



PLANNING COMMISSION MEETING MARCH 2, 2017

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

- I. CALL TO ORDER
- II. ROLL CALL
- III. APPROVAL OF MEETING MINUTES
- IV. ITEMS FROM BOARD MEMBERS
- V. ITEMS FROM STAFF
- VI. PUBLIC HEARING
 - a. MP-16-13/Z-16-11/CU-16-19/V-16-26
TPA/FUQUA DEVELOPMENT/PERIDOT(Deferred by Planning Commission)
Consideration of a request to amend the Peridot (A.K.A. MetLife) Master Plan and previous conditions of zoning to allow 320 'For-Rent' residential units, 167 'For-Sale' Attached units, 55,500 square feet of retail/restaurant use, 664,400 square feet of office use, and a 200-room hotel. A rezoning is requested on 15.51 acres from O-I (Office-Institutional) to MU (Mixed-Use) and a conditional use is requested to allow 'Dwelling, 'For-Rent' and 'Bank, Savings and Loan' uses. A variance is requested to allow first floor 'For-Rent' dwellings on three building sides and to allow first floor 'For-Rent' dwellings on a Storefront Street. 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. CLUP-15-01/MP-15-01/Z-15-01/V-15-01 KB400 Master Plan/1699 Land CO. LLC
This item has been deferred by Staff until Wednesday, April 12, 2017.
Consideration of an amendment to the KB400 Master Plan to add 'Dwelling, 'For-Sale' Attached and Detached' as permitted uses in order to allow for 25 'For-Sale' townhome units and 57 single-family detached lots in a gated community on 12.46 acres. The applicant also requests a rezoning of the property from O-I (Office-Institutional) to CUP (Community Unit Plan), as well as a change to the Comprehensive Land Use Plan from 'Corporate Campus Office' to 'High Density Residential'. A variance is requested to reduce the minimum 100-acre lot size in the CUP district.
 - c. Z-17-01 Tribble/285 Karen Drive/DT-R
Consideration of a request to rezone 0.817 acre from R-12 (Dwelling, 'For-Sale' Residential) to DT-R (Downtown Residential) to allow for the construction of 3 'For-Sale' Detached homes. The property is located at 285 Karen Drive and is legally described as being located in Land Lot 696, 1st District, 2nd Section, Fulton County, Georgia.
 - d. PH-17-02 Historic Preservation Incentive Zoning – UDC Text Amendments
Consideration of amendments to the Historic Preservation Incentive Zoning Ordinance to remove and add historic properties to Appendix A: Historic Resources Inventory, as well as miscellaneous text amendments.
- VII. ADJOURNMENT



CITY COUNCIL MEETING STAFF REPORT

SUBMITTING DEPARTMENT: COMMUNITY DEVELOPMENT

SUBMITTED BY: KATHI COOK

DRAFTED BY: MICHAEL WOODMAN

PLANNING COMMISSION MEETING FEBRUARY 2, 2017

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

*This summary is provided as a convenience and service to the public, media and staff. It is not the intent to record proceedings verbatim. Any reproduction of this summary must include this notice. Public comments are noted as heard by The Planning Commission, but not quoted or paraphrased. This document includes limited presentation by The Planning Commission and invited speakers in **summary** form. **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
 - Francis Kung'u (Chairman)
 - Kyle Caswell
 - Rob Partee
 - John Hipes
 - Larry Attig
 - Ben Burnett
 - Karen Richard
 - John Goss
 - Fergal Brady

- Staff Members Present
 - Kathi Cook, Community Development Director
 - Michael Woodman, Senior Planner
 - Eric Graves, Senior Traffic Engineer

- Elle Taylor, Boards Assistant

III. APPROVAL OF MEETING MINUTES

a. January 5, 2017

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

IV. ITEMS FROM BOARD MEMBERS

V. ITEMS FROM STAFF

VI. PUBLIC HEARING

a. CLUP1501/MP-15-01/Z-15-01/V-15-01 KB400 Master Plan/1699 Land CO. LLC

Consideration of an amendment to the KB400 Master Plan to add 'Dwelling, 'For-Sale' Attached and Detached' as permitted uses in order to allow for 25 'For-Sale' townhome units and 57 single-family detached lots in a gated community on 12.46 acres. The applicant also requests a rezoning of the property from O-I (Office-Institutional) to CUP (Community Unit Plan), as well as a change to the Comprehensive Land Use Plan from 'Corporate Campus Office' to 'High Density Residential'. A variance is requested to reduce the minimum 100- acre lot size in the CUP district.

The Applicant deferred this item until Thursday, March 2, 2017. It was not heard at this meeting.

b. MP-17-03/CU-17-02 Cutter's Cigar Emporium

- ❖ Commission Member Partee offered a motion to remove the item from the table
 - The motion received a second from Commission Member Caswell
 - The motion passed by vote (7-0)

Michael Woodman, Senior Planner, presented consideration of a request for a conditional use permit and master plan amendment to add 'Smoke Shop and Tobacco Store' as a conditional use in Pod A of the Fulton Greens Master Plan to allow a cigar store in a 3,258 square foot suite located at

4915 Windward Parkway, Suite 100 (Sydney Center on Windward). Cutter's Cigar Emporium currently operates at 5530 Windward Parkway (The Plaza). If approved, the applicant intends to relocate the business to the proposed location.

The property is zoned C-1 (Neighborhood Commercial) and is located in Pod A of the Fulton Greens Master Plan. Pod A is approved for a variety of commercial uses, including retail establishments and restaurants.

Sydney Center at Windward is a three (3) tenant, 10,000 square foot retail building currently occupied by Great Harvest Bread and Mambo's Cafe. Suite 100 was formerly occupied by a hair salon. The approved 2012 land disturbance permit for this site depicted a 2,400 square foot medical office building, which was never constructed. The property owner recently applied for a land disturbance permit to construct the proposed medical office building. The 87 parking spaces provided at the retail center meets the Code-required parking for the existing and proposed uses at this location.

Unified Development Code (UDC) Section 1.4.2 defines 'Smoke Shop and Tobacco Store' as follows:

"Any premises dedicated to the display, sale, distribution, delivery, offering, furnishing, or marketing of tobacco, tobacco products, or tobacco instruments; provided, however, that any grocery store, supermarket, convenience store or similar retail use that only sells conventional cigars, cigarettes or tobacco as an ancillary sale shall not be defined as a "smoke shop and tobacco store".

There are currently no 'Smoke Shop and Tobacco Store' uses in the Sydney Center at Windward retail center. Similar businesses in the City include Alpha Smoke at 221 South Main Street, Tinder Box at 131 South Main Street, and Cigars Plus at 4055 Old Milton Parkway, Suite 8.

Cutter's Cigar Emporium has been in business since 2012 and currently operates at 5530 Windward Parkway, Suite 200-B, Alpharetta, Georgia. The applicant's business is primarily retail sales of premium cigars and accessories, as well as indoor/outdoor smoking lounge with on-premises alcohol consumption. According to the applicant, alcohol sales represent 10% of all sales associated with the business. Hours of operation are proposed to be Monday – Wednesday from 10:00 AM to 9:00 PM, Thursday – Saturday from 10:00 AM to 11:00 PM and Sunday from 12:00 PM to 6:00 PM. The applicant proposes to relocate the existing business located at 5530 Windward Parkway to the new location for the purpose of increasing the useable floor space.

According to the documentation provided by the applicant, the proposed ventilation system exceeds the requirements for outdoor ventilation air into the space. The applicant proposes a new HEPA filter/smoke filtration system, in addition to the existing smoking area exhaust system.

City Staff has reviewed the applicant's proposal and finds that it can support the master plan amendment and conditional use, as they are not in conflict with the established standards and should have little impact on the area. The proposed use would be compatible with the surrounding retail uses and other locations for this business, which are similarly situated within retail shopping centers. However, conditions should be established as part of this application that regulate and limit an expansion of the business.

Staff's recommendation is to approve MP-17-03/CU-17-02 Cutter's Cigar Emporium/Fulton Greens subject to the following conditions:

1. 'Smoke Shop and Tobacco Store' shall be added as a conditional use in the Fulton Greens Master Plan, Pod A at 4915 Windward Parkway, Suite 100.

2. Conditional use approval shall be limited to the Cutter's Cigar Emporium; no additional smoke shop and tobacco store businesses or subleasing shall be permitted within the approved space.
3. Hours of operation shall be limited to Monday – Wednesday 10:00 AM – 9:00 PM, Thursday – Saturday 10:00 AM to 11:00 PM and Sunday 12:00 PM to 6:00 PM.
4. Outdoor patio and associated furniture shall require approval by the Design Review Board. Outdoor patio area shall be defined with landscaping and/or decorative fencing and all outdoor smoking shall be confined to this area.
5. All music entertainment shall be conducted within the interior of the space located at 4915 Windward Parkway, Suite 100.
6. The business shall be required to provide a ventilation system that exceeds the ventilation requirements of the International Mechanical Code 2012 to prevent impacts to adjacent businesses.

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

Mr. Woodman discussed:

- Outdoor Patio Site Plan
- Nearest residential property is 270' from proposed Cigar Emporium
- Elevation of building
- Applicant Outreach to concerned property owners
- Options for Screening
- Whether Mambo's restaurant had been an issue for residential property owners
- Criteria for Conditional Use

There was discussion from the Commission:

- Revising Condition # 5 to provide for input from residents
- Conditional Use Criteria # 3 addressing concerns. Mr. Woodman stated distance is far enough away and noted conditions of no outdoor entertainment, screening.
- No complaints at current location
- Canopy, Fans
- Trees
- Parking Island requires a tree

Penn Hodge and Russ Monolith presented for the Applicant.

- Mambo's Patio

- Residential development was zoned after shopping center
- Background of business as destination spot for cigar smokers, business travelers, hospitality business

There was discussion from the Commission:

- Travel distance for smoke
- Busiest days of week – Thursday, Friday nights
- Seating capacity
- No sale of vaping products
- Fans on Patio

Chairman Kung'u opened the floor to Public Comment at 7:03 p.m.

In Favor:

1. Rick Hancock, Alpharetta, GA

Reasons:

- Fellowship
- Great Owners
- Good Neighbor
- Good service to community

In Opposition:

1. Kakim Meziani, 2670 Augeron Ct
2. Sean Dyer, 2700 Augeron Ct
3. Yaswanth Jonnalagadda, 2630 Augeron Ct
4. Ravi Kadala, 2650 Augeron Ct

Concerns:

- Diminish property values
- Petition from neighborhood
- Proximity of smoke to homes
- Noise
- Not appropriate location next to a family neighborhood

- Privacy issues
- Closer to residential neighborhood than Mambos
- Exposing small children to smoke
- Smoke allergies

Applicant gave a rebuttal:

- Allowed conditional use
- Potential for noise

There was discussion from the Commission:

- Potential for business closing at 11:00 on weekends. Applicant did not agree with that condition.
- Other Cigar Store locations
- Noise issue
 - ❖ Commission Member Brady offered a motion to approve with Staff Conditions and the addition of restrictions of certain products – vapes or other paraphernalia - to be restricted from the premises
 - The motion received a second from Commission Member Partee
 - ❖ Commission Member Caswell offered a friendly amendment to revise Condition # 5 to” Option #2 – Extend, build or modify the retaining wall up 6’ to 8’ from the corner of the building to the dumpster enclosure and paint the wall to blend in with the surroundings. Final approval of materials and layout by Staff.”
 - ❖ Commission Member Richard offered a friendly amendment to add a Condition that a minimum of two fans shall be installed under the canopy at the approval of Staff.
 - Commission Member Brady accepted the Friendly Amendments
 - The motion with the Friendly Amendments passed by vote (7-0)

c. CLUP-17-01/Z-17-02/V-15-05 GRBK Academy, LLC/Ben Manning House

Kathi Cook presented consideration of a request to rezone approximately 0.39 acres from R-8A/D (Dwelling, ‘For- Sale’ Attached/Detached Residential) to DT-LW (Downtown Live-Work) in order to allow a historic residential structure to be used for an office or residential use. A change to the Comprehensive Land Use Plan designation from ‘Downtown Residential Density’ to ‘Mixed Use Live Work’ and a variance to reduce the buffer requirement between residential and non-residential uses is requested. The property is located at the northwest corner of Academy Street and Cricket Lane (Haynes Bridge Road extension) at 94 Academy Street.

The applicant, GRBK Academy, LLC, is requesting to rezone approximately 0.39 acres from R-8A/D (Dwelling, ‘For-Sale’ Attached/Detached Residential) to DT-LW (Downtown Live-Work) in order to allow a historic residential structure to be used for an office or residential use. A change to the Comprehensive Land

Use Plan designation from ‘Downtown Residential Density’ to ‘Mixed Use Live Work’ and a variance to reduce the buffer requirement between residential and non-residential uses is requested. The property is located at the northwest corner of Academy Street and Cricket Lane (Haynes Bridge Road extension) at 94 Academy Street.

The submitted request, if approved, will allow for a historic residential structure on 0.39 acres to be used for an office or residential use. The Ben Manning House was built sometime between 1908 and 1910 and is currently being renovated in conjunction with the East of Main (F.K.A. Academy Street Tract) residential development. The developer originally intended to save and restore the structure as an amenity clubhouse for the residents of East of Main. The property is located at the northwest corner of Academy Street and Haynes Bridge Road at 94 Academy Street.

The subject property was rezoned to R-8A/D on June 15, 2015 as part of a 10.43-acre residential development to allow for the construction of 83 ‘For-Sale’ Detached and Townhome units. All surrounding properties are zoned R-8A/D and are part of the East of Main subdivision. The property has a comprehensive land use plan designation of Downtown Residential Density. The applicant requests a comprehensive land use plan amendment to change the designation of the property to Mixed Use Live Work.

The Ben Manning House was saved in conjunction with the rezoning of the Academy Street Tract in 2015. The developer is currently utilizing the Ben Manning House as their sales office for the East of Main subdivision. The condition of zoning below describes the requirement to save and restore the historic structure.

4. The Historic Manning House shall be restored and protected. Minimum lot size for the historic property shall be 15,000 sq. ft. Restoration and modifications shall require review and approval by Staff. The exterior of the home shall be restored with final approval by Staff prior to the first Certificate of Occupancy on the property. Pool area shall be setback from the front of the home as depicted on site plan. Landscaping and fencing style shall be designed to complement the time period of the historic home.

At the time, the developer planned to use the structure as an amenity clubhouse for the residential subdivision. According to the applicant, Building and Life Safety Code requirements, such as adding a fire sprinkler system, make it economically unfeasible to use the structure as an amenity clubhouse. The developer has prepared covenants, conditions and restrictions (CC&R’s) that will provide access and use of the Ben Manning House yard and formal gardens by residents of East of Main. The long-term sustainability of the structure will be with a single private owner that will have the funds to properly maintain the structure. The proposed CC&R’s for East of Main contemplate the following to ensure a good long-term plan for the building, the use and maintenance:

- 1. The Ben Manning Home is a member of the East of Main HOA and owns 17 of the 100 shares. The owner of the Ben Manning House will be responsible of 17% of the long-term maintenance of the parking lot, alley way and detention facility.**
- 2. The Ben Manning Home is responsible for paying Common Area Maintenance (CAM) charges to the East of Main HOA to maintain the area surrounding the home, as well as the garden contained on the property.**
- 3. The parking in the rear of the home is shared; the Ben Manning House has exclusive right to the parking area from 7:00 AM – 5:00 PM Monday – Friday. Homeowners can use the parking area during all other hours for overflow resident/guest parking.**
- 4. The HOA has the right to share the garden as “open space” for the common use of the members of the HOA.**

In short, the HOA gains the benefit of the restored home and the beauty it adds to the entrance and in lieu of a long-term liability. The property is income producing for the HOA to offset the maintenance of the community. The HOA has rights to the parking and garden area in documents set forth and recorded in the CC&R’s.

A previous condition of zoning exempted the historic home from being included in the overall residential density restriction for the East of Main subdivision, which was capped at no more than eight (8) dwelling units per acre. If the structure were used as a residential use, the overall density of the East of Main subdivision would be 8.05 dwelling units per acre.

The applicant requests a variance to UDC Appendix A, Section 2.6, Neighborhood Compatibility to remove the 50' undisturbed buffer requirement between residential and non-residential uses. A 'For-Sale' detached home will be constructed on the adjacent property to the west. If the subject property is used as an office, a 50' undisturbed buffer would be required. The Ben Manning House is approximately 50' from its west property line and the side yard includes a tree save area. Staff recommends evergreen screening along the west property line to provide a transition between uses.

The submitted site plan depicts the 1,890 square foot Ben Manning House on 0.387 acres at the corner of Academy Street and Cricket Lane. Seven (7) parking spaces are provided at the rear of the structure and on-street parking will be provided along Cricket Lane. Conversion of the structure to an office use would generate a need for six (6) parking spaces. Access to the property is depicted through Belle Isle Drive, which is a new local street on the west side of Cricket Lane and north of Academy Street. A pedestrian connection is provided from the front door of the structure to the sidewalk in the linear park along Academy Street.

The existing structure meets all setback requirements, which includes a 10' front and rear setback and a 0' side setback. The nearest residential lots are 45' (north) and 50' (west) from the Ben Manning House. Five (5) trees have been saved on the subject property, including a grouping of Magnolias on the west side of the structure that should provide screening between the property and the adjacent residential lot. The applicant has planted a row of Evergreens along the west property line to provide screening.

