7:00 AM	0	0	0	0	0	0	317	17	0	334	4	0	22	0	26	9	135	0	0	144	504
7:15 AM	1	0	0	0	1	0	374	8	0	382	4	0	26	0	30	24	180	0	0	204	617
7:30 AM	0	0	0	0	0	0	374	11	0	385	4	0	22	0	26	35	200	0	0	235	646
7:45 AM	0	0	0	0	0	0	360	10	0	370	1	0	30	0	31	37	246	0	0	283	684
Total	1	0	0	0	1	0	1425	46	0	1471	13	0	100	0	113	105	761	0	0	866	2451
8:00 AM	0	0	0	0	0	0	312	5	0	317	6	0	29	0	35	24	189	0	0	213	565
8:15 AM	0	0	0	0	0	0	361	10	0	371	4	0	24	0	28	37	207	0	0	244	643
8:30 AM	0	0	0	0	0	0	299	9	0	308	4	0	26	0	30	36	216	0	0	252	590
8:45 AM	0	0	0	0	0	0	291	9	0	300	5	0	22	0	27	24	189	0	0	213	540
Total	0	0	0	0	0	0	1263	33	0	1296	19	0	101	0	120	121	801	0	0	922	2338
BREAK																					
4:00 PM	0	0	0	0	0	0	214	3	0	217	14	0	15	0	29	44	287	2	0	333	579
4:15 PM	1	0	0	0	1	0	234	8	0	242	8	0	21	0	29	20	252	1	0	273	545
4:30 PM	0	0	0	0	0	0	244	6	0	250	15	0	16	0	31	32	283	0	0	315	596
4:45 PM	1	0	0	0	1	0	273	5	0	278	13	0	17	0	30	28	296	0	0	324	633
Total	2	0	0	0	2	0	965	22	0	987	50	0	69	0	119	124	1118	3	0	1245	2353
5:00 PM	0	0	0	0	0	0	241	8	0	249	15	0	24	0	39	46	315	0	0	361	649
5:15 PM	0	1	0	0	1	0	273	10	0	283	27	0	14	0	41	38	330	0	0	368	693
5:30 PM	0	0	0	0	0	0	300	6	0	306	20	0	16	0	36	32	259	0	0	291	633
5:45 PM	1	0	0	0	1	0	221	5	0	226	11	0	29	0	40	30	214	1	0	245	512
Total	1	1	0	0	2	0	1035	29	0	1064	73	0	83	0	156	146	1118	1	0	1265	2487
Grand Total	4	1	0	0	5	0	4688	130	0	4818	155	0	353	0	508	496	3798	4	0	4298	9629
Apprch %	80.0	20.0	0.0	0.0		0.0	97.3	2.7	0.0		30.5	0.0	69.5	0.0		11.5	88.4	0.1	0.0		
Total %	0.0	0.0	0.0	0.0	0.1	0.0	48.7	1.4	0.0	50.0	1.6	0.0	3.7	0.0	5.3	5.2	39.4	0.0	0.0	44.6	
Cars, PU, Vans	4	1	0	0	5	0	4688	130	0	4818	155	0	353	0	508	496	3798	4	0	4298	9629
% Cars, PU, Vans	100.0	100.0	0.0	0.0	100.0	0.0	100.0	100.0	0.0	100.0	100.0	0.0	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
%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

Project ID: 16-9425-001
Location: Devore Rd & SR 9_Alpharett
City: Alpharetta

PEAK HOURS

Day: Thursday
Date: 9/22/2016

AM

	Devore Rd Southbound				SR 9_Alpharetta Hwy Westbound				Devore Rd Northbound				SR 9_Alpharetta Hwy Eastbound				
Start Time	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
7:30 AM	0	0	0	0	0	374	11	385	4	0	22	26	35	200	0	235	646
7:45 AM	0	0	0	0	0	360	10	370	1	0	30	31	37	246	0	283	684
8:00 AM	0	0	0	0	0	312	5	317	6	0	29	35	24	189	0	213	565
8:15 AM	0	0	0	0	0	361	10	371	4	0	24	28	37	207	0	244	643
Total Volume	0	0	0	0	0	1407	36	1443	15	0	105	120	133	842	0	975	2538
% App. Total	0.0	0.0	0.0	0	0.0	97.5	2.5	100	12.5	0.0	87.5	100	13.6	86.4	0.0	100	
PHF				0.000				0.937				0.857				0.861	
Cars, PU, Vans	0	0	0	0	0	1407	36	1443	15	0	105	120	133	842	0	975	2538
% Cars, PU, Vans	0.0	0.0	0.0	0.0	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
%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

PM

	Devore Rd Southbound				SR 9_Alpharetta Hwy Westbound				Devore Rd Northbound				SR 9_Alpharetta Hwy Eastbound				
Start Time	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	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	1	0	0	1	0	273	5	278	13	0	17	30	28	296	0	324	633
5:00 PM	0	0	0	0	0	241	8	249	15	0	24	39	46	315	0	361	649
5:15 PM	0	1	0	1	0	273	10	283	27	0	14	41	38	330	0	368	693
5:30 PM	0	0	0	0	0	300	6	306	20	0	16	36	32	259	0	291	633
Total Volume	1	1	0	2	0	1087	29	1116	75	0	71	146	144	1200	0	1344	2608
% App. Total	50.0	50.0	0.0	100	0.0	97.4	2.6	100	51.4	0.0	48.6	100	10.7	89.3	0.0	100	
PHF				0.500				0.912				0.890				0.913	

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

SR 9 Alpharetta Hwy and Janis Ln , Alpharetta

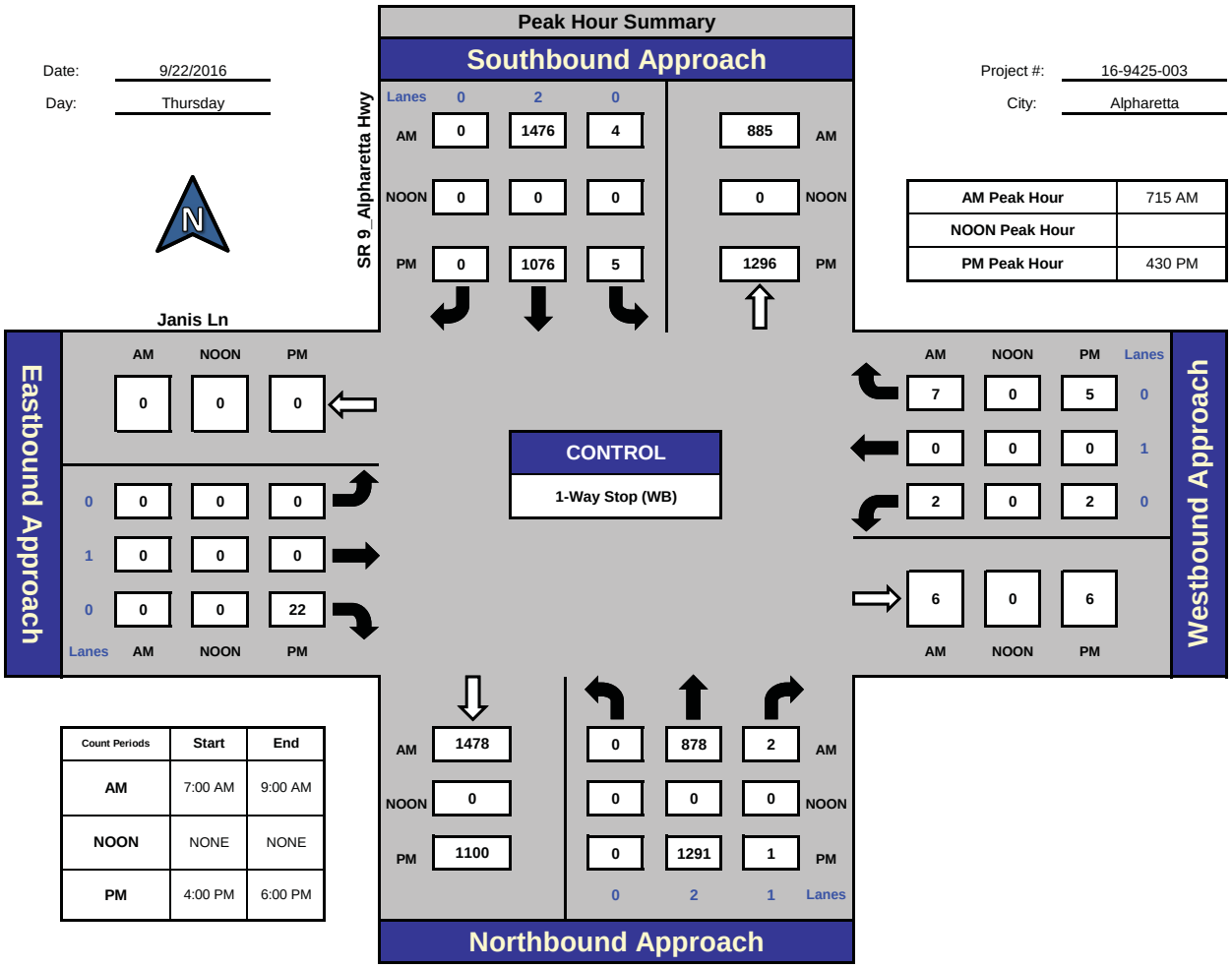
Date: 9/22/2016

Day: Thursday

Project #: 16-9425-003

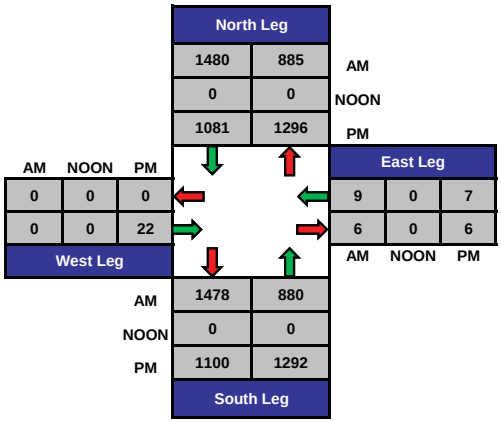
City: Alpharetta

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	430 PM

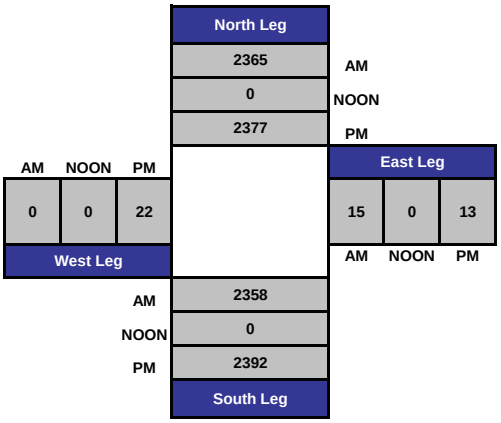


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Project ID: 16-9425-003
Location: SR 9_Alpharetta Hwy & Janis Ln
City: Alpharetta

Day: Thursday
Date: 9/22/2016

Groups Printed - Cars, PU, Vans - Heavy Trucks

	SR 9_Alpharetta Hwy Southbound					Janis Ln Westbound					SR 9_Alpharetta Hwy Northbound					Janis Ln Eastbound					
Start Time	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Int. Total
7:00 AM	0	328	0	0	328	0	0	0	0	0	0	137	0	0	137	0	0	0	0	0	465
7:15 AM	0	451	3	0	454	0	0	1	0	1	0	182	0	0	182	0	0	0	0	0	637
7:30 AM	0	366	0	0	366	4	0	0	0	4	1	208	0	0	209	0	0	0	0	0	579
7:45 AM	0	355	1	0	356	3	0	1	0	4	1	252	0	0	253	0	0	0	0	0	613
Total	0	1500	4	0	1504	7	0	2	0	9	2	779	0	0	781	0	0	0	0	0	2294
8:00 AM	0	304	0	0	304	0	0	0	0	0	0	236	0	0	236	0	0	0	0	0	540
8:15 AM	0	343	2	0	345	0	0	1	0	1	0	198	0	0	198	0	0	0	0	0	544
8:30 AM	0	322	1	0	323	2	0	1	0	3	2	192	0	0	194	0	0	0	0	0	520
8:45 AM	0	302	0	0	302	2	0	1	0	3	1	215	0	0	216	1	0	0	0	1	522
Total	0	1271	3	0	1274	4	0	3	0	7	3	841	0	0	844	1	0	0	0	1	2126
BREAK																					
4:00 PM	0	240	2	0	242	2	0	1	0	3	2	326	0	0	328	2	0	4	0	6	579
4:15 PM	0	219	1	0	220	1	0	2	0	3	0	299	0	0	299	2	0	2	0	4	526
4:30 PM	0	268	2	0	270	2	0	0	0	2	1	337	0	0	338	4	0	0	0	4	614
4:45 PM	0	266	1	0	267	1	0	1	0	2	0	292	0	0	292	7	0	0	0	7	568
Total	0	993	6	0	999	6	0	4	0	10	3	1254	0	0	1257	15	0	6	0	21	2287
5:00 PM	0	268	1	0	269	1	0	1	0	2	0	304	0	0	304	6	0	0	0	6	581
5:15 PM	0	274	1	0	275	1	0	0	0	1	0	358	0	0	358	5	0	0	0	5	639
5:30 PM	0	272	0	0	272	0	0	0	0	0	2	323	0	0	325	5	0	0	0	5	602
5:45 PM	0	250	0	0	250	2	0	0	0	2	1	234	0	0	235	2	0	0	0	2	489
Total	0	1064	2	0	1066	4	0	1	0	5	3	1219	0	0	1222	18	0	0	0	18	2311
Grand Total	0	4828	15	0	4843	21	0	10	0	31	11	4093	0	0	4104	34	0	6	0	40	9018
Apprch %	0.0	99.7	0.3	0.0		67.7	0.0	32.3	0.0		0.3	99.7	0.0	0.0		85.0	0.0	15.0	0.0		
Total %	0.0	53.5	0.2	0.0	53.7	0.2	0.0	0.1	0.0	0.3	0.1	45.4	0.0	0.0	45.5	0.4	0.0	0.1	0.0	0.4	
Cars, PU, Vans	0	4828	15	0	4843	21	0	10	0	31	11	4093	0	0	4104	34	0	6	0	40	9018
% Cars, PU, Vans	0.0	100.0	100.0	0.0	100.0	100.0	0.0	100.0	0.0	100.0	100.0	100.0	0.0	0.0	100.0	100.0	0.0	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
%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

Project ID: 16-9425-003
Location: SR 9_Alpharetta Hwy & Jani
City: Alpharetta

PEAK HOURS

Day: Thursday
Date: 9/22/2016

AM

	SR 9_Alpharetta Hwy Southbound				Janis Ln Westbound				SR 9_Alpharetta Hwy Northbound				Janis Ln Eastbound				
Start Time	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	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	0	451	3	454	0	0	1	1	0	182	0	182	0	0	0	0	637
7:30 AM	0	366	0	366	4	0	0	4	1	208	0	209	0	0	0	0	579
7:45 AM	0	355	1	356	3	0	1	4	1	252	0	253	0	0	0	0	613
8:00 AM	0	304	0	304	0	0	0	0	0	236	0	236	0	0	0	0	540
Total Volume	0	1476	4	1480	7	0	2	9	2	878	0	880	0	0	0	0	2369
% App. Total	0.0	99.7	0.3	100	77.8	0.0	22.2	100	0.2	99.8	0.0	100	0.0	0.0	0.0	0	
PHF				0.815				0.563				0.870				0.000	
Cars, PU, Vans	0	1476	4	1480	7	0	2	9	2	878	0	880	0	0	0	0	2369
% Cars, PU, Vans	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	100.0
Heavy Trucks	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

PM

	SR 9_Alpharetta Hwy Southbound				Janis Ln Westbound				SR 9_Alpharetta Hwy Northbound				Janis Ln Eastbound				
Start Time	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	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	268	2	270	2	0	0	2	1	337	0	338	4	0	0	4	614
4:45 PM	0	266	1	267	1	0	1	2	0	292	0	292	7	0	0	7	568
5:00 PM	0	268	1	269	1	0	1	2	0	304	0	304	6	0	0	6	581
5:15 PM	0	274	1	275	1	0	0	1	0	358	0	358	5	0	0	5	639
Total Volume	0	1076	5	1081	5	0	2	7	1	1291	0	1292	22	0	0	22	2402
% App. Total	0.0	99.5	0.5	100	71.4	0.0	28.6	100	0.1	99.9	0.0	100	100.0	0.0	0.0	100	
PHF				0.983				0.875				0.902				0.786	

ITM Peak Hour Summary

Prepared by:

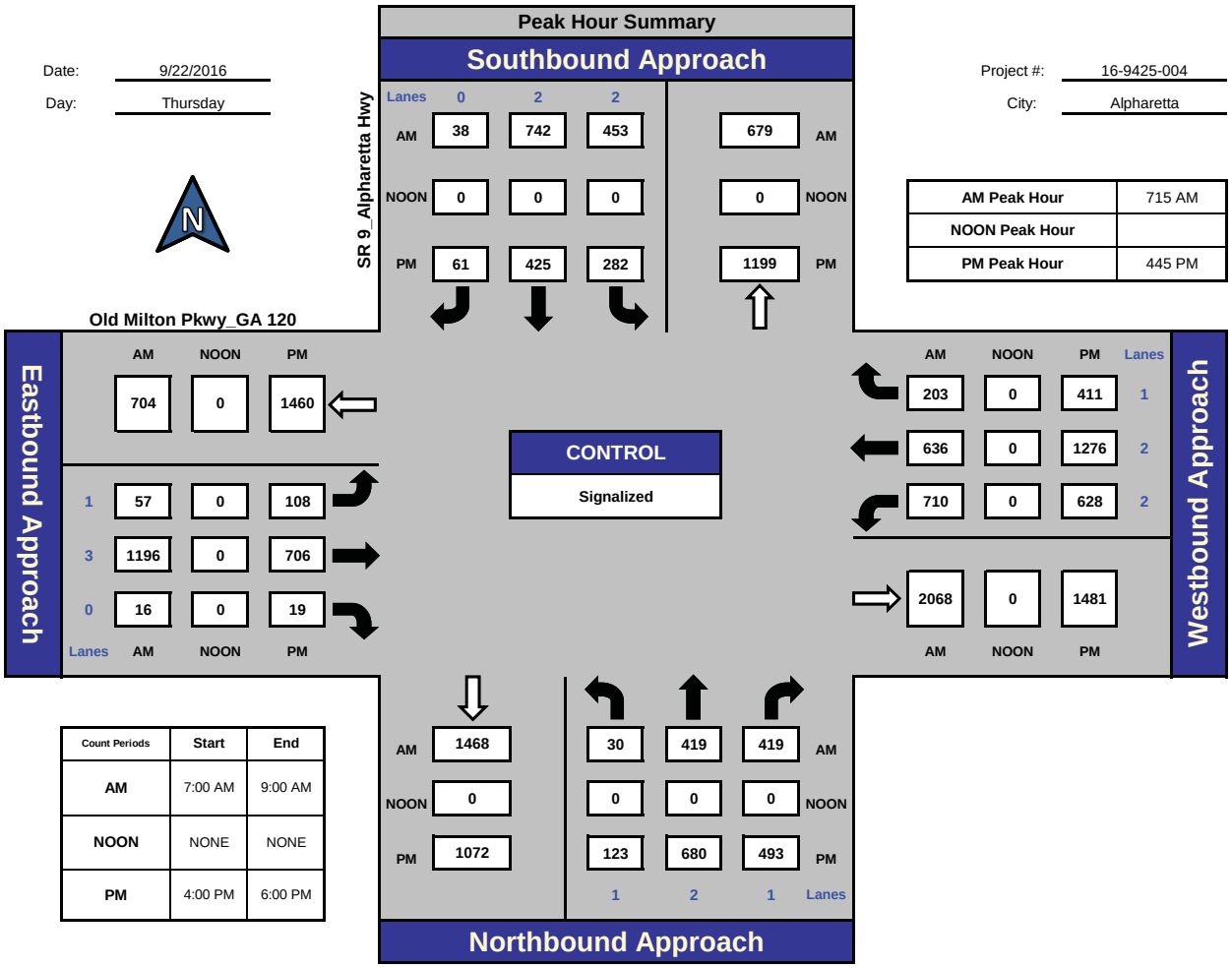
National Data & Surveying Services

SR 9_Alpharetta Hwy and Old Milton Pkwy_GA 120 , Alpharetta

Date: 9/22/2016
Day: Thursday

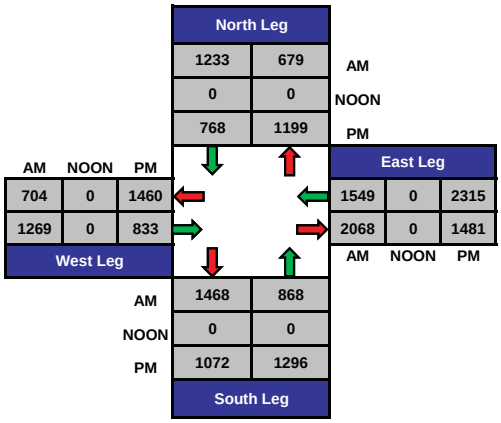
Project #: 16-9425-004
City: Alpharetta

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	445 PM

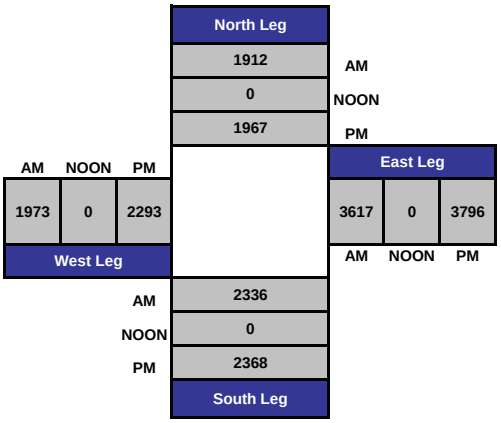


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Project ID: 16-9425-004
Location: SR 9_Alpharetta Hwy & Old Milton Pkwy_GA 120
City: Alpharetta

Day: Thursday
Date: 9/22/2016

Groups Printed - Cars, PU, Vans - Heavy Trucks

	SR 9_Alpharetta Hwy Southbound					Old Milton Pkwy_GA 120 Westbound					SR 9_Alpharetta Hwy Northbound					Old Milton Pkwy_GA 120 Eastbound					
Start Time	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Int. Total
7:00 AM	4	148	129	0	281	36	133	185	0	354	67	48	7	0	122	2	225	9	0	236	993
7:15 AM	4	211	105	0	320	43	155	183	0	381	71	97	7	0	175	4	316	7	0	327	1203
7:30 AM	9	194	116	0	319	45	136	211	0	392	120	101	5	0	226	2	263	21	0	286	1223
7:45 AM	14	167	98	0	279	68	190	179	0	437	111	92	10	0	213	6	300	14	0	320	1249
Total	31	720	448	0	1199	192	614	758	0	1564	369	338	29	0	736	14	1104	51	0	1169	4668
8:00 AM	11	170	134	0	315	47	155	137	0	339	117	129	8	0	254	4	317	15	0	336	1244
8:15 AM	7	182	125	0	314	41	124	167	0	332	121	81	6	0	208	4	231	11	0	246	1100
8:30 AM	8	146	122	0	276	62	145	159	0	366	97	63	3	0	163	6	275	13	0	294	1099
8:45 AM	11	172	91	0	274	80	123	122	0	325	110	111	11	0	232	9	281	18	0	308	1139
Total	37	670	472	0	1179	230	547	585	0	1362	445	384	28	0	857	23	1104	57	0	1184	4582
BREAK																					
4:00 PM	14	129	65	0	208	74	277	107	0	458	144	139	20	0	303	3	158	20	0	181	1150
4:15 PM	17	77	60	0	154	81	361	141	0	583	148	130	22	0	300	10	133	19	0	162	1199
4:30 PM	24	111	61	0	196	83	320	144	0	547	132	181	20	0	333	4	166	19	0	189	1265
4:45 PM	11	126	62	0	199	87	337	167	0	591	132	165	26	0	323	8	173	21	0	202	1315
Total	66	443	248	0	757	325	1295	559	0	2179	556	615	88	0	1259	25	630	79	0	734	4929
5:00 PM	16	105	68	0	189	120	312	147	0	579	124	165	22	0	311	3	191	28	0	222	1301
5:15 PM	15	103	72	0	190	103	299	139	0	541	117	191	42	0	350	4	186	31	0	221	1302
5:30 PM	19	91	80	0	190	101	328	175	0	604	120	159	33	0	312	4	156	28	0	188	1294
5:45 PM	16	98	69	0	183	107	307	143	0	557	102	146	24	0	272	3	137	26	0	166	1178
Total	66	397	289	0	752	431	1246	604	0	2281	463	661	121	0	1245	14	670	113	0	797	5075
Grand Total	200	2230	1457	0	3887	1178	3702	2506	0	7386	1833	1998	266	0	4097	76	3508	300	0	3884	19254
Apprch %	5.1	57.4	37.5	0.0		15.9	50.1	33.9	0.0		44.7	48.8	6.5	0.0		2.0	90.3	7.7	0.0		
Total %	1.0	11.6	7.6	0.0	20.2	6.1	19.2	13.0	0.0	38.4	9.5	10.4	1.4	0.0	21.3	0.4	18.2	1.6	0.0	20.2	
Cars, PU, Vans	200	2230	1457	0	3887	1178	3702	2506	0	7386	1833	1998	266	0	4097	76	3508	300	0	3884	19254
% Cars, PU, Vans	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	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
%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

Project ID: 16-9425-004
Location: SR 9_Alpharetta Hwy & Old
City: Alpharetta

PEAK HOURS

Day: Thursday
Date: 9/22/2016

AM

	SR 9_Alpharetta Hwy Southbound				Old Milton Pkwy_GA 120 Westbound				SR 9_Alpharetta Hwy Northbound				Old Milton Pkwy_GA 120 Eastbound				
Start Time	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	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	4	211	105	320	43	155	183	381	71	97	7	175	4	316	7	327	1203
7:30 AM	9	194	116	319	45	136	211	392	120	101	5	226	2	263	21	286	1223
7:45 AM	14	167	98	279	68	190	179	437	111	92	10	213	6	300	14	320	1249
8:00 AM	11	170	134	315	47	155	137	339	117	129	8	254	4	317	15	336	1244
Total Volume	38	742	453	1233	203	636	710	1549	419	419	30	868	16	1196	57	1269	4919
% App. Total	3.1	60.2	36.7	100	13.1	41.1	45.8	100	48.3	48.3	3.5	100	1.3	94.2	4.5	100	
PHF				0.963				0.886				0.854				0.944	
Cars, PU, Vans	38	742	453	1233	203	636	710	1549	419	419	30	868	16	1196	57	1269	4919
% Cars, PU, Vans	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Heavy Trucks	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

PM

	SR 9_Alpharetta Hwy Southbound				Old Milton Pkwy_GA 120 Westbound				SR 9_Alpharetta Hwy Northbound				Old Milton Pkwy_GA 120 Eastbound				
Start Time	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	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	11	126	62	199	87	337	167	591	132	165	26	323	8	173	21	202	1315
5:00 PM	16	105	68	189	120	312	147	579	124	165	22	311	3	191	28	222	1301
5:15 PM	15	103	72	190	103	299	139	541	117	191	42	350	4	186	31	221	1302
5:30 PM	19	91	80	190	101	328	175	604	120	159	33	312	4	156	28	188	1294
Total Volume	61	425	282	768	411	1276	628	2315	493	680	123	1296	19	706	108	833	5212
% App. Total	7.9	55.3	36.7	100	17.8	55.1	27.1	100	38.0	52.5	9.5	100	2.3	84.8	13.0	100	
PHF				0.965				0.958				0.926				0.938	

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Karen Dr and Devore Rd , Alpharetta

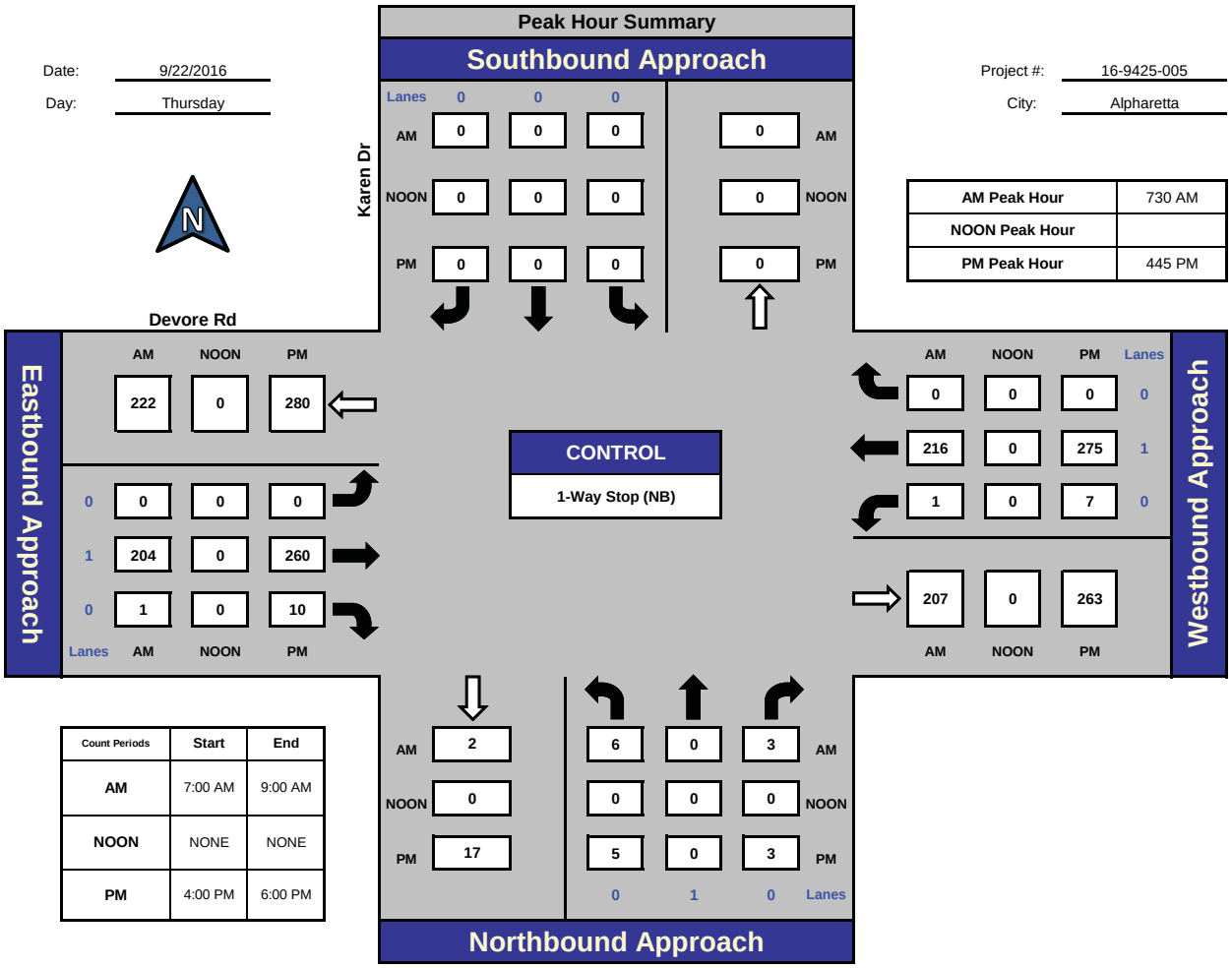
Date: 9/22/2016

Day: Thursday

Project #: 16-9425-005

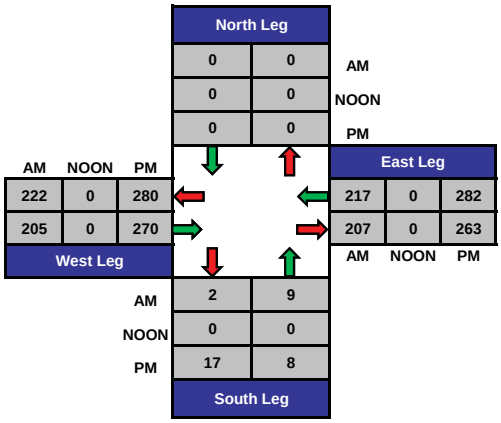
City: Alpharetta

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	445 PM

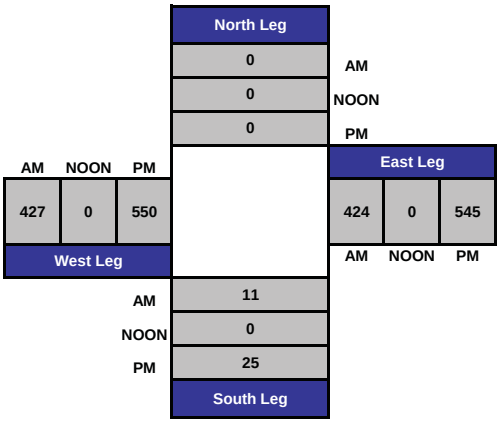


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Project ID: 16-9425-005
Location: Karen Dr & Devore Rd
City: Alpharetta

Day: Thursday
Date: 9/22/2016

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Karen Dr Southbound					Devore Rd Westbound					Karen Dr Northbound					Devore Rd Eastbound					
Start Time	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Int. Total
7:00 AM	0	0	0	0	0	0	30	3	0	33	1	0	2	0	3	0	22	0	0	22	58
7:15 AM	0	0	0	0	0	0	43	1	0	44	1	0	0	0	1	1	40	0	0	41	86
7:30 AM	0	0	0	0	0	0	54	0	0	54	0	0	2	0	2	1	46	0	0	47	103
7:45 AM	0	0	0	0	0	0	63	1	0	64	1	0	3	0	4	0	55	0	0	55	123
Total	0	0	0	0	0	0	190	5	0	195	3	0	7	0	10	2	163	0	0	165	370
8:00 AM	0	0	0	0	0	0	43	0	0	43	1	0	1	0	2	0	44	0	0	44	89
8:15 AM	0	0	0	0	0	0	56	0	0	56	1	0	0	0	1	0	59	0	0	59	116
8:30 AM	0	0	0	0	0	0	51	1	0	52	0	0	0	0	0	1	35	0	0	36	88
8:45 AM	0	0	0	0	0	0	46	1	0	47	0	0	1	0	1	0	39	0	0	39	87
Total	0	0	0	0	0	0	196	2	0	198	2	0	2	0	4	1	177	0	0	178	380
BREAK																					
4:00 PM	0	0	0	0	0	0	38	2	0	40	3	0	1	0	4	4	60	0	0	64	108
4:15 PM	0	0	0	0	0	0	52	2	0	54	1	0	2	0	3	2	51	0	0	53	110
4:30 PM	0	0	0	0	0	0	41	3	0	44	2	0	2	0	4	3	61	0	0	64	112
4:45 PM	0	0	0	0	0	0	62	3	0	65	0	0	2	0	2	3	54	0	0	57	124
Total	0	0	0	0	0	0	193	10	0	203	6	0	7	0	13	12	226	0	0	238	454
5:00 PM	0	0	0	0	0	0	55	1	0	56	2	0	1	0	3	1	72	0	0	73	132
5:15 PM	0	0	0	0	0	0	88	2	0	90	1	0	1	0	2	1	65	0	0	66	158
5:30 PM	0	0	0	0	0	0	70	1	0	71	0	0	1	0	1	5	69	0	0	74	146
5:45 PM	0	0	0	0	0	0	56	1	0	57	0	0	1	0	1	0	36	0	0	36	94
Total	0	0	0	0	0	0	269	5	0	274	3	0	4	0	7	7	242	0	0	249	530
Grand Total	0	0	0	0	0	0	848	22	0	870	14	0	20	0	34	22	808	0	0	830	1734
Apprch %	0.0	0.0	0.0	0.0		0.0	97.5	2.5	0.0		41.2	0.0	58.8	0.0		2.7	97.3	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	48.9	1.3	0.0	50.2	0.8	0.0	1.2	0.0	2.0	1.3	46.6	0.0	0.0	47.9	
Cars, PU, Vans	0	0	0	0	0	0	848	22	0	870	14	0	20	0	34	22	808	0	0	830	1734
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	100.0	100.0	0.0	100.0	0.0	100.0	100.0	100.0	0.0	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
%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

Project ID: 16-9425-005
Location: Karen Dr & Devore Rd
City: Alpharetta

PEAK HOURS

Day: Thursday
Date: 9/22/2016

AM

	Karen Dr Southbound				Devore Rd Westbound				Karen Dr Northbound				Devore Rd Eastbound				
Start Time	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
7:30 AM	0	0	0	0	0	54	0	54	0	0	2	2	1	46	0	47	103
7:45 AM	0	0	0	0	0	63	1	64	1	0	3	4	0	55	0	55	123
8:00 AM	0	0	0	0	0	43	0	43	1	0	1	2	0	44	0	44	89
8:15 AM	0	0	0	0	0	56	0	56	1	0	0	1	0	59	0	59	116
Total Volume	0	0	0	0	0	216	1	217	3	0	6	9	1	204	0	205	431
% App. Total	0.0	0.0	0.0	0	0.0	99.5	0.5	100	33.3	0.0	66.7	100	0.5	99.5	0.0	100	
PHF				0.000				0.848				0.563				0.869	
Cars, PU, Vans	0	0	0	0	0	216	1	217	3	0	6	9	1	204	0	205	431
% Cars, PU, Vans	0.0	0.0	0.0	0.0	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
%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

PM

	Karen Dr Southbound				Devore Rd Westbound				Karen Dr Northbound				Devore Rd Eastbound				
Start Time	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	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	0	0	0	0	0	62	3	65	0	0	2	2	3	54	0	57	124
5:00 PM	0	0	0	0	0	55	1	56	2	0	1	3	1	72	0	73	132
5:15 PM	0	0	0	0	0	88	2	90	1	0	1	2	1	65	0	66	158
5:30 PM	0	0	0	0	0	70	1	71	0	0	1	1	5	69	0	74	146
Total Volume	0	0	0	0	0	275	7	282	3	0	5	8	10	260	0	270	560
% App. Total	0.0	0.0	0.0	0	0.0	97.5	2.5	100	37.5	0.0	62.5	100	3.7	96.3	0.0	100	
PHF				0.000				0.783				0.667				0.912	

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Michael Dr and Devore Rd , Alpharetta

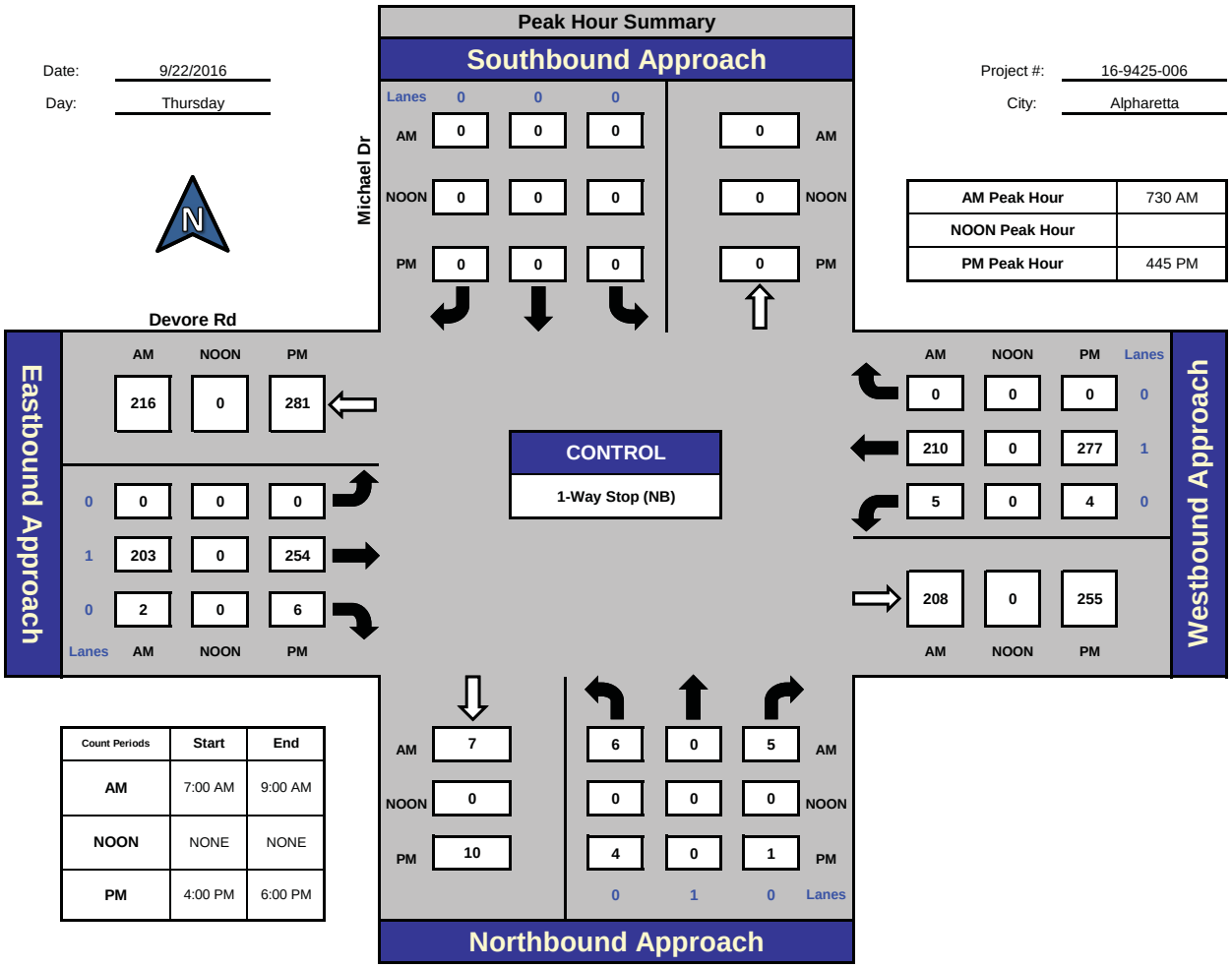
Date: 9/22/2016

Day: Thursday

Project #: 16-9425-006

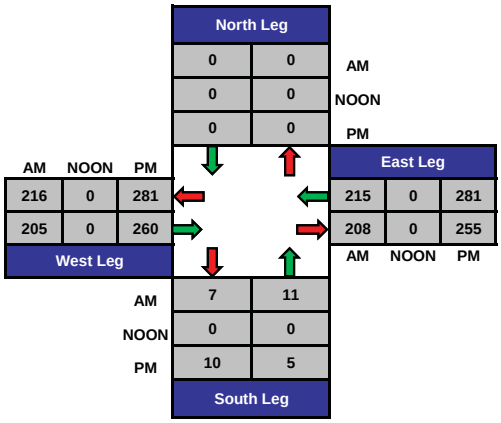
City: Alpharetta

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	445 PM

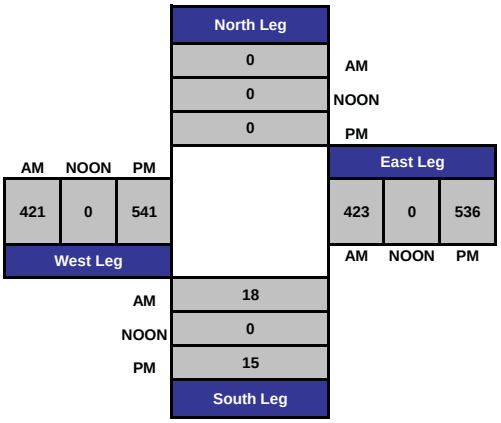


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Project ID: 16-9425-006
Location: Michael Dr & Devore Rd
City: Alpharetta

Day: Thursday
Date: 9/22/2016

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Michael Dr Southbound					Devore Rd Westbound					Michael Dr Northbound					Devore Rd Eastbound					
Start Time	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Int. Total
7:00 AM	0	0	0	0	0	0	28	0	0	28	2	0	4	0	6	0	23	0	0	23	57
7:15 AM	0	0	0	0	0	0	44	0	0	44	1	0	2	0	3	1	42	0	0	43	90
7:30 AM	0	0	0	0	0	0	49	2	0	51	4	0	2	0	6	1	46	0	0	47	104
7:45 AM	0	0	0	0	0	0	63	2	0	65	1	0	2	0	3	0	57	0	0	57	125
Total	0	0	0	0	0	0	184	4	0	188	8	0	10	0	18	2	168	0	0	170	376
8:00 AM	0	0	0	0	0	0	43	0	0	43	0	0	1	0	1	0	47	0	0	47	91
8:15 AM	0	0	0	0	0	0	55	1	0	56	0	0	1	0	1	1	53	0	0	54	111
8:30 AM	0	0	0	0	0	0	52	1	0	53	0	0	2	0	2	1	34	0	0	35	90
8:45 AM	0	0	0	0	0	0	46	1	0	47	0	0	1	0	1	0	40	0	0	40	88
Total	0	0	0	0	0	0	196	3	0	199	0	0	5	0	5	2	174	0	0	176	380
BREAK																					
4:00 PM	0	0	0	0	0	0	38	1	0	39	2	0	0	0	2	1	64	0	0	65	106
4:15 PM	0	0	0	0	0	0	55	2	0	57	1	0	3	0	4	1	49	0	0	50	111
4:30 PM	0	0	0	0	0	0	42	1	0	43	1	0	1	0	2	1	59	0	0	60	105
4:45 PM	0	0	0	0	0	0	64	2	0	66	0	0	3	0	3	1	54	0	0	55	124
Total	0	0	0	0	0	0	199	6	0	205	4	0	7	0	11	4	226	0	0	230	446
5:00 PM	0	0	0	0	0	0	57	0	0	57	0	0	1	0	1	0	69	0	0	69	127
5:15 PM	0	0	0	0	0	0	88	2	0	90	1	0	0	0	1	2	63	0	0	65	156
5:30 PM	0	0	0	0	0	0	68	0	0	68	0	0	0	0	0	3	68	0	0	71	139
5:45 PM	0	0	0	0	0	0	55	2	0	57	1	0	3	0	4	0	38	0	0	38	99
Total	0	0	0	0	0	0	268	4	0	272	2	0	4	0	6	5	238	0	0	243	521
Grand Total	0	0	0	0	0	0	847	17	0	864	14	0	26	0	40	13	806	0	0	819	1723
Apprch %	0.0	0.0	0.0	0.0		0.0	98.0	2.0	0.0		35.0	0.0	65.0	0.0		1.6	98.4	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	49.2	1.0	0.0	50.1	0.8	0.0	1.5	0.0	2.3	0.8	46.8	0.0	0.0	47.5	
Cars, PU, Vans	0	0	0	0	0	0	847	17	0	864	14	0	26	0	40	13	806	0	0	819	1723
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	100.0	100.0	0.0	100.0	0.0	100.0	100.0	100.0	0.0	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
%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

Project ID: 16-9425-006
Location: Michael Dr & Devore Rd
City: Alpharetta

PEAK HOURS

Day: Thursday
Date: 9/22/2016

AM

	Michael Dr Southbound				Devore Rd Westbound				Michael Dr Northbound				Devore Rd Eastbound				
Start Time	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
7:30 AM	0	0	0	0	0	49	2	51	4	0	2	6	1	46	0	47	104
7:45 AM	0	0	0	0	0	63	2	65	1	0	2	3	0	57	0	57	125
8:00 AM	0	0	0	0	0	43	0	43	0	0	1	1	0	47	0	47	91
8:15 AM	0	0	0	0	0	55	1	56	0	0	1	1	1	53	0	54	111
Total Volume	0	0	0	0	0	210	5	215	5	0	6	11	2	203	0	205	431
% App. Total	0.0	0.0	0.0	0	0.0	97.7	2.3	100	45.5	0.0	54.5	100	1.0	99.0	0.0	100	
PHF				0.000				0.827				0.458				0.899	
Cars, PU, Vans	0	0	0	0	0	210	5	215	5	0	6	11	2	203	0	205	431
% Cars, PU, Vans	0.0	0.0	0.0	0.0	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
%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

PM

	Michael Dr Southbound				Devore Rd Westbound				Michael Dr Northbound				Devore Rd Eastbound				
Start Time	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	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	0	0	0	0	0	64	2	66	0	0	3	3	1	54	0	55	124
5:00 PM	0	0	0	0	0	57	0	57	0	0	1	1	0	69	0	69	127
5:15 PM	0	0	0	0	0	88	2	90	1	0	0	1	2	63	0	65	156
5:30 PM	0	0	0	0	0	68	0	68	0	0	0	0	3	68	0	71	139
Total Volume	0	0	0	0	0	277	4	281	1	0	4	5	6	254	0	260	546
% App. Total	0.0	0.0	0.0	0	0.0	98.6	1.4	100	20.0	0.0	80.0	100	2.3	97.7	0.0	100	
PHF				0.000				0.781				0.417				0.915	

ITM Peak Hour Summary

Prepared by:

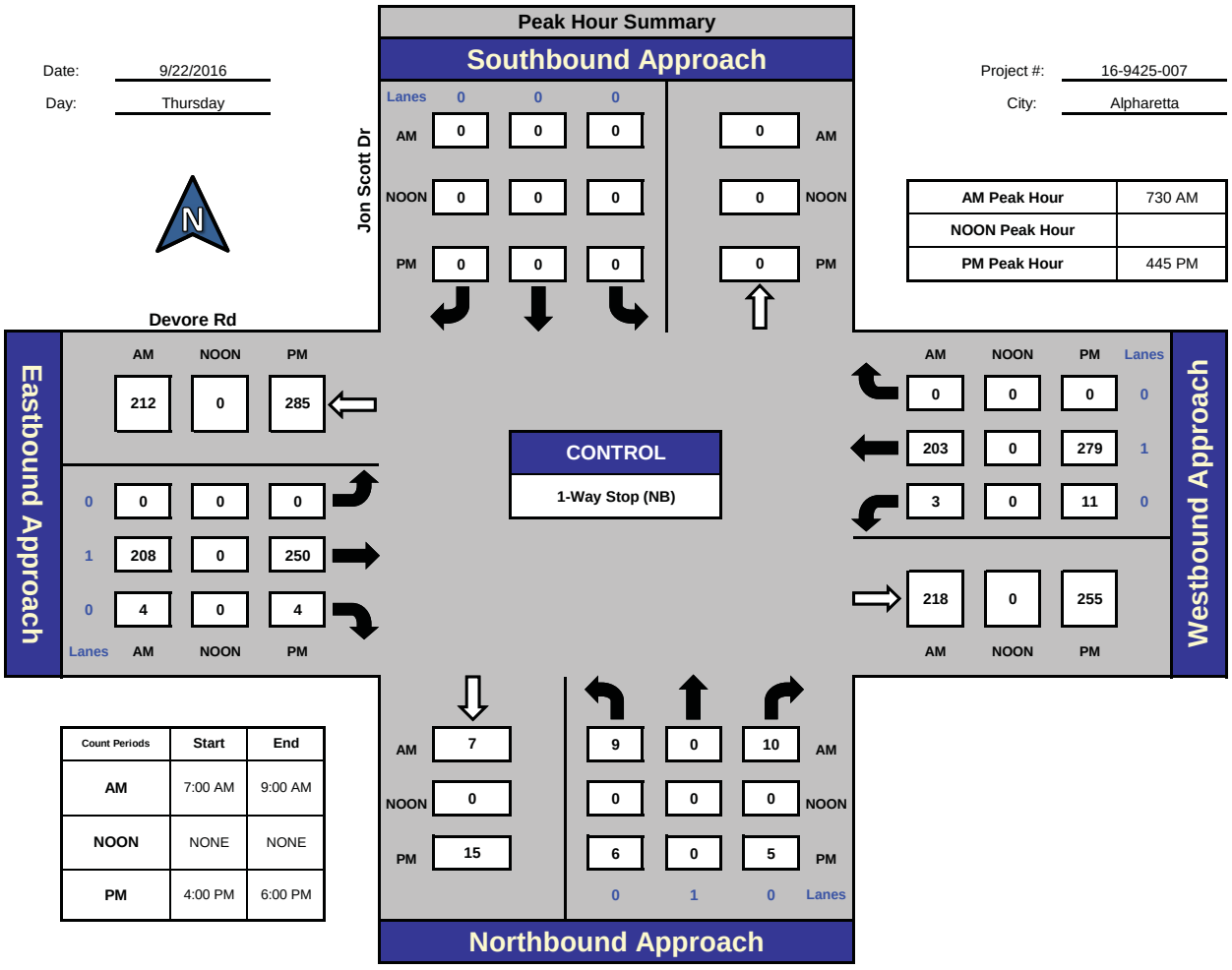
National Data & Surveying Services

Jon Scott Dr and Devore Rd , Alpharetta

Date: 9/22/2016
Day: Thursday

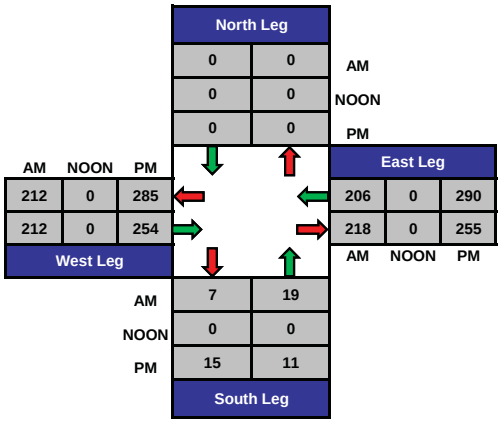
Project #: 16-9425-007
City: Alpharetta

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	445 PM

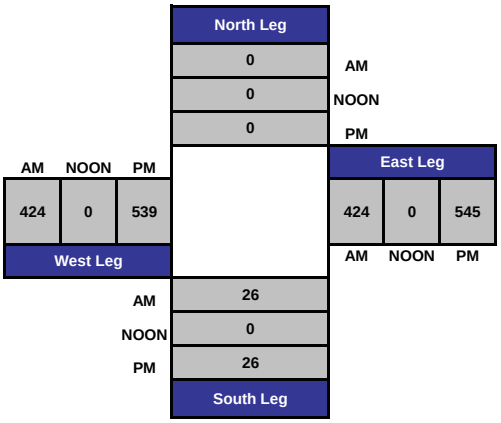


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Project ID: 16-9425-007
Location: Jon Scott Dr & Devore Rd
City: Alpharetta

Day: Thursday
Date: 9/22/2016

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Jon Scott Dr Southbound					Devore Rd Westbound					Jon Scott Dr Northbound					Devore Rd Eastbound					
Start Time	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Int. Total
7:00 AM	0	0	0	0	0	0	24	0	0	24	1	0	5	0	6	0	25	0	0	25	55
7:15 AM	0	0	0	0	0	0	41	0	0	41	1	0	3	0	4	2	41	0	0	43	88
7:30 AM	0	0	0	0	0	0	49	0	0	49	1	0	4	0	5	2	47	0	0	49	103
7:45 AM	0	0	0	0	0	0	60	1	0	61	6	0	4	0	10	2	55	0	0	57	128
Total	0	0	0	0	0	0	174	1	0	175	9	0	16	0	25	6	168	0	0	174	374
8:00 AM	0	0	0	0	0	0	42	1	0	43	1	0	0	0	1	0	46	0	0	46	90
8:15 AM	0	0	0	0	0	0	52	1	0	53	2	0	1	0	3	0	60	0	0	60	116
8:30 AM	0	0	0	0	0	0	54	0	0	54	2	0	0	0	2	1	33	0	0	34	90
8:45 AM	0	0	0	0	0	0	44	1	0	45	1	0	2	0	3	2	36	0	0	38	86
Total	0	0	0	0	0	0	192	3	0	195	6	0	3	0	9	3	175	0	0	178	382
BREAK																					
4:00 PM	0	0	0	0	0	0	37	0	0	37	1	0	0	0	1	2	60	0	0	62	100
4:15 PM	0	0	0	0	0	0	56	1	0	57	0	0	0	0	0	2	50	0	0	52	109
4:30 PM	0	0	0	0	0	0	37	0	0	37	0	0	4	0	4	2	61	0	0	63	104
4:45 PM	0	0	0	0	0	0	67	1	0	68	2	0	1	0	3	1	49	0	0	50	121
Total	0	0	0	0	0	0	197	2	0	199	3	0	5	0	8	7	220	0	0	227	434
5:00 PM	0	0	0	0	0	0	52	4	0	56	1	0	0	0	1	1	72	0	0	73	130
5:15 PM	0	0	0	0	0	0	89	5	0	94	0	0	2	0	2	1	63	0	0	64	160
5:30 PM	0	0	0	0	0	0	71	1	0	72	2	0	3	0	5	1	66	0	0	67	144
5:45 PM	0	0	0	0	0	0	55	1	0	56	0	0	0	0	0	4	33	0	0	37	93
Total	0	0	0	0	0	0	267	11	0	278	3	0	5	0	8	7	234	0	0	241	527
Grand Total	0	0	0	0	0	0	830	17	0	847	21	0	29	0	50	23	797	0	0	820	1717
Apprch %	0.0	0.0	0.0	0.0		0.0	98.0	2.0	0.0		42.0	0.0	58.0	0.0		2.8	97.2	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	48.3	1.0	0.0	49.3	1.2	0.0	1.7	0.0	2.9	1.3	46.4	0.0	0.0	47.8	
Cars, PU, Vans	0	0	0	0	0	0	830	17	0	847	21	0	29	0	50	23	797	0	0	820	1717
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	100.0	100.0	0.0	100.0	0.0	100.0	100.0	100.0	0.0	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
%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

Project ID: 16-9425-007
Location: Jon Scott Dr & Devore Rd
City: Alpharetta

PEAK HOURS

Day: Thursday
Date: 9/22/2016

AM

	Jon Scott Dr Southbound				Devore Rd Westbound				Jon Scott Dr Northbound				Devore Rd Eastbound				
Start Time	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
7:30 AM	0	0	0	0	0	49	0	49	1	0	4	5	2	47	0	49	103
7:45 AM	0	0	0	0	0	60	1	61	6	0	4	10	2	55	0	57	128
8:00 AM	0	0	0	0	0	42	1	43	1	0	0	1	0	46	0	46	90
8:15 AM	0	0	0	0	0	52	1	53	2	0	1	3	0	60	0	60	116
Total Volume	0	0	0	0	0	203	3	206	10	0	9	19	4	208	0	212	437
% App. Total	0.0	0.0	0.0	0	0.0	98.5	1.5	100	52.6	0.0	47.4	100	1.9	98.1	0.0	100	
PHF				0.000				0.844				0.475				0.883	
Cars, PU, Vans	0	0	0	0	0	203	3	206	10	0	9	19	4	208	0	212	437
% Cars, PU, Vans	0.0	0.0	0.0	0.0	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
%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

PM

	Jon Scott Dr Southbound				Devore Rd Westbound				Jon Scott Dr Northbound				Devore Rd Eastbound				
Start Time	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	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	0	0	0	0	0	67	1	68	2	0	1	3	1	49	0	50	121
5:00 PM	0	0	0	0	0	52	4	56	1	0	0	1	1	72	0	73	130
5:15 PM	0	0	0	0	0	89	5	94	0	0	2	2	1	63	0	64	160
5:30 PM	0	0	0	0	0	71	1	72	2	0	3	5	1	66	0	67	144
Total Volume	0	0	0	0	0	279	11	290	5	0	6	11	4	250	0	254	555
% App. Total	0.0	0.0	0.0	0	0.0	96.2	3.8	100	45.5	0.0	54.5	100	1.6	98.4	0.0	100	
PHF				0.000				0.771				0.550				0.870	

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Haynes Bridge Rd and Devore Rd , Alpharetta

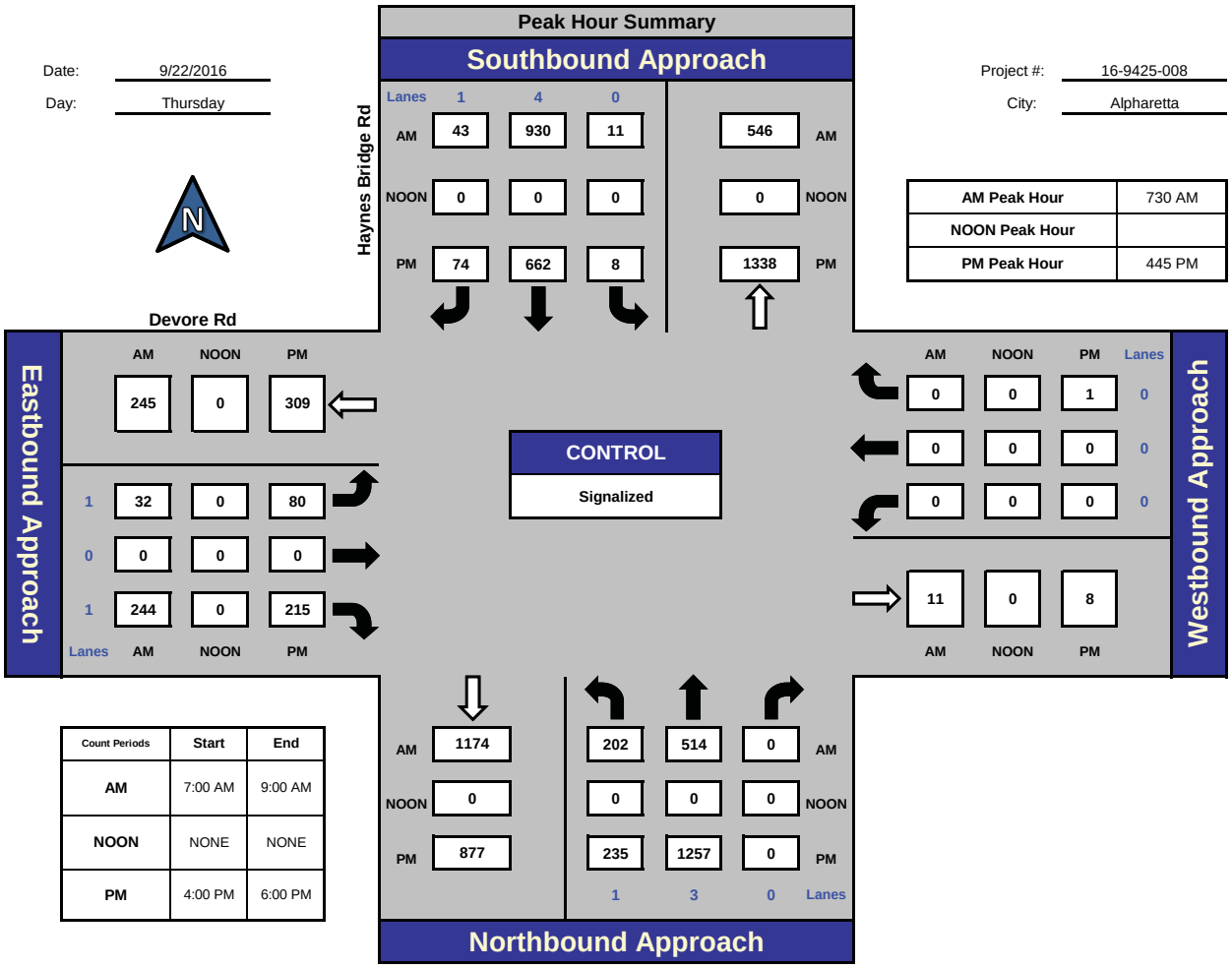
Date: 9/22/2016

Day: Thursday

Project #: 16-9425-008

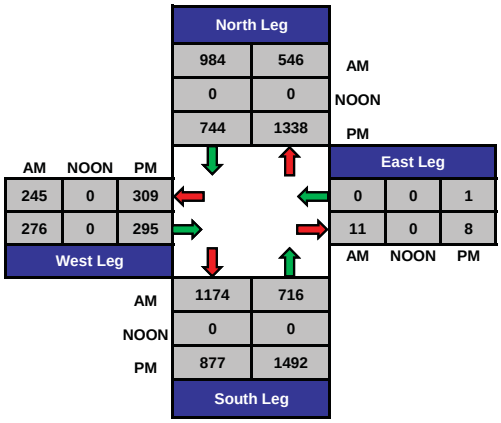
City: Alpharetta

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	445 PM

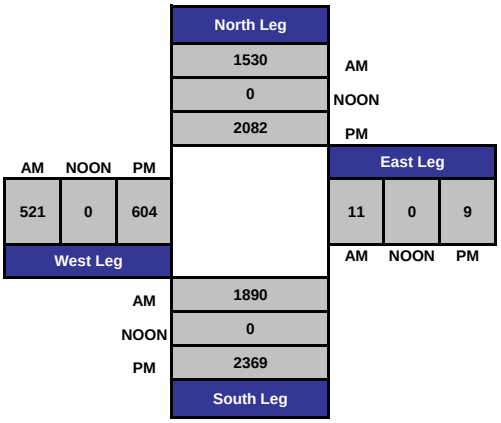


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Project ID: 16-9425-008
Location: Haynes Bridge Rd & Devore Rd
City: Alpharetta

Day: Thursday
Date: 9/22/2016

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Haynes Bridge Rd Southbound					Devore Rd Westbound					Haynes Bridge Rd Northbound					Devore Rd Eastbound					
Start Time	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Int. Total
7:00 AM	5	198	0	0	203	0	0	0	0	0	0	88	24	0	112	38	0	7	0	45	360
7:15 AM	13	242	2	0	257	0	0	0	0	0	0	91	38	0	129	49	0	9	0	58	444
7:30 AM	8	242	4	0	254	0	0	0	0	0	0	129	51	0	180	59	0	6	0	65	499
7:45 AM	15	213	2	0	230	0	0	0	0	0	0	141	48	0	189	60	0	11	0	71	490
Total	41	895	8	0	944	0	0	0	0	0	0	449	161	0	610	206	0	33	0	239	1793
8:00 AM	10	249	3	0	262	0	0	0	0	0	0	125	45	0	170	58	0	8	0	66	498
8:15 AM	10	226	2	0	238	0	0	0	0	0	0	119	58	0	177	67	0	7	0	74	489
8:30 AM	14	208	2	0	224	0	0	0	0	0	0	122	44	0	166	39	0	7	0	46	436
8:45 AM	16	196	2	0	214	0	0	0	0	0	0	125	39	0	164	45	0	4	0	49	427
Total	50	879	9	0	938	0	0	0	0	0	0	491	186	0	677	209	0	26	0	235	1850
BREAK																					
4:00 PM	14	171	3	0	188	0	0	0	0	0	0	306	30	0	336	62	0	24	0	86	610
4:15 PM	22	155	1	0	178	0	0	0	0	0	0	266	35	0	301	39	0	14	0	53	532
4:30 PM	13	142	0	0	155	0	0	0	0	0	0	265	33	0	298	55	0	9	0	64	517
4:45 PM	23	166	5	0	194	0	0	0	0	0	0	300	59	0	359	50	0	19	0	69	622
Total	72	634	9	0	715	0	0	0	0	0	0	1137	157	0	1294	206	0	66	0	272	2281
5:00 PM	15	182	1	0	198	0	0	0	0	0	0	336	53	0	389	65	0	21	0	86	673
5:15 PM	23	157	2	0	182	1	0	0	0	1	0	318	64	0	382	52	0	17	0	69	634
5:30 PM	13	157	0	0	170	0	0	0	0	0	0	303	59	0	362	48	0	23	0	71	603
5:45 PM	13	146	2	0	161	0	0	0	0	0	0	326	59	0	385	28	0	14	0	42	588
Total	64	642	5	0	711	1	0	0	0	1	0	1283	235	0	1518	193	0	75	0	268	2498
Grand Total	227	3050	31	0	3308	1	0	0	0	1	0	3360	739	0	4099	814	0	200	0	1014	8422
Apprch %	6.9	92.2	0.9	0.0		100.0	0.0	0.0	0.0		0.0	82.0	18.0	0.0		80.3	0.0	19.7	0.0		
Total %	2.7	36.2	0.4	0.0	39.3	0.0	0.0	0.0	0.0	0.0	0.0	39.9	8.8	0.0	48.7	9.7	0.0	2.4	0.0	12.0	
Cars, PU, Vans	227	3050	31	0	3308	1	0	0	0	1	0	3360	739	0	4099	814	0	200	0	1014	8422
% Cars, PU, Vans	100.0	100.0	100.0	0.0	100.0	100.0	0.0	0.0	0.0	100.0	0.0	100.0	100.0	0.0	100.0	100.0	0.0	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
%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

Project ID: 16-9425-008
Location: Haynes Bridge Rd & Devore
City: Alpharetta

PEAK HOURS

Day: Thursday
Date: 9/22/2016

AM

	Haynes Bridge Rd Southbound				Devore Rd Westbound				Haynes Bridge Rd Northbound				Devore Rd Eastbound				
Start Time	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
7:30 AM	8	242	4	254	0	0	0	0	0	129	51	180	59	0	6	65	499
7:45 AM	15	213	2	230	0	0	0	0	0	141	48	189	60	0	11	71	490
8:00 AM	10	249	3	262	0	0	0	0	0	125	45	170	58	0	8	66	498
8:15 AM	10	226	2	238	0	0	0	0	0	119	58	177	67	0	7	74	489
Total Volume	43	930	11	984	0	0	0	0	0	514	202	716	244	0	32	276	1976
% App. Total	4.4	94.5	1.1	100	0.0	0.0	0.0	0	0.0	71.8	28.2	100	88.4	0.0	11.6	100	
PHF				0.939				0.000				0.947				0.932	
Cars, PU, Vans	43	930	11	984	0	0	0	0	0	514	202	716	244	0	32	276	1976
% Cars, PU, Vans	100.0	100.0	100.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0
Heavy Trucks	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

PM

	Haynes Bridge Rd Southbound				Devore Rd Westbound				Haynes Bridge Rd Northbound				Devore Rd Eastbound				
Start Time	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	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	23	166	5	194	0	0	0	0	0	300	59	359	50	0	19	69	622
5:00 PM	15	182	1	198	0	0	0	0	0	336	53	389	65	0	21	86	673
5:15 PM	23	157	2	182	1	0	0	1	0	318	64	382	52	0	17	69	634
5:30 PM	13	157	0	170	0	0	0	0	0	303	59	362	48	0	23	71	603
Total Volume	74	662	8	744	1	0	0	1	0	1257	235	1492	215	0	80	295	2532
% App. Total	9.9	89.0	1.1	100	100.0	0.0	0.0	100	0.0	84.2	15.8	100	72.9	0.0	27.1	100	
PHF				0.939				0.250				0.959				0.858	

ITM Peak Hour Summary

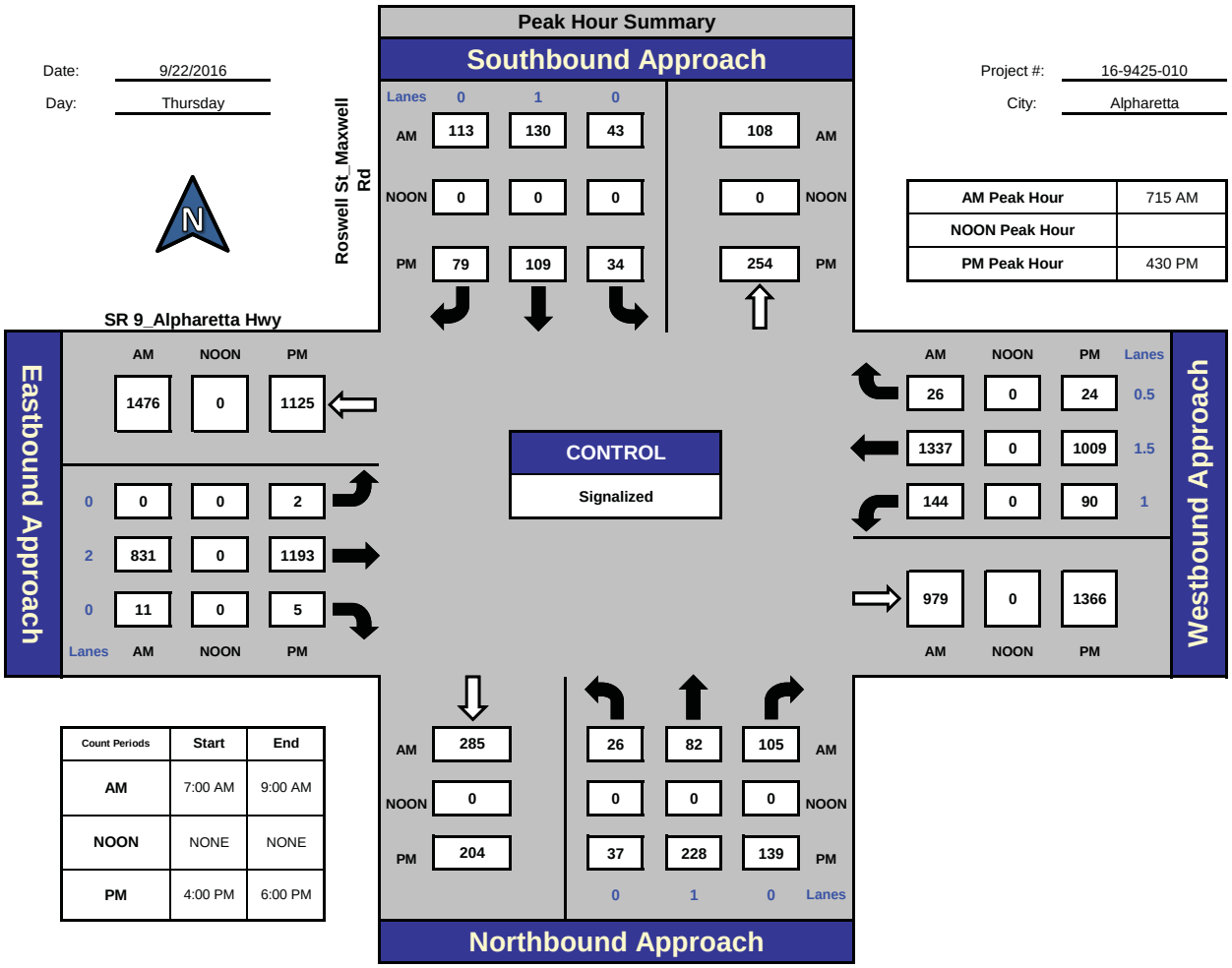
Prepared by:

National Data & Surveying Services

Roswell St_Maxwell Rd and SR 9_Alpharetta Hwy , Alpharetta

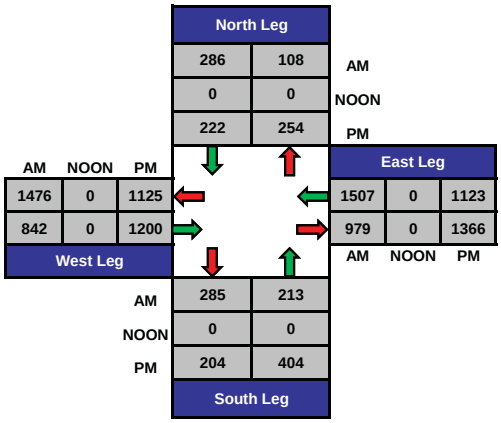
Date: 9/22/2016
Day: Thursday
Project #: 16-9425-010
City: Alpharetta

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	430 PM

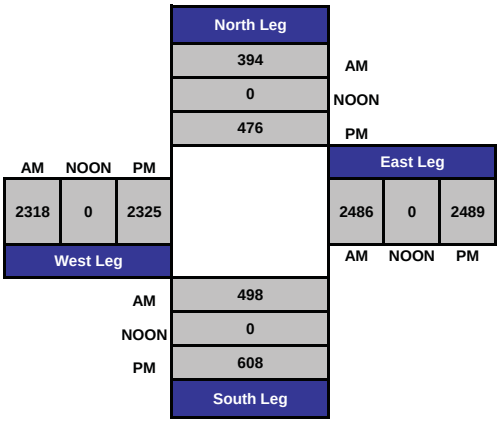


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Project ID: 16-9425-010
Location: Roswell St_Maxwell Rd & SR 9_Alpharetta Hwy
City: Alpharetta

Day:
Date:

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Roswell St_Maxwell Rd Southbound					SR 9_Alpharetta Hwy Westbound					Roswell St_Maxwell Rd Northbound					SR 9_Alpharetta Hwy Eastbound			
Start Time	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds
7:00 AM	20	28	1	0	49	4	306	31	0	341	15	10	3	0	28	3	121	0	0
7:15 AM	32	37	4	0	73	9	373	34	0	416	18	15	2	0	35	3	183	0	0
7:30 AM	22	33	16	0	71	10	328	38	0	376	31	26	17	0	74	2	186	0	0
7:45 AM	31	29	14	0	74	6	350	44	0	400	29	24	3	0	56	5	250	0	0
Total	105	127	35	0	267	29	1357	147	0	1533	93	75	25	0	193	13	740	0	0
8:00 AM	28	31	9	0	68	1	286	28	0	315	27	17	4	0	48	1	212	0	0
8:15 AM	40	29	7	0	76	2	321	29	0	352	7	10	1	0	18	3	211	0	0
8:30 AM	26	31	4	0	61	4	276	36	0	316	11	15	3	0	29	1	212	0	0
8:45 AM	28	42	4	0	74	2	269	45	0	316	16	19	11	0	46	1	222	0	0
Total	122	133	24	0	279	9	1152	138	0	1299	61	61	19	0	141	6	857	0	0
BREAK																			
4:00 PM	24	10	5	0	39	9	210	15	0	234	25	29	3	0	57	0	321	0	0
4:15 PM	16	19	5	0	40	5	229	25	0	259	24	33	12	0	69	1	263	0	0
4:30 PM	33	23	9	0	65	6	226	25	0	257	39	52	10	0	101	1	289	0	0
4:45 PM	19	36	12	0	67	7	276	36	0	319	28	57	10	0	95	2	297	0	0
Total	92	88	31	0	211	27	941	101	0	1069	116	171	35	0	322	4	1170	0	0
5:00 PM	14	31	7	0	52	5	258	18	0	281	40	61	7	0	108	1	302	0	0
5:15 PM	13	19	6	0	38	6	249	11	0	266	32	58	10	0	100	1	305	2	0
5:30 PM	10	9	8	0	27	11	272	14	0	297	34	36	13	0	83	0	270	0	0
5:45 PM	10	11	3	0	24	8	231	16	0	255	18	29	5	0	52	1	231	0	0
Total	47	70	24	0	141	30	1010	59	0	1099	124	184	35	0	343	3	1108	2	0
Grand Total	366	418	114	0	898	95	4460	445	0	5000	394	491	114	0	999	26	3875	2	0
Apprch %	40.8	46.5	12.7	0.0		1.9	89.2	8.9	0.0		39.4	49.1	11.4	0.0		0.7	99.3	0.1	0.0
Total %	3.4	3.9	1.1	0.0	8.3	0.9	41.3	4.1	0.0	46.3	3.6	4.5	1.1	0.0	9.3	0.2	35.9	0.0	0.0
Cars, PU, Vans	366	418	114	0	898	95	4460	445	0	5000	394	491	114	0	999	26	3875	2	0
% Cars, PU, Vans	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	100.0	100.0	0.0
Heavy Trucks	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

Project ID: 16-9425-010
Location: Roswell St_Maxwell Rd & SI
City: Alpharetta

PEAK HOURS

Day: Thursday
Date: 9/22/2016

AM

	Roswell St_Maxwell Rd Southbound				SR 9_Alpharetta Hwy Westbound				Roswell St_Maxwell Rd Northbound				SR 9_Alpharetta Hwy Eastbound				
Start Time	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	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	32	37	4	73	9	373	34	416	18	15	2	35	3	183	0	186	710
7:30 AM	22	33	16	71	10	328	38	376	31	26	17	74	2	186	0	188	709
7:45 AM	31	29	14	74	6	350	44	400	29	24	3	56	5	250	0	255	785
8:00 AM	28	31	9	68	1	286	28	315	27	17	4	48	1	212	0	213	644
Total Volume	113	130	43	286	26	1337	144	1507	105	82	26	213	11	831	0	842	2848
% App. Total	39.5	45.5	15.0	100	1.7	88.7	9.6	100	49.3	38.5	12.2	100	1.3	98.7	0.0	100	
PHF				0.966				0.906				0.720				0.825	
Cars, PU, Vans	113	130	43	286	26	1337	144	1507	105	82	26	213	11	831	0	842	2848
% Cars, PU, Vans	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	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
%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

PM

	Roswell St_Maxwell Rd Southbound				SR 9_Alpharetta Hwy Westbound				Roswell St_Maxwell Rd Northbound				SR 9_Alpharetta Hwy Eastbound				
Start Time	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	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	33	23	9	65	6	226	25	257	39	52	10	101	1	289	0	290	713
4:45 PM	19	36	12	67	7	276	36	319	28	57	10	95	2	297	0	299	780
5:00 PM	14	31	7	52	5	258	18	281	40	61	7	108	1	302	0	303	744
5:15 PM	13	19	6	38	6	249	11	266	32	58	10	100	1	305	2	308	712
Total Volume	79	109	34	222	24	1009	90	1123	139	228	37	404	5	1193	2	1200	2949
% App. Total	35.6	49.1	15.3	100	2.1	89.8	8.0	100	34.4	56.4	9.2	100	0.4	99.4	0.2	100	
PHF				0.828				0.880				0.935				0.974	

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Marconi Dr and Jekyll Brewery Main Dwy , Alpharetta

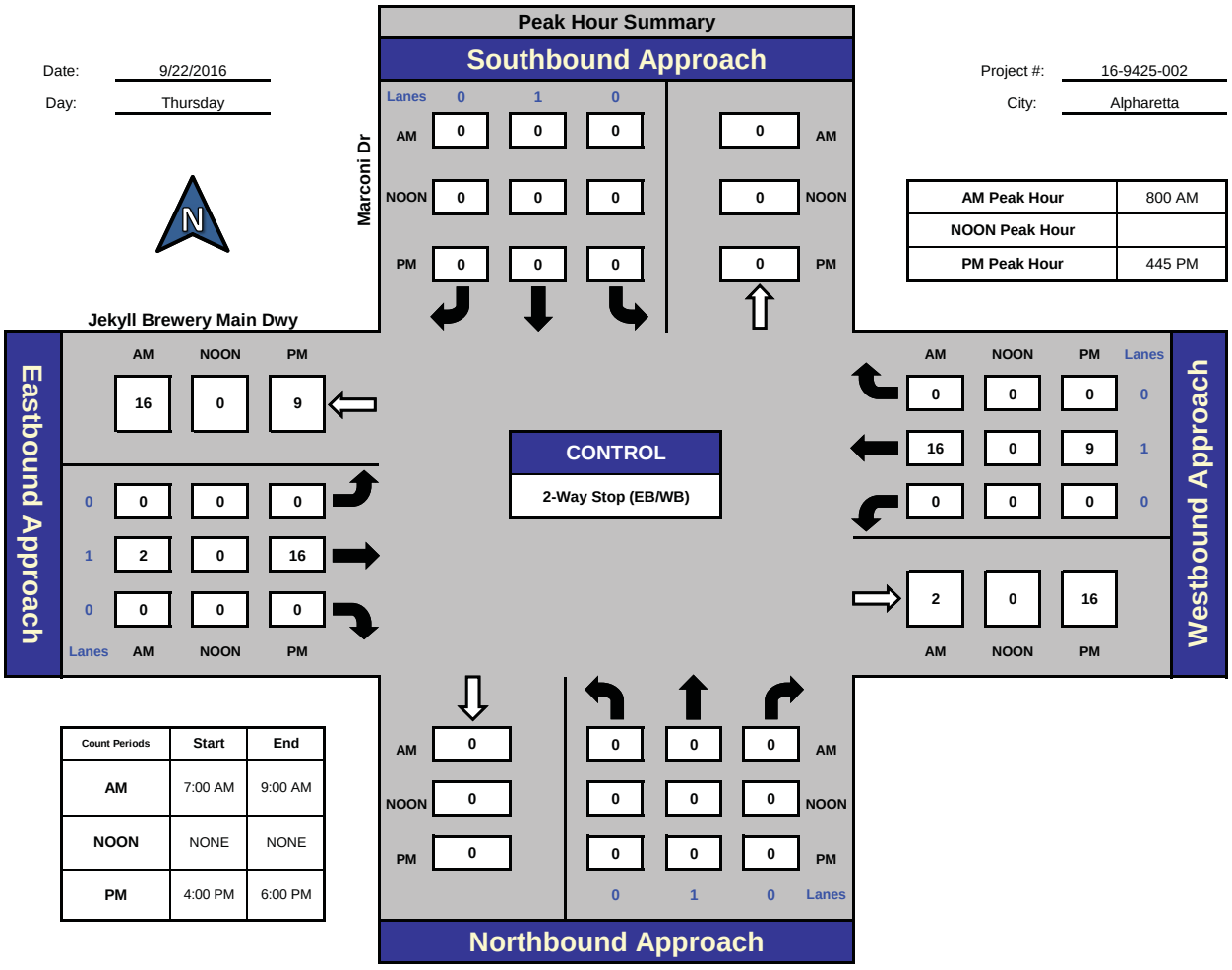
Date: 9/22/2016

Day: Thursday

Project #: 16-9425-002

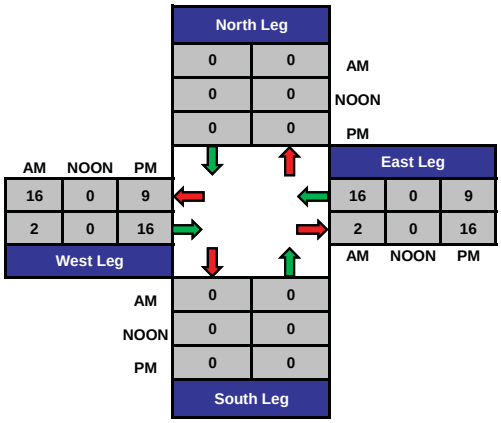
City: Alpharetta

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	445 PM

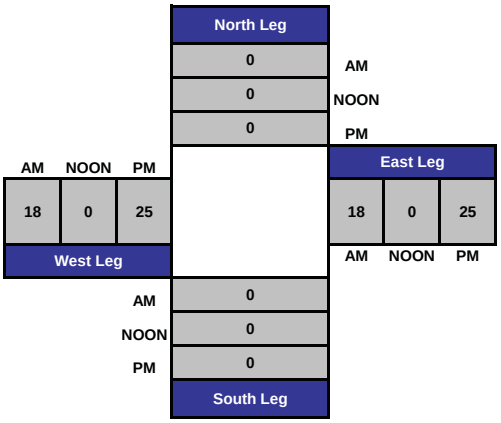


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Project ID: 16-9425-002
Location: Marconi Dr & Jekyll Brewery Main Dwy
City: Alpharetta

Day: Thursday
Date: 9/22/2016

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Marconi Dr Southbound					Jekyll Brewery Main Dwy Westbound					Marconi Dr Northbound					Jekyll Brewery Main Dwy Eastbound					
Start Time	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Int. Total
7:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	5
8:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	7
8:30 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
8:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	5
Total	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	2	0	0	2	18
BREAK																					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	6
4:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
4:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7
Total	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	14	0	0	14	20
5:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7
5:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	8	0	0	8	9
5:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
Total	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	15	0	0	15	22
Grand Total	0	0	0	0	0	0	34	0	0	34	0	0	0	0	0	0	31	0	0	31	65
Apprch %	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	52.3	0.0	0.0	52.3	0.0	0.0	0.0	0.0	0.0	0.0	47.7	0.0	0.0	47.7	
Cars, PU, Vans	0	0	0	0	0	0	34	0	0	34	0	0	0	0	0	0	31	0	0	31	65
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	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
%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

Project ID: 16-9425-002
Location: Marconi Dr & Jekyll Brewery
City: Alpharetta

PEAK HOURS

Day: Thursday
Date: 9/22/2016

AM

	Marconi Dr Southbound				Jekyll Brewery Main Dwy Westbound				Marconi Dr Northbound				Jekyll Brewery Main Dwy Eastbound				
Start Time	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	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	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	1	0	1	7
8:30 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
8:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
Total Volume	0	0	0	0	0	16	0	16	0	0	0	0	0	2	0	2	18
% App. Total	0.0	0.0	0.0	0	0.0	100.0	0.0	100	0.0	0.0	0.0	0	0.0	100.0	0.0	100	
PHF				0.000				0.667				0.000				0.500	
Cars, PU, Vans	0	0	0	0	0	16	0	16	0	0	0	0	0	2	0	2	18
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	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
%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

PM

	Marconi Dr Southbound				Jekyll Brewery Main Dwy Westbound				Marconi Dr Northbound				Jekyll Brewery Main Dwy Eastbound				
Start Time	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	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	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
5:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
5:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	8	0	8	9
Total Volume	0	0	0	0	0	9	0	9	0	0	0	0	0	16	0	16	25
% App. Total	0.0	0.0	0.0	0	0.0	100.0	0.0	100	0.0	0.0	0.0	0	0.0	100.0	0.0	100	
PHF				0.000				0.750				0.000				0.500	

ITM Peak Hour Summary

Prepared by:

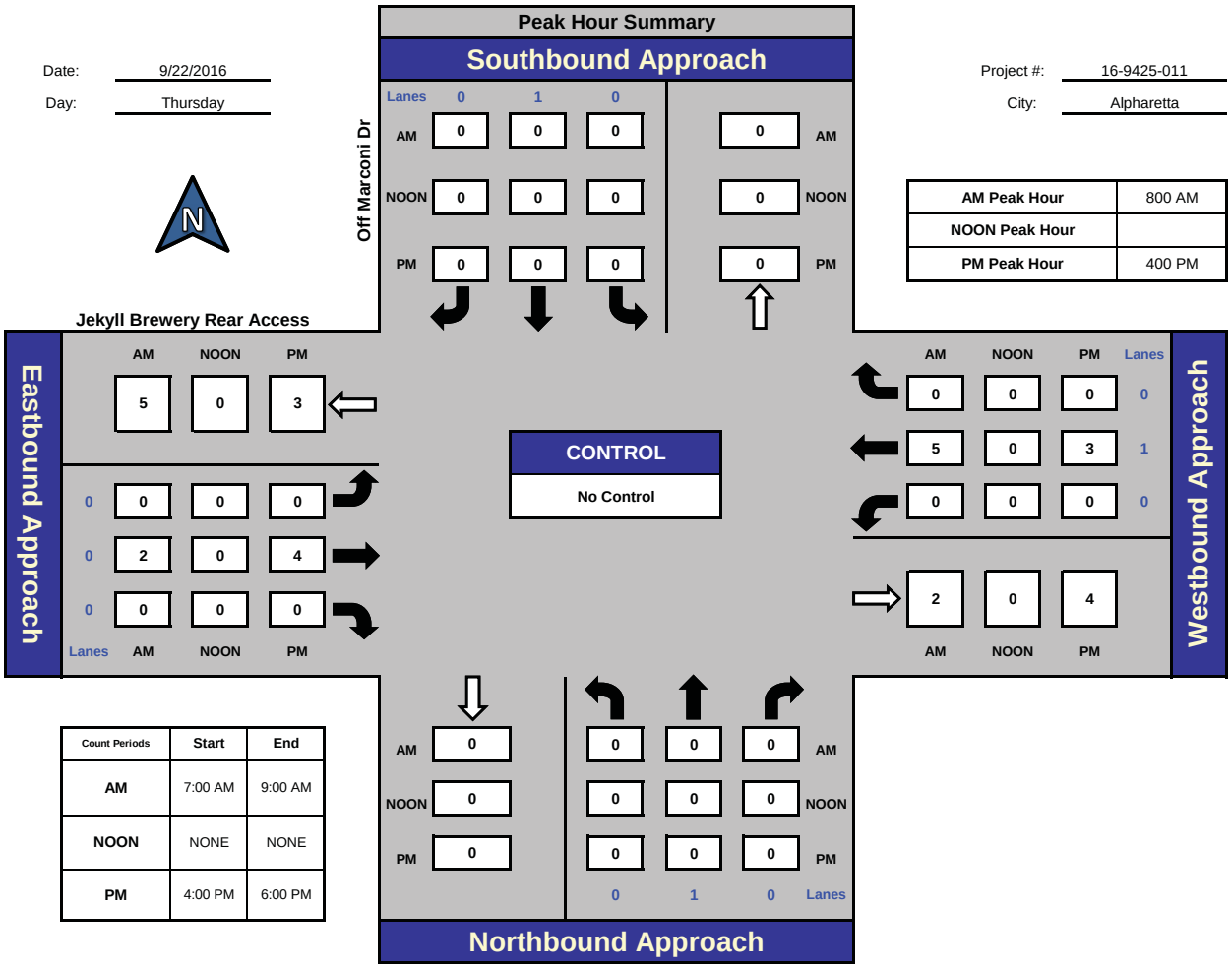
National Data & Surveying Services

Off Marconi Dr and Jekyll Brewery Rear Access , Alpharetta

Date: 9/22/2016
Day: Thursday

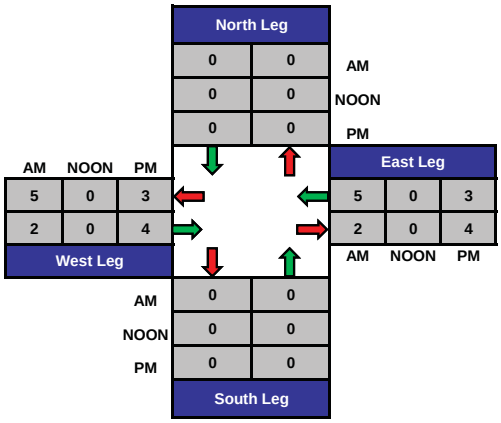
Project #: 16-9425-011
City: Alpharetta

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	400 PM

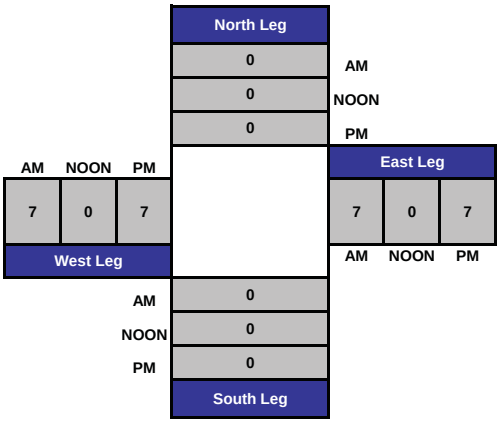


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Project ID: 16-9425-011
Location: Off Marconi Dr & Jekyll Brewery Rear Access
City: Alpharetta

Day: Thursday
Date: 9/22/2016

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Off Marconi Dr Southbound					Jekyll Brewery Rear Access Westbound					Off Marconi Dr Northbound					Jekyll Brewery Rear Access Eastbound					
Start Time	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Int. Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
8:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
8:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
8:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	7
BREAK																					
4:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Grand Total	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	7	0	0	7	18
Apprch %	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	61.1	0.0	0.0	61.1	0.0	0.0	0.0	0.0	0.0	0.0	38.9	0.0	0.0	38.9	
Cars, PU, Vans	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	6	0	0	6	16
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	0.0	90.9	0.0	0.0	90.9	0.0	0.0	0.0	0.0	0.0	0.0	85.7	0.0	0.0	85.7	88.9
Heavy Trucks	0	0	0		0	0	1	0		1	0	0	0		0	0	1	0		1	2
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	9.1	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	14.3	0.0	0.0	14.3	11.1

Project ID: 16-9425-011
Location: Off Marconi Dr & Jekyll Brev
City: Alpharetta

PEAK HOURS

Day: Thursday
Date: 9/22/2016

AM

	Off Marconi Dr Southbound				Jekyll Brewery Rear Access Westbound				Off Marconi Dr Northbound				Jekyll Brewery Rear Access Eastbound				
Start Time	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	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	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
8:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
8:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	5	0	5	0	0	0	0	0	2	0	2	7
% App. Total	0.0	0.0	0.0	0	0.0	100.0	0.0	100	0.0	0.0	0.0	0	0.0	100.0	0.0	100	
PHF				0.000				0.625				0.000				0.500	
Cars, PU, Vans	0	0	0	0	0	5	0	5	0	0	0	0	0	1	0	1	6
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	85.7
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
%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	50.0	0.0	50.0	14.3

PM

	Off Marconi Dr Southbound				Jekyll Brewery Rear Access Westbound				Off Marconi Dr Northbound				Jekyll Brewery Rear Access Eastbound				
Start Time	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM to 06:00 PM																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
4:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
% App. Total	0.0	0.0	0.0	0	0.0	100.0	0.0	100	0.0	0.0	0.0	0	0.0	100.0	0.0	100	
PHF				0.000				0.375				0.000				0.500	

Prepared by NDS/ATD

VOLUME

Roswell St N/O SR 9/Alpharetta Hwy

Day: Thursday
Date: 9/22/2016

City: Alpharetta
Project #: GA16_9426_001

DAILY TOTALS	NB	SB	EB	WB	Total
	1,853	2,513	0	0	4,366

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	0		1				1		12:00	32		23				55	
00:15	0		0				0		12:15	25		41				66	
00:30	0		0				0		12:30	22		33				55	
00:45	0		1	2			1	2	12:45	27	106	42	139			69	245
01:00	1		3				4		13:00	28		59				87	
01:15	0		0				0		13:15	26		39				65	
01:30	1		0				1		13:30	19		28				47	
01:45	0	2	1	4			1	6	13:45	27	100	34	160			61	260
02:00	0		0				0		14:00	43		40				83	
02:15	0		0				0		14:15	16		52				68	
02:30	0		0				0		14:30	21		35				56	
02:45	0		0				0		14:45	28	108	48	175			76	283
03:00	0		0				0		15:00	25		52				77	
03:15	0		1				1		15:15	33		48				81	
03:30	0		1				1		15:30	64		62				126	
03:45	0		0	2			0	2	15:45	47	169	27	189			74	358
04:00	0		0				0		16:00	44		42				86	
04:15	0		1				1		16:15	49		39				88	
04:30	2		3				5		16:30	57		67				124	
04:45	0	2	3	7			3	9	16:45	83	233	75	223			158	456
05:00	1		3				4		17:00	84		48				132	
05:15	3		6				9		17:15	79		40				119	
05:30	2		11				13		17:30	70		30				100	
05:45	3	9	14	34			17	43	17:45	44	277	27	145			71	422
06:00	5		12				17		18:00	56		37				93	
06:15	8		14				22		18:15	41		21				62	
06:30	12		36				48		18:30	28		22				50	
06:45	18	43	38	100			56	143	18:45	34	159	34	114			68	273
07:00	20		46				66		19:00	27		21				48	
07:15	17		84				101		19:15	27		22				49	
07:30	49		85				134		19:30	13		27				40	
07:45	24	110	56	271			80	381	19:45	25	92	16	86			41	178
08:00	27		54				81		20:00	18		21				39	
08:15	18		84				102		20:15	11		12				23	
08:30	12		65				77		20:30	11		12				23	
08:45	30	87	72	275			102	362	20:45	15	55	13	58			28	113
09:00	16		74				90		21:00	10		7				17	
09:15	23		51				74		21:15	8		10				18	
09:30	16		41				57		21:30	9		12				21	
09:45	20	75	47	213			67	288	21:45	7	34	4	33			11	67
10:00	17		31				48		22:00	10		6				16	
10:15	25		40				65		22:15	6		5				11	
10:30	22		27				49		22:30	5		2				7	
10:45	19	83	30	128			49	211	22:45	2	23	3	16			5	39
11:00	14		20				34		23:00	3		5				8	
11:15	6		45				51		23:15	6		2				8	
11:30	24		36				60		23:30	4		0				4	
11:45	29	73	28	129			57	202	23:45	0	13	3	10			3	23
TOTALS		484		1165				**1649**	**TOTALS**		1369		1348				**2717**
SPLIT %		29.4%		70.6%				**37.8%**	**SPLIT %**		50.4%		49.6%				**62.2%**

DAILY TOTALS	NB	SB	EB	WB	Total
	1,853	2,513	0	0	4,366

AM Peak Hour	07:30	08:15			**07:30**	**PM Peak Hour**	16:45	16:30			**16:30**
AM Pk Volume	118	295			**397**	**PM Pk Volume**	316	230			**533**
Pk Hr Factor	0.602	0.878			**0.741**	**Pk Hr Factor**	0.940	0.767			**0.843**
7 - 9 Volume	197	546	0	0	**743**	**4 - 6 Volume**	510	368	0	0	**878**
7 - 9 Peak Hour	07:30	07:15			**07:30**	**4 - 6 Peak Hour**	16:45	16:30			**16:30**
7 - 9 Pk Volume	118	279	0	0	**397**	**4 - 6 Pk Volume**	316	230	0	0	**533**
Pk Hr Factor	0.602	0.821	0.000	0.000	**0.741**	**Pk Hr Factor**	0.940	0.767	0.000	0.000	**0.843**

Prepared by NDS/ATD

VOLUME

SR 9/Alpharetta Hwy Bet. Devore Rd & Janis Ln

Day: Thursday
Date: 9/22/2016

City: Alpharetta
Project #: GA16_9426_002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	13,569	13,380	26,949

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			13		9		22		12:00			261		219		480	
00:15			8		6		14		12:15			228		234		462	
00:30			14		5		19		12:30			257		225		482	
00:45			9	44	5	25	14	69	12:45			250	996	241	919	491	1915
01:00			8		4		12		13:00			245		257		502	
01:15			3		4		7		13:15			221		245		466	
01:30			4		2		6		13:30			237		234		471	
01:45			5	20	5	15	10	35	13:45			274	977	271	1007	545	1984
02:00			4		6		10		14:00			250		227		477	
02:15			4		4		8		14:15			253		246		499	
02:30			4		1		5		14:30			268		212		480	
02:45			7	19	6	17	13	36	14:45			288	1059	163	848	451	1907
03:00			4		0		4		15:00			242		210		452	
03:15			3		4		7		15:15			241		187		428	
03:30			3		8		11		15:30			248		221		469	
03:45			1	11	8	20	9	31	15:45			271	1002	196	814	467	1816
04:00			2		1		3		16:00			318		220		538	
04:15			7		4		11		16:15			261		237		498	
04:30			9		13		22		16:30			329		256		585	
04:45			18	36	10	28	28	64	16:45			302	1210	272	985	574	2195
05:00			13		19		32		17:00			313		241		554	
05:15			20		36		56		17:15			349		280		629	
05:30			38		41		79		17:30			313		271		584	
05:45			45	116	60	156	105	272	17:45			232	1207	246	1038	478	2245
06:00			50		74		124		18:00			246		197		443	
06:15			65		113		178		18:15			205		220		425	
06:30			126		169		295		18:30			191		171		362	
06:45			129	370	201	557	330	927	18:45			236	878	129	717	365	1595
07:00			135		333		468		19:00			195		137		332	
07:15			187		375		562		19:15			166		117		283	
07:30			206		388		594		19:30			154		110		264	
07:45			243	771	362	1458	605	2229	19:45			134	649	81	445	215	1094
08:00			201		299		500		20:00			127		87		214	
08:15			202		364		566		20:15			93		67		160	
08:30			211		299		510		20:30			100		78		178	
08:45			206	820	301	1263	507	2083	20:45			82	402	54	286	136	688
09:00			240		241		481		21:00			100		57		157	
09:15			193		221		414		21:15			59		63		122	
09:30			184		211		395		21:30			72		58		130	
09:45			191	808	203	876	394	1684	21:45			56	287	42	220	98	507
10:00			187		202		389		22:00			43		36		79	
10:15			174		170		344		22:15			43		29		72	
10:30			169		174		343		22:30			46		34		80	
10:45			192	722	185	731	377	1453	22:45			38	170	24	123	62	293
11:00			219		173		392		23:00			31		28		59	
11:15			203		184		387		23:15			31		14		45	
11:30			226		185		411		23:30			13		11		24	
11:45			257	905	225	767	482	1672	23:45			15	90	12	65	27	155
TOTALS				4642		5913		10555	TOTALS				8927		7467		16394
SPLIT %				44.0%		56.0%		39.2%	SPLIT %				54.5%		45.5%		60.8%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	13,569	13,380	26,949

AM Peak Hour			11:45	07:00	07:30	PM Peak Hour		16:30	16:45	16:30
AM Pk Volume			1003	1458	2265	PM Pk Volume		1293	1064	2342
Pk Hr Factor			0.961	0.939	0.936	Pk Hr Factor		0.926	0.950	0.931
7 - 9 Volume	0	0	1591	2721	4312	4 - 6 Volume	0	2417	2023	4440
7 - 9 Peak Hour			07:45	07:00	07:30	4 - 6 Peak Hour		16:30	16:45	16:30
7 - 9 Pk Volume	0	0	857	1458	2265	4 - 6 Pk Volume	0	1293	1064	2342
Pk Hr Factor	0.000	0.000	0.882	0.939	0.936	Pk Hr Factor	0.000	0.926	0.950	0.931

Prepared by NDS/ATD

VOLUME

Devore Rd Bet. SR 9/Alpharetta Hwy & Karen Dr

Day: Thursday
Date: 9/22/2016

City: Alpharetta
Project #: GA16_9426_003

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,538	2,095	4,633

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			2		4		6		12:00			55		33		88	
00:15			1		4		5		12:15			60		32		92	
00:30			2		3		5		12:30			54		27		81	
00:45			5	10	3	14	8	24	12:45			45	214	26	118	71	332
01:00			2		2		4		13:00			39		46		85	
01:15			3		0		3		13:15			46		32		78	
01:30			0		3		3		13:30			48		29		77	
01:45			2	7	1	6	3	13	13:45			44	177	44	151	88	328
02:00			3		2		5		14:00			41		47		88	
02:15			0		0		0		14:15			45		43		88	
02:30			1		1		2		14:30			46		31		77	
02:45			4	8	2	5	6	13	14:45			48	180	49	170	97	350
03:00			0		1		1		15:00			46		37		83	
03:15			1		2		3		15:15			35		41		76	
03:30			2		1		3		15:30			66		32		98	
03:45			3	6	1	5	4	11	15:45			62	209	27	137	89	346
04:00			0		0		0		16:00			53		24		77	
04:15			3		1		4		16:15			33		37		70	
04:30			4		3		7		16:30			46		26		72	
04:45			2	9	1	5	3	14	16:45			27	159	39	126	66	285
05:00			7		5		12		17:00			57		35		92	
05:15			11		12		23		17:15			52		50		102	
05:30			9		7		16		17:30			47		29		76	
05:45			16	43	6	30	22	73	17:45			30	186	43	157	73	343
06:00			28		13		41		18:00			54		41		95	
06:15			28		18		46		18:15			47		34		81	
06:30			28		20		48		18:30			35		38		73	
06:45			34	118	21	72	55	190	18:45			33	169	29	142	62	311
07:00			18		22		40		19:00			35		36		71	
07:15			37		35		72		19:15			26		31		57	
07:30			41		23		64		19:30			39		23		62	
07:45			55	151	41	121	96	272	19:45			26	126	35	125	61	251
08:00			33		25		58		20:00			29		30		59	
08:15			56		35		91		20:15			22		18		40	
08:30			40		28		68		20:30			10		20		30	
08:45			35	164	31	119	66	283	20:45			20	81	27	95	47	176
09:00			40		38		78		21:00			8		13		21	
09:15			32		35		67		21:15			22		9		31	
09:30			39		35		74		21:30			15		17		32	
09:45			33	144	26	134	59	278	21:45			13	58	17	56	30	114
10:00			32		38		70		22:00			7		16		23	
10:15			22		35		57		22:15			6		7		13	
10:30			36		24		60		22:30			11		10		21	
10:45			33	123	26	123	59	246	22:45			5	29	12	45	17	74
11:00			33		26		59		23:00			8		7		15	
11:15			30		26		56		23:15			8		5		13	
11:30			41		24		65		23:30			2		7		9	
11:45			42	146	36	112	78	258	23:45			3	21	8	27	11	48
TOTALS				929		746		1675	TOTALS				1609		1349		2958
SPLIT %				55.5%		44.5%		36.2%	SPLIT %				54.4%		45.6%		63.8%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,538	2,095	4,633

AM Peak Hour			11:45	08:45	11:45	PM Peak Hour			15:15	14:00	14:45
AM Pk Volume			211	139	339	PM Pk Volume			216	170	354
Pk Hr Factor			0.879	0.914	0.921	Pk Hr Factor			0.818	0.867	0.903
7 - 9 Volume	0	0	315	240	555	4 - 6 Volume	0	0	345	283	628
7 - 9 Peak Hour			07:30	07:45	07:45	4 - 6 Peak Hour			17:00	17:00	17:00
7 - 9 Pk Volume	0	0	185	129	313	4 - 6 Pk Volume	0	0	186	157	343
Pk Hr Factor	0.000	0.000	0.826	0.787	0.815	Pk Hr Factor	0.000	0.000	0.816	0.785	0.841

Trip Generation

ITE Trip Generation, 9th Edition (2012)

Project		**Project Number**	
Client			
Site		**Number of Units***	**200**
Land Use	**Apartments**	**ITE Code**	**220**

Weekdays

Trips = 6.06(# units) + 123.56

Trips				
Total Number	Percent		Number	
	In	Out	In	Out
1336	50%	50%	668	668

AM Peak Hour: Weekdays

(peak hour of adjacent street)

Trips = 0.49(# units) + 3.73

Trips				
Total Number	Percent		Number	
	In	Out	In	Out
102	20%	80%	20	82

PM Peak Hour: Weekdays

(peak hour of adjacent street)

Trips = 0.55(# units) + 17.65

Trips				
Total Number	Percent		Number	
	In	Out	In	Out
128	65%	35%	83	45

Peak Hour: Saturday

(peak hour of generator)

Trips = 0.41(# units) + 19.23

Trips				
Total Number	Percent		Number	
	In	Out	In	Out
101	50%	50%	51	50

*units are dwelling units

**split based on Saturday peak hour persons data

Trip Generation

ITE Trip Generation, 9th Edition (2012)

Project		**Project Number**	
Client			
Site		**Number of Units***	**50**
Land Use	**Residential Condo/Townhomes**	**ITE Code**	**230**

Weekdays

Ln(Trips) = 0.87Ln(# units) + 2.46

Trips				
Total Number	Percent In	Percent Out	Number In	Number Out
352	50%	50%	176	176

AM Peak Hour: Weekdays

(peak hour of adjacent street)

Ln(Trips) = 0.80Ln(# units) + 0.26

Trips				
Total Number	Percent In	Percent Out	Number In	Number Out
30	17%	83%	5	25

PM Peak Hour: Weekdays

(peak hour of adjacent street)

Ln(Trips) = 0.82Ln(# units) + 0.32

Trips				
Total Number	Percent In	Percent Out	Number In	Number Out
34	67%	33%	23	11

Peak Hour: Saturday

(peak hour of generator)

Trips = 0.29(# units) + 42.63

Trips				
Total Number	Percent In	Percent Out	Number In	Number Out
57	54%	46%	31	26

*units are dwelling units

Trip Generation

ITE Trip Generation, 9th Edition (2012)

Project		**Project Number**	
Client			
Site		**Number of Units***	**64**
Land Use	**Residential Condo/Townhomes**	**ITE Code**	**230**

Weekdays

Ln(Trips) = 0.87Ln(# units) + 2.46

Trips				
Total Number	Percent In	Percent Out	Number In	Number Out
436	50%	50%	218	218

AM Peak Hour: Weekdays

(peak hour of adjacent street)

Ln(Trips) = 0.80Ln(# units) + 0.26

Trips				
Total Number	Percent In	Percent Out	Number In	Number Out
36	17%	83%	6	30

PM Peak Hour: Weekdays

(peak hour of adjacent street)

Ln(Trips) = 0.82Ln(# units) + 0.32

Trips				
Total Number	Percent In	Percent Out	Number In	Number Out
42	67%	33%	28	14

Peak Hour: Saturday

(peak hour of generator)

Trips = 0.29(# units) + 42.63

Trips				
Total Number	Percent In	Percent Out	Number In	Number Out
61	54%	46%	33	28

*units are dwelling units

Trip Generation

ITE Trip Generation, 9th Edition (2012)

Project		***Project Number***	
Client			
Site		***Number of Units****	***30***
Land Use	***General Office Building***	***ITE Code***	***710***

Weekdays

Ln(Trips) = 0.76Ln(# units) + 3.68

Trips				
Total Number	Percent		Number	
	In	Out	In	Out
526	50%	50%	263	263

AM Peak Hour: Weekday

(peak hour of generator)

Ln(Trips) = 0.80Ln(# units) + 1.57

Trips				
Total Number	Percent		Number	
	In	Out	In	Out
73	88%	12%	64	9

PM Peak Hour: Weekday

(peak hour of generator)

Trips = 1.12(# units) + 78.45

Trips				
Total Number	Percent		Number	
	In	Out	In	Out
112	17%	83%	19	93

Peak Hour: Saturday

(peak hour of generator)

Trips = 0.43(# units)

Trips				
Total Number	Percent		Number	
	In	Out	In	Out
13	54%	46%	7	6

*units are 1000 Sq. Feet Gross Floor Area

Trip Generation

ITE Trip Generation, 9th Edition (2012)

Project		***Project Number***	
Client			
Site		***Number of Units****	**29.5**
Land Use	***Specialty Retail Center***	***ITE Code***	**826**

Weekdays

T = 42.78(# units) + 37.66

Trips				
Total Number	Percent In	Percent Out	Number In	Number Out
1,300	50%	50%	650	650

AM Peak Hour: Weekdays

(peak hour of generator)

T = 4.91(# units) + 115.59

Trips				
Total Number	Percent In	Percent Out	Number In	Number Out
260	48%	52%	125	135

PM Peak Hour: Weekdays

(peak hour of adjacent street)

T = 2.40(# units) + 21.48

Trips				
Total Number	Percent In	Percent Out	Number In	Number Out
92	44%	56%	40	52

Saturday

T = 42.04(# units)

Trips				
Total Number	Percent In	Percent Out	Number In	Number Out
1,240	50%	50%	620	620

Trips are per thousand square feet gross leasable area

Trip Generation

ITE Trip Generation, 9th Edition (2012)

Project		***Project Number***	
Client			
Site		***Number of Units****	***3.5***
Land Use	***Quality Restaurant***	***ITE Code***	***931***

Weekdays

Average Rate = 89.95 per unit

Trips				
Total Number	Percent In	Percent Out	Number In	Number Out
316	50%	50%	158	158

AM Peak Hour: Weekdays

(peak hour of adjacent street)

Average Rate = 0.81 per unit

Trips				
Total Number	Percent In	Percent Out	Number In	Number Out
3	52%	48%	2	1

PM Peak Hour: Weekdays

(peak hour of adjacent street)

Average Rate = 7.49 per unit

Trips				
Total Number	Percent In	Percent Out	Number In	Number Out
26	67%	33%	17	9

Peak Hour: Saturday

(peak hour of generator)

Rate = 10.87(# units) - 0.46

Trips				
Total Number	Percent In	Percent Out	Number In	Number Out
38	59%	41%	22	16

Trip Generation

ITE Trip Generation, 9th Edition (2012)

Project		***Project Number***	
Client			
Site		***Number of Units****	***3***
Land Use	***High-Turnover (Sit-Down) Restaurant***	***ITE Code***	***932***

Weekdays

Average Rate = 127.15 per unit

Trips				
Total Number	Percent		Number	
	In	Out	In	Out
382	50%	50%	191	191

AM Peak Hour: Weekdays

(peak hour of adjacent street)

Average Rate = 10.81 per unit

Trips				
Total Number	Percent		Number	
	In	Out	In	Out
32	55%	45%	18	14

PM Peak Hour: Weekdays

(peak hour of adjacent street)

Average Rate = 9.85 per unit

Trips				
Total Number	Percent		Number	
	In	Out	In	Out
30	60%	40%	18	12

Peak Hour: Saturday

(peak hour of generator)

Average Rate = 14.07 per unit

Trips				
Total Number	Percent		Number	
	In	Out	In	Out
42	53%	47%	22	20

Intersection
Int Delay, s/veh 57.7

Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	105	15	842	133	36	1407
Future Vol, veh/h	105	15	842	133	36	1407
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	122	17	979	155	38	1497

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1881	567	0	0	1134	0
Stage 1	1056	-	-	-	-	-
Stage 2	825	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 63	467	-	-	612	-
Stage 1	296	-	-	-	-	-
Stage 2	391	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 40	467	-	-	612	-
Mov Cap-2 Maneuver	~ 40	-	-	-	-	-
Stage 1	296	-	-	-	-	-
Stage 2	247	-	-	-	-	-

Approach	WB	NE	SW
HCM Control Delay, s	$ 1136.5	0	2.2
HCM LOS	F		

Minor Lane/Major Mvmt	NET	NERWBLn1	SWL	SWT
Capacity (veh/h)	-	- 45	612	-
HCM Lane V/C Ratio	-	- 3.101	0.063	-
HCM Control Delay (s)	-	$ 1136.5	11.3	2
HCM Lane LOS	-	- F	B	A
HCM 95th %tile Q(veh)	-	- 15.2	0.2	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection
Int Delay, s/veh 3.3

Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	2	7	878	2	4	1476
Future Vol, veh/h	2	7	878	2	4	1476
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	87	87	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	9	1009	2	5	1800

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1919	505	0	0	1009	0
Stage 1	1009	-	-	-	-	-
Stage 2	910	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	59	512	-	-	683	-
Stage 1	313	-	-	-	-	-
Stage 2	353	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	0	512	-	-	683	-
Mov Cap-2 Maneuver	0	-	-	-	-	-
Stage 1	313	-	-	-	-	-
Stage 2	0	-	-	-	-	-

Approach	WB	NE	SW
HCM Control Delay, s	12.2	0	5.1
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NER	WBLn1	SWL	SWT
Capacity (veh/h)	-	-	512	683	-
HCM Lane V/C Ratio	-	-	0.023	0.007	-
HCM Control Delay (s)	-	-	12.2	10.3	5.1
HCM Lane LOS	-	-	B	B	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)	57	1196	16	710	636	203	30	419	419	453	742	38
Future Volume (veh/h)	57	1196	16	710	636	203	30	419	419	453	742	38
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	58	1272	17	798	715	0	35	493	493	472	773	40
Adj No. of Lanes	1	3	0	2	2	1	1	2	1	2	2	0
Peak Hour Factor	0.94	0.94	0.94	0.89	0.89	0.89	0.85	0.85	0.85	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	75	1189	16	757	1444	646	55	637	633	447	955	49
Arrive On Green	0.04	0.23	0.23	0.22	0.41	0.00	0.03	0.18	0.18	0.13	0.28	0.28
Sat Flow, veh/h	1774	5172	69	3442	3539	1583	1774	3539	1583	3442	3424	177
Grp Volume(v), veh/h	58	834	455	798	715	0	35	493	493	472	399	414
Grp Sat Flow(s),veh/h/ln	1774	1695	1851	1721	1770	1583	1774	1770	1583	1721	1770	1831
Q Serve(g_s), s	3.2	23.0	23.0	22.0	15.0	0.0	2.0	13.3	18.0	13.0	21.0	21.0
Cycle Q Clear(g_c), s	3.2	23.0	23.0	22.0	15.0	0.0	2.0	13.3	18.0	13.0	21.0	21.0
Prop In Lane	1.00		0.04	1.00		1.00	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	75	780	426	757	1444	646	55	637	633	447	494	511
V/C Ratio(X)	0.78	1.07	1.07	1.05	0.50	0.00	0.63	0.77	0.78	1.05	0.81	0.81
Avail Cap(c_a), veh/h	142	780	426	757	1444	646	89	637	633	447	494	511
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.4	38.5	38.5	39.0	22.0	0.0	47.9	39.1	26.1	43.5	33.6	33.6
Incr Delay (d2), s/veh	15.7	52.4	63.4	47.8	0.3	0.0	11.5	5.9	6.1	57.8	9.7	9.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.5	29.5	34.6	27.8	11.9	0.0	2.0	11.4	18.7	17.5	17.1	17.6
LnGrp Delay(d),s/veh	63.1	90.9	101.9	86.8	22.2	0.0	59.3	45.0	32.3	101.3	43.3	43.0
LnGrp LOS	E	F	F	F	C		E	D	C	F	D	D
Approach Vol, veh/h		1347			1513			1021			1285	
Approach Delay, s/veh		93.4			56.3			39.3			64.5	
Approach LOS		F			E			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.0	24.0	28.0	29.0	9.1	33.9	10.2	46.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	13.0	18.0	22.0	23.0	5.0	26.0	8.0	37.0
Max Q Clear Time (g_c+I1), s	15.0	20.0	24.0	25.0	4.0	23.0	5.2	17.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	2.3	0.0	13.3

Intersection Summary	
HCM 2010 Ctrl Delay	64.7
HCM 2010 LOS	E

Notes
User approved changes to right turn type.