The Alpharetta Downtown Code states that a site's open space requirement shall be considered satisfied when a development incorporates a historic building. The applicant is currently in the process of renovating the Ben Manning House, including the following improvements:

- Stabilize weak foundation piers
- Paint exterior
- Replace rotten cornice and porch materials
- Repair fireplace chimneys
- Replace windows and sills
- Add porch railing
- Replace under pinning between porch piers
- Replace front stoop and add railing
- Add landscaping
- Provide ADA access to structure
- Add rubble wall with fencing/railing
- Interior renovations, including floors, sheetrock walls, ceilings, electrical, water/sewer, HVAC, insulation, refinish wood floors, refinish fireplace mantles, expose pocket doors and restore, add ADA bathrooms

While the applicant intends to use the Ben Manning House for private use, access to the yard will be kept open as an amenity to the East of Main subdivision. The west side of the property has been developed as a formal garden area. The linear park along Academy Street and in front of the structure will remain open for public access. Including the Ben Manning House property, linear park and two (2) pocket parks, the total outdoor amenity area for East of Main is 1.06 acres or 10.2% of the overall development. Therefore, the outdoor amenity space exceeds the requirement provided for in the previous condition of zoning stated below.

16. Site Plan shall include outdoor amenity spaces that comprise 10% of the land area per the Downtown Master Plan recommendations. The calculation shall include the Manning House and

grounds.

If the 1,890 square foot Manning House were used as a professional office, it would generate 3 PM Peak Hour trips. Whereas, if used as a residence it would generate two PM Peak Hour trips.

Staff recommended approval subject to the following conditions:

1. Property shall be zoned DT-LW and shall be developed substantially as depicted on the zoning plan prepared by Travis Pruitt & Associates, dated 12/1/2016.
2. A final plat revision shall be required prior to final site Certificate of Occupancy. Final plat shall specify zoning, development standards, tree save area, and conditions of zoning related to the subject property. An easement shall be recorded on the final plat providing for use of the Ben Manning House yard as amenity space for the East of Main subdivision.
3. A 10' planted buffer shall be provided along the west property line and shall be planted with Evergreen trees and/or shrubs to provide a visual screen between uses, as approved by Staff.
4. Developer shall provide a statement on the final plat and in the HOA covenants, conditions & restrictions providing for the protection and maintenance of the Ben Manning House.
5. Previous conditions of zoning related to file Z-14-15/V-14-32 Academy Street Tract shall remain in effect, except as modify in the conditions above.

There was discussion on:

- Uses for DT-LW
- Signage size to fit scale of home
- Loss of Amenity Space
- Use of Porches
- Exterior Lighting
- Exterior Street Lights required along Academy
- Office Use

Don Rolader and Jeff Kingsfield presented for the Applicant. There was discussion of a "Historically appropriate sign."

Chairman Kung'u opened the floor to Public Comment at 8:12 p.m.

There was no Public Comment.

There was discussion from the Commission on:

- Ben Manning House Plaque
 - Signage Criteria
- ❖ Commission Member Caswell offered a motion to approve with the conditions as noted by Staff adding a Condition # 6 related to signage "Monument sign not to exceed 10sf to be located at the rear of the property, wall sign not to exceed 4sf both to be approved by DRB. The property will forever be known as the Ben Manning House and will be so designated by a plaque, which will be affixed to the exterior of the property to be approved by DRB.
- The motion received a second from Commission Member Brady
 - The motion passed by vote (7-0)

d. PH-17-03 Update to Comprehensive Land Use Plan - Downtown Residential Development



Kathi Cook presented consideration of an amendment to the 2035 Comprehensive Plan to add language to the Downtown Activity Center and Kimball Bridge Activity Center character areas in order to clarify the vision for redevelopment of existing residential neighborhoods.

The 2015 Downtown Master Plan update identified existing residential areas as potential redevelopment opportunities. The Master Plan envisioned redevelopment to occur as part of a larger land assembly as opposed to a piecemeal, lot-by-lot approach. This would ensure existing residents are protected from piecemeal redevelopment. Piecemeal redevelopment has the potential to have negative impacts on existing residential properties and does not represent the best development plan for the area. A land assembly approach to redevelopment provides greater opportunities to protect the natural environment, provide a better site layout, provide larger and more useable civic and amenity spaces, and reduce infrastructure costs. Additionally, there are potential negative stormwater management implications since single lot redevelopment would not trigger stormwater requirements. This is especially concerning given that older residential areas in need of redevelopment were likely developed with little to no stormwater management requirements.

Existing residential areas identified as potential redevelopment opportunities are designated Downtown Residential Density on the Comprehensive Land Use Plan, which identifies DT-R (Downtown Residential) as an appropriate zoning district. DT-R may permit densities of up to eight (8) dwelling units per acre, if an appropriate plan is presented, as compared to the existing zoning districts of R-12 (3.6 dwelling units per acre) and R-15 (2.9 dwelling units per acre). DT-R also allows a wider variety of residential types, as well as reduced setbacks and lot sizes. Therefore, Staff requests this important clarification in the Comprehensive Plan.

Chairman Kung'u opened the floor to Public Comment at 8:28 p.m.

There was no Public Comment.

- ❖ Commission Member Attig offered a motion to approve with the conditions as noted by Staff
 - The motion received a second from Commission Member Partee
- ❖ Commission Member Richard offered a Friendly Amendment to add the same language to the Old Milton Corridor
 - Commission Member Attig accepted
 - The motion with the Friendly Amendment passed (7-0)

e. PH-17-05 UDC Changes - Text Amendments - Signs & Downtown Parking

Michael Woodman presented consideration of amendments to the Unified Development Code (UDC) Section 2.6.12 (C)(2) to increase the maximum wall sign area permitted in industrial and office parks from 156 square feet to 240 square feet and delete a provision in UDC Appendix A, Section 2.4 (C)(3) Downtown Parking Code.

There was discussion from the commission:

- How was 240' determined?
- Vertical Capacity

- Horizontal Capacity
- Appendix A Downtown Parking Code

Chairman Kung'u opened the floor to Public Comment at 8:53 p.m.

There was no Public Comment.

- ❖ Commission Member Richard offered a motion to approve
 - The motion received a second from Commission Member Attig
 - The motion passed (7-0)

VII. Discussion on Role of Alternate

VIII. ADJOURNMENT



CITY COUNCIL MEETING STAFF REPORT

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

I. AGENDA ITEM TITLE: MP-16-13/Z-16-11/CU-16-19/V-16-26 TPA FUQUA/PERIDOT

PLANNING COMMISSION: MARCH 2, 2017

CITY COUNCIL: MARCH 27, 2017

This item was heard at the November 3, 2016 Planning Commission meeting. The applicant requested a deferral. After discussion, the Planning Commission recommended to defer the request. Vote (7-0)

II. RECOMMENDATION:

Approve MP-16-13/Z-16-11/CU-16-19/V-16-26 TPA Fuqua/Peridot subject to the following conditions:

Conditions that end with (GRTA) are conditions recommended by the Georgia Regional Transportation Authority. All GRTA recommendations are incorporated in a document dated July 13, 2015, RE: DRI 2499 – Innovation. RED= Changes to previously approved conditions.

1. The 62.47-acre property shall be zoned MU. Site shall be developed substantially similar to plans by Wakefield Beasley & Associates, dated 2/21/2017, subject to approved conditions. Architectural style of all buildings shall be Post-Industrial Mercantile style similar to the renderings and architecture in the 2016 application with non-residential buildings approved by the Design Review Board and residential buildings approved by Staff. Townhomes shall be substantially as depicted in Exhibit A with decorative iron enforcements added.
2. Development regulations shall be as follows:
 - a. Office – 664,400 square foot maximum. Building height shall be limited as depicted on site plan dated 2/21/2017 with 1 building up to 12 stories, remaining office limited to a maximum 6 stories. Mixed use buildings shall be limited to a maximum of 5 stories or 60', whichever is less.
 - b. Up to 63 'For-Sale' townhome units and up to 104 'For-Sale' stacked condominiums shall be permitted in up to 4-story buildings with a maximum height of 50'. In lieu of the stacked condominiums, that portion of the property may be developed with zero lot line 'For-Sale' detached units with no reduction in the overall open space and within the same footprint of the stacked condominiums as depicted on the 12/13/2016 alternate plan prepared by Travis Pruitt. A minimum 25% of all residential units shall be 'For-Sale' units.
 - c. Retail –Maximum of 26,100 square feet and height of 2 stories or 35', whichever is less. Permitted retail square footage shall include a 9,600 square foot food hall/market. Mixed use buildings shall be limited to a maximum of 5 stories or 60', whichever is less. No more than 3 free standing retail buildings shall be permitted. No more than 2 free-standing 'Bank or Savings and Loan' buildings shall be permitted and shall be a minimum of 2 stories, or 24', and shall have significant architectural features as approved by Staff. Standalone retail buildings shall have a minimum height of 18'. A minimum 3,000 square foot neighborhood grocery shall be required.
 - d. Hotel – One boutique or full-service hotel as approved by staff with a maximum of 200 rooms and 7 stories shall be permitted. Hotel may not be an extended stay facility.
 - e. Restaurant – Maximum of 29,400 square feet and height of 2 stories or 35', whichever is less. A maximum of 3 free-standing restaurants with a combined square footage of not less than 3,500 square feet and not more than 10,000 square feet with no drive-thru or pick up windows. Individual restaurants may be attached via architectural features such as metal arches, outdoor seating areas, patios and similar amenities as approved by Staff. An open air "special event facility" shall be permitted adjacent to the lake with a maximum of 20,000 square feet. One jewel box building shall be permitted in the central park as depicted on the site plan.
 - f. 'For-Rent' Residential – After March 27, 2018, 220 'For-Rent' attached units shall be permitted a Certificate of Occupancy in accordance with UDC 'For-Rent' requirements. 'For-Rent' residential shall be permitted above office or retail uses on at least 1 side of the building. At-grade 'For-Rent' units shall have walkouts with sidewalk connections. Building maximum height shall be 5 stories or 60 feet, whichever is less. No more than 40% of the units may be 2-bedroom units. 'For-Rent' units shall be constructed concurrently with retail, 25% 'For-Sale' units and a minimum 60,000 square feet of office use. A Certificate of Occupancy shall not be issued for rental units

- until 60,000 square feet of office has been constructed and a certificate of occupancy issued. The units shall be part of a mixed-use project containing a minimum of 50 acres, and incorporating retail, 'For-Sale' residential units, hotel, 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, concierge services and secure elevator access. If construction does not commence by March 27, 2019 residential units shall revert to 'For-Sale' only.
- g. Parking Decks – Maximum of 5 levels, except parking deck along Haynes Bridge Road shall be a maximum of 2 levels. With the exception of the 2 parking decks serving office buildings, all parking decks shall be wrapped with residential or non-residential uses where visible from the public right-of-way. Parking decks visible from Haynes Bridge Road, Lakeview Parkway and Morrison Parkway shall be treated with comparable materials and finishes as the buildings they serve. Parking decks visible from Georgia 400 and the interchange shall be screened from view with evergreen landscaping. Suitability of parking deck elevation, visibility and landscape screening shall be approved by the Design Review Board.
3. The Master Plan area shall be limited to the following uses and further restricted by conditions of zoning:
 - a. office
 - b. retail
 - c. restaurant (no drive thru)
 - d. hotel
 - e. residential
 4. Retail uses shall be those uses customarily accessory to or amenities for office uses, restricted to the following uses:
 - a. Art Gallery
 - b. Bakery
 - c. Barber Shop
 - d. Beauty Shop
 - e. Book Store
 - f. Bowling Entertainment Venue (with approval of a conditional use permit)
 - g. Computer Supply Store
 - h. Copy Center/Print Shop
 - i. Drug Store (not to exceed 2,000 SF)
 - j. Dry Cleaning Pick-up Station
 - k. Fitness Studio
 - l. Florist, Retail without Greenhouse
 - m. Gourmet Food Store
 - n. Office Supply Store (not to exceed 2,000 SF)
 - o. Package Shipping/Mail Box Store
 - p. Restaurant (no drive-thru)
 - q. Retail Sales and Services Establishment
 - r. Shop or Studio, Craftsman/Artist
 - s. School, Commercial
 - t. Spa Services (with approval of a conditional use permit)
 5. Building Setbacks along Haynes Bridge Road and Morrison Parkway shall be 30' building setback with a 20' landscape strip. Building setbacks along Lakeview Parkway shall be 25' with a 20' landscape strip.
 6. Building setbacks along internal streets shall be 0' for the first 60' of building height. Above 60' in height, a 10' setback shall be provided from back of curb. Sidewalks and street trees shall be incorporated throughout the development. Pedestrian bridges, stairs, elevators and escalators may encroach over and into public spaces provided that they don't impede pedestrian circulation or safety.
 7. A building permit shall not be issued for any free-standing retail building before a building permit is issued for the 60,000 square foot office use.
 8. Specimen trees on the site shall be given special consideration and every attempt to incorporate them into the applicant's site plan shall be made as stipulated in the Tree Protection Ordinance. In addition, specimen trees #473, 477, 512, 545, 563, 566, 568, 821, 591, 593, 596, and 600 shall be saved.
 9. A minimum 12.35 acres of park land is required for the proposed development with at least 6.18 acres required to be passive park area. A minimum 6.25 acres of public space shall be required. 29.36 acres of open/green space shall be provided as depicted on the 2/21/2017 zoning plan. The greenspace to the east of the lake shall remain undisturbed, except for the trail around the lake. A bocce ball court, or an alternative outdoor recreational feature approved by Staff, shall be required within an area designated public space as approved by Staff.

Design Conditions:

10. At-grade pedestrian and bicycle connections shall be provided throughout the site, including between buildings and recreational facilities within the development and across Lakeview Parkway to the existing office 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. Bicycle facilities shall be provided throughout the development.
11. Detention facilities shall not be visible from a public right-of-way, except a decorative water feature approved by Staff.
12. Parking decks and retaining walls shall receive architectural façade treatment or be heavily landscaped. Retaining walls visible from developed areas exceeding 16' in height shall be terraced. In areas where the parking decks are visible to the public, the decks will be screened by landscaping or materials approved by DRB or other materials as approved by Staff.
13. Except for the 'For-Sale' product, priority parking spaces shall be provided for alternative fuel vehicles along with accommodation for a vehicle charging station.
14. 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 Haynes Bridge Road 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. The public shall be permitted to park in the office parking lots on evenings and weekends.
15. Prior to LDP for development, the applicant shall submit for approval a document to be entitled 'TPA/Fuqua Design Standards'. This document shall include elevations or architectural themes of buildings, specifications for street furniture including benches, trash receptacles, lighting, fountains, bicycle racks, bus shelter, signage landscaping themes and focal point features and shall be substantially similar to the renderings filed with the 2016 application, as amended. Design standards will be presented to Staff and the Design Review Board for review and approval. This document also shall detail entrance treatment for the Haynes Bridge Road/Lakeview Parkway intersection, which shall compliment any existing or changed entrance feature across Lakeview Parkway. Retaining walls also shall be complementary.
16. Plans for buildings, landscaping and signage (in the form of a 'sign package') shall be subject to review and approval by the Design Review Board.
17. Awnings shall be provided on buildings at street level in commercial areas where reasonably appropriate in order to protect pedestrians from inclement weather.
18. Surface parking areas other than on-street parking shall be screened from the public right-of-way in compliance with the current UDC. A decorative, short wall shall be located along Lakeview Parkway where needed in order to obscure views of surface parking from Lakeview Parkway.
19. All buildings along Haynes Bridge Road, Morrison Parkway and Lakeview Parkway must face those streets or appear to face those streets. Backside of buildings or 'back of house' functions (such as loading or dumpster area) shall not be visible from those streets. Parapet walls shall be used as needed to screen roof-top mechanical equipment and views.
20. Measurement of building heights shall not include spires or other decorative architectural features.
21. Streets within the development shall be private and shall include a planted median with sufficient space for tree plantings.
22. A view corridor shall be created from Haynes Bridge Road to the lake, along the main boulevard, as depicted on the plan. A structure for seating or gathering, such as a gazebo or similar structure, shall be provided at the end of the boulevard near the lake as approved by Staff.
23. The corner of Haynes Bridge Road and Lakeview Parkway shall be designed with a minimum 5,000 square foot green space and shall incorporate existing wall and landscaping with a focal point feature (sculpture) added with final approval by the local arts committee. Applicant shall provide a minimum of 6 original sculptures located at prominent locations throughout the development as approved by Staff and the local arts committee. Locations shall include the corner of Lakeview Parkway and Haynes Bridge Road. Approval and construction of 1 sculpture shall be required concurrent with the first CO. A minimum of 1 additional sculpture shall be required concurrent with the first CO of each subsequent phase of development. All sculptures shall be required prior to final site CO.
24. In order to further 2035 Comprehensive Plan strategy LU 6.2, no stand-alone retail development shall be located within 500' of the GA 400 interchange.
25. Prior to the first LDP for development, applicant shall submit a construction phasing plan that shall demonstrate how construction will be staged and implemented in a manner that screens construction views from adjacent roadways.
26. Prior to the first LDP for development, applicant shall submit a revised master plan for the entire parcel to the City, which shall incorporate the approved conditions, as well as the following:
 - Approved specifications and standards identified for each use within the total development.

- Pedestrian network.
 - Overall planned green space areas.
27. Every plan submitted for a land disturbance permit shall include an on-going density and acreage tabulation.
 28. Alcohol license distance requirements from residential development shall be waived.
 29. Rooftop signs shall be permitted as approved by the Design Review Board.
 30. All site plans and civil design plans hereafter submitted to the City of Alpharetta shall state as the first note: "This plan reflects conditions stipulated through public hearing regarding case MP-16-13/Z-16-11/CU-16-19/V-16-25 TPA/Fuqua"

Landscape Conditions:

31. A 20' landscape strip with trees and shrubs shall be provided along Haynes Bridge Road, Lakeview Parkway and Morrison Parkway. Along Lakeview Parkway, the existing sidewalk shall be widened with brick or similar pavers an additional 2' in the beauty strip to the back of curb. All new utilities shall be located underground. Existing landscape strips along Morrison Parkway, Haynes Bridge Road and Lakeview Parkway and associated with the 3 existing office buildings shall be replanted where needed, as approved by Staff. Parking areas adjacent to Lakeview Parkway shall be heavily screened with landscape material as approved by Staff.
32. Landscaping areas shall not contain any parking, water detention area or buildings, or portion thereof, except that a detention pond or ponds may be located within the landscaping area if decorative and will provide an amenity. However, there shall be no encroachment into the Georgia 400 tree buffer, except for multi-use path as approved by Staff.
33. At least 1 roof-top amenity shall be required within the development. In addition, at least 25% of the space occupied by restaurant uses shall be located in open air dining areas. Outdoor dining areas will not count against the min. 29,400 SF of restaurant space.
34. Provide detailed street planting for Haynes Bridge Road, Morrison Parkway and Lakeview Parkway. Landscape plan shall be approved prior to issuance of a Land Disturbance Permit and shall include retaining the current mature street trees, except at curb cuts and in accordance with an approved stream piping plan along Lakeview Parkway, Morrison Parkway and Haynes Bridge Road with final approval by Staff.
35. The developer and/or property owner shall be responsible for the planting and maintenance of medians within the development site and for the medians located on Lakeview Parkway which are contiguous to the development site. The planting and maintenance shall be in accordance with a plan approved by Staff.
36. Parking lot islands shall be planted with trees, shrubs and ground covers (not with mulch only). Provide sufficient green space to provide screening for parking decks. Investigate, as directed by Staff, the possibility of adding shade structures on the top floor of parking decks to cover a minimum 15% of this surface.
37. The developer shall dedicate a permanent easement to the City and construct a 12' multi-use trail from Morrison Parkway, through the site, around the lake and through the Georgia 400 buffer to Haynes Bridge Road and to the west property line, with final alignment/design approved by Staff and construction completed prior to the first Certificate of Occupancy for residential units. A trail crossing shall be provided across Morrison Parkway at the existing signalized intersection at Lakeview Parkway and shall be constructed of paver material approved by Staff. Trail entrance gateways/arches shall be provided on Morrison Parkway and Haynes Bridge Road. The applicant shall hand clear undergrowth, invasive species and dead materials within the Georgia 400 buffer; maintain such condition to the City's satisfaction; and promote use of the area to the public by providing parking, access and trails for public enjoyment. A bike share station shall be provided at a location(s) along the trail as approved by Staff. Way finding signage shall be placed at key locations along the trail.
38. The 50' perimeter around the lake shall include a minimum 12' wide multi-use trail and gathering areas (gazebo, grilling stations, fire pits, benches, etc.) and exercise stations around the lake, as approved by Staff. The width of the multi-use trail may be reduced to save trees, as approved by Staff. The condition of the existing pedestrian bridges across the lake shall be assessed, repairs and widening shall be made by the developer/property owner as approved by Staff.
39. The 37,505 square foot park space near the corner of Haynes Bridge Road and Lakeview Parkway shall include landscape and hardscape for public space for recreation, entertainment, and/or civic purposes.
40. The lake shall be designed for active recreation, including stocking the lake with fish and constructing a dock.
41. Wetlands shall be counted as park space, if applicant improves the area with boardwalks, walkways, or educational amenities.
42. Site access off Lakeview Parkway shall be unsignalized. The right-in/right-out only drive on Lakeview Parkway shall be channelized to prevent unlawful turning movements. A roundabout is recommended at site driveway 2. Design of roundabout or other intersection improvement shall meet City LOS standards as approved by Staff.
43. Master Plan approval shall revert to 2015 approval, uses and site plan, if a building permit is not issued for office use by 3/27/2019.

General Conditions of Approval to GRTA Notice of Decision:

44. Development Intensity and Use
 - Provide a mix of residential, office and retail uses.
45. Access Management
 - Signalized intersections along Lakeview Parkway shall be a minimum of 1,000' from the existing signal at the intersection of Haynes Bridge Road and Lakeview Parkway.
 - Provide a maximum of 4 site driveways on Lakeview Parkway.
 - Align driveways on Lakeview Parkway with opposing existing driveways or offset by a minimum of 150'.
 - Any full movement site driveway on Lakeview Parkway must be a minimum of 450' from Haynes Bridge Road.
 - Any right-in/right-out site driveways on Lakeview Parkway must be a minimum of 200' from Haynes Bridge Road.
 - No direct site access is allowed onto Haynes Bridge Road.
 - No outparcels are allowed direct access on Haynes Bridge Road or Lakeview Parkway.
 - Provide shared driveway between adjacent property (shown as "MetLife") and the proposed development, as shown on plan.
 - All internal intersections shall be a minimum of 100' from Lakeview Parkway.
46. Pedestrian Facilities
 - Provide a system of sidewalks throughout the development providing pedestrian access to all uses, building entrances and site driveways.
 - Provide safe pedestrian crossings at all site driveway intersections (four-legged intersections) on Lakeview Parkway, including roundabouts.
47. Road Improvements to GRTA Notice of Decision:
Haynes Bridge Road at Lakeview Parkway/Northwinds Parkway
 - Construct 1 additional northbound left-turn lane along Haynes Bridge Road onto Lakeview Parkway creating dual northbound left-turn lanes.
 - Construct 1 additional eastbound right-turn lane along Lakeview Parkway onto Haynes Bridge Road creating dual eastbound right-turn lanes.
 - All intersections with Haynes Bridge Road and Lakeview Parkway shall be designed as directed by staff.

III. REPORT IN BRIEF:

The applicant, TPA and Fuqua, is requesting a master plan amendment to the Metropolitan Life/Peridot Master Plan to change the development mix and previous conditions of zoning. A request to rezone 15.51 acres from O-I (Office-Institutional) to MU (Mixed-Use), as well as requests for conditional use to allow 'For-Rent' residential use and a bank or savings and loan use. A variance is requested to allow first-floor 'For-Rent' dwellings on three (3) building sides and to allow first-floor 'For-Rent' dwellings on a Storefront Street. If developed as submitted, the development would consist of 55,500 square feet of retail/restaurant, up to a 200-room hotel, 664,400 square feet of office (510,000 square feet new), 320 'For-Rent' units and 167 'For-Sale' townhome and stacked flat units on 62.47 acres. The property is located west of Haynes Bridge Road, south of Lakeview Parkway and north of Georgia 400.

DISCUSSION

The submitted request, if approved, will allow for the construction of a mixed-use development consisting of 55,500 square feet of retail/restaurant use, 664,400 square feet of office use, 167 'For-Sale' townhome and stacked flat units, 320 'For-Rent' apartment units, and a 200-room hotel. The proposed residential density is 7.80 dwelling units/acre. The subject property is located west of Haynes Bridge Road, south of Lakeview Parkway and north of Georgia 400.

The subject property is currently zoned MU (Mixed Use) and O-I (Office-Institutional) and surrounding properties are zoned O-I to the north and east and LI (Light Industrial) to the west. The 62.47 acres is bounded to the north by Lakeview Parkway, to the west by Honda Motor Corp., to the south by Georgia 400, and Haynes Bridge Road to the east.

The applicant is requesting a master plan amendment for a project called “360 Tech Village” to change the permitted mix of uses and changes to previous conditions of zoning. The site is currently entitled for 100,035 square feet of retail, a 211-room hotel, 447,200 square feet of office space and 470 ‘For-Sale’ residential units. A rezoning is requested for 15.51 acres from O-I to MU, subject to the Metropolitan Life/Peridot Master Plan. Conditional use is requested to allow ‘Dwelling, ‘For-Rent’ use and ‘Bank, Savings and Loan’ use. A variance is requested to allow first-floor ‘For-Rent’ dwellings on three (3) building sides and to allow first-floor ‘For-Rent’ dwellings on a Storefront Street.

A conceptual development plan for the assembled tract was submitted in August 2007 at which time Staff submitted the application to the Department of Community Affairs for a Development of Regional Impact Review. On January 24, 2008, the ARC issued a finding that the proposal was in the best interest of the Region, and therefore the State. In 2011, a master plan amendment was approved along with a stream buffer variance. The 2011 master plan amendment did not require DRI review. GRTA submitted a “Notice of Decision” stating the project was approved as submitted with recommended conditions. A master plan amendment was approved in 2015, which included changes to previous conditions of zoning as reflected in the attachment labeled Exhibit A.

The table below provides a comparison between the applicant’s current proposal and previously proposed and approved master plan and amendments for the subject property.

		New Plan vs Previous Plans		
	2016 Proposed Plan	2011/2015 Plan	1988 Plan	Changes 2015-2016
Acreage	62.47 acres	47.05 acres	45.5 acres	+15.42 acres
Retail/Rest.	55,500 SF	100,035 SF	119,700 SF	-44,535 SF
Residential	487 Total Units: 167 ‘For-Sale’ Attached 320 ‘For-Rent’ units	470 Total Units: 445 ‘For-Sale’ Condominium units, 25 ‘For-Sale’ Townhomes	0	+320 ‘For-Rent’ -303 ‘For-Sale’ Attached
Density	7.8 du/ac	10 du/ac	0	-2.2 du/ac
Hotel	200 rooms	211 rooms	200 rooms	-11 rooms
Office	664,400 SF	447,200 SF	1,015,520 SF	+217,200 SF
Parking	3,372 spaces	3,415 spaces	N/A	-43 spaces
Open/Park	29.36 acres	11.08 acres	N/A	+18.28 acres

The property is also located within the Tier 1 North Point Development Node as depicted on the 2035 Future Land Use Plan. The City’s Comprehensive Land Use Plan describes the North Point Activity Center Character Area in the following way:

“PRESERVE the North Point area as a regional destination for shopping, jobs and entertainment, and ENHANCE the area with improvements and new development that supports a walkable and vibrant community destination with places to shop, work, entertain and live.”

“Future development should emphasize connectivity, uses that generate a high level of activity and transit-oriented development that anticipates the extension of MARTA transit service to the area. It should reinforce a walkable, mixed-use destination supported by a range of housing types and transportation modes. It should also focus on expanding the street network, enhancing public transit service, creating a pedestrian-friendly environment by adding sidewalks and supporting bicycle use with infrastructure that makes biking safe and convenient. This complete transportation system should link adjacent residential, office and commercial areas to major destinations within the activity center or serve as a safe and convenient connection to other destinations in the community. Expand entertainment uses and capitalize on amphitheater location.”

The property is located in an area of the North Point Activity Center LCI designated Mixed-Use Commercial Center Area, which is described in the following way:

“Mixed-use Commercial Centers seek to take advantage of Georgia 400, Mansell Road, and Haynes Bridge Road to accommodate significant vehicular traffic by locating high intensity uses within a short distance of the Georgia 400 interchanges. While still providing pedestrian connectivity to the mixed-use village center, the two

commercial centers are better suited to accommodate taller, regional serving development with higher vehicular traffic demands.”

‘FOR-RENT’ RESIDENTIAL

The applicant requests a conditional use to allow 320 ‘For-Rent’ units in a 4-story building with a parking deck. One (1) side of the building will contain 1st floor retail and/or office uses along the street frontage. The building will include studio, 1-bedroom and 2-bedroom units with rents from \$1,145 for 540 – 610 square foot studios, \$1,400 – \$1,500 for 700 – 800 square foot 1-bedroom units, and 2-bedroom units will be 1,048 – 1,175 square feet and with rents from \$2,000 – \$2,250. Residents will have access to parking and a variety of amenities, including a pool, fitness center, dog park, cyber café, game room and business center.

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’.

Current apartment conditions in the City reflect occupancy ranges from 93% to 100% leased.

There are several factors that should 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. Office space already exists on the site and high density housing should be tied to office space where jobs exist and are created and service uses are available to limit vehicular trips. The existing 406,853 square feet of office employs 2,034 people and the 510,000 square feet of new office will generate approximately 2,550 employees (1 employee per 200 square feet). A total of 4,584 office employees could be generated to support the residential and retail uses.

The City’s Rental Housing Study, which was prepared in May 2015 and recently updated, recommends that the City target an entitlement of between 93 and 159 ‘For-Rent’ units per year in order to achieve a goal of 32% rental housing in the City. It should be noted that this annual target recommendation is not an approved City policy; however, the 32% ‘For-Rent’ policy is included in the 2035 Comprehensive Land Use Plan.

‘FOR-SALE’ RESIDENTIAL

The applicant is requesting 167 ‘For-Sale’ units, which represents a reduction of 303 ‘For-Sale’ units from the current master plan entitlement. It is recommended that a mixed-use development contain a variety of residential types. The applicant’s proposed development mix provides a greater mix of ‘For-Sale’ vs. ‘For-Rent’ residential product as compared to the mixed-use developments at Milton Park and Avalon. Avalon is approved for 16% ‘For-Sale’ product and Milton Park has over 25%. Staff recommends that the project provide a minimum of 25% ‘For-Sale’ units.

The applicant’s site plan depicts 63 ‘For-Sale’ townhome units and 104 ‘For-Sale’ stacked condominium units. The applicant is requesting flexibility to allow for zero lot line single-family detached units in lieu of the stacked condominiums. Townhome units will range from 2,200 – 2,800 square feet with a price point between \$400,000 – \$600,000. Stacked condominiums will range from 1,250 – 1,700 square feet with price points beginning in the high \$200,000’s. If single-family detached units are constructed, homes will be 2,000 – 3,000 square feet with a price point between \$500,000 – \$700,000.

OFFICE

The applicant proposes 510,000 square feet of new office on the site, which is in addition to the 406,853 square feet of office existing in three (3) buildings within the Metropolitan Life/Peridot Master Plan. Two (2) office buildings are located north of Lakeview Parkway and the third is on the west side of the subject property. If the applicant's request is approved, a total of 916,853 square feet of office could be constructed within the master plan. For comparison, Northwinds is approved for 2.8 million square feet of office on 260 acres and Avalon for 660,000 square feet on 86 acres.

The request includes a 12-story, 300,000 square foot office building near the existing lake, a six (6) story, 150,000 square foot office building along Morrison Parkway and a three (3) story, 60,000 square foot loft-style flex office building near Haynes Bridge Road. The applicant states that the 60,000 square foot office building will be constructed in the first phase of the development. The existing office buildings are six (6) and seven (7) stories and are 93.6% occupied.

RETAIL/RESTAURANT

The development proposes 55,500 square feet of retail/restaurant uses located in freestanding and mixed-use buildings. This represents a 44,535 square foot reduction in retail/restaurant uses from the current master plan entitlement, which is consistent with an office-focused mixed-use development. The applicant proposes 16,500 square feet of retail space, 29,400 square feet of restaurant space, 400 square foot retail jewel box and 9,600 square foot market/food hall building surrounding the town center green and on the first floor of the 'For-Rent' building. A minimum 3,000 square foot neighborhood grocery will be provided within the requested entitlement of 55,500 square feet of retail/restaurant use. Retail uses will be those that are typically accessory to office use and retail services to support the proposed residential uses.

HOTEL

The applicant proposes one (1) boutique or full-service hotel with a maximum of 200 rooms and seven (7) stories. A boutique hotel is defined as a small hotel that typically has between 10 to 100 rooms in unique settings with upscale accommodations and design. The current master plan entitlement is for a 211-room hotel, with a minimum of 6,000 square feet of meeting space. The applicant has indicated that the number of hotel rooms constructed will likely be less than the 200 rooms requested.

PARK & PUBLIC SPACE

The applicant's site plan depicts 3.74 acres of park land, a 9.83-acre lake, a 4.5-acre wetland area, and 3.16 acres in other public spaces. Park space and public space shall not include the Georgia 400 tree buffer (except area improved for multi-use path), building setbacks, or landscape strips. The 4.5-acre wetland area may only be counted as public/park space, if improvements such as boardwalks, walkways, or educational amenities are included.

The 37,505 square foot town center green will be lined with ground floor retail, restaurant and office uses. Restaurants will have outdoor seating and the town center green will offer places for diners to sit and eat. The town center green will also include an outdoor band stand. Five (5) small park areas, totaling 0.57 acres, are depicted in the area of the townhomes and stacked flats. The lakeside park is shown to be 95,100 square feet.

A 9.83-acre lake amenity will be active and include recreational amenities. The lake perimeter already includes walking paths and pedestrian bridges over the lake. The lake should be improved with wider walking paths, gathering and seating areas, grilling stations and exercise stations. The path around the lake will become part of the City's Alpha Loop system and shall be a minimum 12-feet wide.

A 12' multi-use path will be provided through the subject property and connecting into the City's Alpha Loop system. The applicant's site plan depicts the multi-use path beginning at Morrison Parkway and running along Lakeview Parkway and Haynes Bridge Road. The path is also shown around the lake and on the south side of the lake. A future multi-use path easement is depicted running through the Georgia 400 buffer. Staff recommends that

the developer provide an easement and construct the 12' multi-use path from Morrison Parkway, running along Lakeview Parkway before entering the site through the townhome portion of the development, continuing around the lake and running east and west along the south side of the property.

The MU zoning district requires a minimum 10% of the land area be designated for public uses, such as recreation, entertainment and/or civic space. Based on the total site area, a minimum of 6.25 acres in public space is required for the proposed development. The total park space goal in the MU zoning district is one (1) acre of parkland per 100 population. Based on the table below, the applicant's proposed development will generate a population of 1,235 people. Therefore, 12.35 acres of parkland is required for the proposed development, of which at least 50%, or 6.18 acres, shall be passive park area.

2011-2013 American Community Survey 3-Year Estimates – Average Household Size

	Alpharetta city, Georgia	
	Estimate	Margin of Error
Total:	2.72	+/-0.09
Owner occupied	2.93	+/-0.13
Renter occupied	2.33	+/-0.16

BUILDING ELEVATIONS

The Metropolitan Life/Peridot Master Plan was amended on September 28, 2015, which included a condition of zoning requiring a Mercantile/warehouse architectural style, substantially similar to the renderings dated June 26, 2015. The applicant has submitted building architecture, which is described as Post-Industrial Mercantile style. The applicant provided the following description of the proposed mixed-use development, which will have a technology focus with a post-industrial theme.