Intersection
Int Delay, s/veh 0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	204	1	1	216	6	3
Future Vol, veh/h	204	1	1	216	6	3
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	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	85	85	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	234	1	1	254	8	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	236	0	235	235
Stage 1	-	-	-	-	235	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	-	-	4.12	-	7.12	6.22
Critical Hdwy Stg 1	-	-	-	-	6.12	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1331	-	720	804
Stage 1	-	-	-	-	768	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1331	-	720	804
Mov Cap-2 Maneuver	-	-	-	-	720	-
Stage 1	-	-	-	-	768	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	746	-	-	1331	-
HCM Lane V/C Ratio	0.016	-	-	0.001	-
HCM Control Delay (s)	9.9	-	-	7.7	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	203	2	5	210	6	5
Future Vol, veh/h	203	2	5	210	6	5
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	90	90	75	75	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	226	2	7	280	7	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	228	0	520	227
Stage 1	-	-	-	-	227	-
Stage 2	-	-	-	-	293	-
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	-	-	1340	-	516	812
Stage 1	-	-	-	-	811	-
Stage 2	-	-	-	-	757	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1340	-	513	812
Mov Cap-2 Maneuver	-	-	-	-	513	-
Stage 1	-	-	-	-	811	-
Stage 2	-	-	-	-	752	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	11
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	616	-	-	1340	-
HCM Lane V/C Ratio	0.022	-	-	0.005	-
HCM Control Delay (s)	11	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection
Int Delay, s/veh 0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	208	4	3	203	9	10
Future Vol, veh/h	208	4	3	203	9	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	84	84	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	236	5	4	242	12	13

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	241	0	488	239
Stage 1	-	-	-	-	239	-
Stage 2	-	-	-	-	249	-
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	-	-	1326	-	539	800
Stage 1	-	-	-	-	801	-
Stage 2	-	-	-	-	792	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1326	-	537	800
Mov Cap-2 Maneuver	-	-	-	-	537	-
Stage 1	-	-	-	-	801	-
Stage 2	-	-	-	-	790	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	10.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	649	-	-	1326	-
HCM Lane V/C Ratio	0.039	-	-	0.003	-
HCM Control Delay (s)	10.8	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	32	244	202	514	930	43
Future Volume (veh/h)	32	244	202	514	930	43
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1676	1676	1676	1676	1676	1676
Adj Flow Rate, veh/h	34	262	213	541	989	46
Adj No. of Lanes	1	1	1	3	3	1
Peak Hour Factor	0.93	0.93	0.95	0.95	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	354	316	384	2500	1443	449
Arrive On Green	0.22	0.22	0.11	0.55	0.32	0.32
Sat Flow, veh/h	1597	1425	1597	4728	4728	1425
Grp Volume(v), veh/h	34	262	213	541	989	46
Grp Sat Flow(s),veh/h/ln	1597	1425	1597	1526	1526	1425
Q Serve(g_s), s	0.9	9.1	4.2	3.1	9.8	1.2
Cycle Q Clear(g_c), s	0.9	9.1	4.2	3.1	9.8	1.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	354	316	384	2500	1443	449
V/C Ratio(X)	0.10	0.83	0.55	0.22	0.69	0.10
Avail Cap(c_a), veh/h	556	496	387	2657	1594	496
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	16.0	19.2	10.7	6.0	15.5	12.5
Incr Delay (d2), s/veh	0.1	6.6	1.7	0.0	1.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	11.6	3.5	2.4	7.5	0.9
LnGrp Delay(d),s/veh	16.1	25.8	12.4	6.1	16.5	12.6
LnGrp LOS	B	C	B	A	B	B
Approach Vol, veh/h	296			754	1035	
Approach Delay, s/veh	24.7			7.9	16.4	
Approach LOS	C			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		34.2		17.4	11.9	22.3		
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		
Max Green Setting (Gmax), s		30.0		18.0	6.0	18.0		
Max Q Clear Time (g_c+I1), s		5.1		11.1	6.2	11.8		
Green Ext Time (p_c), s		12.1		0.6	0.0	4.5		

Intersection Summary	
HCM 2010 Ctrl Delay	14.5
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	831	11	144	1337	26	26	82	105	43	130	113
Future Volume (veh/h)	0	831	11	144	1337	26	26	82	105	43	130	113
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	0	1001	13	158	1469	29	35	109	140	44	134	116
Adj No. of Lanes	0	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.83	0.83	0.83	0.91	0.91	0.91	0.75	0.75	0.75	0.97	0.97	0.97
Percent Heavy Veh, %	0	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	1317	17	325	1934	38	98	192	217	91	249	178
Arrive On Green	0.00	0.37	0.37	0.08	0.54	0.54	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	0	3671	46	1774	3550	70	123	742	841	91	965	688
Grp Volume(v), veh/h	0	495	519	158	732	766	284	0	0	294	0	0
Grp Sat Flow(s),veh/h/ln	0	1770	1855	1774	1770	1850	1706	0	0	1744	0	0
Q Serve(g_s), s	0.0	14.9	14.9	3.1	19.5	19.6	0.0	0.0	0.0	10.4	0.0	0.0
Cycle Q Clear(g_c), s	0.0	14.9	14.9	3.1	19.5	19.6	8.8	0.0	0.0	10.4	0.0	0.0
Prop In Lane	0.00		0.03	1.00		0.04	0.12		0.49	0.15		0.39
Lane Grp Cap(c), veh/h	0	651	683	325	964	1008	507	0	0	0	0	0
V/C Ratio(X)	0.00	0.76	0.76	0.49	0.76	0.76	0.56	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	668	700	332	988	1033	567	0	0	0	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	16.9	16.9	12.4	10.8	10.8	20.1	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	5.0	4.7	1.1	3.4	3.3	1.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	12.9	13.3	2.9	15.5	16.1	7.7	0.0	0.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	21.8	21.6	13.5	14.1	14.1	21.0	0.0	0.0	0.0	0.0	0.0
LnGrp LOS		C	C	B	B	B	C					
Approach Vol, veh/h		1014			1656			284			294	
Approach Delay, s/veh		21.7			14.0			21.0			0.0	
Approach LOS		C			B			C			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6		8
Phs Duration (G+Y+Rc), s		21.7	10.7	28.4		21.7		39.2
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s		18.0	5.0	23.0		29.0		34.0
Max Q Clear Time (g_c+I1), s		10.8	5.1	16.9		12.4		21.6
Green Ext Time (p_c), s		2.1	0.0	5.5		3.3		10.5

Intersection Summary	
HCM 2010 Ctrl Delay	15.8
HCM 2010 LOS	B

Intersection
Int Delay, s/veh 43.1

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	71	75	1200	144	29	1087
Future Vol, veh/h	71	75	1200	144	29	1087
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	80	84	1319	158	32	1195

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2059	738	0	0	1477	0
Stage 1	1398	-	-	-	-	-
Stage 2	661	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 48	360	-	-	452	-
Stage 1	194	-	-	-	-	-
Stage 2	475	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 38	360	-	-	452	-
Mov Cap-2 Maneuver	~ 38	-	-	-	-	-
Stage 1	194	-	-	-	-	-
Stage 2	375	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	$ 740.3	0	1.7
HCM LOS	F		

Minor Lane/Major Mvmt	NET	NERNWLn1	SWL	SWT
Capacity (veh/h)	-	- 70	452	-
HCM Lane V/C Ratio	-	- 2.343	0.071	-
HCM Control Delay (s)	-	-$ 740.3	13.6	1.4
HCM Lane LOS	-	- F	B	A
HCM 95th %tile Q(veh)	-	- 15.7	0.2	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection
Int Delay, s/veh 0.2

Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	2	5	1291	1	5	1076
Future Vol, veh/h	2	5	1291	1	5	1076
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	90	90	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	6	1434	1	5	1098

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1993	717	0	0	1434	0
Stage 1	1434	-	-	-	-	-
Stage 2	559	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	53	372	-	-	470	-
Stage 1	186	-	-	-	-	-
Stage 2	536	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	52	372	-	-	470	-
Mov Cap-2 Maneuver	52	-	-	-	-	-
Stage 1	186	-	-	-	-	-
Stage 2	522	-	-	-	-	-

Approach	WB	NE	SW
HCM Control Delay, s	33.3	0	0.3
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	WBLn1	SWL	SWT
Capacity (veh/h)	-	-	135	470	-
HCM Lane V/C Ratio	-	-	0.059	0.011	-
HCM Control Delay (s)	-	-	33.3	12.7	0.2
HCM Lane LOS	-	-	D	B	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)	108	706	19	628	1276	411	123	680	493	282	425	61
Future Volume (veh/h)	108	706	19	628	1276	411	123	680	493	282	425	61
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	110	751	20	654	1329	0	132	731	530	291	438	63
Adj No. of Lanes	1	3	0	2	2	1	1	2	1	2	2	0
Peak Hour Factor	0.94	0.94	0.94	0.96	0.96	0.96	0.93	0.93	0.93	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	118	1129	30	729	1298	581	158	747	670	306	656	94
Arrive On Green	0.07	0.22	0.22	0.21	0.37	0.00	0.09	0.21	0.21	0.09	0.21	0.21
Sat Flow, veh/h	1774	5094	135	3442	3539	1583	1774	3539	1583	3442	3109	445
Grp Volume(v), veh/h	110	499	272	654	1329	0	132	731	530	291	248	253
Grp Sat Flow(s),veh/h/ln	1774	1695	1839	1721	1770	1583	1774	1770	1583	1721	1770	1784
Q Serve(g_s), s	5.6	12.1	12.1	16.6	33.0	0.0	6.6	18.5	19.0	7.6	11.6	11.7
Cycle Q Clear(g_c), s	5.6	12.1	12.1	16.6	33.0	0.0	6.6	18.5	19.0	7.6	11.6	11.7
Prop In Lane	1.00		0.07	1.00		1.00	1.00		1.00	1.00		0.25
Lane Grp Cap(c), veh/h	118	751	407	729	1298	581	158	747	670	306	374	377
V/C Ratio(X)	0.93	0.66	0.67	0.90	1.02	0.00	0.84	0.98	0.79	0.95	0.66	0.67
Avail Cap(c_a), veh/h	118	751	407	765	1298	581	158	747	670	306	374	377
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.8	32.0	32.0	34.5	28.5	0.0	40.4	35.3	22.5	40.8	32.6	32.6
Incr Delay (d2), s/veh	61.2	2.2	4.1	13.0	31.3	0.0	30.8	27.5	6.4	38.5	4.4	4.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.3	9.9	10.9	14.2	39.0	0.0	8.1	17.5	18.3	9.0	10.2	10.3
LnGrp Delay(d),s/veh	103.0	34.2	36.1	47.5	59.8	0.0	71.1	62.8	29.0	79.3	37.0	37.2
LnGrp LOS	F	C	D	D	F		E	E	C	E	D	D
Approach Vol, veh/h		881			1983			1393			792	
Approach Delay, s/veh		43.4			55.7			50.7			52.6	
Approach LOS		D			E			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	25.0	25.1	25.9	14.0	25.0	12.0	39.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	19.0	20.0	19.0	8.0	19.0	6.0	33.0
Max Q Clear Time (g_c+I1), s	9.6	21.0	18.6	14.1	8.6	13.7	7.6	35.0
Green Ext Time (p_c), s	0.0	0.0	0.4	4.2	0.0	3.9	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	51.7
HCM 2010 LOS	D

Notes
User approved changes to right turn type.

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBL	NBR	SEL	SER
Lane Configurations						
Traffic Vol, veh/h	7	275	5	3	260	10
Future Vol, veh/h	7	275	5	3	260	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	0	-	0	-
Veh in Median Storage, #	0	-	0	-	0	-
Grade, %	0	-	0	-	0	-
Peak Hour Factor	78	78	75	75	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	353	7	4	286	11

Major/Minor	Major2		Minor1		Major1	
Conflicting Flow All	11	-	0	0	0	0
Stage 1	-	-	0	-	-	-
Stage 2	-	-	0	-	-	-
Critical Hdwy	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-				-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SE
HCM Control Delay, s			
HCM LOS		-	

Minor Lane/Major Mvmt	NBLn1	WBL	WBR	SEL	SER
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	-	-	-
HCM Lane LOS	-	-	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Intersection
Int Delay, s/veh 0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	254	6	4	277	4	1
Future Vol, veh/h	254	6	4	277	4	1
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	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	75	75	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	282	7	5	369	5	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	289	0	286	286
Stage 1	-	-	-	-	286	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	-	-	4.12	-	7.12	6.22
Critical Hdwy Stg 1	-	-	-	-	6.12	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1273	-	666	753
Stage 1	-	-	-	-	721	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1273	-	664	753
Mov Cap-2 Maneuver	-	-	-	-	664	-
Stage 1	-	-	-	-	721	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	680	-	-	1273	-
HCM Lane V/C Ratio	0.009	-	-	0.004	-
HCM Control Delay (s)	10.3	-	-	7.8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection
Int Delay, s/veh 0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	250	4	11	279	6	5
Future Vol, veh/h	250	4	11	279	6	5
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	87	87	77	77	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	287	5	14	362	8	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	292	0	681	290
Stage 1	-	-	-	-	290	-
Stage 2	-	-	-	-	391	-
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	-	-	1270	-	416	749
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	683	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1270	-	410	749
Mov Cap-2 Maneuver	-	-	-	-	410	-
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	673	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	12.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	516	-	-	1270	-
HCM Lane V/C Ratio	0.028	-	-	0.011	-
HCM Control Delay (s)	12.2	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	80	215	235	1257	662	74
Future Volume (veh/h)	80	215	235	1257	662	74
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1676	1676	1676	1676	1676	1676
Adj Flow Rate, veh/h	93	250	245	1309	704	79
Adj No. of Lanes	1	1	1	3	3	1
Peak Hour Factor	0.86	0.86	0.96	0.96	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	347	309	445	2511	1440	448
Arrive On Green	0.22	0.22	0.12	0.55	0.31	0.31
Sat Flow, veh/h	1597	1425	1597	4728	4728	1425
Grp Volume(v), veh/h	93	250	245	1309	704	79
Grp Sat Flow(s),veh/h/ln	1597	1425	1597	1526	1526	1425
Q Serve(g_s), s	2.5	8.5	4.9	9.3	6.4	2.1
Cycle Q Clear(g_c), s	2.5	8.5	4.9	9.3	6.4	2.1
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	347	309	445	2511	1440	448
V/C Ratio(X)	0.27	0.81	0.55	0.52	0.49	0.18
Avail Cap(c_a), veh/h	561	500	445	2679	1607	500
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	16.7	19.0	9.6	7.3	14.2	12.7
Incr Delay (d2), s/veh	0.4	5.0	1.5	0.2	0.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.0	11.0	4.1	7.1	4.9	1.5
LnGrp Delay(d),s/veh	17.1	24.0	11.1	7.5	14.5	12.9
LnGrp LOS	B	C	B	A	B	B
Approach Vol, veh/h	343			1554	783	
Approach Delay, s/veh	22.2			8.0	14.3	
Approach LOS	C			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		34.1		17.1	12.0	22.1		
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		
Max Green Setting (Gmax), s		30.0		18.0	6.0	18.0		
Max Q Clear Time (g_c+I1), s		11.3		10.5	6.9	8.4		
Green Ext Time (p_c), s		13.3		0.7	0.0	7.7		

Intersection Summary	
HCM 2010 Ctrl Delay	11.7
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	1193	5	90	1009	24	37	228	139	34	109	79
Future Volume (veh/h)	2	1193	5	90	1009	24	37	228	139	34	109	79
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	2	1230	5	102	1147	27	39	243	148	41	131	95
Adj No. of Lanes	0	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.97	0.97	0.97	0.88	0.88	0.88	0.94	0.94	0.94	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	48	1523	6	254	2006	47	79	286	164	86	255	158
Arrive On Green	0.43	0.43	0.43	0.06	0.57	0.57	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1	3538	14	1774	3534	83	98	1039	597	116	926	575
Grp Volume(v), veh/h	648	0	589	102	574	600	430	0	0	267	0	0
Grp Sat Flow(s),veh/h/ln	1860	0	1693	1774	1770	1848	1735	0	0	1617	0	0
Q Serve(g_s), s	0.0	0.0	23.1	2.3	15.8	15.8	6.2	0.0	0.0	11.8	0.0	0.0
Cycle Q Clear(g_c), s	23.1	0.0	23.1	2.3	15.8	15.8	18.0	0.0	0.0	11.8	0.0	0.0
Prop In Lane	0.00		0.01	1.00		0.05	0.09		0.34	0.15		0.36
Lane Grp Cap(c), veh/h	848	0	729	254	1004	1049	528	0	0	0	0	0
V/C Ratio(X)	0.76	0.00	0.81	0.40	0.57	0.57	0.81	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	878	0	756	268	1047	1093	552	0	0	0	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.9	0.0	18.9	14.9	10.5	10.5	26.5	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	3.9	0.0	6.4	1.0	0.7	0.7	8.8	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.7	0.0	17.8	2.1	12.4	12.9	15.1	0.0	0.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh	22.8	0.0	25.3	15.9	11.2	11.2	35.3	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	C		C	B	B	B	D					
Approach Vol, veh/h		1237			1276			430			267	
Approach Delay, s/veh		24.0			11.6			35.3			0.0	
Approach LOS		C			B			D			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6		8
Phs Duration (G+Y+Rc), s		26.9	10.4	38.8		26.9		49.2
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s		22.0	5.0	34.0		33.0		45.0
Max Q Clear Time (g_c+I1), s		20.0	4.3	25.1		13.8		17.8
Green Ext Time (p_c), s		0.9	0.0	7.6		4.4		19.2

Intersection Summary	
HCM 2010 Ctrl Delay	18.6
HCM 2010 LOS	B

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	45	137	119	110	86	16	0	885	140	38	1479	27
Future Volume (veh/h)	45	137	119	110	86	16	0	885	140	38	1479	27
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	49	149	129	128	93	19	0	1029	163	40	1573	29
Adj No. of Lanes	0	1	1	0	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.86	0.92	0.86	0.92	0.86	0.86	0.94	0.94	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	60	183	210	152	110	229	73	1652	261	216	1918	35
Arrive On Green	0.13	0.13	0.13	0.14	0.14	0.14	0.00	0.54	0.54	0.54	0.54	0.54
Sat Flow, veh/h	455	1385	1583	1049	762	1583	316	3062	484	468	3555	65
Grp Volume(v), veh/h	198	0	129	221	0	19	0	594	598	40	782	820
Grp Sat Flow(s),veh/h/ln	1840	0	1583	1810	0	1583	316	1770	1777	468	1770	1851
Q Serve(g_s), s	10.3	0.0	7.6	11.7	0.0	1.0	0.0	22.8	22.9	6.4	35.8	36.0
Cycle Q Clear(g_c), s	10.3	0.0	7.6	11.7	0.0	1.0	0.0	22.8	22.9	29.3	35.8	36.0
Prop In Lane	0.25		1.00	0.58		1.00	1.00		0.27	1.00		0.04
Lane Grp Cap(c), veh/h	244	0	210	262	0	229	73	955	959	216	955	999
V/C Ratio(X)	0.81	0.00	0.62	0.84	0.00	0.08	0.00	0.62	0.62	0.18	0.82	0.82
Avail Cap(c_a), veh/h	337	0	290	350	0	306	80	991	996	226	991	1037
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.4	0.0	40.2	40.9	0.0	36.3	0.0	15.7	15.7	25.9	18.7	18.7
Incr Delay (d2), s/veh	10.1	0.0	2.9	13.1	0.0	0.2	0.0	1.1	1.2	0.4	5.4	5.2
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	5.9	0.0	3.5	6.8	0.0	0.5	0.0	11.4	11.4	0.8	18.8	19.7
LnGrp Delay(d),s/veh	51.5	0.0	43.1	54.0	0.0	36.5	0.0	16.8	16.8	26.3	24.0	23.9
LnGrp LOS	D		D	D		D		B	B	C	C	C
Approach Vol, veh/h		327			240			1192			1642	
Approach Delay, s/veh		48.2			52.6			16.8			24.0	
Approach LOS		D			D			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		20.2		59.0		19.0		59.0
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		19.0		55.0		18.0		55.0
Max Q Clear Time (g_c+I1), s		13.7		24.9		12.3		38.0
Green Ext Time (p_c), s		0.5		24.5		0.7		15.0

Intersection Summary	
HCM 2010 Ctrl Delay	25.8
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	4.8
Intersection LOS	A

Approach	NB	SB	SE	NW
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	227	0	123
Demand Flow Rate, veh/h	0	232	0	125
Vehicles Circulating, veh/h	232	0	232	0
Vehicles Exiting, veh/h	0	125	0	232
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	0.0	5.1	0.0	4.2
Approach LOS	-	A	-	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	232	0	125
Cap Entry Lane, veh/h	896	1130	896	1130
Entry HV Adj Factor	1.000	0.978	1.000	0.984
Flow Entry, veh/h	0	227	0	123
Cap Entry, veh/h	896	1106	896	1112
V/C Ratio	0.000	0.205	0.000	0.111
Control Delay, s/veh	4.0	5.1	4.0	4.2
LOS	A	A	A	A
95th %tile Queue, veh	0	1	0	0

Intersection
Int Delay, s/veh 0.2

Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	2	7	923	2	4	1551
Future Vol, veh/h	2	7	923	2	4	1551
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	87	87	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	9	1061	2	5	1891

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2016	530	0	0	1061	0
Stage 1	1061	-	-	-	-	-
Stage 2	955	-	-	-	-	-
Critical Hdwy	7.54	6.94	-	-	4.14	-
Critical Hdwy Stg 1	6.54	-	-	-	-	-
Critical Hdwy Stg 2	6.54	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	34	493	-	-	652	-
Stage 1	239	-	-	-	-	-
Stage 2	278	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	34	493	-	-	652	-
Mov Cap-2 Maneuver	34	-	-	-	-	-
Stage 1	239	-	-	-	-	-
Stage 2	278	-	-	-	-	-

Approach	WB	NE	SW
HCM Control Delay, s	37.4	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NET	NER	WBLn1	SWL	SWT
Capacity (veh/h)	-	-	123	652	-
HCM Lane V/C Ratio	-	-	0.098	0.007	-
HCM Control Delay (s)	-	-	37.4	10.6	0
HCM Lane LOS	-	-	E	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	1257	17	746	668	213	32	440	440	476	780	40
Future Volume (veh/h)	60	1257	17	746	668	213	32	440	440	476	780	40
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	64	1337	18	838	751	0	38	518	518	496	812	42
Adj No. of Lanes	1	3	0	2	2	1	1	2	1	2	2	0
Peak Hour Factor	0.94	0.94	0.94	0.89	0.89	0.89	0.85	0.85	0.85	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	1269	17	751	1476	661	55	611	619	501	983	51
Arrive On Green	0.05	0.25	0.25	0.22	0.42	0.00	0.03	0.17	0.17	0.15	0.29	0.29
Sat Flow, veh/h	1774	5171	70	3442	3539	1583	1774	3539	1583	3442	3424	177
Grp Volume(v), veh/h	64	877	478	838	751	0	38	518	518	496	420	434
Grp Sat Flow(s),veh/h/ln	1774	1695	1850	1721	1770	1583	1774	1770	1583	1721	1770	1831
Q Serve(g_s), s	3.9	27.0	27.0	24.0	17.3	0.0	2.3	15.6	19.0	15.8	24.4	24.4
Cycle Q Clear(g_c), s	3.9	27.0	27.0	24.0	17.3	0.0	2.3	15.6	19.0	15.8	24.4	24.4
Prop In Lane	1.00		0.04	1.00		1.00	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	82	832	454	751	1476	661	55	611	619	501	508	526
V/C Ratio(X)	0.78	1.05	1.05	1.12	0.51	0.00	0.69	0.85	0.84	0.99	0.83	0.83
Avail Cap(c_a), veh/h	145	832	454	751	1476	661	81	611	619	501	508	526
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.9	41.5	41.5	43.0	23.7	0.0	52.7	44.1	30.3	46.9	36.7	36.7
Incr Delay (d2), s/veh	14.4	46.2	57.0	69.5	0.3	0.0	14.0	10.8	9.8	37.7	10.8	10.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	17.9	20.9	18.6	8.5	0.0	1.4	8.5	15.9	10.1	13.4	13.8
LnGrp Delay(d),s/veh	66.2	87.7	98.5	112.5	24.0	0.0	66.7	54.8	40.1	84.7	47.4	47.1
LnGrp LOS	E	F	F	F	C		E	D	D	F	D	D
Approach Vol, veh/h		1419			1589			1074			1350	
Approach Delay, s/veh		90.4			70.7			48.2			61.0	
Approach LOS		F			E			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	25.0	30.0	33.0	9.4	37.6	11.1	51.9
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	16.0	19.0	24.0	27.0	5.0	30.0	9.0	42.0
Max Q Clear Time (g_c+I1), s	17.8	21.0	26.0	29.0	4.3	26.4	5.9	19.3
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	2.9	0.0	15.2

Intersection Summary
HCM 2010 Ctrl Delay 69.0
HCM 2010 LOS E

Notes
User approved changes to right turn type.

Intersection
Int Delay, s/veh 0.2

Movement	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	6	3	351	1	1	313
Future Vol, veh/h	6	3	351	1	1	313
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	87	87	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	4	403	1	1	368

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	775	404	0	0	405	0
Stage 1	404	-	-	-	-	-
Stage 2	371	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	366	647	-	-	1154	-
Stage 1	674	-	-	-	-	-
Stage 2	698	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	366	647	-	-	1154	-
Mov Cap-2 Maneuver	366	-	-	-	-	-
Stage 1	674	-	-	-	-	-
Stage 2	697	-	-	-	-	-

Approach	NB	SE	NW
HCM Control Delay, s	13.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBLn1	NWL	NWT	SET	SER
Capacity (veh/h)	428	1154	-	-	-
HCM Lane V/C Ratio	0.028	0.001	-	-	-
HCM Control Delay (s)	13.7	8.1	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	0	-	-	-

Intersection
Int Delay, s/veh 0.3

Movement	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	6	5	350	2	5	307
Future Vol, veh/h	6	5	350	2	5	307
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	90	90	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	6	389	2	7	409

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	813	390	0	0	391	0
Stage 1	390	-	-	-	-	-
Stage 2	423	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	348	658	-	-	1168	-
Stage 1	684	-	-	-	-	-
Stage 2	661	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	345	658	-	-	1168	-
Mov Cap-2 Maneuver	345	-	-	-	-	-
Stage 1	684	-	-	-	-	-
Stage 2	656	-	-	-	-	-

Approach	NB	SE	NW
HCM Control Delay, s	13.4	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBLn1	NWL	NWT	SET	SER
Capacity (veh/h)	440	1168	-	-	-
HCM Lane V/C Ratio	0.03	0.006	-	-	-
HCM Control Delay (s)	13.4	8.1	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	0	-	-	-

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	34	393	298	540	977	45
Future Volume (veh/h)	34	393	298	540	977	45
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1676	1676	1676	1676	1676	1676
Adj Flow Rate, veh/h	37	423	314	568	1039	48
Adj No. of Lanes	1	1	1	3	3	1
Peak Hour Factor	0.93	0.93	0.95	0.95	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	379	548	422	2768	1730	539
Arrive On Green	0.24	0.24	0.15	0.60	0.38	0.38
Sat Flow, veh/h	1597	1425	1597	4728	4728	1425
Grp Volume(v), veh/h	37	423	314	568	1039	48
Grp Sat Flow(s),veh/h/ln	1597	1425	1597	1526	1526	1425
Q Serve(g_s), s	1.4	18.0	8.3	4.3	13.9	1.6
Cycle Q Clear(g_c), s	1.4	18.0	8.3	4.3	13.9	1.6
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	379	548	422	2768	1730	539
V/C Ratio(X)	0.10	0.77	0.74	0.21	0.60	0.09
Avail Cap(c_a), veh/h	379	548	880	4824	2472	770
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	22.6	20.4	13.5	6.8	19.0	15.2
Incr Delay (d2), s/veh	0.1	6.7	2.6	0.0	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	15.3	3.9	1.8	5.8	0.7
LnGrp Delay(d),s/veh	22.7	27.1	16.2	6.8	19.3	15.3
LnGrp LOS	C	C	B	A	B	B
Approach Vol, veh/h	460			882	1087	
Approach Delay, s/veh	26.7			10.1	19.2	
Approach LOS	C			B	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		51.9		24.0	17.2	34.7		
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		
Max Green Setting (Gmax), s		80.0		18.0	33.0	41.0		
Max Q Clear Time (g_c+I1), s		6.3		20.0	10.3	15.9		
Green Ext Time (p_c), s		18.1		0.0	0.9	12.8		

Intersection Summary	
HCM 2010 Ctrl Delay	17.3
HCM 2010 LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	873	12	151	1524	27	110
Future Volume (veh/h)	873	12	151	1524	27	110
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1900
Adj Flow Rate, veh/h	1052	14	166	1675	36	147
Adj No. of Lanes	2	0	1	2	0	0
Peak Hour Factor	0.83	0.83	0.91	0.91	0.75	0.75
Percent Heavy Veh, %	2	2	2	2	0	0
Cap, veh/h	2615	35	406	2588	43	177
Arrive On Green	0.73	0.73	0.73	0.73	0.14	0.14
Sat Flow, veh/h	3669	48	527	3632	317	1293
Grp Volume(v), veh/h	521	545	166	1675	184	0
Grp Sat Flow(s),veh/h/ln	1770	1854	527	1770	1619	0
Q Serve(g_s), s	10.2	10.2	15.9	21.9	10.0	0.0
Cycle Q Clear(g_c), s	10.2	10.2	26.0	21.9	10.0	0.0
Prop In Lane		0.03	1.00		0.20	0.80
Lane Grp Cap(c), veh/h	1294	1356	406	2588	221	0
V/C Ratio(X)	0.40	0.40	0.41	0.65	0.83	0.00
Avail Cap(c_a), veh/h	1502	1574	468	3003	375	0
HCM Platoon Ratio	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	0.00
Uniform Delay (d), s/veh	4.6	4.6	9.6	6.2	38.2	0.0
Incr Delay (d2), s/veh	0.2	0.2	0.7	0.4	7.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	5.2	2.4	10.6	5.0	0.0
LnGrp Delay(d),s/veh	4.8	4.8	10.3	6.6	46.1	0.0
LnGrp LOS	A	A	B	A	D	
Approach Vol, veh/h	1066			1841	184	
Approach Delay, s/veh	4.8			6.9	46.1	
Approach LOS	A			A	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		18.4		72.3				72.3
Change Period (Y+Rc), s		6.0		6.0				6.0
Max Green Setting (Gmax), s		21.0		77.0				77.0
Max Q Clear Time (g_c+I1), s		12.0		12.2				28.0
Green Ext Time (p_c), s		0.3		47.3				38.3

Intersection Summary	
HCM 2010 Ctrl Delay	8.5
HCM 2010 LOS	A

Notes
User approved volume balancing among the lanes for turning movement.

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	36	115	83	75	240	79	2	1261	151	30	1142	25
Future Volume (veh/h)	36	115	83	75	240	79	2	1261	151	30	1142	25
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	39	125	90	84	261	89	2	1386	166	33	1255	27
Adj No. of Lanes	0	1	1	0	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.89	0.92	0.89	0.92	0.91	0.91	0.91	0.91	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	49	159	179	94	293	333	167	1586	189	107	1763	38
Arrive On Green	0.11	0.11	0.11	0.21	0.21	0.21	0.50	0.50	0.50	0.50	0.50	0.50
Sat Flow, veh/h	438	1403	1583	448	1392	1583	429	3187	379	331	3543	76
Grp Volume(v), veh/h	164	0	90	345	0	89	2	765	787	33	627	655
Grp Sat Flow(s),veh/h/ln	1841	0	1583	1840	0	1583	429	1770	1796	331	1770	1849
Q Serve(g_s), s	8.7	0.0	5.4	18.3	0.0	4.7	0.4	38.5	39.3	9.9	27.7	27.7
Cycle Q Clear(g_c), s	8.7	0.0	5.4	18.3	0.0	4.7	28.1	38.5	39.3	49.3	27.7	27.7
Prop In Lane	0.24		1.00	0.24		1.00	1.00		0.21	1.00		0.04
Lane Grp Cap(c), veh/h	208	0	179	387	0	333	167	881	894	107	881	920
V/C Ratio(X)	0.79	0.00	0.50	0.89	0.00	0.27	0.01	0.87	0.88	0.31	0.71	0.71
Avail Cap(c_a), veh/h	330	0	284	440	0	378	167	881	894	107	881	920
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.4	0.0	41.9	38.6	0.0	33.2	30.6	22.3	22.6	44.6	19.6	19.6
Incr Delay (d2), s/veh	6.5	0.0	2.2	18.4	0.0	0.4	0.0	9.3	10.1	1.6	2.7	2.6
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	4.8	0.0	2.5	11.3	0.0	2.1	0.0	21.0	22.0	1.0	14.1	14.7
LnGrp Delay(d),s/veh	49.9	0.0	44.1	57.0	0.0	33.6	30.6	31.6	32.7	46.2	22.3	22.2
LnGrp LOS	D		D	E		C	C	C	C	D	C	C
Approach Vol, veh/h		254			434			1554			1315	
Approach Delay, s/veh		47.8			52.2			32.2			22.9	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		27.1		56.0		17.4		56.0
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		24.0		50.0		18.0		50.0
Max Q Clear Time (g_c+I1), s		20.3		41.3		10.7		51.3
Green Ext Time (p_c), s		0.8		8.1		0.6		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	32.3
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	5.3
Intersection LOS	A

Approach	NB	SB	SE	NW
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	191	0	290
Demand Flow Rate, veh/h	0	195	0	296
Vehicles Circulating, veh/h	195	0	195	0
Vehicles Exiting, veh/h	0	296	0	195
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	0.0	4.8	0.0	5.7
Approach LOS	-	A	-	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	195	0	296
Cap Entry Lane, veh/h	930	1130	930	1130
Entry HV Adj Factor	1.000	0.979	1.000	0.980
Flow Entry, veh/h	0	191	0	290
Cap Entry, veh/h	930	1107	930	1107
V/C Ratio	0.000	0.173	0.000	0.262
Control Delay, s/veh	3.9	4.8	3.9	5.7
LOS	A	A	A	A
95th %tile Queue, veh	0	1	0	1

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	2	5	1357	1	5	1131
Future Vol, veh/h	2	5	1357	1	5	1131
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	90	90	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	6	1508	1	5	1154

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2095	754	0	0	1508	0
Stage 1	1508	-	-	-	-	-
Stage 2	587	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	45	352	-	-	440	-
Stage 1	169	-	-	-	-	-
Stage 2	519	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	44	352	-	-	440	-
Mov Cap-2 Maneuver	44	-	-	-	-	-
Stage 1	169	-	-	-	-	-
Stage 2	502	-	-	-	-	-

Approach	WB	NE	SW
HCM Control Delay, s	38	0	0.3
HCM LOS	E		

Minor Lane/Major Mvmt	NET	NER	WBLn1	SWL	SWT
Capacity (veh/h)	-	-	117	440	-
HCM Lane V/C Ratio	-	-	0.068	0.012	-
HCM Control Delay (s)	-	-	38	13.3	0.2
HCM Lane LOS	-	-	E	B	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)	114	742	20	660	1341	432	129	715	518	296	447	64
Future Volume (veh/h)	114	742	20	660	1341	432	129	715	518	296	447	64
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	121	789	21	688	1397	0	139	769	557	305	461	66
Adj No. of Lanes	1	3	0	2	2	1	1	2	1	2	2	0
Peak Hour Factor	0.94	0.94	0.94	0.96	0.96	0.96	0.93	0.93	0.93	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	124	1173	31	756	1345	602	169	779	696	310	668	95
Arrive On Green	0.07	0.23	0.23	0.22	0.38	0.00	0.10	0.22	0.22	0.09	0.21	0.21
Sat Flow, veh/h	1774	5094	135	3442	3539	1583	1774	3539	1583	3442	3111	443
Grp Volume(v), veh/h	121	525	285	688	1397	0	139	769	557	305	261	266
Grp Sat Flow(s),veh/h/ln	1774	1695	1839	1721	1770	1583	1774	1770	1583	1721	1770	1785
Q Serve(g_s), s	6.8	14.1	14.1	19.5	38.0	0.0	7.7	21.7	22.0	8.8	13.6	13.7
Cycle Q Clear(g_c), s	6.8	14.1	14.1	19.5	38.0	0.0	7.7	21.7	22.0	8.8	13.6	13.7
Prop In Lane	1.00		0.07	1.00		1.00	1.00		1.00	1.00		0.25
Lane Grp Cap(c), veh/h	124	781	423	756	1345	602	169	779	696	310	380	383
V/C Ratio(X)	0.97	0.67	0.67	0.91	1.04	0.00	0.82	0.99	0.80	0.98	0.69	0.69
Avail Cap(c_a), veh/h	124	781	423	792	1345	602	195	779	696	310	380	383
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.4	35.1	35.1	38.0	31.0	0.0	44.4	38.9	24.2	45.4	36.2	36.2
Incr Delay (d2), s/veh	72.5	2.3	4.2	14.1	35.2	0.0	21.4	29.1	6.6	46.8	5.1	5.3
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	5.8	6.8	7.6	10.8	25.1	0.0	4.8	13.7	14.4	6.2	7.2	7.4
LnGrp Delay(d),s/veh	119.0	37.3	39.2	52.2	66.2	0.0	65.8	67.9	30.8	92.2	41.3	41.5
LnGrp LOS	F	D	D	D	F		E	E	C	F	D	D
Approach Vol, veh/h		931			2085			1465			832	
Approach Delay, s/veh		48.5			61.6			53.6			60.1	
Approach LOS		D			E			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	28.0	28.0	29.0	15.5	27.5	13.0	44.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	9.0	22.0	23.0	22.0	11.0	20.0	7.0	38.0
Max Q Clear Time (g_c+I1), s	10.8	24.0	21.5	16.1	9.7	15.7	8.8	40.0
Green Ext Time (p_c), s	0.0	0.0	0.5	5.1	0.0	3.3	0.0	0.0

Intersection Summary
HCM 2010 Ctrl Delay 56.9
HCM 2010 LOS E

Notes
User approved changes to right turn type.

Intersection
Int Delay, s/veh 0.2

Movement	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	5	3	388	11	7	529
Future Vol, veh/h	5	3	388	11	7	529
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	91	91	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	4	426	12	9	678

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1128	432	0	0	438	0
Stage 1	432	-	-	-	-	-
Stage 2	696	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	226	624	-	-	1122	-
Stage 1	655	-	-	-	-	-
Stage 2	495	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	223	624	-	-	1122	-
Mov Cap-2 Maneuver	223	-	-	-	-	-
Stage 1	655	-	-	-	-	-
Stage 2	489	-	-	-	-	-

Approach	NB	SE	NW
HCM Control Delay, s	17.7	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBLn1	NWL	NWT	SET	SER
Capacity (veh/h)	294	1122	-	-	-
HCM Lane V/C Ratio	0.036	0.008	-	-	-
HCM Control Delay (s)	17.7	8.2	0	-	-
HCM Lane LOS	C	A	A	-	-
HCM 95th %tile Q(veh)	0.1	0	-	-	-

Intersection
Int Delay, s/veh 0.2

Movement	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	4	1	382	6	4	531
Future Vol, veh/h	4	1	382	6	4	531
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	90	90	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	1	424	7	5	640

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1077	428	0	0	431	0
Stage 1	428	-	-	-	-	-
Stage 2	649	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	242	627	-	-	1129	-
Stage 1	657	-	-	-	-	-
Stage 2	520	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	240	627	-	-	1129	-
Mov Cap-2 Maneuver	240	-	-	-	-	-
Stage 1	657	-	-	-	-	-
Stage 2	516	-	-	-	-	-

Approach	NB	SE	NW
HCM Control Delay, s	18.5	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBLn1	NWL	NWT	SET	SER
Capacity (veh/h)	274	1129	-	-	-
HCM Lane V/C Ratio	0.024	0.004	-	-	-
HCM Control Delay (s)	18.5	8.2	0	-	-
HCM Lane LOS	C	A	A	-	-
HCM 95th %tile Q(veh)	0.1	0	-	-	-

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	84	341	487	1321	696	78
Future Volume (veh/h)	84	341	487	1321	696	78
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1676	1676	1676	1676	1676	1676
Adj Flow Rate, veh/h	98	397	507	1376	740	83
Adj No. of Lanes	1	1	1	3	3	1
Peak Hour Factor	0.86	0.86	0.96	0.96	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	365	680	582	2822	1329	414
Arrive On Green	0.23	0.23	0.25	0.62	0.29	0.29
Sat Flow, veh/h	1597	1425	1597	4728	4728	1425
Grp Volume(v), veh/h	98	397	507	1376	740	83
Grp Sat Flow(s),veh/h/ln	1597	1425	1597	1526	1526	1425
Q Serve(g_s), s	3.9	15.6	15.7	12.8	10.6	3.4
Cycle Q Clear(g_c), s	3.9	15.6	15.7	12.8	10.6	3.4
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	365	680	582	2822	1329	414
V/C Ratio(X)	0.27	0.58	0.87	0.49	0.56	0.20
Avail Cap(c_a), veh/h	371	685	988	4133	1476	460
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	24.6	14.7	13.5	8.1	23.3	20.7
Incr Delay (d2), s/veh	0.4	1.3	4.6	0.1	0.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	13.2	7.5	5.4	4.5	1.4
LnGrp Delay(d),s/veh	25.0	15.9	18.2	8.3	23.7	21.0
LnGrp LOS	C	B	B	A	C	C
Approach Vol, veh/h	495			1883	823	
Approach Delay, s/veh	17.7			10.9	23.4	
Approach LOS	B			B	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		53.8		23.7	25.3	28.5		
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		
Max Green Setting (Gmax), s		70.0		18.0	39.0	25.0		
Max Q Clear Time (g_c+I1), s		14.8		17.6	17.7	12.6		
Green Ext Time (p_c), s		27.2		0.1	1.6	9.9		

Intersection Summary	
HCM 2010 Ctrl Delay	15.2
HCM 2010 LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1254	5	95	1143	39	146
Future Volume (veh/h)	1254	5	95	1143	39	146
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1900
Adj Flow Rate, veh/h	1293	5	108	1299	41	155
Adj No. of Lanes	2	0	1	2	0	0
Peak Hour Factor	0.97	0.97	0.88	0.88	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	0	0
Cap, veh/h	2567	10	318	2512	49	186
Arrive On Green	0.71	0.71	0.71	0.71	0.15	0.15
Sat Flow, veh/h	3709	14	423	3632	337	1275
Grp Volume(v), veh/h	633	665	108	1299	197	0
Grp Sat Flow(s),veh/h/ln	1770	1860	423	1770	1621	0
Q Serve(g_s), s	13.5	13.5	12.9	14.0	9.8	0.0
Cycle Q Clear(g_c), s	13.5	13.5	26.4	14.0	9.8	0.0
Prop In Lane		0.01	1.00		0.21	0.79
Lane Grp Cap(c), veh/h	1256	1321	318	2512	237	0
V/C Ratio(X)	0.50	0.50	0.34	0.52	0.83	0.00
Avail Cap(c_a), veh/h	1466	1541	368	2931	370	0
HCM Platoon Ratio	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	0.00
Uniform Delay (d), s/veh	5.5	5.5	11.4	5.5	34.6	0.0
Incr Delay (d2), s/veh	0.3	0.3	0.6	0.2	9.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	6.9	1.6	6.7	5.0	0.0
LnGrp Delay(d),s/veh	5.8	5.8	12.0	5.7	43.6	0.0
LnGrp LOS	A	A	B	A	D	
Approach Vol, veh/h	1298			1407	197	
Approach Delay, s/veh	5.8			6.2	43.6	
Approach LOS	A			A	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		18.2		65.1				65.1
Change Period (Y+Rc), s		6.0		6.0				6.0
Max Green Setting (Gmax), s		19.0		69.0				69.0
Max Q Clear Time (g_c+I1), s		11.8		15.5				28.4
Green Ext Time (p_c), s		0.3		37.6				30.8

Intersection Summary	
HCM 2010 Ctrl Delay	8.5
HCM 2010 LOS	A

Notes
User approved volume balancing among the lanes for turning movement.

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	45	137	119	225	86	32	0	938	192	121	1479	27
Future Volume (veh/h)	45	137	119	225	86	32	0	938	192	121	1479	27
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	49	149	129	245	93	35	0	1020	209	132	1608	29
Adj No. of Lanes	0	1	1	0	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	61	185	212	280	106	340	66	1424	291	161	1730	31
Arrive On Green	0.13	0.13	0.13	0.21	0.21	0.21	0.00	0.49	0.49	0.49	0.49	0.49
Sat Flow, veh/h	455	1385	1583	1303	495	1583	305	2928	599	452	3557	64
Grp Volume(v), veh/h	198	0	129	338	0	35	0	615	614	132	799	838
Grp Sat Flow(s),veh/h/ln	1840	0	1583	1798	0	1583	305	1770	1757	452	1770	1851
Q Serve(g_s), s	11.4	0.0	8.4	19.8	0.0	1.9	0.0	29.8	30.0	23.0	46.0	46.3
Cycle Q Clear(g_c), s	11.4	0.0	8.4	19.8	0.0	1.9	0.0	29.8	30.0	53.0	46.0	46.3
Prop In Lane	0.25		1.00	0.72		1.00	1.00		0.34	1.00		0.03
Lane Grp Cap(c), veh/h	246	0	212	386	0	340	66	861	855	161	861	901
V/C Ratio(X)	0.80	0.00	0.61	0.88	0.00	0.10	0.00	0.71	0.72	0.82	0.93	0.93
Avail Cap(c_a), veh/h	439	0	378	544	0	480	66	861	855	161	861	901
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.8	0.0	44.5	41.4	0.0	34.4	0.0	22.0	22.1	46.2	26.2	26.2
Incr Delay (d2), s/veh	6.1	0.0	2.8	11.2	0.0	0.1	0.0	2.8	2.9	27.0	16.0	15.8
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	6.2	0.0	3.8	11.1	0.0	0.9	0.0	15.2	15.2	5.2	26.2	27.5
LnGrp Delay(d),s/veh	51.9	0.0	47.3	52.5	0.0	34.5	0.0	24.9	25.0	73.1	42.2	42.1
LnGrp LOS	D		D	D		C		C	C	E	D	D
Approach Vol, veh/h		327			373			1229			1769	
Approach Delay, s/veh		50.1			50.8			24.9			44.4	
Approach LOS		D			D			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		29.4		59.0		20.6		59.0
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		33.0		53.0		26.0		53.0
Max Q Clear Time (g_c+I1), s		21.8		32.0		13.4		55.0
Green Ext Time (p_c), s		1.6		18.8		1.2		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	39.1
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	4.8
Intersection LOS	A

Approach	NB	SB	SE	NW
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	227	0	123
Demand Flow Rate, veh/h	0	232	0	125
Vehicles Circulating, veh/h	232	0	232	0
Vehicles Exiting, veh/h	0	125	0	232
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	0.0	5.1	0.0	4.2
Approach LOS	-	A	-	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	232	0	125
Cap Entry Lane, veh/h	896	1130	896	1130
Entry HV Adj Factor	1.000	0.978	1.000	0.984
Flow Entry, veh/h	0	227	0	123
Cap Entry, veh/h	896	1106	896	1112
V/C Ratio	0.000	0.205	0.000	0.111
Control Delay, s/veh	4.0	5.1	4.0	4.2
LOS	A	A	A	A
95th %tile Queue, veh	0	1	0	0

Intersection
Int Delay, s/veh 1.8

Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	2	54	939	55	4	1634
Future Vol, veh/h	2	54	939	55	4	1634
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	59	1021	60	4	1776

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1918	510	0	0	1021	0
Stage 1	1021	-	-	-	-	-
Stage 2	897	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	59	509	-	-	675	-
Stage 1	309	-	-	-	-	-
Stage 2	358	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	33	509	-	-	675	-
Mov Cap-2 Maneuver	33	-	-	-	-	-
Stage 1	309	-	-	-	-	-
Stage 2	198	-	-	-	-	-

Approach	WB	NE	SW
HCM Control Delay, s	18.1	0	2.3
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	WBLn1	SWL	SWT
Capacity (veh/h)	-	-	336	675	-
HCM Lane V/C Ratio	-	-	0.181	0.006	-
HCM Control Delay (s)	-	-	18.1	10.4	2.3
HCM Lane LOS	-	-	C	B	A
HCM 95th %tile Q(veh)	-	-	0.7	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	1257	20	792	668	213	35	467	463	476	814	40
Future Volume (veh/h)	60	1257	20	792	668	213	35	467	463	476	814	40
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	65	1366	22	861	726	0	38	508	503	517	885	43
Adj No. of Lanes	1	3	0	2	2	1	1	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	83	1309	21	847	1604	717	51	572	646	529	985	48
Arrive On Green	0.05	0.25	0.25	0.25	0.45	0.00	0.03	0.16	0.16	0.15	0.29	0.29
Sat Flow, veh/h	1774	5155	83	3442	3539	1583	1774	3539	1583	3442	3436	167
Grp Volume(v), veh/h	65	898	490	861	726	0	38	508	503	517	456	472
Grp Sat Flow(s),veh/h/ln	1774	1695	1848	1721	1770	1583	1774	1770	1583	1721	1770	1833
Q Serve(g_s), s	4.7	33.0	33.0	32.0	18.3	0.0	2.8	18.3	21.0	19.4	32.2	32.2
Cycle Q Clear(g_c), s	4.7	33.0	33.0	32.0	18.3	0.0	2.8	18.3	21.0	19.4	32.2	32.2
Prop In Lane	1.00		0.04	1.00		1.00	1.00		1.00	1.00		0.09
Lane Grp Cap(c), veh/h	83	861	469	847	1604	717	51	572	646	529	507	526
V/C Ratio(X)	0.78	1.04	1.04	1.02	0.45	0.00	0.75	0.89	0.78	0.98	0.90	0.90
Avail Cap(c_a), veh/h	136	861	469	847	1604	717	68	572	646	529	507	526
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.3	48.5	48.5	49.0	24.5	0.0	62.7	53.4	33.4	54.8	44.5	44.5
Incr Delay (d2), s/veh	14.5	42.7	53.4	35.1	0.2	0.0	25.9	15.8	6.1	33.0	18.7	18.2
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	2.6	20.5	23.8	19.3	9.0	0.0	1.7	10.2	16.7	11.7	18.3	18.9
LnGrp Delay(d),s/veh	75.8	91.2	101.9	84.1	24.7	0.0	88.5	69.1	39.5	87.8	63.3	62.8
LnGrp LOS	E	F	F	F	C		F	E	D	F	E	E
Approach Vol, veh/h		1453			1587			1049			1445	
Approach Delay, s/veh		94.1			56.9			55.6			71.9	
Approach LOS		F			E			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.0	27.0	38.0	39.0	9.7	43.3	12.1	64.9
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	20.0	21.0	32.0	33.0	5.0	36.0	10.0	55.0
Max Q Clear Time (g_c+I1), s	21.4	23.0	34.0	35.0	4.8	34.2	6.7	20.3
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	1.5	0.0	20.0

Intersection Summary
HCM 2010 Ctrl Delay 70.3
HCM 2010 LOS E

Notes
User approved changes to right turn type.

Intersection
Int Delay, s/veh 6.6

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	0	3	66	0	116	132	354	1	1	328	41
Future Vol, veh/h	6	0	3	66	0	116	132	354	1	1	328	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	0	3	72	0	126	143	385	1	1	357	45

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	1116	1075	385	1055	1054	379	401	0	0	386	0	0
Stage 1	672	672	-	381	381	-	-	-	-	-	-	-
Stage 2	444	403	-	674	673	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	185	220	663	204	226	668	1158	-	-	1172	-	-
Stage 1	445	454	-	641	613	-	-	-	-	-	-	-
Stage 2	593	600	-	444	454	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	132	185	663	178	190	668	1158	-	-	1172	-	-
Mov Cap-2 Maneuver	132	185	-	178	190	-	-	-	-	-	-	-
Stage 1	375	383	-	540	612	-	-	-	-	-	-	-
Stage 2	481	599	-	372	383	-	-	-	-	-	-	-

Approach	NB	SB	SE	NW
HCM Control Delay, s	26.1	30.3	2.3	0
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBLn1	NWL	NWT	NWR	SEL	SET	SER	SBLn1
Capacity (veh/h)	180	1172	-	-	1158	-	-	334
HCM Lane V/C Ratio	0.054	0.001	-	-	0.124	-	-	0.592
HCM Control Delay (s)	26.1	8.1	0	-	8.5	0	-	30.3
HCM Lane LOS	D	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	0.2	0	-	-	0.4	-	-	3.6

Intersection
Int Delay, s/veh 0.5

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	0	5	7	0	8	1	418	2	5	307	0
Future Vol, veh/h	6	0	5	7	0	8	1	418	2	5	307	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	0	5	8	0	9	1	454	2	5	334	0

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	807	803	455	805	804	334	334	0	0	457	0	0
Stage 1	458	458	-	345	345	-	-	-	-	-	-	-
Stage 2	349	345	-	460	459	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	300	317	605	301	316	708	1225	-	-	1104	-	-
Stage 1	583	567	-	671	636	-	-	-	-	-	-	-
Stage 2	667	636	-	581	566	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	295	315	605	297	314	708	1225	-	-	1104	-	-
Mov Cap-2 Maneuver	295	315	-	297	314	-	-	-	-	-	-	-
Stage 1	582	566	-	670	632	-	-	-	-	-	-	-
Stage 2	655	632	-	575	565	-	-	-	-	-	-	-

Approach	NB	SB	SE	NW
HCM Control Delay, s	14.7	13.7	0	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBLn1	NWL	NWT	NWR	SEL	SET	SER	SBLn1
Capacity (veh/h)	385	1104	-	-	1225	-	-	430
HCM Lane V/C Ratio	0.031	0.005	-	-	0.001	-	-	0.038
HCM Control Delay (s)	14.7	8.3	0	-	7.9	0	-	13.7
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	57	447	330	540	977	58
Future Volume (veh/h)	57	447	330	540	977	58
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1676	1676	1676	1676	1676	1676
Adj Flow Rate, veh/h	62	486	359	587	1062	63
Adj No. of Lanes	1	1	1	3	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	358	549	440	2868	1787	556
Arrive On Green	0.22	0.22	0.16	0.63	0.39	0.39
Sat Flow, veh/h	1597	1425	1597	4728	4728	1425
Grp Volume(v), veh/h	62	486	359	587	1062	63
Grp Sat Flow(s),veh/h/ln	1597	1425	1597	1526	1526	1425
Q Serve(g_s), s	2.5	18.0	9.9	4.4	14.8	2.3
Cycle Q Clear(g_c), s	2.5	18.0	9.9	4.4	14.8	2.3
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	358	549	440	2868	1787	556
V/C Ratio(X)	0.17	0.88	0.82	0.20	0.59	0.11
Avail Cap(c_a), veh/h	358	549	1116	5697	2677	834
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	25.2	23.0	14.1	6.4	19.4	15.6
Incr Delay (d2), s/veh	0.2	15.8	3.8	0.0	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	19.9	4.6	1.9	6.2	0.9
LnGrp Delay(d),s/veh	25.4	38.8	17.8	6.5	19.7	15.7
LnGrp LOS	C	D	B	A	B	B
Approach Vol, veh/h	548			946	1125	
Approach Delay, s/veh	37.3			10.8	19.5	
Approach LOS	D			B	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		56.3		24.0	19.0	37.4		
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		
Max Green Setting (Gmax), s		100.0		18.0	47.0	47.0		
Max Q Clear Time (g_c+I1), s		6.4		20.0	11.9	16.8		
Green Ext Time (p_c), s		19.5		0.0	1.1	14.6		

Intersection Summary	
HCM 2010 Ctrl Delay	20.1
HCM 2010 LOS	C

Intersection
Int Delay, s/veh 0.3

Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	7	8	1	425	354	2
Future Vol, veh/h	7	8	1	425	354	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	9	1	462	385	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	850	386	387	0	-	0
Stage 1	386	-	-	-	-	-
Stage 2	464	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	331	662	1171	-	-	-
Stage 1	687	-	-	-	-	-
Stage 2	633	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	331	662	1171	-	-	-
Mov Cap-2 Maneuver	331	-	-	-	-	-
Stage 1	687	-	-	-	-	-
Stage 2	632	-	-	-	-	-

Approach	SB	SE	NW
HCM Control Delay, s	13.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SBLn1
Capacity (veh/h)	-	-	1171	-	451
HCM Lane V/C Ratio	-	-	0.001	-	0.036
HCM Control Delay (s)	-	-	8.1	0	13.3
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0	-	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	966	12	164	1626	27	122
Future Volume (veh/h)	966	12	164	1626	27	122
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1900
Adj Flow Rate, veh/h	1050	13	178	1767	29	133
Adj No. of Lanes	2	0	1	2	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0
Cap, veh/h	2738	34	421	2707	35	159
Arrive On Green	0.76	0.76	0.76	0.76	0.12	0.12
Sat Flow, veh/h	3673	44	529	3632	287	1318
Grp Volume(v), veh/h	519	544	178	1767	163	0
Grp Sat Flow(s),veh/h/ln	1770	1855	529	1770	1616	0
Q Serve(g_s), s	10.2	10.2	17.7	24.6	10.3	0.0
Cycle Q Clear(g_c), s	10.2	10.2	27.9	24.6	10.3	0.0
Prop In Lane		0.02	1.00		0.18	0.82
Lane Grp Cap(c), veh/h	1353	1419	421	2707	195	0
V/C Ratio(X)	0.38	0.38	0.42	0.65	0.84	0.00
Avail Cap(c_a), veh/h	1622	1700	502	3244	339	0
HCM Platoon Ratio	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	0.00
Uniform Delay (d), s/veh	4.1	4.1	8.7	5.8	45.0	0.0
Incr Delay (d2), s/veh	0.2	0.2	0.7	0.4	9.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	5.2	2.6	11.9	5.1	0.0
LnGrp Delay(d),s/veh	4.3	4.3	9.4	6.1	54.1	0.0
LnGrp LOS	A	A	A	A	D	
Approach Vol, veh/h	1063			1945	163	
Approach Delay, s/veh	4.3			6.4	54.1	
Approach LOS	A			A	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		18.6		86.1				86.1
Change Period (Y+Rc), s		6.0		6.0				6.0
Max Green Setting (Gmax), s		22.0		96.0				96.0
Max Q Clear Time (g_c+I1), s		12.3		12.2				29.9
Green Ext Time (p_c), s		0.3		59.6				50.2

Intersection Summary

HCM 2010 Ctrl Delay	8.2
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	36	115	83	173	240	96	2	1287	209	67	1142	25
Future Volume (veh/h)	36	115	83	173	240	96	2	1287	209	67	1142	25
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	39	125	90	188	261	104	2	1399	227	73	1241	27
Adj No. of Lanes	0	1	1	0	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	49	156	176	190	264	393	148	1431	229	72	1658	36
Arrive On Green	0.11	0.11	0.11	0.25	0.25	0.25	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	438	1403	1583	764	1061	1583	435	3056	490	309	3542	77
Grp Volume(v), veh/h	164	0	90	449	0	104	2	803	823	73	620	648
Grp Sat Flow(s),veh/h/ln	1841	0	1583	1825	0	1583	435	1770	1776	309	1770	1849
Q Serve(g_s), s	9.1	0.0	5.6	25.7	0.0	5.5	0.4	46.2	48.1	0.9	30.0	30.0
Cycle Q Clear(g_c), s	9.1	0.0	5.6	25.7	0.0	5.5	30.4	46.2	48.1	49.0	30.0	30.0
Prop In Lane	0.24		1.00	0.42		1.00	1.00		0.28	1.00		0.04
Lane Grp Cap(c), veh/h	205	0	176	453	0	393	148	829	832	72	829	866
V/C Ratio(X)	0.80	0.00	0.51	0.99	0.00	0.26	0.01	0.97	0.99	1.02	0.75	0.75
Avail Cap(c_a), veh/h	299	0	257	453	0	393	148	829	832	72	829	866
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.4	0.0	43.8	39.2	0.0	31.6	35.2	27.1	27.6	52.3	22.8	22.8
Incr Delay (d2), s/veh	9.3	0.0	2.3	39.7	0.0	0.4	0.0	23.8	28.5	111.9	3.8	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	0.0	2.6	17.8	0.0	2.5	0.0	28.0	29.9	4.3	15.5	16.2
LnGrp Delay(d),s/veh	54.7	0.0	46.1	78.9	0.0	32.0	35.3	50.9	56.1	164.3	26.5	26.4
LnGrp LOS	D		D	E		C	D	D	E	F	C	C
Approach Vol, veh/h		254			553			1628			1341	
Approach Delay, s/veh		51.7			70.0			53.5			34.0	
Approach LOS		D			E			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		32.0		55.0		17.6		55.0
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		26.0		49.0		17.0		49.0
Max Q Clear Time (g_c+I1), s		27.7		50.1		11.1		51.0
Green Ext Time (p_c), s		0.0		0.0		0.5		0.0

Intersection Summary
HCM 2010 Ctrl Delay 48.9
HCM 2010 LOS D

Notes
User approved pedestrian interval to be less than phase max green.

Intersection	
Intersection Delay, s/veh	5.3
Intersection LOS	A

Approach	NB	SB	SE	NW
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	191	0	290
Demand Flow Rate, veh/h	0	195	0	296
Vehicles Circulating, veh/h	195	0	195	0
Vehicles Exiting, veh/h	0	296	0	195
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	0.0	4.8	0.0	5.7
Approach LOS	-	A	-	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	195	0	296
Cap Entry Lane, veh/h	930	1130	930	1130
Entry HV Adj Factor	1.000	0.979	1.000	0.980
Flow Entry, veh/h	0	191	0	290
Cap Entry, veh/h	930	1107	930	1107
V/C Ratio	0.000	0.173	0.000	0.262
Control Delay, s/veh	3.9	4.8	3.9	5.7
LOS	A	A	A	A
95th %tile Queue, veh	0	1	0	1

Intersection
Int Delay, s/veh 0.6

Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	2	57	1374	27	5	1168
Future Vol, veh/h	2	57	1374	27	5	1168
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	62	1493	29	5	1270

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2139	747	0	0	1493	0
Stage 1	1493	-	-	-	-	-
Stage 2	646	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	42	355	-	-	446	-
Stage 1	173	-	-	-	-	-
Stage 2	484	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	40	355	-	-	446	-
Mov Cap-2 Maneuver	40	-	-	-	-	-
Stage 1	173	-	-	-	-	-
Stage 2	466	-	-	-	-	-

Approach	WB	NE	SW
HCM Control Delay, s	21.6	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	WBLn1	SWL	SWT
Capacity (veh/h)	-	-	280	446	-
HCM Lane V/C Ratio	-	-	0.229	0.012	-
HCM Control Delay (s)	-	-	21.6	13.2	0.2
HCM Lane LOS	-	-	C	B	A
HCM 95th %tile Q(veh)	-	-	0.9	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	114	742	23	678	1341	432	132	742	557	296	463	64
Future Volume (veh/h)	114	742	23	678	1341	432	132	742	557	296	463	64
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	124	807	25	737	1458	0	143	807	605	322	503	70
Adj No. of Lanes	1	3	0	2	2	1	1	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	129	1194	37	816	1416	633	171	772	721	313	664	92
Arrive On Green	0.07	0.24	0.24	0.24	0.40	0.00	0.10	0.22	0.22	0.09	0.21	0.21
Sat Flow, veh/h	1774	5069	157	3442	3539	1583	1774	3539	1583	3442	3123	433
Grp Volume(v), veh/h	124	539	293	737	1458	0	143	807	605	322	284	289
Grp Sat Flow(s),veh/h/ln	1774	1695	1835	1721	1770	1583	1774	1770	1583	1721	1770	1786
Q Serve(g_s), s	7.7	15.9	16.0	22.9	44.0	0.0	8.7	24.0	24.0	10.0	16.6	16.7
Cycle Q Clear(g_c), s	7.7	15.9	16.0	22.9	44.0	0.0	8.7	24.0	24.0	10.0	16.6	16.7
Prop In Lane	1.00		0.09	1.00		1.00	1.00		1.00	1.00		0.24
Lane Grp Cap(c), veh/h	129	799	432	816	1416	633	171	772	721	313	376	380
V/C Ratio(X)	0.96	0.68	0.68	0.90	1.03	0.00	0.83	1.05	0.84	1.03	0.76	0.76
Avail Cap(c_a), veh/h	129	799	432	907	1416	633	194	772	721	313	376	380
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.8	38.2	38.2	40.7	33.0	0.0	48.8	43.0	26.4	50.0	40.6	40.7
Incr Delay (d2), s/veh	67.0	2.3	4.2	11.5	31.9	0.0	23.8	44.8	8.7	58.6	8.5	8.7
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	6.2	7.7	8.6	12.1	27.7	0.0	5.4	16.5	17.9	7.3	9.0	9.2
LnGrp Delay(d),s/veh	117.9	40.5	42.4	52.2	64.9	0.0	72.6	87.8	35.1	108.6	49.1	49.4
LnGrp LOS	F	D	D	D	F		E	F	D	F	D	D
Approach Vol, veh/h		956			2195			1555			895	
Approach Delay, s/veh		51.1			60.6			65.9			70.6	
Approach LOS		D			E			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	30.0	32.1	31.9	16.6	29.4	14.0	50.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	10.0	24.0	29.0	23.0	12.0	22.0	8.0	44.0
Max Q Clear Time (g_c+I1), s	12.0	26.0	24.9	18.0	10.7	18.7	9.7	46.0
Green Ext Time (p_c), s	0.0	0.0	1.2	4.5	0.0	2.7	0.0	0.0

Intersection Summary
HCM 2010 Ctrl Delay 62.1
HCM 2010 LOS E

Notes
User approved changes to right turn type.

Intersection
Int Delay, s/veh 4.7

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	3	39	0	104	85	400	11	7	540	47
Future Vol, veh/h	5	0	3	39	0	104	85	400	11	7	540	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	3	42	0	113	92	435	12	8	587	51

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	1310	1279	441	1255	1260	613	638	0	0	447	0	0
Stage 1	626	626	-	628	628	-	-	-	-	-	-	-
Stage 2	684	653	-	627	632	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	136	166	616	148	170	492	946	-	-	1113	-	-
Stage 1	472	477	-	471	476	-	-	-	-	-	-	-
Stage 2	439	464	-	471	474	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	94	143	616	131	146	492	946	-	-	1113	-	-
Mov Cap-2 Maneuver	94	143	-	131	146	-	-	-	-	-	-	-
Stage 1	411	415	-	410	471	-	-	-	-	-	-	-
Stage 2	334	459	-	408	412	-	-	-	-	-	-	-

Approach	NB	SB	SE	NW
HCM Control Delay, s	32.8	32.6	1.6	0.1
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBLn1	NWL	NWT	NWR	SEL	SET	SER	SBLn1
Capacity (veh/h)	138	1113	-	-	946	-	-	281
HCM Lane V/C Ratio	0.063	0.007	-	-	0.098	-	-	0.553
HCM Control Delay (s)	32.8	8.3	0	-	9.2	0	-	32.6
HCM Lane LOS	D	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	0.2	0	-	-	0.3	-	-	3.1

Intersection
Int Delay, s/veh 0.4

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	0	1	2	0	5	9	425	6	4	531	0
Future Vol, veh/h	4	0	1	2	0	5	9	425	6	4	531	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	0	1	2	0	5	10	462	7	4	577	0

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	1074	1071	465	1071	1074	577	577	0	0	468	0	0
Stage 1	485	485	-	586	586	-	-	-	-	-	-	-
Stage 2	589	586	-	485	488	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	198	221	597	198	220	516	996	-	-	1094	-	-
Stage 1	563	552	-	496	497	-	-	-	-	-	-	-
Stage 2	494	497	-	563	550	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	193	217	597	195	216	516	996	-	-	1094	-	-
Mov Cap-2 Maneuver	193	217	-	195	216	-	-	-	-	-	-	-
Stage 1	555	544	-	489	495	-	-	-	-	-	-	-
Stage 2	486	495	-	554	542	-	-	-	-	-	-	-

Approach	NB	SB	SE	NW
HCM Control Delay, s	21.5	15.5	0.2	0.1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBLn1	NWL	NWT	NWR	SEL	SET	SER	SBLn1
Capacity (veh/h)	223	1094	-	-	996	-	-	351
HCM Lane V/C Ratio	0.024	0.004	-	-	0.01	-	-	0.022
HCM Control Delay (s)	21.5	8.3	0	-	8.7	0	-	15.5
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	88	375	540	1321	696	83
Future Volume (veh/h)	88	375	540	1321	696	83
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1676	1676	1676	1676	1676	1676
Adj Flow Rate, veh/h	96	408	587	1436	757	90
Adj No. of Lanes	1	1	1	3	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	342	727	635	2942	1261	393
Arrive On Green	0.21	0.21	0.30	0.64	0.28	0.28
Sat Flow, veh/h	1597	1425	1597	4728	4728	1425
Grp Volume(v), veh/h	96	408	587	1436	757	90
Grp Sat Flow(s),veh/h/ln	1597	1425	1597	1526	1526	1425
Q Serve(g_s), s	4.2	16.5	20.9	13.7	12.1	4.1
Cycle Q Clear(g_c), s	4.2	16.5	20.9	13.7	12.1	4.1
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	342	727	635	2942	1261	393
V/C Ratio(X)	0.28	0.56	0.92	0.49	0.60	0.23
Avail Cap(c_a), veh/h	342	727	1094	4360	1362	424
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	27.6	14.1	15.1	7.8	26.4	23.5
Incr Delay (d2), s/veh	0.4	1.0	7.7	0.1	0.6	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	14.3	14.2	5.8	5.1	1.6
LnGrp Delay(d),s/veh	28.0	15.1	22.9	7.9	27.1	23.8
LnGrp LOS	C	B	C	A	C	C
Approach Vol, veh/h	504			2023	847	
Approach Delay, s/veh	17.6			12.3	26.7	
Approach LOS	B			B	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		60.0		24.0	30.8	29.1		
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		
Max Green Setting (Gmax), s		80.0		18.0	49.0	25.0		
Max Q Clear Time (g_c+I1), s		15.7		18.5	22.9	14.1		
Green Ext Time (p_c), s		30.8		0.0	2.0	9.1		

Intersection Summary	
HCM 2010 Ctrl Delay	16.7
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	0.2

Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	2	5	9	419	588	5
Future Vol, veh/h	2	5	9	419	588	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	5	10	455	639	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1117	642	645	0	-	0
Stage 1	642	-	-	-	-	-
Stage 2	475	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	229	474	940	-	-	-
Stage 1	524	-	-	-	-	-
Stage 2	626	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	226	474	940	-	-	-
Mov Cap-2 Maneuver	226	-	-	-	-	-
Stage 1	524	-	-	-	-	-
Stage 2	617	-	-	-	-	-

Approach	SB	SE	NW
HCM Control Delay, s	15.2	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SBLn1
Capacity (veh/h)	-	-	940	-	361
HCM Lane V/C Ratio	-	-	0.01	-	0.021
HCM Control Delay (s)	-	-	8.9	0	15.2
HCM Lane LOS	-	-	A	A	C
HCM 95th %tile Q(veh)	-	-	0	-	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1329	5	106	1230	39	155
Future Volume (veh/h)	1329	5	106	1230	39	155
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1900
Adj Flow Rate, veh/h	1445	5	115	1337	42	168
Adj No. of Lanes	2	0	1	2	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0
Cap, veh/h	2241	8	262	2193	54	216
Arrive On Green	0.62	0.62	0.62	0.62	0.17	0.17
Sat Flow, veh/h	3711	13	366	3632	322	1289
Grp Volume(v), veh/h	707	743	115	1337	211	0
Grp Sat Flow(s),veh/h/ln	1770	1861	366	1770	1619	0
Q Serve(g_s), s	14.3	14.3	16.4	13.0	7.0	0.0
Cycle Q Clear(g_c), s	14.3	14.3	30.7	13.0	7.0	0.0
Prop In Lane		0.01	1.00		0.20	0.80
Lane Grp Cap(c), veh/h	1096	1153	262	2193	271	0
V/C Ratio(X)	0.64	0.64	0.44	0.61	0.78	0.00
Avail Cap(c_a), veh/h	1099	1155	262	2197	517	0
HCM Platoon Ratio	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	0.00
Uniform Delay (d), s/veh	6.8	6.8	16.5	6.6	22.5	0.0
Incr Delay (d2), s/veh	1.3	1.2	1.2	0.5	4.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	7.6	1.7	6.3	3.5	0.0
LnGrp Delay(d),s/veh	8.1	8.0	17.7	7.0	27.2	0.0
LnGrp LOS	A	A	B	A	C	
Approach Vol, veh/h	1450			1452	211	
Approach Delay, s/veh	8.1			7.9	27.2	
Approach LOS	A			A	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		15.4		40.9				40.9
Change Period (Y+Rc), s		6.0		6.0				6.0
Max Green Setting (Gmax), s		18.0		35.0				35.0
Max Q Clear Time (g_c+I1), s		9.0		16.3				32.7
Green Ext Time (p_c), s		0.4		16.9				2.3

Intersection Summary	
HCM 2010 Ctrl Delay	9.3
HCM 2010 LOS	A

Notes
User approved volume balancing among the lanes for turning movement.

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	225	32	938	192	121	1479
Future Volume (veh/h)	225	32	938	192	121	1479
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1900	1863
Adj Flow Rate, veh/h	245	35	1020	209	132	1608
Adj No. of Lanes	1	1	2	0	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	273	244	2238	457	155	1946
Arrive On Green	0.15	0.15	0.76	0.76	0.76	0.76
Sat Flow, veh/h	1774	1583	3021	599	166	2631
Grp Volume(v), veh/h	245	35	615	614	826	914
Grp Sat Flow(s),veh/h/ln	1774	1583	1770	1757	1102	1610
Q Serve(g_s), s	19.9	2.8	18.4	18.5	87.8	45.3
Cycle Q Clear(g_c), s	19.9	2.8	18.4	18.5	106.4	45.3
Prop In Lane	1.00	1.00		0.34	0.16	
Lane Grp Cap(c), veh/h	273	244	1352	1343	870	1231
V/C Ratio(X)	0.90	0.14	0.46	0.46	0.95	0.74
Avail Cap(c_a), veh/h	436	389	1354	1344	871	1232
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	60.8	53.6	6.2	6.3	21.9	9.4
Incr Delay (d2), s/veh	13.9	0.3	0.2	0.2	19.3	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.8	1.2	9.0	9.0	36.6	20.6
LnGrp Delay(d),s/veh	74.7	53.9	6.5	6.5	41.2	11.9
LnGrp LOS	E	D	A	A	D	B
Approach Vol, veh/h	280		1229			1740
Approach Delay, s/veh	72.1		6.5			25.8
Approach LOS	E		A			C

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		117.9		28.5		117.9		
Change Period (Y+Rc), s		6.0		6.0		6.0		
Max Green Setting (Gmax), s		112.0		36.0		112.0		
Max Q Clear Time (g_c+I1), s		20.5		21.9		108.4		
Green Ext Time (p_c), s		63.9		0.7		3.5		

Intersection Summary	
HCM 2010 Ctrl Delay	22.5
HCM 2010 LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	225	32	938	192	121	1479
Future Volume (veh/h)	225	32	938	192	121	1479
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	245	35	1020	209	132	1608
Adj No. of Lanes	1	1	2	0	1	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	285	254	1837	375	340	2578
Arrive On Green	0.16	0.16	0.63	0.63	0.05	0.73
Sat Flow, veh/h	1774	1583	3021	599	1774	3632
Grp Volume(v), veh/h	245	35	615	614	132	1608
Grp Sat Flow(s),veh/h/ln	1774	1583	1770	1757	1774	1770
Q Serve(g_s), s	14.5	2.0	21.4	21.6	2.7	24.4
Cycle Q Clear(g_c), s	14.5	2.0	21.4	21.6	2.7	24.4
Prop In Lane	1.00	1.00		0.34	1.00	
Lane Grp Cap(c), veh/h	285	254	1110	1102	340	2578
V/C Ratio(X)	0.86	0.14	0.55	0.56	0.39	0.62
Avail Cap(c_a), veh/h	658	587	1427	1417	506	3543
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	44.1	38.9	11.5	11.5	9.2	7.3
Incr Delay (d2), s/veh	7.6	0.2	0.4	0.4	0.7	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.7	0.9	10.6	10.5	1.4	11.9
LnGrp Delay(d),s/veh	51.7	39.1	11.9	12.0	9.9	7.5
LnGrp LOS	D	D	B	B	A	A
Approach Vol, veh/h	280		1229			1740
Approach Delay, s/veh	50.1		11.9			7.7
Approach LOS	D		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	10.9	73.7		23.3		84.6		
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		
Max Green Setting (Gmax), s	15.0	87.0		40.0		108.0		
Max Q Clear Time (g_c+I1), s	4.7	23.6		16.5		26.4		
Green Ext Time (p_c), s	0.2	44.1		0.8		51.9		

Intersection Summary	
HCM 2010 Ctrl Delay	13.0
HCM 2010 LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Lane Group	NWL	NWR	NET	SWL	SWT
Lane Group Flow (vph)	245	35	1229	132	1608
v/c Ratio	0.64	0.10	0.74	0.47	0.71
Control Delay	42.6	11.8	22.0	13.0	12.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	42.6	11.8	22.0	13.0	12.7
Queue Length 50th (ft)	122	0	267	24	265
Queue Length 95th (ft)	257	27	441	65	457
Internal Link Dist (ft)	760		305		227
Turn Bay Length (ft)		150		235	
Base Capacity (vph)	831	762	3173	405	3464
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.29	0.05	0.39	0.33	0.46

Intersection Summary

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	173	96	1287	151	66	1142
Future Volume (veh/h)	173	96	1287	151	66	1142
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1900	1863
Adj Flow Rate, veh/h	188	104	1399	164	72	1241
Adj No. of Lanes	1	1	2	0	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	230	205	2430	283	119	2073
Arrive On Green	0.13	0.13	0.76	0.76	0.76	0.76
Sat Flow, veh/h	1774	1583	3288	372	108	2810
Grp Volume(v), veh/h	188	104	770	793	599	714
Grp Sat Flow(s),veh/h/ln	1774	1583	1770	1797	1223	1610
Q Serve(g_s), s	11.2	6.7	20.1	20.6	6.1	20.8
Cycle Q Clear(g_c), s	11.2	6.7	20.1	20.6	26.7	20.8
Prop In Lane	1.00	1.00		0.21	0.12	
Lane Grp Cap(c), veh/h	230	205	1346	1367	967	1225
V/C Ratio(X)	0.82	0.51	0.57	0.58	0.62	0.58
Avail Cap(c_a), veh/h	635	567	1771	1798	1253	1611
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	46.2	44.2	5.5	5.6	4.9	5.6
Incr Delay (d2), s/veh	7.1	1.9	0.4	0.4	0.7	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	3.0	9.8	10.1	6.3	9.3
LnGrp Delay(d),s/veh	53.2	46.1	5.9	6.0	5.6	6.1
LnGrp LOS	D	D	A	A	A	A
Approach Vol, veh/h	292		1563			1313
Approach Delay, s/veh	50.7		6.0			5.8
Approach LOS	D		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		88.8		20.1		88.8		
Change Period (Y+Rc), s		6.0		6.0		6.0		
Max Green Setting (Gmax), s		109.0		39.0		109.0		
Max Q Clear Time (g_c+I1), s		22.6		13.2		28.7		
Green Ext Time (p_c), s		56.8		0.9		54.2		

Intersection Summary	
HCM 2010 Ctrl Delay	10.0
HCM 2010 LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	173	96	1287	151	66	1142
Future Volume (veh/h)	173	96	1287	151	66	1142
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	188	104	1399	164	72	1241
Adj No. of Lanes	1	1	2	0	1	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	228	204	2130	248	270	2696
Arrive On Green	0.13	0.13	0.67	0.67	0.04	0.76
Sat Flow, veh/h	1774	1583	3288	372	1774	3632
Grp Volume(v), veh/h	188	104	770	793	72	1241
Grp Sat Flow(s),veh/h/ln	1774	1583	1770	1797	1774	1770
Q Serve(g_s), s	11.3	6.7	28.2	28.8	1.3	14.1
Cycle Q Clear(g_c), s	11.3	6.7	28.2	28.8	1.3	14.1
Prop In Lane	1.00	1.00		0.21	1.00	
Lane Grp Cap(c), veh/h	228	204	1180	1198	270	2696
V/C Ratio(X)	0.82	0.51	0.65	0.66	0.27	0.46
Avail Cap(c_a), veh/h	502	448	1485	1508	344	3454
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	46.5	44.5	10.8	10.9	9.9	4.8
Incr Delay (d2), s/veh	7.3	2.0	0.7	0.7	0.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	3.1	13.9	14.3	0.8	6.8
LnGrp Delay(d),s/veh	53.8	46.5	11.5	11.6	10.4	4.9
LnGrp LOS	D	D	B	B	B	A
Approach Vol, veh/h	292		1563			1313
Approach Delay, s/veh	51.2		11.6			5.2
Approach LOS	D		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	10.4	79.1		20.1		89.5		
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		
Max Green Setting (Gmax), s	9.0	92.0		31.0		107.0		
Max Q Clear Time (g_c+I1), s	3.3	30.8		13.3		16.1		
Green Ext Time (p_c), s	0.1	42.2		0.8		53.9		

Intersection Summary	
HCM 2010 Ctrl Delay	12.6
HCM 2010 LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Lane Group	NWL	NWR	NET	SWL	SWT
Lane Group Flow (vph)	188	104	1563	72	1241
v/c Ratio	0.61	0.29	0.75	0.33	0.50
Control Delay	50.2	10.8	18.4	9.1	7.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	50.2	10.8	18.4	9.1	7.8
Queue Length 50th (ft)	108	0	362	12	157
Queue Length 95th (ft)	232	50	571	32	271
Internal Link Dist (ft)	760		305		227
Turn Bay Length (ft)		150		235	
Base Capacity (vph)	600	605	3112	258	3366
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.31	0.17	0.50	0.28	0.37

Intersection Summary

Taylor, Elicia

From: Cook, Kathi
Sent: Wednesday, September 28, 2016 11:48 AM
To: Paula Milliard
Cc: Taylor, Elicia; Woodman, Michael
Subject: RE: Mixed-use development on S Main St.

Thank you for your comments, they will be included in the report to the Planning Commission and City Council.
-Kathi Cook

-----Original Message-----
From: Paula Milliard [mailto:pmilliard@yahoo.com]
Sent: Wednesday, September 28, 2016 10:50 AM
To: Drinkard, James
Cc: Cook, Kathi; Belle Isle, David
Subject: Mixed-use development on S Main St.

The proposed mixed-use development off S Main St and Devore Rd sends up some red flags. ⚑ ⚑ ⚑
Yes, mixed-use is a great idea in this location, however, this developer is asking for a rezoning to make this a high density rental community in the heart of Alpharetta's downtown.
200 multi-family rentals
80 condo rentals
64 detached home rentals
5 and 6 stories high

My suggestion to the Planning Commission and City Council is to modify this project to:
Moderate density - upscale condos and townhouses that are owned, not rented.
This would be consistent with other downtown properties. Other developers have honored the city's and residents' vision. So should this developer.

There are no shortages of buyers in this area. A large rental community of this density would devalue the higher end town homes near by. It would also put a financial strain on nearby schools, police and fire department without giving back to the community in property taxes.

Thank you,
Paula Milliard
pmilliard@yahoo.com

Sent from my iPad

Nov. 22, 2016

To: Alpharetta Planning Commission
Re: Opposition to Perling/13 S Main St DT-MU rezoning

When I learned of the new downtown high density zoning and how far it extended on the comprehensive master plan, I worried that high density rezoning would get even more out of control. And when I learned of the Perling S Main St development application, my concerns reached their peak. High density has already arrived in Alpharetta in full force, and now the high-density mixed-use conglomeration is attempting to creep down Highway 9.

We have Avalon, the Old Milton Holdings development, Downtown City Center, and Peridot – all approved high-density mixed-use developments within a two-mile radius of each other. Why do we possibly need another one within a mile of these developments, especially when we can consider that:

- Just within the above mentioned high density mixed-use developments, we already have approved approximately 1,395,571 sq ft of office space and 763,335 sq ft of retail.[1]
- Within the above mentioned high density mixed-use developments, we have approved about 1,479 residential units (single family housing, townhomes, condos, apartments).[1]
- Our approved townhomes already exceed the 5-year estimate.[1]
- Our rental units are at 36% of the housing inventory, which is already at the high end of the rental study's suggestion of 28%-36% and is higher than the city's goal of 32%.[2]

Below are some points from the application as to why the developer thinks this type of development is appropriate and my comments to these:

- "Neighborhood feel that the downtown core needs."
  The downtown core now has plenty of neighborhoods underway within Avalon, the Old Milton Holdings development, and Downtown City Center, along with Peridot, as mentioned above, plus several more developments that may not be included in the above: 15 townhomes along Old Milton/Beecham Group (medium density), 24 condos on Thompson St/Kairos (high density), 30 residential units at Canton St Commons (high density), 12 homes on Canton/Twelve on Canton (low density), and 28 single family homes at Wills Rd and Rucker/Enclave at Wills Park (medium density).
- The development is "within master plan downtown corridor area; in downtown area where high density belongs."
  The developer is seeking a variance to the DT-MU zoning to more than double the density – as if 10 units/acre isn't enough, he is seeking 24 units/acre! I don't agree with the master plan SUGGESTION of extending the downtown zoning to this area, let alone doubling the density. Besides, we already have enough high density in all the above mentioned approved developments within a one-mile radius of this application.
- "Property is not good for current C-2 zoning due to site shape, downtown vision, surrounding use and visibility."
  Again, we have enough already-approved developments that meet the "downtown vision" close to this area. Commercial is definitely workable along Main St where the current strip center is now. If commercial doesn't work for the area behind the current strip center and existing residential building, wouldn't a low density single family housing development work to complement the single family neighborhoods on the opposite side of Devore St.?

- “Peculiar upscale urban architecture – new precedent the area will need. A new standard and above the level of standard of the current DT-MU.”
  Didn’t we recently establish the downtown standard – now there is already a need to change/“improve” that standard by doubling the density and changing the look?
- “Meets vision of redeveloping poor properties.”
  Changing a “poor property” for a super high-density, multi-use monstrosity that is overkill is not the answer. This property can be improved in a less invasive manner.

City Council member Jim Gilvin conducted a survey among 1,100 residents, and of the 150+ responses, 87% of the respondents said that the level of development in Alpharetta is too much. 84% of the respondents said they envisioned the downtown area to be similar to Canton St in Roswell as opposed to Buckhead or Decatur. We are choking Alpharetta with the current level of development, and the goal of maintaining a hometown feel that residents want is disappearing in the name of high-density development.

Please do not approve the Perling/S Main St rezoning application.

Thank you for your consideration,
Christine Kujawski
Alpharetta resident

[1] Information compiled from development summary documents received from Alpharetta city staff and on city website.

[2] From “Alpharetta Rent Study – Updated 10-27-2016” posted on Alpharetta city website.

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: Downtown Main, LLC / Duke Land Group

Contact Name: Bill Probst / Don Rolader Telephone: 770-442-0330

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.

As of the date of this report, Applicant has not received any comments from notified parties. This report will be amended as comments are received.

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

- ☒ 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.

See attached list

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: Donald A. Rolader Donald A. Rolader Date: 10/12/2016

Print Form

Duke Land Group

September 30, 2016

Property Owner

RE: Rezoning Application, Conditional Use and Variance request Application by Duke Land Group, LLC for property located on South Main Street at Devore Road, Alpharetta, GA

Dear Property Owner:

The Duke Land Group, LLC has filed an application for rezoning from C-2 to MU, a conditional use request to permit rental housing in the multi-family parcel and a variance to permit a 5 story height limit on buildings, on 12.91± acres on South Main Street at the intersection of Devore Road for the development of a mixed use development on this property.

The Planning Commission meeting is scheduled for November 3, 2016 at 6:30 p.m. at City Hall. The City Council meeting is scheduled for November 14, 2016 at 6:30 p.m. at City Hall. If you have questions or would like additional information, please contact Don Rolader at 770-442-0330. His fax number is 770-442-0641, and his email is don@roladerandrolader.com. His address is 1865 Lockeway Drive, Suite 601, Alpharetta, GA 30004.