“The 360 Tech Village Development is a large 62.4-acre mixed use development of which 29.3 acres are open/green space with an extensive pedestrian/bicycle trail. The retail, the 60,000 square foot office building and the multifamily building and hotel will be a traditional post-industrial/mercantile design. They shall include rich building colors, brick, brick detailing, articulation to break up massing, dark mullioned windows, oversized and/or arched windows, cornice treatments, canopies, awnings, and soft lines to emulate post-industrial/mercantile design. Roll up garage doors are encouraged on retail structures, as are roof top signs of materials intended to reflect the design features of the post-industrial era. The design does not prohibit use of branding elements, glass or traditional architecture but instead encourages consistency with an industrial theme through the development. The 6 to 12 story office buildings may be curtain wall. The single family residential structures also shall compliment this theme. The intent is to blend glass components that suggest “hi-tech” with the mercantile brick facades in an artful and tasteful way. The retail spaces each will have its own brand and will incorporate their façade into a pleasing blend with a mercantile background. The hospitality component will also be very branded and more modern in exterior design. Overall, the style will reflect an extremely engaging variety of architectural styles with complimentary proportions and materials, and consistent with the theme of Alpharetta being the “technology hub” for the southeast.”

EMPLOYEES

The applicant prepared an Area of Influence analysis consistent with those previously required by ARC and GRTA was conducted for the proposed development. According to the employee recapture analysis, the site is likely to accommodate 3,529 employees based on the mix of land uses, projected occupations, and average monthly income likely to be paid to employees. 3,322 of those employees are generated from the proposed office space based on one (1) employee per 200 square feet.

TRAFFIC

Kimley-Horn and Associates, Inc. prepared an update to the previous Traffic Impact Analysis. A comparison of trip generation from the applicant's current proposal versus the 2015 proposal is provided below. The analysis found

that the current proposal will result in a net 27.6% reduction in PM Peak Hour trips as compared to the 2015 proposal.

Gross Trip Generation Comparison

Site Plan	Daily Trips	AM Peak Hour Trips	PM Peak Hour Trips
360 Tech Village (2017)	14,858	1,420	1,525
Innovation Mixed-Use (2015)	20,582	704	2105
Percentage Difference	-27.8%	101.7%	-27.6%

The updated traffic analysis also included capacity analysis of the intersections and proposed site driveways along Lakeview Parkway. Similar to the previous traffic studies, the intersection at Morrison Parkway is expected to operate well with the proposed development traffic. At Haynes Bridge Road, the recommendations from the DRI study remain relevant; add dual northbound left-turn lanes along Haynes Bridge Road at Lakeview Parkway and provide dual eastbound right-turn lanes along Lakeview Parkway onto southbound Haynes Bridge Road. The added right-turn lane would connect to an extension of the Georgia 400 right-turn lane along Haynes Bridge Road.

Analysis of site driveways along Lakeview Parkway resulted in poor levels of service for vehicles exiting the site. Specifically, vehicles wishing to turn left onto Lakeview Parkway are expected to experience significant delay during the peak travel times. The study further contends that traffic conditions will not likely meet federal guidelines to warrant a traffic signal. Previous site plans included a roundabout to reduce delay at these intersections. Including at least one roundabout along Lakeview Parkway would also help calm traffic and facilitate an offset left turn. The best location would be the highest traffic intersection, proposed site driveway 2. Based on the anticipated traffic movements, some modification will be required of the existing median islands along Lakeview Parkway in order to accommodate vehicle queuing and limit access.

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 – 167 Townhomes & 320 Apartments

School	Estimated # New FCS Students Generated
Manning Oaks Elementary School	15 – 223
Northwestern Middle School	6 – 57
Milton High School	21 – 126
Total	42 – 406

Based on the total figure for all three school levels, it can be assumed that the proposed development could house approximately 42 – 406 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 uses that are consistent with the North Point Activity Center LCI and Comprehensive Land Use Plan designation of the property.

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 properties. Surrounding properties are located with the North Point Activity Center LCI, which envisions a mix of uses in a walkable environment.

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

Response: The proposed development respects the on-site stream buffers. If approved, staff recommends a condition to save certain specimen 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 O-I, which allows the requested office use by right. The applicant requests a rezoning of the 15.51-acre O-I parcel to MU to achieve a density of 7.80 dwelling units per acre over the 62.47-acre site.

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 have impacts on 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. If approved, the applicant's proposal would result in a net reduction in traffic as compared to the current master plan entitlement.

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 proposed MU zoning district is consistent with the Comprehensive Land Use Plan designation of the property, which is Mixed Use.

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 a portion of the property from O-I to 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 O-I, which allows the requested office use by right. The applicant requests a rezoning of the 15.51-acre O-I parcel to MU to achieve a density of 7.80 dwelling units per acre over the 62.47-acre site.

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 project has three (3) full-access driveways and a right-in/right-out driveway on Lakeview Parkway. The proposed development consists of a network of streets featuring connectivity throughout. The proposed mix of uses will reduce vehicular trips generated by the development.

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' use in association with a mixed-use development, which is consistent with the UDC. The proposed 'For-Rent' use is also consistent with the vision of the Comprehensive Land Use Plan and future land use designation of the property, which identifies the Georgia 400 corridor as an appropriate location to establish mixed-use activity centers and higher residential densities. Staff recommends capping the 'For-Rent' use to no more than 220 dwelling units. The units will accommodate employees from the existing office space, as well as future office space. In addition, this location at the Georgia 400 interchange provides convenient access for higher residential densities. However, careful consideration should be given to the desired ratio of rental units in the City.

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 'For-Rent' use will not impede the normal and orderly development of surrounding properties. The subject property is already entitled as a mixed-use development.

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 proposed 'For-Rent' use is also consistent with the vision of the Comprehensive Land Use Plan and future land use designation of the property, which identifies the Georgia 400 corridor as an appropriate location to establish mixed-use activity centers and higher residential densities. However, careful consideration should be given to the desired ratio of owner- versus renter-occupied units in the City.

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 currently approved as a mixed-use development where walkability, mix of uses, site design and architecture are key components to a successful development. The applicant's request to eliminate office or retail under 'For-Rent' uses on 3 sides of each building is a reasonable request given that the Metropolitan Life/Peridot Master Plan is an office-focused mixed-use development and retail uses are limited. At-grade 'For-Rent' units will include individual entrances to each unit.

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

Response: The applicant could provide additional retail uses under 'For-Rent' uses. However, the Metropolitan Life/Peridot Master Plan envisioned an office-driven mixed-use development where retail uses are limited to those that are accessory to office, as well as retail services to support the residential uses.

- (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 would not cause substantial detriment to the public good, if conditions are in place requiring architectural review and concurrent development of office, residential, retail and recreational uses.

CONCURRENCES

Staff has reviewed the application and is in general agreement with the requests for master plan amendment, rezoning, conditional use and variance. The proposed rezoning to MU is consistent with the vision of the Metropolitan Life/Peridot Master Plan, the North Point Activity Center LCI and Comprehensive Land Use Plan designation of the subject property, which includes a mix of uses within a walkable environment. However, the proposed number of 'For-Rent' units exceeds the annual target range recommended in the City's Rental Housing Study, as well as exceeding the City's desired balance between owner- and renter-occupied dwelling units. Therefore, staff recommends that no more than 220 'For-Rent' units be approved on the subject site in order to maintain the desired housing balance.

The applicant's request is consistent with the following land use, transportation, housing and community services and facilities strategies in the 2035 Comprehensive Plan:

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 8.3: Encourage owners/developers with large land holdings to plan for multiple land uses.

LU Strategy 8.4: Establish varying levels of mixed use development densities, through overlay districts or other means, such that the highest densities of office, retail and residential development will be located along the GA-400 corridor.

T Strategy 1.2: Support transit friendly streets, bicycle routes and walkable communities that provide linkages to activity centers within the city.

T Strategy 1.3: Promote the development of compact mixed-use and transit-oriented development particularly in the GA-400 corridor.

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.

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.

‘For-Rent’ housing should only be considered within mixed-use developments in the Downtown and at Georgia 400 interchanges. These mixed-use developments should provide sufficient office density to generate jobs/employees to live in the residential units and utilize on-site retail services, grocery and parks and recreational uses to reduce vehicular trips.

Since 2013, there have been three (3) ‘For-Rent’ mixed-use projects approved, including City Center with 168 units, Avalon with 526 units and Perling/Devore with 129 units. These mixed-use developments included ‘For-Rent’ product with retail, restaurant, and/or office uses on the first floor. Avalon has 101 ‘For-Sale’ units and 526 ‘For-Rent’ units resulting in a 16:84 ratio of ‘For-Sale’ to ‘For-Rent’ units. Milton Park, which was zoned in 1999, was developed prior to 2013 and has 490 ‘For-Rent’ units on 107 acres. Milton Park has 150 ‘For-Sale’ units representing over 25% ‘For-Sale’ units. If the applicant’s request is realized, the mixed-use development would include 34% ‘For-Sale’ product.

Conditions are recommended to require Post-Industrial Warehouse style, which is important to brand this particular mixed-use development and differentiate it from other mixed-use developments. Additionally, sufficient residential amenities and parks and recreational opportunities should be required in order to limit impacts on the City’s parks. Concurrent construction of retail, office, residential and recreational uses should be required in order to ensure that a reduction in vehicular trips is realized.

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 has received correspondence from a resident objecting to the proposed development, specifically concerned with the rental units generating too much traffic.

IV. ATTACHMENTS:

- Site Plan
- Architectural Elevations and Renderings

Conditions that end with (GRTA) are conditions recommended by the Georgia Regional Transportation Authority. All GRTA recommendations are incorporated in a document dated July 13, 2015, RE: DRI 2499 – RED = Developers' Requested Changes

1. The 62.47-acre property shall be zoned MU. Site shall be developed substantially similar to plans by Wakefield Beasley & Associates, dated 2/21/2017, subject to approved conditions. Architectural style of all buildings shall be Post-Industrial Mercantile style similar to the renderings and architecture in the 2016 application with non-residential buildings approved by the Design Review Board and residential buildings approved by Staff. Townhomes shall be substantially as depicted in Exhibit A ~~with decorative iron enforcements added.~~
2. Development regulations shall be as follows:
 - a. Office – 664,400 square foot maximum. Building height shall be limited as depicted on site plan dated 2/21/2017 with 1 building up to 12 stories, remaining office limited to a maximum 6 stories. Mixed use buildings shall be limited to a maximum of 5 stories or 60', whichever is less.
 - b. Up to 63 'For-Sale' townhome units and up to 104 'For-Sale' stacked townhomes shall be permitted in up to 4-story buildings with a maximum height of 50'. In lieu of the stacked townhomes, that portion of the property may be developed with zero lot line 'For-Sale' detached units with no reduction in the overall open space and within the same footprint of the stacked townhomes as depicted on the 12/13/2016 alternate plan prepared by Travis Pruitt and Associates, attached as Exhibit B. A minimum 25% of all residential units shall be 'For-Sale' units.
 - c. Retail –Maximum of 26,100 square feet and height of 2 stories or 35', whichever is less. Permitted retail square footage shall include a 9,600 square foot food hall/market. Mixed use buildings shall be limited to a maximum of 5 stories or 60', whichever is less. No more than 3 free standing retail buildings shall be permitted. No more than 2 free-standing 'Bank or Savings and Loan-type buildings shall be permitted ~~and shall be a minimum of 2 stories, or 24'~~, and shall have significant architectural features consistent with architectural style within the development, as approved by Staff. Standalone retail buildings shall have a minimum height of 18'. A minimum 3,000 square foot neighborhood grocery shall be required.
 - d. Hotel – One boutique or full-service hotel as approved by staff with a maximum of 200 rooms and 7 stories shall be permitted. Hotel may not be an extended stay facility.
 - e. Restaurant – Maximum of 29,400 square feet and height of 2 stories or 35', whichever is less. A maximum of 3 free-standing restaurants with a combined square footage of not less than 3,500 square feet and not more than 10,000 square feet with no drive-thru or pick up windows. Individual restaurants may be attached via architectural features such as metal arches, outdoor seating areas, patios and similar amenities as approved by Staff. An open air "special event facility" shall be permitted adjacent to the lake with a maximum of 20,000 square feet. One jewel box building shall be permitted in the central park as depicted on the site plan.
 - f. 'For-Rent' Residential – After March 27, 2018, 320 'For-Rent' attached units shall be permitted a Certificate of Occupancy in accordance with UDC 'For-Rent' requirements. 'For-Rent' residential shall be permitted above office or retail uses on at least 1 side of the building. At-grade 'For-Rent' units shall have walkouts with sidewalk connections where appropriate. Building maximum height shall be 5 stories or 60 feet, whichever is less. No more than 40% of the units may be 2-bedroom units. 'For-Rent' units shall be constructed concurrently with a portion of the retail, and the 60,000 square feet of office use. A Certificate of Occupancy shall not be issued for rental units until 60,000 square feet of office has been constructed or is

- substantially under construction. The units shall be part of a mixed-use project containing a minimum of 50 acres, and incorporating retail, 'For-Sale' residential units, hotel, neighborhood grocery, restaurant, and the 60,000 square feet 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, concierge services and secure elevator access. If construction does not commence by March 27, 2021 residential units shall revert to 'For-Sale' only.
- g. Parking Decks – Maximum of 5 levels, except parking deck along Haynes Bridge Road shall be a maximum of 2 levels. With the exception of the 2 parking decks serving office buildings, all parking decks shall be wrapped with residential or non-residential uses where visible from the public right-of-way. Parking decks visible from Haynes Bridge Road, Lakeview Parkway and Morrison Parkway shall be treated with comparable materials and finishes as the buildings they serve or screened from view with evergreen landscaping. Parking decks visible from Georgia 400 and the interchange shall be screened from view with evergreen landscaping. Suitability of parking deck elevation, visibility and landscape screening shall be approved by the Design Review Board.
3. The Master Plan area shall be limited to the following uses and further restricted by conditions of zoning:
- a. office
 - b. retail
 - c. restaurant (no drive thru)
 - d. hotel
 - e. residential
4. Retail uses shall be those uses customarily accessory to or amenities for office uses, restricted to the following uses:
- a. Art Gallery
 - b. Bakery
 - c. Barber Shop
 - d. Beauty Shop
 - e. Book Store
 - f. Bowling Entertainment Venue (with approval of a conditional use permit)
 - g. Computer Supply Store
 - h. Copy Center/Print Shop
 - i. Drug Store (not to exceed 2,000 SF)
 - j. Dry Cleaning Pick-up Station
 - k. Fitness Studio
 - l. Florist, Retail without Greenhouse
 - m. Gourmet Food Store
 - n. Office Supply Store (not to exceed 2,000 SF)
 - o. Package Shipping/Mail Box Store
 - p. Restaurant (no drive-thru)
 - q. Retail Sales and Services Establishment
 - r. Shop or Studio, Craftsman/Artist
 - s. School, Commercial
 - t. Spa Services (with approval of a conditional use permit)
5. Building Setbacks along Haynes Bridge Road and Morrison Parkway shall be 30' building setback with a 20' landscape strip. Building setbacks along Lakeview Parkway shall be 25' with a 20' landscape strip.

TPA/FUQUA/PERIDOT Conditions Only in Word

6. Building setbacks along internal streets shall be 0' for the first 60' of building height. Above 60' in height, a 10' setback shall be provided from back of curb. Sidewalks and street trees shall be incorporated throughout the development. Pedestrian bridges, stairs, elevators and escalators may encroach over and into public spaces provided that they don't impede pedestrian circulation or safety.
7. A building permit shall not be issued for any free-standing retail building before a building permit is issued for the 60,000 square foot office use.
8. Specimen trees on the site shall be given special consideration and every attempt to incorporate them into the applicant's site plan shall be made as stipulated in the Tree Protection Ordinance. In addition, specimen trees #473, 477, 512, 545, 563, 566, 568, 821, 591, 593, 596, and 600 shall be saved.
9. A minimum 12.35 acres of park land is required for the proposed development with at least 6.18 acres required to be passive park area. A minimum 6.25 acres of public space shall be required. 29.36 acres of open/green space shall be provided as depicted on the 2/21/2017 zoning plan. The greenspace to the east of the lake shall remain undisturbed, except for the trail **and related improvements** around the lake. A bocce ball court, or an alternative outdoor recreational feature approved by Staff, shall be required within an area designated public space as approved by Staff.

Design Conditions:

10. At-grade pedestrian and bicycle connections shall be provided throughout the site, including between buildings and recreational facilities within the development and across Lakeview Parkway to the existing office 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. Bicycle facilities shall be provided throughout the development.
11. Detention facilities shall not be visible from a public right-of-way, except a decorative water feature approved by Staff.
12. Parking decks and retaining walls shall receive architectural façade treatment or be heavily landscaped, **as described in paragraph 2.g**. Retaining walls visible from developed areas exceeding 16' in height shall be terraced. In areas where the parking decks are visible to the public, the decks will be screened by landscaping or materials approved by DRB or other materials as approved by Staff, **as described in paragraph 2.g**.
13. Except for the 'For-Sale' product, priority parking spaces shall be provided for alternative fuel vehicles along with accommodation for a vehicle charging station.
14. 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 Haynes Bridge Road 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, **residents and guests**. The public shall be permitted to park in the office parking lots on evenings and weekends.
15. Prior to LDP for development, the applicant shall submit for approval a document to be entitled 'TPA/Fuqua Design Standards'. This document shall include elevations or architectural themes of buildings, specifications for street furniture including benches, trash receptacles, lighting, fountains, bicycle racks, bus shelter, signage landscaping themes and focal point features and shall be substantially similar to the renderings filed with the 2016 application, as amended. Design standards will be presented to Staff and the Design Review Board for review and approval. This document also shall detail entrance treatment for the Haynes Bridge Road/Lakeview Parkway

- intersection, which shall compliment any existing or changed entrance feature across Lakeview Parkway. Retaining walls also shall be complementary.
16. Plans for buildings, landscaping and signage (in the form of a 'sign package') shall be subject to review and approval by the Design Review Board.
 17. Awnings shall be provided on buildings at street level in commercial areas where reasonably appropriate in order to protect pedestrians from inclement weather.
 18. Surface parking areas other than on-street parking shall be screened from the public right-of-way in compliance with the current UDC. A decorative, short wall shall be located along Lakeview Parkway where needed in order to obscure views of surface parking from Lakeview Parkway.
 19. All buildings along Haynes Bridge Road, Morrison Parkway and Lakeview Parkway must face those streets or appear to face those streets. Backside of buildings or 'back of house' functions (such as loading or dumpster area) shall not be visible from those streets. Parapet walls shall be used as needed to screen roof-top mechanical equipment and views.
 20. Measurement of building heights shall not include spires or other decorative architectural features.
 21. Streets within the development shall be private and shall include a planted median **where shown** with sufficient space for tree plantings, **as reflected on the site plan**.
 22. A view corridor shall be created from Haynes Bridge Road to the lake, along the main boulevard, as depicted on the plan. A structure for seating or gathering, such as a gazebo or similar structure, shall be provided at the end of the boulevard near the lake as approved by Staff.
 23. The corner of Haynes Bridge Road and Lakeview Parkway shall be designed with a minimum 5,000 square foot green space and shall incorporate existing wall and landscaping with a focal point feature (sculpture) added with final approval by the local arts committee. Applicant shall provide a minimum of 6 original sculptures located at prominent locations throughout the development as approved by Staff and the local arts committee. Locations shall include the corner of Lakeview Parkway and Haynes Bridge Road. Approval and construction of 1 sculpture shall be required concurrent with the first CO. A minimum of 1 additional sculpture shall be required concurrent with the first CO of each subsequent phase of development. All sculptures shall be required prior to final ~~site~~-CO **issuing for the last building constructed**.
 24. In order to further 2035 Comprehensive Plan strategy LU 6.2, no stand-alone retail development shall be located within 500' of the GA 400 interchange.
 25. Prior to the first LDP for development, applicant shall submit a construction phasing plan that shall demonstrate how construction will be staged and implemented in a manner that screens construction views from adjacent roadways.
 26. Prior to the first LDP for development, applicant shall submit a revised master plan for the entire parcel to the City, which shall incorporate the approved conditions, as well as the following:
 - Approved specifications and standards identified for each use within the total development.
 - Pedestrian network.
 - Overall planned green space areas.
 27. Every plan submitted for a land disturbance permit shall include an on-going density and acreage tabulation.
 28. Alcohol license distance requirements from residential development shall be waived.
 29. Rooftop signs shall be permitted as approved by the Design Review Board.
 30. All site plans and civil design plans hereafter submitted to the City of Alpharetta shall state as the first note: "This plan reflects conditions stipulated through public hearing regarding case MP-16-13/Z-16-11/CU-16-19/V-16-25 TPA/Fuqua"

Landscape Conditions:

31. A 20' landscape strip with trees and shrubs shall be provided along Haynes Bridge Road, Lakeview Parkway and Morrison Parkway. Along Lakeview Parkway, the existing sidewalk shall be widened with brick or similar pavers an additional 2' in the beauty strip to the back of curb. All new utilities shall be located underground. Existing landscape strips ~~adjacent to the development along Morrison Parkway, Haynes Bridge Road and Lakeview Parkway and associated with the 3 existing office buildings~~ shall be replanted where needed, as approved by Staff. Parking areas adjacent to Lakeview Parkway shall be heavily screened with landscape material as approved by Staff.
32. Landscaping areas shall not contain any parking, water detention area or buildings, or portion thereof, except that a detention pond or ponds may be located within the landscaping area if decorative and will provide an amenity. However, there shall be no encroachment into the Georgia 400 tree buffer, except for multi-use path as approved by Staff.
33. At least 1 roof-top amenity shall be required within the development. In addition, at least 25% of the space occupied by restaurant uses shall be located in open air dining areas. Outdoor dining areas will not count against the min. 29,400 SF of restaurant space.
34. Provide detailed street planting for Haynes Bridge Road, Morrison Parkway and Lakeview Parkway. Landscape plan shall be approved prior to issuance of a Land Disturbance Permit and shall include retaining the current mature street trees, except at curb cuts and in accordance with an approved stream piping plan along Lakeview Parkway, Morrison Parkway and Haynes Bridge Road with final approval by Staff.
35. The developer and/or property owner shall be responsible for the planting and maintenance of medians within the development site and for the medians located on Lakeview Parkway which are contiguous to the development site. The planting and maintenance shall be in accordance with a plan approved by Staff.
36. Parking lot islands shall be planted with trees, shrubs and ground covers (not with mulch only). Provide sufficient green space to provide screening for parking decks. Investigate, as directed by Staff, the possibility of adding shade structures on the top floor of parking decks to cover a minimum 15% of this surface.
37. The developer shall dedicate a permanent easement to the City and construct a 12' multi-use trail ~~with continuous connection~~ from ~~the adjacent Honda property~~, through the site, around the lake and through the Georgia 400 buffer to Haynes Bridge Road and to the west property line, with final alignment/design approved by Staff and construction completed prior to the first Certificate of Occupancy for residential units. A trail crossing shall be provided across Morrison Parkway at the existing signalized intersection at Lakeview Parkway and shall be constructed of paver material ~~or architecturally-treated paving~~ approved by Staff. Trail entrance gateways/arches shall be provided on Morrison Parkway and Haynes Bridge Road. The applicant shall hand clear undergrowth, invasive species and dead materials within the Georgia 400 buffer ~~for the installation of the trail~~; maintain such condition to the City's satisfaction ~~during installation~~; and promote use of the area to the public by providing parking, access and trails for public enjoyment. A bike share station shall be provided at a location(s) along the trail as approved by Staff. Way finding signage shall be placed at key locations along the trail.
38. The 50' perimeter around the lake shall include a minimum 12' wide multi-use trail and gathering areas (gazebo, grilling stations, fire pits, benches, etc.) and exercise stations around the lake, as approved by Staff. The width of the multi-use trail may be reduced to save trees, as approved by Staff. The condition of the existing pedestrian bridges across the lake shall be assessed, repairs and widening shall be made by the developer/property owner as approved by Staff.

TPA/FUQUA/PERIDOT Conditions Only in Word

39. The 37,505 square foot park space near the corner of Haynes Bridge Road and Lakeview Parkway shall include landscape and hardscape for public space for recreation, entertainment, and/or civic purposes.
40. The lake shall be designed for active recreation, including stocking the lake with fish and constructing a dock.
41. Wetlands shall be counted as park space, if applicant improves the area with boardwalks, walkways, or educational amenities.
42. Site access off Lakeview Parkway ~~may be unsignalized~~. The right-in/right-out only drive ~~into the retail portion of the development~~ on Lakeview Parkway shall be channelized to prevent unlawful turning movements. ~~A roundabout is recommended at site driveway 2. Design of roundabout or other intersection improvement shall meet City LOS standards as approved by Staff.~~
43. Master Plan approval shall revert to 2015 approval, uses and site plan, if a building permit is not issued for office use by 3/27/2019.

General Conditions of Approval to GRTA Notice of Decision:

44. Development Intensity and Use
 - Provide a mix of residential, office and retail uses.
45. Access Management
 - ~~Signalized intersections along Lakeview Parkway shall be a minimum of 1,000' from the existing signal at the intersection of Haynes Bridge Road and Lakeview Parkway.~~
 - Provide a maximum of 4 site driveways on Lakeview Parkway.
 - Align driveways on Lakeview Parkway with opposing existing driveways or offset by a minimum of 150'.
 - Any full movement site driveway on Lakeview Parkway must be a minimum of 450' from Haynes Bridge Road.
 - Any right-in/right-out site driveways on Lakeview Parkway must be a minimum of 200' from Haynes Bridge Road.
 - No direct site access is allowed onto Haynes Bridge Road.
 - No outparcels are allowed direct access on Haynes Bridge Road or Lakeview Parkway.
 - Provide shared driveway between adjacent property (shown as "MetLife") and the proposed development, as shown on plan.
 - All internal intersections shall be a minimum of 100' from Lakeview Parkway.
46. Pedestrian Facilities
 - Provide a system of sidewalks throughout the development providing pedestrian access to all uses, building entrances and site driveways.
 - Provide safe pedestrian crossings at all site driveway intersections (four-legged intersections) on Lakeview Parkway, ~~including roundabouts.~~
47. Road Improvements to GRTA Notice of Decision:
Haynes Bridge Road at Lakeview Parkway/Northwinds Parkway
 - Construct 1 additional northbound left-turn lane along Haynes Bridge Road onto Lakeview Parkway creating dual northbound left-turn lanes.
 - Construct 1 additional eastbound right-turn lane along Lakeview Parkway onto Haynes Bridge Road creating dual eastbound right-turn lanes.
 - All intersections with Haynes Bridge Road and Lakeview Parkway shall be designed as directed by staff.

New office tower built on existing surface parking area - 6 stories +/- 150,000 sf

New parking deck building on existing surface parking lot - new deck to serve existing and new office buildings

Existing office building - 6 stories with 154,400 sf

Townhome product with park space connecting to lake side trail and park space - 63 units

Sidewalk system along internal streets provides connection from development to city 'Loop' path

Lake side park space 2.18 ac (95,100 sf)

Potential location for bike rental station

Stacked townhome product 104 units

Lake amenity to be activated 428,320 sf

Existing lake to be used for storm water management

Improve existing lake side trail to and provide connection to city wide path system

Path connection into main street area for bicycles and pedestrians - sidewalks along internal street and village green to accommodate bicycle circulation

Southern portion of lake side trail to be widened to 12' allowing for continuation of city 'Loop' path to continue along GA 400 frontage

Lakeview trail connecting city 'Loop' path along frontage - existing sidewalk to be widened toward curb to preserve existing tree canopy

Market building opening on to village green with outdoor dining patio space

Ground level retail with 3 levels of residential above - 4 stories total

Active uses associated with residential on ground level along main street - includes leasing and amenity space

Residential building with 4/5 story height (4 stories tall along Lakeview and 5 stories tall along internal main street)

Project identity signage at corner of Haynes Bridge and Lakeview

Buildings pulled up to street with parking concealed behind structures

Town center green space surrounded by retail/restaurant buildings and serving as central gathering space

Pedestrian access from Haynes Bridge frontage

Jewel box retail on green

Lower level parking built to take advantage of slope with +/- 192 sp

3 story office building

Access to lower level parking

Hotel with 200 rooms - 7 stories

Office tower - 12 stories +/- 300,000 sf

Future 12'w easement for city 'Loop' path connection along GA 400 setback and linking to lake side path

DEVELOPMENT SUMMARY

SITE ACREAGE 62.47 acres (2,721,193 sf)

COMMERCIAL
RETAIL 161,800 sf
RESTAURANTS 16,500 sf
MARKET 29,400 sf
HOTEL 9,600 sf
106,300 sf (200 keys)

RESIDENTIAL UNITS
FOR RENT 487 un
FOR SALE 320 un
167 un

DENSITY 7.80 un/ac

OFFICE
EXISTING 664,400 sf
NEW 154,400 sf
510,000 sf

PARKING
SURFACE 3,477 spaces
ON STREET 600 sp
DECKED 95 sp
2,782 sp

OPEN/GREEN SPACE
PARK SPACE 29.36 acres (47.0 %)
OTHER PUBLIC SPACE 3.74 ac (162,820 sf)
OPEN SPACE 3.16 ac (137,576 sf)
LAKE AREA 8.13 ac (354,100 sf)
WETLAND AREA 9.83 ac (428,320 sf)
4.50 ac (196,000 sf)

TOTAL LOT COVERAGE 1,268,540 SF 46.6%

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stamp



360 TECH VILLAGE

Alpharetta, Georgia

**TPA Group/
Fuqua Development**

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P | 770.436.2197

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print record

16 DECEMBER 2016 - SUBMITTED FOR ZONING

31 JANUARY 2017 - SUBMITTED FOR ZONING

21 FEBRUARY 2017 - SUBMITTED FOR ZONING

revisions

16 DECEMBER 2016

31 JANUARY 2017 - REVISED SITE PLAN

21 FEBRUARY 2017 - REVISED SITE PLAN

date 21 FEBRUARY 2017 job number 1508064.00

drawing title

CONCEPTUAL SITE PLAN

drawing number

SP-5

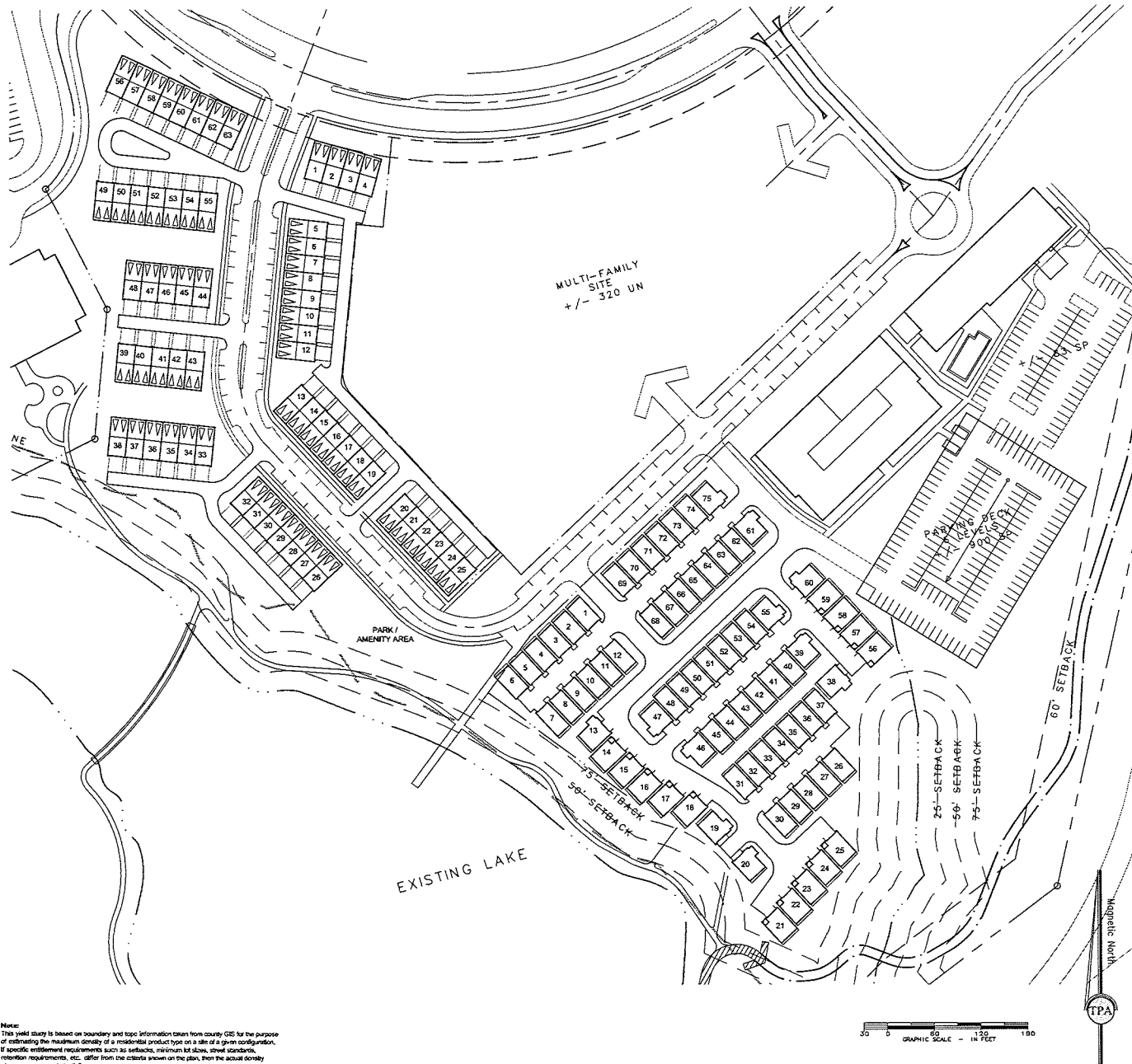
SUBMITTED FOR ZONING



0 25 50 100 200 500

2/20/17

ALTERNATE SITE PLAN DETACHED PRODUCT































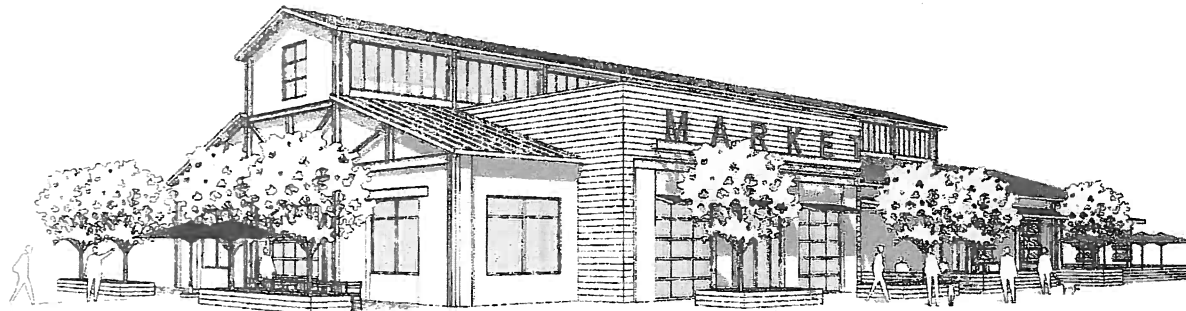


FOOD HALL

1. PROFORMA

Development Summary:		Capital Summary:		
Gross Cost of Development:	\$4,548,040	Land	192.18	35.3%
Net Cost of Development after Land Sales & Reimbursement:	\$4,548,040	Municipal & Permits	1.33	0.0%
Incremental Net Operating Income:		Off-site & Extraordinary	-	0.0%
1st Full Year (20xx)	\$453,264	Sitework	42.31	7.9%
3rd Year Stabilized (20xx)	\$460,856	Building	220.00	41.1%
Cash on Cash Rate of Return (Net Cost of Development):		Tenant Allowances	4.24	0.8%
1st Full Year (20xx)	9.87%	Architect & Engineers	21.54	4.0%
3rd Year Stabilized (20xx)	10.57%	Other Soft Costs	30.80	5.9%
		Development Fees	12.51	2.4%
		Commissions	3.39	0.6%
		Finance Costs	8.31	1.2%
		GROSS COSTS	535.06	100%
Square Footages:		Land Sales:		
Building	8,500	Net Outparcels		
GLA	3,600	Net Hotel & Multi Family Sales		
		NET COSTS AFTER SALES/REIMB		\$4,548,040