Sincerely,

Bill Probst, Vice President for
Duke Land Group, LLC
4828 Ashford Dunwoody Rd
Suite 400
Atlanta, Ga 30338

178 SOUTH MAIN LLC
Or Current Property Owner
178 S MAIN ST STE 300
ALPHARETTA GA 30009 7951

AARENE REAL ESTATE HOLDINGS LLC
Or Current Property Owner
296 THOMPSON ST
ALPHARETTA GA 30004

ALG LIMITED PARTNERSHIP
Or Current Property Owner
P.O. BOX 450233
ATLANTA GA 31145

ALPHA DEVELOPMENT CORP
Or Current Property Owner
P O BOX 92
ALPHARETTA GA 30009

BAILEY JAMES R & BAILEY MARY M
Or Current Property Owner
115 NOTTAWAY LANE
ALPHARETTA GA 30009

BRAMBHATT KANAIYALAI S & SAROJINI K
Or Current Property Owner
3771 ARC WAY
LAWRENCEVILLE GA 30044

BRITENSTINE SPENCER A & SHERI L
Or Current Property Owner
203 NOTTAWAY LN # 9
ALPHARETTA GA 30009

BRUNA LLC
Or Current Property Owner
P O BOX 1324
ALPHARETTA GA 30009

BURGESS B GAIL
Or Current Property Owner
11715 HAYNES BRIDGE RD
ALPHARETTA GA 30009 1928

BUTTOLPH FRANCES P
Or Current Property Owner
9007 MAPLE HILL CT
HUNTERSVILLE NC 28078

C S H F OF GA INC
Or Current Property Owner
1800 CENTURY BLVD NE
ATLANTA GA 30345

CANOPY MAIN STREET INC
Or Current Property Owner
4025 WOODLAND PARK BLVD STE 310
ARLINGTON TX 76013

CARTER MILLARD T ET AL
Or Current Property Owner
884 DOCK LATHAM TRL
BALL GROUND GA 30107

COLLINGS MICHAEL T & COLLINGS LAURA D
Or Current Property Owner
121 NOTTAWAY LANE
ALPHARETTA GA 30009

COLONY PARK INC
Or Current Property Owner
284 S MAIN ST SUITE 400
ALPHARETTA GA 30009

COUNTRY MANOR HOMES DEV CORP
Or Current Property Owner
284 SOUTH MAIN ST # 600
ALPHARETTA GA 30004

COUNTRY MANOR HOMES DEVELOPMENT CORP
Or Current Property Owner
286 S MAIN ST
ALPHARETTA GA 30009

CREME PROPERTIES L P
Or Current Property Owner
8400 E PRENTICE AVE SUITE 1320
GREENWOOD VILLAGE CO 80111 2925

DAMERON JULIA
Or Current Property Owner
207 NOTTAWAY LANE
ALPHARETTA GA 30009

DANYO DAN
Or Current Property Owner
730 COOPER SANDY COVE
ALPHARETTA GA 30004 0801

DASTHAGIR GULAM & NGUYEN THAO T
Or Current Property Owner
113 NOTTAWAY LANE
ALPHARETTA GA 30009

DAVIDSON CASEY T & BOGLE RACHEL A
Or Current Property Owner
117 NOTTAWAY LANE
ALPHARETTA GA 30009

DESMOND KERRY M & SHANLEY CATHERINE M
Or Current Property Owner
111 NOTTAWAY LANE
ALPHARETTA GA 30009

DOVE JAMES D
Or Current Property Owner
292 S. MAIN ST SUITE 500
ALPHARETTA GA 30009

DOVE PAUL F
Or Current Property Owner
292 S MAIN ST STE 600
ALPHARETTA GA 30009 1985

EARTHLY MATTERS CONTRACTING INC
Or Current Property Owner
1360 UNION HILL RD SUITE 1E
ALPHARETTA GA 30004

EASTMOORE RAY
Or Current Property Owner
2895 BROOKFIELD CIR
CUMMING GA 30040

FARMER MEGHAN K
Or Current Property Owner
119 NOTTAWAY LANE
ALPHARETTA GA 30009

FORD DEMARCO D
Or Current Property Owner
201 NOTTAWAY LANE
ALPHARETTA GA 30009

FOX DIANA M
Or Current Property Owner
205 NOTTAWAY LANE
ALPHARETTA GA 30009

FULTON COUNTY BANK
Or Current Property Owner
P. O. BOX 723427
ATLANTA GA 31139

GRONHOLM SCOTT A & GINGER D
Or Current Property Owner
12200 KING CIR
ROSWELL GA 30075

HAIGLER CAPITAL LLC
Or Current Property Owner
2005 OLD MILTON PKWY
ALPHARETTA GA 30009

HENDERSON SUSAN WEBB STANLEY T
Or Current Property Owner
311 ROCK FENCE RD NW
ADAIRSVILLE GA 30103

HERRON CLAUD J & DEANNA G
Or Current Property Owner
351 JON SCOTT DR
ALPHARETTA GA 30004 2109

HFT INVESTMENT HOLDINGS LLC
Or Current Property Owner
304 KAREN DR
ALPHARETTA GA 30009

HODGSON ENTERPRISES LLC
Or Current Property Owner
294 SOUTH MAIN ST # 300
ALPHARETTA GA 30004

HOLIDAY ENTERTAINMENT LLC
Or Current Property Owner
1827 POWERS FERRY RD # 5
ATLANTA GA 30339

HOPKINS JOHNNY P & DOROTHY
Or Current Property Owner
365 MICHAEL DR
ALPHARETTA GA 30004 2119

IMRJ LLC
Or Current Property Owner
13370 PROVIDENCE PARK DR
ALPHARETTA GA 30009

J & J PROPERTIES INC
Or Current Property Owner
P.O. BOX 22147
KNOXVILLE TN 37933

JDR HOLDINGS LLLP
Or Current Property Owner
292 SOUTH MAIN ST # 200
ALPHARETTA GA 30004

JMA HOMES ONE SIXTY LLC
Or Current Property Owner
PO BOX 768731
ROSWELL GA 30076

JW HOMES LLC
Or Current Property Owner
4125 ATLANTA RD SE
SMYRNA GA 30080

KARTOS JOHN L
Or Current Property Owner
P.O. BOX 22147
KNOXVILLE TN 37933

KENT RONALD & ELIZABETH
Or Current Property Owner
294 KAREN DR
ALPHARETTA GA 30009 2114

KJM HOLDINGS LLC
Or Current Property Owner
895 MANSELL RD
ROSWELL GA 30076

KNIGHT ELSIE BURGESS
Or Current Property Owner
11725 HAYNES BRIDGE RD
ALPHARETTA GA 30201

KREIKEMEIER JOHN E & JEAN
Or Current Property Owner
292 SOUTH MAIN ST #100
ALPHARETTA GA 30004 1950

LAMBERT DANNY R
Or Current Property Owner
315 KAREN DR
ALPHARETTA GA 30009

M V P INVESTMENT CO
Or Current Property Owner
4710 LOU IVY RD
DULUTH GA 30096

MANSELL HARRY E
Or Current Property Owner
353 MICHAEL DR
ALPHARETTA GA 30009

MKB PROPERTY HOLDINGS LLC
Or Current Property Owner
200 S MAIN ST
ALPHARETTA GA 30009

MORRISON CHILDRENS TRUST
Or Current Property Owner
1632 PONCE DE LEON AVE NE
ATLANTA GA 30307

MULKEY LAWRENCE W
Or Current Property Owner
13630 BIRMINGHAM HWY
ALPHARETTA GA 30004

MULL RONALD C & MULL JACQUELINE D
Or Current Property Owner
213 NOTTAWAY LANE
ALPHARETTA GA 30009

NAHSER DONALD P
Or Current Property Owner
305 KAREN DR
ALPHARETTA GA 30004 2115

NATIONAL PROPERTIES CORP
Or Current Property Owner
P.O. BOX 3475
TULSA OK 74101 3475

NEW MAMMOTH DETAIL SALON INC
Or Current Property Owner
2145 OLD MILTON PKWY
ALPHARETTA GA 30004

NEWSOME BARBARA S & RONALD J
Or Current Property Owner
325 KAREN DR
ALPHARETTA GA 30004 2115

ORDWAY IAN C
Or Current Property Owner
14741 BIRMINGHAM HIGHWAY
MILTON GA 30004

OU YI-CHUNG & CHUO YUN-FANG
Or Current Property Owner
123 NOTTAWAY LANE
ALPHARETTA GA 30009

OZER ALI
Or Current Property Owner
370 JON SCOTT DR
ALPHARETTA GA 30009

PERLING JONATHAN & ALLYSON
Or Current Property Owner
P O BOX 92
ALPHARETTA GA 30009

PETRAKOPOULOS ANGELOS & CHARLES G
Or Current Property Owner
371 JON SCOTT DR
ALPHARETTA GA 30009 2109

PETTAS DEMETRIOS
Or Current Property Owner
350 JON SCOTT DR
ALPHARETTA GA 30004 2110

PETTAS DEMETRIOS ET AL
Or Current Property Owner
2410 SPRINGMONTE PL
CUMMING GA 30041 7817

PETTAS DENNIS ET AL
Or Current Property Owner
2410 SPRINGMONTE PL
CUMMING GA 30041

PHASE THREE ENTERPRISES L L C
Or Current Property Owner
400 DORRIS RD
MILTON GA 30004 3495

PURE TAQUERIA LLC
Or Current Property Owner
103 ROSWELL ST
ALPHARETTA GA 30009

QUAKER STATE MINIT LUBE INC
Or Current Property Owner
P.O. BOX 4369
HOUSTON TX 77210 4369

RICHMOND INVESTMENTS INC
Or Current Property Owner
371 ARC WAY
MARIETTA GA 30064

ROACH NATALIE J
Or Current Property Owner
P.O. BOX 220849 RD
CHICAGO IL 60622 0030

ROSE BASIL & WILLIAMS MARGARET
Or Current Property Owner
10815 SHAGBARK TRL
ROSWELL GA 30075

SCHOLES EDWARD J III & SCHOLES MARIA B
Or Current Property Owner
211 NOTTAWAY LANE
ALPHARETTA GA 30009

SHANNI ELSIE D
Or Current Property Owner
320 KAREN DR
ALPHARETTA GA 30004

SMOTHERS ERIC W & SMOTHERS SHANNON L
Or Current Property Owner
209 NOTTAWAY LANE
ALPHARETTA GA 30009

SOURCE CAPITAL INVESTMENTS L L C
Or Current Property Owner
330 RHODES CHASE CT
ALPHARETTA GA 30004

STRAY CAT LLC
Or Current Property Owner
325 MICHAEL DR
ALPHARETTA GA 30009

STRICKLAND MARCUS L & EDNA B
Or Current Property Owner
2135 OLD JONES RD
ALPHARETTA GA 30004

TALLANT PROPERTIES LLC
Or Current Property Owner
206 HIDDEN RIVER DR
WOODSTOCK GA 30188

TAYLOR HAROLD T
Or Current Property Owner
2165 OLD MILTON PKWY
ALPHARETTA GA 30004 1910

THOMPSON RICHARD L
Or Current Property Owner
3040 MAPLE LN
ALPHARETTA GA 30004 1569

TRANOR GARY & STEPHEN GARY
Or Current Property Owner
346 KAREN DR
ALPHARETTA GA 30004 2116

TRIBBLE DONNA E
Or Current Property Owner
285 KAREN DR
ALPHARETTA GA 30009

TWO TWELVE DEVORE ROAD TRUST
Or Current Property Owner
312 W MAIN ST
CUMMING GA 30040

VLAHIOTIS JOHN & SOFIA
Or Current Property Owner
5310 HUNTERS OAK DR
ALPHARETTA GA 30201 1463

WICKS RONALD S & MARY A
Or Current Property Owner
600 FLYING SCOT WAY
ALPHARETTA GA 30005 4240

WILSON WALTER D SR TR
Or Current Property Owner
217 S MAIN ST
ALPHARETTA GA 30004

WRIGHT DAVID & WRIGHT ASHLEY
Or Current Property Owner
93 THOMPSON PL
ROSWELL GA 30075

SPECIMEN TREE REPORT
ALPHARETTA

Tree Report for:
Duke Land Group
4828 Ashford Dunwoody Rd
Suite 400
Atlanta, GA 30338

Property Address:
South Main Street &
Devore Rd
Alpharetta
Fulton County

Project 16143.00

Survey Date 8/31/2016

ROOT ZONE TREE CONSULTANTS
350 RESEARCH CT. PEACHTREE CORNERS, GA 30092
PHONE: 770-451-3915
A PEC DIVISION

Consulting Arborist
Alex Phillips, ASLA
ISA Certified Arborist #MA-4868A
Tree Risk Assessment Qualified

South Main @ Devore

Specimen Tree Inventory

Some trees on a site warrant special consideration and encouragement for preservation. The intent of these specifications is to provide the necessary information to facilitate project design, plan review and enforcement processes. The City of Alpharetta Specimen tree specifications are organized by size:

Deciduous Hardwood trees over 24" DBH

Conifer Softwood trees over 30" DBH

Flowering Understory trees over 8" DBH

Any tree that does not meet the following requirements as set forth by the International Society of Arboriculture shall be deemed poor in condition, a danger to human life and property and removed from the site.

Life expectancy less than 15 years

A trunk with visible decay

More than one major and several minor dead limbs (hardwoods)

Major insect or pathological problems

Site Location

The site is located in a developed area of the City of Alpharetta. Half the site is a large commercial building with a large parking lot and perimeter landscape trees. The other half is a dense woodland of young pine trees. The understory is predominantly invasive ground cover and shrubs. Small drainage ways are located throughout the woodland all running in a Northeastern direction. The site is also occupied by illegitimate users who have spread trash and built shelters in the interior of the woodland.

Definitions

Tree Number: Trees are tagged with an aluminum disk that shows a unique number to identify the tree.

Species: Trees are listed by a regional common name and botanical name.

Diameter at Breast Height (DBH): The diameter of a trunk at 4.5' above ground level. Measured in inches.

Condition:

Good: A specimen tree with healthy productive tip growth. A sound trunk with no visible damage or decay. No major limb loss and healthy branch unions. No visible insect or disease

ROOT ZONE

infestations. Life expectancy of more than 15 years.

Fair: A specimen tree with healthy but not vigorous tip growth. Less than 30% of crown is dead. No major dead limbs and no major trunk cavities or damage. Branch unions show some signs of stress. Tree is expected to live longer than 10 years.

Poor: More than 30% of the crown is dead or has significant tip die back. More than one major limb is dead and are large trunk cavities with visible decay. Severe insect or disease damage leading to immediate death. Roots are visible and show signs of decay and rot. Life expectancy is less than 5 years.

Dead: Tree has no bud or leaf production. All limbs are barren and rot is visible.
Invasive: Tree species whose native range is not within the Piedmont classification.

Hazardous: Severe or uncorrectable damage that will lead to a loss of property or life if there is tree failure.

Specimen Tree Report

Tree #	Species	DBH	Condition	Comments
91	*Quercus falcata* S Red Oak	26”	Non-Specimen	NST #1: Lean, split with included bark and dead limbs. Pic #1 & 2
92	*Pinus spp* Pine	30”	Specimen	Tree is in good health.

Specimen Tree Summary: There are two specimen sized trees on site.	Total Specimen Sized Trees: 2 Specimen Condition: 1 Non-Specimen Condition: 1

South Main @ Devore

Specimen Photo Evidence

Pic # 1: Lean, split with included bark and dead limbs. NST #1

Pic # 2: Lean, split with included bark and dead limbs. NST #1

South Main @ Devore

Landscape Tree Report

Tree #	Species	DBH	Condition	Comments
418	*Acer rubra* Red Maple	18”	Good	Tree is in good health.
419	*Acer rubra* Red Maple	11”	Poor	#2: Dead leader, total canopy die back of 50%. Pic # 2
420	*Acer rubra* Red Maple	8”	Poor	#1: Dead tips, 50% canopy die back, Gloomy scale infestation. Pic # 1
421	*Acer rubra* Red Maple	11”	Good	Tree is in good health.
422	*Acer rubra* Red Maple	5”	Good	Tree is in good health.
423	*Acer rubra* Red Maple	5”	Good	Tree is in good health.
424	*Ilex crenata* Holly	16”	Good	Tree is in good health.
425	*Acer rubra* Red Maple	17”	Poor	#3: Dead tips, 50% canopy die back, Gloomy scale infestation, dead top. Pic # 3
426	*Acer rubra* Red Maple	13”	Poor	#4: 90% canopy die back and major trunk wound. Pic # 4
427	*Acer rubra* Red Maple	6”	Good	Tree is in good health.
428	*Acer rubra* Red Maple	4”	Good	Tree is in good health.
429	*Acer rubra* Red Maple	10”	Good	Tree is in good health.
430	*Pyrus calleryana* Bradford Pear	20”	Poor	#9: Poor branch unions with previous failures, targeting parking lot and cars. Pic #9
431	*Pyrus calleryana* Bradford Pear	17”	Poor	#10: Poor branch unions with previous failures, targeting parking lot and cars. Pic #10

South Main @ Devore

Tree #	Species	DBH	Condition	Comments
432	*Pyrus calleryana* Bradford Pear	18”	Poor	#11: Poor branch unions with previous failures, targeting parking lot and cars. Pic #11
433	*Acer rubra* Red Maple	18”	Good	Tree is in good health.
434	*Acer rubra* Red Maple	18”	Good	Tree is in good health.
435	*Acer rubra* Red Maple	13”	Good	Tree is in good health.
544	*Acer rubra* Red Maple	22”	Good	Tree is in good health.
725	*Pinus spp* Pine	23”	Good	Tree is in good health.
918	*Pinus spp* Pine	20”	Good	Tree is in good health.
997	*Quercus falcata* S Red Oak	20”	Poor	#5: Lean targeting a structure with 100% of weight over lean. Pic # 5
1033	*Pyrus calleryana* Bradford Pear	20”	Poor	#8: Poor branch unions with previous failures, targeting parking lot and cars. Pic #8
1034	*Pyrus calleryana* Bradford Pear	20”	Poor	#7: Poor branch unions with previous failures, targeting parking lot and cars. Pic #7
1035	*Pyrus calleryana* Bradford Pear	20”	Poor	#6: Poor branch unions with previous failures, targeting parking lot and cars. Pic #6
1235	*Pinus spp* Pine	24”	Good	Tree is in good health.
1680	*Acer rubra Acer rubra* Red Maple	20”	Good	Tree is in good health.

South Main @ Devore

Photo Evidence

Pic # 1: Dead tips, 50% canopy die back, Gloomy scale infestation. Poor #1

Pic # 2: Dead leader, total canopy die back of 50%. Poor #2

Pic # 3: Dead tips, 50% canopy die back, Gloomy scale infestation, dead top. Poor #3

Pic # 4: 90% canopy die back and major trunk wound. Poor #4

South Main @ Devore

Pic # 5: Lean targeting a structure with 100% of weight over lean. Poor #5

Pic # 6: Poor branch unions with previous failures, targeting parking lot and cars. Poor #6

Pic # 7: Poor branch unions with previous failures, targeting parking lot and cars. Poor #7

Pic # 8: Poor branch unions with previous failures, targeting parking lot and cars. Poor #8

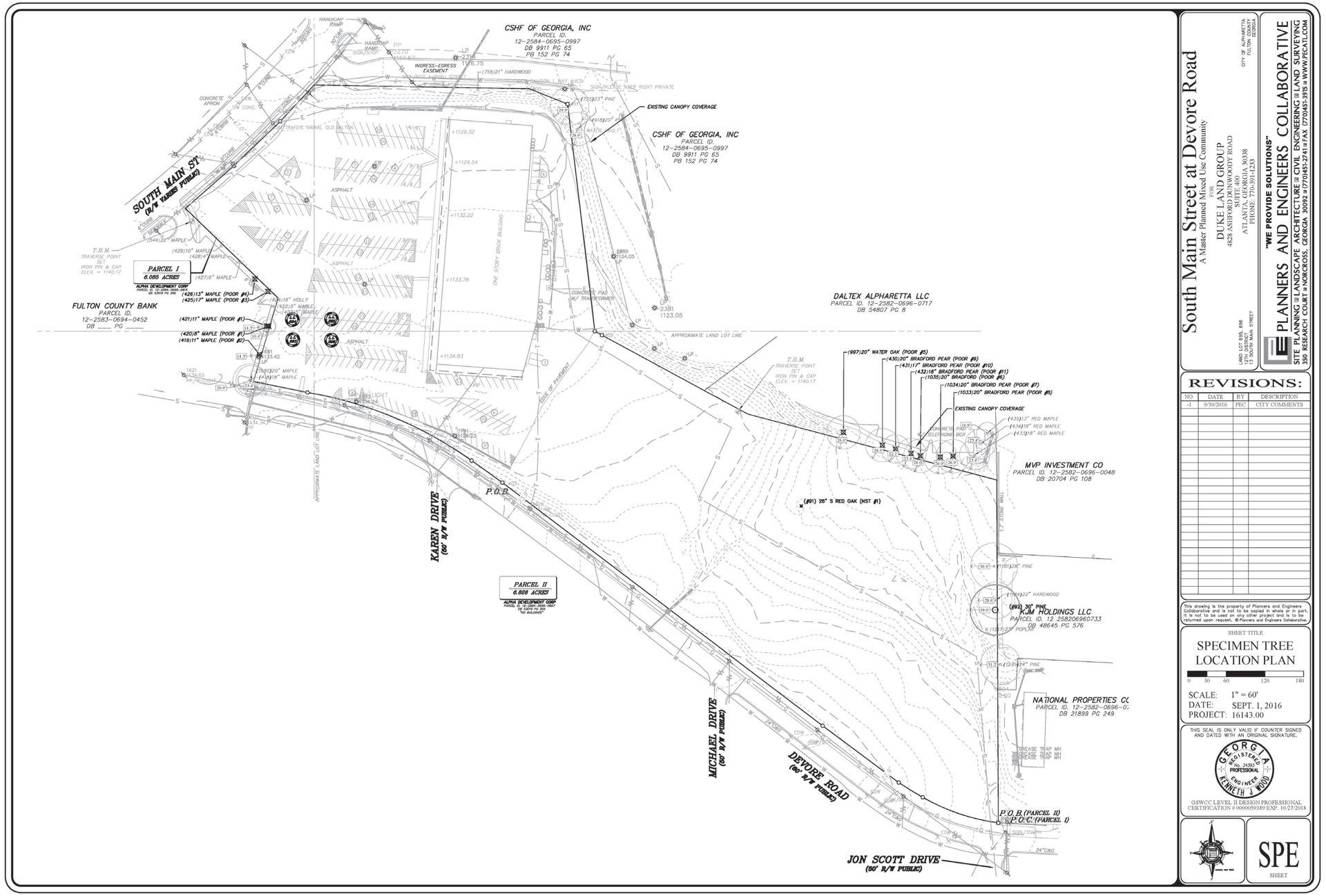
South Main @ Devore

Pic # 9: Poor branch unions with previous failures, targeting parking lot and cars.
Poor #9

Pic # 10: Poor branch unions with previous failures, targeting parking lot and cars.
Poor #10

Pic # 11: Poor branch unions with previous failures, targeting parking lot and cars.
Poor #11

South Main @ Devore



South Main Street at Devore Road

A Master Planned Mixed Use Community

FOR:
DUKE LAND GROUP
4828 ASHFORD DUNWOODY ROAD
SUITE 400
ATLANTA, GEORGIA 30338
PHONE: 770-391-1233

LAND LOT 695, 696
CITY OF ALPHARETTA
FULTON COUNTY
GEORGIA

13 SOUTH MAIN STREET

"WE PROVIDE SOLUTIONS"
PLANNERS AND ENGINEERS COLLABORATIVE
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350 RESEARCH COURT ▪ NORCROSS, GEORGIA 30092 ▪ (770)451-2741 ▪ FAX (770)451-3915 ▪ WWW.PECXTL.COM

REVISIONS:

NO.	DATE	BY	DESCRIPTION
-1	9/30/2016	PEC	CITY COMMENTS

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SHEET TITLE

SPECIMEN TREE LOCATION PLAN

0 30 60 120 180

SCALE: 1" = 60'
DATE: SEPT. 1, 2016
PROJECT: 16143.00

THIS SEAL IS ONLY VALID IF COUNTER SIGNED AND DATED WITH AN ORIGINAL SIGNATURE.

GEORGIA REGISTERED No. 34393 PROFESSIONAL ENGINEER KENNETH J. WOOD

GSWCC LEVEL II DESIGN PROFESSIONAL CERTIFICATION # 0000095389 EXP. 10/27/2018

SPE
SHEET

J:\16143001\Dat\LandArch\16143001PR.dwg, 10/12/2016 4:59:05 PM, PDF-XChange for AcroPlot Pro

Specimen Tree Location

Trip Generation Report Perling/South Main St 10.13.16

The table below show the trip generation including internal capture reductions for the development.

The trip generation is based on the ITE Trip Generation Manual 9th Edition rates and equations for known land use codes.

For the Brewery, we counted the existing location peak hour trips and doubled them for the new location.

The internal capture calculations use the ITE Trip Generation Handbook 3rd Edition rates, constrained between types of use.

The 3rd Edition Trip Generation Handbook does not provide daily trip reduction formulas, so none were taken.

The Brewery was assumed to generate ten (10) times the peak hour trips for the purpose of the daily total trips calculation.

No internal capture reduction was taken between the Brewery and other uses, as rates are not documented at this time.

Project Land Use		**Project Density**		**Total**	**Inbound**	**Outbound**
Apartments (220)		200	dwelling units			
	Daily			**1336**	668	668
	AM Peak Hour			**102**	20	82
	PM Peak Hour			**128**	83	45
Townhomes (230)		64	dwelling units			
	Daily			**436**	218	218
	AM Peak Hour			**36**	6	30
	PM Peak Hour			**42**	28	14
Condos (230)		50	dwelling units			
	Daily			**352**	176	176
	AM Peak Hour			**30**	5	25
	PM Peak Hour			**34**	23	11
Residential New Trips		314	dwelling units			
	Daily			**2124**	1062	1062
	AM Peak Hour			**168**	31	137
	PM Peak Hour			**204**	134	70
Residential Internal Capture	**Reduction**					
	AM Peak Hour			**9**	2	7
	PM Peak Hour			**45**	19	26

External Residential New Trips						
	AM Peak Hour			**159**	29	130
	PM Peak Hour			**159**	115	44
Office (710)		30	1000 square feet			
	Daily			**526**	263	263
	AM Peak Hour			**73**	64	9
	PM Peak Hour			**112**	19	93
Specialty Retail (826)		29.5	1000 square feet			
	Daily			**1300**	650	650
	AM Peak Hour			**260**	125	135
	PM Peak Hour			**92**	40	52
Quality Restaurant (931)		3.5	1000 square feet			
	Daily			**316**	158	158
	AM Peak Hour			**3**	2	1
	PM Peak Hour			**26**	17	9
High Turnover Restaurant (932)		3	1000 square feet			
	Daily			**382**	158	158
	AM Peak Hour			**32**	18	14
	PM Peak Hour			**30**	18	12
Brewery (No Land Use Code)		60.5	1000 square feet			
(Double Existing Counts)	AM Peak Hour			**50**	42	8
(Double Existing Counts)	PM Peak Hour			**54**	18	36
Commercial New Trips		126.5	1000 square feet			
(assumes 540 Brewery Daily Trips)	Daily			**3064**	1532	1532
	AM Peak Hour			**418**	251	167
	PM Peak Hour			**314**	112	202
Commercial Internal Capture	**Reduction**					
	AM Peak Hour			**89**	47	42
	PM Peak Hour			**89**	48	41
External Commercial Trips						
	AM Peak Hour			**329**	204	125
	PM Peak Hour			**225**	64	161

Total New Trips						
	Daily			**5188**	2594	2594
	AM Peak Hour			**488**	233	255
	PM Peak Hour			**384**	179	205

CITY OF ALPHARETTA

PUBLIC HEARING APPLICATION

FOR OFFICE USE ONLY

Case #: _____

☐ Fee Paid Initial: _____

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

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

Contact Information:

Contact Name: Kenneth J Wood Telephone: 678-684-6206

Address: 350 Research Court Suite: 200

City Norcross State: GA Zip: 30092 Fax:

Mobile Tel: 770-380-5989 Email: kwood@pecall.com, dianne@pecall.com

Subject Property Information:

Address: 13 South Main St Current Zoning: C-2

District: 12 Section: Land Lot: 695, 696 Parcel ID: 12 258406950815, 12 258206960667

Proposed Zoning: MU Current Use: shopping center

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

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

ALL THAT TRACT OR PARCEL OF LAND lying and being in Land Lots 693, 694, 695 & 696 of the 1st District, 2nd Section, Fulton County, City of Alpharetta, Georgia and being more particularly described as follows:

To find the TRUE POINT OF BEGINNING, commence from a concrete monument with metal disc, located at the intersection of the northerly right-of-way (R/W) line of Devore Road (60' R/W Public) and the northerly R/W of Jon Scott Drive (50' R/W Public); thence 124.63 feet along said northerly R/W line of Devore Road (60' R/W Public) an arc of a curve to the right, said curve having a radius of 321.56 feet and a chord bearing and distance of North 71 degrees 18 minutes 18 seconds West 123.85 feet; thence 43.66 feet along an arc of a curve to the right, said curve having a radius of 558.16 feet and a chord bearing and distance of North 58 degrees 24 minutes 04 seconds West 43.65 feet to a point; thence North 53 degrees 16 minutes 29 seconds West a distance of 147.40 feet to a point; thence North 52 degrees 48 minutes 25 seconds West a distance of 623.61 feet to a point, said point being the POINT OF BEGINNING, thence along said northerly R/W line of Devore Road (60' R/W Public) North 54 degrees 25 minutes 46 seconds West a distance of 58.85 feet to a point; thence 277.80 feet along an arc of a curve to the left, said curve having a radius of 611.65 feet and a chord bearing and distance of North 67 degrees 27 minutes 07 seconds West 275.42 feet to a point; thence North 78 degrees 34 minutes 49 seconds West a distance of 85.67 feet to a #4 rebar found; thence leaving said northerly R/W line of Devore Road (60' R/W Public) North 16 degrees 26 minutes 25 seconds East a distance of 135.16 feet to a #4 rebar found; thence North 45 degrees 57 minutes 21 seconds West a distance of 200.00 feet to a #6 rebar found located at the southeasterly R/W line of South Main Street (R/W varies); thence along said southeasterly R/W line of South Main Street (R/W varies) North 48 degrees 40 minutes 47 seconds East a distance of 99.80 feet to a point; thence North 46 degrees 13 minutes 21 seconds East a distance of 100.00 feet to a point; thence North 42 degrees 54 minutes 25 seconds East a distance of 77.05 feet to a #4 rebar found; thence leaving southeasterly R/W line of South Main Street (R/W varies) South 88 degrees 59 minutes 11 seconds East a distance of 333.85 feet to a #4 rebar found; thence South 68 degrees 15 minutes 52 seconds East a distance of 64.01 feet to a point; thence South 06 degrees 49 minutes 14 seconds East a distance of 355.00 feet to a point; thence South 61 degrees 34 minutes 01 seconds East a distance of 12.61 feet to a point; thence South 34 degrees 00 minutes 09 seconds West a distance of 276.10 feet to a point located at the northerly R/W line of Devore Road (60' R/W Public) and the TRUE POINT OF BEGINNING.

Said tract containing 6.085 acres.

ALL THAT TRACT OR PARCEL OF LAND lying and being in Land Lot 696 of the 1st District, 2nd Section, Fulton County, City of Alpharetta, Georgia and being more particularly described as follows:

Beginning at a concrete monument with metal disc, located at the intersection of the northerly right-of-way (R/W) line of Devore Road (60' R/W Public) and the northerly R/W of Jon Scott Drive (50' R/W Public) said point being the POINT OF BEGINNING, thence 124.63 feet along said northerly R/W line of Devore Road (60' R/W Public) an arc of a curve to the right, said curve having a radius of 321.56 feet and a chord bearing and distance of North 71 degrees 18 minutes 18 seconds West 123.85 feet; thence 43.66 feet along an arc of a curve to the right, said curve having a radius of 558.16 feet and a chord bearing and distance of North 58 degrees 24 minutes 04 seconds West 43.65 feet to a point; thence North 53 degrees 16 minutes 29 seconds West a distance of 147.40 feet to a point; thence North 52 degrees 48 minutes 25 seconds West a distance of 623.61 feet to a point; thence leaving said northerly R/W line of Devore Road (60' R/W Public) North 34 degrees 00 minutes 09 seconds East a distance of 276.10 feet to a point; thence South 61 degrees 32 minutes 51 seconds East a distance of 180.47 feet to a #4 rebar found; thence South 61 degrees 40 minutes 46 seconds East a distance of 77.22 feet to a #6 rebar found; thence South 75 degrees 09 minutes 11 seconds East a distance of 399.16 feet to a #4 rebar found; thence South 00 degrees 16 minutes 19 seconds East a distance of 531.69 feet to a concrete monument with metal disc and the TRUE POINT OF BEGINNING.

Said tract containing 6.828 acres.

Applicant Request And Intent

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

See Attached

Applicant's Request (Please itemize the proposal):

We are requesting the following as part of a approval of a change in zoning to the parcel:
1. Rezone from C-2 Commercial to DT-MU (Downtown Mixed Use)
2. Approve as part of the zoning a Conditional Use Permit for the Multi-family Parcel that is rental.
3. Approve a variance to the zoning code to allow the following:
5 Story Height
200' facade to 305'
Architectural Style
Front yard setback
Site Density to exceed 10 units per acre in DT-MU

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

The proposal would facilitate a rehabilitation of a downtown site that has been dilapidated for years and is in poor quality today and transform it into a downtown destination where people can come to enjoy the City. We are proposing to develop the 12 plus acre site into a mixed use village that will serve the downtown community with a style of development that keeps a neighborhood feel, but provides uses and a style that the downtown core needs. The site will have a central theme for its restaurant and retail courtyard. We are providing a non-vehicular courtyard with restaurants, warehouse style commercial, and retail so that people can come and enjoy the area and go to the restaurants without having to cross roads or go back to car to get to another location in development. The condominium, multi-family, and for sale high end residences will all support the development. The site transitions from the neighborhood with the for sale detached, towns, and duplexes, into the multi-family, condo, and eventually at the front on highway 9 the commercial style development.
The sites intent is to be constructed through one phase of site work, but the vertical could run at different times through the process. The office complex is to support the commercial and the downtown work force area. This office will be above the warehouse commercial building and parks underneath the building. The condominium building will be 6 stories and have the higher levels of the parking deck to support the residence parking. The lower levels of the deck would be for the restaurants and commercial. The multi-family building is proposed to be 6 stories as well and will have a portion of the bottom level as the leasing office, business center, and other commercial style uses. The end of the project will be for sale residential with detached home styles, attached and duplex style homes.
There is a major road relocation that this project has planned for as well as a planned loop trail expansion. Devore Road is slated by the GADOT to be relocated into Main Street from its current configuration to make a "T" intersection with Highway 9. In addition to this road relocation the loop trail as part of the cities downtown development plan is slated to run through this development and loop through back toward Main Street to provide a off the road trail for residence to use.

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

The project is intended to be a true mixed use community that is targeting to be different from other developments in the region. The plan is to incorporate many different forms and architecture between residential uses, commercial uses, and warehouse style mixed use. The project is to have a prominent courtyard area with no vehicular interruption. This courtyard would be the central theme to the development where restaurants, warehouse, and commercial would all have a common area free of cars where pedestrians can eat, play, and enjoy the downtown Alpharetta area.

The mixture of uses will consist of commercial with neighborhood retail, local restaurants and destination restaurants, warehouse style restaurant development with office. The office will be in concert with the retail and commercial developments. These commercial developments will be supported by a common parking deck as well as an additional parking deck located under the office complex. There is also commercial use space in the multi-family building along Devore.

For the residential uses there is a condominium for sale midrise building that engages the courtyard area. There is a multi-family rental facility in the middle of the development that will have amenities and business center on Devore Road. The last part of the development will be an upscale for sale single family detached, duplex, and townhomes. The Greenway loop trail for the City of Alpharetta will run through the site and around.

PROPERTY OWNER AUTHORIZATION

✳ Property Owner Information:

Contact Name: Jonathan Perling Telephone: 404-775-1226

Address: 1048 Windingbranch CT Suite:

City Atlanta GA State: GA Zip: 30338

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

Identify Authorized Applicant:

Name of Authorized Applicant: Duke Land Group, LLC Telephone: Al Livnat 770-391-1233

Address: 4828 Ashford Dunwoody Road Suite: 400

City Atlanta State: GA Zip: 30339

So Sworn and Attested:

✳ Owner Signature: Alpha Development Corp. By: John Perling, President Date: 7/27/16

✳ Notary:

Notary Signature: Monya M Pettigrew Date: 7-27-16

MONYA M PETTIGREW NOTARY PUBLIC CHEROKEE COUNTY GEORGIA EXPIRES AUG. 1, 2018

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: Downtown Main, LLC/Duke Land Group

Subject Public Hearing Case: _____

Campaign Contribution Information:

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

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

Name of Official: N/A Position: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Campaign Contribution Information:

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

Signature: [signature] / AVP Manager Date: Aug- 31- 2016

ALPHARETTA PLANNING COMMISSION REVIEW CRITERIA

How will this proposal be compatible with surrounding properties?

See attached

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

This proposal will have a great positive affect on surrounding values. This development will bring high end residential on both for sale, mixed product for sale, and high end rental, all of which combined with the office, walkable restaurants will drive values higher.

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

The property is zoned for C-2 as it currently stands. This zoning does not provide a reasonable use because of the site shape, downtown vision, the surrounding uses and its visibility from Highway 9 for commercial throughout, and the topography on the entire eastern tract. The C-2 uses would not provide a reasonable use and would not be a good transition from the neighborhood or surrounding uses. Mixing the uses in a area that has a mixture of housing choices and retail choices is the best economic use.

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

For traffic the Trip Generation is found to be approximately 4,650 vehicles per day. The site fronts on South Main Street and Devore Road. System improvements to both roads will be done to alleviate the increased traffic from the development. By totally mixing the uses on the site the traffic distribution will be different from most developments.

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

The site is not targeting school age families by its design. We do not expect a large impact to the school system due to the size of the development and styles of homes. The condo and multi-family will be largely 1 bedroom and 1 bedroom with office as the for sale product on the east end will be designed with empty nesters and people who are looking to move from large lot homes.

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

This section that the property falls within is shown to be part of the Downtown mixed use corridor and meets the intent of how a project can mix uses and bring unique features to the City. The site has been targeted by the city as a redevelopment site with the existing building and center being in bad shape. The site also meets the City loop trail plan as well having the trail go through the central part of the development.

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

The existing shopping center and building are in poor shape. The center is a burden on the surrounding values and the aesthetics of the community. The entire western site is mostly asphalt with no stormwater control through the site and a sewer line that needs to be upgraded for the site. The surrounding roadway on Devore is slated to be relocated through this property by GADOT. This is a much needed upgrade and will provide for better traffic flow. The surrounding area needs the site to be redeveloped with quality and a mixture of uses so that people can walk and enjoy the attractions of the retail and restaurants it will offer.

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.

How will this proposal be compatible with surrounding properties?

From the aerial and seeing on the ground the surrounding uses it demonstrates the uses that are commercial, apartments, retail, restaurants, financial institution, office, fueling station, and detached homes match the proposed site. To the south are existing multi-family older apartments and to the direct northeast abutting the property is a tax credit multi-family development. Our condo and Multi-family is on the east and south side which matches these uses. In addition we have for sale detached, duplexes, and towns on the far east, which is where there is commercial, fueling, and across the street detached single family. This also is less intense as surrounding or equal. Finally on our frontage it's commercial, restaurants, warehouse and is surrounded by these types of uses. The uses are older in nature, but fit the model of what we are proposing.

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.

From the survey it can be seen that the property is a odd shape with higher topography at the western end and steeper topography at the eastern end. The property is also next door to full commercial properties and taller multi-family tax credit properties. From the surrounding uses, the shape and topography of the property, the variance should be provided for the additional building height.

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

Yes, the site is backs up to a taller building in the rear of the property. That same building and property is zoned and built as multi-family. In order for the project to aesthetically meet the vision shown for this development there needs to be a range of heights. Height gives variations to the architecture. By not providing the heights requested the vision can be affected. Other buildings in the downtown and Avalon area have been approved at higher stories and it was to provide a vision for the development. THis site needs to keep its vision and not getting the height would hurt the intent.

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

The front of the site is a dilapidated building that is in the downtown corridor and abutts multi-family from behind. The site is centrally located with height, commercial, and restaurants in the area. The site also has topography that slopes down toward the commercial on Haynes Bridge Road. The width of the property is a challenge as well as Devore Road is being relocated creating a narrower parcel. In order to keep the vision of the downtown area and offer a variety of housing and commercial choices, the site needs to have the variance approved.

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

No, it would help with the city vision of a mixed use community with varying heights and uses. Its in the best intent to have heights to break up structures and elevations for aesthetics in the area.

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

BOARD OF ZONING APPEALS REVIEW CRITERIA

Are there extraordinary and exceptional conditions pertaining to the subject property because of its size, shape, and topography? Please describe them.

1. Site Density to Exceed 10 units per acre in DT-MU (Proposed = 24.317 units/acre): The site is in the downtown corridor and overlay area, the density and surrounding commercial and multi-family uses are all intense uses. It is reasonable to have density in downtown areas to exceed 10 UPA.
2. Downtown Architectural Style/Design: The site is proposing new architecture to have a variety of styles and colors for a vibrant downtown feel. The shape of the property has very limited frontage on the main road so the style and design of the architecture is very important to have more flexibility to capture people's attention and created upscale feel.
3. Multi-family building has max facade continuous of 200', increase to 305': Our frontage on Devore Road is extremely long and the nature of multi-family buildings is to create streetscape. Due to the size and length of the frontage, the 305' is necessary and creates good streetscape along the frontage of the long road. The building is broken up with architectural vertical features and will not create a large wall appearance because the road frontage is so vast.
4. Maximum Front Setback = 10': We are showing areas along the frontage that comply and a few areas that do not. We are wanting to use courtyards, open space, and hardscapes to create the frontage concept as well, not just buildings. With the long frontage on Devore it becomes monolithic and to us unappealing to have just buildings fronting the road along Devore. We want to use a few buildings pushed back with landscape and courtyard areas to break up the frontage.

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

1. Site Density to Exceed 10 units per acre in DT-MU (Proposed = 24.317 units/acre): No, this site is in the downtown area with proposed trails and walkability, this is where density belongs and is supported by infrastructure.
2. Downtown Architectural Style/Design: We feel that our proposed architecture will far exceed that in the DT-MU and is essential to keep the downtown area fresh with new architectural feel. It should not cause any hardship, but more of a positive influence.
3. Multi-family building has max facade continuous of 200', increase to 305': No, our frontage is very long and vast, we need the mass of this building to help stand out along the frontage. With the frontage being well over 1000', this will not have an impact on the style of street.
4. Maximum Front Setback = 10': This will also have a positive impact and not create a unnecessary hardship. This will help break up such a long frontage and also keep the buildings a little further back on the frontage of Main Street.

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

1. Site Density to Exceed 10 units per acre in DT-MU (Proposed = 24.317 units/acre): This site is adjacent to multi-family high rise already and is a tear down of an old large commercial center. The density and walkability is appropriate because of its surrounding uses and location, this makes this site different.
2. Downtown Architectural Style/Design: The site sits in an area that has a need for the downtown to get redeveloped. The new upscale urban architecture is peculiar because it sets a new precedent the area will need.

3. Multi-family building has max facade continuous of 200', increase to 305': The length of Devore is very peculiar and having a building that exceeds the 200' will not be affected on the frontage.
4. Maximum Front Setback = 10': There is so much road frontage on the entire site that it peculiar and would be too much to front each building at the 10' setback and not vary with some fronting and some ope space and parks fronting. The restaurants are fronting and a few are not. This creates depth and perspective into the development and gains interest.

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.

1. Site Density to Exceed 10 units per acre in DT-MU (Proposed = 24.317 units/acre): no, this is the downtown area and envisioned for redevelopment of poor properties to be developed in this fashion with higher density uses.
2. Downtown Architectural Style/Design: No, the new architecture will be a new standard and above the level of standard of the current DT-MU.
3. Multi-family building has max facade continuous of 200', increase to 305': No, with so much frontage, there will not be a visual impact. This section of code is for smaller sites.
4. Maximum Front Setback = 10': No, changing frontages and adding green space and depth perception is a positive for the development.

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: Downtown Main, LLC/Duke Land Group

Contact Name: Bill Probst/Don Rolader Telephone: 770-442-0330

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

Owners of properties within 500 Ft of the subject property

Affected government officials

City Officials

Interested parties noted on list provided by the City

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
- ☐ Telephone
- ☐ Email
- ☐ Personal Visits
- ☒ Group Meeting
- ☐ 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.

Interested parties may respond by phone email, fax, letter, or personal visit.

PLANNERS AND ENGINEERS COLLABORATIVE

Site Planning ■ Landscape Architecture ■ Civil Engineering ■ Land Surveying ■ Water Resources
"WE PROVIDE SOLUTIONS"

10/7/2016

City of Alpharetta
2 Park Plaza
Alpharetta, GA 30009

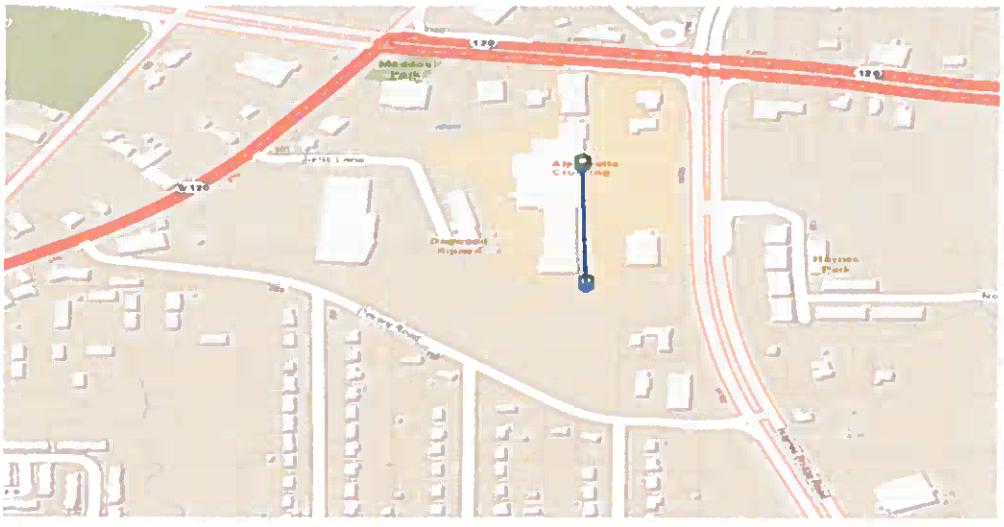
Re: **Requirement to have a Commercial Grocery Store with Multi-family Development**
South Main Street (13) @ Devore Rd
Planners and Engineers Collaborative, Inc. Project No. 16143.00

To whom it may concern,

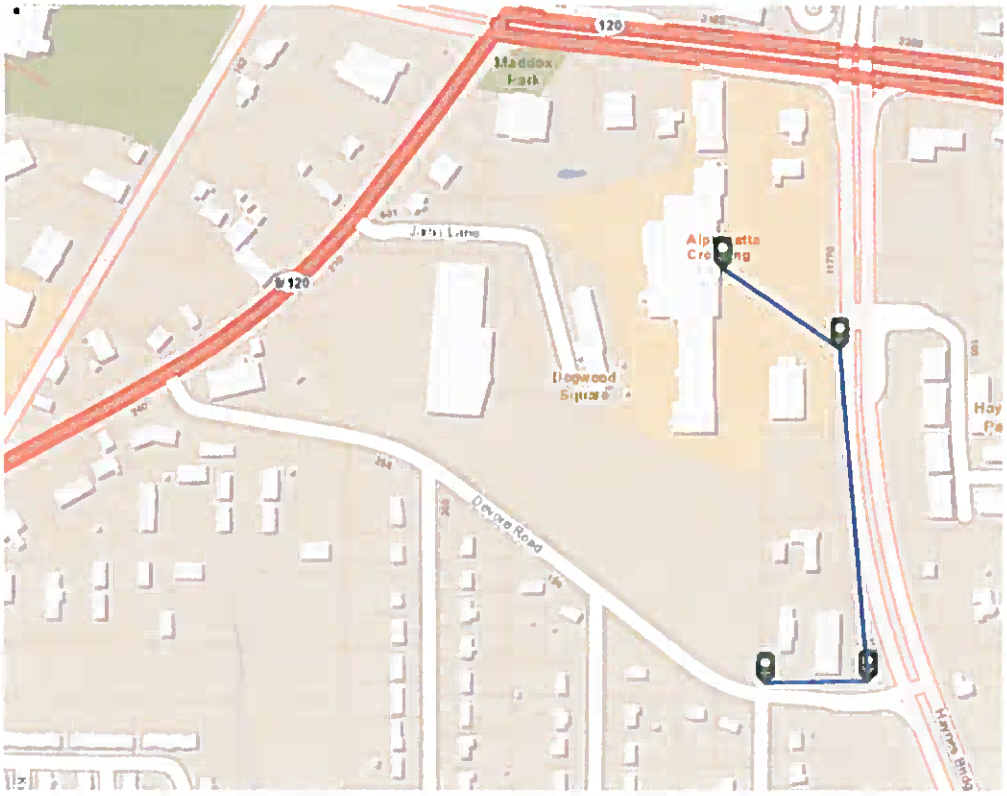
We are submitting a variance request for the requirement to have a grocery store of 3,000 sf or more as part of the development since it has multi-family units proposed for the site. The justification for the variance is as follows:

- From the site map and aerial you can see that the location of the site and its frontage is very limited on Main Street. For a grocery store to be viable retail development it needs good frontage and visibility off a primary public roadway. This site has limited frontage on the main road that the brewery and restaurants will need in order to make a statement and vibrant downtown site. The grocery store location would be down Devore Road behind the restaurants, making a much less viable location.
- The primary reason for the variance is the location and proximity to the existing Wal-Mart Grocery store. From the following two images you can see that depending on how you walk from the residential section of our site to the front door of Wal-Mart the distances are approximately 500' and 1500' each. The Central Business District Code for the city of Alpharetta allows for this grocery requirement to be waived when you meet this 1,500 ft. rule for the distance from the door of the grocery store. From the exhibits you can see several routes that comply with that requirement. This site is a mixed use development and meets most of the intent of the CBD area, making it justified to use the same type of rule for proximity.

The models below show the two different routes. The first one is just over 500 linear feet running through the parking lot and back to the residential area of the site. The second would leave the grocery store and run down the sidewalk past QuikTrip (which has most grocery items too) and back up Devore to the site is 1,499 linear feet. Both of these routes are less or equal to the 1,500 'CBD requirement.



350 Research Ct, Ste 200, Peachtree Corners, Georgia 30092 ■ Main: (770) 451-2741 ■ Fax: (770) 451-3915
www.pecatl.com



Sincerely,
Planners and Engineers Collaborative, Inc.

Kenneth J. Wood, P.E., LEED AP
For the Firm

Kjw/dp

CITY COUNCIL MEETING
STAFF REPORT

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

I. AGENDA ITEM TITLE: MP-16-14/Z-16-15 NOTTING HILL/OLD MILTON HOLDINGS/MU

PLANNING COMMISSION: DECEMBER 1, 2016

CITY COUNCIL: DECEMBER 12, 2016

II. RECOMMENDATION:

Deny MP-16-14/Z-16-15 Notting Hill/Old Milton Holdings/MU request for master plan amendment and zoning due to the site plan not complying with Tree Protection Ordinance.

If approval is considered, staff recommends the following conditions:

1. The site, consisting of 5.75 acres, shall be zoned MU and developed substantially similar to site plan submitted by AEC, dated 10/3/2016, except for modifications required to comply with the following conditions.
2. The 5.75-acre property shall be designated Phase II of the Old Milton Holdings Master Plan. To the extent of any conflict between these conditions and prior Master Plan conditions, these conditions control. Additionally, these conditions supersede and replace in their entirety the original conditions applicable to Phase II.

3. The residential density within Phase II of the Old Milton Holdings Master Plan shall be limited to no more than 7.30 dwelling units per acre. The overall residential density for the Old Milton Holdings Master Plan shall be limited to no more than 6.42 dwelling units per acre.
4. Office portion of the site shall be limited to 36,000 square feet and limited to professional and medical office. Uses listed as conditional in the O-I zoning district shall require approval of a conditional use permit.
5. Building setbacks shall be: 30' on Thompson Street, 20' on Old Milton Parkway, 10' on Park Street, and 10' internal property lines.
6. Thompson Street shall generally be improved as follows: 36' half width right-of-way to incorporate 8' sidewalk (concrete with brick paver banding), 6' planting area, 8' on-street parking, and 10' travel lane with final approval by Staff. Final streetscape shall match the approved Thompson Street streetscape standards and include decorative pedestrian lighting as approved by Staff.
7. Roadways with on-street parking shall incorporate curb extensions at intersections.
8. In order to limit impacts to specimen trees, encroachment on Tree # 84, 87, and 178 shall be limited to no more than 20% into the CRZ. There shall be no encroachment into Tree #102 (28" Water Oak) and #103 (36" Water Oak), except as approved by the City Arborist. If the Magnolia tree near the corner of Thompson Street and Park Street is determined to be in 'Good' conditions, as determined by the City Arborist, the tree shall be saved with no more than 20% encroachment into the CRZ.
9. Stacked flats shall accommodate required parking underneath each building. Guest parking may be surface parking and shall be heavily screened from the public right-of-way.
10. Linear Park shall be developed along Thompson Street frontage with a minimum width of 30', including an 8' sidewalk and improved green space as approved by Staff. The linear park shall include stacked stone or granite wall between the stacked flats and the linear park with final approval by Staff. Under ledge wall lighting shall be required. Benches and a public art pedestal shall be provided as approved by Staff.
11. Linear Park and amenity lawns shall include a mix of trees, shrubs, and ground covers of varying heights, textures and colors as approved by Staff.
12. Applicant shall provide an easement to the City for the linear park, including seating areas along Thompson Street. Linear park shall be maintained by the HOA.
13. Development shall not be gated.
14. Stacked flats architecture and materials shall be developed substantially as submitted with the application and in compliance with the Downtown Code subject to Staff approval. 4-sided architecture and materials shall be required. Garage doors shall be a custom, decorative design and material as approved by Staff.
15. Office building architecture and materials shall be developed substantially as submitted with the application, except where revised to address comments from Downtown Architect and subject to DRB approval.
16. A pedestrian and bicycle connection shall be provided from the linear park along Thompson Street through the stacked flats and to the rear of the office building. Connection shall be an accessible linear green path as approved by Staff.
17. The number and/or the size of parking spaces associated with the office building shall be reduced in order to gain additional green space as approved by Staff.
18. Parking areas and internal driveways shall be heavily screened from Old Milton Parkway, Park Street and Thompson Street.
19. A 10' heavily planted landscape strip shall be required adjacent to the property to the west, including between the stacked flats and office building parcels and may be expanded to 15' where possible.
20. Internal sidewalks shall be provided to the fronts of units and shall be a minimum 5' with pedestrian-scale lighting provided throughout the development.
21. All buildings shall have connectivity to the sidewalk system.
22. Fencing visible from the public right-of-way shall be decorative as approved by Staff.
23. Off-site tree encroachment shall be limited to no more than 20% on the CRZ and shall require notification/approval by property owner, as approved by administrative variance.
24. Delete previous Old Milton Holdings (CLUP-14-07/Z-14-11/V-14-26) zoning condition #35.
25. No parking shall be visible from Old Milton Parkway.
26. The corner of Old Milton Parkway and Park Street shall be a minimum 2,000 square feet and heavily landscaped with a decorative wall or other feature as approved by Staff.
27. Decorative paver aprons shall be required at each of the 3 driveways as approved by Staff.

III. REPORT IN BRIEF:

The applicant, Old Milton Holdings, LLC, is requesting a master plan amendment to the Old Milton Holdings Master Plan to add a 2.90-acre tract of land to the master plan, transfer previously approved stacked flat units to the 2.90-acre tract, and change previous conditions of zoning on 2.85 acres in order to allow for the construction of 42 stacked flats and a 36,000 square foot office building on a total of 5.75 acres designated Phase II of the Old Milton Holdings Master Plan. A rezoning

is requested for the 2.90-acre tract from DT-LW (Downtown Live-Work) and R-12 (Dwelling, 'For-Sale' Residential') to MU (Mixed-Use). The subject property is located on the west side of Park Street between Thompson Street and Old Milton Parkway.

DISCUSSION

The submitted request, if approved, will allow Old Milton Holdings, LLC to construct 42 stacked flats ('For-Sale' Condominiums) and a 36,000 square foot office building on 5.75 acres, designated Phase II of the Old Milton Holdings Master Plan, with an overall master plan density of 6.42 dwelling units per acre. The property is located on the west side of Park Street between Thompson Street and Old Milton Parkway. The Old Milton Holdings Master Plan is zoned MU with 2.85 acres in Phase II of the Master Plan currently approved for 54 stacked flats. Adjacent properties proposed to be rezoned to MU and incorporated into the master plan, represents 2.90 acres and are zoned DT-LW and R-12.

Properties surrounding the subject property are zoned MU to the east, DT-LW to the north, and O-I and OP to the west. Surrounding properties include the Old Milton Holdings development to the east, Thompson Street Investments (Edward Andrews Homes) to the north, and the US Post Office and office buildings to the west. The subject property and surrounding properties have a land use designation of Mixed Use Live-Work, which allows office and stacked flats.

Phase II of the Master Plan is 5.75 acres represented by a 2.85-acre property currently within the master plan and a 2.90-acre property proposed to be rezoned and incorporated into the master plan. The Old Milton Holdings Master Plan was approved on March 30, 2015 as a mixed-use development. Stacked flats were approved on the 2.85-acre property. A portion of the 2.90-acre property was rezoned to DT-LW on March 28, 2016 to allow seven (7) 'For-Sale' townhome units and ten (10) single-family detached homes. The two (2) R-12 properties are currently developed with one (1) single-family detached home each. The applicant's proposal to construct 42 stacked flats will result in a reduction in the overall residential density by 31 units. The table below reflects the approvals as they currently exist on the subject property and master plan as compared to the applicant's proposal.

	Existing Zoning	**Proposed Zoning**	**Net Change**	**Existing Master Plan**	**Proposed Master Plan**
Acreage	5.75 ac	5.75 ac		21.07 ac	24.317 ac
Residential	12 SFD, 7 TH, 54 Stacked Flats	42 Stacked Flats	-12 SFD - 7 TH -12 Stacked Flats	21 SFD, 111 TH, 54 Stacked Flats	25 SFD, 89 TH, 42 Stacked Flats
Density	11.65 du/ac	7.30 du/ac	- 5.40 du/ac	8.83 du/ac	6.42 du/ac
Office	0	36,000 SF	+ 36,000 SF	12,000 SF	48,000 SF

The Downtown Master Plan 5-Year Market Study shows the 5-year 'For-Sale' condominium demand to be 220 – 250 units within the Downtown. Including the original 54 stacked flats approved for Old Milton Holdings Master Plan, a total of 102 'For-Sale' condominium units have been approved since the 5-Year Market was prepared.

SITE PLAN

The submitted site plan depicts 42 stacked flat units in eight (8), three (3) story buildings with parking underneath each building along Thompson Street and Park Street. Each building will consist of six (6) units, except that two (2) small buildings will have three (3) units each. A two (2) story 36,000 square foot office building with surface parking lot is depicted along Old Milton Parkway. Stacked flat buildings are oriented to Thompson Street and the office building is oriented to Old Milton Parkway.

As shown below, the original site plan depicted nine (9) stacked flat buildings on the 2.85 acres at the northwest corner of Old Milton Parkway and Park Street.

141 surface parking spaces are proposed in conjunction with the office building. The Downtown Code requires three (3) parking spaces per 1,000 square feet; therefore, 108 parking spaces are required. Since the property is part of a mixed-use development, parking should be further reduced below the requirement. Parking in excess of 120% of the Downtown Code parking requirement is required to be constructed of pervious paver materials. Stacked flats require six (6) guest parking spaces and seven (7) spaces are depicted on the west side of the property.

Two (2) driveways are shown off Thompson Street to access the stacked flats and two (2) driveways are shown off Park Street and Old Milton Parkway to access the office building. 12' sidewalks are proposed along Thompson Street and Old Milton Parkway and 8' sidewalks are proposed along Park Street. Building setbacks are shown as follows:

- Old Milton Parkway – 20'
- Park Street – 10'
- Thompson Street – 30'
- Internal Setbacks – 5'

A 30' wide linear park (civic area) is depicted along Thompson Street, including a 12' sidewalk and green space. The Thompson Street streetscape standards require an eight (8) foot sidewalk on the south side of Thompson Street. The applicant's plan should be modified to create more green area within the linear park and improvements such as seating areas, pedestrian lighting, and public art pedestals.

There are several specimen trees on the site, consisting of a mixture of hardwoods, Pines, and a Magnolia. The applicant did not provide the condition of each specimen tree with the tree assessment and the site plan does not incorporate any tree save areas. The City Arborist has conducted an assessment of the site and believes that several trees should be given site design consideration.

BUILDING ELEVATIONS & ARCHITECTURE

The applicant provided elevations for the stacked flats and office building. The Old Milton Holdings Master Plan included the following conditions of zoning related to residential and non-residential buildings:

> **28. Residential architecture shall be representative of southern classic style. Commercial and office shall be European or English style as in picture shown as exhibit A. All uses and/or buildings shall coordinate architecture. Design Review Board shall review townhomes, stacked flats and retail/restaurant and office building architecture. Site and landscape plan for commercial portion shall also require Design Review Board approval.**
>
> **30. Buildings along Old Milton Parkway, Thompson Street, Westside Parkway and Park Street shall face those streets to the greatest extent possible with garages located to the rear of the buildings. In cases where the side**

of the building faces those streets, the sides shall be designed to have the appearance of facing those streets. There shall be no visible rear yards along Old Milton Parkway.

As depicted in the picture below, the stacked flat buildings are proposed to be brick and cast stone. The building at the corner of Thompson Street and Park Street does not meet condition #30 above as the rear elevation, including garages are facing Park Street. Staff recommends 4-sided architecture and materials, as well as decorative garage doors.

The City's Downtown Architect provided the following comments with regard to the stacked flat buildings:

- Renderings do not provide enough detail
- Overall massing and scale is acceptable
- Applicant has not clarified intended architectural style
- Façade appears to be busy. Architectural style is necessary to determine proper revisions
- Need more details on window header
- What material is landscape wall and railing/fencing?
- Are mechanical units on the roof?
- What is intended lighting scheme?

Non-residential buildings in the Old Milton Holdings Master Plan are to be European or English style, with the Old Edwards Inn referenced as Exhibit A in zoning condition #28 above. The office building elevations depict a 4-sided brick Historic Mill building with the proposed front elevation and a more detailed description provided below.

The exterior design of this building draws on the architectural heritage of the historic Mill Towns scattered throughout the Southeast. The design emphasizes the character of the brick façade that is respectful of the hand laid craftsmanship of masons. The brick patterning at the top creates a sensitive yet appropriately scaled cornice treatment that is accomplished with hand laid brick in soldier, dentil, rowlock and running bond coursework that creates a strong line at the top of the building. The rod hung canopy protects the entry doors in the manner consistent with canopies from the 19th century, a period when construction of the mill buildings were prolific in Georgia.

The City's Downtown Architect provided the following comments with regard to the office building:

- Proposed design has scattered, unresolved architectural details, with several that are incompatible with historic mill buildings
- Simplify the busy details
- The corbelled brick entablature is too thin and awkward in paces. Refer to historic examples and rework details.
- The windows and door (masonry openings) have good proportions, but they have very busy geometric mullion design. Refer to historic examples and rework details.
- The simple cast stone pilaster bases are fine, but the detailed window headers look out of place. Refer to historic examples and rework details. Granite headers would be possible, or a cast stone product finished like rough granite may work.
- Masonry opening headers show extend past the opening below.

TRAFFIC

The applicant submitted trip generation figures for the proposed project. As shown in the table below, the proposed use will generate 103 PM Peak Hour trips.

Traffic

USE	PROGRAM TOTAL S.F.		AM Peak Factor	Total AM Peak	PM Peak Factor	Total PM Peak	Total Trips Per Day Factor	Total Trips Per Day
Retail	0	s.f.	1.03	0	3.74	0	42.92	0
Restaurant	0	s.f.	14.62	0	19.38	0	130.34	0
Office	36,000	s.f.	1.56	56	1.49	54	11.01	396
Hotel	0	rooms	0.64	0	0.74	0	8.92	0
Mini-Warehouse	0	s.f.	0.28	0	0.29	0	2.50	0
Residential (Senior)	0	units	0.21	0	0.23	0	3.48	0
Residential (Multi-Family)	0	units	0.44	0	0.54	0	5.86	0
Residential (Single-Family)	48	units	0.77	37	1.02	49	9.57	459
Totals				93		103		856

SCHOOLS

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

FULTON COUNTY SCHOOLS – 42 Stacked Flats Residential Units

School	Single Family Average #
Manning Oaks Elementary School	2 to 6 students
Hopewell Middle School	1 to 1 students
Alpharetta High School	0 to 4 students
TOTAL	3 to 11 students

Based on the total figure for all three school levels, it can be assumed that the proposed development could house approximately 3 – 11 school age children. Numbers provided by Fulton County Schools show that Alpharetta High School has capacity; however, Manning Oaks Elementary School and Hopewell Middle School are currently over capacity.

STANDARDS FOR ZONING CHANGES

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

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

Response: The development proposal is consistent with the Downtown Master Plan and Comprehensive Plan; however, additional efforts to incorporate tree saves should be required.

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

Response: The proposal will not adversely affect the existing use or usability of adjacent or nearby properties, if conditions are included requiring pedestrian-oriented infrastructure, architectural standards, and protection of the tree canopy.

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

Response: The proposed development will have impacts on the natural environment. The applicant's site plan does not save any trees. Per the City's Tree Protection Ordinance, an alternate plan is required, which incorporates specimen trees into the site design and limits off-site impacts.

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

Response: The properties could be developed under the current zoning districts. However, the proposal will result in a net reduction in the overall residential density and is consistent with the land use designation of the property, which is Mixed Use Live-Work.

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 will result in a net reduction in the overall residential density. Also, the proposed mix of uses are consistent with a live-work environment, which should result in a net trip reduction.

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

Response: The subject property is located within the Downtown Overlay in an area designated Mixed Use Live-Work. Therefore, the proposed development is consistent with this designation.

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 rezoning request reflects a reasonable balance as the mix of uses complement the developments proposed along the Thompson Street corridor.

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

Response: The property can be developed as approved; however, the proposal will result in a net reduction in overall density. The applicant's site plan should be revised to incorporate trees and the linear park along Thompson Street.

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

Response: The zoning proposal meets the Comprehensive Land Use Plan designation of the property, which is Mixed Use Live-Work.

CONCURRENCES

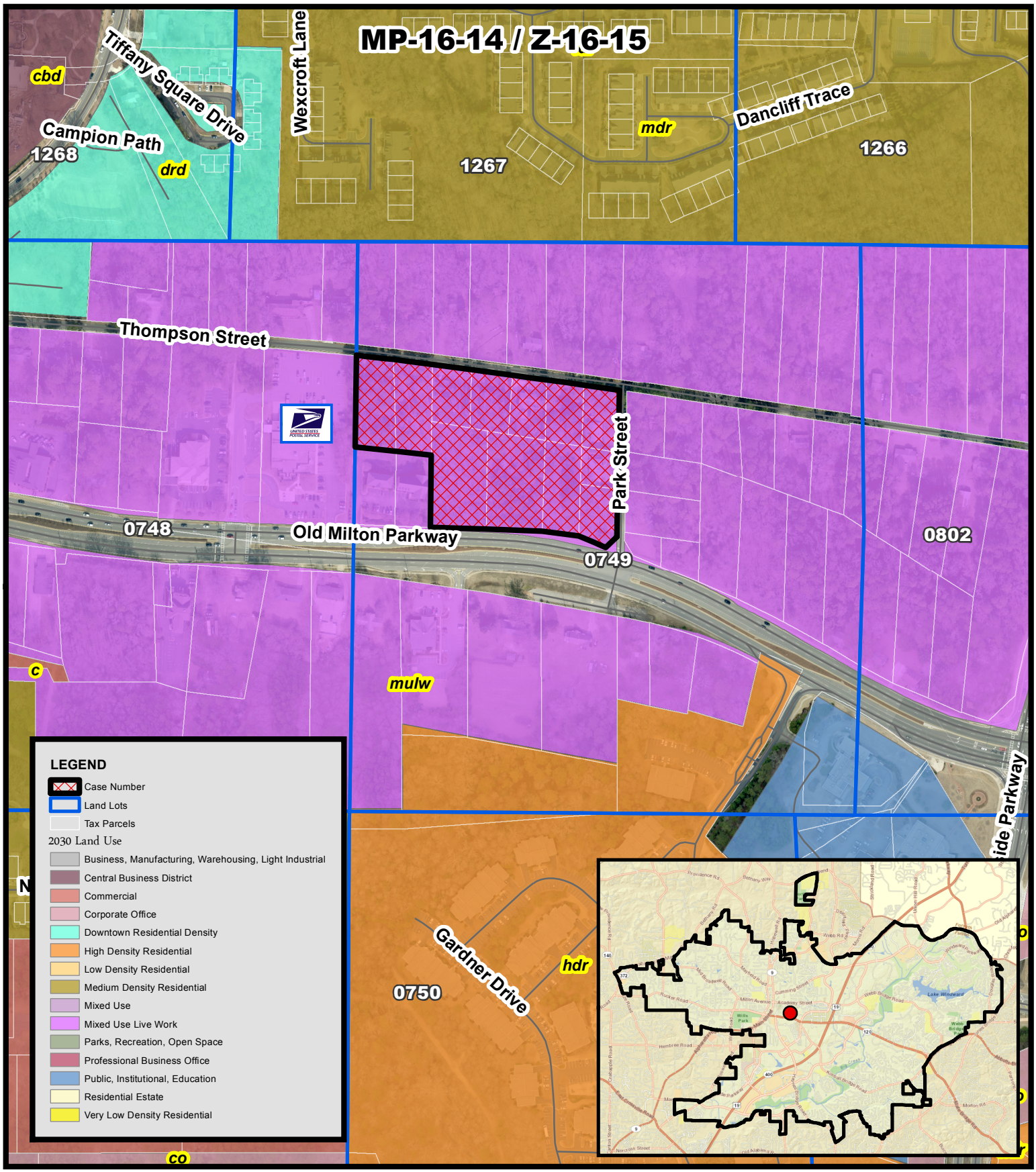
City Staff has reviewed the applicant's proposal and finds that it cannot support the applicant's request for master plan amendment and rezoning. While the proposal will result in uses that are consistent with the Downtown Master Plan and Comprehensive Plan, the applicant's site plan does not incorporate tree save areas and therefore does not comply with the City's Tree Protection Ordinance. If approval is considered, architectural and site conditions are recommended to protect the tree canopy, promote pedestrian connectivity and ensure a quality product.

CITIZEN PARTICIPATION PLAN

The report submitted by the applicant states that letters were mailed to each property owner within 500' of the subject property stating the applicant's intent. According to the applicant's public participation report, no comments have been received.

IV. ATTACHMENTS:

- Site Plan
- Rendering



2030 Land Use
Notting Hill
Old Milton Holdings (Mixed-Use)

MP-16-14/Z-16-15
D/LL: 1/2/749
PC: 12/01/16
CC: 12/12/16

THE CITY OF ALPHARETTA GEORGIA

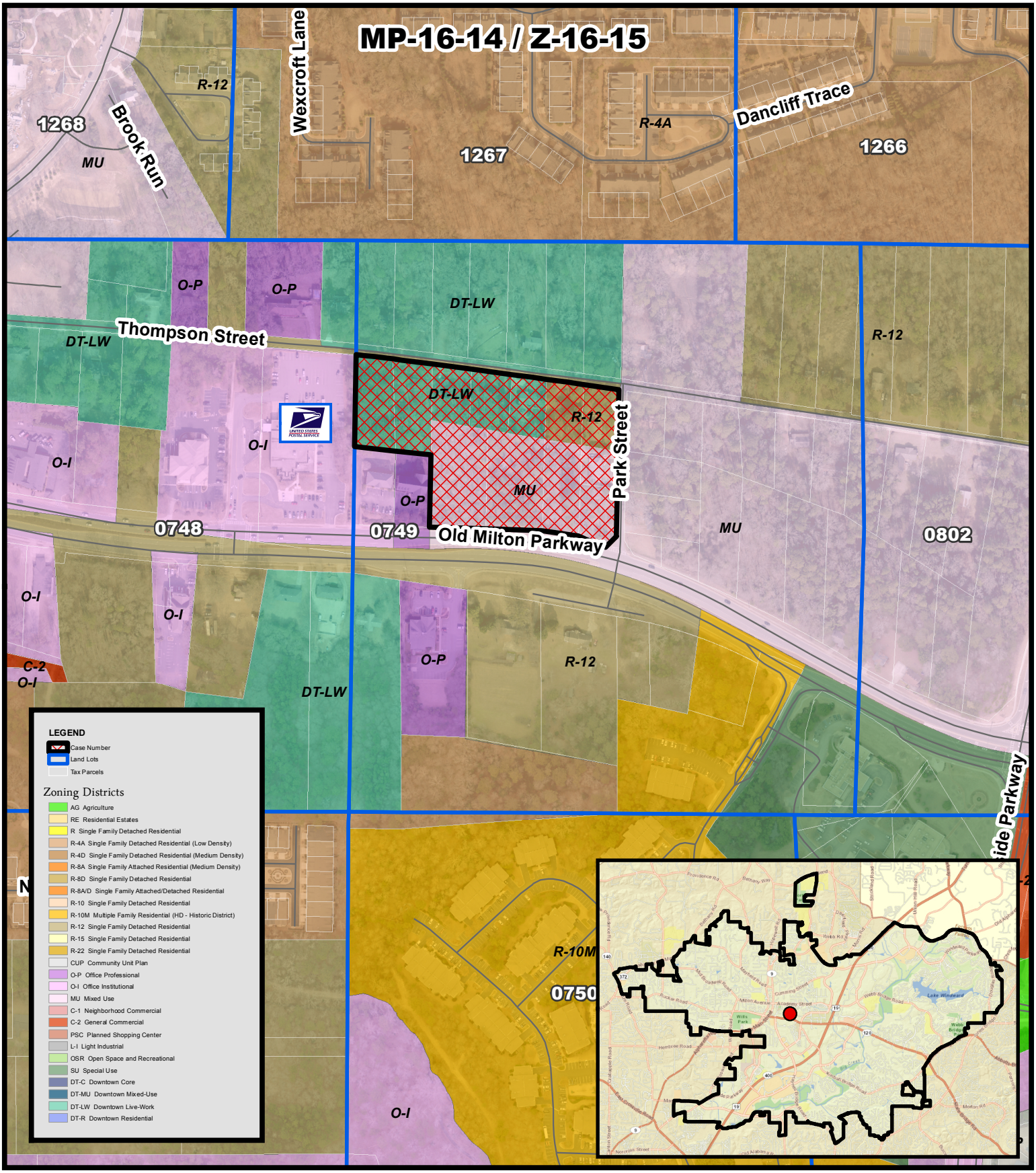
Location Map Provided by:
Community Development - GIS

Aerial Map
Notting Hill
Old Milton Holdings (Mixed-Use)

MP-16-14/Z-16-15
D/LL: 1/2/749
PC: 12/01/16
CC: 12/12/16

THE CITY OF ALPHARETTA GEORGIA

Location Map Provided by:
Community Development - GIS



Zoning Map
Notting Hill
Old Milton Holdings (Mixed-Use)

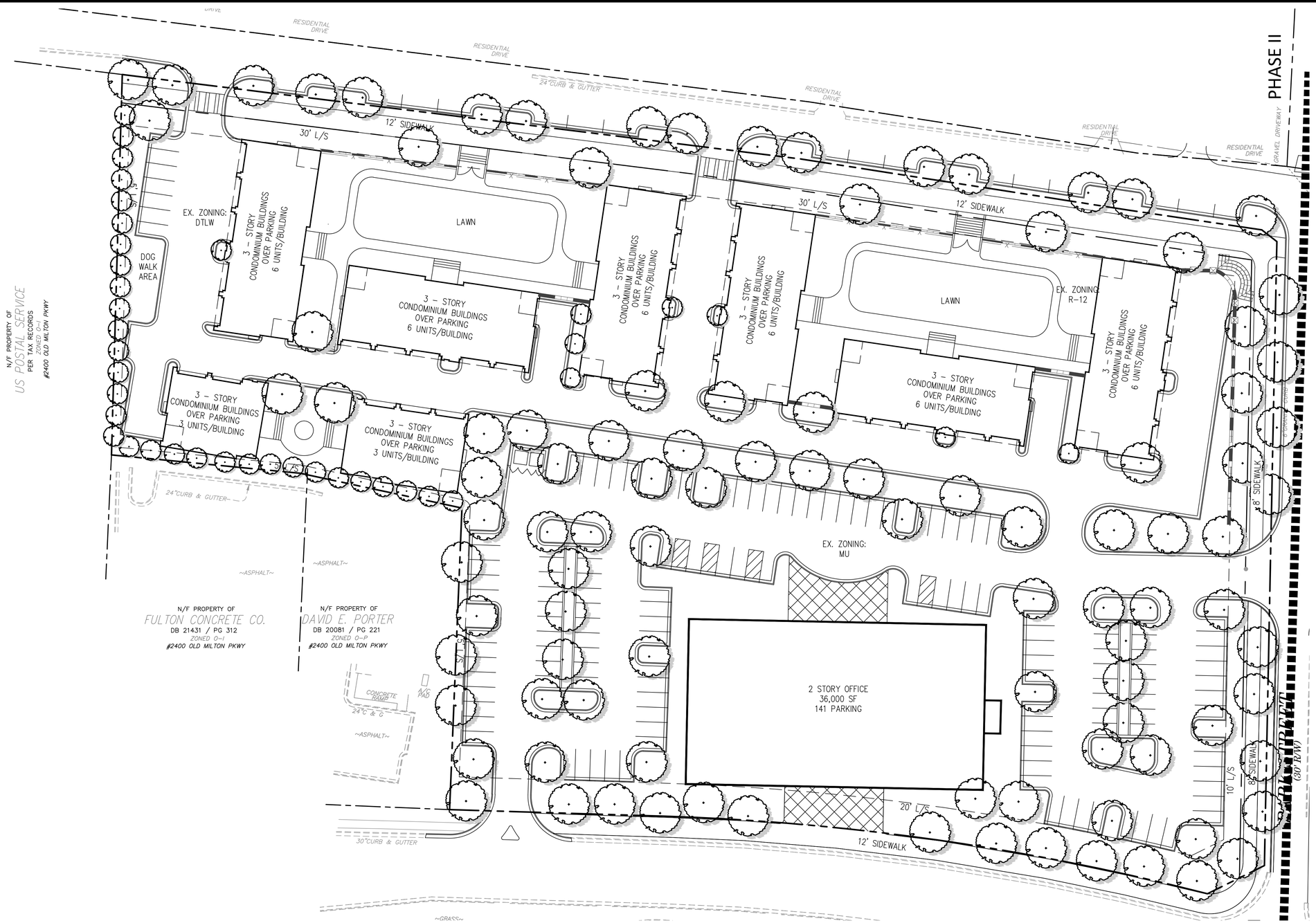
MP-16-14/Z-16-15
D/LL: 1/2/749
PC: 12/01/16
CC: 12/12/16

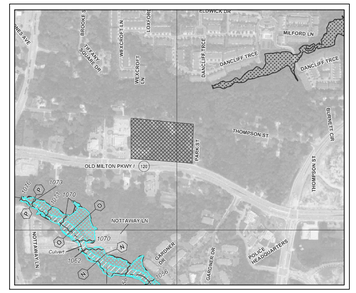
THE CITY OF ALPHARETTA GEORGIA

Location Map Provided by:
Community Development - GIS

SUBMITTED 11.9.16

REVISED SITE PLAN 11.8.16





FEMA MAP
N.T.S.

The survey indicates that this property does not lie within a flood hazard zone as identified on F.I.R.M. Community Panel No.'s 13121C0058F for Fulton County, Georgia - dated 09-18-2013 as published by the Federal Emergency Management Agency - Federal Hazard Insurance Administration.

SITE DATA

Land Lot:	749 & 802, 1st District, 2nd Section
Existing Zoning:	MU, R-12, DTLW
	Setbacks:
	Front: 0'
	Side: 0'
	Rear: 0'
Proposed Use:	Residential, Commercial, Office
Residential Buildings	Single Family Lots: 25
	Min. Single Family Lot Size: 3,200 sf
	Townhomes: 89
	Stacked Flats: 48
	Total - 162 Density - 6.7 un/ac
Proposed Acreage:	Original Zoning: 21.067
	Added: 3.28
	Total: 24.317 Ac
Commerical:	
	Retail/Rest: 25,000
	Office: 48,000

Property Owner/ Applicant

Old Milton Holdings, LLC

5100 Peachtree Parkway, Suite 200

Norcross, GA 30092

AEC
CIVIL ENGINEERING ▫ PLANNING ▫ LANDSCAPE ARCHITECTURE
50 Warm Springs Circle
Roswell ▫ Georgia ▫ 30075
(770) 641-1942 ▫ www.aecatl.com

NORTH

30 0 30 60

PRELIMINARY SITE PLAN

NOTTING HILL

Alpharetta , Georgia

PROJECT INFORMATION
PROJECT NO.: 15-3749
DATE: 9-1-16, 11-8-16
SCALE: 1" = 30'
FILE NAME: 15-37496-18CONCB.dwg
DESIGN/DRAWN: SLR/MDA

PURSLEYFRIESE TORGRIMSON

Jillian Arnold
404-665-1243

E-mail
jarnold@pftlegal.com

November 30, 2016

Via Email and Hand Delivery

Members of the Alpharetta Planning Commission
c/o Kathi Cook, Director of Community Development
City of Alpharetta
2 Park Plaza
Alpharetta, GA 30009

Re: Notting Hill; MP-16-14; Z-16-15

Dear Members of the Alpharetta Planning Commission:

This letter serves as the Applicant's response to the Community Development Staff's recommendation of denial for the above-referenced zoning application. Staff has recommended denial because the site plan does not comply with the City's Tree Protection Ordinance. However, Staff does not explain how and in what manner the Applicant fails to comply with the Tree Protection Ordinance. As shown below, the Applicant does comply with the City's Tree Protection Ordinance to the extent such ordinance is applicable at this very early stage in the development process.

The Tree Protection Ordinance requires an applicant to use "reasonable efforts" to save specimen trees, such as alternate building design, building location, and parking area layout. Alpharetta Code, § 3.2.7(D). The Applicant has used its best efforts to save specimen trees on this site. However, based upon the existing grades of the site and the surrounding road grades and surrounding site elevations, the preservation of existing specimen trees on this site is not possible. The project's Architect and engineers at AEC have studied many versions of the plan, including alternate building design, building location, and building and parking layouts, and have not been able to accommodate any of the existing trees. The stacked flats require a 12' grade change from front to back in order to park cars under the building (as requested by staff in the conditions of zoning) and puts a majority of the site in either cut or fill. All of the trees identified by staff are either in significant cut, fill or are greatly impacted by the units, road improvements and requested linear park along Thompson Street. The requested road improvements and linear park reduce the size of the Property and the Applicant's ability to save trees on site. Please see the enclosed marked up Tree Save Analysis for additional detail.

Furthermore, while the Tree Protection Ordinance can be considered during the zoning and entitlement process, the Tree Ordinance is more properly characterized as a *development* regulation enforced during plan review and permitting rather than a *zoning* regulation, which establishes permitted uses, densities, and the conceptual design elements of a project. The site plan submitted with the zoning application is a conceptual zoning site plan that may change based on required site development work and the incorporation of specific conditions of zoning approved with the zoning request. That aside, the Applicant complies with the Tree Protection

Ordinance's "reasonable efforts" to save specimen trees on site and intends to comply with the Ordinance's requirements for certain tree densities on site.

Because the Notting Hill zoning application complies with the City's Tree Protection Ordinance, is consistent with the City's Comprehensive Plan and Downtown Master Plan, and results in a significant overall reduction of residential density along the Thompson Street and Old Milton Parkway corridors, we respectfully request that you recommend approval of the Notting Hill zoning application to the Mayor and City Council.

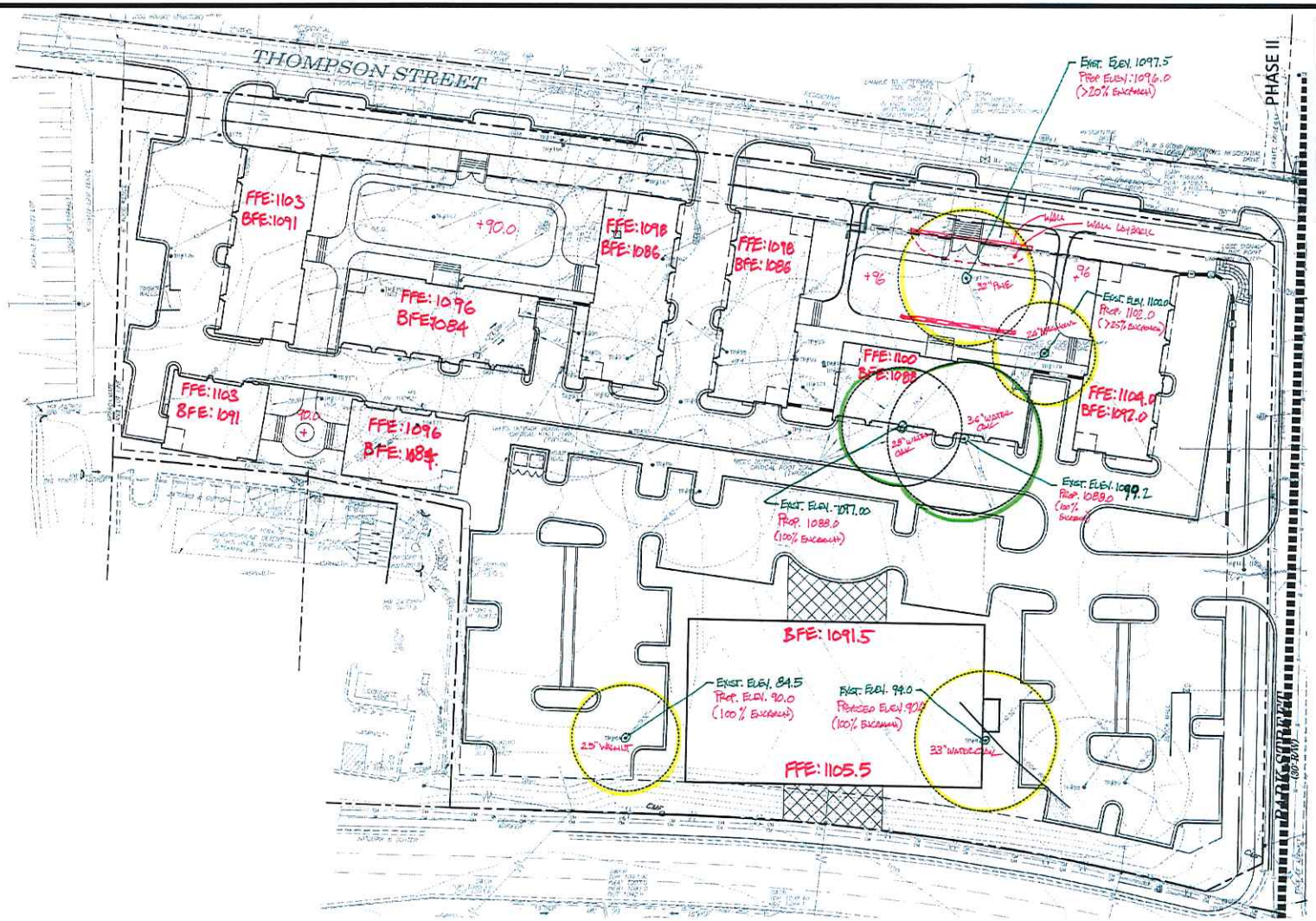
Thank you and please contact me with any questions.

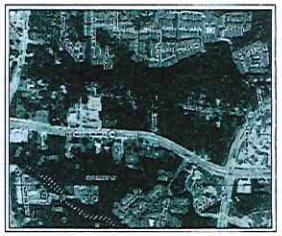
Very truly yours,

PURSLEY FRIESE TORGRIMSON

G. Douglas Dillard
Jillian Arnold

CC: Bob Cheeley, *via email*
Michael Woodman, *via email*
Steve Rowe, *via email*
Elicia Taylor, *via email*





FEMA MAP
N.T.S.

The survey indicates that this property does not lie within a flood hazard zone as identified on F.I.R.M. Community Panel No.'s 13121C0081F for Fulton County, Georgia - dated 09-18-2012 as published by the Federal Emergency Management Agency - Federal Hazard Insurance Administration.

SITE DATA

Land Lot:	749 & 802, 1st District, 2nd Section
Existing Zoning:	MU, R-12, DTLW
	Setbacks:
	Front: 0'
	Side: 0'
	Rear: 0'
Proposed Use:	Residential, Commercial, Office
Residential Buildings	Single Family Lots: 25
	Min. Single Family Lot Size: 3,200 sf
	Townhomes: 89
	Stacked Flats: 42
	OVERALL Total - 156 Density - 6.42 units/ac
	PH II Total - 42 Stacked Flats Density 7.30 units/ac
Proposed Acreage:	Original Zoning: 21.067
	Added: 3.28
	Total: 24.317 Ac
Commercial:	
	Retail/Rest: 25,000
	Office: 48,000

Property Owner/ Applicant

Old Milton Holdings, LLC

5100 Peachtree Parkway, Suite 200

Norcross, GA 30092

A·EC
CIVIL ENGINEERING · PLANNING · LANDSCAPE ARCHITECTURE
50 Warm Springs Circle
Roswell · Georgia · 30075
(770) 641-1942 · www.aecoll.com

NORTH

30 0 30 60

TREE SAVE ANALYSIS

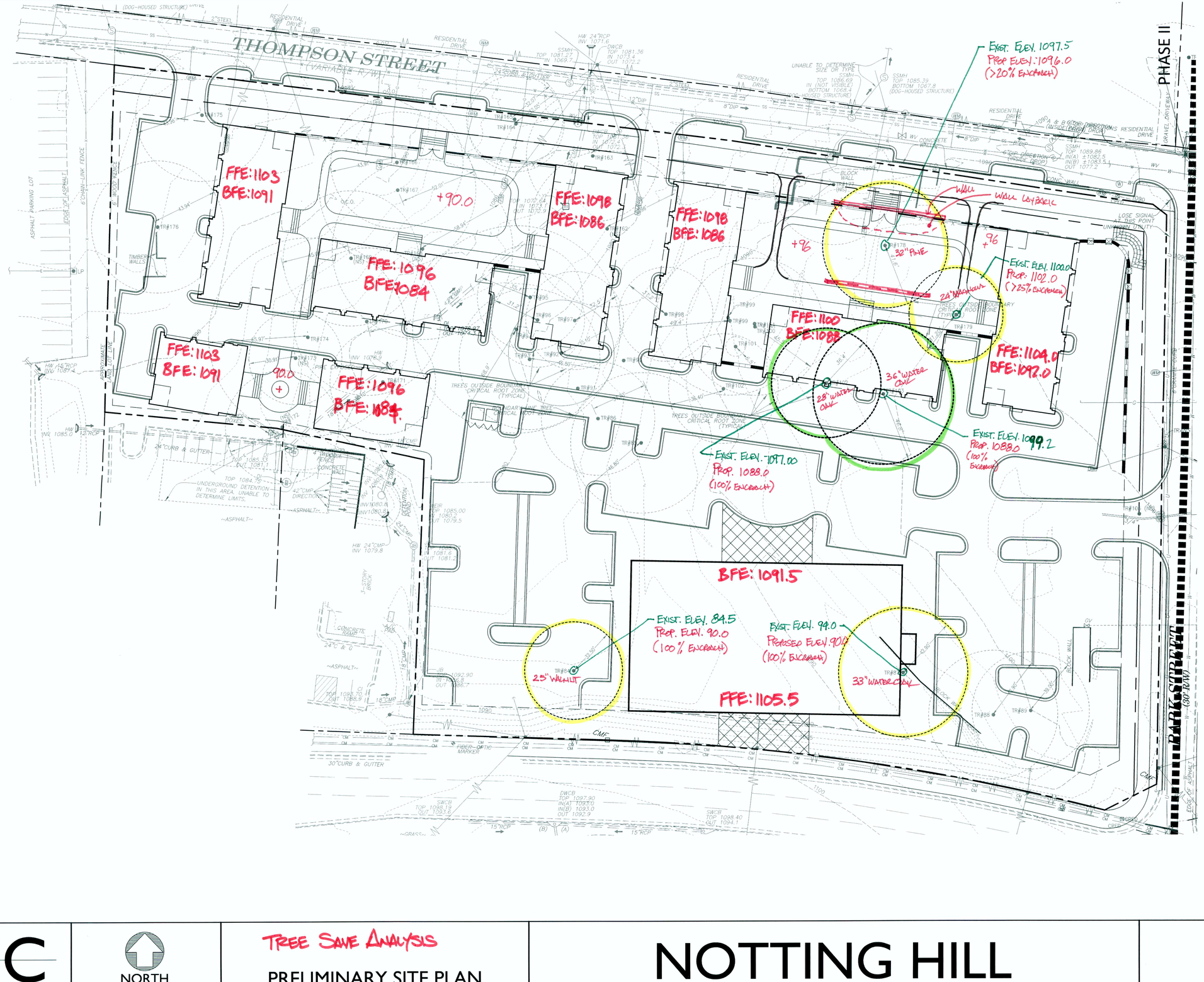
PRELIMINARY SITE PLAN

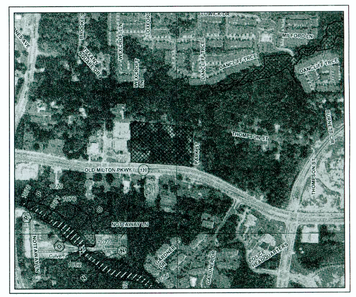
NOTTING HILL

Alpharetta , Georgia

PROJECT INFORMATION
PROJECT NO.: 15-3749
DATE: 9-1-16, 11-8-16
SCALE: 1" = 30'
FILE NAME: 15-3749a08.dwg
DESIGN/DRAWN: SLR/MDA

H:\2015\3749\15-3749 Old Milton - V\Engr\Final Plat\15-3749 C16-PHASE II Plat Revised Per comm's A (9 dwg, 11/8/2016 12:57:51 PM, Lee, 11





FEMA MAP
N.T.S.

The survey indicates that this property does not lie within a flood hazard zone as identified on F.I.R.M. Community Panel No.'s 13121C0058F for Fulton County, Georgia - dated 09-18-2013 as published by the Federal Emergency Management Agency - Federal Hazard Insurance Administration.

SITE DATA

Land Lot:	749 & 802, 1st District, 2nd Section
Existing Zoning:	MU, R-12, DTLW Setbacks: Front: 0' Side: 0' Rear: 0'
Proposed Use: Residential Buildings	Residential, Commercial, Office Single Family Lots: 25 Min. Single Family Lot Size: 3,200 sf Townhomes: 89 Stacked Flats: 42 OVERALL Total - 156 Density - 6.42 un/ac PH II Total - 42 Stacked Flats Density 7.30 un/ac
Proposed Acreage:	Original Zoning: 21.067 Added: 3.28 Total: 24.317 Ac
Commerical:	Retail/Rest: 25,000 Office: 48,000

Property Owner/ Applicant

Old Milton Holdings, LLC

5100 Peachtree Parkway, Suite 200

Norcross, GA 30092

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NORTH
30 0 30 60

TREE SAVE ANALYSIS

PRELIMINARY SITE PLAN

NOTTING HILL

Alpharetta , Georgia

PROJECT INFORMATION
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DATE: 9-1-16, 11-8-16
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FILE NAME: 15-3749a08.dwg
DESIGN/DRAWN: SLR/MDA

M:\2015 JOBS\15-3749 Old Milton Village\West of Park\15-3749 C14-PHASE II Plan Sached Flat concept A 09.dwg, 11/29/2016 1:37:51 PM, ach, 1:1

PURSLEYFRIESE TORGRIMSON

Jillian Arnold
404-665-1243

E-mail
jarnold@pftlegal.com

November 30, 2016

Via Email and Hand Delivery

Kathi Cook, Director of Community Development
City of Alpharetta
2 Park Plaza
Alpharetta, GA 30009

Re: Notting Hill; MP-16-14; Z-16-15

Dear Kathi:

Enclosed please find the Applicant's proposed revisions to the Staff's recommended conditions of zoning for the above-referenced zoning application. I have also enclosed updated legal descriptions (metes and bounds) for the property. The revised legal description shows a total acreage of +/- 5.677 acres rather than +/- 5.75 as previously submitted, which necessitated a revision to the residential density calculations in Condition #3 of the staff-recommended conditions. The legal descriptions enclosed herein replace the legal descriptions (metes and bounds) previously submitted by the Applicant.

Thank you and please contact me with any questions.

Very truly yours,

PURSLEY FRIESE TORGRIMSON

G. Douglas Dillard
Jillian Arnold

CC: Bob Cheeley, *via email*
Michael Woodman, *via email*
Elicia Taylor, *via email*

00021498;1

Applicant's Proposed Revisions to Staff-Recommended Conditions

Notting Hill

MP-16-14; Z-16-15

If approval is considered, staff recommends the following conditions:

1. The site, consisting of approximately 5.~~6875~~ acres, shall be zoned MU and developed substantially similar to site plan submitted by AEC, dated ~~10/3/2016~~11/8/2016, except for modifications required to comply with the following conditions.
2. The 5.~~6875~~-acre property shall be designated Phase II of the Old Milton Holdings Master Plan. To the extent of any conflict between these conditions and prior Master Plan conditions, these conditions control. Additionally, these conditions supersede and replace in their entirety the original conditions applicable to Phase II.
3. The residential density within Phase II of the Old Milton Holdings Master Plan shall be limited to no more than 7.~~4030~~ dwelling units per acre. The overall residential density for the Old Milton Holdings Master Plan shall be limited to no more than 6.55~~6.42~~ dwelling units per acre.
4. Office portion of the site shall be limited to 36,000 square feet and limited to professional and medical office, banks, and clinic uses. Any additional u~~U~~ses listed as conditional in the O-I zoning district shall require approval of a conditional use permit.
5. Building setbacks shall be: 30' on Thompson Street, 20' on Old Milton Parkway, 10' on Park Street, and ~~10'~~ 5' internal property lines.
6. Thompson Street shall generally be improved as follows: 36' half width right-of-way to incorporate 8' sidewalk (concrete with brick paver banding), 6' planting area, 8' on-street parking, and 10' travel lane with final approval by Staff. Final streetscape shall match the approved Thompson Street streetscape standards and include decorative pedestrian lighting as approved by Staff.
7. Roadways with on-street parking shall incorporate curb extensions at intersections.
8. ~~In order to limit impacts to specimen trees, encroachment on Tree # 84, 87, and 178 shall be limited to no more than 20% into the CRZ. There shall be no encroachment into Tree #102 (28" Water Oak) and #103 (36" Water Oak), except as approved by the City Arborist. If the Magnolia tree near the corner of Thompson Street and Park Street is determined to be in 'Good' conditions, as determined by the City Arborist, the tree shall be saved with no more than 20% encroachment into the CRZ.~~
9. 8. Stacked flats shall accommodate required parking underneath each building. Guest parking may be surface parking and shall be heavily screened from the public right-of-way.
10. 9. Linear Park shall be developed along Thompson Street frontage with a minimum width of 30', including an 8' sidewalk and improved green space as approved by Staff. The linear park shall include a masonry ~~stacked stone or granite~~ wall between the stacked flats and the linear park with final approval by Staff. Under ledge wall lighting shall be required. Benches and a public art pedestal shall be provided as approved by Staff.
11. 10. Linear Park and amenity lawns shall include a mix of trees, shrubs, and ground covers of varying heights, textures and colors as approved by Staff.
12. 11. Applicant shall provide an easement to the City for the linear park, including seating areas along Thompson Street. Linear park shall be maintained by the HOA.
13. 12. Development shall not be gated. However, a gate may be installed between the office tract and the residential stacked flat tract for stacked flat resident use only.
14. 13. Stacked flats architecture and materials shall be developed substantially as submitted with the application and in compliance with the Downtown Code subject to Staff approval. 4-sided architecture and materials shall be required. Garage doors shall be a custom, decorative design and material as approved by Staff.
15. 14. Office building architecture and materials shall be developed substantially as submitted with the application, except where revised to address comments from Downtown Architect and subject to DRB approval.

Commented [JA1]: The date of the revised site plan is November 8, 2016.

Commented [JA2]: Based on revised metes and bounds description.

Commented [JA3]: Based on revised metes and bounds description.

Commented [JA4]: Reduce internal setback to 5 feet as shown on site plan.

Commented [JA5]: The Applicant proposes to delete this condition in its entirety. The Applicant has reviewed alternate building design, building location, parking layouts and the like but cannot save any trees on this site based on the topography of the site and the design to the main living spaces of the units looking out onto a formal lawn. The Applicant has submitted a letter and exhibit into the record further explaining why this condition must be removed.

Commented [JA6]: The gate will limit vehicular traffic between the office site and the residential site to create a more "residential" setting for owners.

~~16. A pedestrian and bicycle connection shall be provided from the linear park along Thompson Street through the stacked flats and to the rear of the office building. Connection shall be an accessible linear green path as approved by Staff.~~

~~17. The number and/or the size of parking spaces associated with the office building shall be reduced in order to gain additional green space as approved by Staff.~~

~~18.~~15. Parking areas and internal driveways shall be heavily screened from Old Milton Parkway, Park Street and Thompson Street.

~~19.~~16. A ~~10'~~ 5' heavily planted landscape strip shall be required adjacent to the property to the west, including between the stacked flats and office building parcels and may be expanded to 15' where possible.

~~20.~~17. Internal sidewalks shall be provided to the fronts of units and shall be a minimum 5' with pedestrian-scale lighting provided throughout the development.

~~21.~~18. All buildings shall have connectivity to the sidewalk system.

~~22.~~19. Fencing visible from the public right-of-way shall be decorative as approved by Staff.

~~23. Off-site tree encroachment shall be limited to no more than 20% on the CRZ and shall require notification/approval by property owner, as approved by administrative variance.~~

~~24.~~20. Delete previous Old Milton Holdings (CLUP-14-07/Z-14-11/V-14-26) zoning condition #35.

~~25. No parking shall be visible from Old Milton Parkway.~~

~~26.~~21. The corner of Old Milton Parkway and Park Street shall be a minimum 2,000 square feet and heavily landscaped with a decorative wall or other feature as approved by Staff.

~~27.~~22. Decorative paver aprons shall be required at each of the 3 driveways as approved by Staff.

Commented [JA7]: The Applicant proposes to remove this condition in its entirety. The Applicant cannot provide an additional linear path between the office and stacked flat tracts because of the grades and required parking for the office. A pedestrian connection is already be provided along Park Street.

Commented [JA8]: The Applicant proposes to remove this condition in its entirety. The Applicant needs the number of parking spaces shown on the site plan to make the office viable. Appropriate screening will be installed along Old Milton Parkway.

Commented [JA9]: The Applicant proposes to remove this condition in its entirety. This is an off-site condition. The Applicant intends to comply with the City's Tree Ordinance.

Commented [JA10]: The Applicant proposes to remove this condition in its entirety. The Applicant has already agreed to heavily screen parking areas along Old Milton Parkway. See Condition #18 above.

Applicant's Proposed Revisions to Staff-Recommended Conditions

Notting Hill

MP-16-14; Z-16-15

If approval is considered, staff recommends the following conditions:

1. The site, consisting of approximately 5.68 acres, shall be zoned MU and developed substantially similar to site plan submitted by AEC, dated 11/8/2016, except for modifications required to comply with the following conditions.

2. The 5.68-acre property shall be designated Phase II of the Old Milton Holdings Master Plan. To the extent of any conflict between these conditions and prior Master Plan conditions, these conditions control. Additionally, these conditions supersede and replace in their entirety the original conditions applicable to Phase II.

3. The residential density within Phase II of the Old Milton Holdings Master Plan shall be limited to no more than 7.40 dwelling units per acre. The overall residential density for the Old Milton Holdings Master Plan shall be limited to no more than 6.55 dwelling units per acre.

4. Office portion of the site shall be limited to 36,000 square feet and limited to professional and medical office, banks, and clinic uses. Any additional uses listed as conditional in the O-I zoning district shall require approval of a conditional use permit.

5. Building setbacks shall be: 30' on Thompson Street, 20' on Old Milton Parkway, 10' on Park Street, and 5' internal property lines.

6. Thompson Street shall generally be improved as follows: 36' half width right-of-way to incorporate 8' sidewalk (concrete with brick paver banding), 6' planting area, 8' on-street parking, and 10' travel lane with final approval by Staff. Final streetscape shall match the approved Thompson Street streetscape standards and include decorative pedestrian lighting as approved by Staff.

7. Roadways with on-street parking shall incorporate curb extensions at intersections.

8. Stacked flats shall accommodate required parking underneath each building. Guest parking may be surface parking and shall be heavily screened from the public right-of-way.

9. Linear Park shall be developed along Thompson Street frontage with a minimum width of 30', including an 8' sidewalk and improved green space as approved by Staff. The linear park shall include a masonry wall between the stacked flats and the linear park with final approval by Staff. Under ledge wall lighting shall be required. Benches and a public art pedestal shall be provided as approved by Staff.

10. Linear Park and amenity lawns shall include a mix of trees, shrubs, and ground covers of varying heights, textures and colors as approved by Staff.

11. Applicant shall provide an easement to the City for the linear park, including seating areas along Thompson Street. Linear park shall be maintained by the HOA.

12. Development shall not be gated. However, a gate may be installed between the office tract and the residential stacked flat tract for stacked flat resident use only.

13. Stacked flats architecture and materials shall be developed substantially as submitted with the application and in compliance with the Downtown Code subject to Staff approval. 4-sided architecture and materials shall be required. Garage doors shall be a custom, decorative design and material as approved by Staff.

14. Office building architecture and materials shall be developed substantially as submitted with the application, except where revised to address comments from Downtown Architect and subject to DRB approval.

15. Parking areas and internal driveways shall be heavily screened from Old Milton Parkway, Park Street and Thompson Street.

16. A 5' heavily planted landscape strip shall be required adjacent to the property to the west, including between the stacked flats and office building parcels and may be expanded to 15' where possible.

17. Internal sidewalks shall be provided to the fronts of units and shall be a minimum 5' with pedestrian-scale lighting provided throughout the development.

18. All buildings shall have connectivity to the sidewalk system.

19. Fencing visible from the public right-of-way shall be decorative as approved by Staff.

20. Delete previous Old Milton Holdings (CLUP-14-07/Z-14-11/V-14-26) zoning condition #35.

21. The corner of Old Milton Parkway and Park Street shall be a minimum 2,000 square feet and heavily landscaped with a decorative wall or other feature as approved by Staff.

22. Decorative paver aprons shall be required at each of the 3 driveways as approved by Staff.

Overall Property Description
SURVEY TRACTS 30-36
(11-30-2016)

All that tract or parcel of land lying and being in land lot 749 of the 1st District, 2nd Section, City of Alpharetta, Fulton County, Georgia, and being more particularly described as follows:

BEGINNING at a 5/8-inch rebar set at the north end of the mitered right-of-way intersection of the westerly right-of-way of Park Street (30-foot right-of-way) and the southerly right-of-way of Thompson Street (variable right-of-way); Thence leaving the right-of-way of Thompson Street and continuing with said westerly right-of-way of Park Street South 52 degrees 13 minutes 08 seconds East, a distance of 11.55 feet to a 5/8-inch rebar set; Thence South 01 degrees 08 minutes 35 seconds West, a distance of 152.59 feet to a 5/8-inch rebar set; Thence leaving said right-of-way North 81 degrees 24 minutes 02 seconds West, a distance of 98.12 feet to a 1-inch open topo pipe found; Thence North 78 degrees 50 minutes 33 seconds West, a distance of 99.76 feet to a 1-1/2-inch flat rod & 1-inch rod found; Thence North 79 degrees 00 minutes 56 seconds West, a distance of 99.06 feet to a 5/8-inch rebar set; Thence North 79 degrees 17 minutes 23 seconds West, a distance of 49.96 feet to a 1-inch iron rod found; Thence North 79 degrees 44 minutes 54 seconds West, a distance of 49.43 feet to a 1-1/2-inch open top pipe found; Thence North 80 degrees 22 minutes 13 seconds West, a distance of 99.74 feet to a 1-1/4-inch open top pipe found; Thence South 01 degrees 19 minutes 50 seconds West, a distance of 96.58 feet to a 1/2-inch open top pipe found; Thence North 77 degrees 51 minutes 21 seconds West, a distance of 100.15 feet to a 3/4-inch open top pipe found; Thence North 84 degrees 26 minutes 23 seconds West, a distance of 114.89 feet to a 1/2-inch rebar found; Thence North 01 degrees 37 minutes 47 seconds East, a distance of 230.60 feet to a 5/8-inch rebar set on the southerly right-of-way of Thompson Street; Thence continuing with said right-of-way South 82 degrees 54 minutes 04 seconds East, a distance of 115.00 feet to a 5/8-inch rebar set; Thence South 82 degrees 54 minutes 04 seconds East, a distance of 100.00 feet to a 1/2-inch rebar found; Thence South 82 degrees 54 minutes 04 seconds East, a distance of 99.56 feet to a 5/8-inch rebar set; Thence South 82 degrees 54 minutes 04 seconds East, a distance of 99.56 feet to a 1/2-inch rebar found; Thence South 81 degrees 07 minutes 38 seconds East, a distance of 100.43 feet to a 5/8-inch rebar set; Thence South 81 degrees 07 minutes 38 seconds East, a distance of 100.43 feet to a 1/2-inch rebar set; Thence South 81 degrees 33 minutes 21 seconds East, a distance of 81.53 feet to a 5/8-inch rebar set, which is the **POINT OF BEGINNING**.