2. RENDERING SKETCH



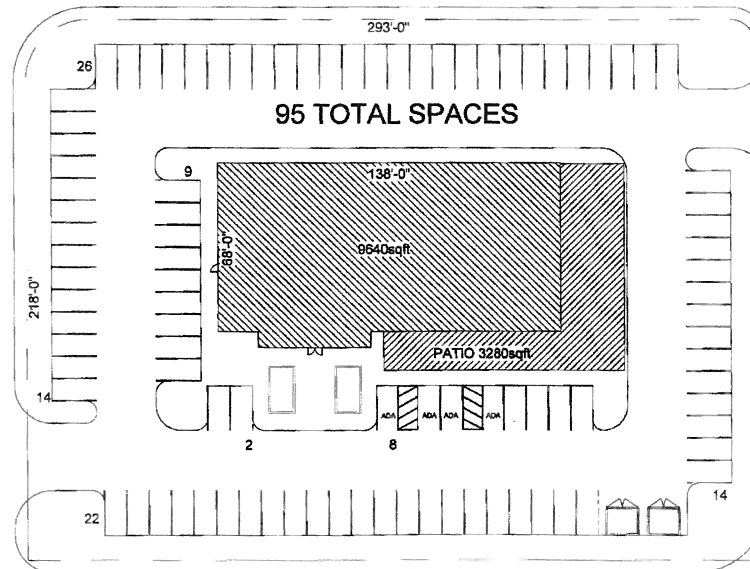
CHAPTER THREE

DEVELOPMENT / SITE SELECTION

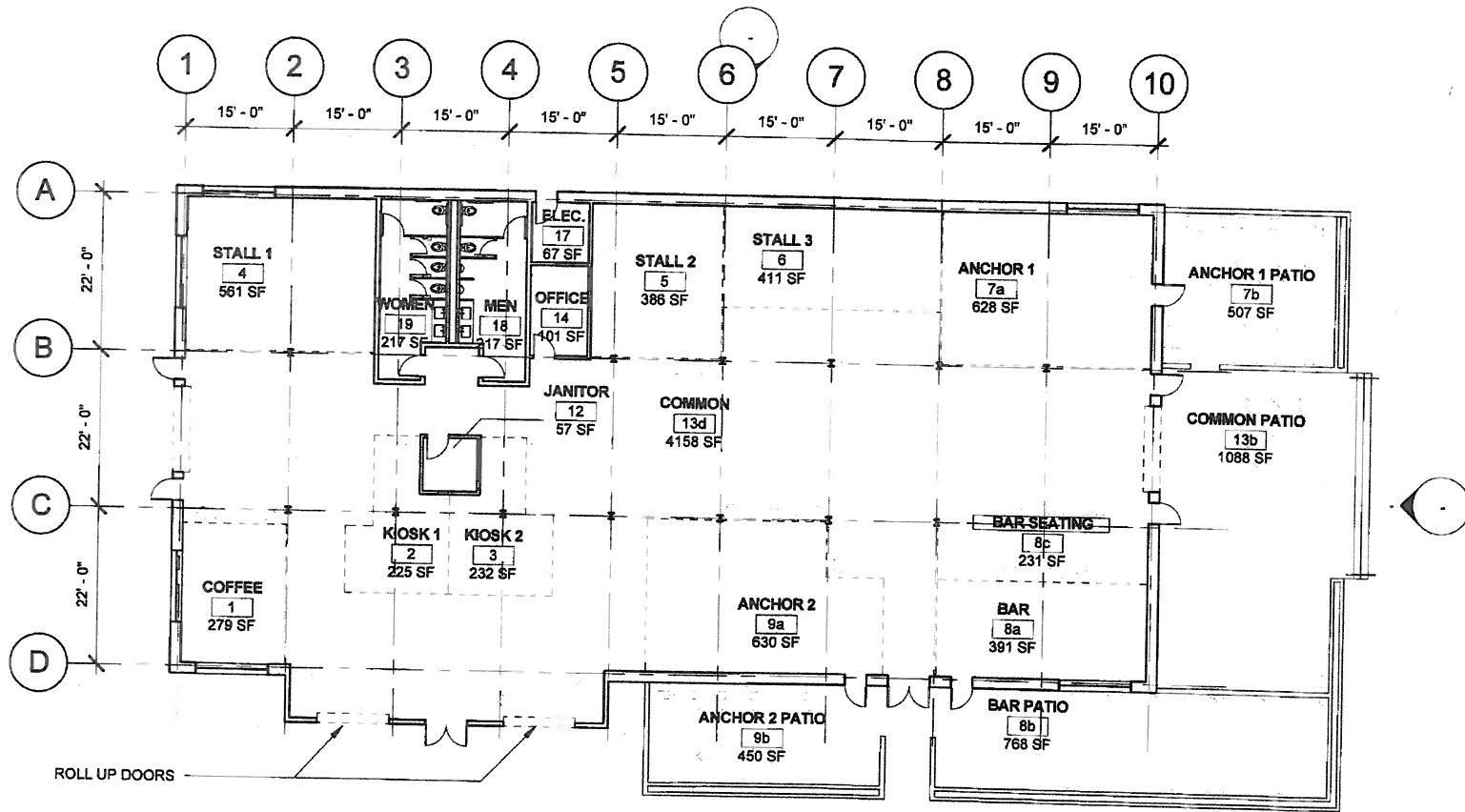
1. Proforma
2. Rendering Sketch
3. Site Plan

FOOD HALL

3. SITE PLAN - NOT TO SCALE



FOOD HALL



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



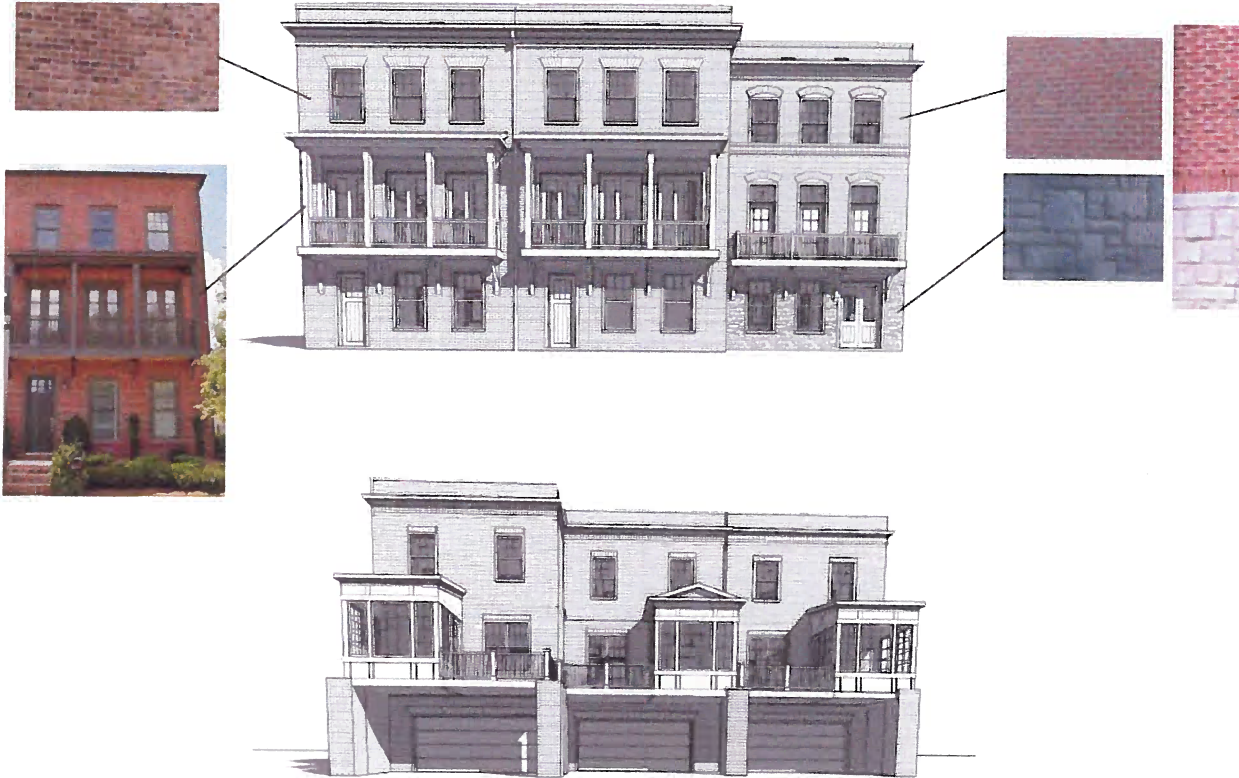
Food Hall



Townhome Product



Townhome Product



Office Building



Office Building



Multi-Family Elevation



Trackside Building





February 16, 2017

Eric Graves
City of Alpharetta
2 Park Plaza
Alpharetta, Georgia 30009

RE: *Memorandum for 360 Tech Village*
 (Previously *Innovation Mixed-Use DRI #2499* in 2015)
 Level-of-Service Comparison
 City of Alpharetta, Georgia

Dear Eric,

Kimley-Horn is pleased to provide this letter summarizing the level-of-service analysis for the 360 Tech Village development in the City of Alpharetta, Georgia.

Project Background

This letter presents the level-of-service (LOS) at intersections along Lakeview Parkway for the *360 Tech Village* development (formerly *Innovation Mixed-Use DRI #2499*) located in the City of Alpharetta, Georgia. The site is bordered by Lakeview Parkway to the north and Haynes Bridge Road to the east.

The study intersections for this analysis includes the following five intersections:

1. Morrison Parkway @ Lakeview Parkway (signalized)
2. Lakeview Parkway @ Existing Office Driveway / Proposed Site Driveway (unsignalized)
3. Lakeview Parkway @ Proposed Site Driveway 2 (unsignalized)
4. Lakeview Parkway @ Existing Office Driveway 2 / Proposed Site Driveway 3 (unsignalized)
5. Haynes Bridge Road @ Lakeview Parkway (signalized)

The following three scenarios were analyzed:

1. Existing 2015 Conditions
2. Projected 2019 No-Build Conditions
3. Projected 2019 Build Conditions

The roadway laneage and volumes for each of the three scenarios can be found in **Figure 1**, **Figure 2**, and **Figure 3**.

Level-of-Service Analysis

A level-of-service (LOS) analysis was performed using methodology consistent with the *Highway Capacity Manual 2010 (HCM 2010)* using *Synchro Professional, Version 9.0*.

Table 1 presents the level-of-service comparison between Existing 2015, Projected 2019 No-Build, and Projected 2019 Build conditions for the study intersections.

Table 1: Level-of-Service Comparison LOS (Delay in Seconds)							
Intersection	Approach	Existing 2015		Projected 2019 No-Build		Projected 2019 Build	
		AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
1. Morrison Pkwy @ Lakeview Pkwy	Overall	A (8.7)	B (11.7)	A (8.9)	B (12.2)	A (9.5)	B (13.3)
2. Lakeview Pkwy @ Existing Driveway / Proposed Driveway	EB Approach	-	-	-	-	C (18.8)	F (54.0)
3. Lakeview Pkwy @ Proposed Driveway 2	NB Approach	-	-	-	-	F (79.7)	F (121.0)
4. Lakeview Pkwy @ Existing Driveway 2 / Proposed Driveway 3	NB Approach	-	-	-	-	B (10.1)	B (14.6)
5. Haynes Bridge Rd @ Lakeview Pkwy	Overall	B (17.8)	D (48.4)	C (20.4)	D (53.4)	E (69.6)	F (145.9)

As shown in **Table 1**, the unsignalized intersection of Lakeview Parkway at Existing Driveway / Proposed Driveway (Intersection 2) is projected to operate at LOS F during the PM peak hour for the Proposed Driveway approach. Additionally, the unsignalized intersection of Lakeview Parkway at Proposed Driveway 2 (Intersection 3) is projected to operate at LOS F during both the AM and PM peak hours for the Proposed Driveway approach.

The signalized intersection of Haynes Bridge Road at Lakeview Parkway (Intersection 5) is projected to operate at LOS E and LOS F during the AM and PM peak hours, respectively.

For the intersection of Lakeview Parkway at Proposed Driveway 2 (Intersection 3), the installation of a traffic signal would improve the LOS; however, based on the projected traffic volumes, a traffic signal at this location will likely not be warranted.

Table 2 provides the results for the Projected 2019 Build Improved traffic conditions with the following improvements applied:

Intersection #5: Haynes Bridge Road @ Lakeview Parkway

- Construct one (1) additional northbound left-turn lane along Haynes Bridge Road onto Lakeview Parkway (creating dual northbound left-turn lanes).
- Construct one (1) additional eastbound right-turn lane along Lakeview Parkway onto Haynes Bridge Road (creating dual eastbound right-turn lanes).

Table 2: Level-of-Service (Improved) LOS (Delay in Seconds)			
Intersection	Approach	Projected 2019 Build Improved	
		AM Peak	PM Peak
5. Haynes Bridge Rd @ Lakeview Pkwy	Overall	C (34.2)	D (49.0)

Summary

Based on this analysis, the unsignalized intersection of Lakeview Parkway at Existing Driveway / Proposed Driveway (Intersection 2) is projected to operate at LOS F during the PM peak hour for the Proposed Driveway approach. Additionally, the unsignalized intersection of Lakeview Parkway at Proposed Driveway 2 (Intersection 3) is projected to operate at LOS F during both the AM and PM peak hours for the Proposed Driveway approach.

The signalized intersection of Haynes Bridge Road at Lakeview Parkway (Intersection 5) is projected to operate at LOS E and LOS F during the AM and PM peak hours, respectively.

With the proposed improvements at the intersection of Haynes Bridge Road at Lakeview Parkway (Intersection 5), the intersection is projected to operate at acceptable levels-of-service.

If you have any questions concerning this letter or need additional information, please do not hesitate to contact me.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.



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



Jin Seo, E.I.T.
Analyst

Attachments:

- Figure 1: Existing 2015 Conditions
- Figure 2: Projected 2019 No-Build Conditions
- Figure 3: Projected 2019 Build Conditions
- Trip Generation Table
- Proposed Site Plan
- Synchro Reports (Available Upon Request)

LEGEND

Existing Roadway Laneage

Existing Traffic Signal

STOP

Existing STOP Control

XX

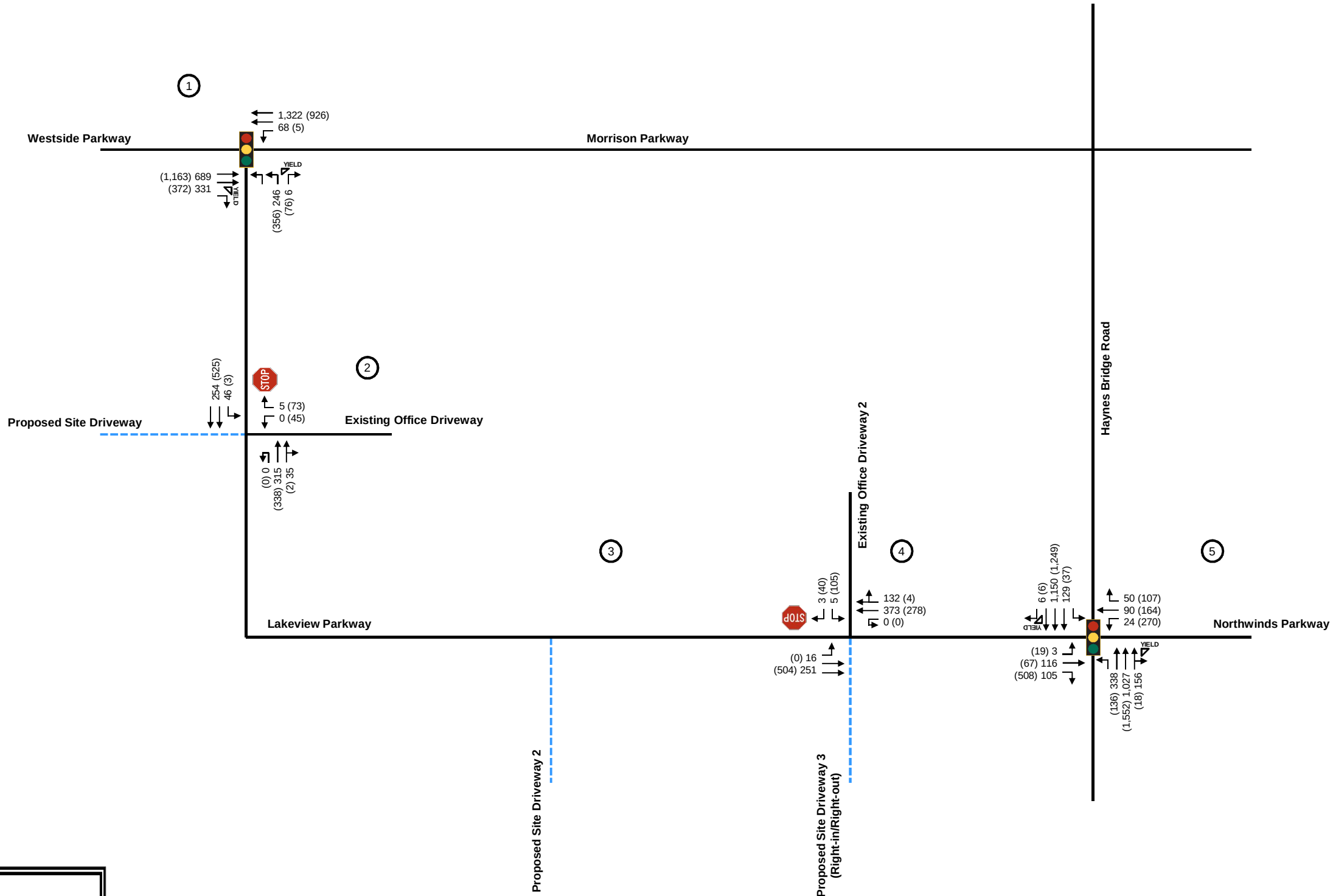
AM Peak Hour Traffic Volumes

(XX)