Said tract or parcel of land contains 2.822 Acres.

Property Legal Description
(Tracts 1 – 4 & 26)
(11-29-2016)

All that tract or parcel of land lying and being in land lot 749 of the 1st District, 2nd Section, City of Alpharetta, Fulton County, Georgia, and being more particularly described as follows:

BEGINNING at a concrete monument found at the southwest corner of the mitered right-of-way intersection of the westerly right-of-way of Park Street (having a 30 right-of-way) and the northerly right-of-way of Old Milton Parkway (State Route 120, also known as State Bridge Road, having a variable right-of-way); Thence continuing with said northerly right-of-way of Old Milton Parkway along a curve to the left having an arc length of 68.53 feet, with a radius of 1518.95 feet, being subtended by a chord bearing of North 76 degrees 53 minutes 00 seconds West, for a distance of 68.53 feet to a 5/8-inch rebar found; Thence along a curve to the left having an arc length of 97.97 feet, with a radius of 1518.95 feet, being subtended by a chord bearing of North 80 degrees 01 minutes 25 seconds West, for a distance of 97.95 feet to a 5/8-inch rebar found; Thence along a curve to the left having an arc length of 146.77 feet, with a radius of 1518.95 feet, being subtended by a chord bearing of North 84 degrees 38 minutes 23 seconds West, for a distance of 146.71 feet to a 5/8-inch rebar found; Thence along a curve to the left having an arc length of 20.78 feet, with a radius of 1518.95 feet, being subtended by a chord bearing of North 87 degrees 47 minutes 59 seconds West, for a distance of 20.78 feet to a concrete monument found; Thence North 88 degrees 14 minutes 41 seconds West, a distance of 129.00 feet to a 1/2-inch rebar found; Thence departing said northerly right-of-way of Old Milton Parkway North 02 degrees 20 minutes 52 seconds East, a distance of 182.93 feet to a 1/2-inch open top pipe found; Thence North 01 degrees 19 minutes 50 seconds East, a distance of 96.58 feet to a 1-1/4-inch open top pipe found; Thence South 80 degrees 22 minutes 13 seconds East, a distance of 99.74 feet to a 1-1/2-inch open top pipe found; Thence South 79 degrees 44 minutes 54 seconds East, a distance of 49.43 feet to a 1-inch iron pin found; Thence South 79 degrees 17 minutes 23 seconds East, a distance of 49.96 feet to a point; Thence South 79 degrees 00 minutes 56 seconds East, a distance of 99.06 feet to a 1-1/2-inch flat iron & 1-inch rod found; Thence South 78 degrees 50 minutes 33 seconds East, a distance of 99.76 feet to a 1-open top pipe found; Thence South 81 degrees 24 minutes 02 seconds East, a distance of 98.12 feet to a 5/8-inch rebar set on the westerly right-of-way of Park Street; Thence continuing with said westerly right-of-way of Park Street South 01 degrees 08 minutes 35 seconds West, a distance of 100.00 feet to a 1/2-inch rebar found; Thence South 01 degrees 08 minutes 35 seconds West, a distance of 125.65 feet to a concrete monument found at the north end of the mitered right-of-way intersection of said westerly right-of-way of Park Street and the northerly right-of-way of Old Milton Parkway; Thence South 63 degrees 38 minutes 12 seconds West, a distance of 38.46 feet to a concrete monument found, which is the **POINT OF BEGINNING**.

Said tract of land contains 2.855 Acres.

NOTE:
EXTERIOR MATERIALS AND ARCHITECTURE SHOWN FOR STUDY PURPOSES ONLY. EXACT MATERIALS AND ARCHITECTURE TO BE DETERMINED LATER.

CONCEPTUAL ELEVATIONS

ALPHARETTA, GA

NOVEMBER 3, 2016

WAKEFIELD BEASLEY & ASSOCIATES

NOTE:
EXTERIOR MATERIALS AND ARCHITECTURE SHOWN FOR STUDY PURPOSES ONLY. EXACT MATERIALS AND ARCHITECTURE TO BE DETERMINED LATER.

CONCEPTUAL ELEVATIONS

ALPHARETTA, GA

NOVEMBER 3, 2016

WAKEFIELD BEASLEY & ASSOCIATES

NOTE:
EXTERIOR MATERIALS AND ARCHITECTURE SHOWN FOR STUDY PURPOSES ONLY. EXACT MATERIALS AND ARCHITECTURE TO BE DETERMINED LATER.

CONCEPTUAL ELEVATIONS

ALPHARETTA, GA

NOVEMBER 3, 2016

WAKEFIELD BEASLEY & ASSOCIATES

11/16/16

Conceptual Elevation
Exterior materials and architecture
shown for study purposes only.
Exact materials and architecture
to be determined later.

11/16/16

Conceptual Elevation
Exterior materials and architecture shown for study purposes only. Exact materials and architecture to be determined later.

11/16/16

Conceptual Elevation
Exterior materials and architecture shown for study purposes only. Exact materials and architecture to be determined later.

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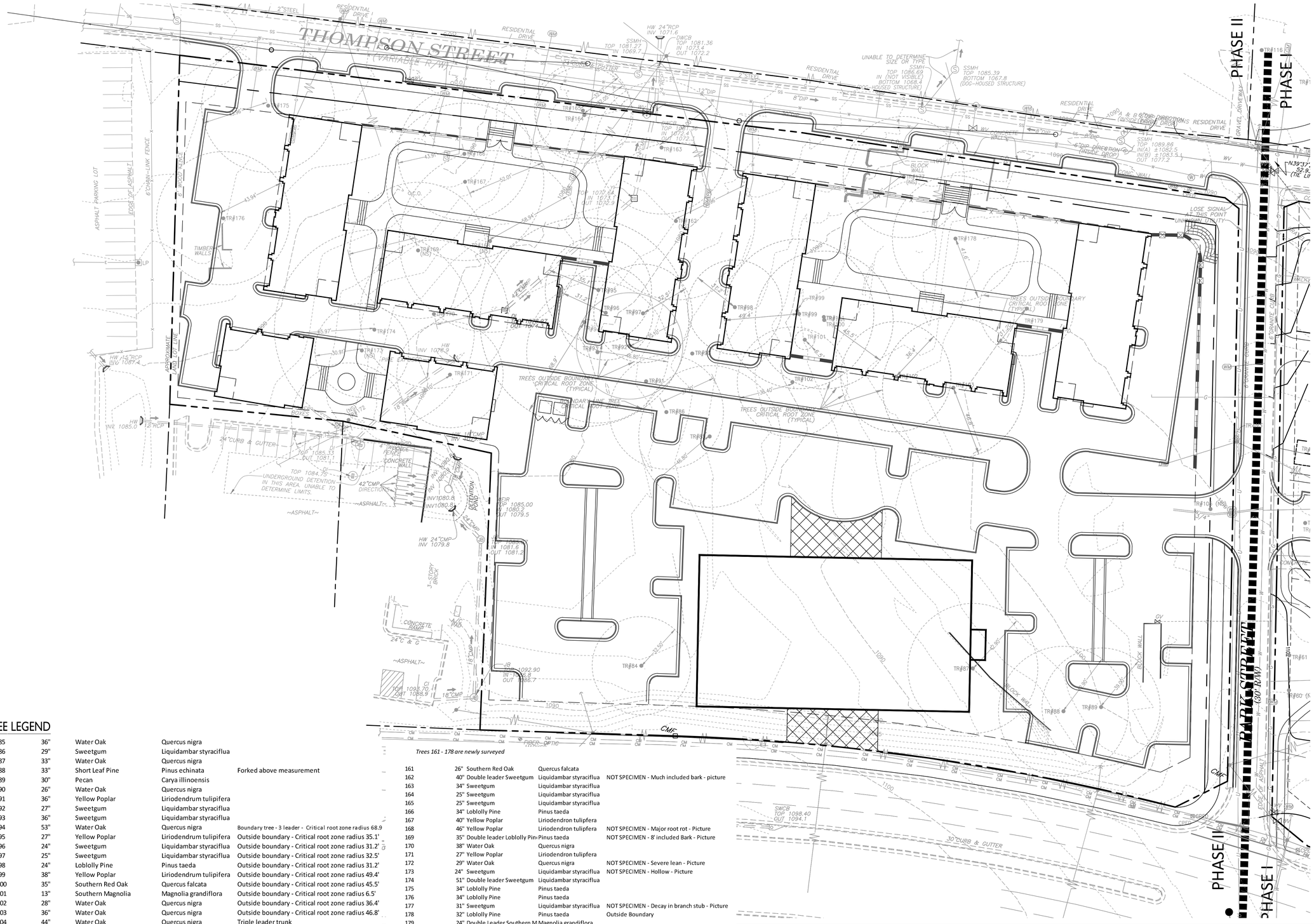
Exact materials and architecture
to be determined later.

11/16/16

Conceptual Elevation
Exterior materials and architecture shown for study purposes only. Exact materials and architecture to be determined later.



TREE LEGEND

85	36"	Water Oak	Quercus nigra	
86	29"	Sweetgum	Liquidambar styraciflua	
87	33"	Water Oak	Quercus nigra	
88	33"	Short Leaf Pine	Pinus echinata	Forked above measurement
89	30"	Pecan	Carya illinoensis	
90	26"	Water Oak	Quercus nigra	
91	36"	Yellow Poplar	Liriodendrum tulipifera	
92	27"	Sweetgum	Liquidambar styraciflua	
93	36"	Sweetgum	Liquidambar styraciflua	
94	53"	Water Oak	Quercus nigra	Boundary tree - 3 leader - Critical root zone radius 68.9
95	27"	Yellow Poplar	Liriodendrum tulipifera	Outside boundary - Critical root zone radius 35.1'
96	24"	Sweetgum	Liquidambar styraciflua	Outside boundary - Critical root zone radius 31.2'
97	25"	Sweetgum	Liquidambar styraciflua	Outside boundary - Critical root zone radius 32.5'
98	24"	Loblolly Pine	Pinus taeda	Outside boundary - Critical root zone radius 31.2'
99	38"	Yellow Poplar	Liriodendrum tulipifera	Outside boundary - Critical root zone radius 49.4'
100	35"	Southern Red Oak	Quercus falcata	Outside boundary - Critical root zone radius 45.5'
101	13"	Southern Magnolia	Magnolia grandiflora	Outside boundary - Critical root zone radius 6.5'
102	28"	Water Oak	Quercus nigra	Outside boundary - Critical root zone radius 36.4'
103	36"	Water Oak	Quercus nigra	Outside boundary - Critical root zone radius 46.8'
104	44"	Water Oak	Quercus nigra	Triple leader trunk
161	26"	Southern Red Oak	Quercus falcata	
162	40"	Double leader Sweetgum	Liquidambar styraciflua	NOT SPECIMEN - Much included bark - picture
163	34"	Sweetgum	Liquidambar styraciflua	
164	25"	Sweetgum	Liquidambar styraciflua	
165	25"	Sweetgum	Liquidambar styraciflua	
166	34"	Loblolly Pine	Pinus taeda	
167	40"	Yellow Poplar	Liriodendron tulipfera	
168	46"	Yellow Poplar	Liriodendron tulipfera	NOT SPECIMEN - Major root rot - Picture
169	35"	Double leader Loblolly Pin	Pinus taeda	NOT SPECIMEN - 8' included Bark - Picture
170	38"	Water Oak	Quercus nigra	
171	27"	Yellow Poplar	Liriodendron tulipfera	
172	29"	Water Oak	Quercus nigra	NOT SPECIMEN - Severe lean - Picture
173	24"	Sweetgum	Liquidambar styraciflua	NOT SPECIMEN - Hollow - Picture
174	51"	Double leader Sweetgum	Liquidambar styraciflua	
175	34"	Loblolly Pine	Pinus taeda	
176	34"	Loblolly Pine	Pinus taeda	
177	31"	Sweetgum	Liquidambar styraciflua	NOT SPECIMEN - Decay in branch stub - Picture
178	32"	Loblolly Pine	Pinus taeda	Outside Boundary
179	24"	Double Leader Southern M	Magnolia grandiflora	

Property Owner/ Applicant

Old Milton Holdings, LLC

5100 Peachtree Parkway, Suite 200

Norcross, GA 30092

AEC
CIVIL ENGINEERING ▫ PLANNING ▫ LANDSCAPE ARCHITECTURE
50 Warm Springs Circle
Roswell ▫ Georgia ▫ 30075
(770) 641-1942 ▫ www.aecatl.com

NORTH
30 0 30 60

TREE SURVEY

NOTTING HILL

Alpharetta , Georgia

PROJECT INFORMATION
PROJECT NO.: 15-3749
DATE: 10-3-16, 11-7-16
SCALE: 1" = 30'
FILE NAME: 15-37496C14-A06.dwg
DESIGN/DRAWN: SLR/MDA

PURSLEYFRIESE TORGRIMSON

Jillian Arnold
404-665-1243

E-mail
jarnold@pftlegal.com

November 8, 2016

Via Hand Delivery and E-mail

Kathi Cook, Director of Community Development
City of Alpharetta
2 Park Plaza
Alpharetta, GA 30009

Re: Notting Hill; MP-16-14; Z-16-15; Revised Arborist Report

Dear Kathi:

Please find enclosed the arborist report for the above-referenced zoning application.

Thank you and please contact me with any questions.

Very truly yours,

PURSLEY FRIESE TORGRIMSON

G. Douglas Dillard
Jillian Arnold

Enclosure

Taras Landscape Consulting, LLC
2470 Kingscliff Dr NE
Atlanta, GA 30345
404-861-2719

Mr. Bob Cheeley
Cheeley Law Group
299 South Main Street
Suite A
Alpharetta, GA 30009

November 3, 2016

RE: Supplemental Specimen Tree Survey for Turner and Avrin parcels in Notting Hill

Dear Mr. Cheeley,

We inspected the trees on the Turner lot located at 145 Park Street and the Avrin lot located at 195 Thompson Street. There were no understory specimen trees on either lot. There was only one additional specimen over-story tree on these lots. This tree was tagged with a pink ribbon and numbered Tree #179. It is a 24 inch double leader Southern Magnolia (Magnolia grandiflora). Please let me know if you need any additional information.

Regards,

Chris Taras
ISA Certified Arborist # SO-304

Taras Landscape Consulting, LLC
2470 Kingscliff Dr NE
Atlanta, GA 30345
404-861-2719

August 21, 2015

Mr. Bob Cheeley
Butler Wooten Cheeley & Peak LLP
2719 Buford Highway
Atlanta, GA 30324

Re: East Village Specimen Tree Survey - 5 Additional lots on Thompson Street

Mr. Cheeley,

This specimen tree survey includes the 5 additional residential and commercial lots on Thompson Street (145,155,165,175,185 Thompson Street). This is a continuation of the Old Milton Assemblage Specimen Tree Survey now referred to as East Village.

These lots are characterized by large forest grown trees. There were no measurable understory trees present on site.

There are 9 trees already on the survey that were previously trees outside the boundary on the original Old Milton Assemblage. These trees have the same previous tree survey numbers. These are trees # 94 – 102. Of these trees, #98 and #101 no longer meet size specifications of specimen trees.

There were an additional 17 new trees of specimen size. Of these, 6 had significant defects that should disqualify them from specimen trees, which means there are 11 new Specimen trees in this area. Each of the 6 trees with defects have pictures attached. Table 1 lists the specimen trees.

Please contact me if you have any questions or need any additional information.

Sincerely,

Chris Taras
ISA Certified Arborist #304

#162

#168

#169

#172

#173

#177

Taras Landscape Consulting, LLC
2470 Kingscliff Dr NE
Atlanta, GA 30345
404-861-2719
February 7, 2015

Mr. Bob Cheeley
Butler Wooten Cheeley & Peak LLP
2719 Buford Highway
Atlanta, GA 30324

Re: Old Milton Assemblage Specimen Tree Survey

Mr. Cheeley,

The Old Milton Assemblage property is composed of a central woodland area surrounded by an old declining neighborhood. Many homes are abandoned and falling down. As a result, most of these home sites have little or no landscaping and very few understory trees. The woodland area is characterized by dense undergrowth of English Ivy and privet with Loblolly Pines, Yellow Poplar, Water Oak, and Sweet Gum making up the majority of the trees inspected. A few unusual tree species were noted including Chinese Chestnut, Colorado Blue Spruce, China- Fir, Hemlock, and Japanese Maples. None of these trees are in a condition to warrant re-locating, with the exception of a few Japanese Maples.

All trees within the boundaries of this project were measured to determine if their size meets the minimum requirement to be considered "Specimen Trees". A total of 160 trees are tagged on site. Of these, 28 trees were disqualified due to major structural defects, lightning damage, major top decline or serious decay. Attached are pictures illustrating some of these disqualifying defects. Table 1 shows the 160 total trees with their size, species, Latin name and notes indicating if the tree was Not a specimen and why it was disqualified or a tree outside the boundary line.

Of the 160 trees on the survey, 30 trees were outside the boundary (of these trees outside the boundary 2 were not Specimen trees), and 28 trees were disqualified which means there are a total of 102 SPECIMEN TREES within the current limits of the project.

Tree #49 was one 37" Specimen Water Oak that the city Arborist identified as a special tree he would like to see SAVED if possible. One other potential tree save area would be around the retention pond.

There are 30 trees located outside the boundary line (within 35' of the line) that may require special tree care during construction. The critical root zone radius of these trees is indicated in Table 1. The following is the tree preservation program recommended for these boundary line trees:

1) Install mulch in critical root zone areas that have been disturbed
2) Apply application of fertilizer/mycorrhizae to the critical root zone
3) Spray trunks to protect from borers in May, July, August

Please contact me if you have any questions or need any additional information.
Sincerely,

Chris Taras
ISA Certified Arborist #304

Master Tree List for +/- 5.75 Acres

Tree #	Diameter (inches)	Common Name	Latin Name	Notes
85	36"	Water Oak	Quercus nigra	
86	29"	Sweetgum	Liquidambar styraciflua	
87	33"	Water Oak	Quercus nigra	
88	33"	Short Leaf Pine	Pinus echinata	Forked above measurement
89	30"	Pecan	Carya illinoensis	
90	26"	Water Oak	Quercus nigra	
91	36"	Yellow Poplar	Liriodendrum tulipifera	
92	27"	Sweetgum	Liquidambar styraciflua	
93	36"	Sweetgum	Liquidambar styraciflua	
94	53"	Water Oak	Quercus nigra	Previously Boundary line tree
95	27"	Yellow Poplar	Liriodendron tulipfera	Previously Outside Boundary
96	24"	Sweetgum	Liquidambar styraciflua	Previously Outside Boundary
97	25"	Sweetgum	Liquidambar styraciflua	Previoulsy Outside Boundary
98	24"	Loblolly Pine	Pinus taeda	NOT SPECIMEN - Does not meet size
99	38"	Yellow Poplar	Liriodendron tulipfera	Previoulsy Outside Boundary
100	35"	Southern Red Oak	Quercus falcata	Previoulsy Outside Boundary
101	13"	Southern Magnolia	Magnolia grandiflora	NOT SPECIMEN - Does not meet size
102	28"	Water Oak	Quercus nigra	Previoulsy Outside Boundary
103	36"	Water Oak	Quercus nigra	Outside boundary - Critical root zone radius 46.8'
104	44"	Water Oak	Ouercus nigra	Triple leader trunk
161	26"	Southern Red Oak	Quercus falcata	
162	40"	Double leader Sweetgum	Liquidambar styraciflua	NOT SPECIMEN - Much included bark - picture
163	34"	Sweetgum	Liquidambar styraciflua	
164	25"	Sweetgum	Liquidambar styraciflua	
165	25"	Sweetgum	Liquidambar styraciflua	
166	34"	Loblolly Pine	Pinus taeda	
167	40"	Yellow Poplar	Liriodendron tulipfera	
168	46"	Yellow Poplar	Liriodendron tulipfera	NOT SPECIMEN - Major root rot - Picture
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170	38"	Water Oak	Quercus nigra	
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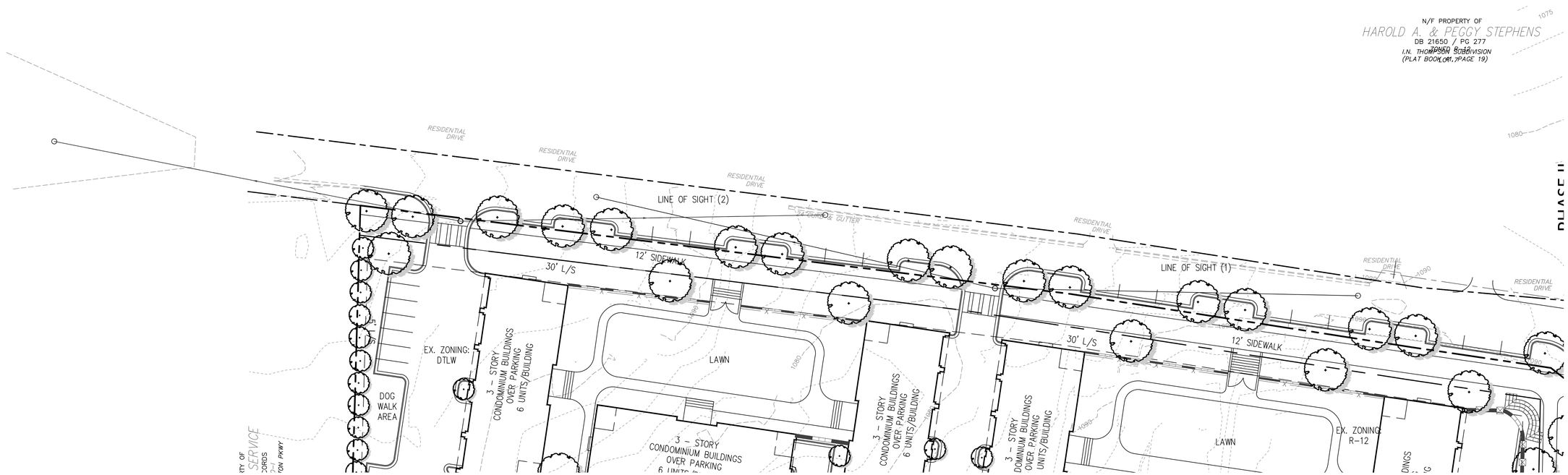
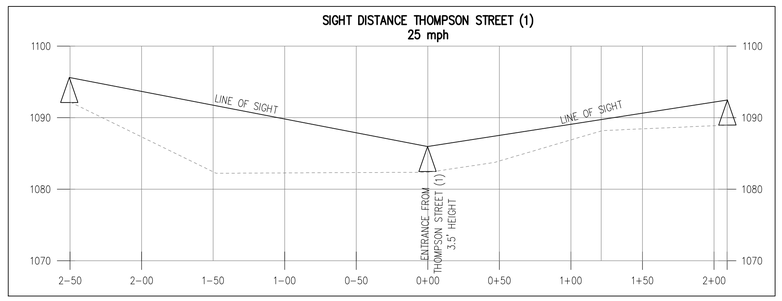
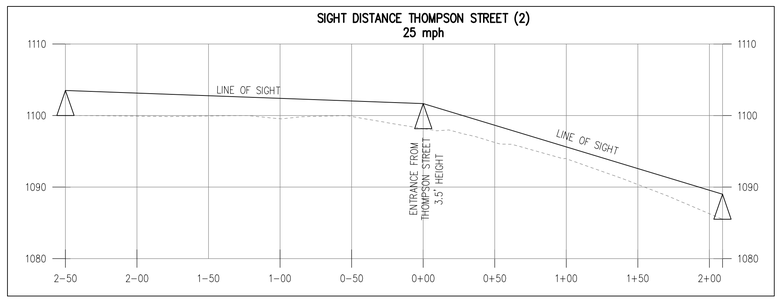
175	34"	Loblolly Pine	Pinus taeda	
176	34"	Loblolly Pine	Pinus taeda	
177	31"	Sweetgum	Liquidambar styraciflua	NOT SPECIMEN - Decay in branch stub - Picture
178	32"	Loblolly Pine	Pinus taeda	Outside Boundary
179	24"	Southern Magnolia--Forked	Magnolia grandiflora	Forked--condition good

Sight Distance 11.8.16





SCALE: V 1"=10'
H 1"=50'



SCALE: V 1"=10'
H 1"=50'

AEC
CIVIL ENGINEERING ◦ PLANNING ◦ LANDSCAPE ARCHITECTURE
50 Warm Springs Circle
Roswell ◦ Georgia ◦ 30075
(770) 641-1942 ◦ www.aecatl.com

NORTH
30 0 30 60

SIGHT DISTANCE

NOTTING HILL

Alpharetta , Georgia

PROJECT INFORMATION
PROJECT NO.: 15-3749
DATE: 9-1-16, 11-8-16
SCALE: 1" = 30'
FILE NAME: 15-37496A08.dwg
DESIGN/DRAWN: SLR/MDA

PURSLEYFRIESE TORGRIMSON

Jill Arnold
404-665-1243

E-Mail:
jarnold@pftlegal.com

November 9, 2016

Via Hand Delivery and E-mail

Kathi Cook, Director of Community Development
City of Alpharetta
2 Park Plaza
Alpharetta, GA 30009

Re: Old Milton Holdings, LLC; Notting Hill; MP-16-14; Z-16-15

Dear Kathi:

Please find enclosed the following materials for the above-referenced zoning application:

- Citizen Participation Form – Part B along with the following attachments:
  --Notice letter regarding the proposed zoning change mailed to property owners within 500 feet of the subject property
  --Certificate of Mailing and Certified Mail Receipts
  --List of property owners within 500 feet of property

- Revised conceptual site plan
- Conceptual building elevations

Thank you and please contact me with any questions.

Very truly yours,

PURSLEY FRIESE TORGRIMSON

G. Douglas Dillard
Jillian Arnold

Enclosures

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: Notting Hill ; MP-16-14 ; Z-16-15

Contact Name: Jillian Arnold Telephone: 404-665-1243

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.

We have not received any comments or concerns from any individuals contacted to date.

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

- ☒ Letter
- ☐ Telephone
- ☐ Email
- ☐ Personal Visits
- ☐ Group Meeting
- ☐ 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.

Attached.

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: 11/9/2016

Print Form

Old Milton Holdings, LLC c/o G. Douglas Dillard, Esq.
Pursley Friese Torgrimson
Promenade, Suite 1200
1230 Peachtree Street NE
Atlanta, GA 30309

November 4, 2016

Dear Property Owner:

This letter is to inform you that a Zoning Application has been submitted to the City of Alpharetta on land located within 500 feet of your property. Please be advised of the following information pertaining to the Application and public hearings:

CASE NUMBER: MP-16-14; Z-16-15

APPLICANT NAME: Old Milton Holdings, LLC

ZONING REQUEST: Rezoning of DT-LW & R-12 to Mixed Use (MU); Modification to Zoning Conditions approved in zoning case CLUP-14-07; Z-14-11; V-14-26

STREET LOCATION: 145 Thompson Street, 155 Thompson Street, 165 Thompson Street, 175 Thompson Street, 185 Thompson Street, 195 Thompson Street, and 145 Park Street, 157 Park Street, 179 Park Street, 2460 Old Milton Parkway, 2450 Old Milton Parkway

PROPOSED DEVELOPMENT: Transfer of 48 stacked flats from Old Milton Parkway to Thompson Street and office use

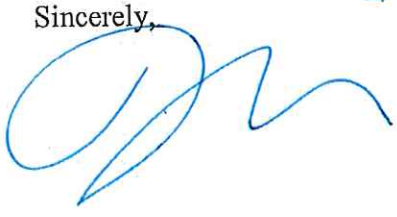
PLANNING COMMISSION HEARING
December 1, 2016
6:30 PM

CITY COUNCIL HEARING
December 12, 2016
6:30 PM

PUBLIC HEARING LOCATION
Alpharetta City Hall, Council Chambers
2 Park Plaza
Alpharetta, Georgia 30009

If you have questions about the zoning application, please contact Jill Arnold at (404) 665-1243 or jarnold@pftlegal.com.

Sincerely,



HENDERLIGHT CAROL W
12506 WEXCROFT LN
ALPHARETTA GA 30009 8761

MATTS WALTER J & SANDRA L
12504 WEXCROFT LN
ALPHARETTA GA 30009 8761

LUMSDEN DONNA KAY
12502 WEXCROFT LANE UNIT 283
ALPHARETTA GA 30009

GLEITER LINDA DICKERSON
12500 WEXCROFT LN
ALPHARETTA GA 30004

ROBERT M STEVENS LIVING TRUST
12511 WEXCROFT LANE
ALPHARETTA GA 30009

EICKHOFF ROBERT W & NIKKI C
12513 WEXCROFT LANE
ALPHARETTA GA 30009

TORTORELLO MICHAEL F
12515 WEXCROFT LN
ALPHARETTA GA 30009

RONALD D & LINDA J COLEMAN
TRUST AGREEMENT THE
514 WHITE PELICAN CIR
VERO BEACH FL 32963

RODDY JOSEPH H & KIMBERLY A
284 CANTON ST
ALPHARETTA GA 30004 1339

MC MAHON KEVIN J
310 OAK RIDGE TER
ALPHARETTA GA 30005 2580

DREYFUS PROPERTIES L L C
6094 ODELL ST
CUMMING GA 30040

MULL JAMES R
2385 OLD MILTON PKY
ALPHARETTA GA 30009

2405 OLD MILTON PARKWAY LLC
P O BOX 550345
ATLANTA GA 30355

RANSOPHER TAD D
82 THOMPSON ST
ALPHARETTA GA 30004

RANSOPHER TAD D
82 THOMPSON ST
ALPHARETTA GA 30004

SULLIVAN BEVERLY A
138 MOSSLAND DR
PERRY GA 31069 9213

MOSS LESLIE MOSS RHONDA
112 THOMPSON ST
ALPHARETTA GA 30004

STEPHENS HAROLD A & PEGGY
319 CANTON ST
ALPHARETTA GA 30009

STEPHENS HAROLD A & PEGGY
319 CANTON ST
ALPHARETTA GA 30009

STEPHENS PEGGY & HAROLD
ENTERPRISES L P
319 CANTON ST
ALPHARETTA GA 30009

AYCOCK ELVIN
185 THOMPSON ST
ALPHARETTA GA 30004

CHESTER CHARLES E
2465 OLD MILTON PKWY
ALPHARETTA GA 30004

KYLE A ROBINSON PROPERTIES II
LLC
918 HOLCOMB BRIDGE RD SUITE 100
ROSWELL GA 30076

WADE JACKIE J
184 THOMPSON ST
ALPHARETTA GA 30004 1726

PEEVY JACK
485 CARYBELL LN
ALPHARETTA GA 30004

AVREN LINDA L & DOUGLAS
205 HEMBREE PARK TERR
ROSWELL GA 30076

TURNER ALBERT K
145 PARK ST
ALPHARETTA GA 30004 1720

CITY OF ALPHARETTA
2 S MAIN ST
ALPHARETTA GA 30004

MAYFIELD TRADING LLC
485 CARYBELL LN
ALPHARETTA GA 30004

LEWIS J PEEVY LIVING TRUST THE
485 CARY BELL LN
ALPHARETTA GA 30004

GLUCK PROPERTIES LLC
2455 OLD MILTON PKWY
ALPHARETTA GA 30004

JONES KEITH A & JILL A
122 THOMPSON ST
ALPHARETTA GA 30004

UNITED STATES POSTAL SERVICE
1735 NORTH BROWN RD SUITE 200
LAWRENCEVILLE GA 30043 8153

STATE BANK & TRUST COMPANY
4219 FORSYTH RD
MACON GA 31208

STEPHENS HAROLD A & PEGGY
319 CANTON ST
ALPHARETTA GA 30009

STRAIN MYRON I
233 FIELDS CHAPEL RD
CANTON GA 30114

GILKEY SCOTT L
2095 WILLSHIRE GLN
ALPHARETTA GA 30009

LEWIS J PEEVY LIVING TRUST THE
485 CARYBELL LN
ALPHARETTA GA 30004

LEWIS J PEEVY LIVING TRUST THE
485 CARYBELL LN
ALPHARETTA GA 30004

LEWIS J PEEVY LIVING TRUST
485 CARYBELL LN
ALPHARETTA GA 30004 6302

DEPT OF TRANSPORTATION
2 CAPITOL SQUARE
ATLANTA GA 30334

OLD MILTON LEASING ENTERPRISES LLC & NORRIS PROPERTY HOLDINGS LLC
1645 EVERSEDGE DR
ALPHARETTA GA 30004

WADE JACKIE J & DOROTHY J
184 THOMPSON ST
ALPHARETTA GA 30004 1726

PORTER DAVID E
376 AIR ACRES WAY
WOODSTOCK GA 30188 2910

FULTON CONCRETE COMPANY INC
1200 URBAN CENTER DR
BIRMINGHAM AL 35242 2545

BETHEA JOHN D & ZHANG XIAOLING
139 PARK POINTE WAY
SUWANEE GA 30024

JONES JAMES T & JONES CATHERINE G
2305 DINSMORE RD
ALPHARETTA GA 30004

KALDANI NARDEN & KAHVAZADEH HAMID R
145 THOMPSON ST
ALPHARETTA GA 30004

MAYFIELD TRADING LLC
485 CARYBELL LN
ALPHARETTA GA 30004

STEPHENS HAROLD A & PEGGY
319 CANTON ST
ALPHARETTA GA 30009

ACADEMY PARK NEIGHBORHOOD ASSN INC
P O BOX 87363
ATLANTA GA 30337

ACADEMY PARK NEIGHBORHOOD ASSOCIATION INC
1465 NORTHSIDE DR NW STE 128
ATLANTA GA 30318 4244

TIFFANY SQUARE HOMEOWNERS ASSOC INC
4004 TIFFANY SQ
ALPHARETTA GA 30009 3768

COMSTOCK GREGORY W & KATHLEEN M
12300 DANCLIFF TRCE
ALPHARETTA GA 30009

GUSKI STANLEY E & GUSKI BONNIE J
12310 DANCLIFF TRC
ALPHARETTA GA 30009

CAMPBELL THOMAS J & KOWALSKI ROBERT E
12320 DANCLIFF TRCE
ALPHARETTA GA 30009

MEEKER DAVID A & NANCY S
12330 DANCLIFF TRCE
ALPHARETTA GA 30009 8710

FUQUA DOROTHY TODD
10745 Morton Chase Way
Alpharetta, GA 30022-5699

BELL ANCA
P.O. BOX 201962
DENVER CO 80220

STEPHENS HAROLD A & PEGGY
319 CANTON ST
ALPHARETTA GA 30009

MC DANIEL MARK F
MC DANIEL LISA J
1556 CENTRAL PKWY
HAROLD FL 32563

ZHOU RICHARD Q
205 ASCALON CT
ALPHARETTA, GA 30005

OLD MILTON HOLDINGS, LLC
5100 PEACHTREE PKWY, SUITE 200
NORCROSS, GEORGIA 30092

FUQUA DOROTHY TODD
10745 Morton Chase Way
Alpharetta, GA 30022-5699

OLD MILTON LEASING ENTERPRISES
LLC & NORRIS PROPERTY HOLDINGS
1645 EVERSEDGE DR
ALPHARETTA, GA 30004

CHESTER CHARLES E
2465 OLD MILTON PKWY
ALPHARETTA, GA 30004

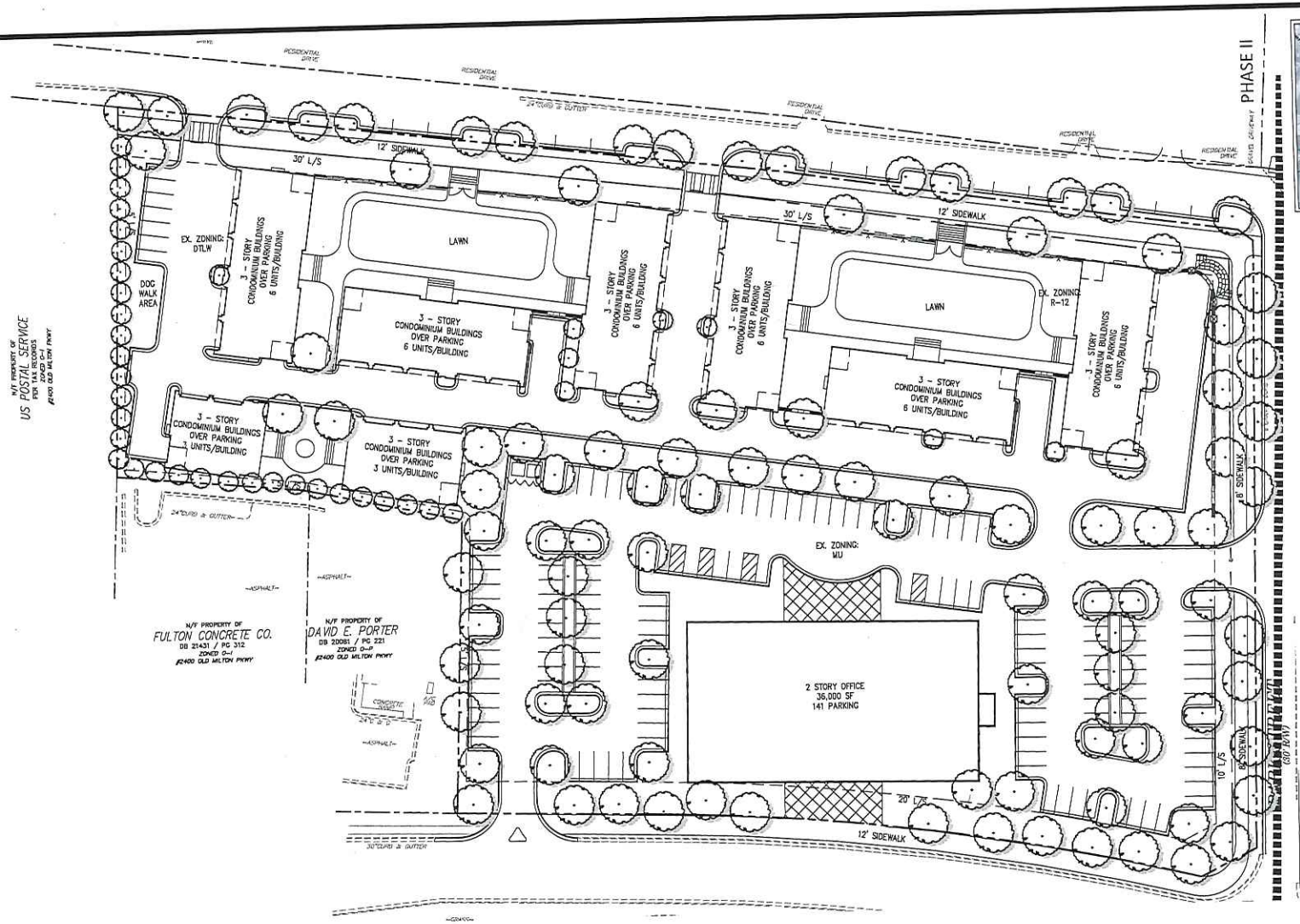
GLUCK PROPERTIES LLC
2455 OLD MILTON PKWY
ALPHARETTA, GA 30004

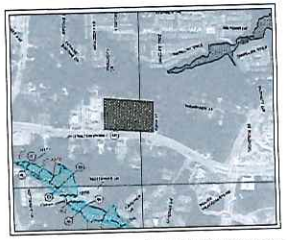
MC DANIEL MARK F MC DANIEL LISA J
1556 CENTRAL PKWY
HAROLD, FL 32563

MC MAHON KEVIN J
310 OAK RIDGE TER
ALPHARETTA, GA 30005-2580

2405 OLD MILTON PARKWAY LLC
P O BOX 550345
ATLANTA, GA 30355

STATE BANK & TRUST COMPANY
4219 FORSYTH RD
MACON, GA 31208





FEMA MAP
N.T.S.

The survey indicates that this property does not lie within a flood hazard zone as identified on F.I.R.M. Community Panel No.'s 13121C0065F for Fulton County, Georgia - dated 09-18-2013 as published by the Federal Emergency Management Agency - Federal Hazard Insurance Administration.

SITE DATA

Land Lot:	749 & 802, 1st District, 2nd Section
Existing Zoning	MU, R-12, DTLW
Setbacks:	
	Front: 0'
	Side: 0'
	Rear: 0'
Proposed Use:	Residential, Commercial, Office
Residential Buildings	Single Family Lots: 25
	Min. Single Family Lot Size: 3,200 sf
	Townhomes: 89
	Stacked Flats: 48
	Total - 162 Density - 6.7 units/ac
Proposed Acreage:	Original Zoning: 21.067
	Added: 3.28
	Total: 24.317 Ac
Commercial:	Retail/Rest: 25,000
	Office: 48,000

Property Owner/ Applicant

Old Milton Holdings, LLC

5100 Peachtree Parkway, Suite 200

Norcross, GA 30092

AEC
CIVIL ENGINEERING • PLANNING • LANDSCAPE ARCHITECTURE
50 Warm Springs Circle
Roswell • Georgia • 30075
(770) 641-1942 • www.aecatl.com

NORTH

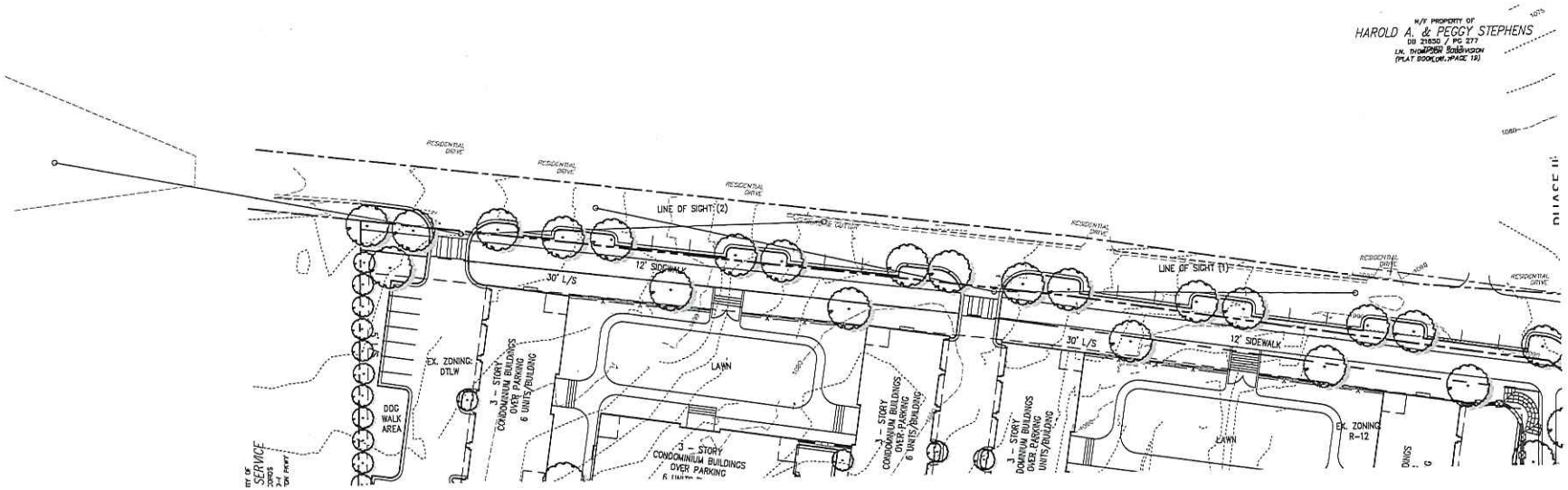
30 0 30 60

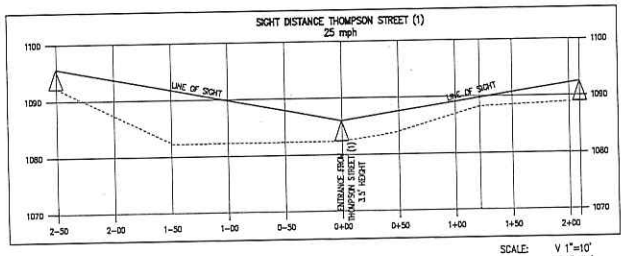
PRELIMINARY SITE PLAN

NOTTING HILL

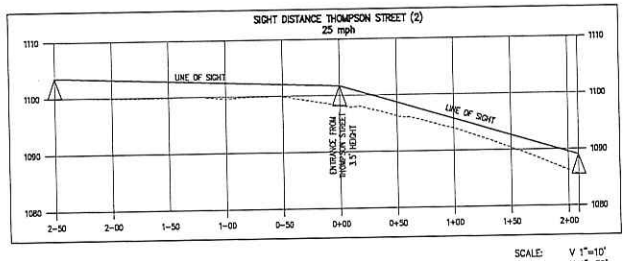
Alpharetta , Georgia

PROJECT INFORMATION
PROJECT NO.: 15-3749
DATE: 9-1-16, 11-8-16
SCALE: 1" = 30'
FILE NAME: 15-37496-18CONCB.dwg
DESIGN/DRAWN: SLR/MDA





SCALE: V 1"=10' H 1"=50'



SCALE: V 1"=10' H 1"=50'

AEC
CIVIL ENGINEERING • PLANNING • LANDSCAPE ARCHITECTURE
50 Warm Springs Circle
Roswell • Georgia • 30075
(770) 641-1942 • www.aecad.com

NORTH
30 0 30 60

SIGHT DISTANCE

NOTTING HILL

Alpharetta , Georgia

PROJECT INFORMATION
PROJECT NO.: 15-3749
DATE: 9-1-16, 11-8-16
SCALE: 1" = 30'
FILE NAME: 15-37496A08.dwg
DESIGN/DRAWN: SLR/MDA

PURSLEYFRIESE TORGRIMSON

Jillian Arnold
404-665-1243

E-mail
jarnold@pftlegal.com

November 10, 2016

Via E-mail

Kathi Cook, Director of Community Development
City of Alpharetta
2 Park Plaza
Alpharetta, GA 30009

Re: Notting Hill; MP-16-14; Z-16-15

Dear Kathi:

This letter confirms that the Applicant in the above-referenced zoning application seeks approval of **42 stacked flat units** and a 2-story office building on the +/- 5.75 acre property. This 42-unit plan is reflected on the site plan submitted to the City on November 9, 2016.

Thank you and please contact me with any questions.

Very truly yours,

PURSLEY FRIESE TORGRIMSON

G. Douglas Dillard
Jillian Arnold

CC: Bob Cheeley, *via email*
Michael Woodman, *via email*
Elicia Taylor, *via email*
Jim Chapman, *via email*
Steve Rowe, *via email*

00017582;1

PURSLEYFRIESE TORGRIMSON

G. Douglas Dillard
404-665-1241

E-Mail
ddillard@pftlegal.com

October 3, 2016

Via Hand Delivery

Kathi Cook, Director of Community Development
City of Alpharetta
2 Park Plaza
Alpharetta, GA 30009

Re: Old Milton Holdings, LLC; Zoning Application; +/- 5.75 Acres

Dear Kathi:

Please find enclosed a public hearing application that includes the following zoning requests:

(1) A rezoning from R-12 and DT-LW to MU for approximately 2.90 acres along Thompson Street; and

(2) A request to modify certain zoning conditions approved pursuant to CLUP-14-07; Z-14-11; V-14-26 for approximately 2.85 acres along Old Milton Parkway.

The enclosed application is complete and the necessary copies and electronic copies of the application have been submitted to the City.

Thank you and please contact me with any questions.

Very truly yours,

PURSLEY FRIESE TORGRIMSON

G. Douglas Dillard
Jillian Arnold

Enclosures

MP-16-14/Z-16-15
NOTTING HILL/OMH MU

10/4/16

CITY OF ALPHARETTA

PUBLIC HEARING APPLICATION

FOR OFFICE USE ONLY

Case #: _____

☐ Fee Paid Initial: _____

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

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

Contact Information:

Contact Name: Old Milton Holdings, LLC c/o Jill Arnold Telephone: 404-665-1243

Address: 1230 Peachtree St. Suite: 1200

City Atlanta State: GA Zip: 30309 Fax: 404-879-4757

Mobile Tel: Email: jarnold@pftlegal.com

Subject Property Information:

Address: See attached list Current Zoning: R-12 MU; DT-LW

District: 1 Section: 2 Land Lot: 749; 802 Parcel ID: See attached list

Proposed Zoning: MU Current Use: Residential

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

☐ Conditional Use
☒ Rezoning
☐ Variance
☐ Comprehensive Plan Amendment
☐ Master Plan Amendment
☐ Master Plan Review
☐ Public Hearing
☒ Other *(Specify)*: Zoning Modification

Tax Parcel ID	Address	Owner
12 -2704-0749-066-7	145 Thompson	Hamid Kahvazadeh & Narden Kaldani
12 -2704-0749-065-9	155 Thompson	Jim Jones
12 -2704-0749-023-8	165 Thompson	Scott Gilkey
12 -2704-0749-022-0	175 Thompson	Old Milton Holdings, LLC
12 -2704-0749-021-2	185 Thompson	Lisa & Bob Cheeley Foundation, Inc.
12-2704-0749-061-8	195 Thompson	Douglas Avren
12-2704-0749-027-9	2450 Old Milton Pkwy.	Old Milton Holdings, LLC
12-2704-0749-028-7	2460 Old Milton Pkwy.	Old Milton Holdings, LLC
12-2704-0749-029-5	Old Milton Parkway	Old Milton Holdings, LLC
12-2704-0749-062-6	145 Park Street	Albert Turner
12-2704-0749-063-4	157 Park Street	Old Milton Holdings, LLC
12-2704-0749-073-3	179 Park Street	Old Milton Holdings, LLC

Applicant Request And Intent

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

Please see attached Letter of Intent.

Applicant's Request (Please itemize the proposal):

Please see attached Letter of Intent.

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

Please see attached Letter of Intent.

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: Jill Arnold/G. Douglas Dillard, Pursley Friese Torgrimson

Subject Public Hearing Case: +/- 5.75 acres on Thompson Street/Old Milton Parkway; MU Zoning

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: None Position: N/A

Description of Contribution: N/A Value:

Description of Contribution: Value:

Description of Contribution: Value:

Description of Contribution: Value:

Description of Contribution: Value:

Campaign Contribution Information:

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

Signature:

Date: 10/3/2016

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: Old Milton Holdings, LLC

Subject Public Hearing Case: +/- 5.75 acres on Thompson Street/Old Milton Parkway; MU Zoning

Campaign Contribution Information:

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

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

Name of Official: N/A Position:

Description of Contribution: Value:

Description of Contribution: NA 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: John D Chang Date: 9/27/16

ALPHARETTA PLANNING COMMISSION REVIEW CRITERIA

How will this proposal be compatible with surrounding properties?

Please see attached.

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

Please see attached.

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

Please see attached.

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

Please see attached.

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

Please see attached.

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

Please see attached.

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

Please see attached.

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: +/- 5.75 Acres on Thompson Street/Old Milton Parkway; MU Zoning

Contact Name: Jill Arnold Telephone: 404-665-1243

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 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.*

- ☒ 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.

A letter will be mailed to adjacent and nearby property owners with information about the zoning proposal. Neighbors are welcome to contact Jill Arnold if they have any questions or if they would like additional information about the project.

Old Milton Holdings, LLC c/o G. Douglas Dillard, Esq.
Pursley Friese Torgrimson
Promenade, Suite 1200
1230 Peachtree Street NE
Atlanta, GA 30309

October 3, 2016

Dear Property Owner:

This letter is to inform you that a Zoning Application has been submitted to the City of Alpharetta on land located within 500 feet of your property. Please be advised of the following information pertaining to the Application and public hearings:

CASE NUMBER: TBD

APPLICANT NAME: Old Milton Holdings, LLC

ZONING REQUEST: R-12 to Mixed Use (MU); Modification to Zoning Conditions approved in zoning case CLUP-14-07; Z-14-11; V-14-26

STREET LOCATION: 145 Thompson Street, 155 Thompson Street, 165 Thompson Street, 175 Thompson Street, 185 Thompson Street, 195 Thompson Street, and 145 Park Street, 157 Park Street, 179 Park Street, 2460 Old Milton Parkway, 2450 Old Milton Parkway

PROPOSED DEVELOPMENT: Transfer of 48 stacked flats from Old Milton Parkway to Thompson Street and office use

PLANNING COMMISSION HEARING
December 1, 2016
6:30 PM

CITY COUNCIL HEARING
December 12, 2016
6:30 PM

PUBLIC HEARING LOCATION
Alpharetta City Hall
2 Park Plaza
Alpharetta, Georgia 30009

If you have questions about the zoning application, please contact Jill Arnold at (404) 665-1243 or jarnold@pftlegal.com.

Sincerely,

Old Milton Holdings, LLC

DRAFT

2405 OLD MILTON PARKWAY LLC
P O BOX 550345
ATLANTA, GA 30355

ACADEMY PARK NEIGHBORHOOD ASSN INC
P O BOX 87363
ATLANTA, GA 30337

ACADEMY PARK NEIGHBORHOOD ASSOCIATION INC
1465 NORTHSIDE DR NW STE 128
ATLANTA, GA 30318-4244

AVREN DOUGLAS ET AL
205 HEMBREE PARK TER
ROSWELL, GA 30076

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

BELL ANCA
P.O. BOX 201962
DENVER, CO 80220

CAMPBELL THOMAS J &
KOWALSKI ROBERT E
12320 DANCLIFF TRCE
ALPHARETTA, GA 30009

CHESTER CHARLES E
2465 OLD MILTON PKWY
ALPHARETTA, GA 30004

CITY OF ALPHARETTA
2 S MAIN ST
ALPHARETTA, GA 30004

COMSTOCK GREGORY W &
KATHLEEN M
12300 DANCLIFF TRCE
ALPHARETTA, GA 30009

COPLIN CARROLL
12511 WEXCROFT LANE
ALPHARETTA, GA 30009

EICKHOFF ROBERT W & NIKKI C
12513 WEXCROFT LANE
ALPHARETTA, GA 30009

FULTON CONCRETE COMPANY INC
1200 URBAN CENTER DR
BIRMINGHAM, AL 35242-2545

FUQUA DOROTHY TODD
260 SHADY GROVE LN
ALPHARETTA, GA 30004

GILKEY SCOTT L
2095 WILLSHIRE GLN
ALPHARETTA, GA 30009

GLEITER LINDA DICKERSON
12500 WEXCROFT LN
ALPHARETTA, GA 30004

GLUCK PROPERTIES LLC
2455 OLD MILTON PKWY
ALPHARETTA, GA 30004

GUSKI BONNIE J
12310 DANCLIFF TRC
ALPHARETTA, GA 30009

JONES JAMES T &
JONES CATHERINE G
2305 DINSMORE RD
ALPHARETTA, GA 30004

JONES KEITH A & JILL A
122 THOMPSON ST
ALPHARETTA, GA 30004

KALDANI NARDEN &
KAHVAZADEH HAMID R
145 THOMPSON ST
ALPHARETTA, GA 30004

KYLE A ROBINSON PROPERTIES II LLC
918 HOLCOMB BRIDGE RD SUITE 100
ROSWELL, GA 30076

LEVY WILLIAM A & LAUREN S
12270 DANCLIFF TRCE
ALPHARETTA, GA 30009-8709

LISA & BOB CHEELEY FOUNDATION INC
5100 PEACHTREE PKWY STE 200
NORCROSS, GA 30092

LUMSDEN DONNA KAY
12502 WEXCROFT LANE UNIT 283
ALPHARETTA, GA 30009

MARSH BUNDY KING 2012 TRUST THE
PO BOX 20096
ATLANTA, GA 30325

MC DANIEL MARK F
MC DANIEL LISA J
1556 CENTRAL PKWY
HAROLD, FL 32563

MC MAHON KEVIN J
310 OAK RIDGE TER
ALPHARETTA, GA 30005-2580

MEEKER DAVID A & NANCY S
12330 DANCLIFF TRCE
ALPHARETTA, GA 30009-8710

MOSS LESLIE
MOSS RHONDA
112 THOMPSON ST
ALPHARETTA, GA 30004

MULL JAMES R
2385 OLD MILTON PKY
ALPHARETTA, GA 30009

OLD MILTON HOLDINGS LLC
5100 PEACHTREE PKWY STE 200
NORCROSS, GA 30092

OLD MILTON HOLDINGS LLC
5100 PEACHTREE PKWY STE 200
NORCROSS, GA 30092

OLD MILTON HOLDINGS LLC
5100 PEACHTREE PKWY STE 200
NORCROSS, GA 30092

OLD MILTON HOLDINGS LLC
5100 PEACHTREE PKWY SUITE 200
NORCROSS, GA 30092

OLD MILTON HOLDINGS LLC
5100 PEACHTREE PKWY SUITE 200
NORCROSS, GA 30092

OLD MILTON HOLDINGS LLC
5100 PEACHTREE PKWY STE 200
NORCROSS, GA 30092

RANSOPHER TAD D
82 THOMPSON ST
ALPHARETTA, GA 30004

STATE BANK & TRUST COMPANY
4219 FORSYTH RD
MACON, GA 31208

STEPHENS HAROLD A & PEGGY
319 CANTON ST
ALPHARETTA, GA 30009

TIFFANY SQUARE HOMEOWNERS ASSOC INC
4004 TIFFANY SQ
ALPHARETTA, GA 30009-3768

OLD MILTON HOLDINGS LLC
5100 PEACHTREE PKWY STE 200
NORCROSS, GA 30092

OLD MILTON HOLDINGS LLC
5100 PEACHTREE PKWY SUITE 200
NORCROSS, GA 30092

OLD MILTON HOLDINGS LLC
5100 PEACHTREE PKWY STE 200
NORCROSS, GA 30092

OLD MILTON HOLDINGS LLC
5100 PEACHTREE PKWY STE 200
NORCROSS, GA 30092

OLD MILTON HOLDINGS LLC
5100 PEACHTREE PKWY SUITE 200
NORCROSS, GA 30092

OLD MILTON LEASING ENTERPRISES LLC &
NORRIS PROPERTY HOLDINGS LLC
1645 EVERSEDGE DR
ALPHARETTA, GA 30004

RANSOPHER TAD D
82 THOMPSON ST
ALPHARETTA, GA 30004

STEPHENS HAROLD A & PEGGY
319 CANTON ST
ALPHARETTA, GA 30009

STEPHENS PEGGY &
HAROLD ENTERPRISES L P
319 CANTON ST
ALPHARETTA, GA 30009

TORTORELLO MICHAEL F
12515 WEXCROFT LN
ALPHARETTA, GA 30009

OLD MILTON HOLDINGS LLC
5100 PEACHTREE PKWY STE 200
NORCROSS, GA 30092

OLD MILTON HOLDINGS LLC
5100 PEACHTREE PKWY STE 200
NORCROSS, GA 30092

OLD MILTON HOLDINGS LLC
5100 PEACHTREE PKWY SUITE 200
NORCROSS, GA 30092

OLD MILTON HOLDINGS LLC
5100 PEACHTREE PKWY STE 200
NORCROSS, GA 30092

OLD MILTON HOLDINGS LLC
5100 PEACHTREE PKWY STE 200
NORCROSS, GA 30092

PORTER DAVID E
376 AIR ACRES WAY
WOODSTOCK, GA 30188-2910

RONALD D & LINDA J COLEMAN TRUST
AGREEMENT THE
514 WHITE PELICAN CIR
VERO BEACH, FL 32963

STEPHENS HAROLD A & PEGGY
319 CANTON ST
ALPHARETTA, GA 30009

STEVENS ROBERT &
CONNELL DEBORAH
12280 DANCLIFF TRCE
ALPHARETTA, GA 30009

TURNER ALBERT K
145 PARK ST
ALPHARETTA, GA 30004-1720

UNITED STATES POSTAL SERVICE
1735 NORTH BROWN RD SUITE 200
LAWRENCEVILLE, GA 30043-8153

ZHOU RICHARD Q
205 ASCALON CT
ALPHARETTA, GA 30005

WADE JACKIE J
184 THOMPSON ST
ALPHARETTA, GA 30004-1726

WADE JACKIE J & DOROTHY J
184 THOMPSON ST
ALPHARETTA, GA 30004-1726

12 270407490188	OLD MILTON HOLDINGS LLC	0
22 498312671134	EICKHOFF ROBERT W & NIKKI C	0
12 270407490626	TURNER ALBERT K	0
22 498312671159	RONALD D & LINDA J COLEMAN TRUST	0
12 270407490063	STEPHENS HAROLD A & PEGGY	0
12 270407490683	CITY OF ALPHARETTA	0
22 498312670284	ACADEMY PARK NEIGHBORHOOD ASSN INC	0
12 270407490030	BELL ANCA	0
12 270307480800	UNITED STATES POSTAL SERVICE	0
22 514212671048	GUSKI BONNIE J	0
12 270407490238	GILKEY SCOTT L	0
12 270407490147	OLD MILTON HOLDINGS LLC	0
12 270007490059	GLUCK PROPERTIES LLC	0
12 270407490022	FUQUA DOROTHY TODD	0
12 270407490709	OLD MILTON HOLDINGS LLC	0
12 270407490428	MC DANIEL MARK F	0
12 270407490220	OLD MILTON HOLDINGS LLC	0
12 270407490170	STEPHENS PEGGY &	0
12 270407490212	LISA & BOB CHEELEY FOUNDATION INC	0
12 270407490584	FULTON CONCRETE COMPANY INC	0
12 270407490550	WADE JACKIE J & DOROTHY J	0
12 270407490634	OLD MILTON HOLDINGS LLC	0
12 270407490576	PORTER DAVID E	0
22 514212671006	LEVY WILLIAM A & LAUREN S	0
12 270307480719	RANSOPHER TAD D	0
22 498312671142	TORTORELLO MICHAEL F	0
12 270407490014	STEPHENS HAROLD A & PEGGY	0
22 498312671126	COPLIN CARROLL	0
12 270407490295	OLD MILTON HOLDINGS LLC	0
12 270407490667	KALDANI NARDEN &	0
12 270307480644	2405 OLD MILTON PARKWAY LLC	0
12 270407490493	KYLE A ROBINSON PROPERTIES II LLC	0
22 498312671100	LUMSDEN DONNA KAY	0
12 270407490105	AVREN DOUGLAS ET AL	0
12 270407490345	OLD MILTON HOLDINGS LLC	0
12 270407490758	OLD MILTON HOLDINGS LLC	0
12 270407490451	MARSH BUNDY KING 2012 TRUST THE	0
22 514212671063	MEEKER DAVID A & NANCY S	0
22 514212671055	CAMPBELL THOMAS J &	0
22 498512680018	TIFFANY SQUARE HOMEOWNERS	0
12 270307480347	MC MAHON KEVIN J	0
12 270407490337	OLD MILTON HOLDINGS LLC	0
12 270307480768	JONES KEITH A & JILL A	0
12 270407490071	STEPHENS HAROLD A & PEGGY	0
12 270407490113	ZHOU RICHARD Q	0
12 270407490659	JONES JAMES T &	0
12 270407490691	OLD MILTON HOLDINGS LLC	0

12 270407490402	CHESTER CHARLES E	0
22 514212670503	ACADEMY PARK NEIGHBORHOOD ASSOCIATION	0
22 514212671030	COMSTOCK GREGORY W &	0
12 270407490279	OLD MILTON HOLDINGS LLC	0
12 270407490733	OLD MILTON HOLDINGS LLC	0
12 270307480776	MOSS LESLIE	0
12 270307480818	STATE BANK & TRUST COMPANY	0
12 270407490741	OLD MILTON HOLDINGS LLC	0
12 270407490618	AVREN LINDA L & DOUGLAS	0
22 514212671014	STEVENS ROBERT &	0
12 270407490287	OLD MILTON HOLDINGS LLC	0
22 498312671118	GLEITER LINDA DICKERSON	0
12 270307480636	MULL JAMES R	0
12 270407490394	OLD MILTON LEASING ENTERPRISES LLC &	0
12 270307480701	RANSOPHER TAD D	0
12 270407490592	OLD MILTON HOLDINGS LLC	0
12 270407490568	WADE JACKIE J	0

Thompson Street- Additional Property
Property Description

All that tract or parcel of land lying and being Land Lots 749 and 802, 1st District, 2ND Section, Fulton County, Georgia, and being more particularly described as follows:

BEGINNING at the intersection of the southwestern intersection of the southern right-of-way of Thompson Street (variable right-of-way) with the western Right of Way of Park Street (30' right-of-way), said point being the **POINT OF BEGINNING**; thence running westerly along the Western Right of Way of Park Street South 8 degrees 35 minutes 38 seconds West a distance of 152.59 feet to a point; thence departing the Right of Way of Park Street North 81 degrees 24 minutes 2 seconds West a distance of 98.13 feet to a point; thence North 78 degrees 55 minutes 43 seconds West a distance of 99.09 feet to a point; thence North 79 degrees 31 minutes 4 seconds West a distance of 99.39 feet to a point; thence North 80 degrees 22 minutes 13 seconds West a distance of 99.74 feet to a point; thence South 1 degree 59 minutes 46 seconds West a distance of 96.42 feet to a point, thence North 80 degrees 22 minutes 13 seconds West a distance of 220.30 feet to a point; thence North 1 degrees 19 minutes 50 seconds East a distance of 235.10 feet to a point on the Right of Way of Thompson Street; thence running along said Right of Way South 81 degrees 33 minutes 21 seconds East a distance of 519.52 feet to a point; thence running along said Right of Way South 81 degrees 33 minutes 21 seconds East a distance of 103.80 feet to a point; thence running along said Right of Way South 81 degrees 33 minutes 21 seconds East a distance of 81.53 feet to a point; thence running along said Right of Way South 52 degrees 13 minutes 8 seconds East a distance of 11.55 feet to a point, said point being the **POINT OF BEGINNING**;

Said tract of land contains 2.89 Acres (125,993sf).

A

Property Legal Description

WESTERN TRACTS OVERALL DESCRIPTION

(Tracts 1 – 4 & 26)

(1-12-2015)

All that tract or parcel of land lying and being in land lot 802 of the 1st District, 2nd Section, City of Alpharetta, Fulton County, Georgia, and being more particularly described as follows:

BEGINNING at a concrete monument found at the southwest corner of the mitered right-of-way intersection of the westerly right-of-way of Park Street (having a 30 right-of-way) and the northerly right-of-way of Old Milton Parkway (State Route 120, also known as State Bridge Road, having a variable right-of-way); Thence continuing with said northerly right-of-way of Old Milton Parkway along a curve to the left having an arc length of 68.53 feet, with a radius of 1518.95 feet, being subtended by a chord bearing of North 76 degrees 53 minutes 00 seconds West, for a distance of 68.53 feet to a 5/8-inch rebar found; Thence along a curve to the left having an arc length of 97.97 feet, with a radius of 1518.95 feet, being subtended by a chord bearing of North 80 degrees 01 minutes 25 seconds West, for a distance of 97.95 feet to a 5/8-inch rebar found; Thence along a curve to the left having an arc length of 146.77 feet, with a radius of 1518.95 feet, being subtended by a chord bearing of North 84 degrees 38 minutes 23 seconds West, for a distance of 146.71 feet to a 5/8-inch rebar found; Thence along a curve to the left having an arc length of 20.78 feet, with a radius of 1518.95 feet, being subtended by a chord bearing of North 87 degrees 47 minutes 59 seconds West, for a distance of 20.78 feet to a concrete monument found; Thence North 88 degrees 14 minutes 41 seconds West, a distance of 129.00 feet to a 1/2-inch rebar found; Thence departing said northerly right-of-way of Old Milton Parkway North 02 degrees 20 minutes 52 seconds East, a distance of 182.93 feet to a 1/2-inch open top pipe found; Thence North 01 degrees 19 minutes 50 seconds East, a distance of 96.58 feet to a 1-1/4-inch open top pipe found; Thence South 80 degrees 22 minutes 13 seconds East, a distance of 99.74 feet to a 1-1/2-inch open top pipe found; Thence South 79 degrees 44 minutes 54 seconds East, a distance of 49.43 feet to a 1-inch iron pin found; Thence South 79 degrees 17 minutes 23 seconds East, a distance of 49.96 feet to a point; Thence South 79 degrees 00 minutes 56 seconds East, a distance of 99.06 feet to a 1-1/2-inch flat iron & 1-inch rod found; Thence South 78 degrees 50 minutes 33 seconds East, a distance of 99.76 feet to a 1-open top pipe found; Thence South 81 degrees 24 minutes 02 seconds East, a distance of 98.12 feet to a 5/8-inch rebar set on the westerly right-of-way of Park Street; Thence continuing with said westerly right-of-way of Park Street South 01 degrees 08 minutes 35 seconds West, a distance of 100.00 feet to a 1/2-inch rebar found; Thence South 01 degrees 08 minutes 35 seconds West, a distance of 125.65 feet to a concrete monument found at the north end of the mitered right-of-way intersection of said westerly right-of-way of Park Street and the northerly right-of-way of Old Milton Parkway; Thence South 63 degrees 38 minutes 12 seconds West, a distance of 38.46 feet to a concrete monument found, which is the **POINT OF BEGINNING.**

Said tract of land contains 2.855 Acres.

B

PROPERTY OWNER AUTHORIZATION

Property Owner Information:

Contact Name: Albert Turner Telephone: 770-475-0671

Address: 145 Park Street Suite:

City Alpharetta State: GA Zip: 30009

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 Zoning Modification

Identify Authorized Applicant:

Name of Authorized Applicant: Old Milton Holdings, LLC Telephone: 404-665-1243

Address: 1230 Peachtree Street Suite: 1200

City Atlanta State: GA Zip: 30309

So Sworn and Attested:

Owner Signature: Date: 9-30-16

Notary:

Notary Signature: Michele Dreckman Janssens Date: 9/30/16

MICHELE DRECKMAN JANSSENS
Notary Public, Georgia
Gwinnett County
My Commission Expires
June 12, 2017

PROPERTY OWNER AUTHORIZATION

Property Owner Information:

Contact Name: Nareen Kaldani Telephone: 678-665-1219

Address: 2377 Johnson Ferry Suite:

City Marietta State: GA Zip: 30062

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 Zoning Modification

Identify Authorized Applicant:

Name of Authorized Applicant: Old Milton Holdings, LLC Telephone: 404-665-1243

Address: 1230 Peachtree Street Suite: 1200

City Atlanta State: GA Zip: 30309

So Sworn and Attested:

Owner Signature: [signature] Date: Oct 01, 16

Notary:

Notary Signature: [signature] Date: 10/1/16

CHARLES COLLINS
NOTARY PUBLIC
Forsyth County
State of Georgia
My Comm. Expires Feb. 29, 2020

PROPERTY OWNER AUTHORIZATION

Property Owner Information:

Contact Name: Hamid R. Kahen-zadeh Telephone: 404-819-6886

Address: 765 Strathmore Dr Suite:

City Milton State: GA Zip: 30004

Authorization:

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

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

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

Identify Authorized Applicant:

Name of Authorized Applicant: Old Milton Holdings, LLC Telephone: 404-665-1243

Address: 1230 Peachtree Street Suite: 1200

City Atlanta State: GA Zip: 30309

So Sworn and Attested:

Owner Signature: HR Kahen-zadeh Date: 10/01/2016

Notary:

Notary Signature: Michelle Wang Date: 10/01/2016

MICHELLE WANG
NOTARY PUBLIC
Fulton County
State of Georgia
My Comm. Expires July 27, 2019

PROPERTY OWNER AUTHORIZATION

Property Owner Information:

Contact Name: Scott Gilkey Telephone: 770-560-0996

Address: 165 Thompson Street Suite:

City Alpharetta State: GA Zip: 30009

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 Zoning Modification

Identify Authorized Applicant:

Name of Authorized Applicant: Old Milton Holdings, LLC Telephone: 404-665-1243

Address: 1230 Peachtree Street Suite: 1200

City Atlanta State: GA Zip: 30309

So Sworn and Attested:

Owner Signature: Date: 9/30/16

Notary Signature: Date: 9/30/16

KATIE NICOLE CRUZ NOTARY PUBLIC FORSYTH COUNTY, GEORGIA MY COMMISSION EXPIRES OCTOBER 18, 2016

PROPERTY OWNER AUTHORIZATION

Property Owner Information:

Contact Name: James Jones Telephone: 678-230-0849

Address: 2305 Dinsmore Road Suite:

City Milton State: GA Zip: 30004

Authorization:

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

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

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

Identify Authorized Applicant:

Name of Authorized Applicant: Old Milton Holdings, LLC Telephone: 404-665-1243

Address: 1230 Peachtree Street Suite: 1200

City Atlanta State: GA Zip: 30309

So Sworn and Attested:

Owner Signature: Date: 9/29/16

JOHN F KOVANIS NOTARY PUBLIC FULTON COUNTY, GEORGIA My Commission Expires 08-11-2020

Notary:

Notary Signature: John F. Kovanis Date: 9/29/16

PROPERTY OWNER AUTHORIZATION

Property Owner Information:

Contact Name: Lisa and Bob Cheeley Foundation, Inc. c/o Bob Cheeley Telephone: 770-861-4100

Address: 5100 Peachtree Parkway Suite: 200

City Norcross State: GA Zip: 30092 -

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 Zoning Modification

Identify Authorized Applicant:

Name of Authorized Applicant: Old Milton Holdings, LLC Telephone: 404-665-1243

Address: 1230 Peachtree Street Suite: 1200

City Atlanta State: GA Zip: 30309 -

So Sworn and Attested:

Owner Signature: Date: 9/27/16

Notary:

Notary Signature: Date: 9/27/16

CHEROKEE COUNTY, GEORGIA
CHERYL SCHONS
NOTARY PUBLIC
MY COMMISSION EXPIRES JULY 26, 2020

PROPERTY OWNER AUTHORIZATION

Property Owner Information:

Contact Name: Old Milton Holdings, LLC (Bob Cheeley) Telephone: 770-861-4100

Address: 5100 Peachtree Parkway Suite: 200

City Norcross State: GA Zip: 30092 -

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 zoning modification

Identify Authorized Applicant:

Name of Authorized Applicant: Old Milton Holdings, LLC c/o Jill Arnold Telephone: 404-665-1243

Address: 1230 Peachtree St. Suite: 1200

City Atlanta State: GA Zip: 30309 -

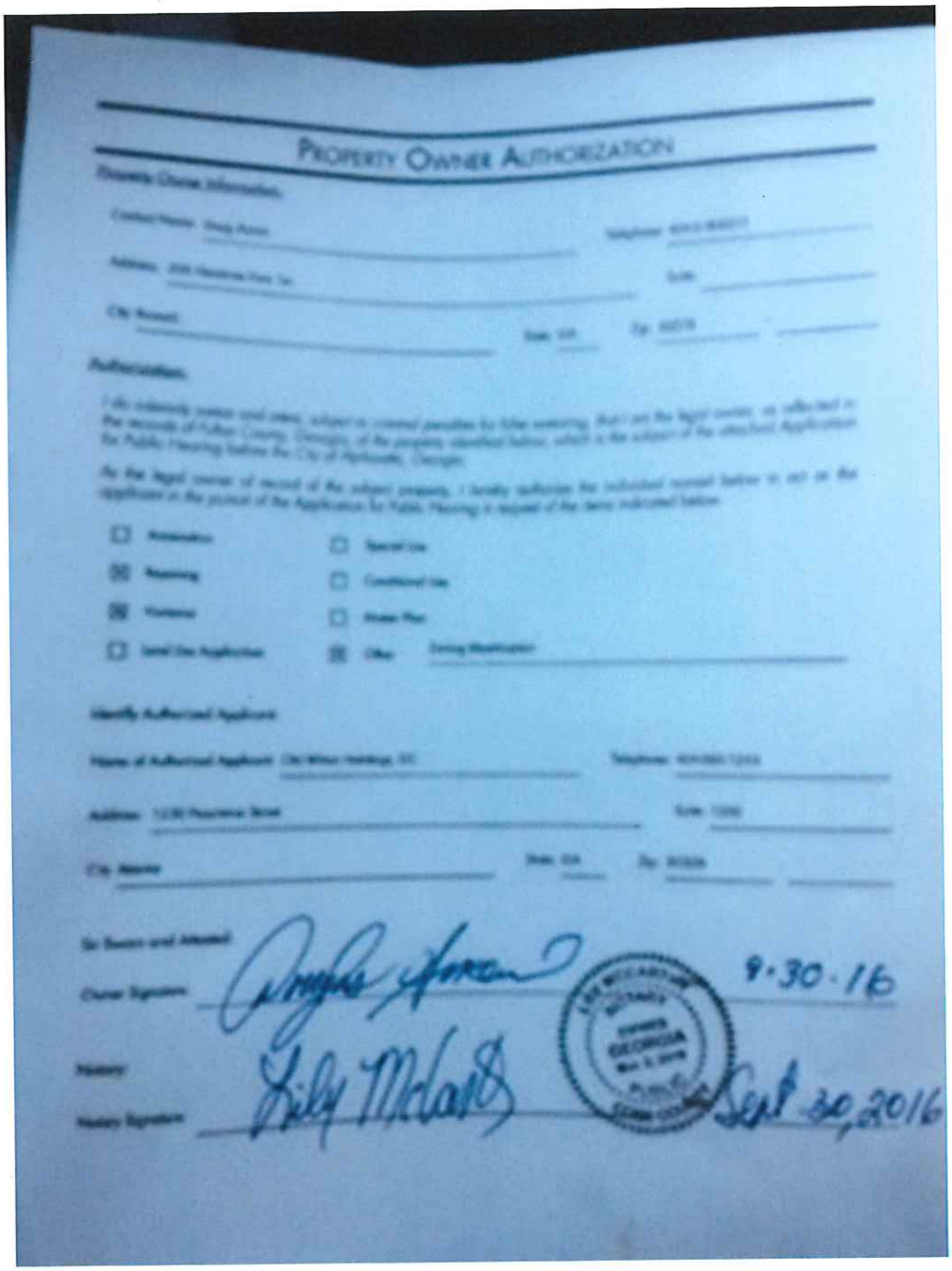
So Sworn and Attested:

Owner Signature: Date: 9/27/16

Notary:

Notary Signature: Date: 9/27/16

CHERYL SCHONS NOTARY PUBLIC CHEROKEE COUNTY, GEORGIA MY COMMISSION EXPIRES JULY 26, 2020



PROPERTY OWNER AUTHORIZATION

Property Owner Information.

Contact Name: Doug Aiken

Telephone: 404-8[illegible]

Address: 3536 Peachtree Park Ter

Suite:

City: Norcross

State: GA

Zip: 30078

Authorization.

I do solemnly swear and affirm, 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 on the applicant in the pursuit of the Application for Public Hearing in respect of the items indicated below.

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

Identify Authorized Applicant

Name of Authorized Applicant: Old Milton Holdings, LLC

Telephone: 404-660-1244

Address: 1230 Peachtree Street

Suite: 1200

City: Atlanta

State: GA

Zip: 30309

Be Sworn and Attested:

Owner Signature: [signature] 9.30.16

Notary:

Notary Signature: [signature] Sept 30, 2016

NOTARY PUBLIC FULTON COUNTY GEORGIA My Comm. Expires [illegible]

Doug Aiken

Letter of Intent and Review Criteria

City of Alpharetta Rezoning and Zoning Modification Application

Applicant: Old Milton Holdings, LLC

Property:

+/- 5.75 acres of Land
Located in
Land Lots 749 and 802, 2nd Section, 1st District, Fulton County

Submitted for Applicant by:

G. Douglas Dillard
Jillian Skinner Arnold
PURSLEY FRIESE TORGRIMSON
1230 Peachtree Street, Suite 1200
Atlanta, Georgia 30309
(404) 665-1243
ddillard@pftlegal.com
jarnold@pftlegal.com

I. INTRODUCTION

This Application is the second phase of the Old Milton mixed use development approved by City Council on March 27, 2015 (Z-14-11) for approximately 21 acres on the 2500 block of Old Milton Parkway. The Phase II Property is approximately 5.75 acres consisting of two tracts: (i) +/- 2.90 acres along Thompson Street (attached as Legal Description "A") and (ii) +/- 2.85 acres along Old Milton Parkway (attached as legal description "B") (together, the "Phase II Property"). In order to develop the Phase II Property, the Applicant proposes (1) to rezone the 2.90 acre tract from DT-LW and R-12 to Mixed Use (MU) and (2) to modify the zoning conditions approved for the 2.85-acre tract pursuant to CLUP-14-07; Z-14-11; V-14-26 as such conditions apply to the +/- 2.85 acre tract. Please note that the Applicant's zoning modification request does not modify the conditions of zoning approved for the remaining property included in the 2015 zoning case CLUP-14-07/ Z-14-11/V-14-26 east of Park Street.

Proposed Development

The Applicant proposes to **transfer** the approved residential stacked flat density from the +/- 2.85 acre tract to the 2.90 acre tract. The Applicant proposes 48 stacked flats in 8 buildings along Thompson Street. The transfer of residential density is illustrated in the enclosed site plan and represents a significant reduction in residential units already approved for the Phase II Property. Currently, there are 71 residential units approved for the Phase II Property, including 54 residential stacked flats in 9 buildings on the +/-2.85 acre tract (approved pursuant to zoning case CLUP-14-07; Z-14-11; V-14-26) and 10 single family homes and 7 townhomes on the +/- 2.9-acre tract (approved pursuant to zoning case Z-15-12). The Applicant's transfer of residential density will reduce the overall number of residential units by 23 units. The 2.85-acre property along Old Milton Parkway is proposed to be a two-story office building with accessory parking.

The Applicant's revised plan will maintain the linear park along the Thompson Street frontage so that pedestrians and cyclists have uninterrupted access from City Center to Avalon across the Property. Together, the zoning requests will allow for quality residential redevelopment along the Thompson Street corridor and Old Milton Parkway Corridor that is consistent with the City's Downtown Master Plan. The Applicant's intent is to create a truly unique planned community that prioritizes livability and connectivity, and which balances the City's need for a

variety of housing options within walking distance to retail, office and restaurant uses. Finally, this zoning application is consistent with the Downtown Alpharetta Master Plan ("Master Plan"). According to the Master Plan, the Old Milton/Thompson Street Corridor is "envisioned as a primarily residential and residential-compatible, professional-office district capitalizing on the short walk or bike ride to these other areas..."[1] The City's Downtown Master Plan also notes:

> "The demand is high for lifestyle and convenience housing that provides a desirable mix of attributes in addition to the square footage of the home. Additionally, nearby quality schools, shopping, restaurants, and other services that create a true community feel are increasingly appealing to empty nester Baby Boomers, Millennials, and young professionals who are coming to Alpharetta for high tech job opportunities. These trends bode well for Downtown Alpharetta serving as a housing location over the next several years."[2]

Rezoning of 2.90-acre Tract

As noted above, the Applicant proposes to rezone 2.90 acres from DT-LW and R-12 to MU in order to develop Phase II of the Old Milton mixed use development. The 2.90 acres includes properties located at 145 Park Street (Tax Parcel ID# 12 270407490626), 195 Thompson Street (12 270407490618), 185 Thompson Street (Tax Parcel ID# 12 270407490212), 175 Thompson Street (Tax Parcel ID# 12 270407490220), 165 Thompson Street (Tax Parcel ID# 12 270407490238), 155 Thompson Street (Tax Parcel ID# 12 270407490659), and 145 Thompson Street (Tax Parcel ID# 12 270407490667) and as more particularly described in the enclosed Legal Description A.

Zoning Modification Request for 2.85-Acre Tract

The zoning of the +/- 2.85 acre tract will remain Mixed Use (MU). The Applicant's request is to modify certain conditions of zoning in order to transfer the residential density previously approved for the 2.85-acre tract, add office as a permitted use on the 2.85-acre tract, and clarify the conditions of zoning that will apply to the Phase II Property moving forward. Attached hereto at **Exhibit 1** are the conditions of zoning approved by City Council on March 27, 2015 pursuant to CLUP-14-07; Z-14-11; V-14-26 with the Applicant's proposed revisions to the same. The Applicant has provided notes under each revision to explain the modification requested. A clean copy of the proposed conditions is also attached hereto at **Exhibit 1**. The revisions are intended

[1]Downtown Alpharetta Master Plan, p. 97
[2] Downtown Alpharetta Master Plan, p. 35.

to remove the conditions of zoning that do not apply to the 2.85-acre tract and modify those conditions which do apply to the +/- 2.85 acre tract but which need to be removed or modified to accommodate the Applicant's proposed development.

II. PLANNING COMMISSION REVIEW CRITERIA

The Applicant satisfies all of the criteria as set forth in the City's UDC for rezoning and zoning modification requests.

1) **How will this proposal be compatible with surrounding properties?**

The Applicant's rezoning and modification proposals are compatible with surrounding properties, many of which are in a transitional state or have recently been approved for mixed use development, including attached and detached residential uses. The Property is surrounded by DT-LW, MU, O-P, and O-I, and is between the new Alpharetta City Center project, Phase I of the Old Milton Village project, and Avalon. The proposed reduction in overall residential density and inclusion of additional office use along Old Milton Parkway will complement surrounding land uses.

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

The proposed residential development will enhance the area and surrounding property values by allowing for the redevelopment of currently under-utilized properties. The proposed residential stacked flat and office development will add architectural variety along the Thompson Street corridor and enhance the connectivity between Alpharetta City Center and Avalon.

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

No, the property cannot be developed for a reasonable economic use as currently zoned. Portions of the property are currently zoned single-family residential and subject to conditions of zoning that make development on the site infeasible. The current zoning on the Property detracts from its potential economic use and value, especially considering the redevelopment projects and mixed use zonings approved for adjacent and nearby properties.

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

The Applicant's proposal decreases residential density entitlements by 23 units thereby decreasing the population that would otherwise be approved for this area. The decrease in residential density and introduction of office use to the area will have a nominal impact on traffic. Moreover, the Applicant's proposal to locate residences near groceries, retail, and restaurants, all of which are accessible via a multi-use pedestrian path, reduces the dependence on automobiles and takes traffic off of the streets. The office use will add employment opportunities along the Old Milton Parkway corridor.

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

The increase in the number of new students will decrease if this zoning application is approved since overall residential density will be reduced by 23 units. Adequate public facilities exist in and around the subject property to support the Applicant's zoning request. As such, there is no anticipated negative impact on utilities.

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

Yes. The zoning request is consistent with the Master Plan. The Downtown Master Plan designates the Property as Mixed Use-Live Work. The Applicant proposed residential uses and office use in accordance with the intent of the Mixed Use-Live Work district. The Old Milton/Thompson Street Corridor is "***envisioned as a primarily residential and residential-compatible, professional-office district*** capitalizing on the short walk or bike ride to these other areas..."[3] As such, the zoning request is consistent with the policy, intent, and plain language of the Master Plan.

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

Yes. There are changing conditions which affect development of the Property and support the proposed request. The Property is ideally situated between the new Alpharetta City Center project and Avalon, and is adjacent to the recently-approved 21-acre Old Milton Village project, all of which are mixed use developments. The current zoning and conditions of zoning applicable to a portion of the overall Property are no longer

[3] Downtown Alpharetta Master Plan, p. 97 (emphasis added).

economically viable or appropriate for the changing conditions in the area.

CONSTITUTIONAL AND ANTE LITEM NOTICE

Georgia law and the procedures of the City of Alpharetta require us to raise Federal and State constitutional objections during the zoning application process. While the Applicant anticipates a smooth application process, failure to raise constitutional objections at this stage may mean that the Applicant will be barred from raising important legal claims later in the process. Accordingly, we are required to raise the following constitutional objections at this time:

The portions of the City of Alpharetta Unified Development Code, facially and as applied to the Property, which restrict the Property to any zoning classification, uses, or to any zoning district other than that proposed by the Applicant are unconstitutional in that they would destroy the Applicant's property rights without first paying fair, adequate and just compensation for such rights, in violation of Article I, Section I, Paragraph I and Section III, Paragraph I of the Constitution of the State of Georgia of 1983, and the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States.

The application of the City of Alpharetta Unified Development Code, facially and as applied to the Property, which restricts the Property to any zoning classification, uses, heights, or to any conditions other than the those as proposed by the Applicant is unconstitutional, illegal, null and void, constituting a taking of Applicant's Property in violation of the Just Compensation Clause of the Fifth Amendment to the Constitution of the United States; Article I, Section I, Paragraph I, and Section III, Paragraph I of the Constitution of the State of Georgia of 1983; and the Equal Protection and Due Process Clauses of the Fourteenth Amendment to the Constitution of the United States denying the Applicant an economically viable use of its land while not substantially advancing legitimate state interests. A denial of this Application would constitute an arbitrary and capricious act by the City of Alpharetta without any rational basis therefore constituting an abuse of discretion in violation of Article I, Section I, Paragraph I and Section III, Paragraph I of the Constitution of the State of Georgia of 1983, and the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States.

A refusal by the Alpharetta City Council to grant this zoning application in accordance with the zoning criteria as requested by the Applicant would be unconstitutional and discriminate

in an arbitrary, capricious and unreasonable manner between the Applicant and owners of the similarly situated property in violation of Article I, Section I, Paragraph II of the Constitution of the State of Georgia of 1983 and the Equal Protection Clause of the Fourteenth Amendment to the Constitution of the United States. Any zoning of the Property subject to conditions which are different than the conditions requested by the Applicant, to the extent such different conditions would have the effect of further restricting Applicant's utilization of the Property, would also constitute an arbitrary, capricious and discriminatory act in zoning the Property to an unconstitutional classification and would likewise violate each of the provisions of the State and Federal Constitutions set forth hereinabove.

A refusal by the City of Alpharetta City Council to grant any variances requested by the Applicant would be unconstitutional and discriminate in an arbitrary, capricious and unreasonable manner between the Applicant and owners of the similarly situated property in violation of Article I, Section I, Paragraph II of the Constitution of the State of Georgia of 1983 and the Equal Protection Clause of the Fourteenth Amendment to the Constitution of the United States. Any use restrictions or conditions placed on the Property which are different from the conditions requested by the Applicant, to the extent such different conditions would have the effect of further restricting Applicant's utilization of the Property, would also constitute an arbitrary, capricious and discriminatory act and would likewise violate each of the provisions of the State and Federal Constitutions set forth hereinabove.

The existing zoning classifications and development restrictions which prohibit the Applicant's use of the Property are unconstitutional. This notice is being given to comply with the provisions of O.C.G.A. § 36-33-5 to afford the City an opportunity to revise the Property to a constitutional classification and grant the requested height variance. If action is not taken by the City to rectify this unconstitutional zoning classification within a reasonable time, a claim will be filed in the Superior Court of Fulton County demanding just and adequate compensation under Georgia law for the taking of the Property, diminution of value of the Property, attorney's fees and not less than $4,000,000.00 in other damages arising out of the unlawful deprivation of the Applicant's property rights.

Accordingly, your Applicant respectfully requests that this Application be granted as requested by the Applicant.

If there are any questions about this rezoning request, you may contact me at 404-665-1243 or jarnold@pftlegal.com.

Sincerely,

PURSLEY FRIESE TORGRIMSON

G. Douglas Dillard
Jillian S. Arnold

Applicant's Proposed Revisions to Conditions Approved by City Council on March 27, 2015 pursuant to CLUP-14-07; Z-14-11; V-14-26

CLEAN VERSION OF CONDITIONS

The Applicant proposes to revise the conditions of zoning that currently encumber the +/- 2.85 acre "stacked flat" property fronting on Old Milton Parkway, and more particularly described in the enclosed legal description. This 2.85-acre parcel was originally included in the Mixed Use zoning application approved by the Alpharetta City Council on March 27, 2015 (CLUP-14-07; Z-14-11; V-14-26). Please note that the Applicant's zoning modification request and the companion rezoning application for +/-2.9 acres on Thompson Street do not modify the conditions of zoning approved for the remaining property included in the 2015 rezoning CLUP-14-07; Z-14-11; V-14-26. It is the Applicant's intent that the revised conditions below would apply to the Phase II Property if approved by City Council.

1. **The site, consisting of approximately 5.75 acres, shall be zoned Mixed Use (MU) and limited to 8.82 units per acre. Land Use shall be "Mixed Use." Office portion of site, consisting of approximately 2.85 acres, shall be zoned Mixed Use (MU). Uses permitted in the O-I zoning district shall be permitted on the office portion of the site.**

2. **Vehicle access to Old Milton Parkway shall be limited to one full access intersection at Park Street and a minimum of one right-in/right-out intersections as shown.**

3. **Thompson Street shall generally be improved as follows: 36 foot half width right-of-way shall be required to incorporate 12 foot walkway, 6 foot planting area, 8-foot on-street parking, and 10-foot travel lane, with final approval by staff.**

4. **Local Streets (Park Street, proposed North/South Street, and proposed East/West Street) shall generally be improved as follows: 30 foot half-width right of way incorporating a 6 foot minimum walkway, 6 foot minimum planting area, 8-foot on street parking, and 10 foot travel lanes.**

5. **At the intersection of Old Milton Parkway and Park Street, provide a right turn lane from Park Street.**

6. **Roadways with on-street parking shall incorporate curb extensions at intersection.**

7. **Along Old Milton Parkway, sidewalks shall be 8 foot wide min.**

8. **Development shall augment street connectivity with bike and pedestrian facilities throughout common areas. Pedestrian lighting shall be incorporated throughout the development. Maintenance of the lighting shall be the responsibility of the property owner's association.**

Exhibit 1

9. **Commercial buildings shall have pedestrian access from all adjacent streets and incorporate bicycle parking, benches and other complementary amenities.**

10. **Linear park along Thompson Street shall be substantially as depicted on the site plan.**

11. **Outdoor lighting fixtures shall be the cut-off type, designed to avoid spillage of light onto adjacent properties.**

12. **Garbage dumpsters shall be screened and placed in the location as approved by staff.**

Applicant's Proposed Revisions to Conditions Approved by City Council on March 27, 2015 pursuant to CLUP-14-07; Z-14-11; V-14-26

The Applicant proposes to revise the conditions of zoning that currently encumber the +/- 2.85 acre "stacked flat" property fronting on Old Milton Parkway, and more particularly described in the enclosed legal description. This 2.85-acre parcel was originally included in the Mixed Use zoning application approved by the Alpharetta City Council on March 27, 2015 (CLUP-14-07; Z-14-11; V-14-26). Please note that the Applicant's zoning modification request and the companion rezoning application for +/-2.9 acres on Thompson Street do not modify the conditions of zoning approved for the remaining property included in the 2015 rezoning CLUP-14-07; Z-14-11; V-14-26. It is the Applicant's intent that the revised conditions below apply to the Phase II Property.

1. **The site, consisting of approximately 5.7521 acres, shall be zoned Mixed Use (MU) and limited to 8.82 units per acre. Land Use shall be "Mixed Use." Office portion of site, consisting of approximately 2.85 acres, shall be zoned Mixed Use (MU). Uses permitted in the O-I zoning district shall be permitted on the office portion of the site.**

    - *Note: Revised to reflect proposed development on Phase II Property*

2. ~~**Office/Commercial portion of the site, consisting of approximately 3 acres, shall be zoned Mixed Use (MU). Retail and restaurant uses shall be limited to a maximum of 25,000 sf which represents currently vested retail on existing C1 parcel. Retail and restaurant shall be restricted to the ground floor within multi-level buildings. Two stand-alone sit-down restaurants shall be permitted, no drive thru windows. A permit for a second standalone restaurant may be permitted only after construction of a minimum of 12,000 square feet of office space. The following uses shall be permitted:**~~

    - ~~**Office**~~
    - ~~**Restaurants/no drive thru (all restaurants shall include outdoor seating)**~~
    - ~~**Bakery**~~
    - ~~**Beauty Shop**~~
    - ~~**Print Shop**~~
    - ~~**Craftsman/artist studio**~~
    - ~~**Florist**~~
    - ~~**Shipping store**~~
    - ~~**Bank (limited to internal drive thru)**~~
    - ~~**Fitness Studio**~~
    - ~~**Wine Store**~~
    - ~~**Phone store**~~
    - ~~**Coffee Shop/Coffee House**~~
    - ~~**Spa Services**~~
    - ~~**Jewelry Store**~~

Exhibit

- *Note: This condition applied to the +/- 3 acres of nonresidential uses on Phase I site. Removed because not applicable to the Phase II Property.*

3.2. ~~Vehicle access to Westside Parkway shall be limited to one right-in/right-out intersection and one right-in/right out and left-in only. Westside Parkway median shall be extended to Old Milton Parkway. Intersection improvements to be approved by Staff.~~

- *This condition applied to the Phase I site. Removed because not applicable to the Phase II Property.*

4.3. **Vehicle access to Old Milton Parkway shall be limited to one full access intersection at Park Street and a minimum of one right-in/right-out intersections as shown.**

5.4. ~~Vehicle access to Thompson Street to include up to four full access intersections. Homes fronting Thompson Street shall be rear loaded.~~

- *This condition applied to the Phase I site. Removed because not applicable to the Phase II Property.*

6.5. ~~Applicant's traffic study has recommended installing a traffic signal at Old Milton and Park Street. In order to preserve the integrity of Old Milton Parkway, developer shall complete the Post Office Street to Thompson providing an equivalent signalized access. Traffic Impact Fee credits will be granted for the completion of this improvement.~~

- *This condition applied to the Phase I site. Removed because not applicable to the Phase II Property and is being completed as part of development on Phase I.*

7.6. **Thompson Street shall generally be improved as follows: 36 foot half width right-of-way shall be required to incorporate 12 foot walkway, 6 foot planting area, 8-foot on-street parking, and 10-foot travel lane, with final approval by staff.**

8.7. **Local Streets (Park Street, proposed North/South Street, and proposed East/West Street) shall generally be improved as follows: 30 foot half-width right of way**

incorporating a 6 foot minimum walkway, 6 foot minimum planting area, 8-foot on street parking, and 10 foot travel lanes.

~~9.~~8. At the intersection of Old Milton Parkway and Park Street, provide a right turn lane from Park Street.

~~10.~~9. ~~The first parking lot drive isle shall be 75 feet minimum from the stop bar at the stop controlled intersection and 150 feet at signalized intersection.~~

- *This condition applied to the Phase I site. Removed because not applicable to the Phase II Property.*

~~11. Provide signal modifications recommended by traffic study including the addition of a right turn overlap signal phasing at the intersection of Westside Parkway and Old Milton Parkway.~~

- *This condition applied to the Phase I site. Removed because not applicable to the Phase II Property.*

~~12.~~10. Roadways with on-street parking shall incorporate curb extensions at intersection.

~~13.~~11. Along Old Milton Parkway~~/Westside Parkway~~, sidewalks shall be 8 foot wide min.

- *This condition applied to the Phase I site. Removed because not applicable to the Phase II Property.*

~~14.~~12. Development shall augment street connectivity with bike and pedestrian facilities throughout common areas. Pedestrian lighting shall be incorporated throughout the development. Maintenance of the lighting shall be the responsibility of the property owner's association.

~~15.~~13. Commercial buildings shall have pedestrian access from all adjacent streets and incorporate bicycle parking, benches and other complementary amenities.