PM Peak Hour Traffic Volumes

#

Intersection Reference Number



NOT TO
SCALE

LEGEND

→

Existing Roadway Laneage

Existing Traffic Signal

STOP

Existing STOP Control

XX

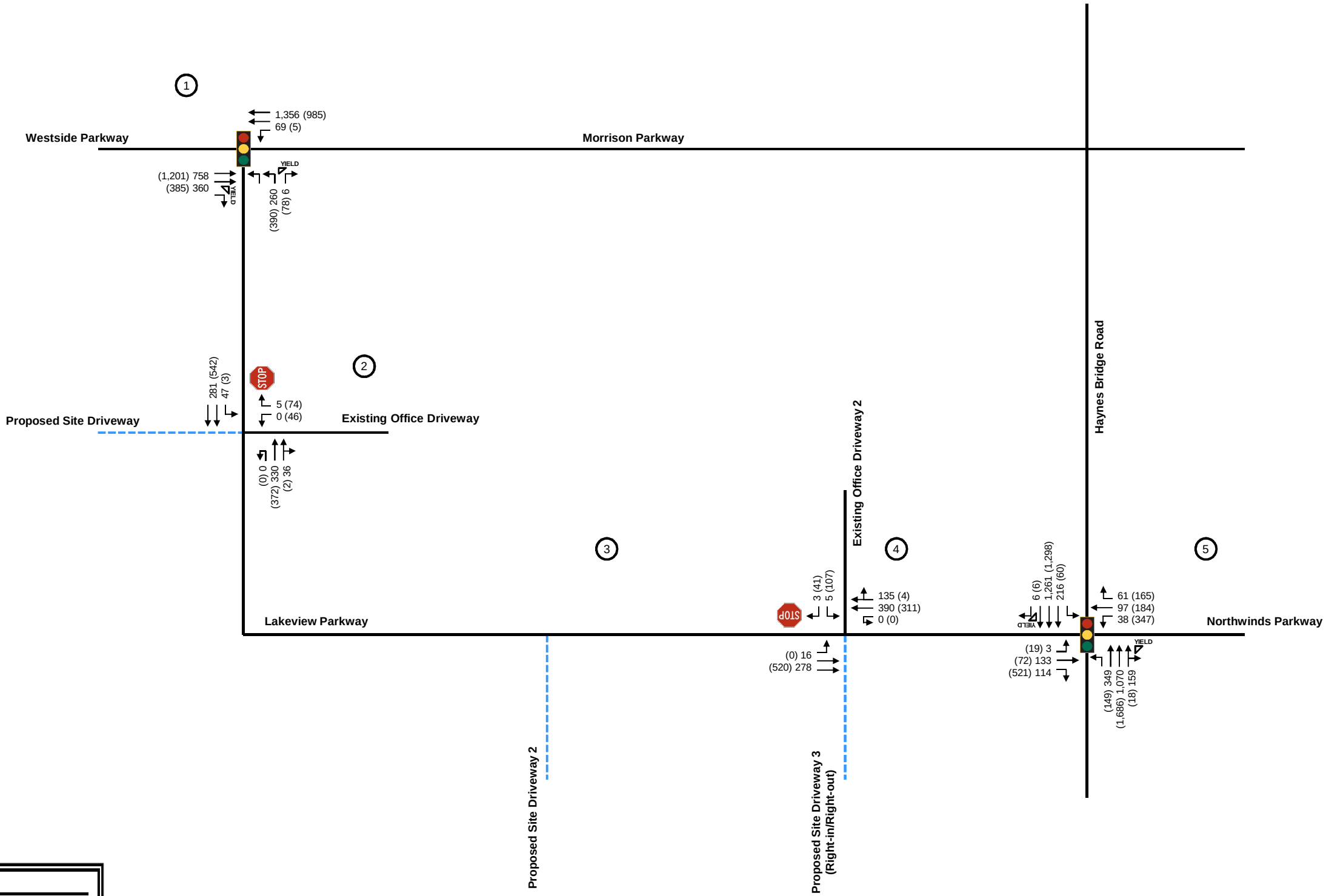
AM Peak Hour Traffic Volumes

(XX)

PM Peak Hour Traffic Volumes

#

Intersection Reference Number



NOT TO SCALE

LEGEND

Existing Roadway Laneage

Recommended Laneage for Build Improved Conditions

Existing Traffic Signal

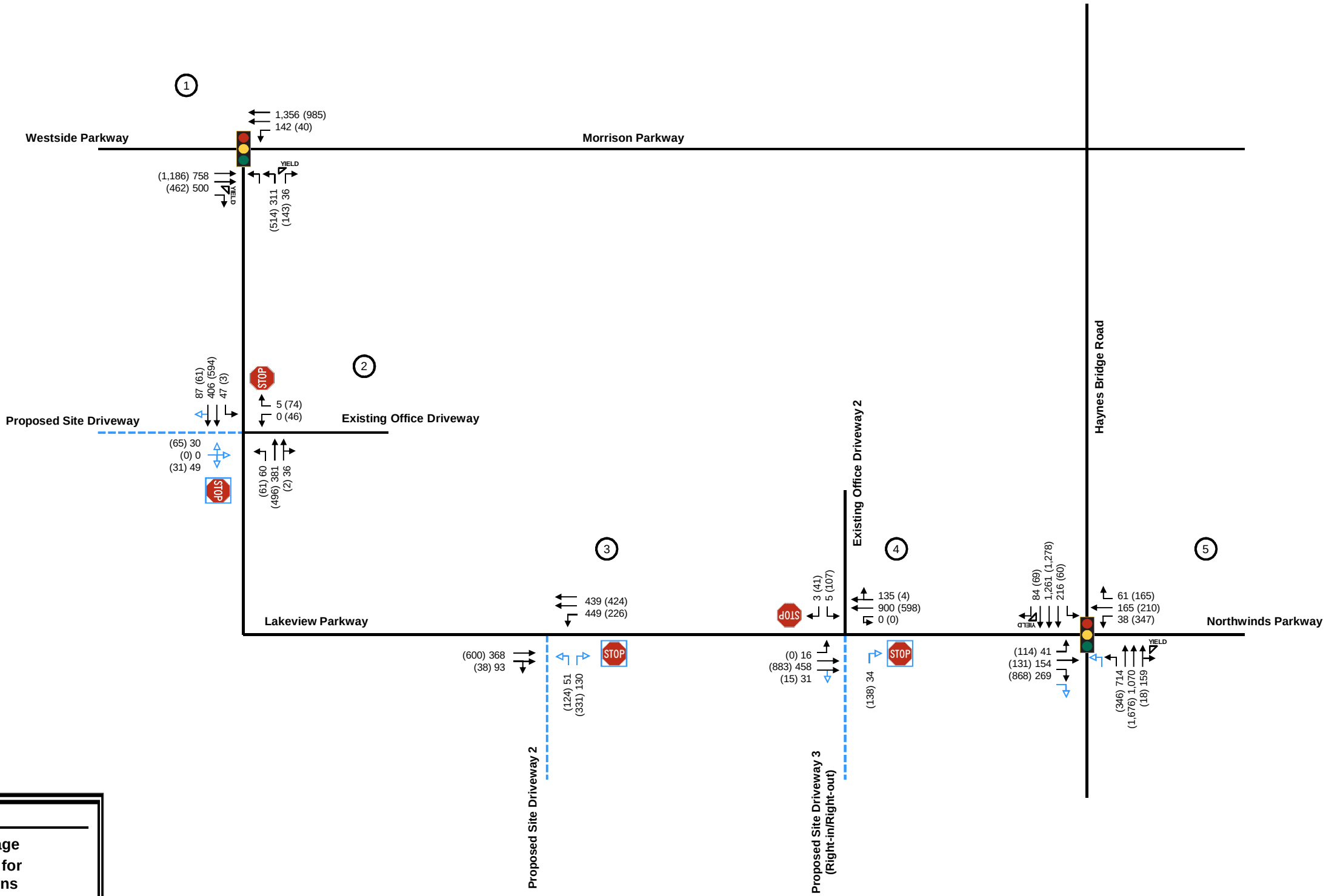
Existing STOP Control

Proposed STOP Control

XX AM Peak Hour Traffic Volumes

(XX) PM Peak Hour Traffic Volumes

Intersection Reference Number



Trip Generation Analysis (9th Ed.) 360 Tech Village (February 2017) Alpharetta, GA								
Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Site Traffic								
220 Apartment	320 d.u.	2,062	161	32	129	194	126	68
230 Residential Condominium/Townhouse	167 d.u.	1,004	78	13	65	92	62	30
310 Hotel	200 rooms	1,418	106	63	43	120	61	59
710 General Office Building	510,000 s.f.	4,530	705	620	85	650	111	539
820 Shopping Center	16,500 s.f. gross leasable area	2,106	52	32	20	179	86	93
932 High-Turnover (Sit-Down) Restaurant	29,400 s.f.	3,738	318	175	143	290	174	116
Gross Trips		14,858	1,420	935	485	1,525	620	905
Residential Trips		3,066	239	45	194	286	188	98
Mixed-Use Reductions		-430	-44	-3	-41	-90	-53	-37
Alternative Mode Reductions		-132	-10	-2	-8	-10	-7	-3
Adjusted Residential Trips		2,504	185	40	145	186	128	58
Hotel Trips		1,418	106	63	43	120	61	59
Mixed-Use Reductions		-199	-27	-3	-24	-27	-16	-11
Alternative Mode Reductions		-61	-4	-3	-1	-5	-2	-2
Adjusted Hotel Trips		1,158	75	57	18	88	43	46
Office Trips		4,530	705	620	85	650	111	539
Mixed-Use Reductions		-250	-123	-73	-50	-27	-9	-18
Alternative Mode Reductions		-214	-29	-27	-2	-31	-5	-26
Adjusted Office Trips		4,066	553	520	33	592	97	495
Retail Trips		2,106	52	32	20	179	86	93
Mixed-Use Reductions		-284	-26	-16	-10	-119	-61	-58
Alternative Mode Reductions		-91	-1	-1	-1	-3	-1	-2
Pass By Reductions (Based on ITE Rates)		-588	0	0	0	-20	-10	-10
Adjusted Retail Trips		1,143	25	15	9	37	14	23
Restaurant Trips		3,738	318	175	143	290	174	116
Mixed-Use Reductions		-505	-134	-82	-52	-118	-60	-58
Alternative Mode Reductions		-162	-9	-5	-5	-9	-6	-3
Pass By Reductions (Based on ITE Rates)		-1,321	0	0	0	-70	-35	-35
Adjusted Restaurant Trips		1,750	175	88	86	93	73	20
Mixed-Use Reductions - TOTAL		-1,668	-354	-177	-177	-381	-199	-182
Alternative Mode Reductions - TOTAL		-660	-53	-38	-17	-58	-21	-36
Pass-By Reductions - TOTAL		-1,909	0	0	0	-90	-45	-45
New Trips		10,621	1,013	720	291	996	355	642
Driveway Volumes		12,530	1,013	720	291	1,086	400	687

k:\atl_tpo\015002001 haynes bridge mixed use (previously innovation), alpharetta - sept 2016\2017-02_haynes bridge mixed-use update\analysis\20170213 haynes bridge_analysis.xlsm\trip generation

WAKEFIELD BEASLEY & ASSOCIATES

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stamp



360 TECH VILLAGE

Alpharetta, Georgia

**TPA Group/
Fuqua Development**
Chris Hayes, Principal TPA Group
3350 Riverwood Parkway
Atlanta, GA 30339
P | 770.436.2197

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1508064.00

CONCEPTUAL SITE PLAN

drawing number

SP-5

SUBMITTED FOR ZONING

New office tower built on existing surface parking area - 6 stories +/- 150,000 sf

New parking deck building on existing surface parking lot - new deck to serve existing and new office buildings

Existing office building - 6 stories with 154,400 sf

Townhome product with park space connecting to lake side trail and park space - 63 units

Sidewalk system along internal streets provides connection from development to city 'Loop' path

Lake side park space 2.18 ac (95,100 sf)

Potential location for bike rental station

Stacked townhome product 104 units

Lake amenity to be activated 428,320 sf

Existing lake to be used for storm water management

Improve existing lake side trail to and provide connection to city wide path system

Path connection into main street area for bicycles and pedestrians - sidewalks along internal street and village green to accommodate bicycle circulation

Southern portion of lake side trail to be widened to 12' allowing for continuation of city 'Loop' path to continue along GA 400 frontage

Lakeview trail connecting city 'Loop' path along frontage - existing sidewalk to be widened toward curb to preserve existing tree canopy

Market building opening on to village green with outdoor dining patio space

Ground level retail with 3 levels of residential above - 4 stories total

Active uses associated with residential on ground level along main street - includes leasing and amenity space

Residential building with 4/5 story height (4 stories tall along Lakeview and 5 stories tall along internal main street)

Project identity signage at corner of Haynes Bridge and Lakeview

Buildings pulled up to street with parking concealed behind structures

Town center green space surrounded by retail/restaurant buildings and serving as central gathering space

Jewel box retail on green

Lower level parking built to take advantage of slope with +/- 192 sp

3 story office building

Access to lower level parking

Hotel with 200 rooms - 7 stories

Office tower - 12 stories +/- 300,000 sf

Future 12'w easement for city 'Loop' path connection along GA 400 setback and linking to lake side path

DEVELOPMENT SUMMARY

SITE ACREAGE 62.47 acres (2,721,193 sf)

COMMERCIAL
RETAIL 16,500 sf
RESTAURANTS 29,400 sf
MARKET 9,600 SF
HOTEL 106,300 sf (200 keys)

RESIDENTIAL UNITS 487 un
FOR RENT 320 un
FOR SALE 167 un

DENSITY 7.80 un/ac

OFFICE
EXISTING 664,400 sf
NEW 154,400 SF
510,000 SF

PARKING
SURFACE 600 sp
ON STREET 95 sp
DECKED 2,782 sp

OPEN/GREEN SPACE 29.36 acres (47.0 %)
PARK SPACE 3.74 ac (162,820 sf)
OTHER PUBLIC SPACE 3.16 ac (137,576 sf)
OPEN SPACE 8.13 ac (354,100 sf)
LAKE AREA 9.83 ac (428,320 sf)
WETLAND AREA 4.50 ac (196,000 sf)

TOTAL LOT COVERAGE 1,268,540 SF 46.6%



0 25 50 100 200 500

HCM 2010 Signalized Intersection Summary

1: Lakeview Pkwy & Morrison Pkwy

360 Tech Village

02/16/2017

								
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑↑	↑	↑	↑↑	↑↑	↑		
Traffic Volume (veh/h)	689	331	68	1322	246	6		
Future Volume (veh/h)	689	331	68	1322	246	6		
Number	2	12	1	6	7	14		
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	1863	1863	1863		
Adj Flow Rate, veh/h	733	0	72	1406	262	0		
Adj No. of Lanes	2	1	1	2	2	1		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	2325	1040	520	2325	551	253		
Arrive On Green	0.66	0.00	0.66	0.66	0.16	0.00		
Sat Flow, veh/h	3632	1583	721	3632	3442	1583		
Grp Volume(v), veh/h	733	0	72	1406	262	0		
Grp Sat Flow(s),veh/h/ln	1770	1583	721	1770	1721	1583		
Q Serve(g_s), s	5.8	0.0	3.1	14.7	4.5	0.0		
Cycle Q Clear(g_c), s	5.8	0.0	8.9	14.7	4.5	0.0		
Prop In Lane		1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	2325	1040	520	2325	551	253		
V/C Ratio(X)	0.32	0.00	0.14	0.60	0.48	0.00		
Avail Cap(c_a), veh/h	2325	1040	520	2325	551	253		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh	4.8	0.0	6.8	6.3	24.8	0.0		
Incr Delay (d2), s/veh	0.4	0.0	0.3	0.7	2.9	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	5.2	0.0	1.2	11.7	4.3	0.0		
LnGrp Delay(d),s/veh	5.2	0.0	7.0	7.0	27.8	0.0		
LnGrp LOS	A		A	A	C			
Approach Vol, veh/h	733			1478	262			
Approach Delay, s/veh	5.2			7.0	27.8			
Approach LOS	A			A	C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		49.0		16.0		49.0		
Change Period (Y+Rc), s		6.3		5.6		6.3		
Max Green Setting (Gmax), s		42.7		10.4		42.7		
Max Q Clear Time (g_c+1), s		7.8		6.5		16.7		
Green Ext Time (p_c), s		30.8		0.4		23.6		
Intersection Summary								
HCM 2010 Ctrl Delay			8.7					
HCM 2010 LOS			A					