~~16. Provide a bus shelter along Old Milton Pkwy, as coordinated with the City and MARTA.~~

- *This condition applied to the Phase I site. Removed because not applicable to the Phase II Property.*

~~17.~~14. ~~An area of at least 1500 square feet shall be established at the corner of Old Milton Parkway and Westside Parkway for a sitting area with a monument or sculpture, park~~

~~benches, and/or water feature. Plan to be approved by Design Review Board. All entrances from Old Milton Parkway shall be heavily landscaped.~~

- ~~*This condition applied to the Phase I site. Removed because not applicable to the Phase II Property.*~~

~~18.~~15. ~~The tree buffer, as shown in the phased grading plan presented by staff at the hearing, specifically the 50-foot strip of trees be removed upon staff approval.~~

- *This condition applied to the Phase I site. Removed because not applicable to the Phase II Property.*

~~19.~~16. ~~The greenspace between units 89-103 shall link to the greenway along Thompson through a green space created between the for-sale lots in order to provide loop from Thompson Street to Park to Concorde Place and back to Thompson Street.~~

- *This condition applied to the Phase I site. Removed because not applicable to the Phase II Property.*

~~20.~~17. ~~Parking and rear of units shall not be visible from Old Milton Parkway or Westside Parkway. Architecture elements such as brick walls and trellises shall be used as well as berms and landscaping with final approval by Staff.~~

- ~~*This condition applied to the Phase I site. Removed because not applicable to the Phase II Property.*~~

~~21.~~18. ~~Tree #49 (37" water oak) shall be saved as shown with~~ no ~~more than 20% encroachment into the CRZ. Work with Staff to design walking paths within the CRZ.~~

- *This condition applied to the Phase I site. Removed because not applicable to the Phase II Property.*

~~22.~~19. ~~Tree #115 (10" Japanese maple) should be spaded and transplanted on site.~~

- *This condition applied to the Phase I site. Removed because not applicable to the Phase II Property.*

~~23.~~20. ~~Work with staff to attempt to incorporate trees reported to be in good condition by the applicant's arborist report.~~

- *This condition applied to the Phase I site. Removed because not applicable to the Phase II Property.*

~~24. The park located on the north side of Thompson Street shall be improved with walkways and/or boardwalks, and landscaping appropriate for a passive park as~~

~~approved by Staff. The Applicant will work with Community Development staff to designate an area in the park for the automated bike rental station. Park shall be dedicated to the City with easements established for the HOA to maintain the detention pond.~~

- *This condition applied to the Phase I site. Removed because not applicable to the Phase II Property.*

~~25.~~21. ~~Detention pond shall be built as a decorative water feature that fits the natural environment with heavy landscaping and surrounding trail. Pond shall have a permanent pool. All visible walls shall be faced with stone as approved by Staff.~~

- *This condition applied to the Phase I site. Removed because not applicable to the Phase II Property.*

~~26.~~22. **Linear park depicted along Thompson Street ~~and new North/South Street~~ shall be substantially as depicted on the site plan. ~~with widths ranging from a minimum of 35 feet to 78 feet in width and shall be dedicated to the City of Alpharetta upon completion. "Landing" area shall be improved with hardscape, landscape, pedestrian scale decorative lighting, as well as decorative directional signage with final approval by Staff.~~**

- *Condition revised to reflect proposed development on Phase II Property.*

~~27.~~23. ~~Additional brick inlay crosswalk shall be required on Thompson Street and be relocated at the Thompson Street/Park Street intersection in front of Lot 4 or 5.~~

- *This condition is proposed to be removed because it is not applicable to the Phase II Property.*

~~28.~~24. ~~Residential rchitecture shall be representative of southern classic style. The commercial and office shall be representative of European or English style, as in the picture in Exhibit A. All uses and/or buildings shall coordinate architecturally. Design Review Board shall review townhomes, stacked flats and retail/restaurant and office building architecture. Site and landscape plan for commercial portion shall also require Design Review Board approval.~~

- *This condition is proposed to be removed.*

~~29.~~25. ~~Each elevation shall be different for the proposed 21 single family homes along Thompson Street.~~

- *This condition applied to the Phase I site and therefore is proposed to be removed because it is not applicable to the Phase II Property.*

~~30.~~

~~31.~~26. ~~Buildings along Old Milton Parkway, Thompson Street, Westside Parkway and Park Street shall face those streets to the greatest extent possible, with garages located to the rear of the buildings. In cases where the side of the building faces the street, the side shall be designed to have the appearance of facing the streets. There shall be no visible rear yards along Old Milton Parkway.~~

- ~~*This condition is proposed to be removed.*~~

~~32.~~27. ~~Signage for all uses shall coordinate and require Design Review Board approval.~~

- *This condition is proposed to be removed.*

~~33.~~28. ~~In consideration of dedication by the Applicant of additional park land and public space beyond the 10 percent code requirement and construction of improvements on that land, the City or the Applicant shall enter into a verbal agreement in which the City agrees to donate two parcels to the Applicant, as requested, and provide administrative relief where possible on tree recompense as determined by the director of community development and city attorney.~~

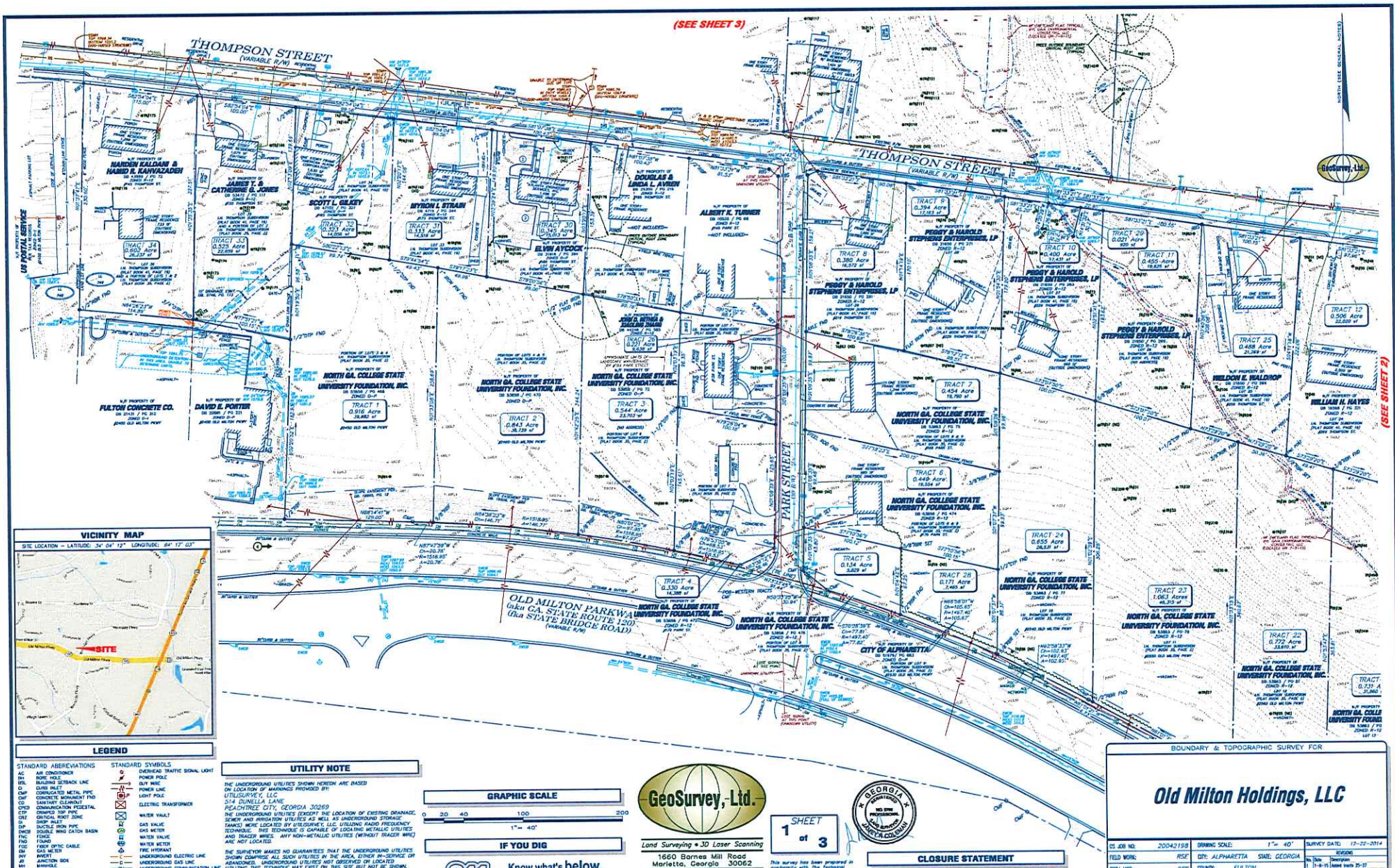
- ~~*This condition applied to the Phase I site and therefore is proposed to be removed because it is not applicable to the Phase II Property.*~~

~~34.~~29. **Outdoor lighting fixtures shall be the cut-off type, designed to avoid spillage of light onto adjacent properties.**

~~35.~~30. ~~A 15-foot landscape buffer shall be installed on the northern property line of the parcel shown as stacked flats.~~

This condition is no longer necessary as the Applicant proposes to incorporate the parcels along Thompson Street into the Phase II development

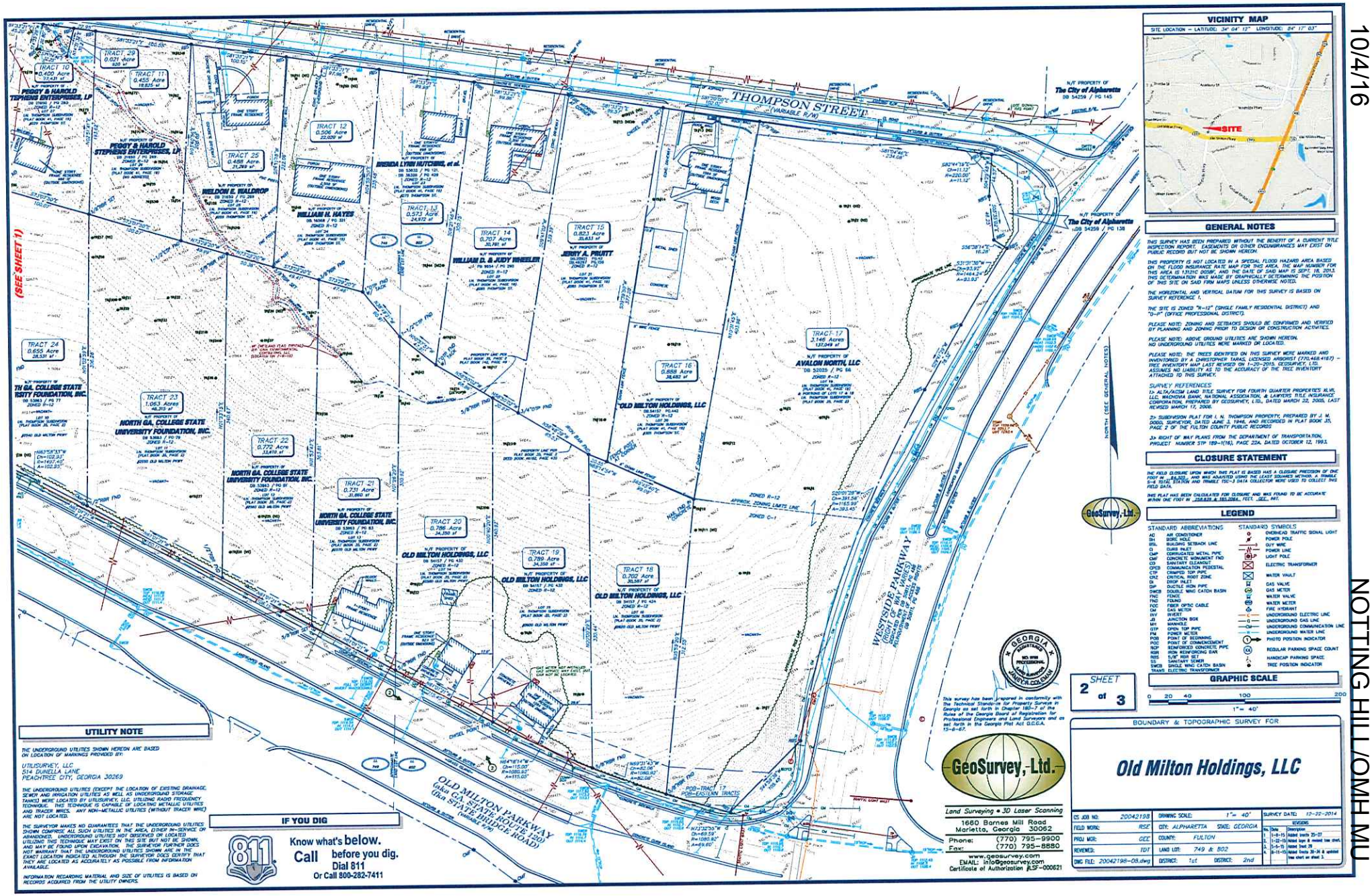
~~36.~~31. **Garbage dumpsters shall be screened and placed in the location as approved by staff.**



10/4/16

MP-16-14/Z-16-15

NOTTING HILL/OMH MU



VICINITY MAP

SITE LOCATION – LATITUDE: 34° 04' 12" LONGITUDE: 84° 17' 03"

GENERAL NOTES

THIS SURVEY HAS BEEN PREPARED WITHOUT THE BENEFIT OF A CURRENT TITLE INSPECTION REPORT. EASEMENTS OR OTHER ENCUMBRANCES MAY EXIST ON PUBLIC RECORD BUT NOT BE SHOWN HEREON.

THIS PROPERTY IS NOT LOCATED IN A SPECIAL FLOOD HAZARD AREA BASED ON THE FLOOD INSURANCE RATE MAP FOR THIS AREA. THE MAP NUMBER FOR THIS AREA IS 13121C 0058F, AND THE DATE OF SAID MAP IS SEPT. 18, 2013. THIS DETERMINATION WAS MADE BY GRAPHICALLY DETERMINING THE POSITION OF THIS SITE ON SAID FIRM MAPS UNLESS OTHERWISE NOTED.

THE HORIZONTAL AND VERTICAL DATUM FOR THIS SURVEY IS BASED ON SURVEY REFERENCE 1.

THE SITE IS ZONED "R-12" (SINGLE FAMILY RESIDENTIAL DISTRICT) AND "O-P" (OFFICE PROFESSIONAL DISTRICT).

PLEASE NOTE: ZONING AND SETBACKS SHOULD BE CONFIRMED AND VERIFIED BY PLANNING AND ZONING PRIOR TO DESIGN OR CONSTRUCTION ACTIVITIES.

PLEASE NOTE: ABOVE GROUND UTILITIES ARE SHOWN HEREON. NO UNDERGROUND UTILITIES WERE MARKED OR LOCATED.

PLEASE NOTE: THE TREES IDENTIFIED ON THIS SURVEY WERE MARKED AND INVENTORIED BY A CHRISTOPHER TARAS, LICENSED ARBORIST (770.468.4187) – TREE INVENTORY MAP LAST REVISED ON 1-20-2015. GEOSURVEY, LTD. ASSUMES NO LIABILITY AS TO THE ACCURACY OF THE TREE INVENTORY ATTACHED TO THIS SURVEY.

SURVEY REFERENCES

1> ALTA/ACSM LAND TITLE SURVEY FOR FOURTH QUARTER PROPERTIES XLVI, LLC, WACHOVIA BANK, NATIONAL ASSOCIATION, & LAWYERS TITLE INSURANCE CORPORATION, PREPARED BY GEOSURVEY, LTD., DATED MARCH 22, 2005, LAST REVISED MARCH 17, 2006.

2> SUBDIVISION PLAT FOR I. N. THOMPSON PROPERTY, PREPARED BY J. M. DODD, SURVEYOR, DATED JUNE 3, 1946, AND RECORDED IN PLAT BOOK 35, PAGE 2 OF THE FULTON COUNTY PUBLIC RECORDS.

3> RIGHT OF WAY PLANS FROM THE DEPARTMENT OF TRANSPORTATION, PROJECT NUMBER STP 159-1(16), PAGE 22A, DATED OCTOBER 12, 1993.

CLOSURE STATEMENT

THE FIELD CLOSURE UPON WHICH THIS PLAT IS BASED HAS A CLOSURE PRECISION OF ONE FOOT IN 88,200 FEET, AND WAS ADJUSTED USING THE LEAST SQUARES METHOD. A TRIMBLE 5-SECOND DATA COLLECTION AND TRIMBLE TSC-1 DATA COLLECTOR WERE USED TO COLLECT THIS FIELD DATA.

THIS PLAT HAS BEEN CALCULATED FOR CLOSURE AND WAS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 258,839 & 165,2084 FEET. SEE ALSO.

LEGEND

STANDARD ABBREVIATIONS

AC	AIR CONDITIONER
BH	BORE HOLE
BSL	BUILDING SETBACK LINE
C	CURB INLET
CMP	CORRUGATED METAL PIPE
CMF	CONCRETE MONUMENT FND
CO	SANITARY CLEANOUT
CPED	COMMUNICATION PEDESTAL
CTP	CRIMPED TOP PIPE
CRCF	CRITICAL ROOT ZONE
DI	DROP INLET
DIP	DUCTILE IRON PIPE
DWCB	DOUBLE WING CATCH BASIN
FNC	FENCE
FND	FOUND
FOC	FIBER OPTIC CABLE
GM	GAS METER
INV	INVERT
JB	JUNCTION BOX
MH	MANHOLE
OTP	OPEN TOP PIPE
PM	POWER METER
POB	POINT OF BEGINNING
POC	POINT OF COMMENCEMENT
RCP	REINFORCED CONCRETE PIPE
RSB	IRON REINFORCING BAR
RBS	5/8" IRON SET
SS	SANITARY SEWER
SWCB	SINGLE WING CATCH BASIN
TRANS	ELECTRIC TRANSFORMER

STANDARD SYMBOLS

	OVERHEAD TRAFFIC SIGNAL LIGHT
	POWER POLE
	GUY WIRE
	POWER LINE
	LIGHT POLE
	ELECTRIC TRANSFORMER
	WATER VAULT
	GAS VALVE
	GAS METER
	WATER VALVE
	WATER METER
	FIRE HYDRANT
	UNDERGROUND ELECTRIC LINE
	UNDERGROUND GAS LINE
	UNDERGROUND COMMUNICATION LINE
	UNDERGROUND WATER LINE
	PHOTO POSITION INDICATOR
	REGULAR PARKING SPACE COUNT
	HANDICAP PARKING SPACE
	TREE POSITION INDICATOR

GRAPHIC SCALE

0 20 40 100 200

1" = 40'

UTILITY NOTE

THE UNDERGROUND UTILITIES SHOWN HEREON ARE BASED ON LOCATION OF MARKINGS PROVIDED BY:

UTILISURVEY, LLC
514 DUNELLA LANE
PEACHTREE CITY, GEORGIA 30269

THE UNDERGROUND UTILITIES (EXCEPT THE LOCATION OF EXISTING DRAINAGE, SEWER AND IRRIGATION UTILITIES AS WELL AS UNDERGROUND STORAGE TANKS) WERE LOCATED BY UTILISURVEY, LLC. UTILIZING RADIO FREQUENCY TECHNIQUE. THIS TECHNIQUE IS CAPABLE OF LOCATING METALLIC UTILITIES AND TRACER WIRES. ANY NON-METALLIC UTILITIES (WITHOUT TRACER WIRE) ARE NOT LOCATED.

THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN-SERVICE OR ABANDONED. UNDERGROUND UTILITIES NOT OBSERVED OR LOCATED UTILIZING THIS TECHNIQUE MAY EXIST ON THIS SITE BUT NOT BE SHOWN, AND MAY BE FOUND UPON EXCAVATION. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH THE SURVEYOR DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE.

INFORMATION REGARDING MATERIAL AND SIZE OF UTILITIES IS BASED ON RECORDS ACQUIRED FROM THE UTILITY OWNERS.

IF YOU DIG

811

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Or Call 800-282-7411

This survey has been prepared in conformity with The Technical Standards for Property Surveys in Georgia as set forth in Chapter 180-7 of the Rules of the Georgia Board of Registration for Professional Engineers and Land Surveyors and as set forth in the Georgia Plat Act O.C.G.A. 15-6-67.

GEORGIA REGISTERED PROFESSIONAL JERRY A. COLEMAN

SHEET 2 of 3

BOUNDARY & TOPOGRAPHIC SURVEY FOR

Old Milton Holdings, LLC

GeoSurvey, Ltd.
Land Surveying • 3D Laser Scanning
1660 Barnes Mill Road
Marietta, Georgia 30062
Phone: (770) 795-9900
Fax: (770) 795-8880
www.geosurvey.com
EMAIL: info@geosurvey.com
Certificate of Authorization LSF-000621

CS JOB NO:	20042198	DRAWING SCALE:	1" = 40'
FIELD WORK:	RSE	CITY: ALPHARETTA	STATE: GEORGIA
PROJ MGR:	GEE	COUNTY: FULTON	
REVIEWED:	TDT	LAND LOT: 749 & 802	
DWG FILE:	20042198-08.dwg	DISTRICT: 1st	DISTRICT: 2nd

SURVEY DATE: 12-22-2014

No.	Date	Description
1.	1-8-15	Added Lots 21-23
2.	1-12-15	Added topo & revised tree chart.
3.	1-5-15	Added Deed 28
4.	5-11-15	Added Tracts 20-24 & updated tree chart on sheet 3.

REVISIONS

10/4/16

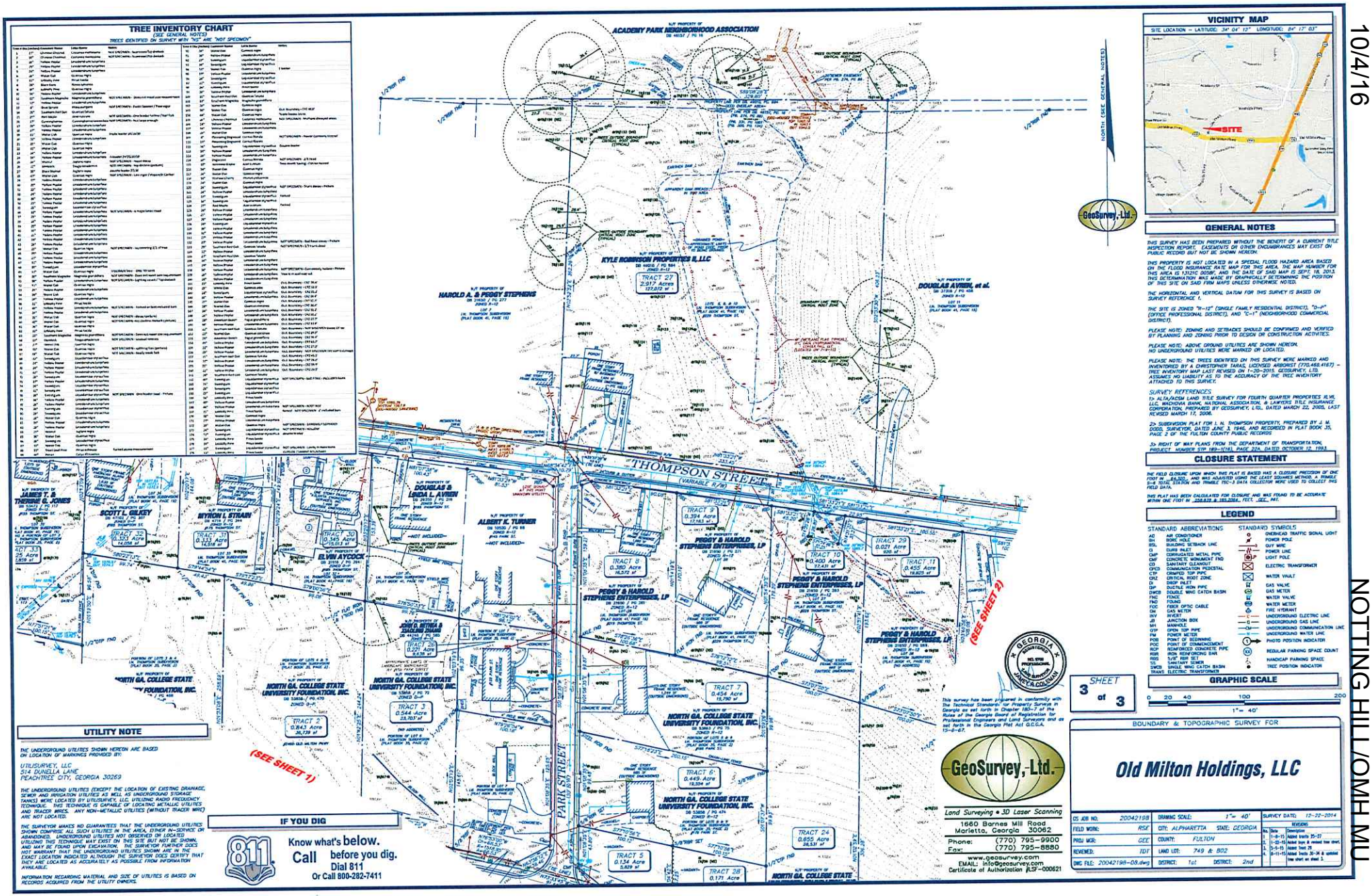
MP-16-14/Z-16-15

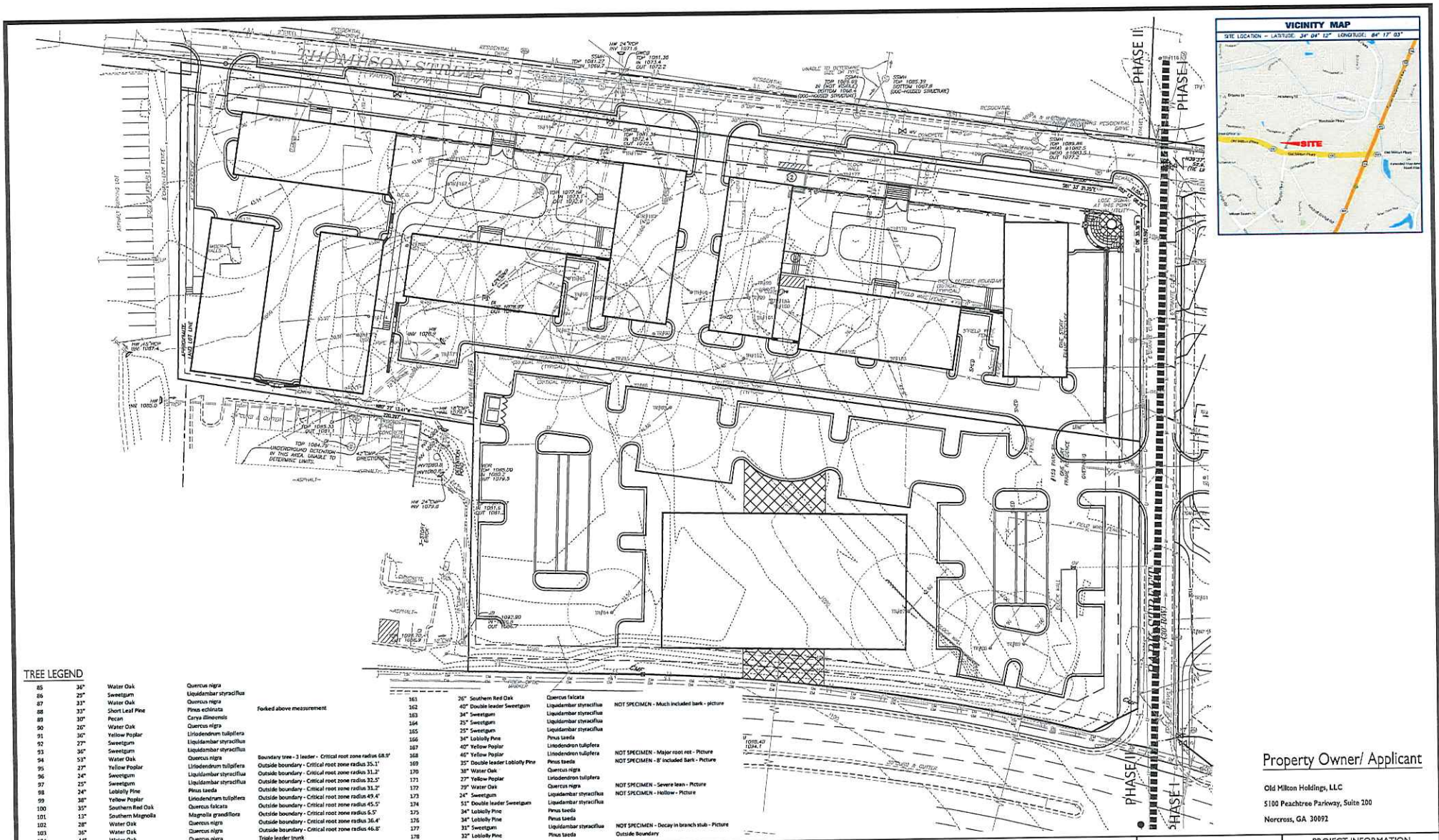
NOTTING HILL/OMH MU

10/4/16

MP-16-14/Z-16-15

NOTTING HILL/OMH MU





10/4/16

MP-16-14/Z-16-15
NOTTING HILL/OMH MU

TREE LEGEND

85	36"	Water Oak	Quercus nigra		
86	29"	Sweetgum	Liquidambar styraciflua		
87	33"	Water Oak	Quercus nigra		
88	33"	Short Leaf Pine	Pinus echinata	Forked above measurement	
89	30"	Pecan	Carya illinoensis		
90	26"	Water Oak	Quercus nigra		
91	36"	Yellow Poplar	Liriodendrum tulipifera		
92	27"	Sweetgum	Liquidambar styraciflua		
93	36"	Sweetgum	Liquidambar styraciflua		
94	53"	Water Oak	Quercus nigra	Boundary tree - 3 leader - Critical root zone radius 68.9'	
95	27"	Yellow Poplar	Liriodendrum tulipifera	Outside boundary - Critical root zone radius 35.1'	
96	24"	Sweetgum	Liquidambar styraciflua	Outside boundary - Critical root zone radius 31.2'	
97	25"	Sweetgum	Liquidambar styraciflua	Outside boundary - Critical root zone radius 32.5'	
98	24"	Loblolly Pine	Pinus taeda	Outside boundary - Critical root zone radius 31.2'	
99	38"	Yellow Poplar	Liriodendrum tulipifera	Outside boundary - Critical root zone radius 49.4'	
100	35"	Southern Red Oak	Quercus falcata	Outside boundary - Critical root zone radius 45.5'	
101	13"	Southern Magnolia	Magnolia grandiflora	Outside boundary - Critical root zone radius 6.5'	
102	28"	Water Oak	Quercus nigra	Outside boundary - Critical root zone radius 36.4'	
103	36"	Water Oak	Quercus nigra	Outside boundary - Critical root zone radius 46.8'	
104	44"	Water Oak	Quercus nigra	Triple leader trunk	
161	26"	Southern Red Oak	Quercus falcata		
162	40"	Double leader Sweetgum	Liquidambar styraciflua	NOT SPECIMEN - Much included bark - picture	
163	34"	Sweetgum	Liquidambar styraciflua		
164	25"	Sweetgum	Liquidambar styraciflua		
165	25"	Sweetgum	Liquidambar styraciflua		
166	34"	Loblolly Pine	Pinus taeda		
167	40"	Yellow Poplar	Liriodendron tulipifera		
168	46"	Yellow Poplar	Liriodendron tulipifera	NOT SPECIMEN - Major root rot - Picture	
169	35"	Double leader Loblolly Pine	Pinus taeda	NOT SPECIMEN - 8' included Bark - Picture	
170	38"	Water Oak	Quercus nigra		
171	27"	Yellow Poplar	Liriodendron tulipifera		
172	29"	Water Oak	Quercus nigra	NOT SPECIMEN - Severe lean - Picture	
173	24"	Sweetgum	Liquidambar styraciflua	NOT SPECIMEN - Hollow - Picture	
174	51"	Double leader Sweetgum	Liquidambar styraciflua		
175	34"	Loblolly Pine	Pinus taeda		
176	34"	Loblolly Pine	Pinus taeda		
177	31"	Sweetgum	Liquidambar styraciflua	NOT SPECIMEN - Decay in branch stub - Picture	
178	32"	Loblolly Pine	Pinus taeda	Outside Boundary	

Property Owner/ Applicant

Old Milton Holdings, LLC
5100 Peachtree Parkway, Suite 200
Norcross, GA 30092

AEC
CIVIL ENGINEERING • PLANNING • LANDSCAPE ARCHITECTURE
50 Waren Springs Circle
Roswell • Georgia • 30075
(770) 641-1942 • www.aecad.com

NORTH
30 0 30 60

TREE SURVEY

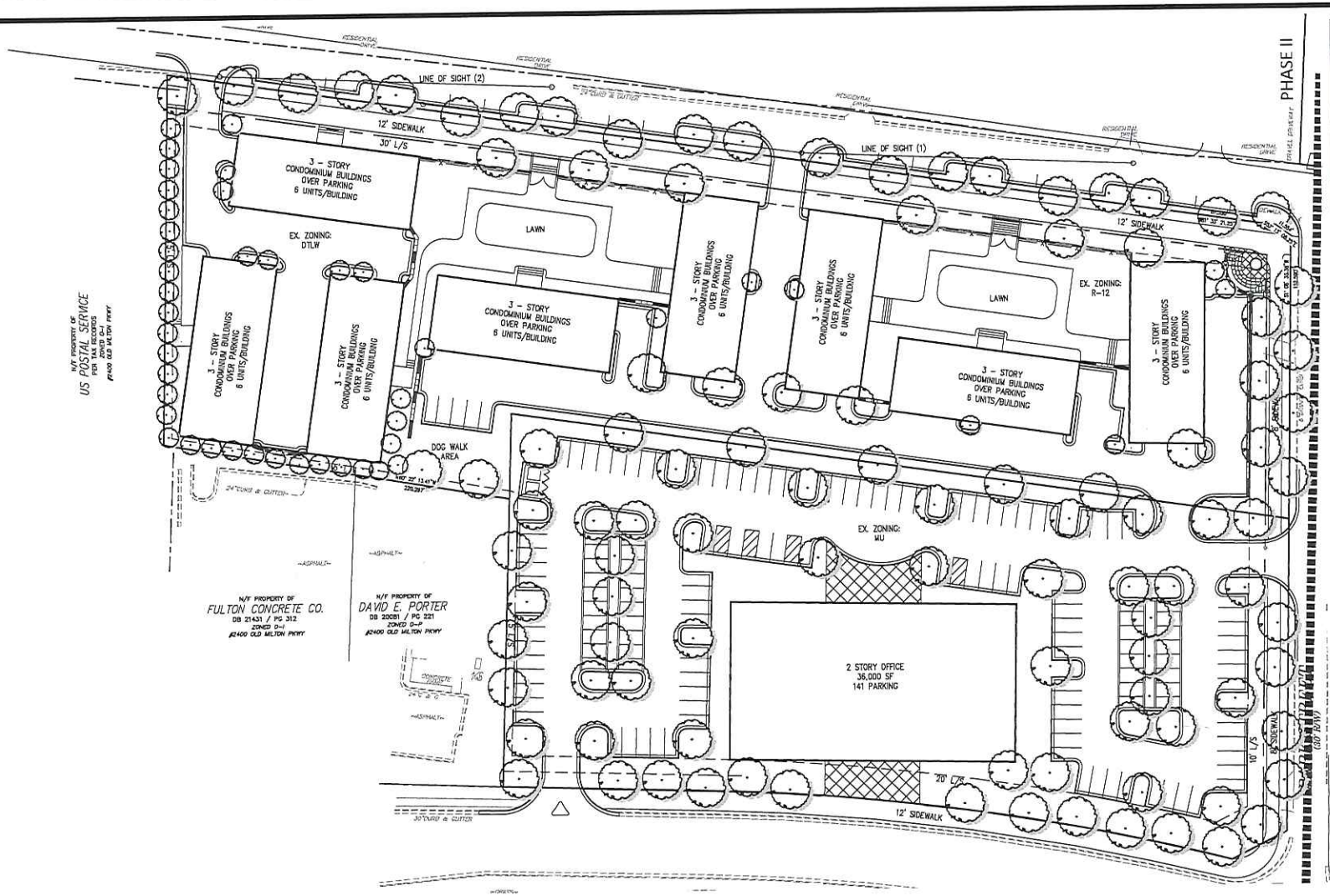
NOTTING HILL

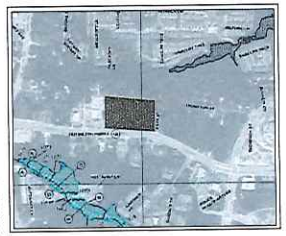
Alpharetta , Georgia

PROJECT INFORMATION
PROJECT NO.: 15-3749
DATE: 10-3-16
SCALE: 1" = 30'
FILE NAME: 15-37496C14-A06.dwg
DESIGN/DRAWN: SLR/MDA

10/4/16

MP-16-14/Z-16-15
NOTTING HILL/OMH MU





FEMA MAP
N.T.S.

The survey indicates that the property does not lie within a flood hazard zone as identified on F.I.R.M. Community Panel No's 13121C0010F for Fulton County, Georgia - dated 09-18-2013 as published by the Federal Emergency Management Agency - Federal Hazard Insurance Administration.

SITE DATA

Land Lot:	749 & 802, 1st District, 2nd Section
Existing Zoning:	MU, R-12, DTLW
	Setbacks:
	Front: 0'
	Side: 0'
	Rear: 0'
Proposed Use:	Residential, Commercial, Office
Residential Buildings	Single Family Lots: 25
	Min. Single Family Lot Size: 3,200 sf
	Townhomes: 89
	Stacked Flats: 48
	Total - 162 Density - 6.7 un/ac
Proposed Acreage:	Original Zoning: 21.067
	Added: 3.28
	Total: 24.317 Ac
Commerical:	
	Retail/Rest: 25,000
	Office: 48,000

Property Owner/ Applicant

Old Milton Holdings, LLC
5100 Peachtree Parkway, Suite 200
Norcross, GA 30092

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CIVIL ENGINEERING • PLANNING • LANDSCAPE ARCHITECTURE
50 Warm Springs Circle
Roswell • Georgia • 30075
(770) 641-4742 • www.aecatl.com

NORTH
30 0 30 60

PRELIMINARY SITE PLAN

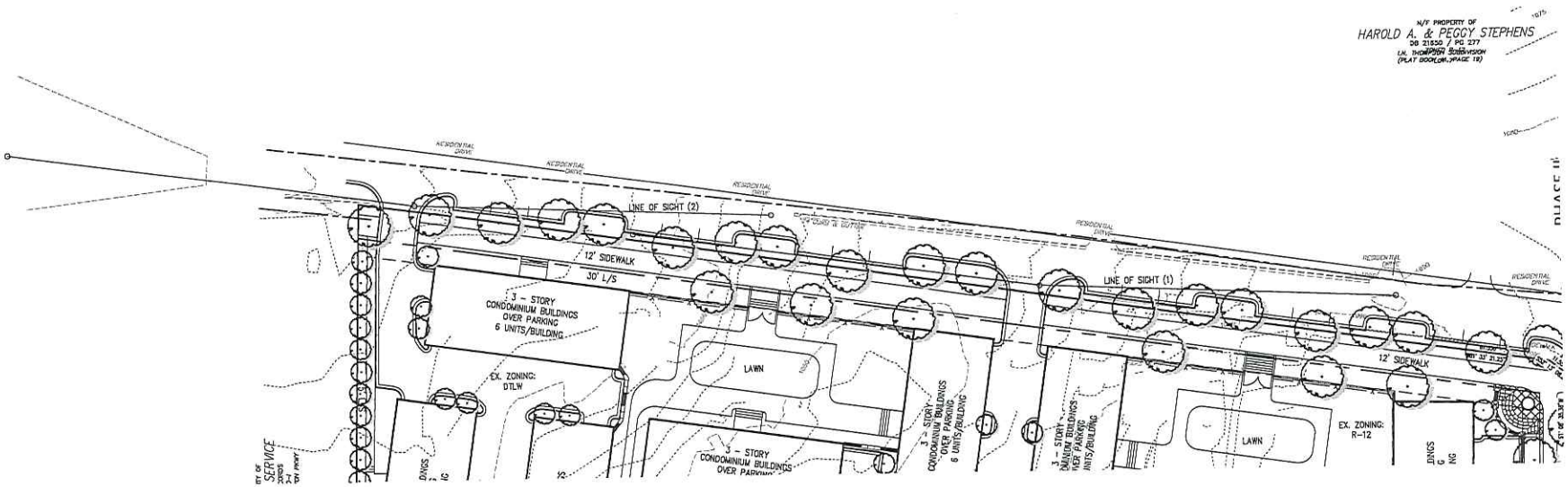
NOTTING HILL

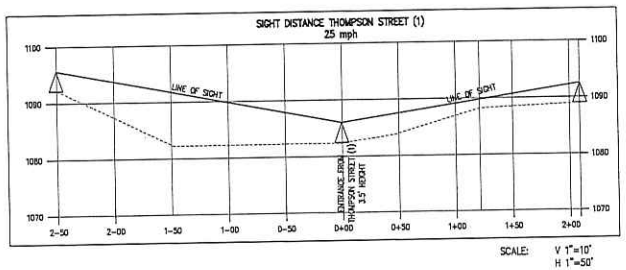
Alpharetta , Georgia

PROJECT INFORMATION
PROJECT NO.: 15-3749
DATE: 9-1-16
SCALE: 1" = 30'
FILE NAME: 15-37496-18CONCB.dwg
DESIGN/DRAWN: SLR/MDA

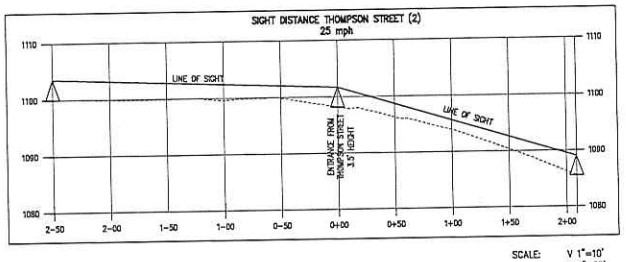
10/4/16

MP-16-14/Z-16-15
NOTTING HILL/OMH MU





SCALE: V 1"=10'
H 1"=50'



SCALE: V 1"=10'
H 1"=50'

AEC
CIVIL ENGINEERING • PLANNING • LANDSCAPE ARCHITECTURE
50 Warm Springs Circle
Roswell • Georgia • 30075
(770) 641-1942 • www.aecatl.com

NORTH
30 0 30 60

SIGHT DISTANCE

NOTTING HILL

Alpharetta , Georgia

PROJECT INFORMATION
PROJECT NO.: 15-3749
DATE: 9-1-16
SCALE: 1" = 30'
FILE NAME: 15-37496-18CONCB.dwg
DESIGN/DRAWN: SLR/MDA

10/4/16

MP-16-14/Z-16-15
NOTTING HILL/OMH MU

Traffic

USE	PROGRAM TOTAL S.F.		AM Peak Factor	Total AM Peak	PM Peak Factor	Total PM Peak	Total Trips Per Day Factor	Total Trips Per Day
Retail	0	s.f.	1.03	0	3.74	0	42.92	0
Restaurant	0	s.f.	14.62	0	19.38	0	130.34	0
Office	36,000	s.f.	1.56	56	1.49	54	11.01	396
Hotel	0	rooms	0.64	0	0.74	0	8.92	0
Mini-Warehouse	0	s.f.	0.28	0	0.29	0	2.50	0
Residential (Senior)	0	units	0.21	0	0.23	0	3.48	0
Residential (Multi-Family)	0	units	0.44	0	0.54	0	5.86	0
Residential (Single-Family)	48	units	0.77	37	1.02	49	9.57	459
Totals				93		103		856

CITY COUNCIL MEETING
STAFF REPORT

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

I. AGENDA ITEM TITLE: PH-16-17/CU-16-22/V-16-32 SABRI GUVEN

PLANNING COMMISSION: DECEMBER 1, 2016

CITY COUNCIL: DECEMBER 12, 2016

II. RECOMMENDATION:

Approve PH-16-17/CU-16-22/V-16-32 Sabri Guven subject to the following conditions:

1. Property shall be developed substantially in accordance with the submitted plan prepare by Donald Ayers, dated 8/29/2016, except as modified by these conditions. Lot yield depicted is not guaranteed and subject to meeting all City Code requirements and conditions of zoning.
2. A wedding/formal dress shop shall be permitted within no more than 25% of the office building space. A change in the accessory retail use in the office building shall require conditional use approval.
3. Setbacks shall be:
    - Front Setback (Old Milton Parkway) – 20 feet
    - Side Setback – 10 feet
    - Rear Setback – 15 feet
4. All buildings shall be oriented to and have their front door facing Old Milton Parkway with a connection to the sidewalk on Old Milton Parkway.
5. Office building shall be aligned with the existing retail center with respect to building setback from Old Milton Parkway, with no more than one row of parking between the building and the street as approved by Staff.
6. Architecture and building design for the proposed retail addition and office building shall meet the Downtown Code requirements as approved by Staff and DRB.
7. Visible fencing shall be decorative as approved by the DRB.
8. The existing curb cut and driveway at 2255 Old Milton Parkway shall be removed.
9. There shall be no encroachment into the critical root zone (CRZ) of Trees #2 (58" Water Oak) and #69 (18" Water Oak) and retaining wall(s) shall be setback a minimum 5' from the CRZ.
10. Impacts to off-site trees shall be minimized. The owner(s) of off-site trees shall be notified of any encroachment greater than 20% or as directed by the City Arborist.
11. A combination plat for the properties located at 2225 and 2245 Old Milton Parkway shall be required prior to a Certificate of Occupancy (CO) for the 3,024 square foot building addition.
12. If the O-I parcel is sold, an inter parcel access easement and a shared parking agreement shall be required.
13. 50% of the required parking spaces for the office use shall be compact spaces.
14. 20' landscape strip along Old Milton Parkway and a 5' landscape strip along the eastern property line shall be required on the O-I parcel.
15. Pedestrian street lights shall be continued along the Old Milton Parkway streetscape, as approved by Staff.
16. Provide opportunity for inter parcel access to the property to the east.
17. The rear section of the properties located at 2225, 2245 and 2255 Old Milton Parkway shall remain undisturbed open space. An open space easement shall be required for any portion of the required minimum 3,877 square foot open space area provided on the adjacent C-2 property.

III. REPORT IN BRIEF:

The applicant, Richard Wernick, is requesting a change to previous conditions of zoning, a conditional use and variances to allow for a 3,024 square foot addition to the Sabri Guven retail center and a 9,600 square foot office building with accessory retail. A conditional use is requested to permit a dress shop within 25% of the office space and variances to reduce the front and side setbacks in the O-I (Office-Institutional) zoning district. The subject property is located at 2225, 2245 and 2255 Old Milton Parkway at the southeast corner of Haynes Bridge Road and Old Milton Parkway.

IV. ATTACHMENTS:

- Site Plan
- Architectural Elevations

DISCUSSION

The submitted request, if approved, will allow for the construction of a 3,024 square foot addition to the Sabri Guven retail center and a 9,600 square foot office building with accessory retail use (2,400 square foot dress shop). The subject property is located at 2225, 2245 and 2255 Old Milton Parkway at the southeast corner of Haynes Bridge Road and Old Milton Parkway. The property owner recently acquired 2255 Old Milton Parkway, which is the vacant property to the east.

The subject properties are zoned C-2 Conditional (General Commercial - Conditional) and O-I (Office-Institutional). The C-2 property is the Sabri Guven retail center and the O-I property is vacant land. The properties are surrounded by vacant O-I parcels to the south and east and R-12 land to the southeast. Both properties are located within the Downtown Overlay and have a Commercial and Mixed Use Live-Work comprehensive land use plan designation.

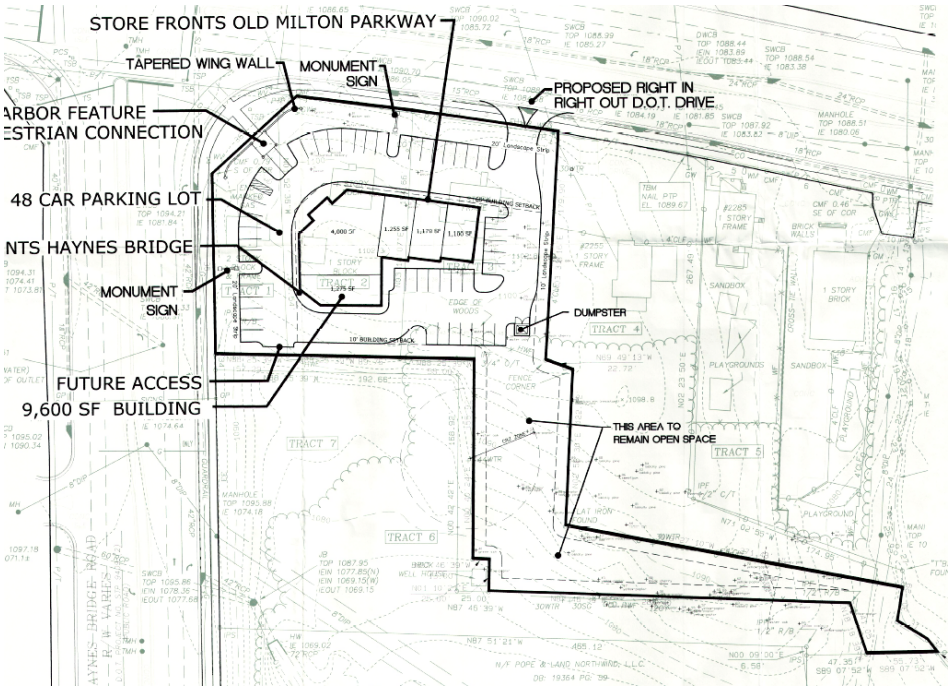
The property located at 2225 and 2245 Old Milton Parkway is subject to conditions of zoning from the rezoning case approved on May 27, 2008 (see 2008 zoning plan below). The applicant proposes the following changes to the previous conditions of zoning:

3. Building development on site shall be limited to ~~9,600~~ 12,624 square feet.

6. Rear parking area shall meet code for dimensions and landscaping. ~~In addition, retaining walls shall be set back a minimum of 5' from the CRZ of the 44" Oak located to the east of the site.~~

~~7. Rear section of lot shall remain as undisturbed green space as depicted on submitted plan with no buildings, detention ponds, walls or other structures.~~

2008 ZONING PLAN – GUVEN FINE JEWELRY (CASE #Z-08-01)



A conditional use permit is requested to allow for a 2,400 square foot dress shop within the proposed office building on the O-I zoned property. The O-I zoning district permits subordinate retail sales within an office building not constituting more than 25% of the overall space with approval of a conditional use.

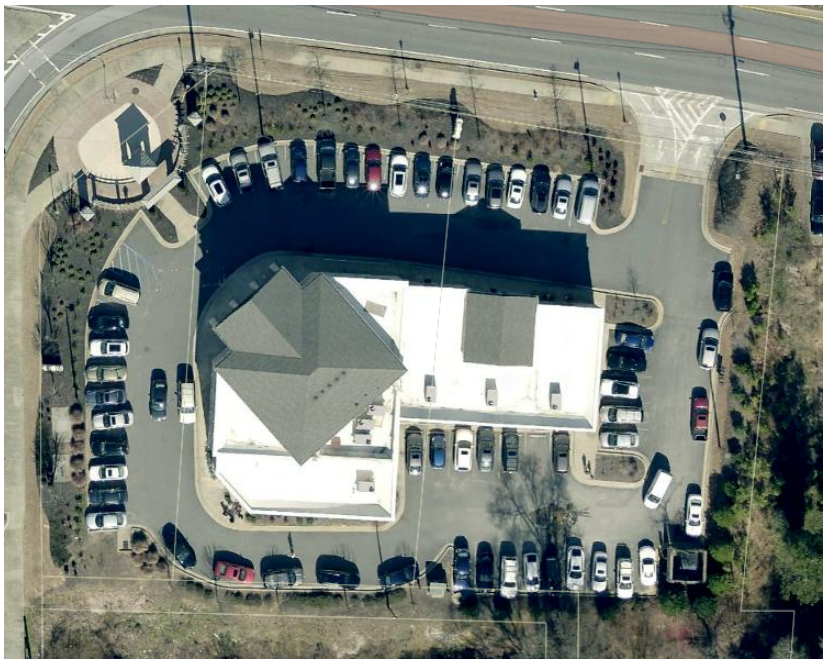
A variance is requested from UDC Section 2.2.13 (D) to reduce the front setback along Old Milton Parkway from 65' to 20' and to reduce the side setback from 15' to ten (10) feet. Staff encouraged the applicant to pursue the front setback variance in an effort to bring the building up to the street with the parking located behind the building. This site layout is consistent with the Downtown Master Plan's vision, which promotes a walkable environment.

SITE PLAN

The submitted site plan depicts a 3,024 square foot addition to the existing retail center on the 1.71-acre C-2 property. A 2-story, 9,600 square foot office building is depicted on the 0.89-acre O-I property. All buildings are shown facing Old Milton Parkway and access is shown through the existing curb cut on Old Milton Parkway. The existing driveway at 2255 Old Milton Parkway will be removed. The proposed minimum building setbacks are as follows:

Front Setback (Old Milton Parkway) – 20 feet
Side Setback – 10 feet
Rear Setback – 15 feet

42 parking spaces currently exist on the site with an additional 42 proposed parking spaces for a total of 84 spaces. The proposed parking spaces are located to the rear of the proposed addition and office building. The Alpharetta Downtown Code requires one (1) parking spaces per 500 square feet for retail/restaurant uses and one (1) parking space per 333 square feet for office use. Based on the existing and proposed uses and square footage, the site requires 52 parking spaces. However, the existing site has a history of parking shortages, as depicted in the picture below, and may warrant additional parking.



The applicant's arborist report identifies several trees on the site, including a 58" and 18" Water Oaks at the rear of the site. The 58" Water Oak was the subject of a 2008 zoning condition requiring the tree to be protected from any encroachment. The proposed site plan depicts parking areas encroaching upon the critical root zone of the 58" Water Oak.

The O-I parcel is required to provide a minimum 10% open space, which may not include buildings, parking areas, required building setbacks, buffers, and landscape strips. Therefore, 0.089 acres or 3,877 square feet of open space is required. The site plan depicts 4,944 square feet of open space in several small areas throughout the site. However, most of the depicted open space areas are unusable for outdoor enjoyment or are located within the parking area. Staff recommends that the open space requirement be met at the rear of the C-2 and O-I properties.

Although not depicted on the site plan, the applicant has indicated that detention will be provided on-site, likely through an underground vault.

BUILDING ELEVATIONS & ARCHITECTURE

The applicant submitted elevations of the proposed retail addition and the free-standing office building. The retail addition is proposed to be a continuation of the existing retail center with respect to architecture and building materials. The architectural style of the office building is unclear. Brick is shown as the primary material on all building elevations. The City's Downtown Architect provided the following comments with regard to the retail building addition and office building:

- Suggest that both the addition and the office building meet the Downtown Guidelines and not try to match the existing retail center.
- Suggest refinements to the site layout so that the office building is aligned parallel to the existing retail center.
- Roof area is too overbearing visually
- No historic details in the brick
- No base or entablature provided

TRAFFIC

The proposed project, consisting of 5,424 square feet of retail use and 7,200 square feet of office use, would generate 121 PM Peak Hour Trips.

CONDITIONAL USE REVIEW CRITERIA

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

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

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

Response: Access to the site will occur through the existing curb cut on Old Milton Parkway for the Sabri Guven retail building. The existing driveway at 2255 Old Milton Parkway will be removed.

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

Response: The applicant's site plan accommodates the items referenced above. Staff recommends the removal of parking spaces that encroach upon the CRZ of specimen trees required to be saved.

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 dress shop represents 25% of the 9,600 square foot office building space, which meets the intent of accessory retail uses in the O-I zoning district. Staff recommends the removal of parking spaces that encroach upon the CRZ of specimen trees required to be saved.

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 dress shop should have little impact on the development of surrounding properties as the use is consistent with the existing retail development and is limited to no more than 25% of the office building space.

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 dress shop is consistent with the existing retail development and is limited to no more than 25% of the office building space.

VARIANCE REVIEW CRITERIA

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

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

Response: The subject property is within the Downtown Overlay where architecture, site layout and landscaping are key components to a successful development. The proposed setback variances are consistent with reduced front and side setback regulations in the Downtown Code.

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

Response: The applicant could develop the site in compliance with the required setbacks. However, the O-I setback moves the parking between the street and the building, which is inconsistent with a walkable environment and the Downtown Code.

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

Response: The subject property is located within the Downtown Overlay, which encourages walkability by bringing the buildings up to the street. The existing O-I zoning requires a 65' front building setback, which is appropriate in other areas of the City but is contrary to the Downtown Master Plan.

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

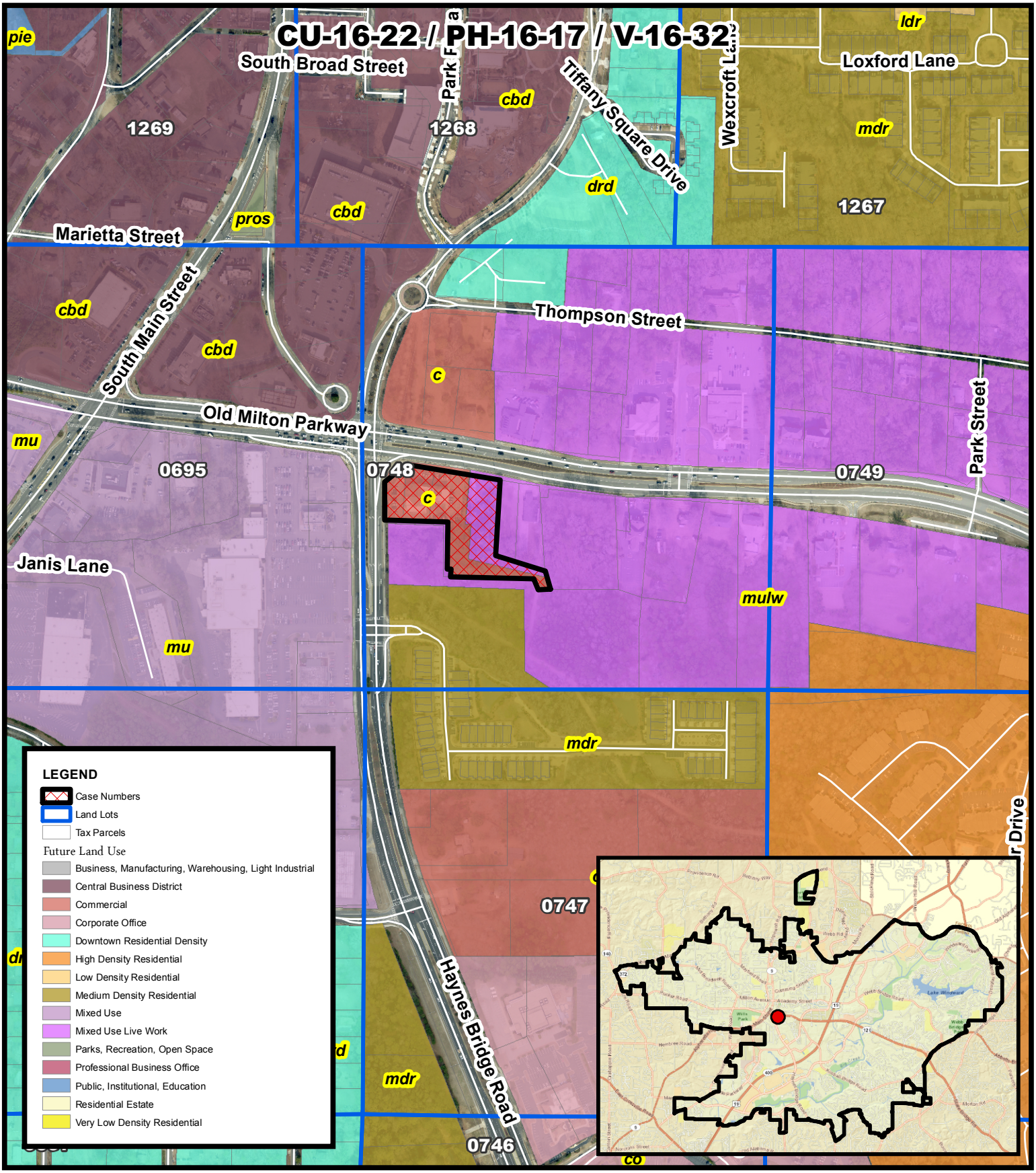
Response: Approval will not cause substantial detriment to the public good, since the setback variances are consistent with reduced front and side setbacks regulations in the Downtown Code. Staff also recommends conditions to protect the tree canopy and requiring building architecture of the proposed addition and office building to meet the Downtown Code.

CONCURRENCES

Staff has reviewed the application and is generally in agreement with the requests for conditional use and variance as the proposal is consistent with the vision in the Downtown Master Plan. The variance request to reduce the front and side setbacks is consistent with the Downtown Master Plan, which envisions a walkable area. However, the request to change previous conditions of zoning is not supported as the proposed retail addition and office building can be constructed without impacting existing specimen trees and open space. In addition, staff recommends that the proposed retail addition and office building meet the Downtown Code requirements with regard to architecture and building design.

CITIZEN PARTICIPATION PLAN

The report submitted by the applicant states that letters were mailed to each property owner within 500' of the subject property stating the applicant's intent. The report states that no comments were received.

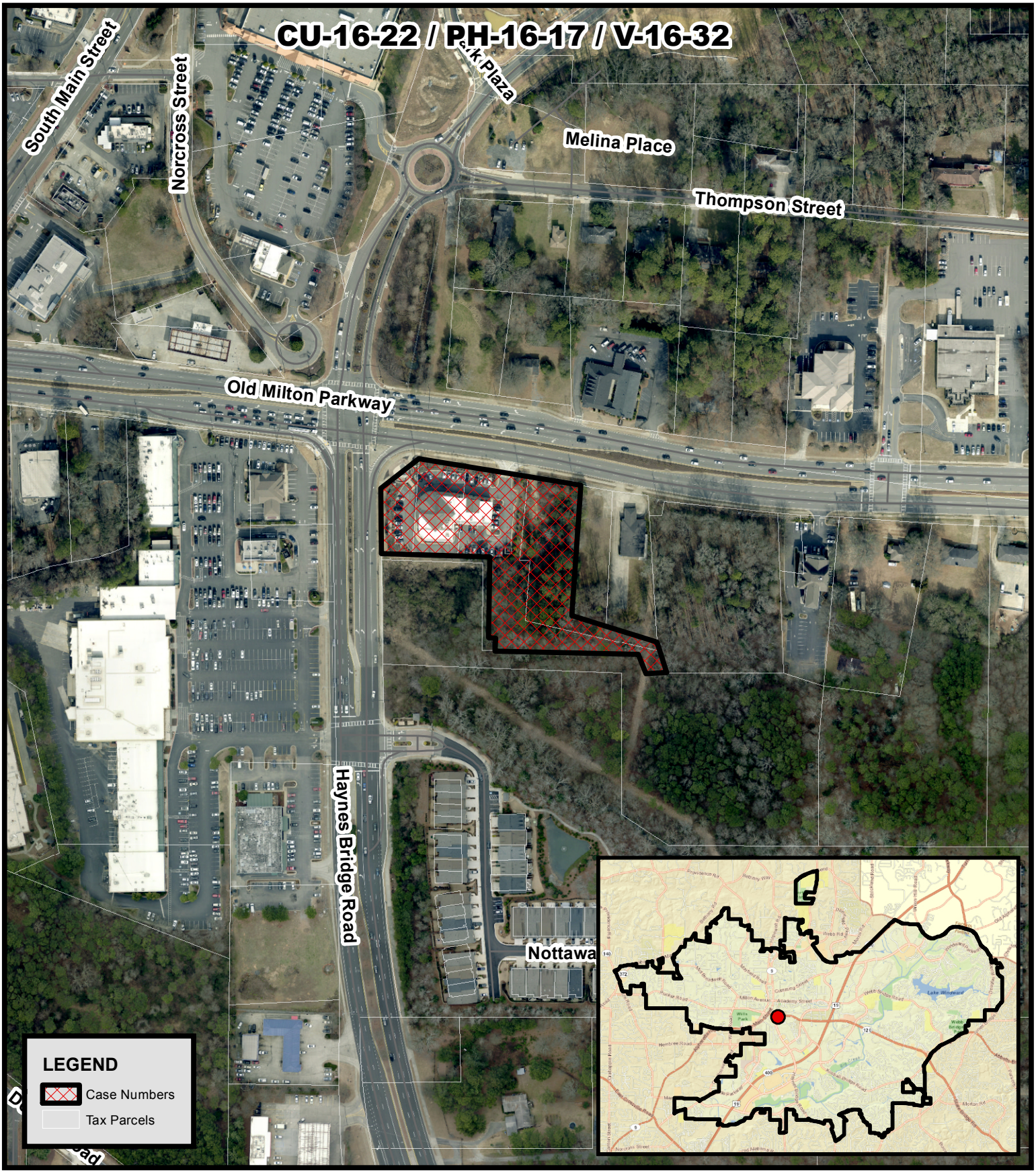


THE CITY OF ALPHARETTA GEORGIA

2030 Land Use
Sabri Guven
2255 Old Milton Parkway

CU-16-22/PH-16-17/V-16-32
D/LL: 1/2/748
PC: 12/01/16
CC: 12/12/16

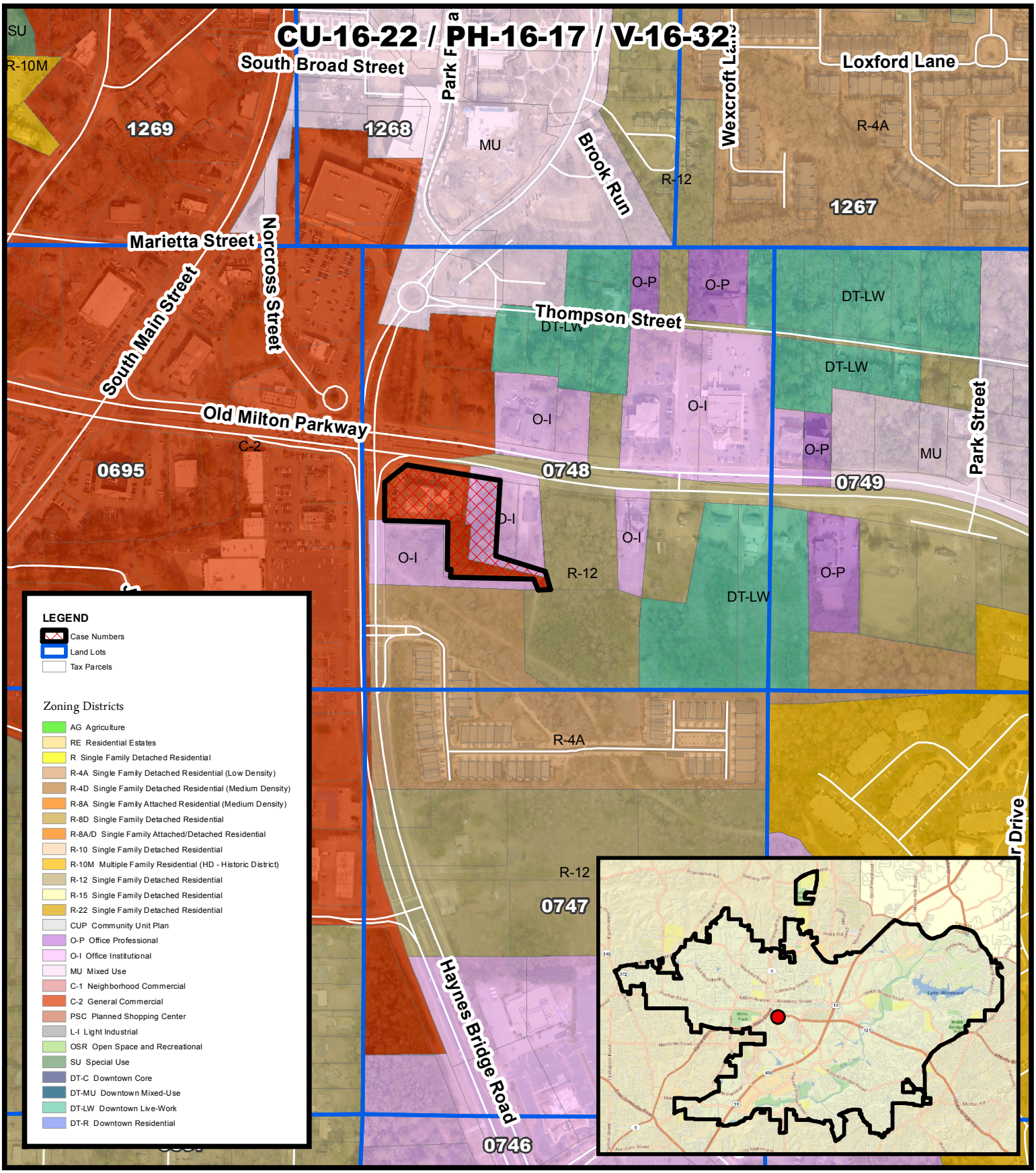
Location Map Provided by:
Community Development - GIS



Aerial Map
Sabri Guven
2255 Old Milton Parkway

CU-16-22/PH-16-17/V-16-32
D/LL: 1/2/748
PC: 12/01/16
CC: 12/12/16

Location Map Provided by:
Community Development - GIS

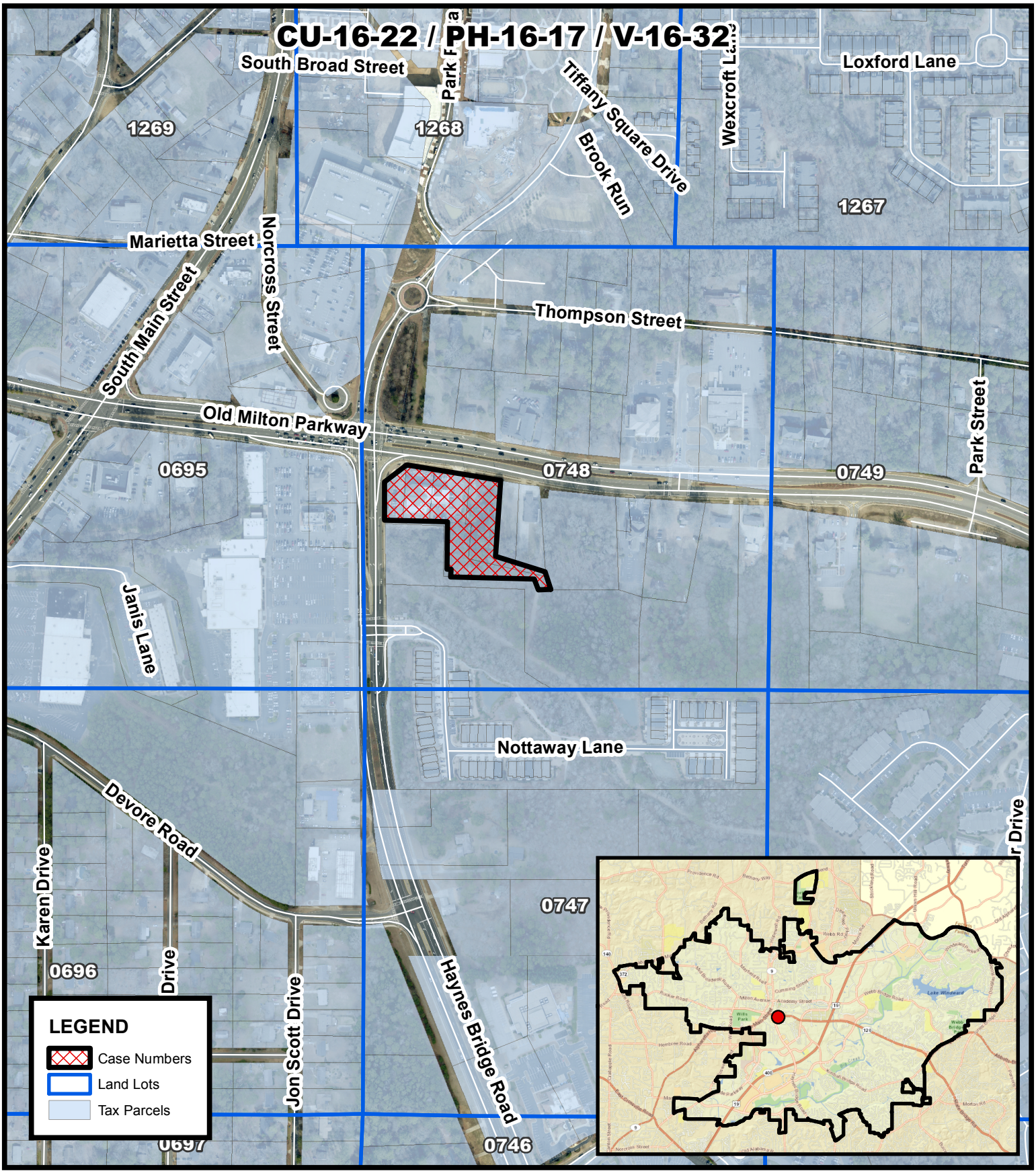


THE CITY OF ALPHARETTA GEORGIA

Zoning Map
Sabri Guven
2255 Old Milton Parkway

CU-16-22/PH-16-17/V-16-32
D/LL: 1/2/748
PC: 12/01/16
CC: 12/12/16

Location Map Provided by:
Community Development - GIS



Location Map
Sabri Guven
2255 Old Milton Parkway

THE CITY OF ALPHARETTA GEORGIA

CU-16-22/PH-16-17/V-16-32
D/LL: 1/2/748
PC: 12/01/16
CC: 12/12/16

Location Map Provided by:
Community Development - GIS

CITY COUNCIL
AGENDA ACTION SUMMARY

Public Hearing Date: May 27, 2008

Z-08-01/V-08-10 Guven Fine Jewelry
Consideration of rezoning property located at the southeast corner of Old Milton Parkway and Haynes Bridge from R-12 to C-2 in order to allow a retail center. A parking variance is also requested in order to permit an approximately 1,000 square foot mezzanine without requiring additional parking. The property is legally described as being located in Land Lot 748, 1st District, 2nd Section, Fulton County, Georgia.

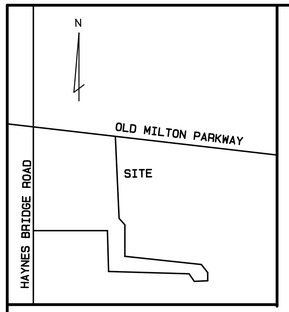
MOTION: Approve, Aiken
Second: Paine
Approved 6 – 1 (Belle Isle)

Approve Z-08-01 Guven Fine Jewelry request for rezoning subject to the following conditions:

1. **The zoning designation shall be "C-2 Conditional". Any use other than listed below shall be subject to City Council approval.**
   - Restaurant - subject to meeting parking requirements, no fast food or drive thru shall be permitted. Current parking is for retail, restaurant use will require additional parking which would reduce the building square footage.
   - Food Store (specialty or gourmet only)
   - Print shop
   - Hair salon (Nail salon not permitted)
   - Book store
   - Florist
   - Postal / Package store
   - Card / Gift shop
   - Travel Agency
   - Barber Shop
   - Electronics store
   - Phone store
   - Home Décor and Furniture store
   - Clothing Boutique/Bridal Shop/Formal Wear Store with related accessories
   - Art Gallery/Art Framing/Art store
   - Hobby Shop/Children's Toy store
   - Jewelry store
2. **The focal point feature previously approved by City Council for this intersection (arbor detail) shall be constructed at the corner of Old Milton Parkway and Haynes Bridge Road. Heavy ornamental landscaping shall be required around focal point feature with final approval by Staff.**
3. **Building development on site shall be limited to 9,600 square feet.**
4. **Provide pedestrian connection to public corner sidewalk as depicted on site plan. Plan shall be developed substantially as shown on**

drawing by Langham dated 4/17/08, except as modified by these conditions.

5. Provide heavy landscaping within the landscape strips.
6. Rear parking area shall meet code for dimensions and landscaping. In addition, retaining walls shall be set back a minimum of 5' from the CRZ of the 44" Oak located to the east of the site.
7. Rear section of lot shall remain as undisturbed green space as depicted on submitted plan with no buildings, detention ponds, walls or other structures.
8. The building(s) shall be designed to be traditional and substantively similar to the original plan in character, treated with similar materials and features on all four sides, and all color palettes and signage shall be approved by the Design Review Board.
9. A 20-foot landscape strip shall be required adjacent to Haynes Bridge Road and Old Milton Parkway.
10. Incorporate opportunity for inter-parcel access with adjacent property to the east and south.
11. Parking lot layout shall comply with the Fire Department access requirements.
12. Loading/service areas and dumpsters shall be screened from view of any public street by a minimum six-foot high opaque fence or wall matching the material of the building.
13. Monument sign shall not be internally lit, shall not exceed 6 feet in height and shall meet required setbacks .



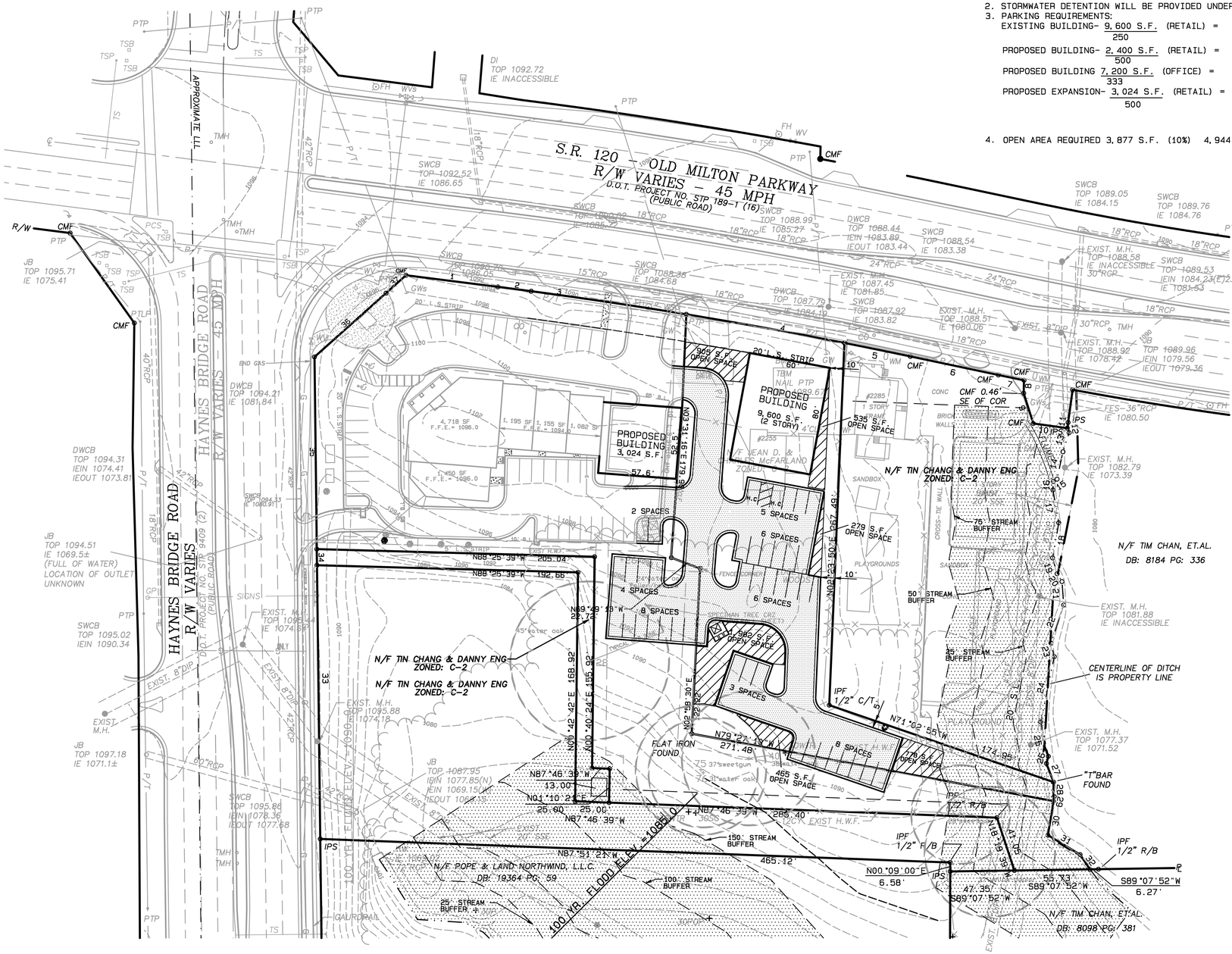
LOCATION MAP

ITE LAND USE CODE	INTENSITY	DAILY TOTAL	AM PEAK			PM PEAK		
			IN	OUT	TOTAL	IN	OUT	TOTAL
RETAIL (826)	5,424 S.F.	270	NOT REPORTED			15	19	34
OFFICE (710)	7,200 S.F.	178	21	3	24	15	72	87

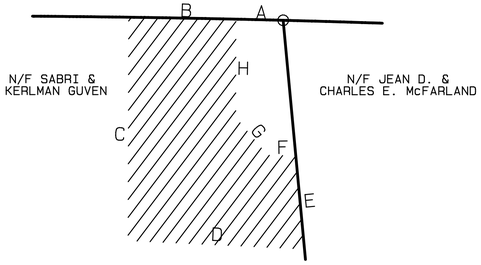
NOTES:

1. EXISTING SITE CONTAINS 1.71 AC. (ZONED C-2 CONDITIONAL) ADDITIONAL ACREAGE=.89 AC. (ZONED O&I) LOCATED IN L.L.748 OF THE 1ST DISTRICT 2ND SECTION CITY OF ALPHARETTA, GA.
2. STORMWATER DETENTION WILL BE PROVIDED UNDERGROUND.
3. PARKING REQUIREMENTS:
   EXISTING BUILDING- 9,600 S.F. / 250 (RETAIL) = 38.4 SPACES REQUIRED
   PROPOSED BUILDING- 2,400 S.F. / 500 (RETAIL) = 4.8 SPACES REQUIRED
   PROPOSED BUILDING 7,200 S.F. / 333 (OFFICE) = 21.6 SPACES REQUIRED
   PROPOSED EXPANSION- 3,024 S.F. / 500 (RETAIL) = 6.0 SPACES REQUIRED
   70.8 SPACES REQUIRED (TOTAL)
   84.0 SPACES PROVIDED (TOTAL)
4. OPEN AREA REQUIRED 3,877 S.F. (10%) 4,944 S.F. PROVIDED

MAG. NORTH



S.R. 120 OLD - MILTON PARKWAY



A - N80 44'46"W 13.20'
B - N81 04'32"W 30.00'
C - S8 02'30"W 62.46'
D - S79 22'39"E 49.38
E - N2 48'02"E 26.20'
F - N81 10'57"W SD8.05'
G - N32 08'48"W SD13.77'
H - N8 02'30"E SD27.50'

INTERPARCEL ACCESS EASEMENT
N.T.S.

#	BEARING	CHORD	ARC	RADIUS
1	S82°47'24"E		68.28'	
2	S82°36'02"E	24.83	24.83'	3754.72'
3	S81°31'41"E	115.71	115.71'	3754.72'
4	S79°44'27"E	118.53	118.54'	3754.72'
5	S78°27'28"E	49.64	49.64'	3754.72'
6	S78°04'44"E	66.36		
7	S78°18'49"E	19.31	19.31'	2356.83'
8	S01°19'18"W	9.57		
9	S17°33'41"E	23.41		
10	S82°08'58"E	25.35		
11	N07°51'20"E	4.24		
12	S05°33'26"E	7.62		
13	S17°59'37"W	14.72		
14	S12°04'45"W	20.70		
15	S58°28'46"W	3.27		
16	S02°15'21"W	6.27		
17	S10°00'14"E	24.62		
18	S09°58'46"W	26.28		
19	S15°53'23"E	12.10		
20	S31°53'39"E	6.86		
21	S04°10'05"E	17.35		
22	S18°26'15"W	29.64		
23	S13°38'17"E	10.27		
24	S11°38'41"W	49.23		
25	S12°26'08"E	25.93		
26	S14°55'57"W	5.50		
27	S20°52'26"E	14.69		
28	S02°33'14"E	10.69		
29	S09°36'45"W	3.34		
30	S09°24'16"W	26.60		
31	S58°46'43"E	27.74		
32	S37°46'41"E	12.34		
33	N00°41'13"W	201.99		
34	N00°41'13"W	11.87		
35	N00°41'13"W	141.83		
36	N48°15'42"E	70.66		
37	N48°15'42"E	19.84		

24 HOUR EMERGENCY CONTACT HAMID MASHINCHI @ (404) 275-0896

TOTAL SITE AREA = 1.71 AC. LOCATED IN LAND LOT 748 OF THE 1ST DISTRICT, 2ND SECTION OF ALPHARETTA, GA.

GRAPHIC SCALE 1"=40'
0 40 80 120

GEORGIA REGISTERED No. 13,187 PROFESSIONAL ENGINEER DONALD AYRES

DESIGN D.A.
DRAWN K.L.
CHECKED D.A.
Q.C. _____

NOT VALID FOR CONSTRUCTION UNLESS SIGNED IN THIS BLOCK

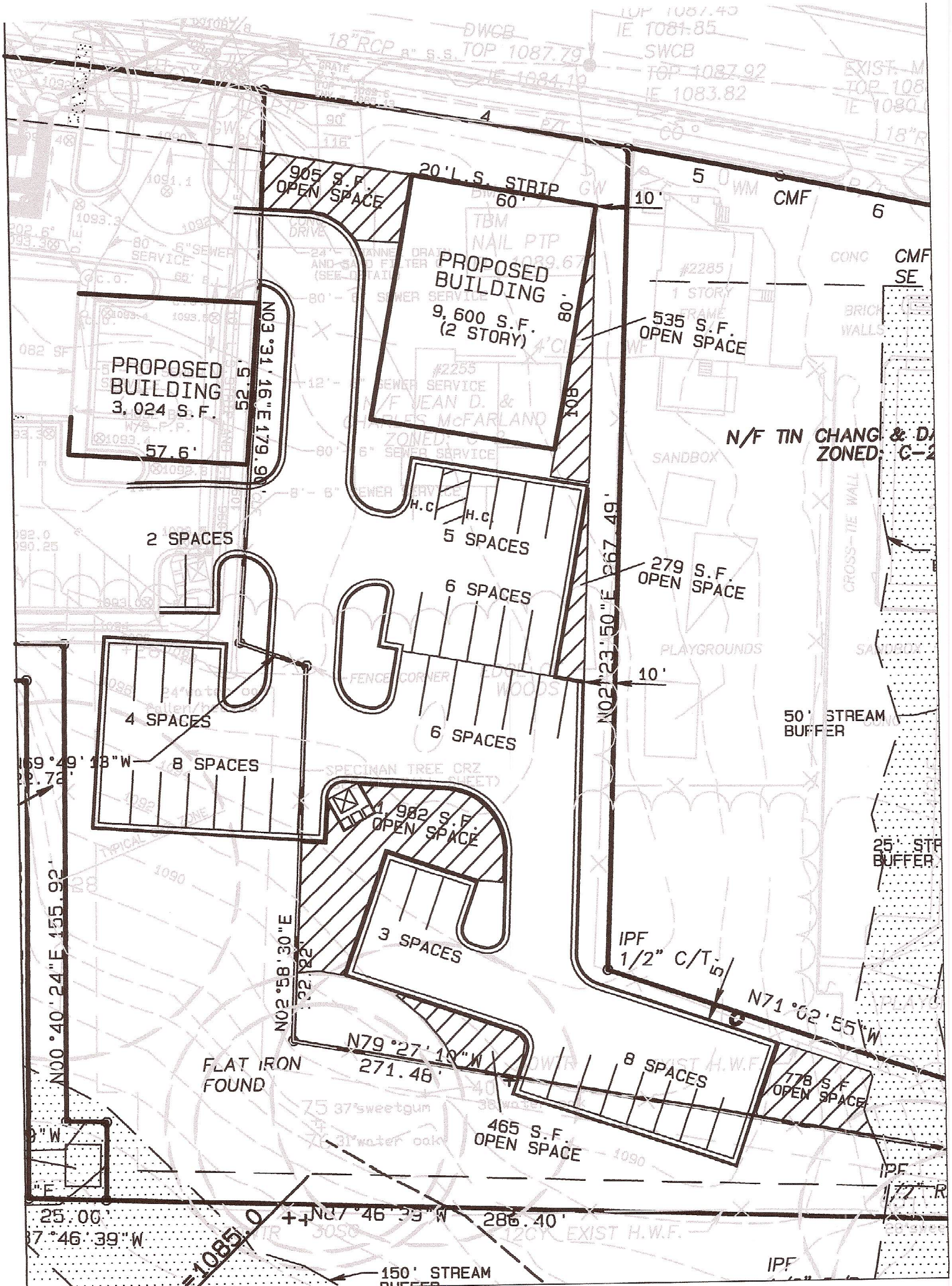
SABRI GUVEN

GUVEN PLAZA

AYRES ENGINEERING (770) 421-8140
OVERALL SITE
850 KENNESAW AVENUE, SUITE C10, MARIETTA, GA 30060

NO.	DATE	REVISION	APP'D. BY
5			
4			
3			
2			
1	11/15/16	ADDED OPEN AREA CALCULATIONS	

JOB NO.
F.B. NO.
DATE 08/29/16
SHT 1 OF 1


905 S.F. OPEN SPACE
20' L.S. STRIP
60'
10'
PROPOSED BUILDING
9,600 S.F.
(2 STORY)
80'
535 S.F. OPEN SPACE
PROPOSED BUILDING
3,024 S.F.
52.5'
N03°31'16"E 179.96'
57.6'
108'
N/F TIN CHANG & DA
ZONED: C-2
H.C
H.C
2 SPACES
5 SPACES
279 S.F. OPEN SPACE
6 SPACES
N02°23'50"E 267.49'
10'
50' STREAM BUFFER
4 SPACES
6 SPACES
8 SPACES
962 S.F. OPEN SPACE
3 SPACES
IPF 1/2" C/T
N71°02'55"W
N02°58'30"E
N79°27'19"W
271.46'
FLAT IRON FOUND
8 SPACES
778 S.F. OPEN SPACE
465 S.F. OPEN SPACE
N00°40'24"E 155.92'
25.00'
N87°46'39"W 286.40'
150' STREAM

THIS PLAN IS BASED ON CURRENT DEVELOPMENT PLANS WHICH ARE SUBJECT TO CHANGE WITHOUT NOTICE. NO GUARANTEE IS MADE THAT PROPOSED FEATURES WILL BE CONSTRUCTED OR THAT, IF CONSTRUCTED, THE NUMBER, TYPE, SIZE AND LOCATION WILL BE DEPICTED ON THIS PLAN.

LEGEND

AC	–	ACRES
ACU	–	AIR CONDITIONING UNIT
AIF	–	ANGLE IRON FOUND
AKA	–	ALSO KNOWN AS
BC	–	BACK OF CURB
BL	–	BUILDING SETBACK LINE
BWF	–	BARBED WIRE FENCE
C&G	–	CURB & GUTTER
C/T	–	CRIMP TOP PIPE
CB	–	CATCH BASIN
CBX	–	CABLE TELEVISION BOX
CI	–	CURB INLET
℄	–	CENTER LINE
CLF	–	CHAIN LINK FENCE
CMF	–	CONCRETE MONUMENT FOUND
CMP	–	CORRUGATED METAL PIPE
CNF	–	CONCRETE NAIL FOUND
CNS	–	CONCRETE NAIL SET
CO	–	CLEANOUT
CONC	–	CONCRETE
CORPS	–	US ARMY CORPS OF ENGINEERS
CPP	–	CORRUGATED PLASTIC PIPE
-CTV-	–	CABLE TELEVISION LINE
DB, PG	–	DEED BOOK, PAGE
DE	–	DRAINAGE EASEMENT
DI	–	DROP INLET
DIP	–	DUCTILE IRON PIPE
DP	–	DUMPSTER PAD
DWCB	–	DOUBLE-WING CATCH BASIN
EA	–	EDGE OF ASPHALT
EL	–	ELEVATION
FES	–	FLARED END SECTION
FFE	–	FINISHED FLOOR ELEVATION
FH	–	FIRE HYDRANT
FKA	–	FORMERLY KNOWN AS
-G-	–	GAS LINE
GM	–	GAS METER
GP	–	GUY POLE
GTMH	–	GREASE TRAP MANHOLE
GV	–	GAS VALVE
GW	–	GUY WIRE
HC	–	HANDICAP PARKING SPACE
HW	–	HEADWALL
HWF	–	HOG WIRE FENCE
IE	–	INVERT ELEVATION
IPF	–	IRON PIN FOUND
IPS	–	IRON PIN SET (1/2" R/B)
JB	–	JUNCTION BOX
LL	–	LAND LOT
LLL	–	LAND LOT LINE
LP	–	LIGHT POLE
MH	–	MANHOLE
MON	–	MONUMENT
N/F	–	NOW OR FORMERLY
OCS	–	OUTLET CONTROL STRUCTURE
O/T	–	OPEN TOP PIPE
-P-	–	POWER LINE
-P/T-	–	POWER & TELEPHONE LINE
PBX	–	POWER BOX
PB, PG	–	PLAT BOOK, PAGE
PCS	–	PEDESTRIAN CROSSING SIGNAL
PH	–	TELEPHONE(S)
ℙ	–	PROPERTY LINE
PLP	–	POWER & LIGHT POLE
PM	–	POWER METER
PMH	–	POWER MANHOLE
POB	–	POINT OF BEGINNING
PP	–	POWER POLE
PSO	–	POWER STUBOUT
PTLP	–	POWER/TELEPHONE/LIGHT POLE
PTP	–	POWER & TELEPHONE POLE
PVC	–	POLYVINYLCHLORIDE PIPE
R/B	–	REINFORCING IRON BAR
RCP	–	REINFORCED CONCRETE PIPE
R/W	–	RIGHT OF WAY
SF	–	SQUARE FEET
SPV	–	SPRINKLER VALVE
-SS-	–	SANITARY SEWER LINE
SSE	–	SANITARY SEWER EASEMENT
S/W	–	SIDEWALK
SWCB	–	SINGLE-WING CATCH BASIN
TBM	–	TEMPORARY BENCHMARK
TBX	–	TELEPHONE BOX
TF	–	TRANSFORMER
TMH	–	TELEPHONE MANHOLE
TP	–	TELEPHONE POLE
TPOB	–	TRUE POINT OF BEGINNING
-T-	–	TELEPHONE LINE
-TS-	–	TRAFFIC SIGNALS
TSB	–	TRAFFIC SIGNAL BOX
TSP	–	TRAFFIC SIGNAL POLE
UG	–	UNDERGROUND
UGP	–	UNDERGROUND POWER
UGT	–	UNDERGROUND TELEPHONE
VCP	–	VITRIFIED CLAY PIPE
WF	–	WOOD FENCE
WI	–	WEIR INLET
-W-	–	WATER LINE
WM	–	WATER METER
WSO	–	WATER STUBOUT
WV	–	WATER VALVE

#	BEARING	CHORD	ARC	RADIUS
1	S82°47'24"E		68.28'	
2	S82°36'02"E	24.83'	24.83'	3754.72'
3	S81°31'41"E	115.71'	115.71'	3754.72'
29	S09°36'45"W	3.34'		
30	S09°24'16"W	26.60'		
31	S58°46'43"E	27.74'		
32	S37°46'41"E	12.34'		
35	N00°41'13"W	141.83'		
36	N48°15'42"E	70.66'		
37	N48°15'42"E	19.84'		

DEVELPOMENT SUMMARY:

TOTAL SITE AREA:	1.74 ACRES
EXISTING ZONING:	R-12
PROPOSED ZONING:	C-2
TOTAL FOOTAGE:	9,600 SF
SITE DENSITY:	5,517 SF/ACRE
TOTAL PARKING SPACE REQUIRED:	9,600/200=48 SPACES REQUIRED
TOTAL PARKING SPACE SHOWN:	48 SPACES
REQUIRED ADA SPACES REQUIRED:	2
PROPOSED ADA SPACES:	2

OWNER/DEVELOPER:

SABRI GUVEN
4398 KIMBALL BRIDGE ROAD
ALPHARETTA, GA 30005
770-754-0881

NOTES:
SITE SHALL BE USED FOR RETAIL USE ONLY.

LANDSCAPING WILL BE PROVIDED PER THE CITY'S UDC.

SITE DETENTION SHALL BE UNDERGROUND AND DESIGNED TO CURRENT STANDARDS PER THE CITY'S UDC.

SITE IRRIGATION SYSTEM SHALL BE CONNECTED TO THE FULTON COUNTY RECLAIMED WATER SYSTEM WHEN AVAILABLE.

SURVEY NOTE:
THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A CURRENT TITLE COMMITMENT OR POLICY. THEREFORE, EXCEPTION IS MADE HEREIN TO ANY EASEMENTS, RIGHTS-OF-WAY, RESERVATIONS, OR RESTRICTIONS OF RECORD WHICH MAY EXIST.THE ORIGINAL PLAT WAS INTENDED FOR THE EXCLUSIVE USE OF SLEIMAN ENTERPRISES. ANY USE BY THIRD PARTIES IS AT THEIR OWN RISK.

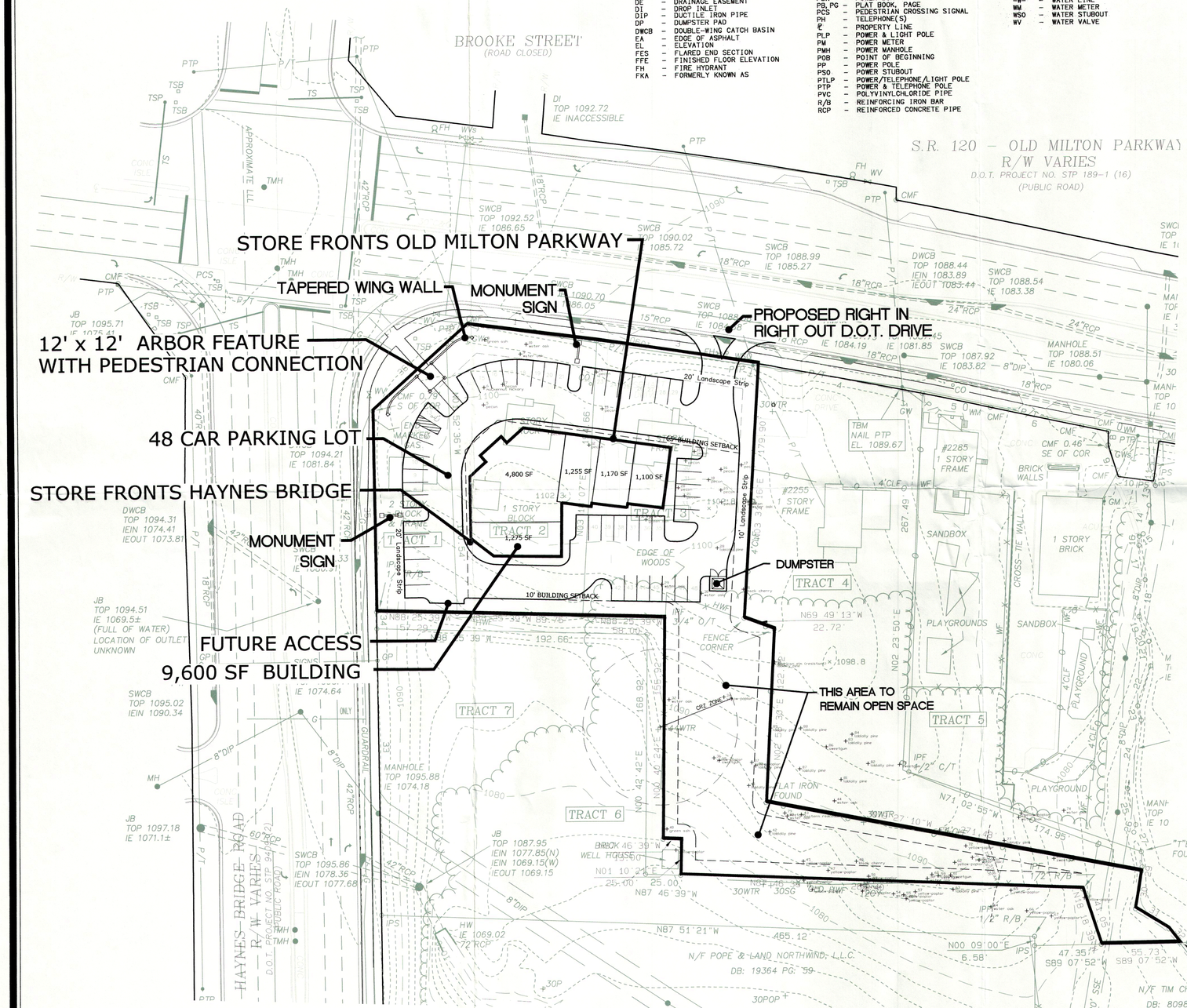
FLOOD NOTE:
FLOOD HAZARD AREA AS PER F.E.M.A. FLOOD INSURANCE RATE MAP FOR THE CITY OF ALPHARETTA, COUNTY OF FULTON, STATE OF GEORGIA, COMMUNITY PANEL NO. 130084 0001 B, EFFECTIVE DATE: FEBRUARY 15, 1978

UTILITY STATEMENT:
THE UNDERGROUND UTILITIES SHOWN HEREON HAVE BEEN LOCATED FROM FIELD SURVEY DATA AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.

WETLAND NOTE:
WETLANDS SHOWN HEREON WERE TAKEN FROM AN ALTA/ACSM SURVEY FOR POPE AND LAND NORTHWIND, L.L.C. BY POST BUCKLEY SCHUH AND JERNIGAN, INC. DATED 3/13/95, AS LAST REVISED 3/27/95. WETLANDS ARE UNDER THE JURISDICTION OF THE U.S. ARMY CORPS OF ENGINEERS. PROPERTY OWNER MAY BE SUBJECT TO PENALTY BY LAW FOR DISTURBANCE TO THE WETLAND AREAS WITHOUT PROPER AUTHORIZATION.

SEWER: PROVIDED BY FULTON COUNTY

1) BOUNDARY AND TOPOGRAPHIC INFORMATION TAKEN FROM SURVEY FOR SLIEMAN ENTERPRISES PREPARED BY ROCHESTER AND ASSOCIATES, INC. DATED 7/1/02.
2) A FOCAL POINT FEATURE SUCH AS A FOUNTAIN OR SCULPTURE SHALL BE LOCATED AT THE CORNER OF OLD MILTON PARKWAY AND HAYNES BRIDGE ROAD TO BE APPROVED BY STAFF.
3) THE BUILDING(S) SHALL BE DESIGNED TO BE TRADITIONAL RESIDENTIAL IN CHARACTER AND HAVE A HISTORIC APPERANCE INCORPORATING PITCHED ROOF LINES, PEDIMENTS, COLONNADES OR PORTICOS, AND DIVIDED PANE WINDOWS. BUILDINGS SHALL HAVE BOY, HORIZONTAL CLAPBOARD SIDING, STONE, MOLDED, OR TUMBLED BRICK ON ALL FOUR SIDES. PERMISSABLE ROOF TYPES SHALL BE GABLE, PYRAMIDAL, AND HIP. MAIN ENTRANCES SHALL INCLUDE TWO OF THE FOLLOWING DECORATIVE COLUMNS, PEDIMENTS, ARCHES BRACKETS, SIDELIGHTS, PORTICOS, OR TRASOM WINDOWS.
4) PROVIDE SHARED ACCESS EASEMENT TO ADJACENT PROPERTY TO THE SOUTH.
5) BUILDING AND SIGN COLORS SHALL COMPLY WITH THE COLOR PALETTE APPROVED BY THE DESIGN REVIEW BOARD FOR THE HISTORIC BUSINESS DISTRICT.
6) PROVIDE HEAVY ORNAMENTAL LANDSCAPING IN ALL LANDSCAPE STRIPS. PLAN TO BE APPROVED BY STAFF.
7) LOADING/SERVICE AREAS AND DUMPSTERS SHALL BE SCREENED FROM VIEW OF ANY PUBLIC STREET BY A MINIMUM SIX-FOOT HIGH OPAQUE FENCE MATCHING THE MATERIAL OF THE BUILDING.
8) DECORATIVE STREET LIGHTS, DECORATIVE CROSS WALKS, BENCHES, PLANTERS AND BICYCLE RACKS SHALL BE INCORPORATED THROUGHOUT THE DEVELOPMENT.
9) MONUMENT SIGN SHALL NOT BE INTERNALLY LIT.

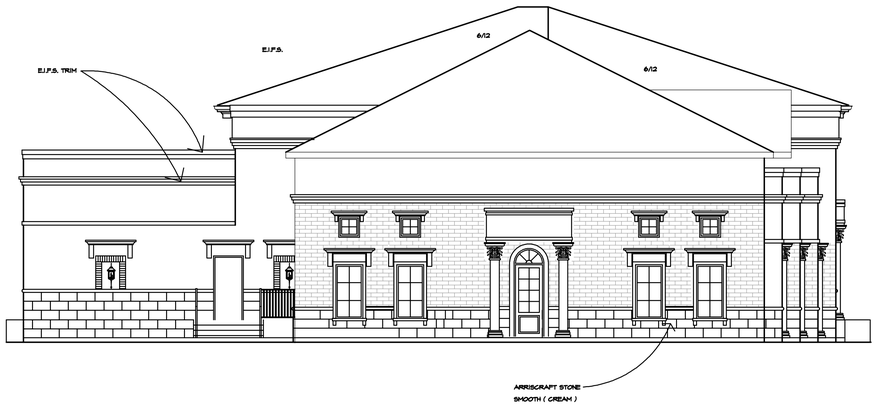

BROOKE STREET
(ROAD CLOSED)
S.R. 120 – OLD MILTON PARKWAY
R/W VARIES
D.O.T. PROJECT NO. STP 189-1 (16)
(PUBLIC ROAD)
STORE FRONTS OLD MILTON PARKWAY
TAPERED WING WALL
MONUMENT SIGN
PROPOSED RIGHT IN RIGHT OUT D.O.T. DRIVE
12' x 12' ARBOR FEATURE WITH PEDESTRIAN CONNECTION
48 CAR PARKING LOT
STORE FRONTS HAYNES BRIDGE
MONUMENT SIGN
FUTURE ACCESS
9,600 SF BUILDING
DUMPSTER
THIS AREA TO REMAIN OPEN SPACE
HAYNES BRIDGE ROAD
R/W VARIES
D.O.T. PROJECT NO. STP 94-1(12)
TRACT 1
TRACT 2
TRACT 3
TRACT 4
TRACT 5
TRACT 6
TRACT 7
4,800 SF
1,255 SF
1,170 SF
1,100 SF
1,275 SF
1 STORY BLOCK
#2285 1 STORY FRAME
#2255 1 STORY FRAME
1 STORY BRICK
BRICK WALLS
20' Landscape Strip
10' Landscape Strip
65' BUILDING SETBACK
10' BUILDING SETBACK
EDGE OF WOODS
SANDBOX
PLAYGROUNDS
PLAYGROUND
FENCE CORNER
MANHOLE TOP 1088.51 IE 1080.06
TBM NAIL PTP EL. 1089.67
N/F POPE & LAND NORTHWIND, L.L.C. DB: 19364 PG: 59
N/F TIM CHAN, ET AL DB: 8098 PG: 381
"T" BAR FOUND
IPF 1/2" R/B
IPS
DWCB TOP 1094.31 IEIN 1074.41 IEOUT 1073.81
JB TOP 1094.51 IE 1069.5± (FULL OF WATER) LOCATION OF OUTLET UNKNOWN
SWCB TOP 1095.02 IEIN 1090.34
JB TOP 1097.18 IE 1071.1±
SWCB TOP 1095.86 IEIN 1078.36 IEOUT 1077.68
JB TOP 1087.95 IEIN 1077.85(N) IEIN 1069.15(W) IEOUT 1069.15
JB TOP 1094.21 IE 1081.84
DI TOP 1092.72 IE INACCESSIBLE
SWCB TOP 1092.52 IE 1086.65
SWCB TOP 1090.02 1085.72
SWCB TOP 1088.99 IE 1085.27
DWCB TOP 1088.44 IEIN 1083.89 IEOUT 1083.44
SWCB TOP 1088.54 IE 1083.38
SWCB TOP 1090.70 1086.05
SWCB TOP 1087.92 IE 1083.82
IE 1084.19
IE 1081.85
IE 1074.64
MANHOLE TOP 1095.88 IE 1074.18
TMH
MH
JB TOP 1095.71 IE 1075.41
N87 46'39"W 455.12'
N87 51'21"W
N00 09'00"E 6.58'
S89 07'52"W 47.35'
S89 07'52"W 55.73'
S89 07'52"W 6.27'
N01 10'24"E 25.00'
N87 46'39"W 25.00'
N69 49'13"W 22.72'
N71 02'55"W 174.95'
N02 23'50"E 267.49'
N00 42'42"E 168.92'
N00 40'24"E 155.92'
N01 10'24"E 192.66'
N89 25'39"W 89.45'
N89 25'39"W 152.29'
N89 25'39"W 58.00'
S89 25'39"E 152.29'
S89 25'39"E 89.45'
S89 25'39"E

FRONT ELEVATION/OLD MILTON PARKWAY

SCALE 1/4" = 1'-0"

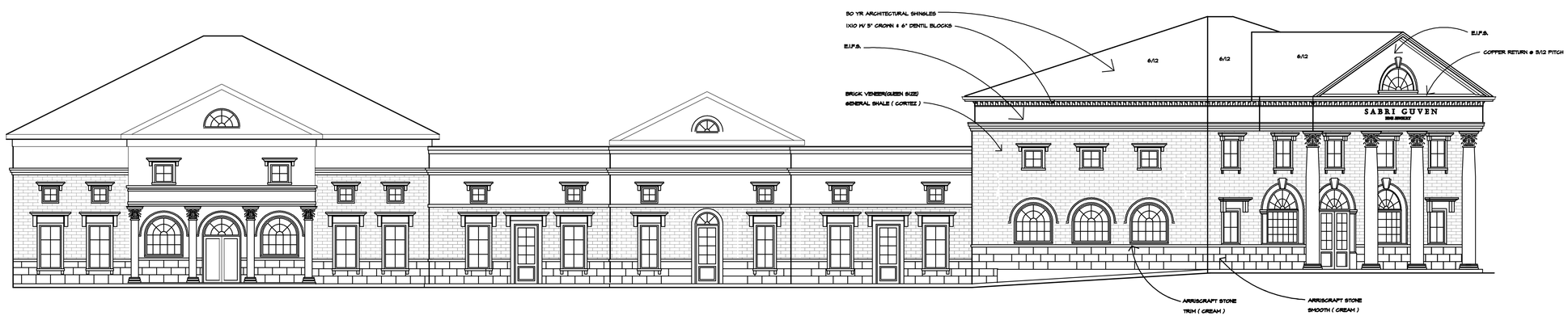
RIGHT SIDE ELEVATION

SCALE 1/4" = 1'-0"



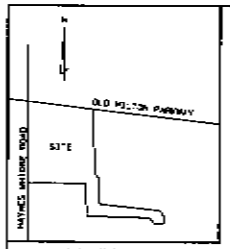
LEFT SIDE ELEVATION

SCALE 1/8" = 1'-0"



ELEVATION A OLD MILTON PARKWAY ELEVTION

SCALE 1/8" = 1'-0"



LOCATION MAP

ITE LAND USE CODE	INTENSITY	DAILY TOTAL	AM PEAK			PM PEAK		
			EN	OUT	TOTAL	EN	OUT	TOTAL
PER 42, 12851	5,424 S.F.	273	NOT REQUIRED			15	13	34
OFFICE 17201	7,200 S.F.	178	21	3	24	15	72	87

NOTES:

1. 3715336 SITE CONTAINS 1.71 AC. ZONED C-2 (CONDITIONAL) REZONED TO MIXED-USE, MORE/LESS 1.89 AC. ZONED DEX LOCATED IN LAND LOT 749 OF THE 1ST DISTRICT, 2ND SECTION CITY OF ALPHARETTA, GA.
2. STORMWATER DETENTION WILL BE PROVIDED UNDERGROUND.
3. PARKING REQUIREMENTS:

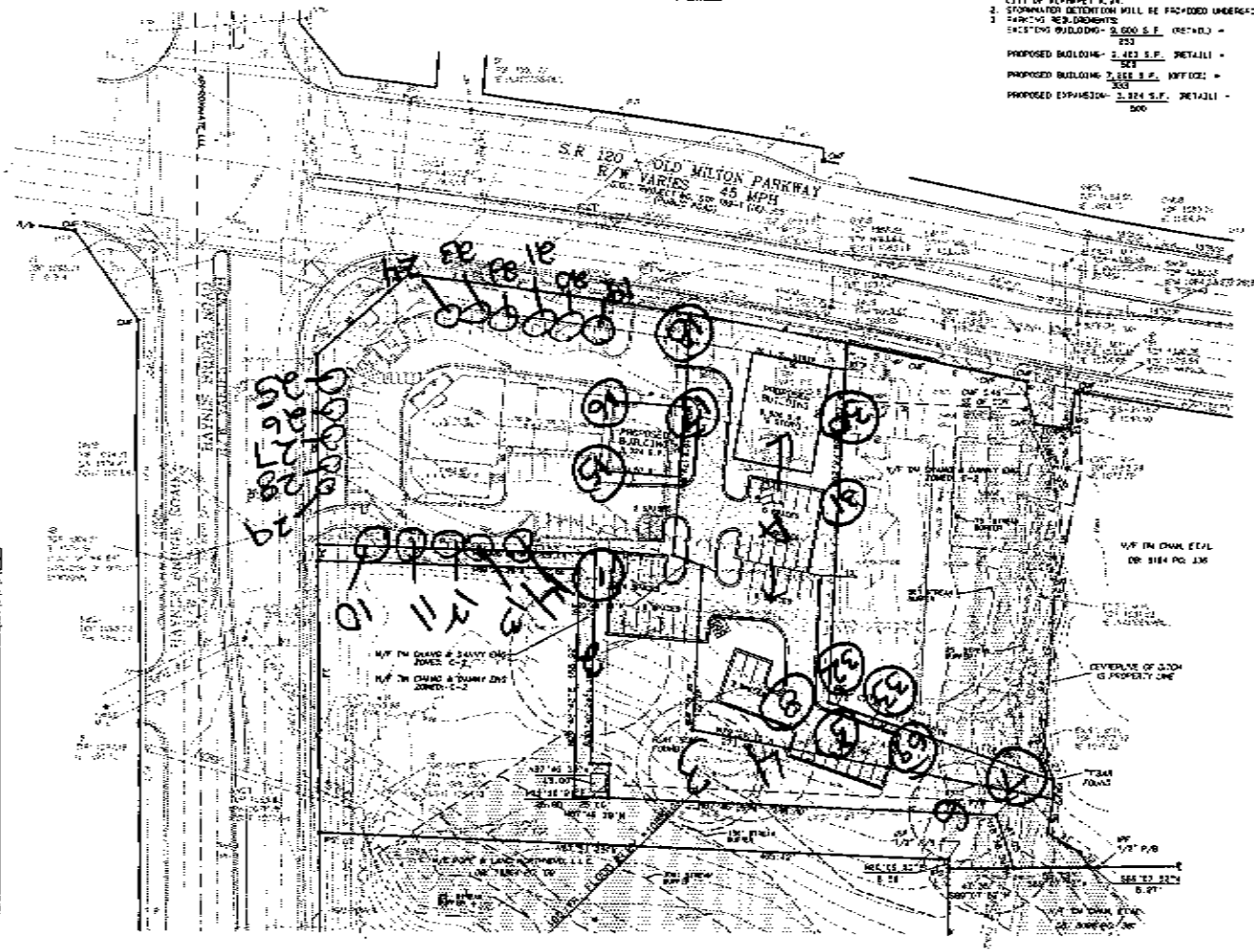
EXISTING BUILDING- 9,600 S.F. (RETAIL) = 38.4 SPACES REQUIRED
250

PROPOSED BUILDING- 5,424 S.F. RETAIL) = 4 8 SPACES REQUIRED
500

PROPOSED BUILDING 7,668 S.F. (OFFICE) = 21 8 SPACES REQUIRED
300

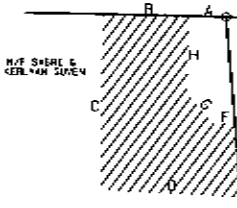
PROPOSED EXPANSION- 5,824 S.F. (RETAIL) = 8 8 SPACES REQUIRED
500

70.8 SPACES REQUIRED (TOTAL)
84.0 SPACES PROVIDED (TOTAL)



#	BEARING	CHORD	ARC	RADIUS
1	S82°47'54"E		88.28	
2	S82°36'53"E	24.83	24.83	3754.32
3	S81°41'42"E	115.71	115.71	3754.32
4	S79°44'37"E	118.50	118.50	3754.32
5	S78°27'23"E	49.64	49.64	3754.32
6	S78°12'44"E	99.36		
7	S78°18'49"E	19.31	19.31	2062.69
8	S01°15'39"W	9.51		
9	S17°23'43"E	23.41		
10	S60°48'53"E	25.26		
11	N47°51'23"E	4.04		
12	S65°31'39"E	7.62		
13	S17°59'37"W	14.70		
14	S18°24'45"W	20.78		
15	S56°58'46"W	9.83		
16	S12°19'22"W	6.83		
17	S18°33'14"E	24.63		
18	S25°59'46"E	28.28		
19	S15°23'23"E	12.33		
20	S31°57'22"E	8.85		
21	S24°33'06"E	17.35		
22	S18°28'15"E	28.84		
23	S12°38'17"E	18.87		
24	S31°39'41"E	48.23		
25	S38°25'08"E	25.83		
26	S24°39'57"E	8.30		
27	S23°52'26"E	32.59		
28	S02°33'14"E	35.89		
29	S08°30'45"E	3.34		
30	S08°24'15"W	28.90		
31	S58°49'43"E	37.74		
32	S37°46'41"E	33.34		
33	N03°41'19"E	231.99		
34	N03°41'19"E	11.87		
35	N00°41'19"E	340.83		
36	N48°25'42"E	23.66		
37	N48°25'42"E	24.84		

S.R. 120 OLD - MILTON PARKWAY



A - N85°44'46"W 13.20'
B - N81°04'32"W 30.00'
C - S8°02'30"W 63.48'
D - S79°22'39"E 49.38'
E - N2°48'02"E 26.20'
F - N81°13'57"W SD5.05'
G - N32°05'48"W SD13.77'
H - N5°02'30"E SD27.50'

INTERPARCEL ACCESS EASEMENT
N.T.S.

24 HOUR EMERGENCY CONTACT HAMID MASHINCHI @ (404) 275-0996

TOTAL SITE AREA = 1.71 AC. LOCATED IN LAND LOT 749 OF THE 1ST DISTRICT, 2ND SECTION OF ALPHARETTA, GA.

GRAPHIC SCALE 1"=40'
0 40 80 120

DESIGN D.J
DRAWN R.L
CHECKED D.J
D.C.

REVISIONS AND/OR ADDITIONS MADE AFTER THIS DATE AND/OR THIS BLOCK

SABRI GUVEN

GUVEN PLAZA

OVERALL SITE

AYRES ENGINEERING PHONE (404) 480-4540
883 ROSWELL AVENUE, SUITE 200, MARIETTA, GA 30062

NO.	DATE	REVISION	APPD. BY
5			
4			
3			
2			
1			

JOB NO.
P.M. NO.
DATE 08/28/98
SHT. 1 OF 1

Tree ID	DBH (")	Tree Species	Condition	Notes
1	25	Water Oak	DDH	Multi leader, covered In Kudzu
2	58	Water Oak	Fair	Lightning protection, bleeding canker, over-mature, epicromic growth, scars and potential cracking
3	30	Water Oak	DDH	Winter creeper growing up trunk, leaning, asymmetrical
4	38	Sweetgum	DDH	Co-dominated, bifurcated, cavity on south side, root zone symbiotic with tree #3
5	37	Unknown	DDH	Dead, fallen limbs throughout
6	32	Sweetgum	Fair	Decaying leader
7	37	Tulip Poplar	DDH	Leaning over embankment, failing roots, undermined, heaved
69	18	Water Oak	Fair	Opposite tree #6, Split along trunk 15' up
8	23	Sweetgum	DDH	Covered in vines
A		Mixed Pine Forest	DDH	Nothing of significance to report
10	5	Planted Maple	Good	Small 10" wound near base
11	6	Planted Maple	Good	
12	5	Planted Maple	Good	
13	5	Planted Maple	Good	
14	4	Black Gum	Good	
15	3	Planted Maple	Good	
16	3	Planted Maple	Good	
17	4	Black Gum	Fair	Main leader cracked, poor root development
18	5	Willow Oak	Good	
19	4	Black Gum	Good	
20	6	Willow Oak	Good	
21	5	Willow Oak	Good	
22	5	Willow Oak	Good	
23	6	Willow Oak	Good	
24	5	Willow Oak	Good	
25	6	Planted Elm	Good	
26	7	Planted Elm	Good	
27	5	Planted Elm	Good	
28	8	Planted Elm	Good	
29	9	Planted Elm	Good	Straps embedded near crotch

30	12	Pecan	Fair	right side of fence
31	18	Water Oak	Fair	right side of fence
32	16	Black Cherry	DDH	inside fence - neighbors
33	15	Sweetgum	Fair	20% CRZ impact

#1

#2

#2

#2

#3

#4

#3

#4

#4

#5

#4

#6

#7

#7

#7

#7

#69

#8

#8

#17

CU-16-22
Sabri Guven

CITY OF ALPHARETTA

PUBLIC HEARING APPLICATION

FOR OFFICE USE ONLY
Case #:
☐ Fee Paid Initial:

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

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

Contact Information:

Contact Name: Richard C Wernick Telephone: 770 527 3286

Address: 3366 Carverton Lane Suite:

City Alpharetta State: GA Zip: 30022 Fax:

Mobile Tel: 770 527 3286 Email: rcwernick@gmail.com

Subject Property Information:

Address: 2225 Old Milton Parkway
2255 Old Milton Parkway

Current Zoning: C-2 Cond. & O+I

District: 1st Section: 2nd Land Lot: 748 Parcel ID: 12-2703-0748-016-4
12-2703-0748-014-9

Proposed Zoning: No Change Current Use: Retail Center + Vacant Parcel

This Application For (Check All That Apply):

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

CU-16-22
Sabri Guven

APPLICANT REQUEST AND INTENT

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

Retail and Office

Applicant's Request (Please itemize the proposal):

Additional retail of 3,024 square feet
Office of 9,600 square feet with conditional use of 25% retail for a dress shop.

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

Adding retail to a succesful shopping center and then adding an office component with the addition of a .9 acre parcel currently zoned for O+I. Twenty-five percent of the office building would be used for retail to add a women's dress shop featuring high end formal dresses + wedding gowns.

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ALPHARETTA PLANNING COMMISSION REVIEW CRITERIA

How will this proposal be compatible with surrounding properties?
Existing Retail on two corners at intersection of Haynes Bridge Road and Old Milton Parkway

How will this proposal affect the use and value of the surrounding properties?
No affect

Can the property be developed for a reasonable economic use as currently zoned? Please explain why or why not.
No change in zoning is being requested

What would be the increase to population and traffic if the proposal were approved?
No significant change

What would be the impact to schools and utilities if the proposal were approved?
No impact

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

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

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

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.

NO

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

NO. Downtown zoning criteria requires buildings to be near sidewalk strip with no parking in front of the building. Because of the angle of the building relative to Old Milton Parkway the variance from 15' to 10' for a small portion of the building is necessary.

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

NO

Would relief, if granted, cause substantial detriment to the public good or impair the purpose and intent of the Zoning Code? Please defend your response. NO, the office building is a quiet use with limited traffic.

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.

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PROPERTY OWNER AUTHORIZATION

Property Owner Information:

Contact Name: Sabri Guven Telephone: 770-777-4800

Address: 2225 Old Milton Parkway Suite: 200

City Alpharetta State: GA Zip: 30004

Authorization:

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

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

- ☐ Annexation
- ☐ Special Use
- ☐ Rezoning
- ☑ Conditional Use
- ☑ Variance
- ☐ Master Plan
- ☐ Land Use Application
- ☑ Other Public Hearing

Identify Authorized Applicant:

Name of Authorized Applicant: Richard C Wernick Telephone: 770 527 3286

Address: 3366 Carverton Lane Suite:

City Alpharetta State: GA Zip: 30022

So Sworn and Attested:

Owner Signature: Sabri Guven Date: 9-29-2016

Notary:

Notary Signature: Lisa G. Shippel Date: 9.29.16

LISA G. SHIPPEL NOTARY PUBLIC FULTON COUNTY, GEORGIA COMMISSION EXPIRES JUN 08, 2018

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Letter of Intent

Sabri Guven Fine Jewelry

The subject property is approximately 2.6 acres of land located in Land Lot 748 of the 1st District, 2nd Section of Fulton County, Georgia ("Property"). This application contains two requests: (1) A request to modify zoning conditions 3 & 7 approved pursuant to Z-08-01/V-08-10 approved May 27, 2008. (2) A conditional use of 25% retail in O&I zoning for a dress shop and (3) Two variances related to the office building setbacks.

Together, the zoning requests will allow the expansion of the Sabri Guven Fine Jewelry Center. The intent is to move the highly successful Collet French Pastry Shop to the new 3024 square expansion of the retail space and add a women's dress shop in the new office building that will offer dress apparel for formal events and weddings.

This zoning application is consistent with the Downtown Alpharetta Master Plan.

CU-16-22
Sabri Guven

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: Richard C Wernick

Subject Public Hearing Case: _____

Campaign Contribution Information:

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

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

Name of Official: N/A Position: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Campaign Contribution Information:

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

Signature: Richard C Wernick Date: 9/25/16

EXHIBIT A

All that tract or parcel of land lying and being in Land Lot 748 of the 1st District, 2nd Section, City of Alpharetta, Fulton County, Georgia and being more particularly described as follows:

Beginning at a concrete monument found at the Northeast end of a miter at the intersection of the Easterly right-of-way of Haynes Bridge Rd. (variable right-of-way) with the Southwesterly right-of-way of Old Milton Parkway (variable right-of-way), and running thence South 82 degrees 47 minutes 24 seconds East along the Southwesterly right-of-way of Old Milton Parkway 68.28 feet to a point; running thence Southeasterly an arc distance of 24.83 feet along the Southwesterly right-of-way of Old Milton Parkway (said arc being subtended by a chord bearing South 82 degrees 36 minutes 02 seconds East 24.83 feet and having a radius of 3,754.72 feet); running thence Southeasterly along the Southwesterly right-of-way of Old Milton Parkway an arc distance of 115.71 feet (said arc being subtended by a chord bearing South 81 degrees 31 minutes 41 seconds East 115.71 feet and having a radius of 3,754.72 feet); thence leaving said right-of-way and running thence South 03 degrees 31 minutes 16 seconds West 179.90 feet to a point; running thence South 69 degrees 49 minutes 13 seconds East 22.72 feet to a point; running thence South 02 degrees 58 minutes 30 seconds West 122.22 feet to a flat iron found; running thence South 79 degrees 27 minutes 10 seconds East 271.48 feet to a point; running thence South 09 degrees 36 minutes 45 seconds West 3.34 feet to a point; running thence South 09 degrees 24 minutes 16 seconds West 26.60 feet to a point; running thence South 58 degrees 46 minutes 43 seconds East 27.74 feet to a point; running thence South 37 degrees 46 minutes 41 seconds East 12.34 feet to a point; running thence South 89 degrees 07 minutes 52 seconds West 55.73 feet to a point; running thence North 18 degrees 18 minutes 39 seconds West 41.05 feet to a point; running thence North 87 degrees 46 minutes 39 seconds West 286.40 feet to a point; running thence North 01 degrees 10 minutes 21 seconds East 25.00 feet to a point; running thence North 87 degrees 46 minutes 39 seconds West 13.00 feet to a point; running thence North 00 degrees 40 minutes 24 seconds East 155.92 feet to a point; running thence North 88 degrees 25 minutes 39 seconds West 58.00 feet to a point; running thence North 88 degrees 25 minutes 39 seconds West 89.75 feet to a point; running thence North 88 degrees 25 minutes 39 seconds West 57.29 feet to a point on the Easterly right-of-way of Haynes Bridge Rd.; running thence North 00 degrees 41 minutes 13 seconds West along the Easterly right-of-way of Haynes Bridge Rd. 141.83 feet to a point; running thence North 48 degrees 15 minutes 42 seconds East along the miter of the Easterly right-of-way of Haynes Bridge Rd. 70.66 feet to a concrete monument found at the true point of beginning.

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LEGAL DESCRIPTION

"GUVEN ADJACENT TRACT"

ALL THAT TRACT OR PARCEL of land lying and being in Land Lot 748 of the 1st District, 2nd Section, City of Alpharetta, Fulton County, Georgia, and being more particularly described as follows:

BEGINNING at an iron pin on the southerly right of way line of State Route 120, also known as Old Milton Parkway (right of way width varies), said iron pin being located 208.82 feet easterly, as measured along the southerly right of way line of State Route 120, from the point of intersection of said southerly right of way line with the northeasterly mitered right of way line of Haynes Bridge Road (right of way width varies); thence proceed along the southerly right of way line of State Route 120 South 79 degrees 44 minutes 27 seconds East a distance of 118.53 feet to an iron pin; thence leaving said southerly right of way line of State Route 120 and proceed South 02 degrees 23 minutes 50 seconds West a distance of 267.49 feet to an iron pin; thence South 71 degrees 02 minutes 55 seconds East a distance of 174.95 feet to an iron pin; thence South 02 degrees 33 minutes 14 seconds East a distance of 10.69 feet to a point; thence South 09 degrees 36 minutes 45 seconds West a distance of 3.34 feet to a point; thence North 79 degrees 27 minutes 10 seconds West a distance of 271.48 feet to an iron pin; thence North 02 degrees 58 minutes 30 seconds East a distance of 122.22 feet to a fence post; thence North 69 degrees 49 minutes 13 seconds West a distance of 22.72 feet to a point; thence North 03 degrees 31 minutes 16 seconds East a distance of 179.90 feet to an iron pin on the southerly right of way line of State Route 120 and **THE POINT OF BEGINNING:** said property being shown as a 0.89 Acre (38,687 square feet), tract of land on a survey prepared for K&S Old Milton LLC, Old Republic National Life Insurance Company and Metro City Bank, prepared by Registered Land Surveyors, Inc., certified by Claude S. Brown, Georgia Registered Land Surveyor No. 2420, dated August 17, 2016, and last revised September 19, 2016, which certain survey is incorporated herein by this reference and made a part hereof.

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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: GUVEN FINE JEWELRY

Contact Name: Richard C Wernick Telephone: 770 527 3286

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.

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.

CU-16-22
Sabri Guven

Sabri Guven Fine Jewelry Shopping Center

Trip Generation Report

New Construction

ITE LAND USE CODE	INTENSITY	DAILY TOTAL	AM PEAK IN	AM PEAK OUT	AM PEAK TOTAL	PM PEAK IN	PM PEAK OUT	PM PEAK TOTAL
RETAIL (828)	5424 S.F.	270	NOT REPORTED			15	19	34
OFFICE (710)	7200 S.F.	178	21	3	24	15	72	87

CITY COUNCIL MEETING
STAFF REPORT

SUBMITTING DEPARTMENT: COMMUNITY DEVELOPMENT
SUBMITTED BY: KATHI COOK
DRAFTED BY: JILL BAZINET

I. AGENDA ITEM TITLE: PH-16-18 – UNIFIED DEVELOPMENT CODE AMENDMENTS/SMART STORMWATER CODE

PLANNING COMMISSION: DECEMBER 1, 2016

CITY COUNCIL: DECEMBER 12, 2016

II. RECOMMENDATION:

Adopt proposed amendments to the identified sections of the Unified Development Code, Alpharetta Stormwater Management Manual, and the Alpharetta Extent of Service Policy.

III. REPORT IN BRIEF:

Alpharetta is experiencing revitalization in the Downtown area and new development throughout the City. The City hired Tetra Tech to review the existing stormwater policies and provide recommended code and ordinance updates to modernize our approach to stormwater management and encourage the use of innovative stormwater design. The result is a set of clear and effective policies and standards that the city, residents, businesses, and the development community can use to allow variety and advancement in managing stormwater runoff.

Tetra Tech's approach included a thorough code barrier review, formation of two input groups to develop new code language and policies, and a thirty-day online public input opportunity. The input groups, including city staff from various departments and community stakeholders, met multiple times to discuss the barriers, hypothesize solutions, and vet new code language. Most ordinance updates included expressly allowing infiltration and reuse stormwater management techniques. The bulk of the updates are found in UDC Articles II and III, Appendix A Articles 2 and 3, and the Alpharetta Stormwater Design Manual. Additional updates are located in the Extent of Service Policy.

The most significant updates include:

- A revision to current standards removing the water quality requirement when less than 1,000 square feet of new impervious area is added to a parcel.
- A new gradual tiered chart of requirements for water quality and quantity treatment.
- Provisions for stormwater incentives on redevelopment.
- Adoption of runoff reduction measures with allowances to revert back to traditional water quality measures should site constraints require it. Runoff reduction measures include bioretention ponds, bio swales, pervious pavement, stormwater street tree wells, and cisterns.
- Encouragement for developers to co-locate aesthetic stormwater management treatments in landscape islands and landscape strips.
- Provisions for fee-in-lieu programs for sites meeting certain criteria.

The proposed changes would allow more flexibility for developers, encourage use of smart stormwater techniques, and protect the City's natural resources. The updated language also clarifies the allowance of green infrastructure and low impact development design measures in accordance with recommendations from EPA and EPD.

IV. ATTACHMENTS:

- UDC Amendments – Strike Through and Underline Format

City of Alpharetta, Georgia
Comprehensive Stormwater Inspection and Maintenance Policy

1.0 Purpose

The Goal of this Comprehensive Stormwater Inspection and Maintenance Policy is to define the rights and responsibilities of the property owner(s) for maintaining the water quantity and quality functions of their Stormwater Best Management Practices (BMPs) as well as provide for City guidance to ensure their proper functioning. This policy is based upon the Stormwater Management Ordinance (Section 3.3 of the City of Alpharetta's Unified Development Code).

2.0 Definitions

Stormwater Management Facility. Any infrastructure that controls or conveys stormwater runoff, including but not limited to, pipes, swales, ditches, ponds, pond outlet structures, creeks, catch basins, and drop inlets.

Structural Stormwater Control. A structural stormwater management facility or device that controls stormwater runoff and changes the characteristics of that runoff including, but not limited to, the quantity, quality, period of release or velocity of flow of such runoff.

3.0 Inspection and Maintenance Responsibilities (Figure 1)

For all existing and new developments the following inspection and maintenance responsibilities shall apply:

Private Stormwater Management Facilities

Private stormwater management facilities shall be privately owned and it shall be the responsibility of the owner(s) to ensure proper function of the stormwater management facilities located on their property. This shall be accomplished through, periodic inspections and routine maintenance by the responsible party. The owner(s) shall maintain a perpetual, non-exclusive easement that allows access for inspection and emergency maintenance activities. Private stormwater management facilities may include ponds, creeks, pipes, ditches, and drainage swales.

Public Stormwater Facilities

The City of Alpharetta is responsible for inspecting and maintaining stormwater management facilities located on public property and within the public right-of way (ROW). This includes stormwater structural controls on properties owned by the City of Alpharetta; pipes, ditches, and drainage swales in the public ROW; and pipes draining City streets. Pipes draining City streets are maintained to the headwall. The area just downstream of the headwall, known as the public water influence zone, may be maintained as necessary to ensure the free flow of water and prevent erosion around the headwall.

The Public Works Department may expand the MS4 for a single, one-time repair or for maintenance in perpetuity, on a case-by-case basis, if certain conditions are met. These conditions are as follows:

- The structure(s) (e.g. pipe, headwalls, and junction boxes) are directly connected to the existing MS4;
- The existing conditions pose a significant and real threat to human health and safety, property (including City infrastructure), or the environment;
- Water draining from the MS4 contributes a significant amount to the total flow draining through the structure(s);
- The source of the problem is not attributable to negligence of a particular property owner; and,
- Appropriate easements for drainage and maintenance are provided by the property owners to the City.

The Public Works Department evaluates all requests for an Extent of Service expansion and prepares a corrective action plan/design for those meeting the above criteria and a cost estimate. The project is then prioritized against all other Capital Improvement and maintenance projects. Projects are implemented by the City of Alpharetta as time and resources allow.

Stormwater systems on office, institutional, commercial or industrial properties are not eligible to be included in the City's MS4.

3.1 ***Structural Stormwater Controls / Detention Ponds***

The following statements identify who will be responsible for structural stormwater controls on private property. All correspondence and violations will be addressed to the responsible party.

In subdivisions with an established homeowners association (HOA) - The HOA shall be the responsible party.

In subdivisions without an established HOA - The owner(s) of the property that the facility is on or serviced by shall be the responsible party. The City will only issue maintenance requests and violations to the responsible party. This in no way shall hinder the rights of the property owner(s) to take civil action against or involve the other property owners that the facility serves.

In commercial and industrial developments - The property owner(s) shall be the responsible party.

In properties with a Stormwater Management Inspection and Maintenance Agreement - The responsible party as well as the responsibilities shall be described in the agreement.

3.2 *Pipes*

Residential - If the pipe is connected to and directly drains a City street, it shall be maintained by the City ~~Engineering/~~Public Works Department. If the pipe does not connect to a City street and is on private property it shall be maintained by the property owner(s).

Commercial - The property owner(s) shall be responsible for any pipes that are located on private property. For any pipe that crosses a property line between private and public property, the City Engineer will determine who is responsible for maintenance on a case-by-case basis.

3.3 *Open Channels*

Residential and commercial - The property owner(s) shall be responsible for maintaining normal unobstructed flow of any open channel(s) located on private property. This may include, but not be limited to ditches, swales, and creeks.

Rip Rap Program - The City has established a rip rap program to assist homeowners with erosion problems along open channels on their property. The City will deliver rip rap free of charge if the property owner signs a waiver of liability. Placement of the rip rap is the responsibility of the owner(s).

3.4 *Records of Maintenance Activities*

The responsible party shall keep documentation of all of their inspections and maintenance activities and provide this documentation to the ~~Engineering/~~Public Works Department upon request.

4.0 City Inspection Programs of Privately Owned Facilities

The ~~Engineering/~~Public Works Department has established an inspection and maintenance program for privately owned structural stormwater controls. The inspection program includes routine inspections; random inspections; requested inspections; inspections based upon complaints or other notice of possible violations; and joint inspections with other agencies inspecting under environmental or safety laws. Inspections may include but are not limited to: visual inspections; review of maintenance and repair records; sampling of discharges; and evaluating the condition of structural stormwater controls and practices.

- The City will not involve itself in private property disputes or other legal actions between property owner(s).

- The City may provide technical assistance and riprap to assist with the maintenance and stabilization of stormwater management facilities.

- The City inspection program has a goal of inspecting 180 privately owned structural stormwater controls per year.

4.1 ***Notification to Owner(s)***

In the event that the structural stormwater control is in good working order and does not need any maintenance, the City Engineer shall notify the responsible party within 10 business days of the inspection.

In the event that the stormwater management facility needs maintenance, has not been maintained, and/or becomes a danger to public safety or public health the City Engineer shall notify the responsible party by registered or certified mail within 10 business days of an inspection. The notice shall specify the measures necessary to bring the stormwater structural control into compliance.

4.2 Responsible Party ***Response to City***

The City must receive a response within 60 days of issuing a notice of required maintenance to the responsible party. Included in the response must be the maintenance measures performed and/or a timeline for when the measures will be completed.

4.3 ***Violations***

In the event that the responsible party does not respond to the City and/or perform the required maintenance within 60 days, a violation will be issued in accordance with Section 3.3.14 of the Unified Development Code.

4.4 ***Emergency Maintenance/Failure to Maintain***

In accordance with Section 3.3.14 of the Unified Development Code, the ~~Engineering/~~Public Works Department may conduct emergency maintenance if the responsible party fails or refuses to maintain their stormwater management facility in proper working order. In the event the violation constitutes an immediate danger to public health or public safety, 24 hours notice shall be sufficient. The City may correct a violation by performing the necessary work to place the facility in proper working condition. The City may assess the responsible party for the cost of the repair work that shall be a lien on the property, and may be placed on the ad valorum tax bill for such property and collected in the ordinary manner for such taxes.

CITY OF ALPHARETTA

STORMWATER MANAGEMENT DESIGN MANUAL

May 5, 1995
Updated May 2008
Updated November 2016

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Stormwater Management Design Manual

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Section 1 – General

1. The purpose of this manual is to be in compliance with the amended section 402 of the Clean Water Act being section 405 of the Water Quality Act of 1987, requiring the Environmental Protection Agency to establish regulations setting forth NPDES (National Pollutant Discharge Elimination System) permit application requirements for stormwater discharges. Stormwater is defined as stormwater runoff, surface runoff, street wash waters related to street cleaning or maintenance, infiltration (other than infiltration contaminated by seepage from sanitary sewers or by other discharges), and drainage related to storm events or snow melt. Georgia has been delegated the NPDES Permit Program and is therefore responsible for implementation of a program to control stormwater discharge.

2. The State of Georgia has required all applicable municipalities to comply with permit application requirements for their municipal separate storm sewers. Municipal separate storm sewers are defined as any conveyance of system of conveyances owned or operated by a local government entity and used for collecting and conveying storm water, which is not part of a public owned treatment works. The Clean Water Act mandates that permits for discharges from municipal separate storm sewers shall require controls to reduce the maximum discharge of pollutants to the maximum extent practical (MEP). The State of Georgia will issue general permits for municipal storm water discharges. The City of Alpharetta is an NPDES Phase I city.

3. This manual as established in 3.3.1D of the Unified Development Code of Alpharetta will set forth design requirements with applications being governed by the topographic conditions on a site by site basis. The ~~Engineering~~ Public Works Department will determine the proper application of design requirements and will coordinate the application with the other City departments. This manual will be periodically amended as new restrictions, technology, and experience dictates.

4. The City of Alpharetta has other standards and specifications that set forth design requirements for stormwater and this ordinance consolidates those requirements for stormwater management.

5. In conjunction with design requirements set forth in this manual for new development a comprehensive hydrological study may be performed in areas of existing development for evaluation of feasible improvements to conform to the new standards and to alleviate existing drainage problems to the maximum extent possible.

6. This manual should be used in conjunction with the latest revised Georgia Stormwater Management Manual. Where possible, this manual explains items in which City of Alpharetta requirements are more stringent or more detailed than the Georgia Stormwater Management Manual.

Section 2 – The Stormwater Problem

1. This section has been removed. Please reference the Georgia Stormwater Management Manual ~~Volume 2 Chapter 1 for a detailed explanation of stormwater runoff and the effects of development~~.

Section 3 – Objectives of Stormwater Management

1. This section has been removed. Please reference the Georgia Stormwater Management Manual ~~Volume 2 Chapter 1 for a detailed explanation of how stormwater management can control runoff rates, provide for flood control, and reduce pollutant load~~.

Section 4 – Stormwater Pollutants and Their Removal

1. This section has been removed. Please reference the Georgia Stormwater Management Manual ~~Volume 2 Chapter 1 for a detailed explanation of the reduction of pollutant loads in stormwater runoff~~.

Section 5 – Principles of Stormwater Management

1. This section has been removed. Please reference the latest revision of the Georgia Stormwater Management Manual.

Section 6 – Specific Stormwater Concerns for Residential Subdivision Development

~~1. Larger, more central detention ponds are encouraged. They are more effective than small ponds and can be constructed within a park like atmosphere thus creating an amenity. However, the City recognizes that due to topographic restrictions, there will be occasions where the larger and/or centralized ponds will not be feasible.~~

~~2.~~1. Detention ponds, runoff reduction, and water quality measures must be located on a separate lot with the 10' access easement completely contained within that lot. All detention pond and water quality lots must be included in a common area deeded to the homeowners association for that subdivision development.

~~3.~~2. No portion of any lot with residences shall contain any stream buffer. All stream buffers shall be included in a common area deeded to the homeowners association for that subdivision development.

~~4.~~3. All stormwater management measures will require a Special Operations and Maintenance Agreement for Homeowners' Associations or Other Associations per UDC Sec. 3.3.3 D.2. ~~Underground detention systems are not encouraged within residential subdivisions as maintenance responsibilities fall to the homeowners associations.~~ Any residential subdivision proposing the use of an

underground system must receive written approval from the Department of ~~Engineering/~~Public Works.

~~5.~~4. For ease of access for maintenance, residential subdivision ponds should not be constructed with walls on all sides of the pond.

Section 7 – Description of Acceptable Techniques for Obtaining, Calculating, and Presenting Information Required in Stormwater Management Plans.

1. Acceptable techniques for obtaining, calculating and presenting information required in stormwater management plans are described in detail in the latest revision of the Georgia Stormwater Management Manual and the City of Alpharetta Unified Development Code (UDC).

2. Water quality, channel protection and detention should be provided for in accordance with the latest revision of the Georgia Stormwater Management Manual in addition to the following requirements:

   a. Modified rational method will be allowed for drainage basins under 1.0 acre. When this method is employed a pre-development c value of 0.1 must be used. Approval from the Department of Community Development is required.~~Additionally, sites using this method may be exempt from section 14. Contact the Department of Engineering/Public Works for further analysis.~~

   b. Provide for detention of the 1, 2, 5, 10, 25, 50, and 100 year storms in pre-developed and post developed studies.

   c. Runoff reduction and/or w~~W~~ater quality shall be required for any new or redevelopment that includes the creation of 1,000 square feet~~site showing an increase in~~ impervious area or more. Detention (including channel protection) shall be required for any ~~site~~ new or redevelopment with an increase of 5,000 square feet impervious area or more. The extent to which runoff reduction /water quality and detention must be provided (i.e. on new impervious area only, on disturbed area, or on entire site) is based on a tiered approach, and is specified in Table 1. or any redevelopment that disturbs more than 50% of the lots buildable area.

      Not Achieving Runoff Reduction Standard. The applicant must demonstrate that one or more of the following criteria have been met to show that the entire 1.0 inch runoff reduction standard cannot be achieved on site.

      1. Soils with very low infiltration rates.
      2. High ground water
      3. Shallow bedrock

4. Other hardship as approved by the Director of Community Development. A cost based hardship will be reviewed by the City if the cost of providing RRv is greater than three times the cost of providing the WQv.

d. Redevelopment sites that include removal of an existing stormwater management facility will be required to bring the entire site up to today's standards unless the designer can show that the existing pond volume and release rate (per the approved hydrology study) does not negatively impact downstream development and can be replaced in kind on the site with all additional stormwater management requirements. See Table 1 for Summary of Stormwater Management Requirements

3. Private vendor devices not identified in the Georgia Stormwater Management Manual shall be evaluated by the City Development Services Stormwater Engineer and Senior Stormwater Engineer to determine the stormwater management credit allowed. Generally, a proprietary devices may receive up to 40 percent TSS removal credit, with each subsequent device in a series shall receive 50 percent of the TSS credit allotted to the previous device (i.e. the first device shall receive 40 percent credit, the second device 20 percent credit, and the third device 10 percent credit.) Per UDC Sec. 3.3.3.D all private vendor devices require a long-term stormwater management inspection and maintenance agreement. For higher removal rates, the City Development Services Stormwater Engineer will consider vendor provided removal rates showing testing results for product use in Georgia under similar construction, rainfall, and soils conditions, or approved for use by other states with similar construction, rainfall, and soils conditions.

4. Best management practices with a micropool or other feature that that would collect standing water that would allow mosquitoes to breed in the practice should only be used if there is no other feasible alternative. Any practice approved by the City with a design allowing standing water more than 72 hours shall require mosquito breeding prevention measures such as fountains, plants that attract dragonflies, etc.~~Water quality devises not specifically identified in the Georgia Stormwater Management Manual including all private vendor devices will be evaluated by the City Engineer to determine TSS removal percentage that can be used in design. Vendor provided removal rates should show testing results for product use in Georgia under similar construction, rainfall, and soils conditions.~~

Table 1. Summary of Stormwater Management Requirements

Redevelopment on 50% of the lot or less		
New impervious	**Runoff Reduction**	**Channel Protection, Overbank Flood Protection, and Extreme Flood Protection (1-100 year)**
1-999 sf	No	No
1000-4999 sf	Yes (on new impervious area only)	No
5000 sf or greater	Yes (on new impervious area only)	Yes (on new impervious area only)
1 acre or more of disturbance, regardless of new impervious area	Yes (on disturbed area)	Yes (for disturbed area)
Redevelopment on greater than 50% of the lot		
New impervious	**Runoff Reduction**	**Channel Protection, Overbank Flood Protection, and Extreme Flood Protection (1-100 year)**
1-999 sf	No	No
1000-4999 sf	Yes (on disturbed area)	No
5000 sf or greater	Yes (on disturbed area)	Yes (on disturbed area)
1 acre or more of disturbance, regardless of new impervious area	Yes (for entire site)	Yes (for disturbed area)
New Development		
New impervious	**Runoff Reduction**	**Channel Protection, Overbank Flood Protection, and Extreme Flood Protection (1-100 year)**
1-999 sf	No	No
1000-4999 sf	Yes	No
5000 sf or greater	Yes	Yes
1 acre or more of disturbance, regardless of impervious area	Yes	Yes
Runoff reduction standard. Runoff reduction practices shall be sized and designed to retain the first 1.0 inch of rainfall on the site to the maximum extent practicable. If the entire 1.0 inch of rainfall can be retained onsite using runoff reduction methods, the City may waive the water quality volume. If the entire 1.0 inch runoff reduction standard cannot be achieved, the remaining runoff from the 1.2-inch rainfall event must be treated by BMPs to remove at least 80% of the calculated average annual post-development TSS loading from the site per the Water Quality criteria.		
Removal of an existing stormwater management facility. Redevelopment sites that include removal of an existing stormwater management facility will be required to bring the entire site up to today's standards unless the designer can show that the existing pond volume and release rate (per the approved hydrology study) does not negatively impact downstream development and can be replaced in kind on the site with all additional requirements shown above.		
Existing conditions hydrologic analysis. The existing conditions hydrologic analysis can take into account the existing development when defining curve numbers and calculating existing run off, unless the existing development causes a negative impact on downstream property.		

~~3.~~

Section 8 – Review of Structural Best Management Practices

1. This section has been removed. Please reference the latest revision of the Georgia Stormwater Management Manual.

Section 9 – Detail on Development and Use of Techniques Which Emphasize Use of Natural Systems

1. This section has been removed. Please reference the latest revision of the Georgia Stormwater Management Manual.

Section 10 – Development Restrictions Along Stream Corridors

1. This section has been removed. Please reference the City of Alpharetta UDC 3.3.6.

Section 11 – Wetlands

1. This section has been removed. Please reference the City of Alpharetta UDC 3.3.7.

Section 12 – Minimum Easement Requirements

1. Drainage easements shall be provided where a subdivision is traversed by a water course, drainage way, natural stream, or channel. It shall conform substantially to the limits of such water course plus any additional width as is necessary to accommodate future maintenance and/or construction as determined by the Department of ~~Engineering /~~ Public Works.

2. Drainage easements off the street right-of-way shall be clearly identified on the plat and deed of the individual property owner and said property owner will be required to keep easement free of obstructions and will maintain same in such a way as to assure free and maximum flow at all times.

3. All easements shall be cleared of debris, excess dirt, and other materials.

4. The minimum width of any drainage easement is 20' centered on the drainage structure.

5. Ponds and water quality devices will require a minimum 10' access easement around the perimeter to provide access for maintenance equipment. It shall be understood that the entire pond will be included within the easement. This access easement shall extend from the public right-of-way.

6. Drainage ways and easements on residential lots shall be centered on the property lines unless otherwise approved by the City Engineer.

Section 13 – Criteria for 100-Year Floodplain Analysis

1. This section has been removed. Please reference City of Alpharetta UDC Section 3.4 Floodplain Management

Section 14 – Methodology / Criteria for Evaluating Downstream Impacts

1. The Georgia Stormwater Management Manual provides the currently approved methodology required by the City of Alpharetta for downstream analysis.

2. The City of Alpharetta requires analysis of the 1, 2, 5, 10, 25, 50, and 100 year storms.

3. The City of Alpharetta may require additional downstream analysis on individual sites when known downstream flooding problems exist.

Section 15 – Additional Pretreatment for Intensive Land Uses

1. This section has been removed. Please reference the latest revision of the Georgia Stormwater Management Manual.

Section 16 – Minimum Specifications for Construction of Drainage Facilities

1. For general grading of residential subdivisions, lots shall be arranged and/or designed such that lots with higher elevations will not drain onto lots with lower elevations with a flow of magnitude that will create erosion, flooding, or be a nuisance. If velocity of overland flow exceeds 1.5 feet per second protective measures shall be incorporated to prevent scouring and erosion.

2. For residential and open areas, detention ponds shall have ~~minimum~~ maximum side slope of three feet horizontal to one foot vertical, with ~~a minimum of~~ four feet horizontal to one foot vertical or flatter being the preferred, on the inside face of the pond and a ~~minimum~~ maximum slope of three feet horizontal to one foot vertical on the outside face of the pond. For commercial areas slopes on detention ponds shall be approved on a case by case basis.

3. Sizing and location of drainage structures shall be the responsibility of a registered professional engineer as per accepted standard design procedures, subject to approval by the City ~~Engineer~~ of Alpharetta.

4. Storm pipe slopes shall be equal to or greater than one percent.

5. Approved formulas shall be used to calculate the runoff in determining the size of drainage structures. Use the 25 year storm frequencies for all street drainage structures such a catch basins, inlet cross drains, etc. Use the 1, 2, 5, 10, 25, 50, and 100 year storm frequencies for all main drainage structures such as retention basins, detention ponds, principal storm sewers, and all types of flood protection works. All designs are subject to the approval of the ~~Engineering / Public Works Department.~~Department of Community Development.

6. Minimum 20-foot storm drainage easement shall be given on all lines (pipes and swales) which lie outside of the normal right-of-way.

7. The drainage pipe cover shall be 12 inches or one-half the inside pipe diameter, whichever is greater.

8. Catch basins shall be located at low points of the streets.

9. All storm drain inlets and channels must be designed and located so as to prevent flooding of any buildings during the 100-year event.

10. All storm drain pipes shall be minimum 18 inches in diameter.

11. Not less than 50 percent of each proposed lot area shall be above the 100-year storm elevation.

12. Any existing channel flow shall not be constricted.

13. Sub-drainage will be installed to control surplus ground water by intercepting side hill seepage or by lowering or regulating ground water level where such conditions exist.

14. A certification of the pipe specifications for each pipe shall be required before installation.

15. Bridges and culverts shall be designed for the 100-year storm frequencies and 100-year flood.

16. Cross drain pipes:

    a. Shall have headwalls of approved type on inlet and outlet ends of the pipe.

    b. When the construction of a proposed public road makes it necessary to cross a storm drain, the developer shall provide and install the required size and length of an acceptable grade of pipe. The length of the pipe required shall extend to the rear building setback lines and in so case shall the extension be less than 30 feet from the rear of any proposed dwelling; provided however the drain runs through building lots proposed to be platted. These criteria will be strictly adhered to unless otherwise approved by the ~~Engineering /~~ Public Works Department. This does not apply to cross drains containing live streams.

    c. Maximum continuous length of pipe shall be 300 feet unless otherwise approved by the City Engineer.

    d. Class of concrete pipe and gage of corrugated metal pipe shall comply with Georgia Department of Transportation specifications.

17. Materials and installation:

    a. All concrete pipe shall be reinforced.

    b. All pipe within public right-of-way shall be RCP. And all structures shall be installed with row-lock inverts.

    c. Flat bottom and circular pipe sections shall be laid in a prepared trench with the socket ends pointing upstream. Sections may be joined by rubber type gasket joints, O-ring gasket joints, or pre-formed plastic gasket joints.

Rubber type, O-ring, and preformed gasket joints shall be installed in accordance with the manufacturer's recommendations.

d. Metal pipe is not permitted under roadways. Where used the pipe shall be fully bituminous, aluminized or asphalt coated with paved invert, unless approved otherwise.

e. HDPE is allowed on private property as long as is it installed in accordance with manufacturer's recommendations.

f. The Department will consider stormwater pipe made of materials as introduced to the market.

18. Workmanship and Finish:

a. Culvert pipe on which the coating has been bruised or broken either in the shop or in shipping or which shows defective workmanship shall be rejected. Among others, the following defects are specified as constituting poor workmanship and the presence of any or all of them in any culvert pipe shall constitute sufficient cause for rejection.

i. uneven laps

ii. elliptical shape (unless designed and manufactured as elliptical)

iii. variation from a straight center line

iv. ragged or diagonal sheared edges

v. loose, unevenly lines or spaced rivets

vi. poorly formed rivet heads

vii. unfurnished ends

viii. illegible brand

ix. lack of rigidity

x. bruised, slated or broken coating

xi. dents or bends in the metal itself

b. Coupling bands: Field joints shall be made with bands of the same base metal as the culverts. The bands shall not be less than 7 inches wide for diameters of 8 inches to 30 inches, inclusive; not less than 13 inches wide for culverts with diameters 36 inches to 60 inches inclusive; and not less than 24 inches wide for culverts with diameters greater than 60 inches.

Such bands shall be constructed so as to lap on an equal portion of each of the culvert sections to be connected at the ends by galvanized angles having minimum dimensions of two inches by two inches by 3/16 inch. The seven inch band shall have at least two galvanized bolts not less than ½ inch diameter. The 12-inch band shall have three and the 24-inch band shall have five ½ inch bolts. Other equally effective methods of connecting the coupling bands may be used if approved by the City Engineer.

c. Gauge determination. The gauge of the culvert metal will be determined from the thickness of the galvanized sheets. The mean thickness must meet the requirements set forth by the City of Alpharetta ~~Engineering /~~ Public Works Department.

d. Corrugated metal pipe and pipe arches. Corrugated metal pipe shall conform to the requirements of AASHTO M36, sizes, shapes, types, base metal, and gauges.

e. All joints and couplings shall be in accordance with the manufacturer's recommendations.

f. Pipe sections shall be laid in a prepared trench with outside laps of circumferential joints pointing upstream and with longitudinal joints at the side. Coupling bands fastened by two or more bolts shall join the sections. The space between adjoining sections shall be not more than width of one corrugation.

g. Before any traffic over a storm drain is allowed, the developer shall provide adequate depth and width of backfill to protect the structure from damage or displacement in accordance with the requirements of the City of Alpharetta ~~Engineering /~~ Public Works Department. All pipe structures shall be cleaned before the work is accepted. Any damage or displacement that may accrue due to traffic or erosion shall be repaired or corrected at the developer's expense.

h. Minimum clearances are:

    i. One foot between the bottom of the base or sub base, if used, and the exterior crown of culvert in accordance with the requirements of the City of Alpharetta ~~Engineering /~~ Public Works Department.

    ii. A minimum of 0.5 foot between underground utilities and exterior crown of the culvert.

    iii. Trench construction for storm drainage pipe shall be in accordance with the requirements of the City of Alpharetta ~~Engineering /~~ Public Works Department.

iv. Bridge piling shall be driven to Georgia Department of Transportation load standards for loading. Certification of pile load shall be by a registered professional engineer.

Section 17 – Contents of Stormwater Management Plan

1. This section has been removed. Storm Water Management Plan should include the items described in detail in the City of Alpharetta UDC Section 3.3.3C.

Section 18 – Stormwater Management Plan Approval Process

1. This section has been removed. The approval process is described in detail in the City of Alpharetta UDC Section 3.3.3.

Section 19 – Surveying and Mapping

1. Surveying and mapping are described in detail in the City of Alpharetta UDC.

Section 20 – Underground Detention

1. Underground detention must meet the pre-treatment requirements. Underground detention shall receive the following water quality credit if it has an open-bottom design that allows for infiltration, the site meets minimum infiltration requirements, and any manufacturers' pretreatment requirements are met:

   60% TSS
   30% TN
   10% TP

2. If a sand filter is used in the underground detention facility, additional water quality credits may be provided as determined by the Director of Public Works and Community Development.

Section 21 – Offsite Mitigation Program

1. The Offsite Mitigation program allows for the provision of stormwater management offsite, in a regional facility that serves multiple parcels.

2. Applicability

   a. Available city-wide for new development and redevelopment, contingent upon approval by the City Development Services Engineer in coordination with the City Senior Stormwater Engineer

   b. Parcels using an offsite / regional facility must drain to that facility.

3. Sizing / Volume Requirements

   a. When applied to master developments, the regional facility will be sized for the planned build out of the subdivided properties. (Except in residential subdivisions, runoff reduction or water quality measures or portions of detention may be required on individioal parcels, lots or subdivided properties to meet overall requirements.) The maximum impervious area for each parcel or max impervious percentage for each parcel shall be provided. If there is not sufficient volume provided for future developments, future buildings must account for additional runoff reduction / water quality or detention on-site or by modifying the master pond.

   b. The off-site or regional facility must be designed and adequately sized to provide a level of stormwater quantity and quality control that is equal to or greater than that which would be afforded by on-site practices.

4. Operation and Maintenance

   a. Regional facilities require an operation and maintenance agreement. This may be addressed through property deeds and covenants.

5. Tracking

   a. The City will maintain a database noting what parcels are associated with a shared facility and their individual volume requirements (proportionate share of the facility).

6. City Owned Regional Stormwater Management

   a. The City reserves the right to collect the following fees on parcels serviced by an existing City-owned regional facility:

      1. A one-time payment paid by the developer during the planning / permitting process to defray the capital cost of the existing off-site treatment facility. Cost / cubic yard for each facility will be set when the facility is built and will be publically available from the Public Works Department.

      2. Operations and maintenance costs will be funded through an independent recurring O&M fee that will be assessed by the City annually to owners of properties where stormwater management is provided through the off-site mitigation option.

Section 22 – Stormwater Fee-In-Lieu Program

1. The Stormwater Fee-in-Lieu program allows parcels being redeveloped to reduce on-site stormwater management requirements by paying a fee to the

City. The fee-in-lieu is a one-time payment paid by the developer during the planning process to defray the capital cost of the off-site treatment facilities. The City then assigns the collected fees into separate accounts by watershed to fund stormwater improvement projects. Operation and maintenance (O&M) costs of these facilities will be funded through an independent recurring O&M fee that will be assessed annually to owners of properties where stormwater management is provided through the fee-in-lieu option. This gives the City the flexibility to fund projects that could have a greater regional impact than on-site facilities.

2. Applicability

   a. Available for re-development projects contingent upon approval by the Community Development Director, in coordination with the City Development Services Engineer and the City Senior Stormwater Engineer.

   b. The fee-in-lieu option is not available for parcels where a downstream property is negatively impacted by the current conditions (i.e. currently flooding from the existing runoff) or where the increased runoff rate or volume from the new development will negatively impact a downstream property (i.e. downstream infrastructure does not have capacity for the increased volume).

   c. Parcels must be located within a HUC-12 watershed in which the City has identified stormwater improvement projects to be funded by the fee-in-lieu.

   d. A parcel is eligible for the fee-in-lieu program no more than once every five years.

3. Minimum On-Site Requirement

   a. All of the required detention (including channel protection) must be met onsite. A minimum of 75% of the runoff reduction/water quality treatment must be provided on-site. The remainder of the runoff reduction/water quality treatment may be met by a fee-in-lieu payment.

4. Allowable Projects

   a. Stormwater improvement projects that can be implemented by the City with fee-in-lieu funds include those structural stormwater best management practices with quantitative and qualitative measurements

identified in the latest edition of the Georgia Stormwater Management Manual.

b. Projects must be constructed/implemented in the same HUC-12 watershed that fee-in-lieu funds are paid into.

5. Timing

a. Collected fees-in-lieu shall be expended by the City on stormwater improvement projects within five years of receiving a fee.

b. The City shall identify a prospective stormwater improvement project and own the land where the improvement project is proposed prior to approving the fee-in-lieu option for a development project. The City should identify and track the available runoff reduction volume and water quality volume provided by the improvement project.

6. Adminstration

a. The Public Works Department will be responsible for administering the program (construct and maintain ponds and BMPs, collect fees, track, and report).

b. Funds will be put into separate accounts by watershed.

7. Fee Structure and Amount

a. The fee-in-lieu shall be shown in a fee schedule to be included as an appendix to this Design Manual and may be amended by the City from time to time.

Section 23 – City Funded Linear Projects

a. **Applicability - U**p to 100% of the stormwater management requirement for eligible transportation projects may be reviewed for feasibility. Only transportation projects funded and managed by the City, or through grants obtained by the City, are eligible. Ineligible projects include: private development of public or private roads; alleyways; highways; trails; greenways; sidewalks; intersections; roadway improvements; subdivision roads; driveways; and access roads. Common Interest Development (CID) Georgia Department of Transportation (GDOT), and non-city utility projects are also ineligible. Projects eligible for this provision shall demonstrate that it is not feasible to meet the stormwater management requirements on site. Criteria for determining that meeting the requirement is not feasible are similar to the Infeasibility Criteria set forth in the Georgia Department of Transportation Policy on Post-construction Stormwater Management BMP Design on State Routes for structural BMPs:

- The cost of construction and maintenance of the BMP equals or exceeds twenty five percent of the construction cost.

- The project is delayed by 90 days or greater due to the implementation of post-construction BMPs. Examples of this is when a project could be built without a right of way phase, but the inclusion of post construction BMPs means that a right of way phase is necessary then the delay criteria can be used.

- The use of BMPs will impact threatened or endangered species habitat.

- The use of BMPs will significantly damage a community resource such as a historical area, a park, a wildlife refuge, a nature trail, or school facilities.

- The BMP implementation would result in the violation of a Federal or State law

- The project has shallow bedrock, contaminated soils, high groundwater, utilities, or underground facilities and avoidance or relocation cost of the utility equals the cost of the BMP.

- The soil hydraulic conductivity (K) is less than 10-4 cm/second can be considered infeasible (while 10-5 cm/second is the absolute lower limit) when considering infiltration BMPs.

- The BMP implementation will impact a specimen tree.

b. **Funding Requirements -** The money budgeted by council for stormwater water quality projects will be considered the City's fee toward providing stormwater management for linear projects. The volume allocation for transportation projects will be tracked by the City and assigned to specific stormwater improvement projects so there is an accounting system that identifies the remaining volume available for allocation.

Section 24 - Cisterns

a. Cisterns may receive up to the following water quality and runoff reduction credits:

To be added

b. The following conditions must be met in order to receive such credit:

To be added

Sec. 2.1. - Applicability.

2.1.1. Applicability.

A. The requirements of this Article apply to all parcels within the Downtown Overlay unless expressly stated otherwise in this Article.

B. The requirements of the Unified Development Code also apply in all Downtown Districts unless expressly stated otherwise in this Article.

C. This Article does not change the permitted use or density of a property within the Downtown Overlay. Land and structures must be used in accordance with the standards of the underlying zoning district.

D. This Article does change the permitted form and design of a property subject to the Downtown Overlay. When requirements of this Article conflict with any other requirement of the Unified Development Code or the Alpharetta Downtown Design Guidelines, the requirements of this Article shall prevail.

E. When the word "street" is used in this Article it means both public and private streets unless stated otherwise.

Sec. 2.2. - Block and Access.

2.2.1. Intent.

A. The intent of the block and access standards is to provide a well-connected street network. Large blocks with limited connectivity discourage walking, contribute to street congestion, and add driving distance that can negatively impact emergency services. New streets should also be designed to consider the future development identified in the Alpharetta Downtown Master Plan.

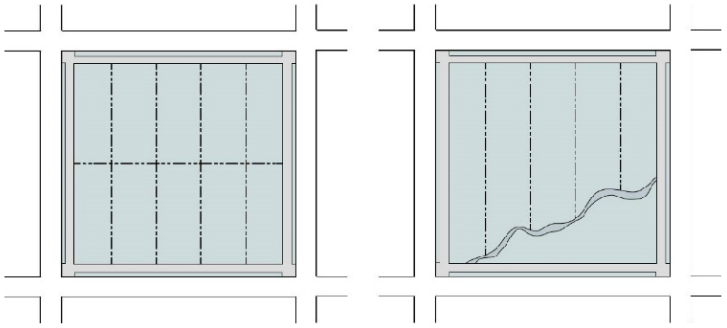
B. The intent of the access standards is to provide safe and convenient vehicular and pedestrian access within developments and between adjacent developments and to lessen traffic congestion and increase connectivity. Pedestrian, bike, and vehicular access should be safe, direct and convenient.

2.2.2. Blocks.

A. Sites greater than 4 acres in size must incorporate existing or new streets that terminate at other existing or new streets to form an interconnected network with the maximum block perimeter lengths that follow:

	Block Perimeter (Max.)
Downtown Zoning Districts	
DT-C	1,600 feet
DT-MU	2,000 feet
DT-LW, DT-R	2,400 feet
Other Zoning Districts	

C-1, C-2, O-I, O-P	2,400 feet
CUP, R-8A, R-10A	2,400 feet
AG, R-12, R-15, SU, I-1	n/a
———	



B. In addition to the block standards above, blocks containing exclusively 'For Sale' detached dwellings must be wide enough to provide two tiers of lots, except where fronting on arterial streets prevented by topographical conditions or size of the property, in which case the City Transportation Engineer may require and/or approve a single tier of lots.

C. Other than stub-out streets, dead-end streets are not allowed unless a variance is granted for topographic hardship.

D. Block Measurement.

1. A block is bounded by a public or private right-of-way (not including an alley). All public or private rights-of-way proposed as part of a development must be improved with a street.
2. Block perimeter is measured along the edge of the property abutting the public or private right-of-way, except for the measurement of dead-end streets, which are measured from intersecting centerlines.
3. The City Transportation Engineer may modify the block perimeter requirements when steep slopes in excess of 25%, preexisting development, tree protection areas, stream buffers, cemeteries, open space, or easements would make the provision of a complete block infeasible.
4. Where the block pattern is interrupted by public parkland, including greenways, that is open and accessible to the public, pedestrian access points must be provided with a minimum spacing equal to half of the maximum block perimeter.

E. No public or private street within the Downtown Overlay, including alleys, may be gated.

Sec. 2.3. - Streets.

2.3.1. Intent.

A. The intent of this Section is to provide a palette of street types and design elements that reflect the character of different areas within the Downtown Overlay as established in the Alpharetta Downtown Master Plan.

B. The regulations provide adequate accommodations for vehicles, cyclists, and pedestrians.

C. The street types defined in this Section provide a guide to balancing the needs of all modes of travel. Modifications to these types may be made by the City Transportation Engineer.

D. The appropriate street type will be selected by the City Transportation Engineer based on the Roadway Plan in the Alpharetta Master Plan and engineering and land use context factors, including anticipated vehicle volumes.

2.3.2. Applicability.

A. When a development proposes the construction of a new public or private street, the requirements of this Section apply.

B. When constructing a new street or reconstructing an existing street, sidewalks, bike lanes, curb and gutter or an alternative curb and gutter to accommodate GI/LID, and street trees must be installed and constructed in accordance with this Section and the City of Alpharetta Department of Engineering/Public Works Design Standards.

C. Use of multi-functional stormwater BMPs is expressly allowed and encouraged in the ROW, including streetscape landscape bioretention areas and stormwater planters, stormwater street trees, curb bulbouts and medians with bioretention, and vegetated swales. Such stormwater BMPs may receive stormwater credit for the site if part of an approved stormwater management plan and with a long-term maintenance agreement.

D. Traffic calming design elements, such as intersection bulbouts can help moderate vehicle speeds on Downtown Streets; multifunctional bulb-outs that include runoff reduction measures for stormwater management are encouraged. Landscaping and traffic calming techniques that are ideal on Downtown Streets include, but are not limited to, street trees with grated wells, bioretention areas/planters, curb bulbouts with bioretention.

~~C~~E. Existing streets may continue serving existing development in their current configuration; however, they must not be extended or substantially rebuilt except in conformance with this Section.

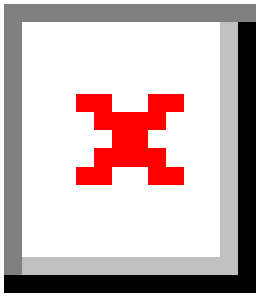
2.3.3. Street Types.

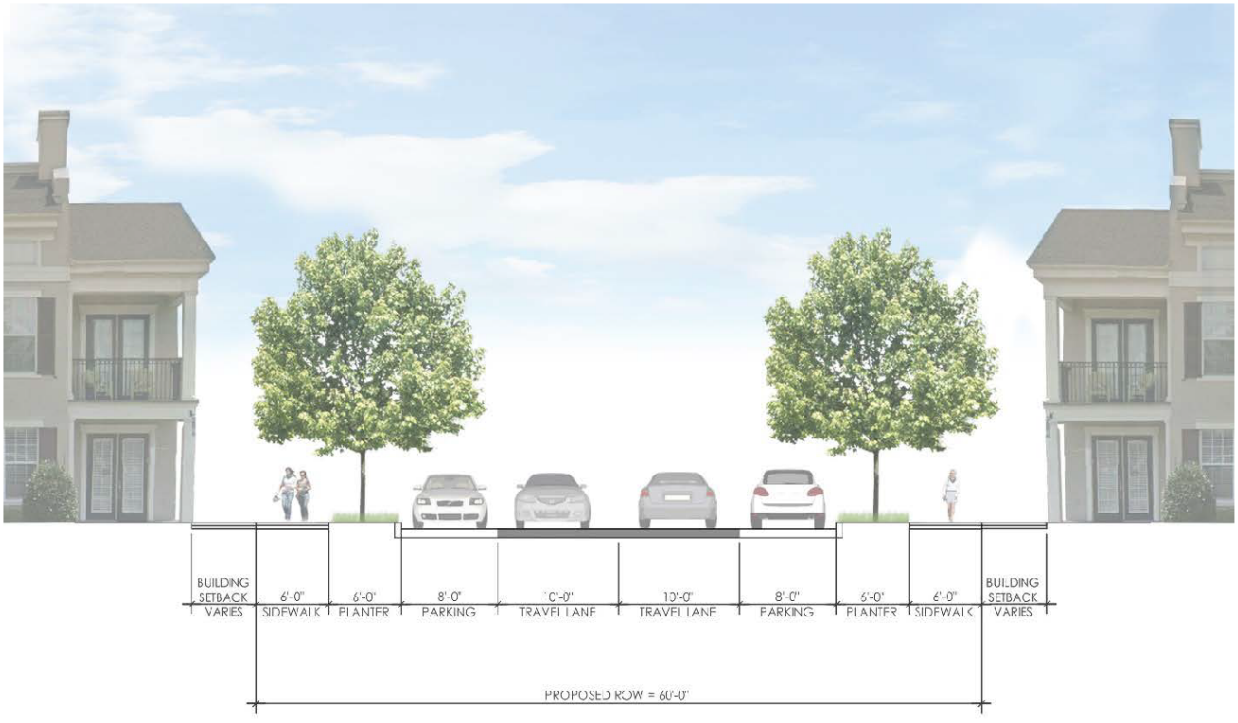
A. All new or extended public or private streets must meet the following standards unless modified by the City Transportation Engineer for the following public purposes:

1. To provide on- or off-street bicycle facilities;
2. To provide wider sidewalks or planters;
3. To provide a median, left turn lane, or combination therefore;
4. To provide bulb-outs;
5. To provide hardscape surface in otherwise landscaped planters in order to provide pedestrian access to adjacent on-street parking;
6. To increase or decrease the travel lane width; and
7. To provide traffic calming or pedestrian safety measures.

8.9 .To provide multi-use vegetated runoff reduction measures in street planter and as street tree areas.

B. **Arterial Street Residential.**





Width	
Right-of-way Width	60 feet

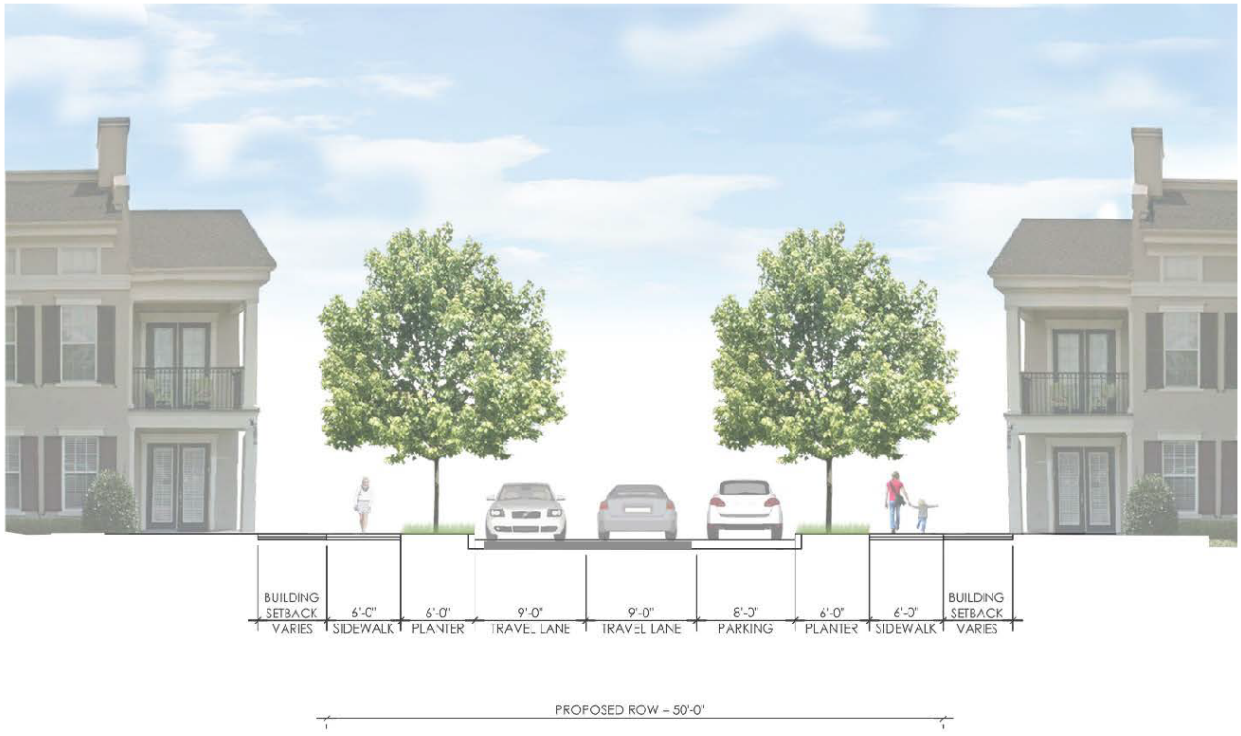
Face of curb to face of curb width	36 feet
Streetscape	
Sidewalk	6 feet
Planter	6 feet
Planter Tree Spacing (max.)	40 feet on-center
Planter Type	Landscaped
Travelway	
Parallel Parking	8 feet
Travel Lane	10 feet

C. **Arterial Street Commercial/Mixed-Use.**

Width	
Right-of-way Width	100 feet
Face of curb to face of curb width	68 feet
>Streetscape	
Sidewalk	10 feet
Planter	6 feet

Planter Tree Spacing (max.)	40 feet on-center
Planter Type	Landscaped/Hardscaped*
Travelway	
Parallel Parking	8 feet
Travel Lane	10.5 feet
*Planter may be landscaped or hardscaped, but all trees shall be planted in a landscape area with a minimum size of 6 feet by 10 feet.	

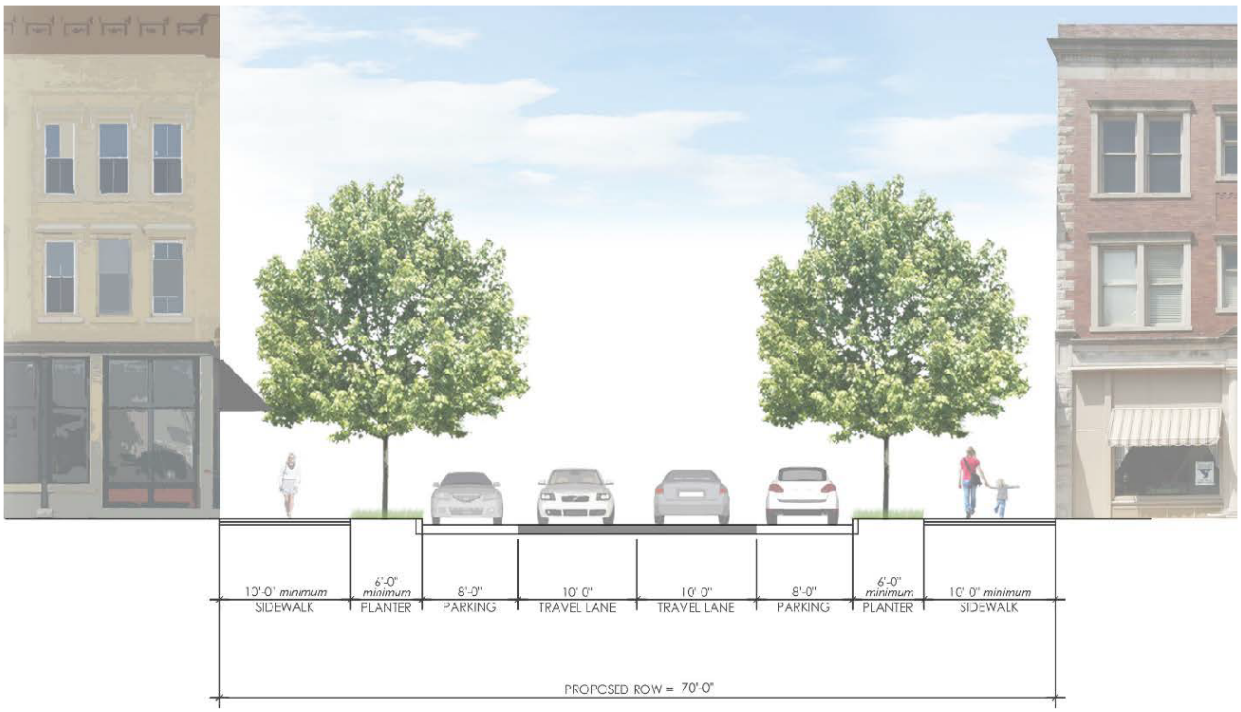
D. **Collector Street Residential.**



Width	
Right-of-way Width	50 feet
Face of curb to face of curb width	26 feet
Streetscape	

Sidewalk	6 feet
Planter	6 feet
Planter Tree Spacing (max.)	40 feet on-center
Planter Type	Landscaped
Travelway	
Parallel Parking	8 feet
Travel Lane	9 feet

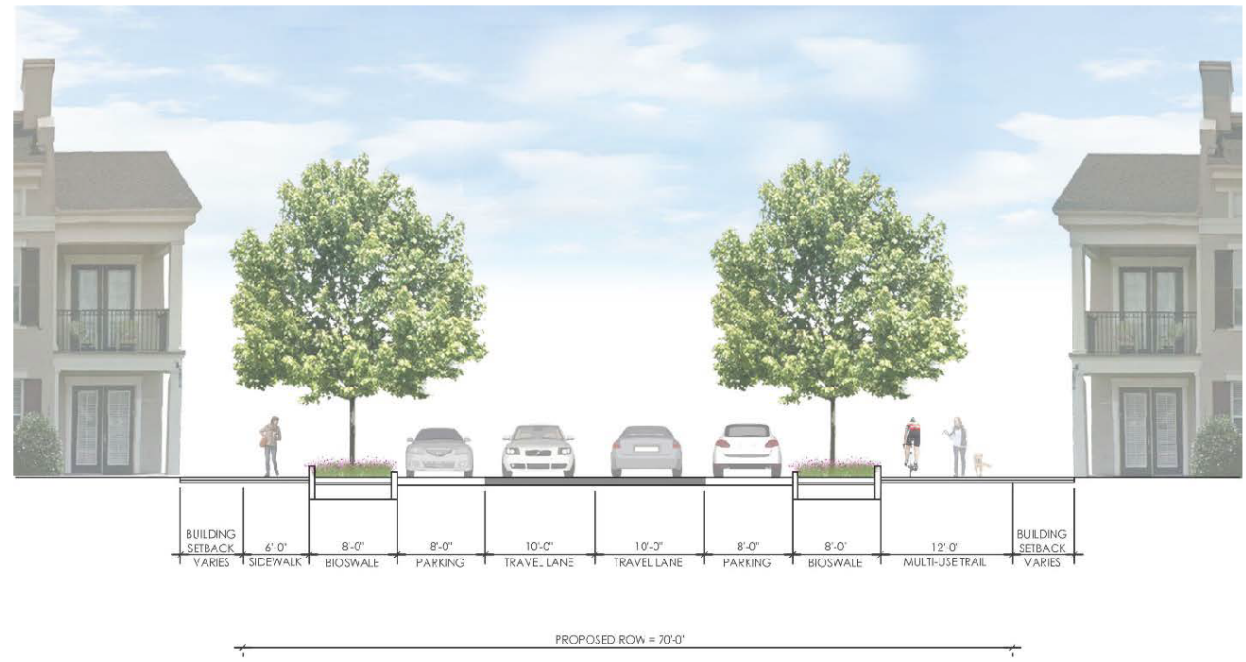
E. **Collector Street Commercial/Mixed-Use.**



Width	
Right-of-way Width	70 feet
Face of curb to face of curb width	36 feet
Streetscape	

Sidewalk	Min. 10 feet
Planter	6 feet
Planter Tree Spacing (max.)	40 feet on-center
Planter Type	Landscaped/Hardscaped*
Travelway	
Parallel Parking	8 feet
Travel Lane	10 feet
*Planter may be landscaped or hardscaped, but all trees shall be planted in a landscape area with a minimum size of 6 feet by 10 feet.	

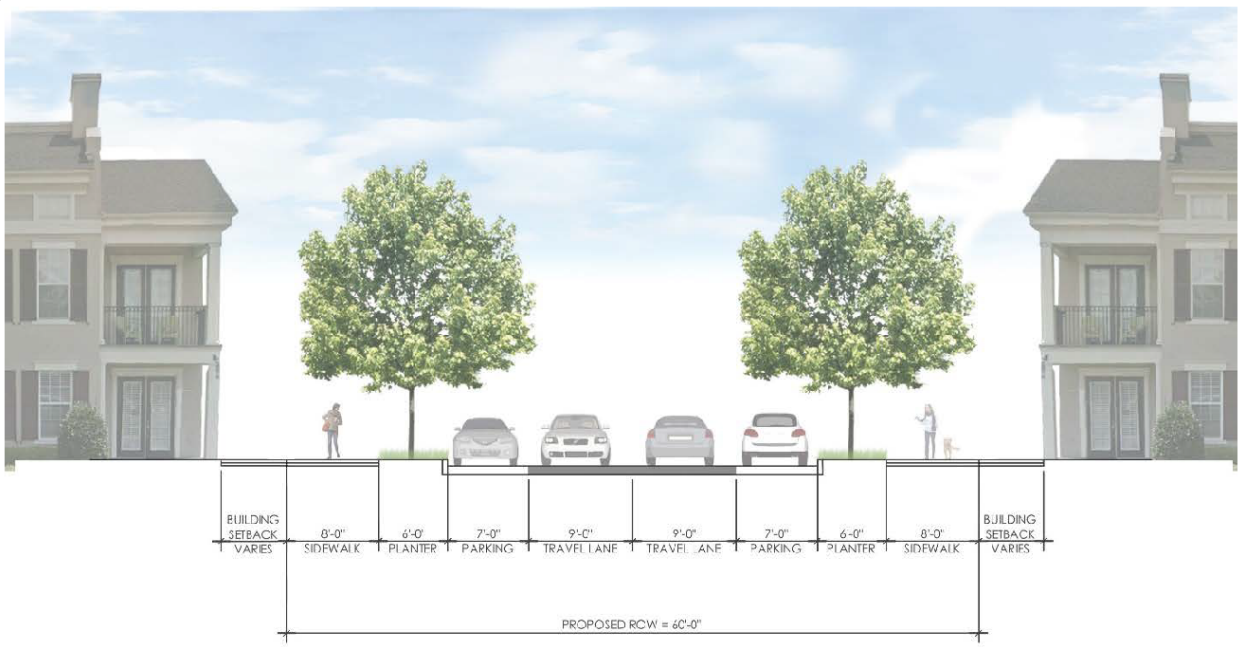
F. **Green Street.**



Width

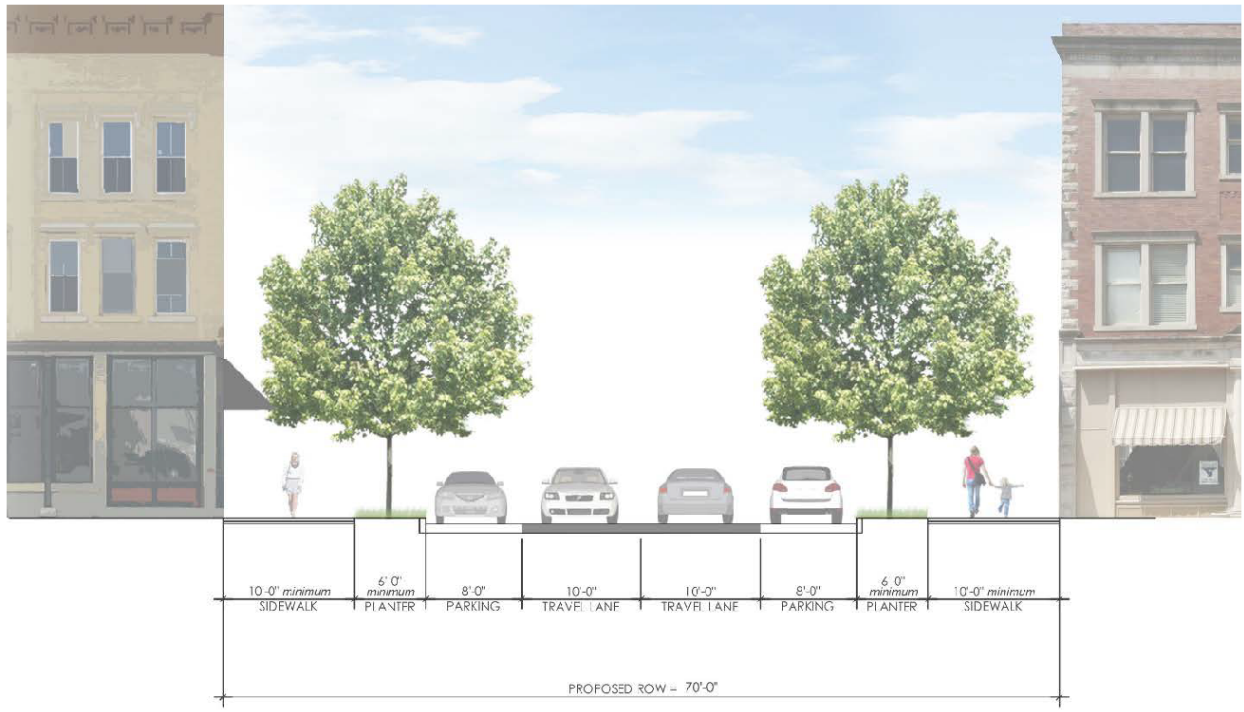
Right-of-way Width	70 feet
Face of curb to face of curb width	36 feet
Streetscape	
Sidewalk	6 feet (one side) (see note 1)
Multi-use trail	12 feet (one side) (see note 1)
Planter	8 feet
Planter Tree Spacing (max.)	40 feet on-center
Planter Type	Bio-swale
Travelway	
Parallel Parking	8 feet
Travel Lane	10 feet
Note 1: The side of the street containing sidewalks and multi-use trails shall be as established by the City Transportation Engineer.	

G. **Local Street Residential.**



Width	
Right-of-way Width	60 feet
Face of curb to face of curb width	32 feet
Streetscape	
Sidewalk	8 feet
Planter	6 feet
Planter Tree Spacing (max.)	40 feet on-center
Planter Type	Landscaped
Travelway	
Parallel Parking	7 feet
Travel Lane	9 feet

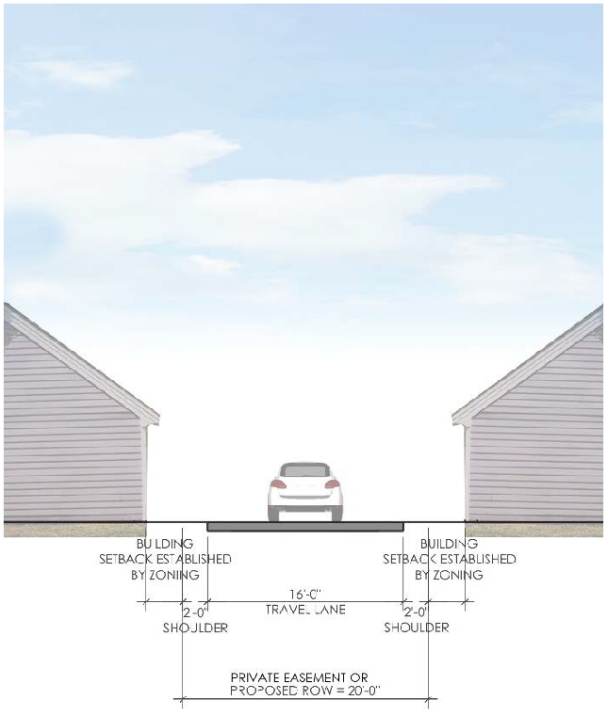
H. **Local Street Commercial/Mixed-Use.**



Width	
Right-of-way Width	70 feet
Face of curb to face of curb width	34 feet
Streetscape	
Sidewalk	Min. 10 feet
Planter	7 feet
Planter Tree Spacing (max.)	40 feet on-center
Planter Type	Landscaped/Hardscaped*
Travelway	
Parallel Parking	7 feet
Travel Lane	10 feet

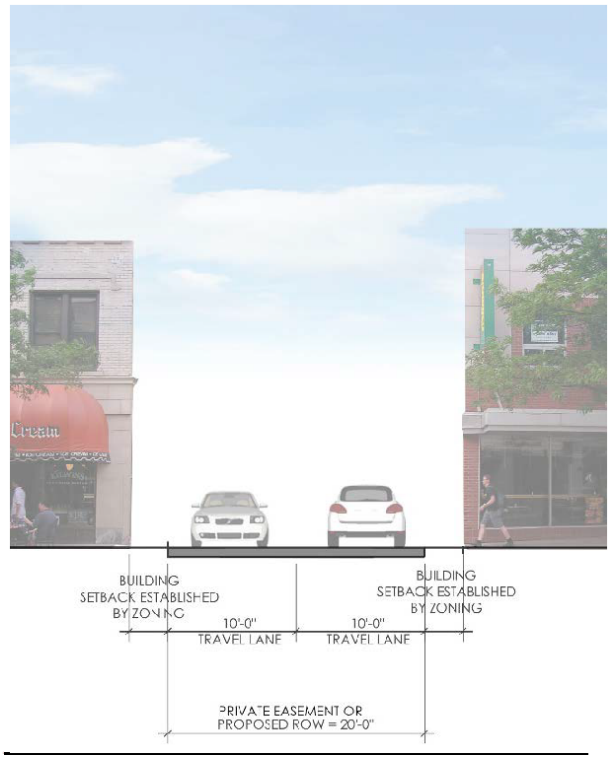
*Planter may be landscaped or hardscaped, but all trees shall be planted in a landscape area with a minimum size of 6 feet by 10 feet.

l. **Residential Alley.**



Width	
Right-of-way or Easement Width	20 feet
Paved Width	16 feet
Shoulder	2 feet
Travelway	
Parallel Parking	Not allowed
Travel Lane	16 feet

J. **Commercial/Mixed-Use Alley.**



Width	
Right-of-way or Easement Width	20 feet
Paved Width	20 feet
Shoulder	0 feet
Travelway	
Parallel Parking	Not allowed
Travel Lane	10 feet

2.3.4. Existing Streets, Streetscapes.

A. Applicability. A building or site may be renovated or repaired without meeting the requirements of this Section, provided any increase in gross floor area or improved site area does not exceed 25%.

B. Exceptions. This does not apply as follows:

1. On a parcel zoned R-12 or R-15 when such parcel is located within a recorded subdivision that existed on the date of adoption of this ordinance and when no sidewalks currently exist adjacent to the parcel.
2. On a parcel for which a Land Disturbance Permit or Building Permit is issued but where the Director of Community Development determines that the permit is for an accessory use or structure to the principal use or structure or for minor repairs or additions to the principal building or structure in existence.

C. Streetscapes Required.

1. Existing streets, planters, and sidewalk that do not meet the width and planting standards of the Downtown Alpharetta Streetscape Table must be brought into compliance with the current standards prior to the issuance of Certificate of Occupancy.
2. On existing streets where there is insufficient right-of-way for the required streetscape improvements, the right- of-way needed for such improvements may be expanded by mutual agreement between the property owner and the entity holding the right-of-way, or a public access easement may be provided to the City to meet the required improvements.
3. Where an easement is provided to the City and a parcel is zoned a Downtown Zoning District, the back of the minimum required sidewalk (adjacent to the lot) may be considered the lot line for the purpose of establishing yards, may not be included in lot coverage calculations, and may not be counted in minimum lot size requirements for new lots.

Downtown Alpharetta Streetscape Table

Street Type and Parcel Zoning District (both must be met)		**Planter**	**Sidewalk** (see note 1)
Arterial (existing)	DT-C, DT-MU, C-1, C-2, O-I, OP, MU	6 feet	10 feet
Arterial (existing)	All other Zoning Districts	6 feet	6 feet
Collector (existing or proposed)	DT-C, DT-MU, C-1, C-2, O-I, OP, MU	6 feet	10 feet
Collector (existing or proposed)	All other Districts	6 feet	6 feet
Green (existing or proposed, includes Thompson Street)	DT-C, DT-MU, C-1, C-2, O-I, OP, MU	8 feet	10 feet
Green (existing or proposed)	All other Districts	8 feet	8 feet

Local (existing or proposed)	DT-C, DT-MU, C-1, C-2, O-I, OP, MU	6 feet	10 feet
Local (existing or proposed)	All other Districts	6 feet	8 feet

Note 1: Along at least one side of Thompson Street a 12-foot wide multi-use trail must be provided in lieu of the required sidewalk in accordance with the Downtown Master Plan. Such trail may be on the north or south side of the street, as determined by the City Transportation Engineer. The planter width may also be increased to allow the trail to run through existing or new open spaces.

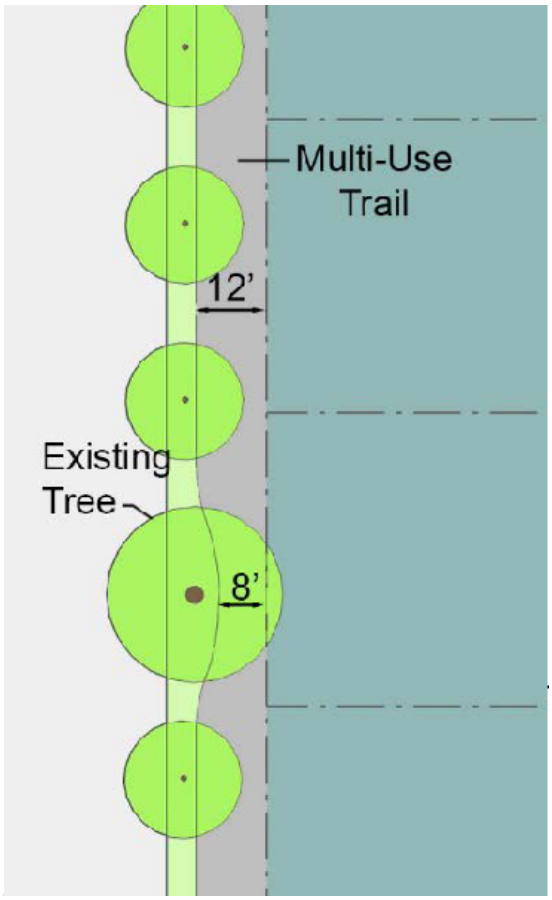
4. Where a publically funded streetscape project using alternative planter standards was installed adjacent to a parcel after January 1, 2005, the planter standards of Downtown Alpharetta Streetscape Table do not apply.

5. The City encourages the use of multi-functional runoff reduction measures in the streetscape, including bioretention areas, stormwater tree box, and planter box. The dimensional standards for planting area, tree spacing, planting type and utility placement may be varied to accommodate runoff reduction measures.

2.3.5. Multi-Use Trails.

A. Multi-use trails shall have an average width of 12 feet, but their width may be periodically reduced to 8 feet where topography, wetlands, stream buffers, existing buildings, existing trees, or other existing conditions render this requirement infeasible. The maximum length of this reduced width is 400 feet.

B. A multi-use trail may be required instead of a sidewalk along any new or existing street when the location is identified for a multi-use trail in the Downtown Master Plan or other plan that has been adopted by the City of Alpharetta.



C. Where a City of Alpharetta park or access easement held by the City of Alpharetta abuts a street subject to Section 2.3.5.A above, the multi-use trail may also be located in such park or easement.

D. In approving a multi-use trail in lieu of a sidewalk, the City Transportation Engineer may reduce the planter width to a minimum width of 5 feet.

2.3.6. Improvements along State Highways.

A. For any development that abuts a State highway or other right-of-way controlled by the State of Georgia, improvements to the roadway and the location and design of any street or driveway providing access from the State highway must comply with the standards and requirements of the Georgia Department of Transportation.

B. An approved permit for proposed access or improvements is required by Georgia Department of Transportation and must be incorporated into the construction drawings for the project prior to the issuance of a Land Disturbance Permit.

2.3.7. Planter.

A. Defined. A zone adjacent to the curb intended for planting street trees and the placement of street furniture including light poles, litter receptacles and similar items.

B. Street trees shall be planted in the planter as follows:

1. Where no overhead utilities exist, shade trees must be planted a maximum of 40 feet on center in the planter. Newly planted trees shall be a minimum of 3½ inches in caliper, and shall be limbed up to a minimum of 7 feet.

2. Where overhead utilities exist, one understory tree must planted a maximum of 25 feet on center in the planter, subject to approval of the overhead utility provider and the City Arborist.
3. Trees shall have a minimum 6 feet by 10 feet pervious landscape planting area. Tree grates are not allowed unless the City Arborist determines that they will not negatively impact tree health.

Sec. 2.4. - Parking and Loading.

2.4.1. Vehicle Parking.

A. Every use must provide and maintain vehicular parking in accordance with the Vehicular Parking Requirements Table.

B. **Vehicular Parking Requirements Table.**

Use	Parking Space Ratio
Residential Activities	
Dwelling, 'For-Sale,' Attached	Min. 1 per bedroom (up to 2 bedrooms), plus 0.15 visitor space per unit
Dwelling, 'For-Sale,' Detached	Min. 1 per bedroom (up to 2 bedrooms), plus 0.15 visitor space per unit
Dwelling, 'For-Rent"	Min. 1 per bedroom (up to 2 bedrooms), plus 0.15 visitor space per unit
Bed & Breakfast	Min. 1 per guest bedroom
Hotel	Min. 1 space per guest room, plus 1 employee space per 20 guest rooms, plus 1 per 500 sf of convention rooms, conference rooms, ballrooms, restaurant and retail shops
Congregate Housing, Assisted Living Facility	Min. 1 per 2 sleeping rooms
Home-Elderly, Children, Nursing	Min. 1 per 2 sleeping rooms
Business Uses	
Bank, Savings & Loan, Mortgage Company	Min. 3 per 1,000 sf
Day Care Center	Min. 1 per 400 sf, plus stacking for 6 cars on the lot
Funeral Home (with no cemetery or	Min. 1 per 4 seats in chapel or parlor, plus sufficient space

mausoleum)	to park or store all company vehicles
Medical, dental and optical offices	Min. 3 per 1,000 sf
Professional and business offices not otherwise specifically enumerated	Min. 3 per 1,000 sf
Auto, truck and mobile home sales, outdoor equipment and machinery sales, commercial nurseries	Min. 3 per 1,000 sf of showroom, sales office or other conditioned space
Restaurant	Min. 1 per 500 sf
Retail businesses, not otherwise specifically enumerated	Min. 1 per 500 sf
Theaters, night clubs and other such places of public assembly	Min. 1 per 4 seats, plus 1 (employee space) per 10 seats
Service and repair establishments not otherwise specifically enumerated	Min. 3 per 1,000 sf, excluding storage
Service Station, Automotive	Min. 2 per fueling station, pus 1 per 250 sf of retail
Technology Centers/Data Processing Centers	Min. 1 per 500 sf of unmanned areas and min. 1 per 300 sf of manned areas
Wholesale/Industrial Uses	
Wholesaling and industrial uses including lumber, brick, coal, junk and supply yards	Min. 1 per 1,000 sf
Public and Semipublic Uses	
Hospital	Min. 1 per bed, plus 1 per 200 sf for outpatient treatment areas
Church, Synagogue, Other Place of Worship	Min. 1 per 2 seats in the principal assembly room
Places of assembly or indoor recreation	Min. 1 per 500 sf playing court, rink, playing field and

without fixed seats	spectator area, plus 1 per 200 sf of patron use areas
Schools, elementary and middle schools	Min. 1 per classroom and administrative office, plus 5 visitor spaces
Schools, senior high	Min. 1 per classroom and administrative office, plus 1 per 4 students (based on the design capacity of the school)
Other public building	Min. 1 per 300 sf

C. Parking in the following locations may be used to satisfy the minimum requirements of the Vehicular Parking Requirements Table:

1. Off-street parking located on the same site or lot as the use it serves;
2. On-street parking located adjacent to and on the same side of the street as the site or lot containing the use it serves; and
3. Off-site parking within 500 feet of the use it serves (as measured along a pedestrian walkway from the door of the use the parking serves).

D. Pervious paving materials are allowed as part of an approved stormwater management plan for the site. When a use provides more than 120% of the minimum number of spaces required by the Vehicular Parking Requirements Table, any additional spaces in a surface parking lot must be constructed of pervious paving materials. For the purpose of conforming to this requirement, any on-street spaces or off-street spaces in parking structures must be counted towards satisfying the minimum requirement.

E. 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.

2.4.2. Bicycle Parking.

A. Facilities that provide or require 25 or more vehicle parking spaces must provide a minimum of 1 bicycle parking space, plus 1 space for each additional 25 provided vehicle parking spaces, provided that no site may have fewer than 3 spaces nor be required to exceed 30 bicycle spaces.

B. Bicycle parking facilities must comply with the following provisions.

1. Each required bicycle parking space must be at least 2 feet by 6 feet. Where a bike can be locked on both sides of a bicycle rack without conflict, each side can be counted as a required space.
2. Bicycle racks must be securely anchored, be easily usable with both U-locks and cable locks, and support a bicycle at 2 points of contact to prevent damage to the bicycle wheels and frame.
3. Bicycle parking must be provided in a well-lit area.
4. Spacing of the bicycle racks must provide clear and maneuverable access.

5. Bicycle parking may be placed within the public right-of-way, provided the encroachment is approved by the City Transportation Engineer.

6. Bicycle parking spaces must be as close as or closer than the nearest vehicle parking space (as measured along a pedestrian walkway from the door of the use the parking serves).

2.4.3. Driveways.

A. Applicability. The following applies to driveways, including those serving alleys, but not to new streets in conformance with Section 2.3.3.

B. Width. Unless approved by the City Transportation Engineer or required by the Georgia Department of Transportation along a State highway, the maximum width of curb cuts, not including flares or returns at the throat of the facility, for entrances, exits, service drives and similar facilities shall be 24 feet for two-way entrances and 12 feet for one-way entrances.

C. Number. The maximum number of driveways allowed on a site shall not exceed an amount equal to one driveway for every 300 feet of total street frontage or fraction thereof. All parcels are permitted at least one driveway.

D. Location. Driveways may not be located on an arterial street when access is available from a collector or local street.

2.4.4. Design of Parking Structures.

A. When a parking structure fronts an arterial or collector street its ground story must have active uses (such as, but not limited to, residential, commercial, office or civic space) located between the parking structure and the closest adjacent street (not including an alley). Such active use shall have a minimum depth of 20 feet.

B. Where upper stories of structured parking are adjacent to or visible from any street, they must be screened so that cars and ramps are not clearly visible from ground level view from the adjacent parcel or the adjacent street (not including an alley).

C. Structured parking facades adjacent to or visible from any street must have the appearance of a horizontal storied building.

2.4.5. Loading.

A. On-site loading space is not required.

B. Loading areas must be located to the rear of buildings. Loading areas must not be placed between a building and the closest adjacent street.

C. Screening. If a loading area is provided, it must meet the following.

1. Where a loading dock designed for tractor-trailers is placed between a shared lot line or building and the closest adjacent street (not including an alley), the entire length of the loading area must be screened.

2. Screening must consist of either:

   a. An 8-foot high wall compatible with the principal building in terms of texture, quality, material and color; or

   b. Evergreen plant material that can be expected to reach a height of 8 feet with a spread of 4 feet within 3 years of planting.

2.4.6. Vehicle Access and Parking Locations.

A. No driveway or off-street parking lots may be located between a building and the closest street unless an intervening approved building type exists.

B. Off-street parking for the following must be accessed from alleys:

1. Townhouses on lots of any width.

2. All other building types on lots less than 50 feet in width.

C. Where a garage faces a street the garage must be recessed a minimum distance of 20 feet behind the front building façade.

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Sec. 2.5. - Landscaping and Screening.

2.5.1. Applicability.

A. New Construction. Any new building or site improvement must comply with the landscaping and screening requirements of this Section.

B. Maintenance and Repair. An existing building or site may be repaired, maintained or modernized without providing additional landscaping or screening, provided there is no increase in gross floor area or improved site area.

C. Additions.

1. When an existing building, use or site is increased in gross floor area or improved site area by up to 25% cumulatively, landscaping and screening is required for the additional floor or site area only.

2. When an existing building, use or site is increased in gross floor area or improved site area by more than 25% cumulatively, both the existing building, use or site and the additional floor or site area must conform to the landscaping and screening requirements of this Section.

D. Change in Use. A change in use does not trigger the application of these requirements except when there is a specific use standard requiring landscaping or screening for the new use.

2.5.2. Yard Landscaping.

A. Yards between a parking lot and a street must comply with Section 2.5.3.

B. Yards greater than 5 feet in depth and located between a building and the closest adjacent sidewalk along a street must be landscaped with grass, trees, shrubs, hedges and other landscaping materials for their entire width, with the exception of areas used for:

1. Front porches and stoops;

2. Outdoor dining or display;

3. Pedestrian walkways used to access a street-facing pedestrian entrance;

4. Driveways used to access off-street parking; and

5. Amenity space, where required by Article 3.

C. Yards greater than 10 feet in depth must be planted with one tree for each 30 feet of street frontage or portion thereof.

D. -Vegetated runoff reduction measures shall be allowed in the designated yards, if properly designed to provide stormwater management and screening functions.

2.5.3. Parking Lot Landscape Strips.

A. Applicability. All surface parking areas (of any size) abutting a street (not including an alley) must be screened using one of the following options.

B. Landscape Strip with Shrubs. A minimum 10 feet wide landscape strip planted with a minimum of 10 shrubs per 35 linear feet of street frontage, excluding driveway openings. Shrubs shall be provided to screen paved areas and parking lots from the right-of-way. Shrubs shall be at least 2 feet tall at time of planting. They must be planted 2 rows deep, and provide a screen within 3 years of planting. ~~. In order to accommodate runoff reduction measures, the number of shrubs may be reduced by 10 percent if screening functions are maintained.~~

C. Landscape Strip with Wall.

1. A 2.5 feet high wall in a minimum 4-foot planting strip.
2. Walls must be close to the parking lot in order to provide a minimum 2-foot landscaped area facing the street.
3. Walls must be closed and be constructed of one or a combination of the following: decorative blocks; brick; stone; cast-stone; split-faced block; or stucco over standard concrete masonry blocks.

D. Landscape Strip with Berm.

1. An earth berm a minimum of 2.5 feet higher than the finished elevation of the parking area, planted with 5 shrubs for every 35 linear feet of street frontage, excluding driveway openings.
2. The berm must contain a rounded crown suitable for planting, and a stabilized side slope of no greater than 3:1.

E. Landscape Strip with Grade Change. A 6-foot landscaped strip with a minimum 3-foot grade drop from the street to the parking area, planted with a minimum of 5 shrubs for every 35 linear feet of street frontage, excluding driveway openings.

F. Location. A required landscape strip must be located at the outer perimeter of the parking area and must be provided along the entire parking area abutting the street, excluding breaks for pedestrians, bicycles and driveways.

G. Plant Material. Required shrubs must be a minimum of 2.5 feet in height at time of planting. 70% of the required amount of shrubs must be evergreen.

2.5.4. Screening.

A. Service Areas.

1. Trash and recycling collection and other similar service areas must be located to the side or rear of buildings and may not between a building and the street.
2. Service areas must be screened on 3 sides by a wall a minimum 6 feet in height and on the 4th side by a solid gate at a minimum of 6 feet in height.

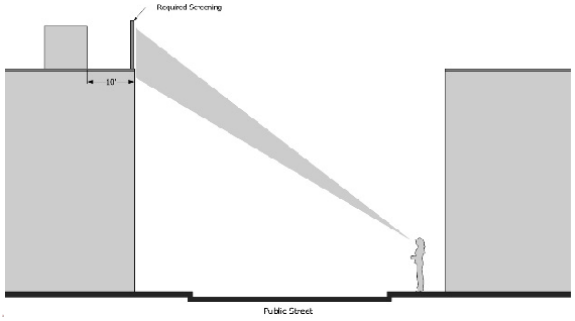
3. The wall must be opaque and be constructed of one or a combination of the following: decorative blocks; brick; stone; cast-stone; split-faced block; or stucco over standard concrete masonry blocks.

4. The gate must be self-locking and maintained in good working order.

B. Roof-Mounted Equipment.

1. Roof-mounted equipment must be set back at least 10 feet from the edge of the roof and screened from ground level view from abutting parcel or abutting street (not including an alley).

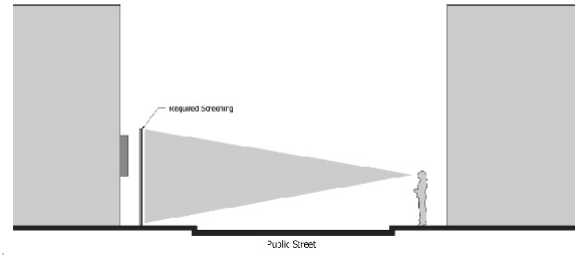
2. New buildings must provide a parapet wall or other architectural element that is compatible with the principal building in terms of texture, quality, material, and color that fully screens roof-mounted equipment from ground level view.



3. For buildings with no or low parapet walls, roof mounted equipment must be screened on all sides by an opaque screen compatible with the principal building in terms of texture, quality, material, and color.

C. Wall-Mounted Equipment.

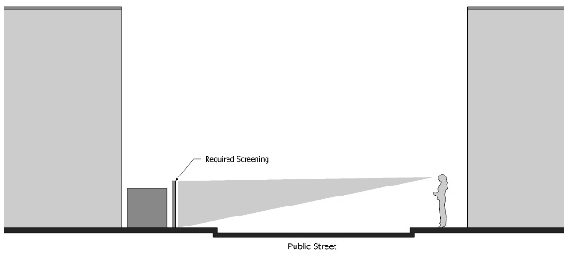
1. Wall-mounted equipment located on any surface that is visible from a street (not including an alley) must be fully screened by landscaping or an opaque wall or fence that is compatible with the principal building in terms of texture, quality, material, and color.



2. Screening must be of a height equal to or greater than the height of the mechanical equipment being screened.

D. Ground-Mounted Equipment

1. Ground-mounted mechanical equipment that is visible from a street (not including an alley) must be fully screened by landscaping or an opaque wall or fence that is compatible with the principal building in terms of texture, quality, material and color.



2. Screening must be of a height equal to or greater than the height of the mechanical equipment being screened.

2.5.5. Design and Installation.

A. Plant Material.

1. Plant materials must be hardy to zone 7b in accordance with the U.S. Department of Agriculture's Plant Hardiness Zone Map.
2. Plant materials must be able to survive on natural rainfall once established with no loss of health.
3. Tree height is measured from the top of the root ball to the tip of the main stem.
4. No artificial plants, trees, or other vegetation may be installed as required landscaping and screening.

2.5.6. Maintenance of Landscaping.

A. Responsibility. The property owner is responsible for maintaining all required landscaping and screening in good health and condition. Any dead, unhealthy, damaged or missing landscaping and screening must be replaced with landscaping and screening that conforms to this Section within 90 days (or within 180 days where weather concerns would jeopardize the health of plant materials) as approved by the City Arborist.

B. Soil Erosion.

1. All planting areas must be stabilized from soil erosion immediately upon planting and must be maintained for the duration of the use.
2. Grass areas must be sodded prior to the issuance of a Certificate of Occupancy. If grass seed must be used, it must be a variety that may be reasonably expected to produce full coverage of the area.

C. Pruning and Trimming.

1. All required landscaping must be allowed to reach its required size and must be maintained at no less than required size.
2. To prevent long-term harm to the health of required landscaping, all pruning of shrubs and trees must be done in accordance with the International Society of Arboriculture Standards entitled "ANSI A300 Standards."
3. "Topping," defined as removal of more than one-third of the leaves and branches of a tree, as measured from the lowest branch on the trunk of the tree to the top of the tree, is prohibited, except where necessary to maintain public overhead utilities.

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Sec. 2.6. - Neighborhood Compatibility.

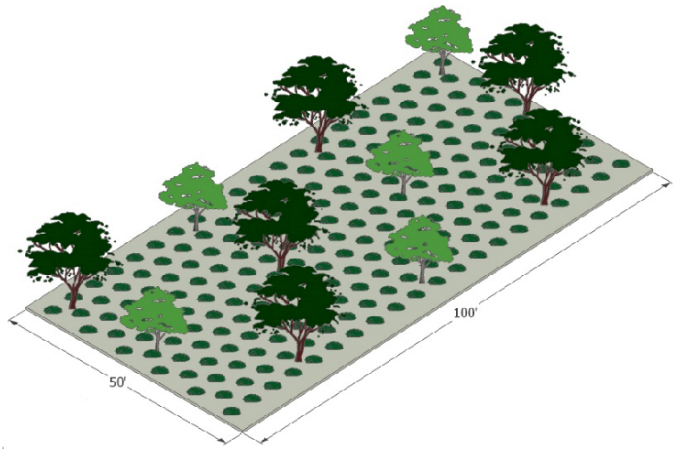
2.6.1. Applicability.

A. Neighborhood compatibility measures are required when a lot zoned or used for a rental dwelling, office, institutional, commercial, industrial uses, or occupied by a non 'For-Sale' residential use adjoins a protected district.

B. Protected district as used in this Section means any property zoned for or used by 'For-Sale' residential purposes. Where commercial or industrial districts or developments abut R-10M zoning districts, the R-10M zoning district is considered a protected district and neighborhood compatibility measures also apply.

2.6.2. Buffers.

A. A 50 feet wide undisturbed buffer is required as shown in the Downtown Buffer Table.

Downtown Buffer Table		
Depth (min.)	50 ft.	
Fence/wall height (min.)	Not required	
Shade trees (min. per 100 feet and evenly spaced)	6	
Understory trees (min. per 100 feet in length and evenly spaced)	5	
Shrubs (min. per 100 feet in length and evenly spaced)	60	

B. Except as otherwise provided, herein, the buffer shall be preserved in its natural undisturbed state, except that sparsely planted buffers shall be enhanced with additional plant material. Enhancement plants must provide an opaque screen within two years of planting and must meet the following standards:

1. Plants must be a minimum of 5 feet in height at time of installation;
2. At least 75% of the total number of plants installed must be evergreen species; and
3. Plants will be planted and spaced as shown in the Downtown Buffer Table.

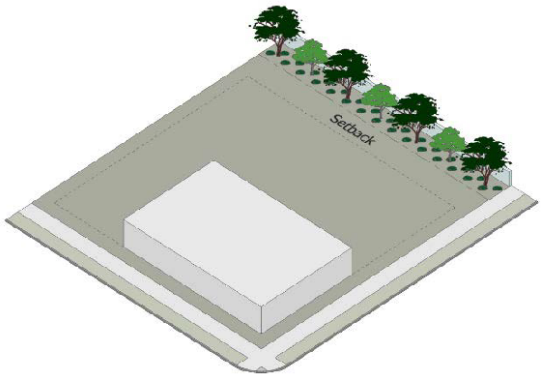
C. Buffers may not contain any surface parking or storm water detention ~~facilities~~ basins~~,~~, or any structures except that the Director of Community Development may approve underground facilities within the buffer or the crossing of the buffer for the purpose of extending utilities. ~~.~~ The Community Development Director may approve vegetated runoff reduction measures within the buffer. The planting requirements in A. and B. above may be varied to accommodate vegetated runoff reduction measures as part of an approved stormwater management plan, if properly designed to provide stormwater management and screening functions.

D. Stream buffers must be replanted where disturbed for approved access~~, detention~~ and utility crossings. Replacement plants must be approved by the City Arborist.

E. All buffer plantings are subject to the approval of the Director of Community Development.

2.6.3. Building Setbacks.

All building setbacks are measured from the inside edge of the required buffer.



2.6.4. Transitional Height Plane.

A. A building must not extend into a 45-degree angular plane projecting over the subject property measured from a height of 35 feet at the side interior or rear setback line.

B. The transitional height plane ends at any public street (not including an alley) or 60 feet from the protected district lot line, whichever is less.

Sec. 2.8. - Building Design.

2.8.1. Applicable.

This Section applies to the Building Types identified in Section 2.7.

2.8.2. Fenestration.

A. Fenestration is the minimum percentage of window and door glass that must cover a facade.

B. Glass used to satisfy fenestration requirements must be unpainted, must have a transparency (visible light transmission) higher than 70%, and must have an external reflectance of less than 15%. Transparency and external light reflectance must be established using the manufacturer's specifications.

C. Fenestration is measured from the top of the finished floor to the top of the finished floor above.

D. When there is no floor above, fenestration is measured from the top of the finished floor to the top of the wall plate.

2.8.3. Pedestrian Access.

A. A pedestrian entrance and walkway providing both ingress and egress, operable to residents at all times and operable to customers, visitors, and employees during business hours, is required to meet the street-facing pedestrian entrance requirements. Additional entrances off another street, pedestrian area or internal parking area are permitted, but must have the same or shorter hours of operability as the street-facing entrance.

B. An angled pedestrian entrance may be provided at either corner of a building along the street to meet the street-facing pedestrian entrance requirements.

C. Where a lot has frontage on a civic space instead of a street, these requirement apply to and from the civic space.

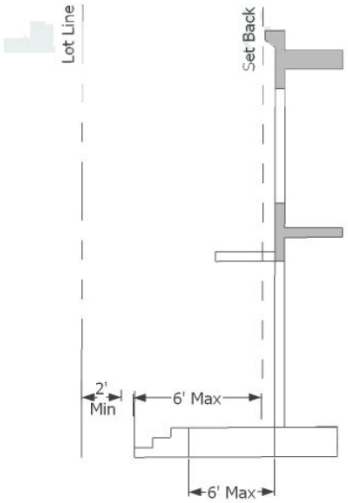
2.8.4. Building Elements.

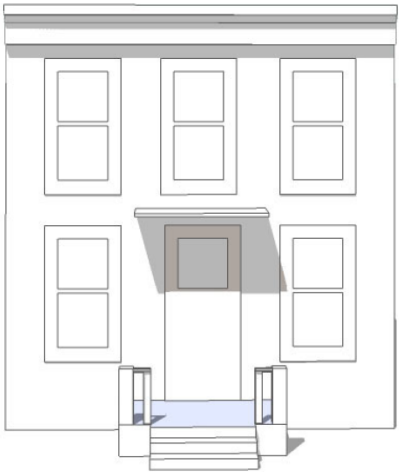
A. **Intent.** The following standards are intended to ensure that certain building elements that when added to a street-facing facade are of sufficient size to be both usable and functional and be architecturally compatible with the building they are attached to.

B. **Front Porch.** A raised structure attached to a building, forming a covered pedestrian entrance to a doorway.

1. A front porch must be at least 6 feet deep (not including the steps).
2. A front porch must be contiguous, with a width not less than 33% of the building facade from which it projects.
3. A front porch must be roofed and may be screened, but cannot be fully enclosed.
4. A front porch may extend up to 9 feet, including the steps, into a required front setback, provided that such extension is at least 2 feet from the vertical plane of any lot line.

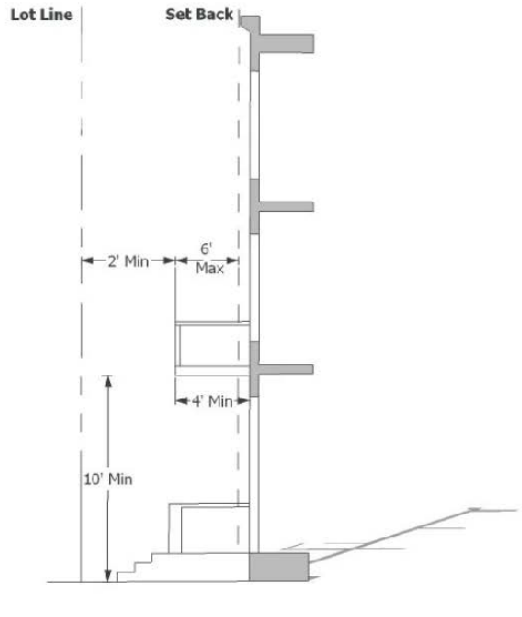
5. A front porch must not encroach into the public right-of-way or required sidewalk.
6. Steps leading to front porches must have enclosed risers.
7. Front porch columns must be a minimum width of 8 inches.

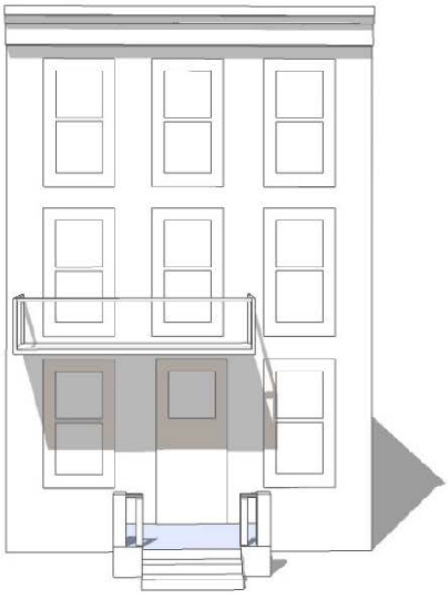




C. **Stoop.** A small raised platform that serves as a pedestrian entrance to a building.

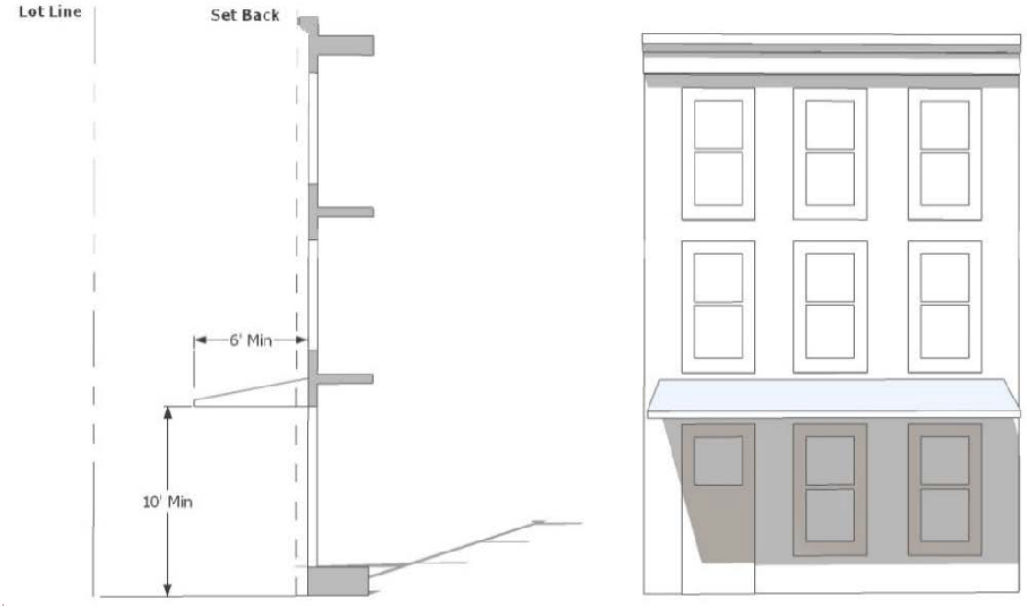
1. A stoop must be no more than 6 feet deep (not including the steps).
2. A stoop may be covered but cannot be fully enclosed.
3. A stoop may extend up to 6 feet, including the steps, into a required setback, provided that such extension is at least 2 feet from the vertical plane of any lot line.
4. A stoop must not encroach into the public right-of-way or required sidewalk.
5. Steps leading to stoops must have enclosed risers.
6. Stoop columns, where provided, must be a minimum width of 8 inches.





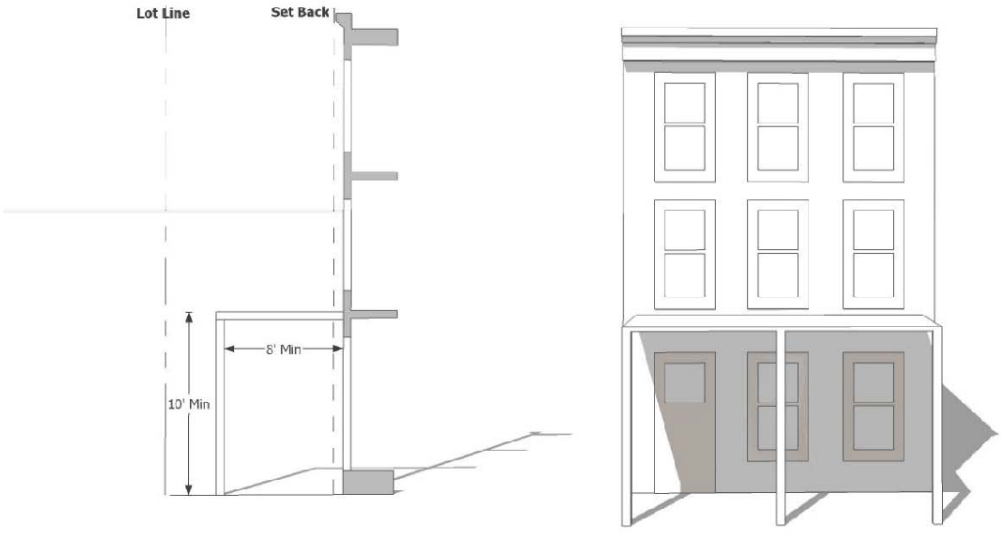
D. **Balcony.** A platform projecting from the wall of an upper-story of a building with a railing along its outer edge, often with access from a door or window.

1. A balcony must be at least 4 feet deep and may extend up to 6 feet into a required setback, provided that such extension is at least 2 feet from the vertical plane of any lot line.
2. A balcony must have a clear height above the sidewalk of at least 10 feet.
3. A balcony may be covered and screened, but cannot be fully enclosed.
4. A balcony may encroach up to 6 feet into the public right-of-way or required sidewalk but must be at least 2 feet inside the curb line or edge of pavement, whichever is greater.



E. **Awning/Canopy.** A wall-mounted, cantilevered structure providing shade and cover from the weather for a sidewalk.

1. An awning must be a minimum of 10 feet clear height above the sidewalk and must have a minimum depth of 6 feet.
2. An awning may extend into a required setback.
3. An awning may encroach up to 9 feet into the public right-of-way or required sidewalk but must be at least 2 feet inside the curb line or edge of pavement, whichever is greater.
4. Awning must be made of canvas and may not be reflective or shiny.
5. Awnings must have open ends called "shed awnings" to allow views into buildings.
6. Awnings may not be internally lit.
7. Awnings may not be narrower than nor two feet wider than the door or window opening that they serve. Where multiple doors and windows are less than two feet apart, multiple awnings may be combined into a single awning.



F. **Gallery.** A covered passage extending along the outside wall of a building supported by arches or columns that is open on 3 sides.

1. A gallery must have a clear depth from the support columns to the building's facade of at least 8 feet and a clear height above the sidewalk of at least 10 feet.
2. A gallery must be contiguous and extend over at least 75% of the width of the building facade from which it projects.
3. A gallery may extend into a required setback.
4. A gallery may encroach up [to] 9 feet into the public right-of-way or required sidewalk but must be at least 2 feet inside the curb line or edge of pavement, whichever is greater.

2.8.5. General Architectural Standards.

A. Applicability.

1. The following applies to all buildings, except as specifically stated otherwise.
2. Detached houses, carriages houses, cottage courts, semi-detached houses, townhouses, walk-up flats, and stacked flats must comply with either the following or Section 2.8.6, at the discretion of the applicant.
3. Commercial houses must comply with Section 2.9.6 [2.8.6].

B. Building Materials.

1. Exterior finish materials on walls visible from a street or civic space must be limited to brick, manufactured stone, architectural block, natural stone, wood siding, cement-based siding, cement-based panels, and/or hard coat stucco.
2. Hard coat stucco, when used as an exterior wall finish material on any individual building, is subject to the following additional standards:
    a. Hard coat stucco may not exceed 30% of the total wall area (excluding foundations) visible from a street or civic space. For the purpose of calculating conformance with this requirement, windows and doors are not included in the total wall area.
    b. The maximum wall length (excluding foundations) visible from a street or civic space that is finished in any continuous or discontinuous hard coat stucco is 60 feet. Authorized wall

lengths finished in hard coat stucco must be separated by a minimum wall length of 60 feet that contains no hard coat stucco.

General Visual Weight Table

This table shows the visual weight of permitted materials. Those at the top are lighter than those at the bottom and must be combined accordingly.

Visually Lighter	Hard Coat Stucco
	Wood/Cement-Based Siding or Panels
	Brick
	Architectural Block
Visually Heavier	Natural /Manufactured Stone

3. Exterior finish materials must be combined only horizontally, with the visually heavier below the lighter as shown in the General Visual Weight Table. This does not apply to architectural details such as cornices, window sills, and beltlines.
4. No more than three different exterior finish materials, textures, colors, or combinations thereof may be used on a single building, excluding materials used on windows, doors, front porches, balconies, foundations, awnings, or architectural details.
5. Foundations must be constructed as a distinct building element that is finished in a different material or color than the exterior wall. Exposed above-ground foundations must be coated or faced in cement, hard coat stucco, brick, manufactured stone, or natural stone to contrast with façade materials.

C. Building Facade.

1. The following applies to all street-facing facades.
2. Where used, shutters must match one half the width and shape of the window opening to which they are adjacent.
3. Facades must provide visual divisions between the ground story and second story through architectural means such as courses, awnings, or a change in materials.

4. Facades must delineate all stories above the ground story with windows, belt courses, balconies, cornice lines or similar architectural detailing.

5. Windows above the ground story must be equally sized, vertically oriented, equally spaced and arranged in a grid pattern.

6. Windows must be recessed a minimum of 3 inches and a maximum of 8 inches from the adjacent façade.

D. Building Massing.

1. Facades over 50 feet in length must incorporate wall projections or recesses a minimum of 12 inches in depth. The combined length of said recesses and projections must constitute at least 20% of the total facade length.

2. Variation in the roofline of buildings and offsets in pitched roofs and gables are required. Parapets in individual building facades exceeding 100 continuous linear feet must be varied in height and projection and must use decorative elements such as crown moldings, dentals, brick soldier courses, or similar details.

3. The roofs of buildings may include cisterns and greenroofs if part of an approved stormwater management plan for the site and if designed in accordance with the GA Stormwater Management Design Manual (latest version). Above-ground cisterns and greenwalls shall require approval by the Community Development Director.

2.8.6. Small Residential Building Standards.

A. Applicability. The following applies to detached houses, carriages houses, cottage courts, semi-detached houses, townhouses, walk-up flats, stacked flats, and commercial houses.

B. Building Materials.

1. The exterior finish material on all walls is limited to brick, manufactured stone, natural stone, wood siding, cement-based siding and/or hard coat stucco.

Small Residential Building Visual Weight Table

This table shows the visual weight of permitted materials. Those at the top are lighter than those at the bottom and must be combined accordingly.

Visually Lighter	Hard Coat Stucco
	Wood/Cement-Based Siding or Panels
	Brick
	Architectural Block
Visually Heavier	Natural /Manufactured Stone

2. Exterior finish materials must be combined only horizontally, with the visually heavier below the lighter as shown in the Small Residential Building Visual Weight Table. This does not apply to architectural details such as cornices, window sills, and beltlines.

3. No more than three different exterior finish materials, textures, colors, or combinations thereof may be used on a single building, excluding materials used on windows, doors, porches, balconies, foundations, or architectural details.

4. Foundations must be constructed as a distinct building element that is finished in a different material or color than the exterior wall. Exposed above-ground foundations must be coated or faced in cement, hard coat stucco, brick, manufactured stone, or natural stone to contrast with façade materials.

C. Building Facades.

1. The following apply to all street-facing facades.
2. Windows and Doors
    a. Where used, shutters must match one half the width and shape of the window opening to which they are adjacent.
    b. Doors and windows that operate as sliders are prohibited.
    c. All windows must be vertically shaped with a height greater than width, except for windows that are part of a door or otherwise appropriate for a required architectural style. The top of said windows must generally be in alignment with the top of the adjacent door frame.
    d. Windows must have true or simulated divided lights or be one-over-one lights.
    e. Windows must include sills of wood, masonry, stone, cast stone, or terra cotta.
    f. Window frames must be recessed a minimum of 1.5 inches from the exterior façade.
3. A stoop or front porch is required.
4. Awnings are not allowed.

D. Building Massing.

1. Pitched roofs, if provided, must be symmetrically sloped no less than 5:12, except that roofs for front porches and attached sheds may be no less than 2:12.
2. Flat roofs must be enclosed by parapets a minimum of 42 inches high, or as required to conceal mechanical equipment by Section 2.5.4.
3. All roofs must have a minimum 25-year roof life and no visible roll roofing.
4. Chimneys, where provided, must extend to the ground and must be faced in brick or stacked stone.

2.8.7. Architectural Style Requirements.

A. Applicability.

1. This section only applies to detached houses, cottage courts, and carriages houses that are accessory to a detached house or cottage court. All other building types must comply with the requirements and procedures found in the Downtown Alpharetta Design Guidelines amendment to the Alpharetta Design Review Ordinance and Design Guidelines.
2. This section is further limited to not apply to parcels zoned R-12 or R-15 when such parcels are located within a recorded subdivision that existed on the date of adoption of this ordinance.
3. This section is further limited to only apply to new construction, modification, addition, alteration, moving, destruction or demolition which would affect the exterior appearance of any structure, building, land, site or other object, as follows:
    a. The demolition of any building, structure or object.
    b. The moving or relocation of any building, structure or object.
    c. Except housecleaning, any material work on the exterior appearance of existing buildings by additions, reconstruction, rehabilitation, alteration or any maintenance (including exterior color), or any exterior material changes.

d. Any new construction of a principal building or accessory building or structure subject to view from a street or public way.

B. Administration.

1. Conformance with this section is determined by the Director of Community Development. The Director of Community Development may grant relief from one or more requirement when:

a. The requirement is unique to this section and is not otherwise required by the Unified Development Ordinance, another section of the Downtown Overlay, a Downtown District, or any other applicable local, State, or Federal regulation; and

b. The relief does not cause substantial detriment to the public good or impair the purpose and intent of this Overlay.

2. Appeals of a decision by the Director of Community Development shall be made to the Board of Appeals for interpretation.

C. General Requirements.

1. All buildings must be designed in one of the following architectural styles:

a. Georgian

b. Federal/Adam

c. Greek Revival

d. Neoclassical

e. Stick

f. Queen Anne

g. Shingle

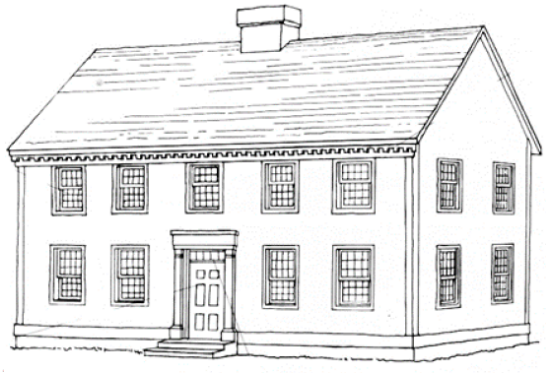
h. Folk Victorian

i. Romanesque

j. Italianate

2. Specific elements of the required styles are identified in Section 2.8.7.D through M. More information on each style can be found in A Field Guide to American Houses by Virginia Savage McAlester, Residential Architectural Styles in Georgia by the Historic Preservation Division of the Georgia Department of Natural Resources, or other architectural resources.

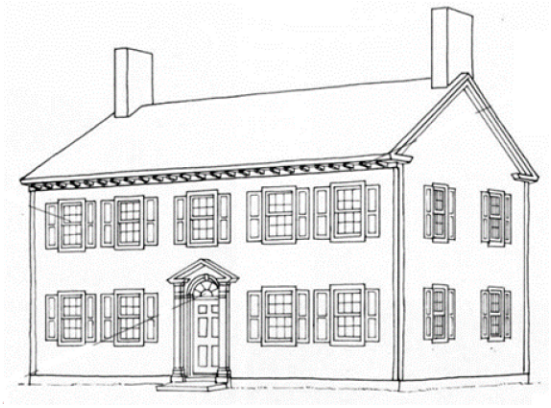
D. **Georgian.** Elements of the Georgian style are as follows:



Source: A Field Guide to American Houses by Virginia Savage McAlester

Façade Composition
Front facades are always symmetrical and usually five windows wide. Narrower houses are sometimes three windows wide and larger houses are sometimes seven windows wide. There is never an even number of windows across the front façade.
Front Doors
Front doors are paneled, centered, and topped with a decorative crown support by decorative pilasters. There is also usually a row of small rectangular glass panes beneath the crown, either within the door or in a transom.
Windows (visible from a street or civic space only)
Windows have double-hung sashes, typically with nine or twelve small panes per sash.
Windows are never in adjacent pairs.
Cornices
The cornice is usually emphasized with tooth-like dentils or other decorative molding.

E. **Federal/Adam.** Elements of the Federal/Adam style are as follows:

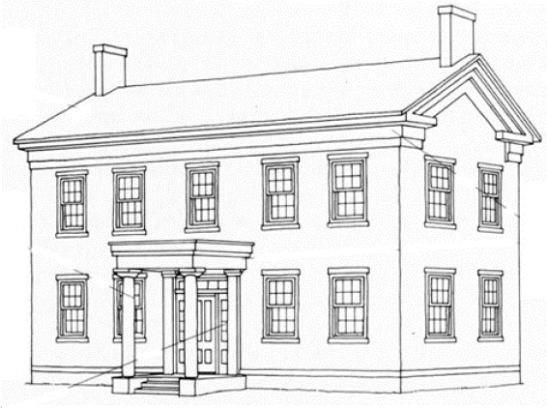


Source: A Field Guide to American Houses by Virginia Savage McAlester

Façade Composition
Front facades are always symmetrical and usually five windows wide. Narrower houses are sometimes

three windows wide and larger houses are sometimes seven windows wide. There is never an even number of windows across the front façade.
Front Doors
Front doors are paneled, centered, and topped with a semi-circular or elliptical fanlight. There are also usually sidelights, an elaborate crown and surround, and/or an extended small entry porch.
Windows (visible from a street or civic space only)
Windows have double-hung sashes, typically with six panes per sash.
Windows are never in adjacent pairs.
Cornices
The cornice is usually emphasized with tooth-like dentils or other decorative molding.

F. **Greek Revival.** Elements of the Greek Revival style are as follows:

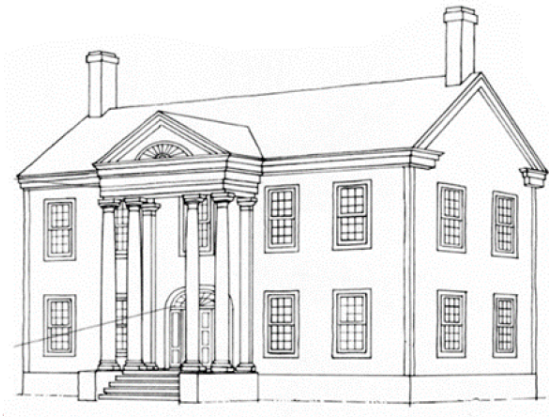


Source: A Field Guide to American Houses by Virginia Savage McAlester

Façade Composition
Front facades of the principal building mass are usually symmetrical. Exceptions to this are limited to off-centered doors, which may be located at one side of the structure, especially in narrower detached houses.

Front Doors
Front doors include a narrow line of transom and sidelight windows, usually incorporated into an elaborate door surround.
Front entry porches or full-width porches are usually provided. Porch roofs are always supported by square or rounded columns of one of the Classical Orders.
Cornices
The cornice is emphasized with a wide, divided band of trim.
Roof
The roof is usually gabled or hipped with a low pitch.

G. **Neoclassical.** Elements of the Neoclassical style are as follows:



Source: A Field Guide to American Houses by Virginia Savage McAlester

Façade Composition
Front facades are always symmetrical and usually five windows wide. Narrower houses are sometimes three windows wide and larger houses are sometimes seven windows wide. There is never an even number of windows across the front façade.
Front facades are usually dominated by a full-height entry porch with a triangular gable above supported by four columns with shallow square bases.

Front Doors
Front doors are paneled, centered, and topped with a semi-circular or elliptical fanlight.
Windows
Windows have double-hung sashes.

;l0; H.**Stick.** Elements of the Stick style are as follows, although it's rare for one building to have all elements:

Source: A Field Guide to American Houses by Virginia Savage McAlester

Façade Composition
Front facades are usually asymmetrical and include horizontal and vertical bands raised from the wall surface for emphasis.
Front porches or stoops are always provided and include diagonal or curving support braces.
Roofs
Roofs are steeply pitched.
When roof gables are provided they include decorative trusses. Cross gables are common.

I. **Queen Anne.** Elements of the Queen Anne style are as follows:

Source: A Field Guide to American Houses by Virginia Savage McAlester

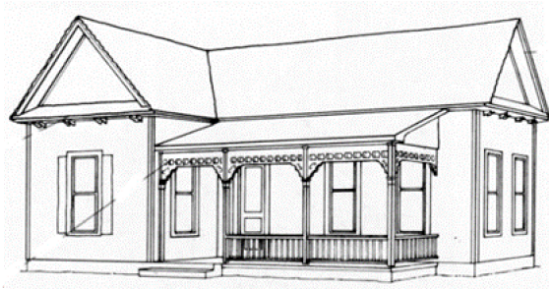
Façade Composition
Front facades of the principal building mass are usually asymmetrical.
Front facades include a partial- or full-width porch and extend along one or both side walls.
All facades often include textured shingles or other devices to avoid a smooth-walled appearance.
Roofs
Roofs are steeply pitched.

J. **Shingle.** Elements of the Shingle style are as follows:

Source: A Field Guide to American Houses by Virginia Savage McAlester

Façade Composition
Front facades are always asymmetrical.
Front porches are almost always present.
Wall cladding and roofs are of continuous wood shingles.
Shingled walls turn corners without interruption.
Roofs
Roofs have irregular, steeply pitched roof lines, usually with cross gables and multi-level eaves.

K. **Folk Victorian.** Elements of the Folk Victorian style are as follows:



Source: A Field Guide to American Houses by Virginia Savage McAlester

Façade Composition
Front facades are always symmetrical, except when a front gable or wing is provided.
Front porches are provided and have spindlework detailing.
Roofs
Roofs are usually gabled and with very simple massing.
Roofs include brackets under eaves.

L. **Romanesque.** Elements of the Romanesque style are as follows:

Source: A Field Guide to American Houses by Virginia Savage McAlester

Façade Composition
Front facades of the principal building mass are usually asymmetrical.
Walls are of masonry.
Round top arches are provided over windows or entrances.
Roofs
Roofs shapes vary, but there are conical roofs on towers, when such are provided.

M. **Italianate.** Elements of the Italianate style are as follows:

Source: A Field Guide to American Houses by Virginia Savage McAlester

Façade Composition
Facades are usually two or three stories.
Windows
Windows often have elaborate crowns, usually of an inverted U-shape.
Windows are tall, narrow, and often arched above.
Roofs
Roofs are low pitched with widely overhanging eaves supported by decorative brackets.
Roofs often include a square cupola or tower.

2.8.8. Storefront Street Requirements.

A. **Applicability.** These regulations apply to the portions of sites abutting the street segments designated in the Downtown Alpharetta Storefront Street Table.

Downtown Alpharetta Storefront Street Table

Street	**Street Segment**	**Side of Street**

	From:	To:	
Milton Avenue	A point 400 feet west of the intersection with Canton Street (centerline)	State Route 9/Main Street	Both sides
Academy Street	State Route 9/Main Street	Manning Street	Both sides
State Route 9/Main Street	A point 200 feet north of the intersection with Milton Avenue/Academy Street	Marietta Street	Both sides

B. **Building Type Restrictions.** Buildings abutting a street segment identified in the Downtown Alpharetta Shopfront Table are limited to Mixed-Use Buildings or Shopfronts. Additional building types may be provided to the rear of a conforming Mixed-Use Building or Shopfront.

ARTICLE 3. - DOWNTOWN ZONING DISTRICTS

Sec. 3.1. - Applicability.

A. The requirements of this Article apply to all Downtown Zoning Districts.

B. The requirements of the Unified Development Code also apply in all Downtown Districts unless expressly stated otherwise in this Article.

Sec. 3.2. - Rules of Interpretation.

3.2.1. Site.

Defined. A site is any lot or group of contiguous lots owned or functionally controlled by the same person or entity, assembled for the purpose of development. Lots within a site may be separated by an existing public right-of-way.

3.2.2. Lot.

A. **Lot Frontage.**

1. Every lot (except cottage court lots) and every cottage court site must have frontage upon:
    a. An existing public street, or
    b. A new public street or private street built to standards of Section 2.3.3, or
    c. A civic space meeting the standards of Section 3.2.4.B or an existing City of Alpharetta park. No more than 20% of the total lots in a site (except cottage court lots) may front on a civic space or existing City park.
2. Alleys may not be used to satisfy the lot frontage requirements of Section 3.2.2.A.1 above.
3. The minimum lot frontage is 20 feet or the minimum lot width identified in district regulations, whichever is greater.
4. Lots having frontage on a civic space or existing City park must still comply with fire lane access requirements, as applicable.

3.2.3. Residential Density.

A. **Defined.** The dwelling units per acre of land.

B. The residential density of a site is expressed in dwelling units per acre of land and is calculated by dividing the total dwelling units on a site by the site's acreage. Residential density includes both a base and maximum density.

C. The ability to achieve the permitted density may be further restricted by site conditions, district regulations, or conditions or rezoning.

3.2.4. Open Space.

A. **Defined.** Open space is the horizontal outdoor area of a site reserved to provide separation, resource protection, scenic enjoyment, recreation, or amenity. It includes two types: civic space and amenity space.

B. **Civic space.** Civic space is the portion of open space for public use defined by the combination of certain physical constants including the relationships among their intended use, their size, their

landscaping, and their adjacent buildings. Civic spaces are limited to the following types. Each civic space approved must be usable for civic purposes. Above-ground cistern design and appearance shall require approval by the Community Development Director.~~:~~

1. **Park.** An open space available for structured or unstructured recreation. A park may be independent of surrounding buildings at its edges. Its landscape may consist of paths and trails, meadows and lawns, water bodies, runoff reduction measures such as bioretention areas, swales, cisterns, and woodlands. Recreation fields and courts may also be included. The minimum size for a park is one acre.
2. **Square.** An open space available for unstructured recreation and civic purposes. A square is spatially defined by building or streets at its edges. Its landscape must consist of paths and trees, and may also include runoff reduction measures such as bioretention areas and cisterns, lawns and non-asphalt paved surfaces. The minimum size for a square is one-half acre.
3. **Plaza.** An open space, available for civic purposes and commercial activities. A plaza must be spatially defined by building or streets at its edges. Its landscape must consist primarily of non-asphalt paved surfaces and trees, and may include runoff reduction measures such as bioretention areas and cisterns. The minimum size for a plaza is one-quarter acre.
4. **Pocket Park.** An open space, available for unstructured recreation. A pocket park may be spatially defined by buildings or streets at its edges. Its landscape must consist of lawn and trees, and may include runoff reduction measures such as bioretention areas and cisterns. There is no minimum size for pockets parks.
5. **Playground.** An open space designed and equipped for the recreation of children. A playground must be fenced and may include an open shelter. Playgrounds must be interspersed within residential areas, may be placed within a block, and may be included in parks and greens. There is no minimum size for playgrounds. Playgrounds may include runoff reduction measures such as bioretention and underground detention.

C. **Amenity space.** Amenity space is the covered or uncovered, but unenclosed, outdoor areas of at least 100 square feet each for use by the occupants, invitees and guests of the development and specifically excluding Civic Spaces and required sidewalks. Amenity spaces may include, but are not limited to:

1. Rooftop decks;
2. Balconies;
3. Patios and porches;
4. Outdoor dining areas;
5. Pool areas;
6. Tennis courts, basketball courts, and similar uses;
7. Yards, lawns, and gardens;
8. Hardscape areas improved for pedestrian enjoyment; and
9. Wooded areas.
10. Runoff reduction measures such as bioretention areas and cisterns.

Each amenity area approved must function as an amenity area. Above-ground cistern design and appearance shall require approval by the Community Development Director.

D. Open space may be privately or publically owned. Private open space is open space that is owned by a corporation, individual, or homeowners association. Public open space is open space owned by a governmental agency.

E. Wetlands, lakes, ponds, streams, rivers, flood zones, and stream buffers may only be considered open space when located within one of the five types of civic spaces identified in Section 3.2.4.B, unless part of approved stormwater management plan for the site that includes runoff reduction measures..

F. No required buffer, except for stream buffers, may be used to satisfy open space requirements.

G. Stormwater management facilities for the site may be used to satisfy open space requirements if they meet this Chapter's definition of open space. Open space credit may be given at the discretion of the Director of Community Development~~Stormwater management facilities may not be used to satisfy open space requirements~~.

H. No areas used for vehicles, except for incidental service, maintenance, or emergency actions, may be used to satisfy open space requirements.

I. A site's Open space requirements shall be considered completely satisfied when a development incorporates a historic building that complies with all of the following:

1. The building is at least 75 years old and is listed on the following table:

2.

Original Building Address		
94 Academy Street	30 Milton Avenue	48 Old Roswell Street
375 Brady Place	35 Milton Avenue	37 Roswell Street
133 Canton Street	90 Milton Avenue	54 Roswell Street
193 Canton Street	242 Milton Avenue	61 Roswell Street
212 Canton Street	333 Milton Avenue	88 Roswell Street
36 Church Street	20 North Main Street	103 Roswell Street
37 Church Street	31 North Main Street	119 Roswell Street
10 Cumming Street	38 North Main Street	164 Roswell Street
18 Cumming Street	69 North Main Street	3 South Main Street
40 Cumming Street	101 North Main Street	9 South Main Street
112 Cumming Street	116 North Main Street	21 South Main Street
130 Cumming Street	126 North Main Street	23 South Main Street
122 Marietta Street	134 North Main Street	50 South Main Street
171 Marietta Street	1720 Old Milton Pkwy	531 South Main Street

24 Milton Avenue	1815 Old Milton Pkwy	86 School Drive
25 Milton Avenue	1835 Old Milton Pkwy	

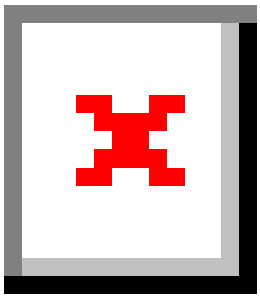
3. The building is deemed fit for human habitation in accordance with Article III of Chapter 5 of The Code of the City of Alpharetta, Georgia; and

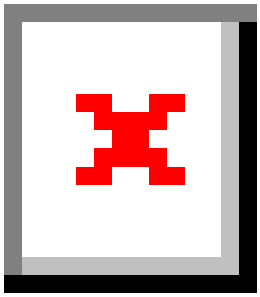
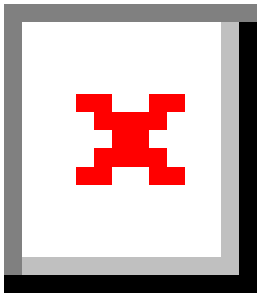
4. A binding legal agreement that established a program for guaranteeing maintenance of said building through a condominium association, a homeowner association, bonding, or other protective maintenance guarantees is signed by all property owners and/or their prospective successors in title and is submitted to the City of Alpharetta.

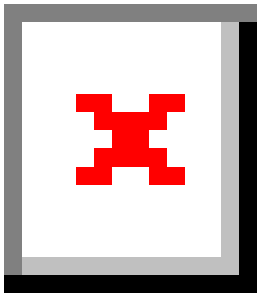
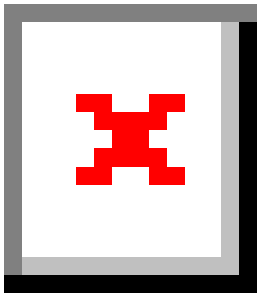
J. When a historic building used to satisfy open space requirements in accordance with Section 3.2.4.I. is subsequently completely destroyed, the applicable open space requirements of the zoning district must be satisfied within one year unless a variance is granted by the Board of Appeals.

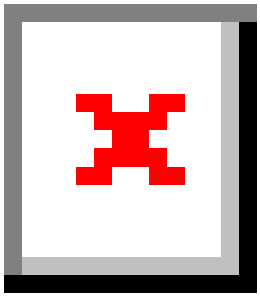
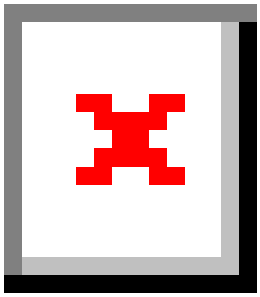
Sec. 3.3. - Building Types Allowed.

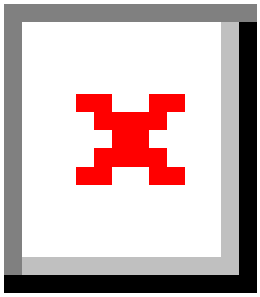
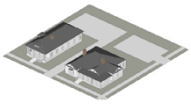
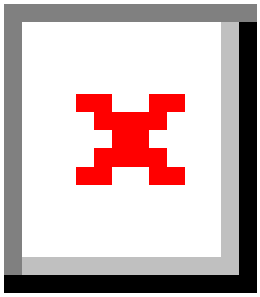
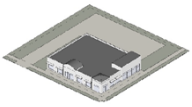
Building types are allowed by Downtown Zoning District as shown below.

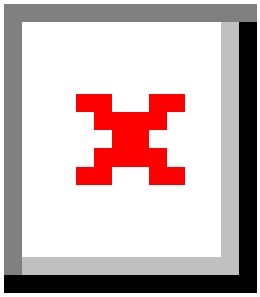
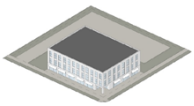
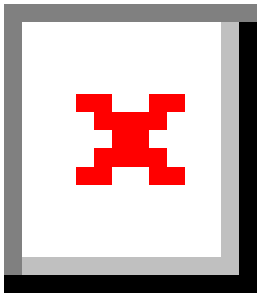
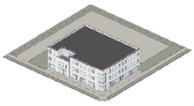
Building Type		**DT-C**	**DT-MU**	**DT-LW**	**DT-R**
	Detached House	■	■	■	■

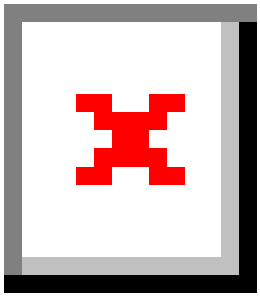
	Carriage House	■	■	■	■
	Cottage Court	■	■	■	■

	Semi-Detached House	■	■	■	■
	Townhouse	■	■	■	■

	Walk-Up Flat	■	■	■	
	Stacked Flat	■	■		

 	Commercial House	■	■	■	
 	Shopfront	■	■	■	

 	Mixed-Use Building	■	■	■	
 	General Building	■	■	■	

	Civic Building	■	■	■	■

Sec. 3.4. - Uses Allowed by District.

3.4.1. Allowed Use Table.

A. In order to regulate a variety of similar uses, use categories have been established for principal uses. Use standards for both principal and accessory uses are specified in Section 2.3 and Section 2.7 of the Unified Development Code. Uses not listed may be interpreted by the Director of Community Development. When the Director of Community Development cannot determine placement, an application shall be made to the Board of Appeals for interpretation.

B. Principal and accessory uses allowed by district are shown in the table below.

3.4.2. Use Table Key.

A. Permitted Use (X). Indicates a use is permitted in the respective district. The use is also subject to all other applicable requirements of the Unified Development Code.

B. Conditional Use (O). Indicates a use may be permitted in the respective district only where approved by the City Council in accordance with Section 4.2 of the Unified Development Code. Conditional uses are subject to all other applicable requirements of the Unified Development Code, including any applicable use standards, except where the use standards are expressly modified by the City Council as part of the conditional use permit approval.

C. Use Not Permitted. An empty cell indicates that a use is not permitted in the respective district.

Key: X = Permitted Use O = Conditional Use Empty Cell = Use Not Permitted

Use Category	Downtown Zoning Districts			
Specific Use	**DT-C**	**DT-MU**	**DT-LW**	**DT-R**
Open Uses				
Community Garden	X	X	X	X
Equestrian Center				
Farmlands (including Livestock, poultry)				
Greenhouse, Nursery				
Residential Uses				
Household living (see district regulations for additional density and Conditional Use Permit requirements):				
Dwelling,'For-Sale,' Attached	X	X	X	X
Dwelling,'For-Sale,' Detached	X	X	X	X
Dwelling,'For-Rent'	O	O		
Group living:				
CongregateHousing, Assisted Living Facility	O	O		
Home-Elderly, Children, Nursing	X	X		
Public/Institutional Uses				
Associations, (Clubs & Lodges)	X	X	O	O
Cemetery				
Church, Synagogue, Other Place of Worship	O	O	O	O

Country Club				
Fire Station	X	X		
Golf Course, Driving Range				
Museums & Libraries	X	X	O	
Park and Playground	X	X	X	X
Power Station				
Prison				
Public Building	X	X	O	
Sewage, Disposal Plant				
School, Academic	O	X	O	
School, Commercial (Beauty, Business)	X	X	O	
Utility Substation	O	O	O	O
Telecommunications				
Antenna Tower				
Broadcasting Studio (Radio & TV)	O	O	O	
Switching Station (Telecom)				
Commercial Uses				
Adult Entertainment Establishment				
Amphitheater	O	O	O	
Animal Hospital, Small Animal (Veterinarian)	O	O		

Animal Hospital, Large Animal		O		
Art Galleries	X	X	O	
Athletic Facilities/Fitness Studio	X	X	O	
Auditorium	O	O	O	
Auto Sales and Leasing (Trucks, Vans, Cars & Accessories)		O		
Automotive Parts	X	X		
Automotive Service		X		
Bakery (under 8,000 square feet in floor area)	X	X	O	
Bakery (8,000 square feet or more in floor area)		X		
Bank, Savings & Loan, Mortgage Company	X	X	O	
Barber Shop	X	X	O	
Beauty Shop	X	X	O	
Bed & Breakfast	X	X	O	O
Book Store or Stationery	X	X	O	
Car Wash				
Carpet and Rug Sales	O	O		
Check Cashing		O		
Clinic, Public/Private	X	X	O	
Contractor's Office (with no outside storage)	O	X	O	
Contractor's Office (with outside storage)		O		

Convenience Center (with gas pumps)		X	O	
Dance Studio	X	X	O	
Day Care Center	O	X	O	
Drug Store, Pharmacy	X	X	O	
Dry Cleaning, Pick-Up Station	X	X		
Florist, Retail (with no greenhouse)	X	X	O	
Florist, Retail (with greenhouse)		O		
Funeral Home (with no cemetery or mausoleum)	O	O	O	
Golf, Miniature		O		
Grocery Store (under 2,000 square feet in floor area, located at a street corner, and limited to one per block)	X	X	O	
Grocery Store (2,000 square feet or more in floor area)	X	X		
Hardware & Garden Supply Store (under 8,000 square feet in floor area)	X	X		
Hardware & Garden Supply Store (8,000 square feet or more in floor area)		X		
Home Improvement Store		X		
Hospital		O		
Hotel	O	O		
Indoor Shooting Range				
Kennel				
Laundry, Self-Serve, Pick-Up		X		
Liquor Store	O	O		

Massage Therapy		O		
Nail Salon	X	X	O	
Office	X	X	X	
Outdoor Recreational Facilities (Commercial) (Playfields, etc.)	O	O	O	
Parking Lot, Commercial (under 30 spaces)	O	O	O	
Parking Lot, Commercial (30 spaces or more)	O	O		
Pawn Shop				
Pet Day Care (with no overnight boarding)	X	X	O	
Pet Grooming	X	X		
Print Shop	X	X	O	
Recreation Facilities, Indoor (Health Clubs, Bowling Alley, Skating Rink, Billiards, Children's event facilities, etc.)	O	O	O	
Rental Services Establishment with no outside storage	O	X		
Restaurant (see Accessory Uses for additional drive-through requirements)	X	X	O	
Retail Establishment (with no mixed-sales)	X	X	O	
Retail Establishment (with mixed-sales)	O	O		
Service Station, Automotive		X		
Shop or Studio, Craftsman/Artist	X	X	O	
Small Appliance Repair Shop	O	O		
Spa Services	O	O	O	
Tattoo Parlor & Body Piercing				

Theater, Cinema	O	O	O	
Industrial Uses				
Asphalt Plant				
Bottle Gas Storage & Distribution				
Builder's Equipment/Material				
Carpenter Shop, Woodworking (under 8,000 square feet in floor area)	O	O		
Carpenter Shop, Woodworking (8,000 square feet or more in floor area)				
Concrete Plant				
Dry Cleaning, Plant				
Glass Fabrication (under 8,000 square feet in floor area)				
Glass Fabrication (8,000 square feet or more in floor area)	O	O		
Junk Yard				
Laboratory, Research Commercial				
Laundry, Industrial				
Locker, Frozen Food or Cold Storage				
Machine Shop				
Manufacturing, Heavy, General				
Manufacturing, Light, Limited (under 8,000 square feet in floor area)	O	O	O	
Manufacturing, Light, Limited (8,000 square feet or more in floor area)				
Mini-warehouse Storage, Conditioned or Unconditioned Space				

Pest Control Business (with or without onsite chemical storage)		O		
Recycling Center				
Rental Services Establishment with outside storage (other than auto related)				
Salvage Yards				
Sawmill				
Septic Tank, Sales, Construction				
Storage, Inside				
Storage, Outside				
Taxidermist				
Tire Retreading				
Transfer Station				
Welding Shop				
Wholesale Storage and Distribution				
Transportation Uses				
Airport, Public/Private				
Heliport, Public/Private				
Limousine Service & Taxi (with or without outside vehicle storage)		O		
Accessory Uses				
Clubhouse, swimming pool, or community recreation facilities serving a development	X	X	X	X
Drive-Through Window		O	O	

Dwelling, 'For-Sale', Accessory	X	X	X	X
Family Day Care Home	X	X	X	X
Group Home				
Home Occupation	X	X	X	X
Live-Work	X	X	X	
Parking Garage	X	X	O	
Privacy and decorative fences and walls	X	X	X	X
Retail service uses up to 25% of the floor area of an office building for services incidental to the associated office use.	X	X	O	
Retaining walls and other site improvement structures approved as part of the development permit.	X	X	X	X
Signs, subject to all of the requirements regulating signage of the district.	X	X	X	X
Special Care Home	X	X	X	X
Swimming pool, tennis court, detached garage, play house, green house, storage shed, patio, gazebo and other private recreation facilities	X	X	X	X
Vehicle access, parking and loading areas	X	X	X	X

3.4.3. Specific Use Standards.

The following principal and accessory uses must conform with the indicated use standards.

A. **Dwelling, 'For-Sale' Accessory.** Where a Dwelling, 'For-Sale' Accessory is allowed, it is subject to the following:

1. The dwelling shall be accessory to a permitted commercial use and shall be located above or to the rear of such use to which it is accessory.
2. The dwelling shall be attached by a common wall with the commercial or office structure to which it is accessory.
3. The dwelling shall be occupied by a single family, a member of whom is the owner or tenant of the commercial structure to which it is accessory.

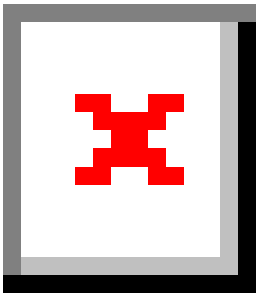
4. The square footage of the dwelling shall not exceed 40% of the combined square footage of the commercial structure and the dwelling.
5. The dwelling and the commercial structure to which it is accessory shall be in compliance with all applicable provisions of the life safety code, the building code, and other codes of the City.

B. **Live-Work.** Where Live-Work is allowed, it is subject to the following:

1. Live-work is only permitted on the first floor of a dwelling unit.
2. A minimum of one person must occupy the dwelling containing the live-work use as their primary place of residence.
3. The live-work use may employ no more than two persons not living on the premises at any one time.
4. No business storage or warehousing of material, supplies or equipment is permitted outside of the dwelling containing the live-work use.
5. The nonresidential use of the live-work use is limited to a permitted or conditional use in the zoning district.
6. No equipment or process may be used in connection with the live-work use that creates noise, vibration, glare, fumes, odors, or electrical interference detectable to the normal senses, off the premises.
7. No more than 5 customers are permitted on the premises at any one time.

Sec. 3.5. - DT-C: Downtown Core.

3.5.1. Purpose.



The purpose of this district is to provide for compact development in Alpharetta's core that is compatible with the area's historic character and includes a variety of commercial uses serving the entire city, civic uses, and residential uses.

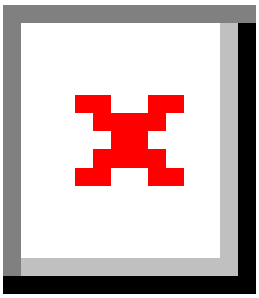
3.5.2. Building Types Allowed.

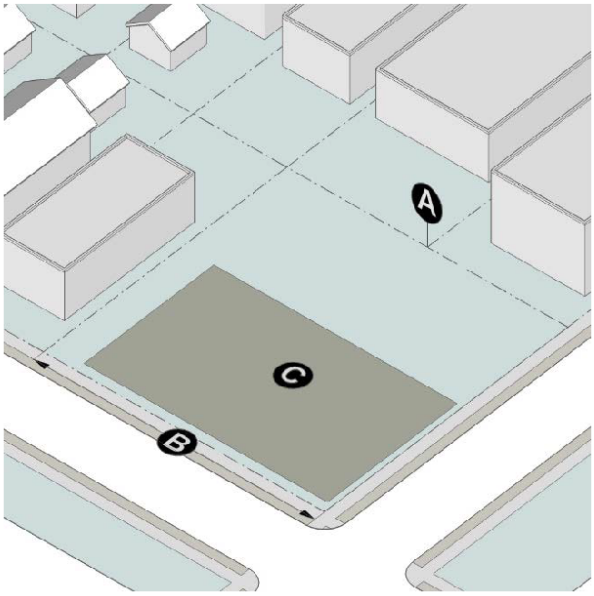
The following building types are allowed:

A. Detached House

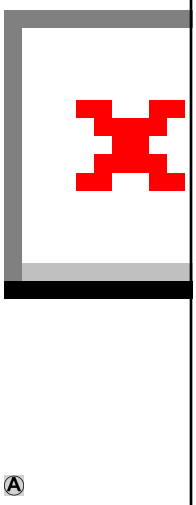
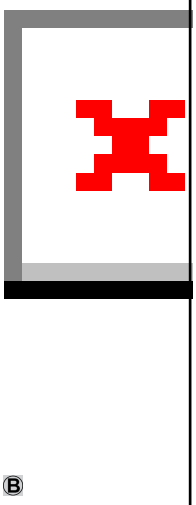
B. Carriage House
C. Semi-Detached House
D. Townhouse
E. Cottage Court
F. Walk-Up Flat
G. Stacked Flat
H. Commercial House
I. Shopfront
J. Flex Building
K. Mixed-Use Building
L. General Building
M. Civic Building

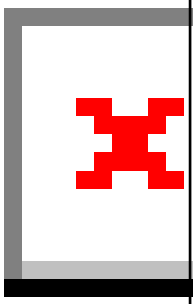
3.5.3. Dimensional Standards.





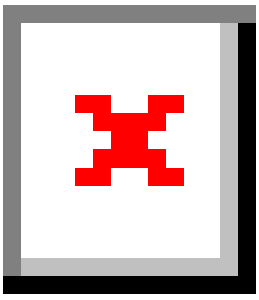
Site Standards	
Residential Density:	No Limit
Min. Amenity Space Requirement:	5% of site (all sites)
Min. Civic Space Requirements:	10% of site (only sites over 5 acres)

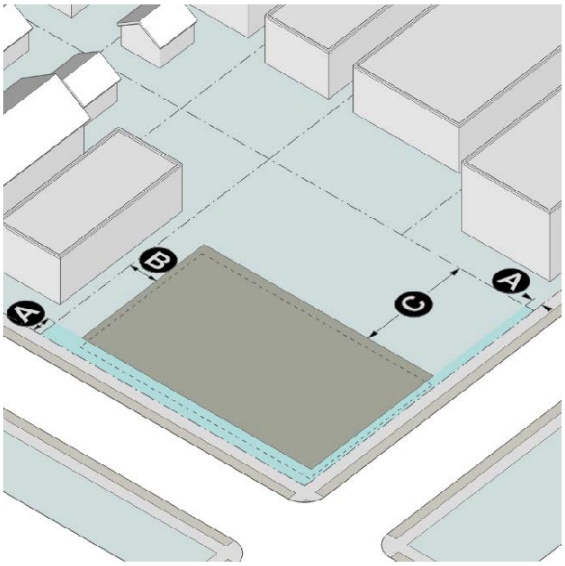
Lot Standards		
Detached House:	2,500 sf min.	25 ft min.
Carriage House:	Same as principal structure	
Semi-Detached House:	2,500 sf min.	25 ft min.
Townhouse:	900 sf min.	20 ft min.
Cottage Court:	1,200 sf min.	20 ft min.
All other Building Types:	No min.	20 ft min.
Lot Coverage		

	All Building Types:	90% max.

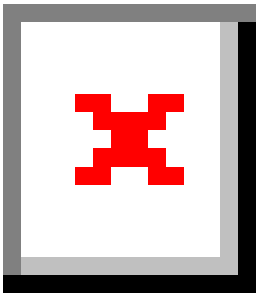
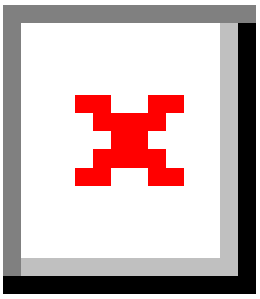
©

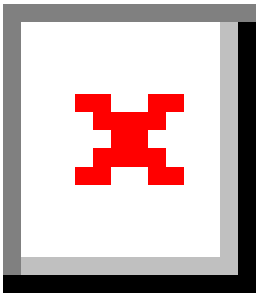
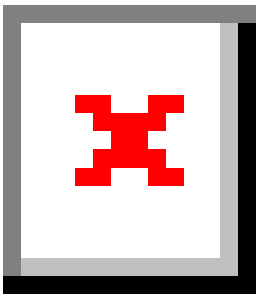
3.5.4. Building Placement.



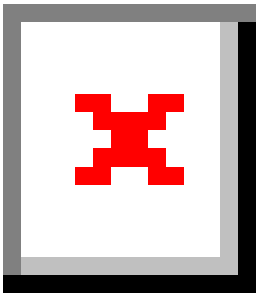


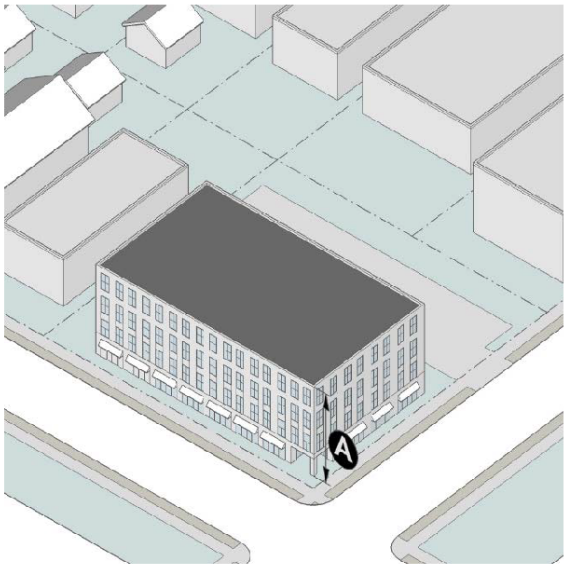
Principal and Accessory Structure Setbacks

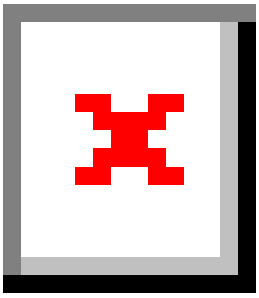
 Ⓐ	Front Yard:	0 ft. min., 10 ft max.
 Ⓑ	Side Yard:	0 ft. min.

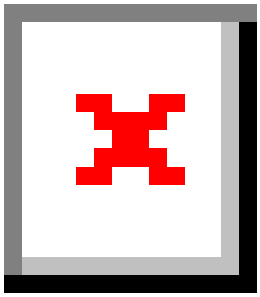
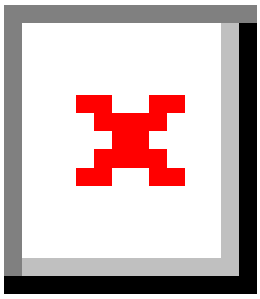
 ©	Rear Yard (no alley):	6 ft. min.
 ©	Rear Yard (alley):	3 ft. min.
Greater side setbacks, greater rear setbacks, and greater building separation may be required as established by the applicable building or fire codes. In order to optimize smart stormwater design, required setbacks may accommodate runoff reduction measures such as bioretention areas, cisterns, and greenwalls, provided such setbacks meet fire code standards. The runoff reduction measures may not compromise public safety such as the sight distance triangles required by the City and must include a long-term maintenance agreement. Above-ground cisterns or other vertical runoff reduction measures shall require approval by the Community Development Director.		

3.5.5. Bulk and Mass.



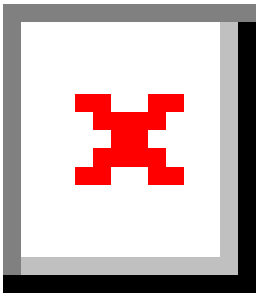


Building Height		
 Ⓐ	Min. Street-Facing Façade Height in Feet:	18 ft

 Ⓐ	Max. Height in Stories:	4 stories
 Ⓐ	Max. Height in Feet:	60 ft
The minimum permitted building height is wherever is more.		
The maximum permitted building height is whichever is less.		

Sec. 3.6. - DT-MU: Downtown Mixed-Use.

3.6.1. Purpose.



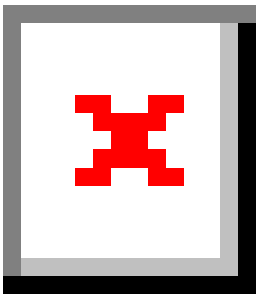
The purpose of this district is to provide for a variety of residential housing, commercial, and civic options along major corridors leading to the Downtown Core.

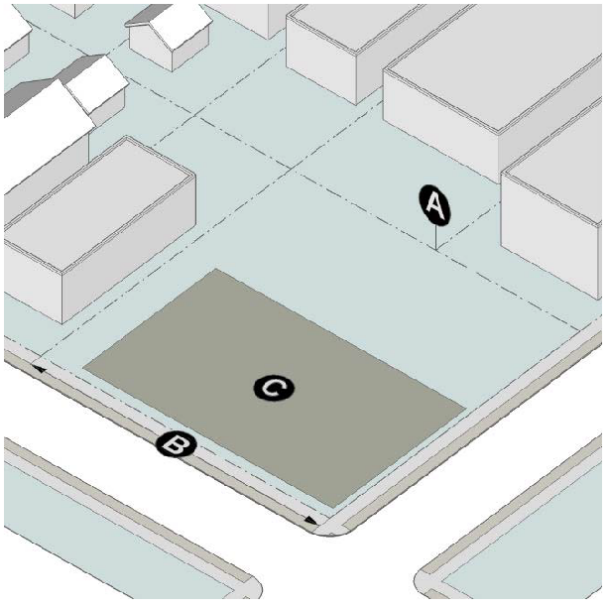
3.6.2. Building Types Allowed.

The following building types are allowed:

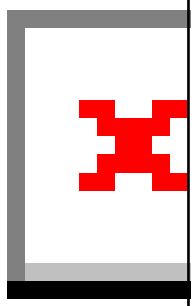
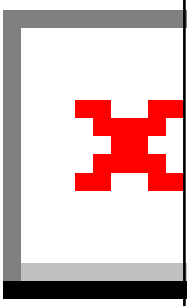
A. Detached House
B. Carriage House
C. Semi-Detached House
D. Townhouse
E. Cottage Court
F. Walk-Up Flat
G. Stacked Flat
H. Commercial House
I. Shopfront
J. Flex Building
K. Mixed-Use Building
L. General Building
M. Civic Building

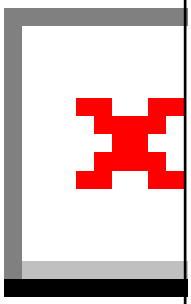
3.6.3. Dimensional Standards.





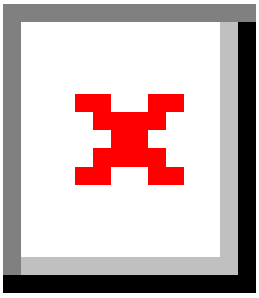
Site Standards for All Sites	
Residential Density (no Conditional Use Permit):	10 u/a
Residential Density (with Conditional Use Permit):	As approved by City Council
Min. Amenity Space Requirement:	10% of site
Additional Standards for Sites Over 5 Acres	
Min. Civic Space Requirements:	10% of site

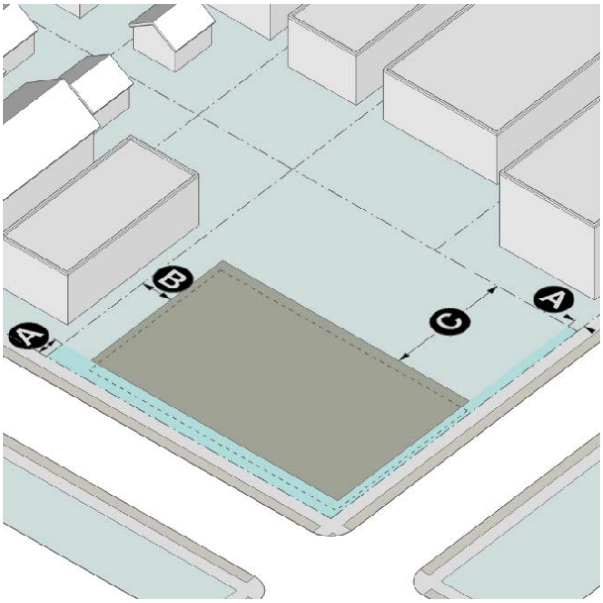
Lot Standards	 Ⓐ	 Ⓑ
Detached House:	2,500 sf min.	25 ft min.
Carriage House:	Same as principal structure	
Semi-Detached House:	2,500 sf min.	25 ft min.
Townhouse:	900 sf min.	20 ft min.
Cottage Court:	1,200 sf min.	20 ft min.
All other Building Types:	No min.	20 ft min.
Lot Coverage		

	All Building Types:	80% max.

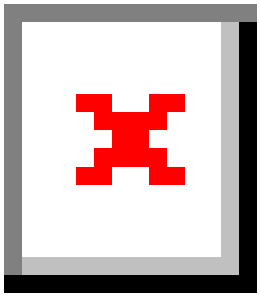
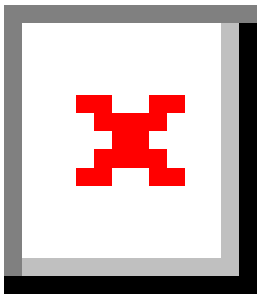
©

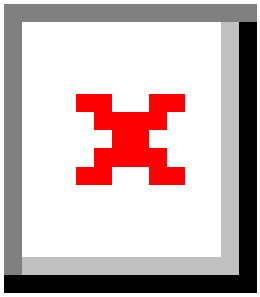
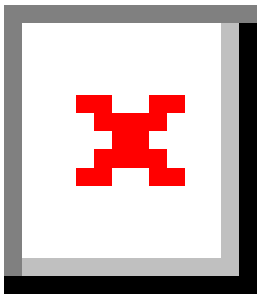
3.6.4. Building Placement.



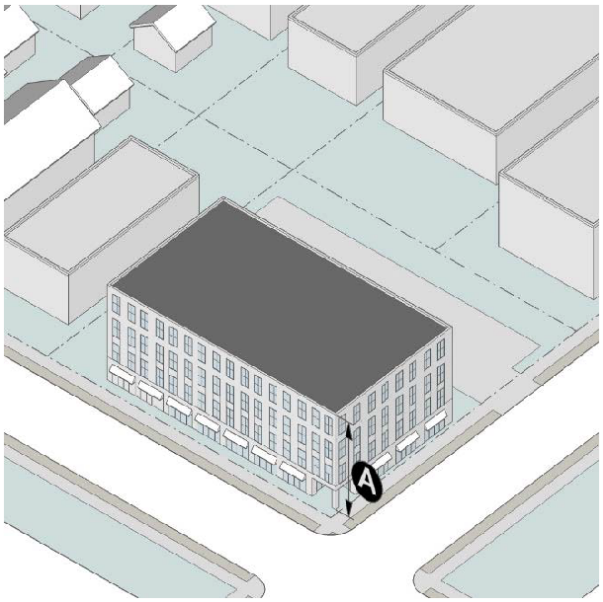


Principal and Accessory Structure Setbacks

 Ⓐ	Front Yard:	5 ft. min., 10 ft max.
 Ⓑ	Side Yard:	0 ft. min.

 ©	Rear Yard (no alley)	6 ft. min.
 ©	Rear Yard (alley):	3 ft. min.
Greater side setbacks, greater rear setbacks, and greater building separation may be required as established by the applicable building or fire codes. In order to optimize smart stormwater design, required setbacks may accommodate runoff reduction measures such as bioretention areas, cisterns, and greenwalls, provided such setbacks meet fire code standards. The runoff reduction measures may not compromise public safety such as the sight distance triangles required by the City and must include a long-term maintenance agreement. Above-ground cisterns or other vertical runoff reduction measures shall require approval by the Community Development Director.		

3.6.5. Bulk and Mass.



Building Height		
Ⓐ	Max. Height in Stories:	4 stories

Ⓐ	Max. Height in Feet:	60 ft
The maximum permitted building height is whichever is less.		

Sec. 3.7. - DT-LW: Downtown Live-Work.

3.7.1. Purpose.

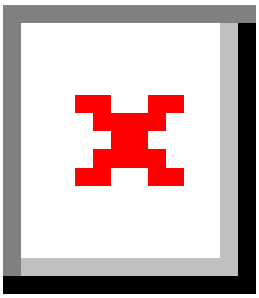
The purpose of this district is to provide for a variety of residential housing options, civic uses, and limited commercial uses and developments that are compatible with residential surroundings.

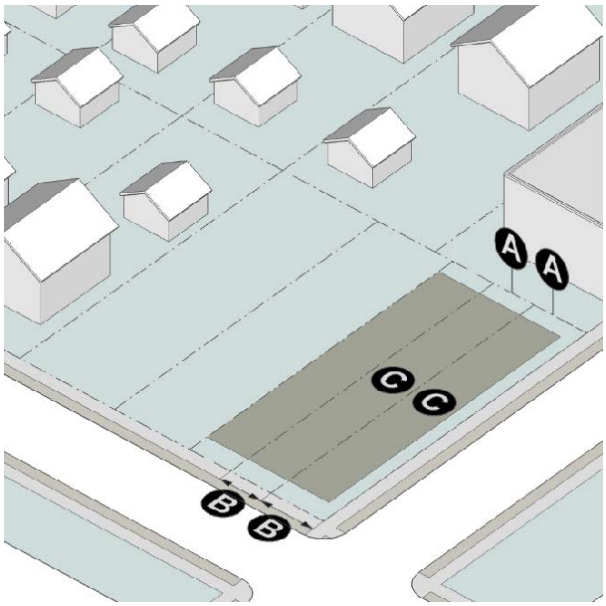
3.7.2. Building Types Allowed.

The following building types are allowed:

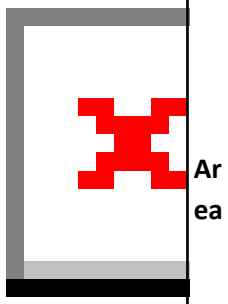
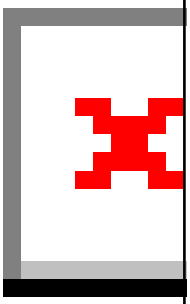
A. Detached House
B. Carriage House
C. Semi-Detached House
D. Townhouse
E. Cottage Court
F. Walk-Up Flat
G. Commercial House
H. Shopfront
I. Flex Building
J. Mixed-Use Building
K. General Building
L. Civic Building

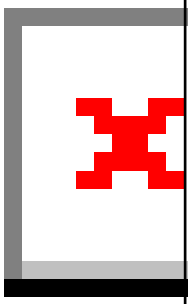
3.7.3. Dimensional Standards.





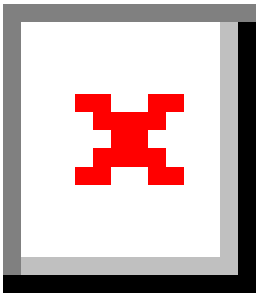
Site Standards	
Residential Density (without Conditional Use Permit):	8 u/a
Residential Density (with Conditional Use Permit):	As approved by City Council

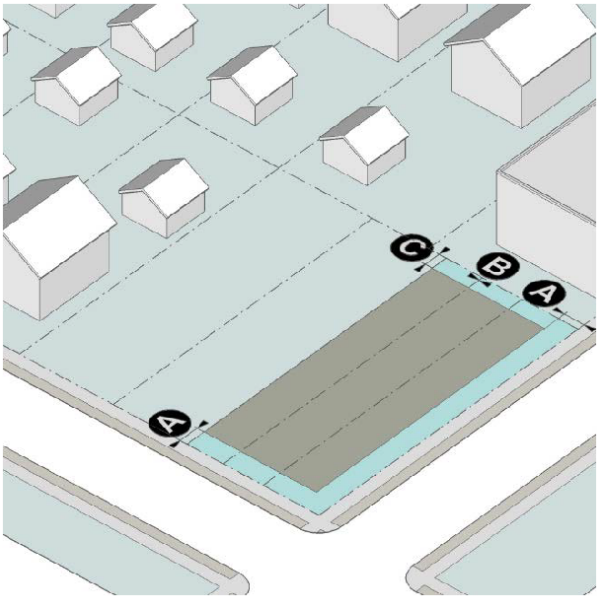
Min. Amenity Space Requirement:	10% of site (all sites)	
Min. Civic Space Requirements:	10% of site (only sites over 5 acres)	
Lot Standards	 **Area** Ⓐ	 **Width** Ⓑ
Detached House:	2,500 sf	25 ft
Carriage House:	Same as principal structure	
Semi-Detached House:	2,500 sf	25 ft
Townhouse:	900 sf	20 ft
Cottage Court:	1,200 sf	20 ft
All other Building Types:	2,500 sf	20 ft
Lot Coverage		

	All Building Types:	70% max.

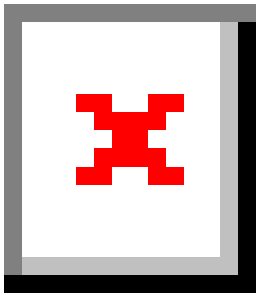
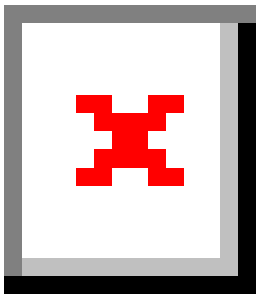
©

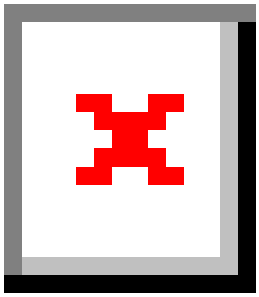
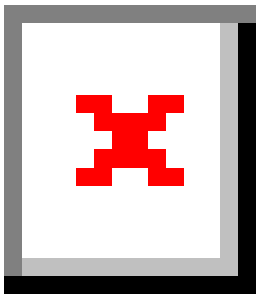
3.7.4. Building Placement.



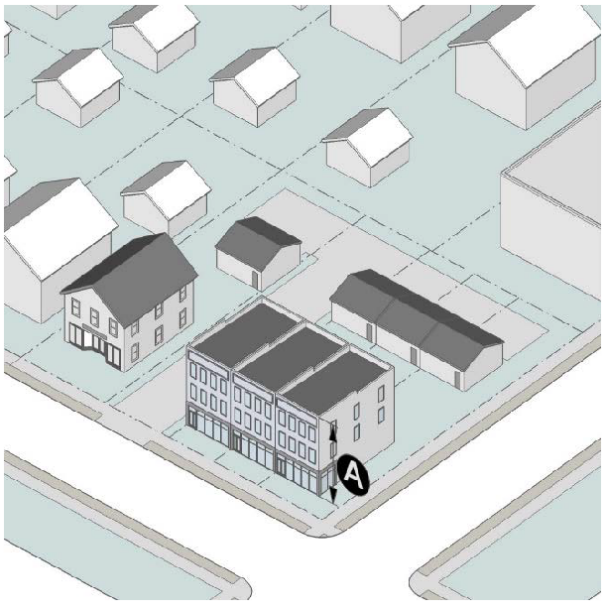


Principal and Accessory Structure Setbacks

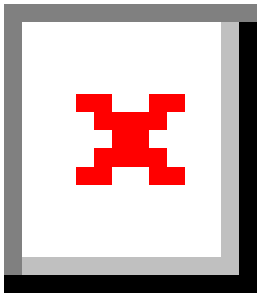
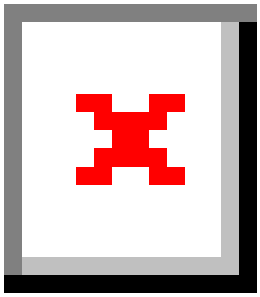
 Ⓐ	Front Yard:	10 ft. min.
 Ⓑ	Side Yard:	0 ft. min.

 ©	Rear Yard (no alley)	3 ft. min.
 ©	Rear Yard (alley):	10 ft. min.
Greater side setbacks, greater rear setbacks, and greater building separation may be required as established by the applicable building or fire codes. In order to optimize smart stormwater design, required setbacks may accommodate runoff reduction measures such as bioretention areas, cisterns, and greenwalls, provided such setbacks meet fire code standards. The runoff reduction measures may not compromise public safety such as the sight distance triangles required by the City and must include a long-term maintenance agreement. Above-ground cisterns or other vertical runoff reduction measures shall require approval by the Community Development Director.		

3.7.5. Bulk and Mass.



Building Height		
Ⓐ	Max. Height in Stories:	3 stories

 Ⓐ	Max. Height in Feet:	40 ft
The maximum permitted building height is whichever is less.		
Building Size		
 Ⓒ	Max. Building Footprint:	10,000 sf

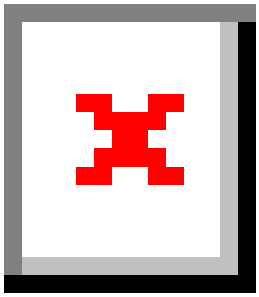
3.7.6. Commercial Parking Lot Requirements.

A. Commercial parking lots must provide a minimum 10 feet wide landscape strip between parking bays. Such strip shall be provided in addition to the requirements of Section 2.3.5 of the Unified Development Code.

B. The required landscape strip must be planted with a minimum of one shade tree for each 30 feet of landscape strip length or portion thereof.

Sec. 3.8. - DT-R: Downtown Residential.

3.8.1. Purpose.



The purpose of this district is to provide for a variety of housing options in a residential setting.

3.8.2. Building Types Allowed.

The following building types are allowed:

A. Detached House

B. Carriage House

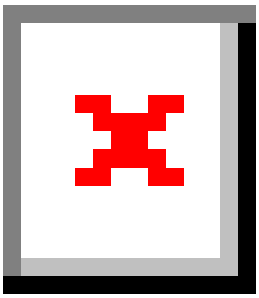
C. Semi-Detached House

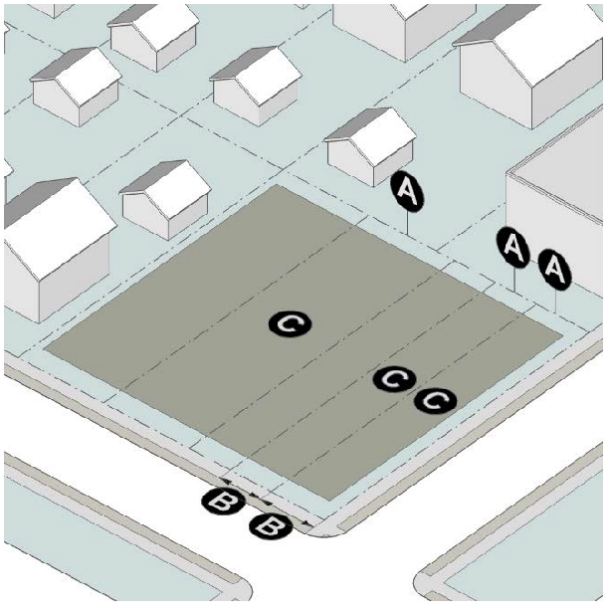
D. Townhouse

E. Cottage Court

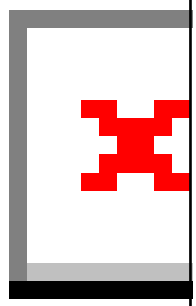
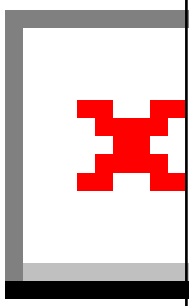
F. Civic Building

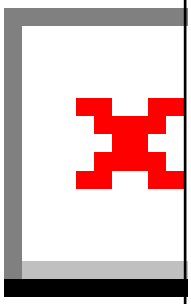
3.8.3. Dimensional Standards.





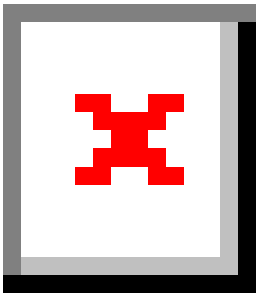
Site Standards	
Residential Density (without Conditional Use Permit):	8 u/a
Residential Density (with Conditional Use Permit):	As approved by City Council
Min. Amenity Space Requirement:	10% of site (all sites)
Min. Civic Space Requirements:	10% of site (only sites over 5 acres)

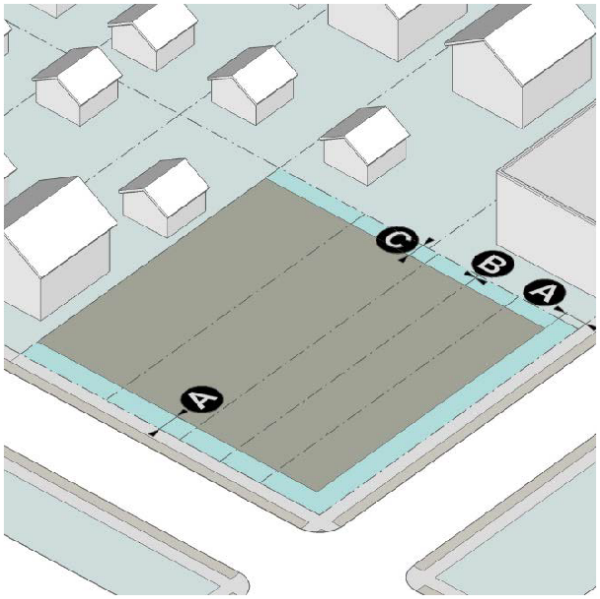
Lot Standards	 Ⓐ	 Ⓑ
Detached House:	2,500 sf	25 ft
Carriage House:	Same as principal structure	
Semi-Detached House:	2,500 sf	25 ft
Townhouse:	900 sf	20 ft
Cottage Court:	1,200 sf	20 ft
Civic Building:	5,000 sf	50 ft
Lot Coverage		

	All Building Types:	70% max.

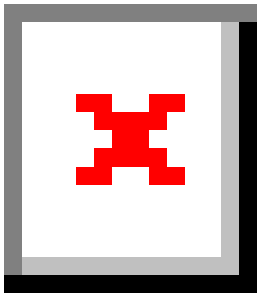
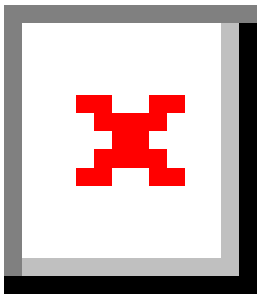
©

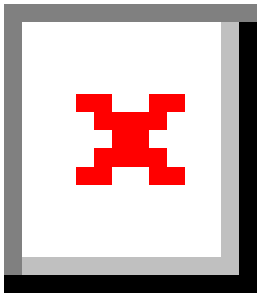
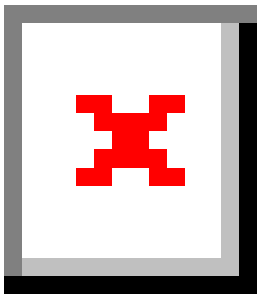
3.8.4. Building Placement.

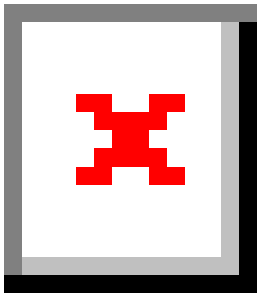




Principal and Accessory Structure Setbacks

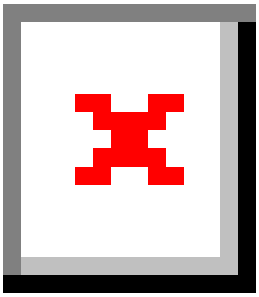
 Ⓐ	Front Yard:	10 ft. min.
 Ⓑ	Side Yard:	0 ft. min.

 ©	Rear Yard (no alley):	3 ft. min.
 ©	Rear Yard (alley):	10 ft. min.

 Ⓐ	Front Yard:	3 ft. min.
Greater side setbacks, greater rear setbacks, and greater building separation may be required as established by the applicable building or fire codes. In order to optimize smart stormwater design, required setbacks may accommodate runoff reduction measures such as bioretention areas, cisterns, and greenwalls, provided such setbacks meet fire code standards. The runoff reduction measures may not compromise public safety such as the sight distance triangles required by the City and must include a long-term maintenance agreement. Above-ground cisterns or other vertical runoff reduction measures shall require approval by the Community Development Director		

3.8.5. Bulk and Mass.

Building Height		
Ⓐ	Max. Height in Stories:	3 stories

 Ⓐ	Max. Height in Feet:	35 ft
The maximum permitted building height is whichever is less.		

D. Written variance applications shall be acted upon by the Director within thirty (30) days of receipt. Variance applications denied by the Director may be appealed by filing a written appeal with the Board of Appeals within fifteen (15) days of the date of denial. The Board shall act upon the appeal at its next available meeting following receipt of the appeal.

E. No parking or loading area shall be used for the sale, repair, dismantling or servicing or storing of any vehicle, equipment, materials or supplies.

(Ord. No. 718, § 17(Exh. C), 12-14-2015)

2.5.5 Design criteria.

A. Parking Space Area Requirements. Including aisles, entrances and exits, each required off-street parking area, lot or other facility shall contain a minimum of 300 square feet of space for each vehicle to be accommodated. Not less than 80% of the parking spaces required by this Ordinance shall be standard parking spaces (9 feet by 19 feet). The dimensions of parking spaces and aisles shall be in accordance with the Parking Standards Illustration (Table 2.3). ~~)~~ In order to reduce impervious area, projects using runoff reduction measures may use alternative off street parking dimensions as specified in Table [X].

Accessible parking shall be designed and provided in accordance with the requirements of the Georgia Accessibility Code for Buildings and Facilities.

B. Permitted Percentage of Compact Car Parking Spaces. Up to 20% of the parking spaces required by this Ordinance may be compact car parking spaces (8 feet by 16 feet). Compact spaces shall be located on the periphery of the parking lot wherever possible.

C. Minimum Parking Bay Width. The minimum width for 90 degree parking bays shall be 60 feet for standard spaces and 54 feet for compact spaces~~.~~ , except for projects using runoff reduction measures, as noted in 2.5.5.A above.

D. Off-street parking lots, whether public or private, shall be graded to insure proper drainage, surfaced with concrete or asphalt on an approved base and maintained in good condition free of weeds, dust, trash and debris. A gravel surface may be used for parking when such parking is in excess of code requirements and located within 700' of a waterway.

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%).

~~E~~F. Within residential districts, gravel parking in existence as of 01/01/01 may remain. Such gravel parking areas shall accommodate a maximum of two vehicles and shall be contained on three sides by landscape timbers.

~~F~~G. Pervious paving materials for parking areas are allowed as part of an approved stormwater management plan for the site with a long-term maintenance agreement.

~~F~~H. Parking Lot Landscaping. See, Sec. 2.3.5.

I. Multifunctional Functional Runoff Reduction Measures. To encourage multifunctional runoff reduction measures and provide incentives for their use, bioretention areas, vegetated swales, planter boxes, rainwater harvesting systems, and other vegetated BMPs may be used to meet the perimeter island, interior island, and median island landscaping requirements of this Chapter, and may be constructed in the designated landscape areas if part of an approved storm water management plan for the site and if screening functions are maintained.

6. Quarters for the keeping of pets owned by occupants for non-commercial purposes provided that such use does not generate a nuisance to adjoining properties. Such quarters shall maintain a 20 foot setback from rear and side lot lines.

7. Private swimming pool and bathhouse or cabana. Swimming pool shall maintain a 20 foot setback from side and rear lot lines, or the same setback as the principle structure whichever is less. All other structures shall maintain a 10 foot setback from side and rear lot lines or the same setbacks as the principal building, whichever is less.

8. Structures designed and used for purposes of shelter in the event of man-made or natural catastrophes. Same setbacks shall apply as for the principal building.

2.3.4 Standards for dwelling, 'for-sale', detached houses.

A. All detached 'For-Sale' dwellings shall meet or exceed the following requirements in addition to the requirements of all applicable Building Codes:

1. Each dwelling shall be connected to a potable water supply and sanitary sewage disposal system approved by the Fulton County Development Services Department.

2. Foundation: The structure shall be attached to a permanent foundation constructed in accordance with the Building Code.

3. Exterior siding: Exterior siding materials shall consist of wood, brick, stone, concrete, stucco, EIFS or similar materials, or lap siding of masonite, vinyl or similar materials, or any combination of the above.

   The exterior siding shall extend the full height of the exterior walls, from the surrounding grade to the bottom of the eaves or other juncture with the roof.

4. Roofs: All roof surfaces shall have a minimum pitch of 2.25:12 (2¼ inches of rise for every 12 inches of run), except that mansard and gambrel roofs must meet this requirement only for those surfaces that rise from the eaves. All roof surfaces exposed to view shall be covered with asphalt or fiberglass shingles, wood shakes or shingles, clay tiles, slate, standing seam metal or similar materials.

5. Houses shall be at least 20 ft. in width.

6. A porch or hard surfaced landing shall be provided at each exterior door and stairway top and bottom, which shall be at least as wide as the door it serves, but no less than 36 inches in width and 36 inches in depth.

2.3.5 Buffers and landscape requirements.

A. *Buffers.* A lot zoned or used for a rental dwelling, office, institutional, commercial, industrial uses or occupied by a non 'For-Sale' residential use shall provide a fifty foot wide undisturbed buffer along all property lines adjoining property zoned for or used by 'For-Sale' residential purposes. Where commercial or industrial districts or developments abut R-10M zoning districts, the same buffer requirements apply. The undisturbed buffer shall be in addition to the required building setback line.

Except as otherwise provided, herein, buffer strips shall be preserved in their natural undisturbed state, except that sparsely planted buffers shall be enhanced with additional plant material. Enhancement plants must provide an opaque screen within two (2) years of planting and must meet the following standards: Plants must be a minimum of five (5) feet in height at time of installation; plant selection will consist of eighty (80) percent evergreen species and twenty (20) percent deciduous species; and plants will be spaced a maximum of eight (8) feet on center.

Undisturbed buffers shall not contain any surface parking or storm water~~,~~ detention ~~facilities~~basins, or any structures except that the Director may approve underground facilities within the buffer or the crossing of the buffer for the purpose of extending utilities. The Community Development Director may

approve vegetated runoff reduction measures within the buffer. The planting requirements above may be varied to accommodate vegetated runoff reduction measures as part of an approved stormwater management plan, if properly designed to provide stormwater management and screening functions.

Stream buffers must be replanted where disturbed for approved access~~, detention~~ and utility crossing. Replacement plants must be approved by the City arborist.

All buffer plantings are subject to the approval of the Director.

B. *Parking Lot Screening.* Surface parking lots shall provide a minimum 200 square foot wide landscape island at the end of each parking bay, and a 200 square foot island located each 72 feet of single parking length. Each landscape island shall be planted with one shade tree. Alternate landscape configurations may be approved if the Community Development Director determines that the alternate design exceeds the standards above and/or is part of a smart stormwater design for the site that includes multi-functional, vegetated runoff reduction measures.~~,~~ An alternate configuration could also include the preservation and enhancement of existing trees which are provided above and beyond other tree preservation requirements which are deemed of community value by the Director; and which would result in a minimum of 50% parking lot coverage within 15 years.

The required tree area shall be protected against compaction and shall provide sufficient area for tree growth. Utilities are not allowed within the minimum area. The trees shall be maintained in accordance with best management practices as defined by the International Society of Arboriculture guidelines, and shall not be removed or pruned without permission from the city arborists.

C. *Landscape Strips.*

1. The City wants to promote tree lined streets therefore, a minimum of ten (10) feet wide landscape strip shall be provided along all public right-of-ways. Main streets which are listed below shall have twenty (20) foot landscape strips, except those located within the Historic Business District which shall have ten (10) feet wide landscape strips or landscaping as approved by the Director.

   MAIN STREETS:

   Highway 9

   Mansell Road

   Windward Parkway

   Northpoint Parkway

   Westside Parkway

   Old Milton Parkway

   Haynes Bridge Road

   Kimball Bridge Road

2. No permanent structures other than signage are permitted within the landscape strip. This includes pavement, retaining walls, drainage structures, detention ponds, flumes, curbing, etc. Except that retaining walls built with decorative masonry and designed as a landscape feature may be located within the landscape strip subject to approval by the Director. All required plantings must be installed so as not to interfere with the structural integrity of the wall.

3. One (1) shade tree with a minimum 4 inch caliper shall be provided for every twenty-five (25) linear feet of landscape strip.

   Shrubs shall be provided to screen paved areas and parking lots from the right-of-way. Shrubs shall be two (2) foot high at planting, two (2) rows deep and shall provide a screen within three

(3) years of planting. Alternate screening methods such as fencing may be approved by the Director. ~~In order to accommodate runoff reduction measures, the number of shrubs may be reduced by 10 percent if screening functions are maintained.~~

Shrubs and trees in quantities as specified above, shall be provided to screen all parking lots, utility areas, dumpsters and detention ponds.

4. A minimum five-foot (5') wide landscape strip shall be provided along all property lines which do not adjoin a public right-of-way. One (1) shade tree with a minimum four inch (4") caliper shall be provided for every fifty (50) linear feet of landscape strip.

D. *Lighting.* Lighting fixtures shall be arranged so that the source of any light is screened from residential views.

E. *General.* All required landscape areas shall be provided with a minimum of one (1) water spigot or other water source within one hundred fifty (150) feet.

A bond shall be required for up to 18 months to ensure the irrigation and maintenance of landscaping materials.

(Installation and maintenance requirements are found in Section 3.2 of this Ordinance.)

(Ord. No. 718, § 16, 12-14-2015)

2.3.6 Fence and wall requirements.

A. *Height.* Height of fences and walls used as fences shall not exceed six (6) feet on residential property and eight (8) feet on non residential property. These limits may be exceeded by up to 50% on sloped lots where the appearance of an even fence line is desired.

B. *Location on Property.* In order to prevent the obstruction of visibility, no walls, fences, shrubbery or hedges over three (3) feet in height shall be located within twenty (20) feet of an intersection of two or more streets or within ten (10) feet of the edge of a driveway leading to a street. Fences and walls shall be placed at least five (5) feet from required buffers to accommodate construction and maintenance unless approved otherwise at a public hearing.

C. *Materials.* Fences and walls used as fences shall be made of wood which shall be protected from decay by the use of naturally durable wood or wood that is pressure treated, metal, brick, block, vinyl or stone. The use of plywood/sheet goods as a material is prohibited. Barbed, razor wire or electrically charged fencing shall be permitted in AG and RE districts and may be permitted, subject to administrative review and approval, in other districts.

D. *Appearance.* All fencing shall be constructed with finished side facing away from the property owners property.

Fences and walls used as fences shall not be finished with bright or primary colors or be visually distracting in any other way.

E. *Permit.* A permit for construction shall not be required to erect a fence or wall used as a fence which is built in accordance with these standards. Signage incorporated into such fences shall require a sign permit.

(Ord. No. 720, § 1, 2-22-2016)

2.3.7 Conditional uses.

A. *General Requirements.* Conditional Uses shall be permitted subject to public hearing and the determination that they conform to all conditions set forth by the City Council as follows:

2.4.4 Prohibited uses and activities.

A. No business shall be permitted unless such business is carried on within and under cover of a building or buildings according to the provisions of this ordinance. This provision shall not apply to the following:

1. Light industrial uses with an LI zoning district;
2. Car lots;
3. Automotive service stations;
4. Commercial landscape nurseries;
5. Outdoor temporary uses such as Christmas tree lots;
6. Restaurant drive thru or walk up service;
7. Outdoor café seating in conjunction with a dining establishment.

B. Mobile homes as defined in this Ordinance (i.e. manufactured prior to 1976) are not allowed in any zoning district in accordance with State law.

SECTION 2.5 - PARKING AND LOADING[1]

Areas suitable for parking vehicles in off-street locations shall be required in all districts at the time of the initial construction of any principal building or when a structural alteration or change in a principal building produces an increase in dwelling units, guest rooms, floor area, seating or bed capacity, or when a conversion in use occurs.

Off-street parking shall be provided and maintained in accordance with the following requirements. ~~:~~ 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.

(Ord. No. 718, § 17(Exh. C), 12-14-2015)

2.5.1 Number of vehicle parking spaces required.

The following number of off-street vehicle parking spaces shall be required for the respective use:

A. *Residential Uses.*

Dwelling, 'For-Sale', detached:

Two (2) spaces on the same lot for each dwelling unit, plus 1 additional space where a home occupation is permitted

Dwelling, 'For-Sale', attached; efficiency or one-bedroom units:

One and one-half (1½) spaces for each dwelling unit.

Two or more bedroom units:

One (1) space for each bedroom.

Bed and Breakfast:

One (1) space for each bedroom.

D. Written variance applications shall be acted upon by the Director within thirty (30) days of receipt. Variance applications denied by the Director may be appealed by filing a written appeal with the Board of Appeals within fifteen (15) days of the date of denial. The Board shall act upon the appeal at its next available meeting following receipt of the appeal.

E. No parking or loading area shall be used for the sale, repair, dismantling or servicing or storing of any vehicle, equipment, materials or supplies.

(Ord. No. 718, § 17(Exh. C), 12-14-2015)

2.5.5 Design criteria.

A. Parking Space Area Requirements. Including aisles, entrances and exits, each required off-street parking area, lot or other facility shall contain a minimum of 300 square feet of space for each vehicle to be accommodated. Not less than 80% of the parking spaces required by this Ordinance shall be standard parking spaces (9 feet by 19 feet). The dimensions of parking spaces and aisles shall be in accordance with the Parking Standards Illustration (Table 2.3). ~~).~~ In order to reduce impervious area, projects using runoff reduction measures may use alternative off street parking dimensions as specified in Table [X].

Accessible parking shall be designed and provided in accordance with the requirements of the Georgia Accessibility Code for Buildings and Facilities.

B. Permitted Percentage of Compact Car Parking Spaces. Up to 20% of the parking spaces required by this Ordinance may be compact car parking spaces (8 feet by 16 feet). Compact spaces shall be located on the periphery of the parking lot wherever possible.

C. Minimum Parking Bay Width. The minimum width for 90 degree parking bays shall be 60 feet for standard spaces and 54 feet for compact spaces~~.~~ , except for projects using runoff reduction measures, as noted in 2.5.5.A above.

D. Off-street parking lots, whether public or private, shall be graded to insure proper drainage, surfaced with concrete or asphalt on an approved base and maintained in good condition free of weeds, dust, trash and debris. A gravel surface may be used for parking when such parking is in excess of code requirements and located within 700' of a waterway.

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%).

~~E~~F. Within residential districts, gravel parking in existence as of 01/01/01 may remain. Such gravel parking areas shall accommodate a maximum of two vehicles and shall be contained on three sides by landscape timbers.

~~F~~G. Pervious paving materials for parking areas are allowed as part of an approved stormwater management plan for the site with a long-term maintenance agreement.

~~F~~H. Parking Lot Landscaping. See, Sec. 2.3.5.

I. Multifunctional Functional Runoff Reduction Measures. To encourage multifunctional runoff reduction measures and provide incentives for their use, bioretention areas, vegetated swales, planter boxes, rainwater harvesting systems, and other vegetated BMPs may be used to meet the perimeter island, interior island, and median island landscaping requirements of this Chapter, and may be constructed in the designated landscape areas if part of an approved storm water management plan for the site and if screening functions are maintained.

This publication was under the direct supervision of Dennis Sinnett, Vice President, and Rachael Calloway, Editor, of the Municipal Code Corporation, Tallahassee, Florida. Credit is gratefully given to the other members of the publisher's staff for their sincere interest and able assistance throughout the project.

The publisher is most grateful to Coty Thigpen, City Clerk, and Elicia Taylor, Boards Assistant, for their cooperation and assistance during the progress of the work on this publication. It is hoped that their efforts and those of the publisher have resulted in a Unified Development Code of Ordinances which will make the active law of the city readily accessible to all citizens and which will be a valuable tool in the day-to-day administration of the city's affairs.

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ARTICLE III. - LAND DEVELOPMENT ACTIVITIES

SECTION 3.1 - SITE GRADING AND LAND DISTURBANCE

3.1.1 Soil erosion and sedimentation control.

This Ordinance will be known as the "Alpharetta Soil Erosion and Sedimentation Control Ordinance".

A. *Definitions.* The following definitions shall apply in the interpretation and enforcement of this Ordinance, unless otherwise specifically stated:

Best Management Practices (BMPS). A collection of structural practices and vegetative measures which, when properly designed, installed and maintained, will provide effective erosion and sedimentation control. The term "properly designed" means designed in accordance with the hydraulic design specifications contained in the "Manual for Erosion and Sediment Control in Georgia" specified in O.C.G.A. § 12-7-6 subsection (b).

Board. The Board of Natural Resources.

Buffer. The area of land immediately adjacent to the banks of State Waters in its natural state of vegetation, which facilitates the protection of water quality and aquatic habitat.

Certified Personnel. A person who has successfully completed the appropriate certification course approved by the Georgia Soil and Water Conservation Commission.

Commission. The Georgia Soil and Water Conservation Commission (GSWCC).

CPESC. Certified Professional in Erosion and Sediment control with current certification by Certified Professional in Erosion and Sediment Control Inc., a corporation registered in North Carolina, which is also referred to as CPESC or CPESC, Inc.

Cut. A portion of land surface or area from which earth has been removed or will be removed by excavation; the depth below original ground surface or excavated surface. Also known as excavation.

Department. The Georgia Department of Natural Resources (DNR).

Design Professional. A professional licensed by the State of Georgia in the field of: engineering, architecture, landscape architecture, forestry, geology, or land surveying; or a person that is a Certified Professional in Erosion and Sediment Control (CPESC) with a current certification by Certified Professional in Erosion and Sediment Control.

Director. The Director of the Environmental Protection Division of the Georgia Department of Natural Resources or an authorized representative.

District. The Fulton County Soil and Water Conservation District.

Division. The Environmental Protection Division (EPD) of the Georgia Department of Natural Resources.

Drainage Structure. A device composed of a virtually nonerodible material such as concrete, steel, plastic or other such material that conveys water from one place to another by intercepting the flow and carrying it to a release point for stormwater management, drainage control, or flood control purposes.

Erosion. The process by which land surface is worn away by the action of the wind, water, ice, or gravity.

Erosion, Sedimentation and Pollution Control Plan. A plan required by the Erosion and Sedimentation Act O.C.G.A. Chapter 12-7, that includes, as a minimum protection, at least as stringent as the State General Permit, best management practices, and requirements in Subsection 3.1.1.C. of this ordinance. A plan for the control of soil erosion and sedimentation resulting from a land-disturbing activity. Also known as the "plan".

Fill. A portion of land surface to which soil or other solid material has been added; the depth above the original ground.

Final Stabilization. All soil disturbing activities at the site have been completed, and that for unpaved areas and areas not covered by permanent structures and areas located outside the waste disposal limits of a landfill cell that has been certified by EPD for waste disposal, 100% of the soil surface is uniformly covered in permanent vegetation with a density of 70% or greater, or equivalent permanent stabilization measures (such as the use of rip rap, gabions, permanent mulches or geotextiles) have been used. Permanent vegetation shall consist of: planted trees, shrubs, perennial vines; a crop of perennial vegetation appropriate for the time of year and region; or a crop of annual vegetation and a seeding of target crop perennials appropriate for the region. Final stabilization applies to each phase of construction.

Finished Grade. The final elevation and contour of the ground after cutting or filling and conforming to the proposed design.

Grading. Altering the shape of ground surfaces to a predetermined condition; this includes stripping, cutting, filling, stockpiling and shaping or any combination thereof and shall include the land in its cut or filled condition.

Ground Elevation. The original elevation of the ground surface prior to cutting or filling.

Land-Disturbing Activity. Any activity which may result in soil erosion from water or wind and the movement of sediments into State Waters or onto lands within the state, including, but not limited to, clearing, dredging, grading, excavating, transporting, and filling of land but not including agricultural practices as described in Subsection 3.1.1.B.5.

Larger Common Plan of Development or Sale. A contiguous area where multiple separate and distinct construction activities are occurring under one plan of development or sale. For the purposes of this Paragraph, "plan" means an announcement; piece of documentation such as a sign, public notice or hearing, sales pitch, advertisement, drawing, permit application, zoning request, or computer design; or physical demarcation such as boundary signs, lot stakes, or surveyor markings, indicating that construction activities may occur on a specific plot.

Local Issuing Authority. The governing authority of any county or municipality which is certified pursuant to subsection (a) O.C.G.A. § 12-7-8.

Metropolitan River Protection Act (MRPA). A state law referenced as O.C.G.A. § 12-5-440 et seq., which addresses environmental and developmental matters in certain metropolitan river corridors and their drainage basins.

Natural Ground Surface. The ground surface in its original state before any grading, excavation, or filling.

Nephelometric Turbidity Units (NTU). Numerical units of measure based upon photometric analytical techniques for measuring the light scattered by finely divided particles of a substance in suspension. This technique is used to estimate the extent of turbidity in water in which colloidally dispersed particles are present.

NOI. A Notice of Intent form provided by EPD for coverage under the State General Permit.

NOT. A Notice of Termination form provided by EPD to terminate coverage under the State General Permit.

Operator. The party or parties that have: (A) operational control of construction project plans and specifications, including the ability to make modifications to those plans and specifications; or (B) day-to-day operational control of those activities that are necessary to ensure compliance with a stormwater pollution prevention plan for the site or other permit conditions, such as a person authorized to direct workers at a site to carry out activities required by the stormwater pollution prevention plan or to comply with other permit conditions.

Outfall. The location where stormwater in a discernible, confined and discrete conveyance, leaves a facility or site or, if there is a receiving water on site, becomes a point source discharging into that receiving water.

Permit. The authorization necessary to conduct a land-disturbing activity under the provisions of this Ordinance.

Person. Any individual, partnership, firm, association, joint venture, public or private corporation, trust, estate, commission, board, public or private institution, utility, cooperative, state agency, municipality or other political subdivision of this State of Georgia, any interstate body or other legal entity.

Phase or Phased. Sub-parts or segments of construction projects where the sub-part or segment is constructed and stabilized prior to completing construction activities on the entire construction site.

Project. The entire proposed development project regardless of the size of the area of land to be disturbed.

Properly Designed. Designed in accordance with the design requirements and specifications contained in the Manual for Erosion and Sediment Control in Georgia (Manual) published by the Georgia Soil and Water Conservation Commission as of January 1 of the year in which the land-disturbing activity was permitted and amendments to the Manual as approved by the Commission up until the date of NOI submittal.

Qualified Personnel. Any person who meets or exceeds the education and training requirements of O.C.G.A. § 12-7-19.

Roadway Drainage Structure. A device such as a bridge, culvert, or ditch, composed of a virtually nonerodible material such as concrete, plastic, steel, or other such material that conveys water under a roadway by intercepting the flow on one side of a traveled way consisting of one or more defined lanes, with or without shoulder areas, and carrying water to a release point on the other side.

Sediment. Solid material, both organic and inorganic, that is in suspension, is being transported, or has been moved from its site of origin by air, water, ice, or gravity as a product of erosion.

Sedimentation. The process by which eroded material is transported and deposited by the action of water, wind, ice, or gravity.

Soil and Water Conservation District Approved Plan. An erosion and sedimentation control plan approved in writing by the Fulton County Soil and Water Conservation District.

Stabilization. The process of establishing an enduring soil cover of vegetation by the installation of temporary or permanent structures for the purpose of reducing to a minimum the erosion process and the resultant transport of sediment by wind, water, ice or gravity.

State General Permit. The National Pollution Discharge Elimination System general permit or permits for stormwater runoff from construction activities as is now in effect or as may be amended or reissued in the future pursuant to the state's authority to implement the same though federal delegation under the Federal Water Pollution Control Act, as amended, 33 U.S.C. Section 1251, et seq., and subsection (f) of Code Section 12-5-30.

State Waters. Any and all rivers, streams, creeks, branches, lakes, reservoirs, ponds, drainage systems, springs, wells, and other bodies of surface or subsurface water, natural or artificial, lying within or forming a part of the boundaries of the state which are not entirely confined and retained completely upon the property of a single individual, partnership, or corporation.

Structural Erosion and Sedimentation Control Practices. Practices for the stabilization of erodible or sediment producing areas by utilizing the mechanical properties of matter for the purpose of either changing the surface of the land or storing, regulating or disposing of runoff to prevent excessive sediment loss. Examples of structural erosion and sediment control practices are riprap, sediment basins, dikes, level spreaders, waterways or outlets, diversions, grade stabilization structures, sediment traps and land grading, etc. Such measures can be found in the publication Manual for Erosion and Sediment Control in Georgia.

Trout Streams. All streams or portions of streams within the watershed as designated by the Game and Fish Division of the Georgia Department of Natural Resources under the provisions of the Georgia Water Quality Control Act, O.C.G.A. § 12-5-20 et seq. Streams designated as primary trout waters are defined as water supporting a self-sustaining population of rainbow, brown or brook trout. Streams designated as secondary trout waters are those in which there is no evidence of natural trout reproduction, but are capable of supporting trout throughout the year. First order trout waters are streams into which no other streams flow except springs.

Vegetative Erosion and Sedimentation Control Measures. Measures for the stabilization of erodible or sediment-producing areas by covering the soil with:

1. Permanent seeding, sprigging or planting, producing long-term vegetative cover; or
2. Temporary seeding, producing short-term vegetative cover; or
3. Sodding, covering areas with a turf of perennial sod-forming grass.

Such measures can be found in the publication *Manual for Erosion and Sediment Control in Georgia.*

Watercourse. Any natural or artificial watercourse, stream, river, creek, channel, ditch, canal, conduit, culvert, drain, waterway, gully, ravine, or wash in which water flows either continuously or intermittently and which has a definite channel, bed and banks, and including any area adjacent thereto subject to inundation by reason of overflow or floodwater.

Wetlands. Those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas.

B. *Exemptions.* This Ordinance shall apply to any land-disturbing activity undertaken by any person on any land except for the following:

1. Surface mining, as the same is defined in O.C.G.A. § 12-4-72, "Mineral Resources and Caves Act";
2. Granite quarrying and land clearing for such quarrying;
3. Such minor land-disturbing activities as home gardens and individual home landscaping, repairs, maintenance work, fences and other related activities which result in minor soil erosion;

4. The construction of 'For-Sale' dwellings when such construction disturbs less than one acre and is not a part of a larger common plan of development or sale with a planned disturbance of equal to or greater than one acre and not otherwise exempted under this Subsection; provided, however, that construction of any such residence shall conform to the minimum requirements as set forth in Subsection 3.1.1.C. of this Ordinance and this Subsection. For residential construction covered by the provisions of this Subsection, there shall be a buffer zone between the residence and any State Waters classified as trout streams pursuant to Article 2 of Chapter 5 of the Georgia Water Quality Control Act. In any such buffer zone, no land-disturbing activity shall be constructed between the residence and the point where vegetation has been wrested by normal stream flow or wave action from the banks of the trout waters. For primary trout waters, the buffer zone shall be at least fifty (50) horizontal feet and no variance to a smaller buffer shall be granted. For secondary trout waters, the buffer zone shall be at least fifty (50) horizontal feet but the Director may grant variances to no less than twenty-five (25) feet. Regardless of whether a trout stream is primary or secondary, for first order trout waters, which are streams into which no other streams flow except for springs, the buffer shall be at least twenty-five (25) horizontal feet and no variance to a smaller buffer shall be granted. The minimum requirements of Subsection 3.1.1.C. of this Ordinance and the buffer zones provided by this Section shall be enforced by the Local Issuing Authority;

5. Agricultural operations as defined in O.C.G.A. § 1-3-3, "definitions", to include raising, harvesting or storing of products of the field or orchard; feeding, breeding or managing livestock or poultry; producing or storing feed for use in the production of livestock, including but not limited to cattle, calves, swine, hogs, goats, sheep, and rabbits or for use in the production of poultry, including but not limited to chickens, hens and turkeys; producing plants, trees, fowl, or animals; the production of aqua culture, horticultural, dairy, livestock, poultry, eggs and apiarian products; farm buildings and farm ponds;

6. Forestry land management practices, including harvesting; provided, however, that when such exempt forestry practices cause or result in land-disturbing or other activities otherwise prohibited in a buffer, as established in Paragraphs o. and p. of Subsection 3.1.1.C.3. of this Ordinance, no other land-disturbing activities, except for normal forest management practices, shall be allowed on the entire property upon which the forestry practices were conducted for a period of three (3) years after completion of such forestry practices;

7. Any project carried out under the technical supervision of the Natural Resources Conservation Service of the United States Department of Agriculture;

8. Any project involving one-tenth (1/10) acre or less; provided, however, that this exemption shall not apply to any land-disturbing activity within a larger common plan of development or sale with a planned disturbance of equal to or greater than one acre or within two hundred feet (200') of the bank of any State Waters, and for purposes of this Subsection, "State Waters" excludes channels and drainageways which have water in them only during and immediately after rainfall events and intermittent streams which do not have water in them year-round; provided, however, that any person responsible for a project which involves less than one-tenth (1/10) acre, which involves land-disturbing activity, and which is within two hundred feet (200') of any such excluded channel or drainageway, must prevent sediment from moving beyond the boundaries of the property on which such project is located and provided, further, that nothing contained herein shall prevent the City from regulating any such project which is not specifically exempted by Subsections 1, 2, 3, 4, 5, 6, 7, 9, or 10 of this Section.

9. Construction or maintenance projects, or both, undertaken and/or financed in whole or in part by the Department of Transportation, the Georgia Highway Authority, or the State Tollway Authority; or any road construction or maintenance project, or both, undertaken by any county or municipality; provided, however, that construction or maintenance projects of the Department of Transportation or State Tollway Authority which disturb one or more contiguous acres of land shall be subject to provisions of O.C.G.A. § 12-7-7.1; except where the Department of Transportation, the Georgia Highway Authority, or the State Road and Tollway Authority is a secondary permittee for a project located within a larger common plan of development or sale

under the state general permit, in which case a copy of a notice of intent under the state general permit shall be submitted to the City, the City shall enforce compliance with the minimum requirements set forth in O.C.G.A. § 12-7-6 as if a permit had been issued, and violations shall be subject to the same penalties as violations by permit holders;

10. Any land-disturbing activities conducted by any electric membership corporation or municipal electrical system or any public utility under the regulatory jurisdiction of the Public Service Commission, any utility under the regulatory jurisdiction of the Federal Energy Regulatory Commission, any cable television system as defined in O.C.G.A. § 36-18-1, or any agency or instrumentality of the United States engaged in the generation, transmission, or distribution of power; except where an electric membership corporation or municipal electrical system or any public utility under the regulatory jurisdiction of the Public Service Commission, any utility under the regulatory jurisdiction of the Federal Energy Regulatory Commission, any cable television system as defined in O.C.G.A. § 36-18-1, or any agency or instrumentality of the United States engaged in the generation, transmission, or distribution of power is a secondary permittee for a project located within a larger common plan of development or sale under the state general permit, in which case a copy of a notice of intent under the state general permit shall be submitted to the City, the City shall enforce compliance with the minimum requirements set forth in O.C.G.A. § 12-7-6 as if a permit had been issued, and violations shall be subject to the same penalties as violations by permit holders; and

11. Any public water system reservoir.

C. *Minimum Requirements For Erosion And Sedimentation Control Using Best Management Practices.*

1. General Provisions. Excessive soil erosion and resulting sedimentation can take place during land-disturbing activities. Therefore, plans for those land-disturbing activities which are not exempted by this Ordinance shall contain provisions for application of soil erosion and sedimentation control measures and practices. The provisions shall be incorporated into the erosion and sedimentation control plans. Soil erosion and sedimentation control measures and practices shall conform to the requirements of Subsections 3.1.1.C.2. and 3. of this Ordinance. The application of measures and practices shall apply to all features of the site, including street and utility installations, drainage facilities and other temporary and permanent improvements. Measures shall be installed to prevent or control erosion and sedimentation pollution during all stages of any land-disturbing activity.

2. Minimum Requirements/BMPs.

a. Best management practices, as set forth in Subsections 3.1.1.C.2. and 3. of this Ordinance, shall be required for all land-disturbing activities. Proper design, installation, and maintenance of best management practices shall constitute a complete defense to any action by the Director or to any other allegation of noncompliance with Paragraph b of Subsection 3.1.1.C.2. or any substantially similar terms contained in a permit for the discharge of stormwater issued pursuant to subsection (f) of O.C.G.A. § 12-5-30, the "Georgia Water Quality Control Act". As used in this Subsection, the terms "proper design" and "properly designed" means designed in accordance with the hydraulic design specifications contained in the Manual for Erosion and Sediment Control in Georgia specified in O.C.G.A. § 12-7-6 subsection (b).

b. A discharge of stormwater runoff from disturbed areas where best management practices have not been properly designed, installed and maintained shall constitute a separate violation of any land-disturbing permit issued by the City or of any state general permit issued by the Division pursuant to subsection (f) of O.C.G.A. § 12-5-30, the "Georgia Water Quality Control Act", for each day on which such discharge results in the turbidity of the receiving waters being increased by more than twenty-five (25) nephelometric turbidity units for waters supporting warm water fisheries or by more than ten (10) nephelometric turbidity units for waters classified as trout waters. The turbidity of the receiving waters shall be measured in accordance with guidelines to be issued by the Director. This Subsection shall not apply to any land disturbance associated with the construction of 'For-

Sale' dwellings which are not part of a larger common plan of development or sale unless the planned disturbance for such construction is equal to or greater than five acres.

c. Failure to properly design, install, or maintain best management practices shall constitute a violation of any land-disturbing permit issued by the City or of any state general permit issued by the Division pursuant to subsection (f) of O.C.G.A. § 12-5-30, the "Georgia Water Quality Control Act", for each day on which such failure occurs.

d. The Director may require, in accordance with regulations adopted by the Board, reasonable and prudent monitoring of the turbidity level of receiving waters into which discharges from land-disturbing activities occur.

e. The LIA may set more stringent buffer requirements than stated in Subsections 3.1.1.C.3.o. and p. in light of O.C.G.A. § 12-7-6(c).

3. The rules and regulations, ordinances, or resolutions adopted pursuant to this Section for the purpose of governing land-disturbing activities shall require, as a minimum, protections at least as stringent as the state general permit; and best management practices, including sound conservation and engineering practices to prevent and minimize erosion and resultant sedimentation, which are consistent with, and no less stringent than, those practices contained in the *Manual for Erosion and Sediment Control in Georgia* published by the Georgia Soil and Water Conservation Commission as of January 1 of the year in which the land-disturbing activity was permitted, as well as the following:

a. Stripping of vegetation, regrading and other development activities shall be conducted in a manner so as to minimize erosion;

b. Cut-fill operations must be kept to a minimum;

c. Development plans must conform to topography and soil type so as to create the lowest practical erosion potential;

d. Whenever feasible, natural vegetation shall be retained, protected and supplemented;

e. The disturbed area and the duration of exposure to erosive elements shall be kept to a practicable minimum;

f. Disturbed soil shall be stabilized as quickly as practicable;

g. Temporary vegetation or mulching shall be employed to protect exposed critical areas during development;

h. Permanent vegetation and structural erosion control measures shall be installed as soon as practicable;

i. To the extent necessary, sediment in runoff water must be trapped by the use of debris basins, sediment basins, silt traps, or similar measures until the disturbed area is stabilized. As used in this Subsection, a disturbed area is stabilized when it is brought to a condition of continuous compliance with the requirements of O.C.G.A. § 12-7-1 et seq.;

j. Adequate provisions must be provided to minimize damage from surface water to the cut face of excavations or the sloping surface of fills;

k. Cuts and fills may not endanger adjoining property;

l. Fills may not encroach upon natural watercourses or constructed channels in a manner so as to adversely affect other property owners;

m. Grading equipment must cross flowing steams by means of bridges or culverts except when such methods are not feasible, provided, in any case, that such crossings are kept to a minimum;

n. Land-disturbing activity plans for erosion and sedimentation control shall include provisions for treatment or control of any source of sediments and adequate sedimentation control

facilities to retain sediments on-site or preclude sedimentation of adjacent waters beyond the levels specified in Paragraph b. of Subsection 3.1.1.C.2. of this Ordinance.

o. Except as provided in Paragraph p of this Subsection, there is established a twenty-five (25) foot buffer along the banks of all State Waters, as measured horizontally from the point where vegetation has been wrested by normal stream flow or wave action, except where the Director determines to allow a variance that is at least as protective of natural resources and the environment, where otherwise allowed by the Director pursuant to O.C.G.A. § 12-2-8, or where a drainage structure or a roadway drainage structure must be constructed, provided that adequate erosion control measures are incorporated in the project plans and specifications, and are implemented; provided, however, the buffers of at least twenty-five (25) feet established pursuant to part 6 of Article 5, Chapter 5 of Title 12, the "Georgia Water Quality Control Act", shall remain in force unless a variance is granted by the Director as provided in this Paragraph. The following requirements shall apply to any such buffer:

(1) No land-disturbing activities shall be conducted within a buffer and a buffer shall remain in its natural, undisturbed state of vegetation until all land-disturbing activities on the construction site are completed. Once the final stabilization of the site is achieved, a buffer may be thinned or trimmed of vegetation as long as a protective vegetative cover remains to protect water quality and aquatic habitat and a natural canopy is left in sufficient quantity to keep shade on the stream bed; provided, however, that any person constructing a 'For-Sale' dwelling when such residence is constructed by or under contract with the owner for his or her own occupancy, may thin or trim vegetation in a buffer at any time as long as protective vegetative cover remains to protect water quality and aquatic habitat and a natural canopy is left in sufficient quantity to keep shade on the stream bed; and

(2) The buffer shall not apply to the following land-disturbing activities, provided that they occur at an angle, as measured from the point of crossing, within twenty-five (25) degrees of perpendicular to the stream; cause a width of disturbance of not more than fifty (50) feet within the buffer; and adequate erosion control measures are incorporated into the project plans and specifications and are implemented: (i) Stream crossings for water lines; or (ii) Stream crossings for sewer lines.

p. There is established a fifty (50) foot buffer as measured horizontally from the point where vegetation has been wrested by normal stream flow or wave action, along the banks of any State Waters classified as "trout streams" pursuant to Article 2 of Chapter 5 of Title 12, the "Georgia Water Quality Control Act", except where a roadway drainage structure must be constructed; provided, however, that small springs and streams classified as trout streams which discharge an average annual flow of twenty-five (25) gallons per minute or less shall have a twenty-five (25) foot buffer or they may be piped, at the discretion of the landowner, pursuant to the terms of a rule providing for a general variance promulgated by the Board, so long as any such pipe stops short of the downstream landowner's property and the landowner complies with the buffer requirement for any adjacent trout streams. The Director may grant a variance from such buffer to allow land-disturbing activity, provided that adequate erosion control measures are incorporated in the project plans and specifications and are implemented. The following requirements shall apply to such buffer:

(1) No land-disturbing activities shall be conducted within a buffer and a buffer shall remain in its natural, undisturbed state of vegetation until all land-disturbing activities on the construction site are completed. Once the final stabilization of the site is achieved, a buffer may be thinned or trimmed of vegetation as long as a protective vegetative cover remains to protect water quality and aquatic habitat and a natural canopy is left in sufficient quantity to keep shade on the stream bed; provided, however, that any person constructing a 'For-Sale' dwelling when such residence is constructed by vegetative cover remains to protect water quality and aquatic habitat and a natural canopy is left in sufficient quantity to keep shade on the stream bed, and

(2) The buffer shall not apply to the following land-disturbing activities, provided that they occur at an angle, as measured from the point of crossing, within twenty-five (25) degrees of perpendicular to the stream; cause a width of disturbance of not more than fifty (50) feet within the buffer; and adequate erosion control measures are incorporated into the project plans and specifications and are implemented: (i) Stream crossings for water lines; or (ii) Stream crossings for sewer lines.

q. .Disturbed areas of any permitted land development project should be limited at any time to a maximum of twenty (20) acres. Larger areas of disturbance may be permitted with the written approval of the Community Development Director.

r. Where possible, heavy equipment operation, storage of bulk materials, heavy trafficking, and planned building area should avoid soils with high permeability. Soil permeability shall be based on the most recent soil survey or the best information available.

s. Where possible, natural drainage pathways and conveyances, should be preserved and/or enhanced.

4. Nothing contained in this Section shall prevent the City from adopting rules and regulations, ordinances or resolutions that contain stream buffer requirements that exceed the minimum requirements in Subsections 3.1.1.C.2 and 3 of this Ordinance.

5. The fact that a land-disturbing activity for which a permit has been issued results in injury to the property of another shall neither constitute proof of nor create a presumption of a violation of the standards provided for in this Ordinance or the terms of the permit.

D. *Application/Permit Process.*

1. *General.* The property owner, developer and designated planners and engineers shall review the general development plans and detailed plans of the City that affect the tract to be developed and the area surrounding it. They shall review local ordinances including but not limited to: zoning, stormwater management, subdivision, flood damage prevention, wetland protection, this ordinance, and others, which regulate the development of land within the jurisdictional boundaries of the City. However, the owner and/or operator is the only party that can obtain a permit.

2. *Application requirements.*

a. No person shall conduct any land-disturbing activity within the jurisdictional boundaries of the City without first obtaining a permit from the City Engineer to perform such activity and providing a copy of the Notice of Intent submitted to EPD if applicable.

b. The application for a permit shall be submitted to the City Engineer and must include the applicant's erosion and sedimentation control plan with supporting data, as necessary. Said plans shall include, as a minimum, the data specified in Subsection 3.1.1.D.3. of this Ordinance. Erosion, sedimentation, and pollution control plans, together with supporting data, must demonstrate affirmatively that the land-disturbing activity proposed will be carried out in such a manner that the provisions of Subsections 3.1.1.C.2. and 3. of this Ordinance will be met. Applications for a permit will not be accepted unless accompanied by six (6) copies of the applicant's soil erosion and sedimentation control plans. All applications shall contain a certification stating that the plan preparer or the designee thereof visited the site prior to creation of the plan in accordance with EPD Rule 391-3-7-10.

c. A fee payable to the City shall be paid with each application. The amount of the fee shall be established from time to time by the City Council.

d. In addition to the local permitting fees, fees will also be assessed pursuant to paragraph (5) subsection (a) of O.C.G.A. § 12-5-23, provided that such fees shall not exceed $80.00 per acre of land-disturbing activity, and these fees shall be calculated and paid by the primary permitee as defined in the state general permit for each acre of land-disturbing activity

k. A delineation of tree save areas in which trees have been inventoried for density calculations;

l. If applicable, locations and details of all permanent tree protection measures (tree wells, aeration systems, permeable paving, retaining walls, bollards, etc.); and

m. Additional information as required on a case-by-case basis.

The above items may be integrated into the normal application requirements and submittals.

B. Minor additions to existing development require only a sketch showing changes to be submitted to the Director for review and approval.

3.2.7 Minimum tree density requirement.

A. All sites within the City other than 'For-Sale' residential lots shall maintain a Minimum Tree Density of twenty (20) units per acre. All sites within the City other than 'For-Sale' residential lots shall maintain a minimum tree density of 20 units per acre. The term "unit" is an expression of basal area as defined herein, and is not synonymous with "tree". The density requirement must be met whether or not a site had trees prior to development. The density may be achieved by counting existing trees to be preserved, planting new trees in accordance with the minimum standards of this Ordinance, or some combination of the two. Minimum tree density shall be calculated and established pursuant to the formula and analysis set forth in Appendix A to this Ordinance. The developer shall be subject to the minimum tree density requirement set forth in this paragraph, but the developer shall base its density calculations on the net site area excluding the acreage required for Buffers and infrastructure improvements (roads, utility lines, detention ponds, etc.). In no event shall a parking lot be considered an infrastructure improvement.

B. All newly constructed 'For-Sale' residential lots in the City shall maintain a minimum tree density based upon the maximum number of trees that can be maintained within thirty percent (30%) of the lot's plantable area, taking into consideration the standards established in this Ordinance for tree size and separation. The density requirement must be met whether or not the individual lot had trees prior to development. The density requirement is calculated by determining lot size and deducting the impervious area, assigning the necessary root zone for trees (400 sq. ft. for Overstory trees and 200 sq. ft. for Understory trees). All 'For-Sale' residential lots constructed prior to the effective date of this Ordinance are required to maintain the requirements of this Section at a twenty percent (20%) level, rather than the thirty percent (30%) requirement used for new construction.

C. The density may be achieved by counting existing trees to be preserved, planting new trees according to the minimum standards of this Ordinance, or some combination of the two. In addition, replanting on such lots shall be at a ratio of not less than one (1) Overstory tree (minimum two-inch (2") caliper) for every three (3) Understory trees (minimum one-inch (1") caliper). No more than thirty percent (30%) of any one genus may be included in any replanting plan. Vegetated runoff reduction measures which include trees may count toward the tree density requirement.

D. Notwithstanding the foregoing, it is required that all reasonable efforts be made to save Specimen trees. (Reasonable efforts shall include, but not be limited to, alternate building design, building location, parking area layout, parking area location, water retention location and the like). Developers shall receive a density credit of two (2) times the assigned unit value for each Specimen Tree saved by utilizing an alternate design. Specimen trees that cannot be saved must be replaced with trees having a total density equal three (3) times the unit value of the tree removed with a minimum four-inch (4") tree caliper. Specimen Trees removed without prior approval shall be replaced with trees equal to eight (8) times the unit value with a minimum four-inch (4") tree caliper and subject to the applicable penalties as described in Section 3.2.19.

E. The intent of these Regulations is to insure that a minimum density of trees is maintained on all developed sites. Occasionally, this intent cannot be met because a project site will not bear the required density of trees. To provide some alternatives in such cases, two alternative methods of

compliance may, at the discretion of the Director, be approved: planting at a location remote from the project site; or, contributing to the City of Alpharetta Tree Replacement Fund.

1. The following standards have been established for administering these alternative compliance methods. The director must review and approve all requests for alternative compliance. In no instance, shall 100% of the required site density be met through alternative compliance. As many trees as can reasonably be expected to survive must be planted on the site in question.
2. No permit shall be issued until the Director has approved the request and received the necessary documentation and/or funds. If trees are to be planted at another location, the off-site location should be in the same area of the City as the project site and a tree replacement plan meeting all applicable standards must be reviewed and approved.
3. If a donation to the City of Alpharetta Tree Replacement Fund is approved, the amount of the donation shall be established by the Director. The amount of the donation shall be based upon the number, size and type of trees that cannot be planted at the site. The Director shall estimate the cost to the City for the materials, labor and 18 months maintenance requirements associated with the trees. The amount of the donation shall be 100% of the estimated costs of the average 2 bids from reputable landscape contractors, licensed to do business in the City, for the materials and labor. The funds shall be used by the City for the sole purpose of planting trees on public property.

3.2.8 Tree survey plan and inventory.

A. A tree survey shall be provided in the form of a to-scale map or a site plan prepared and sealed by a registered surveyor or registered engineer, noting the location of all trees within the area to be modified from its natural state and twenty-five feet (25') beyond in each direction.

B. All Specimen Trees and all trees that are to be counted toward meeting density requirements must be shown on the survey and inventoried by size (Caliper or DBH, whichever is applicable) and species. ampling methods may be used to determine tree densities for forested areas (over five (5) acres). Specimen Trees must be shown on the plan with an indication whether they are to be retained or removed. All Tree Protection Zones and Tree Save Areas must be delineated on the plan. All Buffers with existing trees must be delineated on plans as Tree Save Areas. Land disturbance within any Buffer is subject to Planning Department approval.

3.2.9 Tree survey inspection.

Following the receipt of the completed tree removal application and supporting data, the Director shall schedule and conduct an inspection of the proposed development site. The applicant or his designee shall be advised as to the date and time of the inspection and given an opportunity to participate. Following inspection, the Director shall advise the applicant of any recommended changes in the applicant's proposed tree removal, protection or replanting plans necessary to make the plans comply with the provisions of this Ordinance.

3.2.10 Tree removal approval applications.

A. The Director shall review all applications and supporting data and take one (1) of the following actions: approve, approve with conditions or disapprove. Applications, which meet the requirements of this Ordinance, shall be approved.

B. Development Activity will not be authorized until such time as appropriate Land Disturbance Permits have been issued and approval granted.

C. Tree removal and replacement shall begin no later than one hundred eighty (180) days after issuance of the permit and shall be completed no later than two (2) years after the issuance of the permit. Except as provided in these regulations authorizing certain cut and fill activities. The Director may refuse to issue any permit for tree removal until the submission of all development plans and

receipt of other evidence satisfactory to the Director that there is a reasonable certainty that the Development is imminent.

3.2.11 Tree conservation standards.

Prior to any tree removal or commencement of construction on a site and continuing until a final subdivision plat has been recorded or a certificate of occupancy has been issued, the following system shall be used:

A. *Location and Types of Tree Protection Devices.*

1. Tree protection devices are to be installed as shown on the plan or otherwise completely surrounding the Critical Root Zone of all trees to be preserved.
2. The plan shall indicate whether the tree protection device is to be active or passive.
3. Active protection (see Materials subsection) is required where Tree Save Areas are located in proximity to construction activity.
4. Passive protection (see Materials subsection) may be used in more remote locations and in all protected zones not designated as Tree Save Areas.
5. The locations of all tree protection devices will be verified prior to the issuance of the construction permit for clearing and/or grading.
6. Once Protected Zones are established and approved, any changes are subject to Development and Inspections Department review.

B. *Materials.*

1. Active tree protection shall consist of chain link, orange laminated plastic, wooden post and rail fencing or other equivalent restraining material. In addition to fencing, where tree trunks are in jeopardy of being damaged by equipment, the Director shall require 2 inch by 4 inch boards to be strapped around the trunks of trees. In addition, where active tree protection is required, each tree to be saved shall be marked at the base of the trunk with blue colored water-based paint.
2. Passive protection shall consist of heavy mil. Plastic flagging, a minimum of 4 inches wide with dark letters on a bright background reading "Tree Protection Area—Do Not Enter" or equivalent signage on a continuous, durable restraint.

C. *Sequence of Installation and Removal.* All tree protection devices shall be installed prior to any land disturbance permit authorizing tree removal. The Engineering Department must inspect the installation of tree protection and erosion and sedimentation control devices prior to the issuance of the land disturbance permit. Tree protection must remain in functioning condition until the certificate of occupancy is issued.

3.2.12 Tree protection.

A. The cleaning of equipment, storage of materials or dirt, disposal of waste material such as paint, oil solvents or other harmful substances, or any other such act which may be harmful to the continued vitality of the tree(s) within the tree protection area, is prohibited.

B. Prior to commencement of any grading, construction or tree removal authorized through the issuance of a land disturbance permit, a Tree Protection Area for any tree located within 25 feet of any proposed grading, construction or tree removal must be established by physical barriers and maintained until such work is completed.

- Expected time frame in which the operation will occur.

- Additional information as may be required by City of Alpharetta staff to perform a proper review of the project and assure that the intent of the Soil and Erosion and Sediment Control Ordinance is met.

The Following Notes:

- The City of Alpharetta Engineering/Public Works Department reserves the right to require additional erosion and sedimentation control measures deemed necessary.

- The contractor shall implement all Best Management Practices for forestry as prescribed by the Georgia Forestry Commission and the U.S. Environment Protection Agency.

- No trees may be cut in buffer zones marked "undisturbed." Tree cutting shall be limited to the non-mechanical removal of pine (Pinus spp.) or yellow-poplar (Lirodendron tulipifera) trees with stump diameters greater than fifteen (15) inches; provided that a minimum of fifty (50) square feet of basal area remains in good condition in the buffer area at completion of the project. The non-mechanical removal of dead, diseased or insect infested trees is also allowed in this buffer (subject to verification by the City of Alpharetta Arborist).

- All buffers of state waters shall remain undisturbed except for haul road crossing points.

- Projects, which are restricted to a "Residential Thinning", must leave a minimum density of thirty (30) square feet of basal area throughout all areas not designated as buffers or logging decks. Trees to be preserved to meet this requirement must be identifiable both before and after the harvest either by species or by a continuous marking around the trunk at 4.5 feet and at .5 feet above the ground. These trees must be left in good condition with no injuries to the trunk, crown or root system, which would predispose them to disease or pest infestation.

All pine logging slash with stems larger than five (5) inches in diameter shall be chipped and returned to the site or removed from the site to reduce the possibility of insect infestation.

- Logging decks, temporary haul roads, skid trails and any other disturbed areas left idle for two to four weeks will be restored to their contours and established to temporary vegetation (DsD). These disturbed areas left idle for four weeks or more will be established to permanent vegetation (Ds3). All areas remaining at the end of the project will be established to permanent vegetation within two weeks.

- When hand planting, mulch (hay or straw) should be uniformly spread over seeded area within 24 hours of seeding.

- During unstable growing seasons, mulch will be used as a temporary cover (Ds1). On slopes that are 4:1 or steeper, mulch will be anchored.

- The City of Alpharetta Land Disturbance Permit must be displayed on site at all times during the project operation and in plain view from an adjacent county road or street.

Before any activity can begin an inspection must be performed for basal area confirmation, erosion control devices and buffer area delineation. At this time, the contractor must show a current City of Alpharetta business license or registration certificate. At completion of the project, a final inspection must be performed.

SECTION 3.3 - STORM WATER MANAGEMENT—GENERAL

3.3.1 General.

A. *Introduction.*

It is hereby determined that:

Land development projects and other land use conversions, and their associated changes to land cover, permanently alter the hydrologic response of local watersheds and increase stormwater runoff rates and volumes, which in turn increase flooding, stream channel erosion, and sediment transport and deposition;

Land development projects and other land use conversions also contribute to increased nonpoint source pollution and degradation of receiving waters;

The impacts of post-development stormwater runoff quantity and quality can adversely affect public safety, public and private property, drinking water supplies, recreation, fish and other aquatic life, property values and other uses of lands and waters;

These adverse impacts can be controlled and minimized through the regulation of stormwater runoff quantity and quality from new development and redevelopment, by the use of both structural facilities as well as nonstructural measures, such as the conservation of open space and greenspace areas. The preservation and protection of natural area and greenspace for stormwater management benefits is encouraged through the use of incentives or "credits." The Georgia Greenspace Program provides a mechanism for the preservation and coordination of those greenspace areas which provide stormwater management quality and quantity benefits;

Localities in the State of Georgia are required to comply with a number of both State and Federal laws, regulations and permits which require a locality to address the impacts of post-development stormwater runoff quality and nonpoint source pollution;

Therefore, the City of Alpharetta has established this set of stormwater management policies to provide reasonable guidance for the regulation of post-development stormwater runoff for the purpose of protecting local water resources from degradation. It has determined that it is in the public interest to regulate post-development stormwater runoff discharges in order to control and minimize increases in stormwater runoff rates and volumes, post-construction soil erosion and sedimentation, stream channel erosion, and nonpoint source pollution associated with post-development stormwater runoff.

B. *Purpose and Intent.* The purpose of this ordinance is to protect, maintain and enhance the public health, safety, environment and general welfare by establishing minimum requirements and procedures to control the adverse effects of increased post-development stormwater runoff and nonpoint source pollution associated with new development and redevelopment. It has been determined that proper management of post-development stormwater runoff will minimize damage to public and private property and infrastructure, safeguard the public health, safety, environment and general welfare of the public, and protect water and aquatic resources. This ordinance seeks to meet that purpose through the following objectives:

1. Establish decision-making processes surrounding land development activities that protect the integrity of the watershed and preserve the health of water resources;
2. Require that new development and redevelopment maintain the pre-development hydrologic response in their post-development state as nearly as practicable in order to reduce flooding, streambank erosion, nonpoint source pollution and increases in stream temperature, and maintain the integrity of stream channels and aquatic habitats; to meet this purpose, where practicable, the use of on-site runoff reduction measures is encouraged, including but not limited to preservation of existing natural areas; bioretention areas; permeable pavement for parking; vegetated swales; cisterns; greenroofs; and underground detention.
3. Establish minimum post-development stormwater management standards and design criteria for the regulation and control of stormwater runoff quantity and quality;
4. Establish design and application criteria for the construction and use of structural stormwater control facilities that can be used to meet the minimum post-development stormwater management standards;

Easement. An acquired legal right for a specific use of land owned by others.

Erosion and Sedimentation Control Plan. A plan that is designed to minimize the accelerated erosion and sediment runoff at a site during land disturbance activities.

Extended Detention. The detention of stormwater runoff for an extended period, typically 24 hours or greater.

Extreme Flood Protection. Measures taken to prevent adverse impacts from large low-frequency storm events with a return frequency of 100 years or more.

Flood or Flooding. A volume of surface water that is too great to be confined within the banks or walls of a conveyance or stream channel and that overflows onto adjacent lands; or a general and temporary condition of partial or complete inundation of normally dry land areas from: the overflow of inland or tidal waters; or the unusual and rapid accumulation or runoff of surface waters from any source.

Floodplain. Any land area susceptible to flooding, which would have at least a one percent probability of flooding occurrence in any calendar year based on the basin being fully developed as shown on the current land use plan; i.e., the regulatory flood.

Greenspace or Open Space. Permanently protected areas of the site that are preserved in a natural state.

Hotspot. An area where the use of the land has the potential to generate highly contaminated runoff, with concentrations of pollutants in excess of those typically found in stormwater.

Hydrologic Soil Group (HSG). A Natural Resource Conservation Service classification system in which soils are categorized into four runoff potential groups. The groups range from group A soils, with high permeability and little runoff produced, to group D soils, which have low permeability rates and produce much more runoff.

Illegal Connection. Either of the following:

Any pipe, open channel, drain or conveyance, whether on the surface or subsurface, which allows an illicit discharge to enter the storm drain system including but not limited to any conveyances which allow any non-stormwater discharge including sewage, process wastewater, and wash water to enter the storm drain system, regardless of whether such pipe, open channel, drain or conveyance has been previously allowed, permitted, or approved by an authorized enforcement agency; or

Any pipe, open channel, drain or conveyance connected to the City of Alpharetta separate storm sewer system which has not been documented in plans, maps, or equivalent records and approved by an authorized enforcement agency.

Illicit Discharge. Any direct or indirect non-stormwater discharge to the City of Alpharetta separate storm sewer system, except as exempted in Section 3.3.9.C. of this ordinance.

Impervious Cover. A surface composed of any material that significantly impedes or prevents the natural infiltration of water into soil. Impervious surfaces include, but are not limited to, rooftops, buildings, streets and roads, and any concrete or asphalt surface. Streets, parking areas, sidewalks, and other surfaces constructed with pervious paving and green roofs shall not be considered impervious cover for the purposes of this Section if it is a stormwater management practice with a recorded long-term maintenance agreement.

Industrial Activity. Activities subject to NPDES Industrial Permits as defined in 40 CFR, Section 122.26 (b)(14).

Industrial Stormwater Permit. A National Pollutant Discharge Elimination System (NPDES) permit issued to an industry or group of industries which regulates the pollutant levels associated with industrial stormwater discharges or specifies on-site pollution control strategies.

Infiltration. The process of percolating stormwater runoff into the subsoil.

Inspection and Maintenance Agreement. A written agreement providing for the long-term inspection and maintenance of stormwater management facilities and practices on a site or with respect to a land development project, which when properly recorded in the deed records constitutes a restriction on the title to a site or other land involved in a land development project.

Jurisdictional Wetland. An area that is inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support a prevalence of vegetation typically adapted for life in saturated soil conditions, commonly known as hydrophytic vegetation.

Land Development. Any land change, including, but not limited to, clearing, digging, grubbing, stripping, removal of vegetation, dredging, grading, excavating, transporting and filling of land, construction, paving, and any other installation of impervious cover.

Land Development Activities. Those actions or activities which comprise, facilitate or result in land development.

Land Development Project. A discrete land development undertaking.

Land Disturbance. Any land or vegetation change, including, but not limited to, clearing, grubbing, stripping, removal of vegetation, dredging, grading, excavating, transporting and filling of land, that do not involve construction, paving or any other installation of impervious cover.

Land Disturbance Activity. Those actions or activities which comprise, facilitate or result in land disturbance.

Maintenance. Any action necessary to preserve stormwater management facilities in proper working condition, in order to serve the intended purposes set forth in this Ordinance and to prevent structural failure of such facilities.

National Pollutant Discharge Elimination System (NPDES) Storm Water Discharge Permit. A permit issued by the Georgia EPD under authority delegated pursuant to 33 USC § 1342(b) that authorizes the discharge of pollutants to waters of the United States, whether the permit is applicable on an individual, group, or general area-wide basis.

New Development. A land development activity on a previously undeveloped site.

Non-perennial Stream. Any stream that is not classified as a perennial stream or that the City Engineer determines to be falsely classified as a perennial stream, beginning at: The location of a spring, seep, or groundwater outflow that sustains streamflow; or a point in the stream channel with a drainage area of 25 acres or more; or where evidence indicates the presence of a stream in a drainage area of other than 25 acres, the City of Alpharetta may require field studies to verify the existence of a stream.

Nonpoint Source Pollution. A form of water pollution that does not originate from a discrete point such as a sewage treatment plant or industrial discharge, but involves the transport of pollutants such as sediment, fertilizers, pesticides, heavy metals, oil, grease, bacteria, organic materials and other contaminants from land to surface water and groundwater via mechanisms such as precipitation, stormwater runoff, and leaching. Nonpoint source pollution is a by-product of land use practices such as agricultural, silvicultural, mining, construction, subsurface disposal and urban runoff sources.

Non-Stormwater Discharge. Any discharge to the storm drain system that is not composed entirely of stormwater.

Nonstructural Stormwater Management Practice or Nonstructural Practice. Any natural or planted vegetation or other nonstructural component of the stormwater management plan that provides for or enhances stormwater quantity and/or quality control or other stormwater management benefits, and includes, but is not limited to, riparian buffers, open and greenspace areas, overland flow filtration areas, natural depressions, and vegetated channels.

Off-Site Facility. A stormwater management facility located outside the boundaries of the site.

On-Site Facility. A stormwater management facility located within the boundaries of the site.

Overbank Flood Protection. Measures taken to prevent an increase in the frequency and magnitude of out-of-bank flooding (i.e. flow events that exceed the capacity of the channel and enter the floodplain), and that are intended to protect downstream properties from flooding for the 2-year through 25-year frequency storm events.

Owner. The legal or beneficial owner of a site, including but not limited to, a mortgagee or vendee in possession, receiver, executor, trustee, lessee or other person, firm or corporation in control of the site.

Parcel. Any plot, lot or acreage shown as a unit on the latest county tax assessment records.

Perennial Stream. Means any stream which is designated and shown as a permanent stream on the 7.5-minute quadrangle maps of the U.S. Geological Survey, plus any stream which the Mayor and City Council may determine to be, and designate as, a flowing stream.

Permit. The permit issued by the City of Alpharetta to the applicant which is required for undertaking any land development activity.

Person. Except to the extent exempted from this ordinance, any individual, partnership, firm, association, joint venture, public or private corporation, trust, estate, commission, board, public or private institution, utility, cooperative, city, county or other political subdivision of the State, any interstate body or any other legal entity.

Pollutant. Anything which causes or contributes to pollution. Pollutants may include, but are not limited to: paints, varnishes, and solvents; petroleum hydrocarbons; automotive fluids; cooking grease; detergents (biodegradable or otherwise); degreasers; chemicals; steam cleaning or laundry wastes; heated water; chlorinated water or chlorine (except as exempted above); non-hazardous liquid and solid wastes and yard wastes; bark and other fibrous material; refuse, rubbish, garbage, litter, or other discarded or abandoned objects and accumulations, so that same may cause or contribute to pollution; animal carcasses; silt; acids or alkalis; recreational vehicle wastes; dyes (without prior permission of the Department); floatables; pesticides, herbicides, and fertilizers; liquid and solid wastes; sewage, fecal coliform and pathogens; dissolved and particulate metals; animal wastes; wastes and residues that result from constructing a building or structure; concrete and cement; washing of fresh concrete for cleaning and/or finishing purposes or to expose aggregates; and noxious or offensive matter of any kind.

Pollution. The contamination or other alteration of any water's physical, chemical or biological properties by the addition of any constituent and includes but is not limited to, a change in temperature, taste, color, turbidity, or odor of such waters, or the discharge of any liquid, gaseous, solid, radioactive, or other substance into any such waters as will or is likely to create a nuisance or render such waters harmful, detrimental or injurious to the public health, safety, welfare, or environment, or to domestic, commercial, industrial, agricultural, recreational, or other legitimate beneficial uses, or to livestock, wild animals, birds, fish or other aquatic life.

Post-development. The time period, or the conditions that may reasonably be expected or anticipated to exist, after completion of the land development activity on a site as the context may require.

Pre-development. The time period, or the conditions that exist, on a site prior to the commencement of a land development project and at the time that plans for the land development of a site are approved by the plan approving authority. Where phased development or plan approval occurs (preliminary grading, roads and utilities, etc.), the existing conditions at the time prior to the first item being approved or permitted shall establish pre-development conditions.

Premises. Any building, lot, parcel of land, or portion of land whether improved or unimproved including adjacent sidewalks and parking strips.

Private. Property or facilities owned by individuals, corporations, and other organizations and not by city, state, or federal government.

Project. A land development project.

Protection Area, or Stream Protection Area. With respect to a stream, the combined areas of all required buffers and setbacks applicable to such stream.

Redevelopment. A land development project on a previously developed site, but excludes ordinary maintenance activities, remodeling of existing buildings, resurfacing of paved areas, and exterior changes or improvements which do not materially increase or concentrate stormwater runoff, or cause additional nonpoint source pollution.

Regional Stormwater Management Facility or Regional Facility. Stormwater management facilities designed to control stormwater runoff from multiple properties, where the owners or developers of the individual properties may assist in the financing of the facility, and the requirement for on-site controls is either eliminated or reduced.

Riparian. Belonging or related to the bank of a river, stream, lake, pond or impoundment.

Runoff. Stormwater runoff.

Runoff Reduction Measures. Preservation of an area's landscape features (vegetation, soils, and natural processes) that help manage and reduce stormwater runoff from a development or redevelopment site. Runoff reduction measures also include structurally engineered practices (such as bioretention areas, bioswales, pervious paving, greenroofs, greenwalls, stormwater street trees, and cisterns) that mimic natural processes to manage stormwater as close to its source as possible and reduce stormwater runoff from the site. In addition to stormwater management, runoff reduction measures can enhance site aesthetics, improve air quality, reduce urban heat island impacts, provide shading, create wildlife habitat, reduce energy consumption, reduce infrastructure costs, and increase property values.

Setback. With respect to a stream, the area extending beyond any buffer applicable to the stream.

Site. The parcel of land being developed, or the portion thereof on which the land development project is located.

State Waters. Any and all rivers, streams, creeks, branches, lakes, reservoirs, ponds, drainage systems, springs, wells, and other bodies of surface and subsurface water, natural or artificial, lying within or forming a part of the boundaries of the State of Georgia which are not entirely confined and retained completely upon the property of a single person.

Stormwater Better Site Design. Nonstructural site design approaches and techniques that can reduce a site's impact on the watershed and can provide for nonstructural stormwater management. Stormwater better site design includes conserving and protecting natural areas and greenspace, reducing impervious cover and using natural features for stormwater management.

Stormwater Management. The collection, conveyance, storage, treatment and disposal of stormwater runoff in a manner intended to prevent increased flood damage, streambank channel erosion, habitat degradation and water quality degradation, and to enhance and promote the public health, safety and general welfare.

Stormwater Management Facility. Any infrastructure that controls or conveys stormwater runoff.

Stormwater Management Manual. The most recent update of the City of Alpharetta Stormwater Management Design Manual, combined with the latest edition of the Georgia Stormwater Management Manual.

Stormwater Management Measure. Any stormwater management facility or nonstructural stormwater practice.

Stormwater Management Plan. A document describing how existing runoff characteristics will be affected by a land development project and containing measures for complying with the provisions of this ordinance.

Stormwater Management System. The entire set of structural and nonstructural stormwater management facilities and practices that are used to capture, convey and control the quantity and quality of the stormwater runoff from a site.

Stormwater Retrofit. A stormwater management practice designed for a currently developed site that previously had either no stormwater management practice in place or a practice inadequate to meet the stormwater management requirements of the site.

Stormwater Runoff or Stormwater. Any surface flow, runoff, and drainage consisting entirely of water from any form of natural precipitation, and resulting from such precipitation.

Stream Bank. The sloping land that contains the stream channel and the normal flows of the stream.

Stream Channel. The portion of a watercourse that contains the base flow of the stream.

Structural Stormwater Control. A structural stormwater management facility or device that controls stormwater runoff and changes the characteristics of that runoff including, but not limited to, the quantity and quality, the period of release or the velocity of flow of such runoff.

Subdivision. The division of a tract or parcel of land resulting in one or more new lots or building sites for the purpose, whether immediately or in the future, of sale, other transfer of ownership or land development, and includes divisions of land resulting from or made in connection with the layout or development of a new street or roadway or a change in an existing street or roadway.

Variance. The modification of the minimum stormwater management requirements for specific circumstances where strict adherence of the requirements would result in unnecessary hardship and not fulfill the intent of this Ordinance.

Watershed. The land area that drains into a particular stream.

3.3.3 Permit procedures and requirements.

A. *Permit Application Requirements.* No owner or developer shall perform any land development activities without first meeting the requirements of this ordinance prior to commencing the proposed activity.

Unless specifically exempted by this ordinance, any owner or developer proposing a land development activity shall submit to the City of Alpharetta a permit application on a form provided by the Community Development Department for that purpose.

Unless otherwise exempted by this ordinance, a permit application shall be accompanied by the following items in order to be considered:

1. Stormwater preliminary plan and consultation meeting certification in accordance with Section 3.3.3.B.;
2. Stormwater management plan in accordance with Section 3.3.3.C.;
3. Inspection and maintenance agreement in accordance with Section 3.3.3.D., if applicable;
4. Performance bond in accordance with Section 3.3.3.E., if applicable; and,
5. Permit application and plan review fees in accordance with Section 3.3.3.F.

B. *Stormwater Preliminary Plan and Consultation Meeting.* Before any stormwater management permit application is submitted, the land owner or developer shall meet with the City Engineer for a consultation meeting on a preliminary plan for the post-development stormwater management system to be utilized in the proposed land development project. This consultation meeting shall take place at the time of the preliminary plat of subdivision or other early step in the development process. The purpose of this meeting is to discuss the post-development stormwater management measures necessary for the proposed project, as well as to discuss and assess constraints, opportunities and potential ideas for stormwater management designs before the formal site design engineering is commenced.

To accomplish this goal the following information shall be included in the preliminary plan:

Existing conditions and proposed site layout sketch plans, which illustrate at a minimum: existing topography; location of floodplain/floodway boundaries; wetland delineations; lakes and ponds; perennial and non-perennial streams; stream buffers and setbacks; mapping of predominant soils from soil surveys (when available); boundaries of existing predominant vegetation; forest cover; locations of specimen trees; zoning buffers; location of existing and proposed roads and other impervious surfaces; preliminary

selection and location of proposed structural stormwater controls; location of existing and proposed conveyance systems such as grass channels, swales, and storm drains; flow paths; relationship of site to upstream and downstream properties and drainages; and preliminary location of proposed stream channel modifications, such as bridge or culvert crossings. Particular attention should be paid to environmentally sensitive features that provide particular opportunities or constraints for development.

Local watershed plans, the City greenspace protection plan (if applicable), and any relevant resource protection plans will be consulted in the discussion of the preliminary plan.

C. *Stormwater Management Plan Requirements.* The stormwater management plan shall detail how post-development stormwater runoff will be controlled or managed and how the proposed project will meet the requirements of this ordinance, including the performance criteria set forth in Section 3.3.4 below.

This plan shall be in accordance with the criteria established in this Section and must be submitted with the stamp and signature of a Professional Engineer (PE) licensed in the state of Georgia, who must verify that the design of all stormwater management facilities and practices meet the submittal requirements outlined in the submittal checklist(s) found in the Stormwater Management Manual.

The stormwater management plan must ensure that the requirements and criteria in this ordinance are being complied with and that opportunities are being taken to minimize adverse post-development stormwater runoff impacts from the development. The plan shall consist of maps, narrative, and supporting design calculations (hydrologic and hydraulic) for the proposed stormwater management system. The plan shall include all of the information required in the Stormwater Management Site Plan checklist found in the Stormwater Management Manual. This includes:

1. Common address and legal description of site.
2. Vicinity Map.
3. Existing Conditions Hydrologic Analysis. The existing conditions hydrologic analysis for stormwater runoff rates, volumes, and velocities, which shall include: a topographic map of existing site conditions with the drainage basin boundaries indicated; acreage, soil types and land cover of areas for each subbasin affected by the project; all perennial and intermittent streams and other surface water features; all existing stormwater conveyances and structural control facilities; direction of flow and exits from the site; analysis of runoff provided by off-site areas upstream of the project site; and methodologies, assumptions, site parameters and supporting design calculations used in analyzing the existing conditions site hydrology. For redevelopment sites, predevelopment conditions shall be modeled using the established guidelines for the portion of the site undergoing land development activities. The redevelopment guidelines, including how the predevelopment conditions will be modeled for redevelopment sites, will be established in the stormwater management manual.
4. Post-Development Hydrologic Analysis. The post-development hydrologic analysis for stormwater runoff rates, volumes, and velocities, which shall include: a topographic map of developed site conditions with the post-development drainage basin boundaries indicated; total area of post-development impervious surfaces and other land cover areas for each subbasin affected by the project; (pervious paved surfaces such as parking areas, sidewalks, and streets, and green roof areas shall be noted and included in #5. below, Stormwater Management System); calculations for determining the runoff volumes that need to be addressed for each subbasin for the development project to meet the post-development stormwater management performance criteria in Section 3.3.4; location and boundaries of proposed natural feature protection and conservation areas; documentation and calculations for any applicable site design credits that are being utilized; methodologies, assumptions, site parameters and supporting design calculations used in analyzing the existing conditions site hydrology. If the land development activity on a redevelopment site of 1-acre or more of disturbance constitutes more than 50 percent of the site area for the entire site, then the runoff reduction performance ~~criteria~~ standard in Section 3.3.4 must be met for the stormwater runoff from the entire site, at today's standard. The existing conditions hydrologic analysis can take into account the existing

development when defining curve numbers and calculating existing runoff, except where a downstream property is negatively impacted by the current conditions (i.e. currently flooding from the existing runoff). In that instance, a forested condition must be used when defining curve numbers and calculating pre-development runoff.

5. Stormwater Management System. The description, scaled drawings and design calculations for the proposed post-development stormwater management system, which shall include: A map and/or drawing or sketch of the stormwater management facilities, including the location of nonstructural site design features and the placement of existing and proposed structural stormwater controls, including design water surface elevations, storage volumes available from zero to maximum head, location of inlet and outlets, location of bypass and discharge systems, and all orifice/restrictor sizes; a narrative describing how the selected structural stormwater controls will be appropriate and effective; cross-section and profile drawings and design details for each of the structural stormwater controls in the system, including supporting calculations to show that the facility is designed according to the applicable design criteria; a hydrologic and hydraulic analysis of the stormwater management system for all applicable design storms (including stage-storage or outlet rating curves, and inflow and outflow hydrographs); documentation and supporting calculations to show that the stormwater management system adequately meets the post-development stormwater management performance criteria in Section 3.3.4; drawings, design calculations, elevations and hydraulic grade lines for all existing and proposed stormwater conveyance elements including stormwater drains, pipes, culverts, catch basins, channels, swales and areas of overland flow; and where applicable, a narrative describing how the stormwater management system corresponds with any watershed protection plans and/or local greenspace protection plan.

6. Post-Development Downstream Analysis. A downstream peak flow analysis which includes the assumptions, results and supporting calculations to show safe passage of post-development design flows downstream. The analysis of downstream conditions in the report shall address each and every point or area along the project site's boundaries at which runoff will exit the property. The analysis shall focus on the portion of the drainage channel or watercourse immediately downstream from the project. This area shall extend downstream from the project to a point in the drainage basin where the project area is 10 percent of the total basin area. In calculating runoff volumes and discharge rates, consideration may need to be given to any planned future upstream land use changes. The analysis shall be in accordance with the Stormwater Management Manual.

7. Construction-Phase Erosion and Sedimentation Control Plan. An erosion and sedimentation control plan in accordance with Section 3.1.1 *Soil Erosion and Sedimentation Control* or the NPDES Permit for Construction Activities. The plan shall also include information on the sequence/phasing of construction and temporary stabilization measures and temporary structures that will be converted into permanent stormwater controls.

8. Landscaping and Open Space Plan. A detailed landscaping and vegetation plan describing the woody and herbaceous vegetation that will be used within and adjacent to stormwater management facilities and practices. The landscaping plan must also include: the arrangement of planted areas, natural and greenspace areas and other landscaped features on the site plan; information necessary to construct the landscaping elements shown on the plan drawings; descriptions and standards for the methods, materials and vegetation that are to be used in the construction; density of plantings; descriptions of the stabilization and management techniques used to establish vegetation; and a description of who will be responsible for ongoing maintenance of vegetation for the stormwater management facility and what practices will be employed to ensure that adequate vegetative cover is preserved.

9. Operations and Maintenance Plan. Detailed description of ongoing operations and maintenance procedures for stormwater management facilities and practices to ensure their continued function as designed and constructed or preserved. These plans will identify the parts or components of a stormwater management facility or practice that need to be regularly or periodically inspected and maintained, and the equipment and skills or training necessary. The

plan shall include an inspection and maintenance schedule, maintenance tasks, responsible parties for maintenance, funding, access and safety issues. Provisions for the periodic review and evaluation of the effectiveness of the maintenance program and the need for revisions or additional maintenance procedures shall be included in the plan.

10. Maintenance Access Easements. The applicant must ensure access from public right-of-way to stormwater management facilities and practices requiring regular maintenance at the site for the purpose of inspection and repair by securing all the maintenance access easements needed on a permanent basis. Such access shall be sufficient for all necessary equipment for maintenance activities. Upon final inspection and approval, a plat or document indicating that such easements exist shall be recorded and shall remain in effect even with the transfer of title of the property. The stormwater management manual establishes guidelines for easements and maintenance.

11. Inspection and Maintenance Agreements. Unless an on-site stormwater management facility or practice is dedicated to and accepted by the City of Alpharetta as provided in Section 3.3.3.D. below, the applicant must execute an easement and an inspection and maintenance agreement binding on all subsequent owners of land served by an on-site stormwater management facility or practice in accordance Section 3.3.3.D.

12. Evidence of Acquisition of Applicable Local and Non-local Permits. The applicant shall certify and provide documentation to the City Engineer that all other applicable environmental permits have been acquired for the site prior to approval of the stormwater management plan.

D. *Stormwater Management Inspection and Maintenance Agreements.*

1. General. Prior to the issuance of any permit for a land development activity requiring a stormwater management facility or practice hereunder and for which the City requires ongoing maintenance (as defined in the stormwater management manual), the applicant or owner of the site must, unless an on-site stormwater management facility or practice is dedicated to and accepted by the City, execute an inspection and maintenance agreement, and/or a conservation easement, if applicable, that shall be binding on all subsequent owners of the site.

The inspection and maintenance agreement, if applicable, must be approved by the City Engineer prior to plan approval, and recorded in the deed records upon final plat approval.

The inspection and maintenance agreement shall identify by name or official title the person(s) responsible for carrying out the inspection and maintenance. Responsibility for the operation and maintenance of the stormwater management facility or practice, unless assumed by a governmental agency, shall remain with the property owner and shall pass to any successor owner. If portions of the land are sold or otherwise transferred, legally binding arrangements shall be made to pass the inspection and maintenance responsibility to the appropriate successors in title. These arrangements shall designate for each portion of the site, the person to be permanently responsible for its inspection and maintenance.

As part of the inspection and maintenance agreement, a schedule shall be developed for when and how often routine inspection and maintenance will occur to ensure proper function of the stormwater management facility or practice. The agreement shall also include plans for annual inspections to ensure proper performance of the facility between scheduled maintenance and shall also include remedies for the default thereof.

In addition to enforcing the terms of the inspection and maintenance agreement, the City may also enforce all of the provisions for ongoing inspection and maintenance in Section 3.3.8 of this ordinance.

The City, in lieu of an inspection and maintenance agreement, may accept dedication of any existing or future stormwater management facility for maintenance, provided such facility meets all the requirements of this ordinance and includes adequate and perpetual access and sufficient area, by easement or otherwise, for inspection and regular maintenance. The City may refuse to accept dedication of any existing or future stormwater management facility if the

City Engineer determines that accepting the facility is not in the best interest of the City due to maintenance costs or other factors.

2. Special Operations and Maintenance Agreement for Homeowners' Associations or Other Associations

For all stormwater management practices required pursuant to this ordinance that are to be are owned and maintained by a homeowners' association, property association, or similar entity, the required operations and maintenance agreement shall include all of the following provisions:

a. Acknowledgement that operations and maintenance agreements run with the land and impose pro rata liability upon individual lot owners. The developer and association agree that the operations and maintenance agreement run with the land and shall be binding upon themselves, their respective successors and assigns, including individual lot owners within the Subdivision. Any liability imposed against an individual landowner shall be pro-rated in a per lot basis as determined by the fraction of lot(s) owned by the individual lot owner.

b. The Developer, Association, their respective successors and assigns, including individual lot owners within the subdivision agree to regularly and routinely inspect, clean, and maintain the LID BMP, and otherwise keep in good repair, at their own cost and expense.

c. The Developer, Association, their respective successors and assigns, including individual lot owners within the subdivision agree that they will reimburse the city for its cost and expenses incurred in the process of cleaning, maintaining, and/or repairing the BMPs pursuant to this agreement in the event the BMPs are failing and the city chooses to intervene.

d. The Covenant of the Subdivision establishing the Association establishes that the Association is obligated to inspect, clean, maintain, and repair the BMPs; the Association has adopted the Operation and Maintenance Agreement as an obligation of the Association; and that a funding mechanism, such as an escrow account, is in place whereby individual lot owners within the subdivision pay a regular fee to the Association for the inspection, cleaning, maintenance, and repair of the stormwater management practice(s).

e. Upon the initial sale of any lot within the Subdivision and prior to closing on such sale, the Developer shall give a copy of the Operation and Maintenance agreement to the potential buyer.

Both developer contribution and annual sinking funds shall fund the operations and maintenance escrow account. Prior to plat recordation, the developer shall pay into the escrow account an amount equal to 15 percent of the initial construction costs of the BMPs. A portion of the annual assessments of the association shall include an allocation into the escrow account. In the event the escrow account is not sufficient to fund ongoing maintenance or repayment of the City for emergency maintenance, the City may place a lien on the property.

E. *Performance and Maintenance Bonds.* The Stormwater Management Manual may require performance and/or maintenance bonds for stormwater management facilities or practices and define the bond amounts.

F. *Application Procedure.*

1. Applications for land development permits shall be filed with the Community Development Department in accordance with Section 4.4.3 *Land Disturbance Permits.*

2. Permit applications shall include the items set forth in Section 3.3.3.A. above (two copies of the stormwater management plan and the inspection maintenance agreement, if applicable, shall be included).

3. Upon a finding by the City Engineer that the permit application, stormwater management plan and inspection and maintenance agreement, if applicable, meet the requirements of this ordinance, the City Engineer will approve the plans. The land disturbance permit may then be issued by the Community Development Department, provided all other legal requirements for the issuance of such permit have been met.

4. Notwithstanding the issuance of the permit, in conducting the land development project, the applicant or other responsible person shall be subject to the following requirements:

   a. The applicant shall comply with all applicable requirements of the approved plan and this ordinance and shall certify that all land clearing, construction, land development and drainage will be done according to the approved plan;

   b. The land development project shall be conducted only within the area specified in the approved plan;

   c. The City shall be allowed to conduct periodic inspections of the project;

   d. No changes may be made to an approved plan without review and written approval by the City; and,

   e. Upon completion of the project, the applicant or other responsible person shall submit the engineer's report and certificate and as-built plans required by Section 3.3.5.B.

G. *Modifications for Off-Site Facilities.* The stormwater management plan for each land development project shall provide for stormwater management measures located on the site of the project, unless provisions are made to manage stormwater by an off-site or regional facility. The off-site or regional facility must be located on property legally dedicated for the purpose, must be designed and adequately sized to provide a level of stormwater quantity and quality control that is equal to or greater than that which would be afforded by on-site practices and there must be a legally-obligated entity responsible for long-term operation and maintenance of the off-site or regional stormwater facility. In addition, on-site measures shall be implemented, where necessary, to protect upstream and downstream properties and drainage channels from the site to the off-site facility.

A stormwater management plan must be submitted to the City Engineer which shows the adequacy of the off-site or regional facility.

To be eligible for a modification, the applicant must demonstrate to the satisfaction of the City Engineer that the use of an off-site or regional facility will not result in the following impacts to upstream or downstream areas:

1. Increased threat of flood damage to public health, life, and property;
2. Deterioration of existing culverts, bridges, dams, and other structures;
3. Accelerated streambank or streambed erosion or siltation;
4. Degradation of in-stream biological functions or habitat; or
5. Water quality impairment in violation of State water quality standards, and/or violation of any state or federal regulations.

H. *Deed Recordation and Indications on Plat.* The approval of the permit shall require an enforceable restriction on property usage that runs with the land, such as plat, easements, recorded deed restrictions or protective covenants, to ensure that future development and redevelopment maintains the site consistent with the approved project plans. The location of all designated natural area for a site shall be recorded at the County Register of Deeds Office as "undisturbed natural area". Designated protected stream buffer boundaries must be specified on all surveys and recorded plats. The applicable maintenance agreement pertaining to every structural BMP shall be referenced on the final plat and shall be recorded with the County Register of Deeds Office upon final plat approval, and shall be provided to the Directors of Public Works and Community Development within 14 days following receipt of the recorded document.

I. *Fee-In-Lieu.* The purpose of the fee-in-lieu program is to allow parcels being redeveloped to reduce on-site stormwater management requirements by paying a fee to the City. For re-development projects, the owner or designee of the proposed development site shall have the option of paying an in-lieu fee to the City which will be used by the City to construct stormwater improvement measures off-site. All of the required detention (including channel protection) must be met onsite. A minimum of 75% of the runoff reduction/water quality treatment must be provided on-site. The remainder of the runoff reduction/water quality treatment may be met by a fee-in-lieu payment. The owner must demonstrate no increased downstream negative impacts where there are incised streambank conditions. Fee-in-Lieu funds will be applied to the construction of stormwater improvement projects in the same HUC-12 watershed. Program qualifications and details are provided in the Stormwater Management Manual.

3.3.4 Post-development stormwater management performance criteria.

The following performance criteria shall be applicable to all stormwater management plans, unless otherwise provided for in this ordinance: Where practicable, the use of on-site runoff reduction measures is encouraged in meeting these criteria in conjunction with traditional stormwater management measures and/or off-site mitigation.

A. *Water Quality.* All stormwater runoff generated from a site shall be adequately treated before discharge. It will be presumed that a stormwater management system complies with this requirement if:

1. It is sized to treat the prescribed water quality treatment volume from the site, as defined in the Georgia Stormwater Management Manual;
2. Appropriate structural stormwater controls or nonstructural practices are selected, designed, constructed or preserved, and maintained according to the specific criteria in the Georgia Stormwater Management Manual; and,
3. Runoff from hotspot land uses and activities identified by the ~~Engineering~~/Public Works Department are adequately treated and addressed through the use of appropriate structural stormwater controls, nonstructural practices and pollution prevention practices.

B. *Stream Channel Protection.* Protection of stream channels from bank and bed erosion and degradation shall be provided by using all of the following three approaches:

1. Preservation, restoration and/or reforestation (with native vegetation) of the applicable stream buffer;
2. 24-hour extended detention storage of the 1-year, 24-hour return frequency storm event, this requirement may be adjusted or waived by the City Engineer for sites that discharge directly into larger streams, rivers, wetlands, or lakes, or to a man-made channel or conveyance system where the reduction in these flows will not have an impact on upstream or downstream streambank or channel integrity;
3. Erosion prevention measures such as energy dissipation and velocity control.

C. *Overbank Flooding Protection.* Downstream overbank flood and property protection shall be provided by controlling (attenuating) the post-development peak discharge rate to the pre-development rate for the 25-year, 24-hour return frequency storm event. If control of the 1-year, 24-hour storm under Section 3.3.4.B. is exempted, then peak discharge rate attenuation of the 2-year through the 25-year return frequency storm event must be provided. This requirement may be adjusted or waived by the City Engineer for sites where the post-development downstream analysis shows that uncontrolled post-development conditions will not increase downstream peak flows, or that meeting the requirement will cause greater peak flow downstream impacts than the uncontrolled post-development conditions.

D. *Extreme Flooding Protection.* Extreme flood and public safety protection shall be provided by controlling and safely conveying the 100-year, 24-hour return frequency storm event such that

flooding is not exacerbated. This requirement may be adjusted or waived by the City Engineer for sites where the post-development downstream analysis shows that uncontrolled post-development conditions will not increase downstream peak flows, or that meeting the requirement will cause greater peak flow downstream impacts than the uncontrolled post-development conditions.

E. *Structural Stormwater Controls.* All structural stormwater management facilities shall be selected and designed using the appropriate criteria from the Georgia Stormwater Management Manual. All structural stormwater controls must be designed appropriately to meet their intended function. For other structural stormwater controls not included in the Georgia Stormwater Management Manual, or for which pollutant removal rates have not been provided, the effectiveness and pollutant removal of the structural control must be documented through prior studies, literature reviews, or other means and receive approval from City Engineer before being included in the design of a stormwater management system. In addition, if hydrologic or topographic conditions, or land use activities warrant greater control than that provided by the minimum control requirements, the City Engineer may impose additional requirements deemed necessary to protect upstream and downstream properties and aquatic resources from damage due to increased volume, frequency, and rate of stormwater runoff or increased nonpoint source pollution loads created on the site in question.

   Applicants shall consult the Georgia Stormwater Management Manual for guidance on the factors that determine site design feasibility when selecting and locating a structural stormwater control.

F. *Stormwater Credits for Nonstructural Measures.* The use of one or more site design measures by the applicant may allow for a reduction in the water quality treatment volume required under Section 3.3.4.A. The applicant may, if approved by the City Engineer, take credit for the use of stormwater better site design practices and reduce the water quality volume requirement. For each potential credit, there is a minimum set of criteria and requirements which identify the conditions or circumstances under which the credit may be applied. The site design practices that qualify for this credit and the criteria and procedures for applying and calculating the credits are included in the Georgia Stormwater Management Manual.

G. *Drainage System Guidelines.* Stormwater conveyance facilities, which may include but are not limited to culverts, stormwater drainage pipes, catch basins, drop inlets, junction boxes, headwalls, gutters, swales, channels, ditches, and energy dissipaters shall be provided when necessary for the protection of public right-of-way and private properties adjoining project sites and/or public rights-of-way. Stormwater conveyance facilities that are designed to carry runoff from more than one parcel, existing or proposed, shall meet the following requirements:

   1. Methods to calculate stormwater flows shall be in accordance with the Stormwater Management Manual;

   2. All culverts, pipe systems and open channel flow systems shall be sized in accordance with the stormwater management plan using the methods included in the Stormwater Management Manual; and,

   3. Design and construction of stormwater conveyance facilities shall be in accordance with the criteria and specifications found in the Stormwater Management Manual.

H. *Dam Design Guidelines.* Any land-disturbing activity that involves a site which proposes a dam shall comply with the Georgia Safe Dams Act and Rules for Dam Safety as applicable.

I. *Runoff Reduction.* Runoff reduction practices shall be sized and designed to retain the first 1.0 inch of rainfall on the site to the maximum extent practicable. If the entire 1.0 inch of rainfall can be retained onsite using runoff reduction methods, the City may waive the water quality volume. If the entire 1.0 inch runoff reduction standard cannot be achieved, the remaining runoff from the 1.2-inch rainfall event must be treated by BMPs to remove at least 80% of the calculated average annual post-development TSS loading from the site per the Water Quality criteria.

6. Permanent storm water infiltration basins shall not be constructed in areas having high pollution susceptibility.

C. Exemptions.

1. Any lot of record approved prior to the adoption of this ordinance is exempt from the minimum lot size requirements contained in [Article IV] Sections IV.B. and C. of this ordinance.

D. Administration, plan review and permitting procedures are provided for in Section 4.4 of this Code.

1. The following activities and developments are exempt from the requirement for detailed site plans:

a. Detached 'For-Sale' dwellings constructed within a subdivision of fewer than five parcels.

b. Repairs to a facility that is part of a previously approved and permitted development.

c. Construction of minor structures, such as sheds or additions to residences.

3.3.14 Violations, enforcement and penalties.

Any action or inaction which violates the provisions of this ordinance or the requirements of an approved stormwater management plan or permit, may be subject to the enforcement actions outlined in this Section. Any such action or inaction which is continuous with respect to time is deemed to be a public nuisance and may be abated by injunctive or other equitable relief.

It shall be unlawful for any person to violate any provision or fail to comply with any of the requirements of this Ordinance. Any person who has violated or continues to violate the provisions of this ordinance, may be subject to the enforcement actions outlined in this Section or may be restrained by injunction or otherwise abated in a manner provided by law. The imposition of any of the penalties described below shall not prevent such equitable relief.

In the event the violation constitutes an immediate danger to public health or public safety, representatives of the City are authorized to enter upon the subject private property, without giving prior notice, to take any and all measures necessary to abate the violation and/or restore the property. The City is authorized to seek costs of the abatement as outlined in this Section.

A. *Notice of Violation.* If the ~~Engineering/Public Works Department~~City determines that an applicant or other responsible person has failed to comply with the terms and conditions of a permit, an approved stormwater management plan or the provisions of this ordinance, it shall issue a written notice of violation to such applicant or other responsible person. Where a person is engaged in activity covered by this ordinance without having first secured a permit therefor, the notice of violation shall be served on the owner or the responsible person in charge of the activity being conducted on the site.

1. The notice of violation shall contain:

a. The name and address of the owner or the applicant or the responsible person;

b. The address or other description of the site upon which the violation is occurring;

c. A statement specifying the nature of the violation;

d. A description of the remedial measures necessary to bring the action or inaction into compliance with the permit, the stormwater management plan or this ordinance and the date for the completion of such remedial action [the City Engineer shall provide a reasonable opportunity, of not less than ten days (except, that in the event the violation constitutes an immediate danger to public health or public safety, 24 hours' notice shall be sufficient) to cure the violation];

e. A statement of the penalty or penalties that may be assessed against the person to whom the notice of violation is directed and the City's intended action; and

f. A statement that the determination of violation may be appealed to the City of Alpharetta by filing a written notice of appeal within fifteen (15) days after the notice of violation (except, that in the event the violation constitutes an immediate danger to public health or public safety, 24 hours' notice shall be sufficient).

2. Such notice may require without limitation:

   a. The performance of monitoring, analyses, and reporting;

   b. The elimination of illicit discharges and illegal connections;

   c. That violating discharges, practices, or operations shall cease and desist;

   d. The abatement or remediation of stormwater pollution or contamination hazards and the restoration of any affected property;

   e. Payment of costs to cover administrative and abatement costs; and,

   f. The implementation of pollution prevention practices.

B. *Appeal of Notice of Violation.* Any person receiving a Notice of Violation may appeal the determination of the City Engineer in accordance with Section 4.5 Appeals.

C. *Enforcement Measures After Appeal.* If the violation has not been corrected pursuant to the requirements set forth in the Notice of Violation, or, in the event of an appeal, within ten (10) days of the decision of the appropriate authority upholding the decision of the City Engineer, then representatives of the City may enter upon the subject private property and are authorized to take any and all measures necessary to abate the violation and/or restore the property. It shall be unlawful for any person, owner, agent or person in possession of any premises to refuse to allow the government agency or designated contractor to enter upon the premises for the purposes set forth above.

D. *Costs of Abatement of the Violation.* Within thirty (30) days after abatement of the violation, the owner of the property will be notified of the cost of abatement, including administrative costs. The property owner may file a written protest objecting to the assessment or to the amount of the assessment within fifteen (15) days of such notice. If the amount due is not paid within thirty (30) days after receipt of the notice, or if an appeal is taken, within thirty (30) days after a decision on said appeal, the charges shall become a special assessment against the property and shall constitute a lien on the property for the amount of the assessment.

   Any person violating any of the provisions of this article shall become liable to the City by reason of such violation.

E. *Penalties.* In the event the remedial measures described in the notice of violation have not been completed by the date set forth for such completion in the notice of violation, any one or more of the following actions or penalties may be taken or assessed against the person to whom the notice of violation was directed.

   1. Stop Work Order—The City Engineer may issue a stop work order which shall be served on the applicant or other responsible person. The stop work order shall remain in effect until the applicant or other responsible person has taken the remedial measures set forth in the notice of violation or has otherwise cured the violation or violations described therein, provided the stop work order may be withdrawn or modified to enable the applicant or other responsible person to take the necessary remedial measures to cure such violation or violations.

   2. Withhold Certificate of Occupancy—The City Engineer may refuse to approve a certificate of occupancy for the building or other improvements constructed or being constructed on the site until the applicant or other responsible person has taken the remedial measures set forth in the notice of violation or has otherwise cured the violations described therein.

3. Suspension, Revocation or Modification of Permit—The City Engineer may suspend, revoke or modify the permit authorizing the land development project. A suspended, revoked or modified permit may be reinstated after the applicant or other responsible person has taken the remedial measures set forth in the notice of violation or has otherwise cured the violations described therein, provided such permit may be reinstated [upon such conditions as the City Engineer may deem necessary] to enable the applicant or other responsible person to take the necessary remedial measures to cure such violations.

4. Penalties.

   a. Each violation of this Ordinance is subject to a penalty not to exceed two thousand dollars ($2,000.00) or thirty (30) days in the City's jail.

      (1) The City may institute appropriate actions or proceedings at law or equity for the enforcement of this Ordinance;

      (2) Any court of competent jurisdiction shall have the right to issue restraining orders, temporary or permanent injunctions, or other appropriate forms of remedy or relief;

      (3) Each day of noncompliance is considered a separate offense; and

      (4) Nothing herein contained shall prevent the City from taking such other lawful action as is necessary to prevent or remedy any violation, including application for injunctive relief.

   b. Any person who undertakes any development activity requiring a stormwater management plan hereunder without first submitting the plan for review and approval shall pay to the City, in addition to any permit or inspection fee, an administrative fee of five thousand dollars ($5,000.00).

   c. The determination by the City Engineer that a violation of this Ordinance has occurred shall be conclusive and final unless the accursed violator submits a written request for a hearing within seven (7) days of the violation notice being served.

F. *Violations Deemed a Public Nuisance.* In addition to the enforcement processes and penalties provided, any condition caused or permitted to exist in violation of any of the provisions of this ordinance is a threat to public health, safety, welfare, and environment and is declared and deemed a nuisance, and may be abated by injunctive or other equitable relief as provided by law.

G. *Remedies Not Exclusive.* The remedies listed in this ordinance are not exclusive of any other remedies available under any applicable Federal, State or local law and the City of Alpharetta may seek cumulative remedies.

The City may recover attorney's fees, court costs, and other expenses associated with enforcement of this ordinance, including sampling and monitoring expenses.

SECTION 3.4 - FLOODPLAIN MANAGEMENT

3.4.1 General.

A. *Introduction.* It is hereby determined that:

The flood hazard areas of the City are subject to periodic inundation which may result in loss of life and property, health and safety hazards, disruption of commerce and governmental services, extraordinary public expenditures for flood relief and protection, and impairment of the tax base, all of which adversely affect the public health, safety and general welfare.

3.3.8 Ongoing inspection and maintenance of stormwater facilities and practices.

A. *Long-Term Maintenance Inspection of Stormwater Facilities and Practices.* Stormwater management facilities and practices included in a stormwater management plan which are subject to an inspection and maintenance agreement must undergo ongoing inspections to document maintenance and repair needs and ensure compliance with the requirements of the agreement, the plan and this ordinance.

A stormwater management facility or practice shall be inspected on a periodic basis by the responsible person in accordance with the approved inspection and maintenance agreement. In the event that the stormwater management facility has not been maintained and/or becomes a danger to public safety or public health, the City Engineer shall notify the person responsible for carrying out the maintenance plan by registered or certified mail to the person specified in the inspection and maintenance agreement. The notice shall specify the measures needed to comply with the agreement and the plan and shall specify the time within which such measures shall be completed. If the responsible person fails or refuses to meet the requirements of the inspection and maintenance agreement, the ~~Engineering/~~Public Works Department may correct the violation as provided in Subsection D hereof.

Inspection programs by the ~~Engineering/~~Public Works Department may be established on any reasonable basis, including but not limited to: routine inspections; random inspections; inspections based upon complaints or other notice of possible violations; and joint inspections with other agencies inspecting under environmental or safety laws. Inspections may include, but are not limited to: reviewing maintenance and repair records; sampling discharges, surface water, groundwater, and material or water in stormwater management facilities; and evaluating the condition of stormwater management facilities and practices.

B. *Right-of-Entry for Inspection.* The terms of the inspection and maintenance agreement shall provide for representatives of the City to enter the property at reasonable times and in a reasonable manner for the purpose of inspection. This includes the right to enter a property when it has a reasonable basis to believe that a violation of this ordinance is occurring or has occurred and to enter when necessary for abatement of a public nuisance or correction of a violation of this ordinance.

C. *Records of Maintenance Activities.* Parties responsible for the operation and maintenance of a stormwater management facility shall provide records of all maintenance and repairs to the ~~Engineering/~~Public Works Department.

D. *Failure to Maintain.* If a responsible person fails or refuses to meet the requirements of the inspection and maintenance agreement, the ~~Engineering/~~Public Works Department, after thirty (30) days written notice (except, that in the event the violation constitutes an immediate danger to public health or public safety, 24 hours' notice shall be sufficient), may correct a violation of the design standards or maintenance requirements by performing the necessary work to place the facility or practice in proper working condition. The City may assess the owner(s) of the facility for the cost of repair work which shall be a lien on the property, and may be placed on the ad valorum tax bill for such property and collected in the ordinary manner for such taxes.

E. *Maintenance Responsibility.* For all existing and new development the following maintenance responsibilities shall apply:

1. Any stormwater management facility which services individual subdivisions shall be privately owned with routine maintenance provided for by the owner(s). In subdivisions with an established homeowners association, the homeowners association shall be responsible for routine maintenance. The owner shall maintain a perpetual, non-exclusive easement which allows for access for inspection and other maintenance.

2. Any stormwater management facility which services an individual subdivision in which the facility is within designated open areas or an amenity with an established homeowners association shall be privately owned and maintained. The owner shall maintain a perpetual, non-exclusive easement which allows for access for inspection and emergency maintenance.

3. Any stormwater management facility which services commercial and industrial development shall be privately owned and maintained. The City shall reserve the right, but not the duty to enter the premises for emergency repairs.

4. All other stormwater management facilities, including regional stormwater detention, shall be publicly owned and/or maintained only if accepted for maintenance by the City.

5. The director my require dedication of privately owned stormwater facilities, which discharge to the City's stormwater system, to the City.

6. Drainage easements where a subdivision is traversed by a water course, drainage way, natural stream or channel off the street right-of-way shall be clearly defined on the plat and deed of the individual property owner for the purpose of maintaining the free flow of water. The owner shall be required to keep the easement free of obstructions and will maintain same in such a way as to assure free and maximum flow at all times.

3.3.9 Illegal connection.

A. *Findings.* It is hereby determined that:

Discharges to the City of Alpharetta's separate storm sewer system that are not composed entirely of stormwater runoff contribute to increased nonpoint source pollution and degradation of receiving waters;

These non-stormwater discharges occur due to spills, dumping and improper connections to the City's separate storm sewer system from residential, industrial, commercial or institutional establishments.

These non-stormwater discharges not only impact waterways individually, but geographically dispersed, small volume non-stormwater discharges can have cumulative impacts on receiving waters.

The impacts of these discharges adversely affect public health and safety, drinking water supplies, recreation, fish and other aquatic life, property values and other uses of lands and waters;

These impacts can be minimized through the regulation of spills, dumping and discharges into the City's separate storm sewer system;

Localities in the State of Georgia are required to comply with a number of State and Federal laws, regulations and permits which require a locality to address the impacts of stormwater runoff quality and nonpoint source pollution due to improper non-stormwater discharges to the City's separate storm sewer system;

Therefore, the City of Alpharetta adopts this ordinance to prohibit such non-stormwater discharges to the City's separate storm sewer system. It is determined that the regulation of spills, improper dumping and discharges to the City's separate storm sewer system is in the public interest and will prevent threats to public health and safety, and the environment.

B. *Purpose and Intent.* The purpose of this ordinance is to protect the public health, safety, environment and general welfare through the regulation of non-stormwater discharges to the City's separate storm sewer system to the maximum extent practicable as required by Federal law. This ordinance establishes methods for controlling the introduction of pollutants into the City's separate storm sewer system in order to comply with requirements of the National Pollutant Discharge Elimination System (NPDES) permit process. The objectives of this ordinance are to:

1. Regulate the contribution of pollutants to the City's separate storm sewer system by any person;

2. Prohibit illicit discharges and illegal connections to the City's separate storm sewer system;

3. Prevent non-stormwater discharges, generated as a result of spills, inappropriate dumping or disposal, to the City's separate storm sewer system; and,

4. To establish legal authority to carry out all inspection, surveillance, monitoring and enforcement procedures necessary to ensure compliance with this ordinance;

5. No variances shall be granted to illicit discharge or illegal connection.

C. *Prohibition of Illicit Discharges.* No person shall throw, drain, run, or otherwise discharge, cause, or allow others under its control to throw, drain, or otherwise discharge into any component of the City of Alpharetta separate storm sewer system, or to cause permit or suffer to be thrown, drained, run, or allow to seep or otherwise discharge, into such system, any pollutants or waters containing any pollutants, other than stormwater.

1. The following discharges are exempt from the prohibition provision above:

   a. Water line flushing performed by a government agency, other potable water sources, landscape irrigation or lawn watering, diverted stream flows, rising ground water, ground water infiltration to storm drains, uncontaminated pumped ground water, foundation or footing drains (not including active groundwater dewatering systems), crawl space pumps, air conditioning condensation, springs, natural riparian habitat or wetland flows, and any other water source not containing pollutants;

   b. Discharges or flows from firefighting, and other discharges specified in writing by the City of Alpharetta as being necessary to protect public health and safety;

   c. The prohibition provision above shall not apply to any non-stormwater discharge permitted under an NPDES permit or order issued to the discharger and administered under the authority of the State and the Federal Environmental Protection Agency, provided that the discharger is in full compliance with all requirements of the permit, waiver, or order and other applicable laws and regulations, and provided that written approval from the City Engineer has been granted for any discharge to the City's separate storm sewer system.

D. *Prohibition of Illegal Connections.* The construction, connection, use, maintenance or continued existence of any illegal connection to the City's separate storm sewer system is prohibited.

1. This prohibition expressly includes, without limitation, illegal connections made in the past, regardless of whether the connection was permissible under law or practices applicable or prevailing at the time of connection.

2. A person violates this ordinance if the person connects a line conveying sewage to the City's separate storm sewer system, or allows such a connection to continue.

3. The person responsible for any connection in violation of this Ordinance shall immediately cause the illegal connection to be disconnected and redirected, if necessary to Fulton County's sanitary sewer system upon approval by the Director of Fulton County' sanitary sewer department or an approved onsite wastewater management system. Such person shall provide the City Engineer with written confirmation that the connection has been disconnected, and, if necessary, redirected to Fulton County sanitary sewer.

4. Any drain or conveyance that has not been documented in plans, maps or equivalent, and which may be connected to the storm sewer system, shall be located by the owner or occupant of that property upon receipt of written notice of violation from the City Engineer requiring that such locating be completed. Such notice will specify a reasonable time period within which the location of the drain or conveyance is to be completed, that the drain or conveyance be identified as storm sewer, sanitary sewer or other, and that the outfall location or point of connection to the storm sewer system, sanitary sewer system or other discharge point be identified. Results of these investigations are to be documented and provided to the City Engineer.

E. *Industrial or Construction Activity Discharges.* Any person subject to an industrial or construction activity NPDES stormwater discharge permit shall comply with all provisions of such permit. Proof of compliance with said permit may be required in a form acceptable to the City Engineer prior to allowing discharges to the City's separate storm sewer system.

F. *Access and Inspection of Properties and Facilities.* Representatives of the City shall be permitted to enter and inspect properties and facilities at reasonable times as often as may be necessary to determine compliance with this ordinance.

1. If a property or facility has security measures in force which require proper identification and clearance before entry into its premises, the owner or operator shall make the necessary arrangements to allow access to representatives of the City.

2. The owner or operator shall allow representatives of the City ready access to all parts of the premises for the purposes of inspection, sampling, photography, videotaping, examination and copying of any records that are required under the conditions of an NPDES permit to discharge stormwater.

3. The City shall have the right to set up on any property or facility such devices as are necessary in the opinion of representatives of the City to conduct monitoring and/or sampling of flow discharges.

4. The City may require the owner or operator to install monitoring equipment and perform monitoring as necessary, and make the monitoring data available to the ~~Engineering~~/Public Works Department. This sampling and monitoring equipment shall be maintained at all times in a safe and proper operating condition by the owner or operator at his/her own expense. All devices used to measure flow and quality shall be calibrated to ensure their accuracy.

5. Any temporary or permanent obstruction to safe and easy access to the property or facility to be inspected and/or sampled shall be promptly removed by the owner or operator at the written or oral request of the City Engineer and shall not be replaced. The costs of clearing such access shall be borne by the owner or operator.

6. Unreasonable delays in allowing representatives of the City access to a facility is a violation of this ordinance.

7. If a representative of the City has been refused access to any part of the premises from which stormwater is discharged, and the representative of the City is able to demonstrate probable cause to believe that there may be a violation of this ordinance, or that there is a need to inspect and/or sample as part of a routine inspection and sampling program designed to verify compliance with this ordinance or any order issued hereunder, or to protect the overall public health, safety, environment and welfare of the community, then the representative of the City may seek issuance of a search warrant from any court of competent jurisdiction.

G. *Notification of Accidental Discharges and Spills.* Notwithstanding other requirements of law, as soon as any person responsible for a facility, activity or operation, or responsible for emergency response for a facility, activity or operation has information of any known or suspected release of pollutants or non-stormwater discharges from that facility or operation which are resulting or may result in illicit discharges or pollutants discharging into stormwater, the City's separate storm sewer system, State Waters, or Waters of the U.S., said person shall take all necessary steps to ensure the discovery, containment, and cleanup of such release so as to minimize the effects of the discharge.

Said person shall notify the ~~Engineering~~/Public Works Department by phone, facsimile, or in person within 24 hours of the nature, quantity and time of occurrence of the discharge. Notifications in person or by phone shall be confirmed by written notice addressed and mailed to the ~~Engineering~~/Public Works Department within three business days of the phone or in person notice. If the discharge of prohibited materials emanates from a commercial or industrial establishment, the owner or operator of such establishment shall also retain an on-site written record of the discharge and the actions taken to prevent its recurrence. Such records shall be retained for at least three years. Said person shall also take immediate steps to ensure no recurrence of the discharge or spill.

In the event of such a release of hazardous materials, emergency response agencies and/or other appropriate agencies shall be immediately notified.

Failure to provide notification of a release as provided above is a violation of this ordinance.

classifications as shown in the Comprehensive Land Use Plan, or Standard Drawings and Design Standards, as applicable, or as otherwise required by the City Council.

3.5.2 Street improvements ordinance.

A. Minimum widths for new construction and the minimum standards for new or improved streets shall be in accordance with City Design Standards. In the absence of City Standards, all materials and methods of construction shall be in accordance with the current GDOT standard specifications.

B. The minimum width of street right-of-way shall be dedicated based upon the street categories as shown in the Comprehensive Land Use Plan or Standard Drawings and as contained in this Ordinance.

C. Additional street right-of-way width shall be required to be dedicated at intersections or other locations which the development activity abuts upon where deceleration lanes, turning lanes, storage lanes, medians, or realignments are required for traffic safety and minimum right-of-way standards would be inadequate to accommodate the improvements as determined by the City Engineer.

D. All new streets proposed to be constructed in a subdivision or other property shall be designed and constructed to the standards contained in this Ordinance in accordance with the category of the said streets.

E. Local streets shall be so designed that their use by through traffic will be discouraged. Collectors shall be to channel through traffic movements from local streets to arterial streets. Dead end streets designed to have one end permanently closed shall provide a cul-de-sac turnaround with a 50-foot minimum pavement radius and 60-foot right-of-way street be no more than 1,000 feet in length. Additional length necessitated by topography or property configuration may be approved by the Director.

F. Street jogs shall either directly align or have offsets of a minimum of 125 feet for residential subdivision streets, a minimum of 200 feet for non-residential streets, and 600 ft. for major thoroughfares as measured between centerlines of said streets.

G. Driveway curb cut locations shall be no closer than 300 feet on arterial and collector streets.

H. Traffic calming design elements, such as intersection bulbouts can help moderate vehicle speeds on Local Roads. Multifunctional bulb-outs that include runoff reduction measures for stormwater management are encouraged if a minimum of 20 feet clear curb to curb and unimpacted drive lanes are provided. Narrower dimensions may be approved on a case-by-case basis. Designs for multi-functional bulbouts can be viewed in the City's Standard Details.

3.5.3 Traffic control devices and street lights.

A. Street signs and traffic control devices for public streets shall be provided through payment of fees to the City Engineer for the installation thereof. Traffic control devices may also be installed by subcontractors after receiving written approval from the City Engineer.

B. The installation of all street lighting fixtures within the City right-of-way must be approved by the City Engineer prior to such installation.

3.5.4 Curb and gutter.

A. All new streets and project access improvements shall be provided with curb and gutter or an alternative curb system to accommodate runoff reduction measures. Alternative curb systems include flat curb, standard curb with openings, or other curb systems as approved by the Community Development Director. Details for standard curb and gutter and alternative curb systems can be viewed in the City of Alpharetta's Standard Details.

B. Curbing and Gutter shall meet the requirements of the City of Alpharetta Standard Details. ~~following specifications:~~

~~1. Residential:~~

~~a. Typical Section—6 x 24 x 12 (inches).~~

~~b. Concrete—Class "B" with a minimum strength of 2,000 PSI @ 28 days.~~

~~2. Commercial/Industrial:~~

~~a. Typical Section—8 x 24 x 14 (inches).~~

~~b. Concrete—Class "B" with a minimum strength of 2,000 PSI @ 28 days~~

~~3. Arterial/State Highways:~~

~~a. Typical Section—8 x 30 x 14 (inches).~~

~~b. Concrete—Class "B" with a minimum strength of 2,000 PSI @ 28 days.~~

3.5.5 Sidewalks.

A. Sidewalks shall be provided adjacent to all roadways unless waived as a condition of zoning and shall meet the design and location standards required in this Ordinance and Standard Drawings.

B. Sidewalks shall be located 2 feet from the back of curb or as may be required by the Director or City Council.

C. All new sidewalks shall match and provide a smooth transition to any existing sidewalks with no steps.

D. Sidewalks shall be constructed of concrete and shall be a minimum of 5 feet in width and 4 inches thick. Control joints shall be provided every 10 feet. The use of permeable surfaces shall be permitted if designed in accordance with the most recent version of the GA Stormwater Management Design Manual. Permeable sidewalks shall require inspections and maintenance agreements per Sec. 3.3.3.D.

E. Sidewalks which are provided as part of Georgia Department of Transportation (DOT) may be required to be built according to DOT standards.

F. Outdoor dining furniture located on public sidewalks within the historic downtown shall be of quality design and workmanship and made of metal in black or a color approved by the Design Review Board. Decorative items placed on public sidewalks such as planters or sculpture shall be made of metal, concrete, terra cotta or other material approved by the Design Review Board. Menu boards may be made of wood; however, all plastic, fiberglass or resin-type products are prohibited on public sidwalks within the historic downtown.

3.5.6 Gated subdivisions/private streets.

A. Whenever all of the ownership of all the land within a residential subdivision (dwelling, 'For- Sale', or dwelling, 'For-Rent') or along a street request that a street or streets be closed to through traffic, the City Council, in its discretion may declare the street(s) private and thereby restrict access on that street(s) subject to the following requirements:

1. That a gate or guardhouse be established at the entrance to the private street.
2. That a sign no greater than three square feet in size be posted at the entrance to identify the roadway as a private street.
3. That provisions be made to ensure that access at the entrance to the private street is not restricted to law enforcement vehicles, emergency response vehicles, postal delivery vehicles, school buses and City personnel vehicles while conducting City business.
4. That pedestrian access not be restricted.

5. That a private street agreement is executed and recorded which addresses provisions for a homeowners association, maintenance, utilities, easements, emergency access, liability and other issues associated with the long-term use and requirements of a private right-of-way.

6. That plans and specifications for the proposed private street and gate or guardhouse meet all design and construction standards adopted by the City and administered through the Public Works and Community Development ~~Engineering~~ Departments.

7. That the determination is made by the City that the proposed private street(s) is not a critical link in the roadway system which maintains traffic flow from one destination point to another.

8. That the determination is made by the City that the subject subdivision or proposed private street do not include access to amenities or features which by design or agreement are intended for use by the general public.

B. In reviewing a request for a gated subdivision or private street, the City Council may consider, but shall not be limited to, the following items:

1. Whether the proposed private street would create an undue burden on traffic, adjacent roadways, or substantially impair access rights of an adjacent property owner.

2. The importance of the proposed private street relative to the area roadway network.

3. Whether creating a private street would enhance the residential quality of the neighborhood.

4. Whether a private street would adequately address "cut-through" traffic if the purpose of creating a private street is to prevent vehicles from traveling through the neighborhood to destinations outside the neighborhood.

C. Requests for gated subdivisions and private streets shall be considered in accordance with the following procedures:

1. Twenty copies of an application in the form of a letter signed by all the property owners shall be submitted to the Community Development Department. The application shall identify a representative who shall act as applicant and the application shall also include twenty copies of all the necessary drawings, specifications and boundary surveys to describe the request.

2. One copy of the application and accompanying material shall be submitted to the ~~Engineering Department~~City for review regarding compliance with adopted design and construction standards.

3. Copies of the application materials and ~~Engineering~~ Public Works Department comments will then be forwarded by the Community Development Department to the City Council for consideration at a public hearing.

4. Prior to the public hearing, notice will be sent to the property owners within 500 feet of the proposed private street if the subject right-of-way is currently in use as a public street.

5. If, after public hearing, the City Council approves the application for gated subdivision or private street, all recordable documents shall be amended to identify the gated subdivision or private street accordingly and a private street agreement (as indicated in subsection A.5., herein) shall be executed and recorded.

D. Private streets shall be designed and built to City Standard for public streets.

SECTION 3.6 - INSTALLATION OF UTILITIES

A. All improvements shall be located within the right-of-way of a public street or within an easement designated for such use. Within street rights-of-way, placement of the utilities shall conform to the specific locations designated for such use by Standard Drawings. New utilities shall be located underground.

B. No private improvements, such as lawn sprinkler systems, yard lighting, and the like, shall be installed within a public right-of-way or easement except by authorization of the City Engineer. Such authorization, if issued, shall require the owner to assume all repair costs of the owner's facilities should they be damaged during the course of installation, maintenance or repair of any of the authorized to occupy said right-of-way or easement.

C. Within the City's water system jurisdiction, water mains and appurtenances shall be installed after installation of the curbs and gutters and before paving, or after staking of the curb line and submission to the City Engineer of an as-built survey of the street profile accompanied by a certification executed by the owner as required by the City Engineer that the subgrade will not change. Water mains shall be located as required by the Standard Drawings prior to Final Plat Approval or issuance of a Certificate of Occupancy.

D. Connection to an approved sewage disposal system shall be made, which may require the construction of an on-site system or the extension of public sanitary sewerage and associated appurtenances, as required by Fulton County or as required by the Fulton County Health Department.

E. Permanent sanitary sewer easements shall be no less than twenty (20) feet in width when no other parallel utilities are located therein. When warranted, temporary construction easement widths shall be determined by Fulton County.

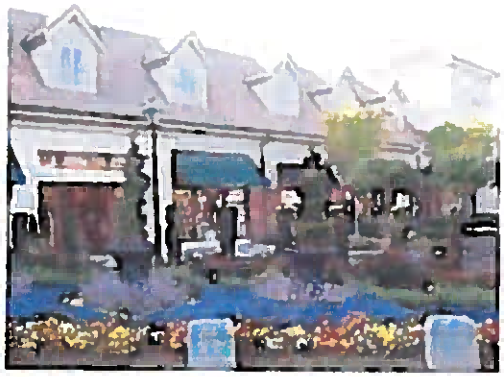
F. All communication distribution systems and all electric distribution systems of 25,000 volts or less shall be installed underground.

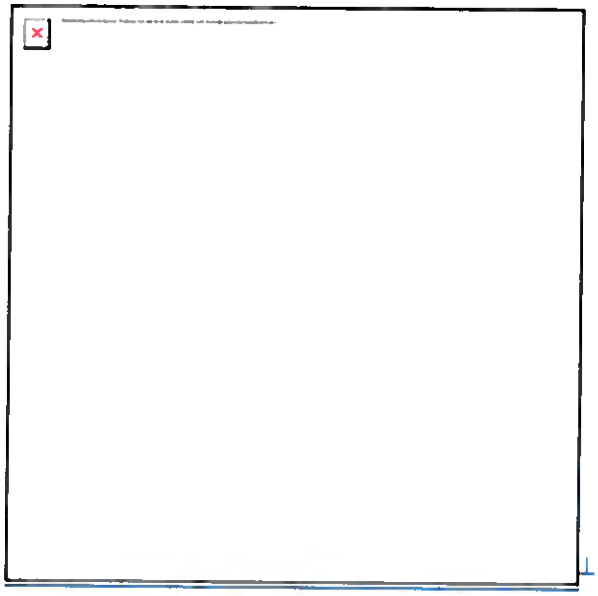
SECTION 3.7 - NORTHPOINT ACTIVITY CENTER GUIDELINES

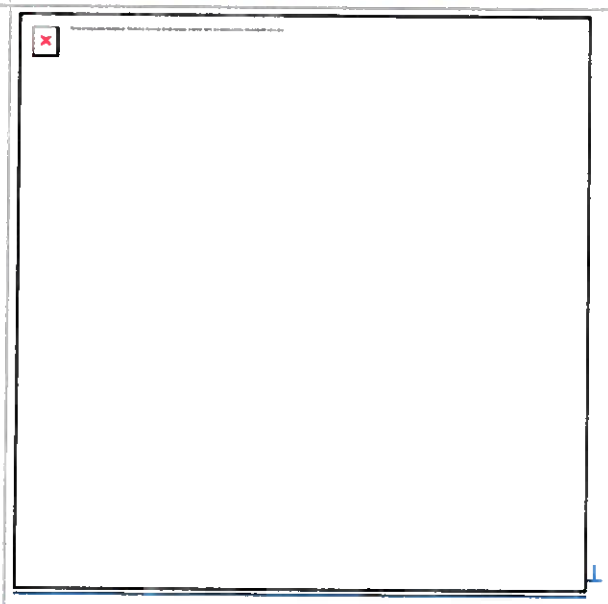
3.7.1 Proposed design guidelines for the North Point Parkway Center; introduction.

The purpose of the North Point Activity Design Guidelines is to encourage new development and redevelopment within the commercial areas that foster greater pedestrian connectivity and spaces; buildings and landscaping that contribute to the physical definition of thoroughfares and public gathering spaces. The North Point Activity Center generally includes the area from Georgia 400 to North Point Parkway, between Rock Mill Road and Mansell Road (Figures 1 and 2 attached).

Currently these areas are zoned either Planned Shopping Center (PSC), Office-Institutional (O-I), and Community Unit Plan (CUP). This document does not change the underlying zoning or land use. The document does limit the amount of parking and drive isles between the roadway and building, requires maximum setbacks instead of minimum setbacks and requires streetscape construction. In 2010 the North Fulton Community Improvement District recommended that a standard set of conditions be established for the North Point Activity Center related to height, streetscape and building architecture and location. The following proposed design guidelines were based on an evaluation of previously approved Conditions of Zoning from master planned developments within the City of Alpharetta such as Cousins Westside and those that most reflect the Blueprint North Fulton vision.







Roadways and Parking.

6. The proposed street network on the site shall form a generally connected grid pattern. All streets with the exception of loop streets shall terminate at other streets and at least two streets

shall provide connections to existing or proposed through-streets or collectors outside the site, wherever practical.

7. Parking structures visible from the public right-of-way (roadway or adjacent sidewalks) along major corridors shall be faced with similar materials as primary buildings.

8. Minimum parking requirements are twenty percent (20%) less than required per the UDC. Parking requirements may be further reduced based upon an Urban Land Institute shared parking analysis or other parking analyses acceptable to the City of Alpharetta.

9. To encourage efficient land use and shared parking, the impervious area of surface parking stalls may not exceed the surface area of the building supported.

10. Parking Lot Landscaping.

    a. All parking areas shall be suitably landscaped with approved species of canopy trees and ground cover. Berming may also be required.

    b. Per the UDC, Shrubs shall be provided to screen paved areas and parking lots from the right-of-way. Shrubs shall be two (2) foot high at planting, two (2) rows deep and shall provide a screen within three (3) years of planting. Shrubs and trees in quantities as specified above shall be provided to screen all parking lots, utility areas, dumpsters and detention ponds. ~~In order to accommodate runoff reduction measures, the number of shrubs may be reduced by 10 percent if screening functions are maintained.~~

    c. Any row of parking with 8 or more cars must be broken up with a landscaped island.

    d. Each landscaped island shall provide no less than 200 square feet of earth per tree.

    e. Landscaped areas within the interior of the parking area may be designed as bio-retention areas, using inwardly draining swales without curbs, in lieu of raised planting areas surrounded by curbs, provided that each parking space provides a wheel stop and provided that depressed areas adjacent to driving aisles are surrounded by painted lines or flush curbing to separate landscaping from driving aisles.

    f. Landscape design and material selection shall consider practices of water conservation and xeriscape. Use of indigenous materials is encouraged. Plant materials should be arranged so that plants that require similar amounts of irrigation are placed together wherever possible.

(Ord. No. 699, § 1(Exh. A), 2-16-2015)