Intersection							
Int Delay, s/veh	0.7						
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	0	5	0	315	35	46	254
Future Vol, veh/h	0	5	0	315	35	46	254
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	0	130	-	-	100	-
Veh in Median Storage, #	0	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	88	88	92	88	88	88	88
Heavy Vehicles, %	0	20	2	2	2	2	3
Mvmt Flow	0	6	0	358	40	52	289
Major/Minor	Minor1	Major1		Major2			
Conflicting Flow All	627	199	210	0	0	398	0
Stage 1	378	-	-	-	-	-	-
Stage 2	249	-	-	-	-	-	-
Critical Hdwy	6.8	7.3	6.44	-	-	4.14	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-	-
Follow-up Hdwy	3.5	3.5	2.52	-	-	2.22	-
Pot Cap-1 Maneuver	420	756	1055	-	-	1157	-
Stage 1	669	-	-	-	-	-	-
Stage 2	775	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	401	756	1055	-	-	1157	-
Mov Cap-2 Maneuver	401	-	-	-	-	-	-
Stage 1	669	-	-	-	-	-	-
Stage 2	740	-	-	-	-	-	-
Approach	WB	NB		SB			
HCM Control Delay, s	9.8	0		1.3			
HCM LOS	A						
Minor Lane/Major Mvmt	NBU	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	1055	-	-	756	1157	-	
HCM Lane V/C Ratio	-	-	-	0.008	0.045	-	
HCM Control Delay (s)	0	-	-	9.8	8.3	-	
HCM Lane LOS	A	-	-	A	A	-	
HCM 95th %tile Q(veh)	0	-	-	0	0.1	-	

Intersection							
Int Delay, s/veh	0.3						
Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Vol, veh/h	16	251	0	373	132	5	3
Future Vol, veh/h	16	251	0	373	132	5	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	130	-	60	-	-	0	0
Veh in Median Storage, #	-	0	-	0	-	0	-
Grade, %	-	0	-	0	-	0	-
Peak Hour Factor	97	97	92	97	97	97	97
Heavy Vehicles, %	2	5	2	2	2	2	2
Mvmt Flow	16	259	0	385	136	5	3
Major/Minor	Major1		Major2		Minor2		
Conflicting Flow All	521	0	188	-	0	615	260
Stage 1	-	-	-	-	-	453	-
Stage 2	-	-	-	-	-	162	-
Critical Hdwy	4.14	-	6.44	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	2.52	-	-	3.52	3.32
Pot Cap-1 Maneuver	1041	-	1089	-	-	423	739
Stage 1	-	-	-	-	-	607	-
Stage 2	-	-	-	-	-	850	-
Platoon blocked, %	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1041	-	1089	-	-	416	739
Mov Cap-2 Maneuver	-	-	-	-	-	416	-
Stage 1	-	-	-	-	-	607	-
Stage 2	-	-	-	-	-	837	-
Approach	EB		WB		SB		
HCM Control Delay, s	0.5		0		12.3		
HCM LOS					B		
Minor Lane/Major Mvmt	EBL	EBT	WBU	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1041	-	1089	-	-	416	739
HCM Lane V/C Ratio	0.016	-	-	-	-	0.012	0.004
HCM Control Delay (s)	8.5	-	0	-	-	13.8	9.9
HCM Lane LOS	A	-	A	-	-	B	A
HCM 95th %tile Q(veh)	0	-	0	-	-	0	0

HCM 2010 Signalized Intersection Summary
5: Haynes Bridge Rd & Lakeview Pkwy/Northwinds Pkwy

360 Tech Village

02/16/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	116	105	24	90	50	338	1027	156	129	1150	6
Future Volume (veh/h)	3	116	105	24	90	50	338	1027	156	129	1150	6
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1827	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	3	123	112	26	96	53	360	1093	0	137	1223	0
Adj No. of Lanes	1	1	1	1	1	1	1	3	0	1	3	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	4	2	2	2	2	2	2	2	2	2
Cap, veh/h	41	171	143	129	181	153	440	3371	0	427	3139	977
Arrive On Green	0.02	0.09	0.09	0.02	0.10	0.10	0.09	0.66	0.00	0.04	0.62	0.00
Sat Flow, veh/h	1774	1863	1553	1774	1863	1583	1774	5253	0	1774	5085	1583
Grp Volume(v), veh/h	3	123	112	26	96	53	360	1093	0	137	1223	0
Grp Sat Flow(s),veh/h/ln	1774	1863	1553	1774	1863	1583	1774	1695	0	1774	1695	1583
Q Serve(g_s), s	0.2	8.3	9.2	1.7	6.4	4.1	9.2	12.0	0.0	3.7	15.8	0.0
Cycle Q Clear(g_c), s	0.2	8.3	9.2	1.7	6.4	4.1	9.2	12.0	0.0	3.7	15.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	41	171	143	129	181	153	440	3371	0	427	3139	977
V/C Ratio(X)	0.07	0.72	0.78	0.20	0.53	0.35	0.82	0.32	0.00	0.32	0.39	0.00
Avail Cap(c_a), veh/h	41	249	208	161	292	248	777	3371	0	531	3139	977
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	62.1	57.4	57.8	51.9	55.9	54.8	12.1	9.4	0.0	8.3	12.5	0.0
Incr Delay (d2), s/veh	0.3	4.2	9.4	0.3	1.8	1.0	1.5	0.3	0.0	0.2	0.4	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	0.2	8.0	7.7	1.5	6.1	3.3	13.0	9.5	0.0	3.2	11.9	0.0
LnGrp Delay(d),s/veh	62.4	61.5	67.2	52.2	57.7	55.8	13.6	9.7	0.0	8.4	12.9	0.0
LnGrp LOS	E	E	E	D	E	E	B	A		A	B	
Approach Vol, veh/h		238			175			1453			1360	
Approach Delay, s/veh		64.2			56.3			10.6			12.5	
Approach LOS		E			E			B			B	
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	17.3	86.5	8.0	18.2	11.3	92.5	8.6	17.6				
Change Period (Y+Rc), s	5.6	6.3	5.0	5.6	5.6	6.3	5.6	5.6				
Max Green Setting (Gmax), s	36.4	47.7	3.0	20.4	13.4	70.7	5.4	17.4				
Max Q Clear Time (g_c+I1), s	11.2	17.8	2.2	8.4	5.7	14.0	3.7	11.2				
Green Ext Time (p_c), s	0.5	26.7	0.0	1.1	0.1	46.5	0.0	0.8				
Intersection Summary												
HCM 2010 Ctrl Delay			17.8									
HCM 2010 LOS			B									

HCM 2010 Signalized Intersection Summary

1: Lakeview Pkwy & Morrison Pkwy

360 Tech Village
02/16/2017

								
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑↑	↑	↑	↑↑	↑↑	↑		
Traffic Volume (veh/h)	1163	372	5	926	356	76		
Future Volume (veh/h)	1163	372	5	926	356	76		
Number	2	12	1	6	7	14		
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	1743	1863	1863		
Adj Flow Rate, veh/h	1251	0	5	996	383	0		
Adj No. of Lanes	2	1	1	2	2	1		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93		
Percent Heavy Veh, %	2	2	2	9	2	2		
Cap, veh/h	2053	918	266	1921	815	375		
Arrive On Green	0.58	0.00	0.58	0.58	0.24	0.00		
Sat Flow, veh/h	3632	1583	442	3399	3442	1583		
Grp Volume(v), veh/h	1251	0	5	996	383	0		
Grp Sat Flow(s),veh/h/ln	1770	1583	442	1656	1721	1583		
Q Serve(g_s), s	14.9	0.0	0.5	11.7	6.2	0.0		
Cycle Q Clear(g_c), s	14.9	0.0	15.4	11.7	6.2	0.0		
Prop In Lane		1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	2053	918	266	1921	815	375		
V/C Ratio(X)	0.61	0.00	0.02	0.52	0.47	0.00		
Avail Cap(c_a), veh/h	2053	918	266	1921	815	375		
HCM Platoon Ratio	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	0.00		
Uniform Delay (d), s/veh	8.9	0.0	13.9	8.2	21.3	0.0		
Incr Delay (d2), s/veh	1.4	0.0	0.1	1.0	1.9	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	12.0	0.0	0.1	9.4	5.7	0.0		
LnGrp Delay(d),s/veh	10.2	0.0	14.0	9.2	23.2	0.0		
LnGrp LOS	B		B	A	C			
Approach Vol, veh/h	1251			1001	383			
Approach Delay, s/veh	10.2			9.2	23.2			
Approach LOS	B			A	C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		44.0		21.0		44.0		
Change Period (Y+Rc), s		6.3		5.6		6.3		
Max Green Setting (Gmax), s		37.7		15.4		37.7		
Max Q Clear Time (g_c+I1), s		16.9		8.2		17.4		
Green Ext Time (p_c), s		19.2		1.0		18.8		
Intersection Summary								
HCM 2010 Ctrl Delay			11.7					
HCM 2010 LOS			B					

Intersection

Int Delay, s/veh 1.5

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	45	73	0	338	2	3	525
Future Vol, veh/h	45	73	0	338	2	3	525
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	0	130	-	-	100	-
Veh in Median Storage, #	0	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	88	88	92	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	51	83	0	384	2	3	597

Major/Minor	Minor1	Major1		Major2			
Conflicting Flow All	690	193	435	0	0	386	0
Stage 1	385	-	-	-	-	-	-
Stage 2	305	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	-	-	2.22	-
Pot Cap-1 Maneuver	379	816	761	-	-	1169	-
Stage 1	657	-	-	-	-	-	-
Stage 2	721	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	378	816	761	-	-	1169	-
Mov Cap-2 Maneuver	378	-	-	-	-	-	-
Stage 1	657	-	-	-	-	-	-
Stage 2	719	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBU	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	761	-	-	378 816	1169	-
HCM Lane V/C Ratio	-	-	-	0.135 0.102	0.003	-
HCM Control Delay (s)	0	-	-	16 9.9	8.1	-
HCM Lane LOS	A	-	-	C A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5 0.3	0	-

Intersection							
Int Delay, s/veh	2.4						
Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Vol, veh/h	0	504	0	278	4	105	40
Future Vol, veh/h	0	504	0	278	4	105	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	130	-	60	-	-	0	0
Veh in Median Storage, #	-	0	-	0	-	0	-
Grade, %	-	0	-	0	-	0	-
Peak Hour Factor	85	85	92	85	85	85	85
Heavy Vehicles, %	0	2	2	2	2	2	2
Mvmt Flow	0	593	0	327	5	124	47
Major/Minor	Major1		Major2		Minor2		
Conflicting Flow All	332	0	432	-	0	625	166
Stage 1	-	-	-	-	-	329	-
Stage 2	-	-	-	-	-	296	-
Critical Hdwy	4.1	-	6.44	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	5.84	-
Follow-up Hdwy	2.2	-	2.52	-	-	3.52	3.32
Pot Cap-1 Maneuver	1239	-	764	-	-	417	849
Stage 1	-	-	-	-	-	701	-
Stage 2	-	-	-	-	-	729	-
Platoon blocked, %		-		-	-		
Mov Cap-1 Maneuver	1239	-	764	-	-	417	849
Mov Cap-2 Maneuver	-	-	-	-	-	417	-
Stage 1	-	-	-	-	-	701	-
Stage 2	-	-	-	-	-	729	-
Approach	EB		WB		SB		
HCM Control Delay, s	0		0		15.1		
HCM LOS					C		
Minor Lane/Major Mvmt	EBL	EBT	WBU	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1239	-	764	-	-	417	849
HCM Lane V/C Ratio	-	-	-	-	-	0.296	0.055
HCM Control Delay (s)	0	-	0	-	-	17.2	9.5
HCM Lane LOS	A	-	A	-	-	C	A
HCM 95th %tile Q(veh)	0	-	0	-	-	1.2	0.2

HCM 2010 Signalized Intersection Summary
 5: Haynes Bridge Rd & Lakeview Pkwy/Northwinds Pkwy

360 Tech Village

02/16/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	67	508	270	164	107	136	1552	18	37	1249	6
Future Volume (veh/h)	19	67	508	270	164	107	136	1552	18	37	1249	6
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1845	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	21	73	552	293	178	116	148	1687	0	40	1358	0
Adj No. of Lanes	1	1	1	1	1	1	1	3	0	1	3	1
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	3	2	2	2	2	2	2	2
Cap, veh/h	26	565	480	416	688	591	230	2084	0	142	1899	591
Arrive On Green	0.01	0.30	0.30	0.08	0.37	0.37	0.07	0.41	0.00	0.03	0.37	0.00
Sat Flow, veh/h	1774	1863	1583	1774	1845	1583	1774	5253	0	1774	5085	1583
Grp Volume(v), veh/h	21	73	552	293	178	116	148	1687	0	40	1358	0
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1845	1583	1774	1695	0	1774	1695	1583
Q Serve(g_s), s	1.5	3.7	39.4	10.4	8.7	6.4	6.5	38.1	0.0	1.8	29.7	0.0
Cycle Q Clear(g_c), s	1.5	3.7	39.4	10.4	8.7	6.4	6.5	38.1	0.0	1.8	29.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	26	565	480	416	688	591	230	2084	0	142	1899	591
V/C Ratio(X)	0.82	0.13	1.15	0.70	0.26	0.20	0.64	0.81	0.00	0.28	0.71	0.00
Avail Cap(c_a), veh/h	68	565	480	416	688	591	274	2084	0	158	1899	591
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	63.9	32.9	45.3	31.1	28.3	27.6	27.4	33.9	0.0	28.7	34.8	0.0
Incr Delay (d2), s/veh	20.4	0.1	89.4	4.5	0.1	0.1	2.1	3.5	0.0	0.4	2.3	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	1.6	3.5	52.3	12.1	7.9	5.1	5.9	25.5	0.0	1.6	20.4	0.0
LnGrp Delay(d),s/veh	84.2	32.9	134.7	35.7	28.4	27.7	29.5	37.4	0.0	29.1	37.1	0.0
LnGrp LOS	F	C	F	D	C	C	C	D		C	D	
Approach Vol, veh/h		646			587			1835			1398	
Approach Delay, s/veh		121.5			31.9			36.8			36.9	
Approach LOS		F			C			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	14.1	54.9	6.9	54.1	9.4	59.6	16.0	45.0				
Change Period (Y+Rc), s	5.6	6.3	5.0	5.6	5.6	6.3	5.6	5.6				
Max Green Setting (Gmax), s	11.8	45.3	5.0	45.4	5.0	52.1	10.4	39.4				
Max Q Clear Time (g_c+I1), s	8.5	31.7	3.5	10.7	3.8	40.1	12.4	41.4				
Green Ext Time (p_c), s	0.1	13.4	0.0	3.3	0.0	11.8	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			48.4									
HCM 2010 LOS			D									

HCM 2010 Signalized Intersection Summary

1: Lakeview Pkwy & Morrison Pkwy

360 Tech Village
02/16/2017

								
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑↑	↑	↑	↑↑	↑↑	↑		
Traffic Volume (veh/h)	758	360	69	1356	260	6		
Future Volume (veh/h)	758	360	69	1356	260	6		
Number	2	12	1	6	7	14		
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	1863	1863	1863		
Adj Flow Rate, veh/h	806	0	73	1443	277	0		
Adj No. of Lanes	2	1	1	2	2	1		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	2325	1040	485	2325	551	253		
Arrive On Green	0.66	0.00	0.66	0.66	0.16	0.00		
Sat Flow, veh/h	3632	1583	673	3632	3442	1583		
Grp Volume(v), veh/h	806	0	73	1443	277	0		
Grp Sat Flow(s),veh/h/ln	1770	1583	673	1770	1721	1583		
Q Serve(g_s), s	6.6	0.0	3.5	15.4	4.8	0.0		
Cycle Q Clear(g_c), s	6.6	0.0	10.1	15.4	4.8	0.0		
Prop In Lane		1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	2325	1040	485	2325	551	253		
V/C Ratio(X)	0.35	0.00	0.15	0.62	0.50	0.00		
Avail Cap(c_a), veh/h	2325	1040	485	2325	551	253		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh	5.0	0.0	7.2	6.5	24.9	0.0		
Incr Delay (d2), s/veh	0.4	0.0	0.3	0.7	3.3	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	5.9	0.0	1.2	11.9	4.5	0.0		
LnGrp Delay(d),s/veh	5.4	0.0	7.5	7.2	28.2	0.0		
LnGrp LOS	A		A	A	C			
Approach Vol, veh/h	806			1516	277			
Approach Delay, s/veh	5.4			7.2	28.2			
Approach LOS	A			A	C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		49.0		16.0		49.0		
Change Period (Y+Rc), s		6.3		5.6		6.3		
Max Green Setting (Gmax), s		42.7		10.4		42.7		
Max Q Clear Time (g_c+1), s		8.6		6.8		17.4		
Green Ext Time (p_c), s		30.9		0.4		23.5		
Intersection Summary								
HCM 2010 Ctrl Delay			8.9					
HCM 2010 LOS			A					

Intersection

Int Delay, s/veh 0.6

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	0	5	0	330	36	47	281
Future Vol, veh/h	0	5	0	330	36	47	281
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	0	130	-	-	100	-
Veh in Median Storage, #	0	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	88	88	92	88	88	88	88
Heavy Vehicles, %	0	20	2	2	2	2	3
Mvmt Flow	0	6	0	375	41	53	319

Major/Minor	Minor1	Major1		Major2			
Conflicting Flow All	661	208	233	0	0	416	0
Stage 1	395	-	-	-	-	-	-
Stage 2	266	-	-	-	-	-	-
Critical Hdwy	6.8	7.3	6.44	-	-	4.14	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-	-
Follow-up Hdwy	3.5	3.5	2.52	-	-	2.22	-
Pot Cap-1 Maneuver	400	745	1021	-	-	1139	-
Stage 1	656	-	-	-	-	-	-
Stage 2	760	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	381	745	1021	-	-	1139	-
Mov Cap-2 Maneuver	381	-	-	-	-	-	-
Stage 1	656	-	-	-	-	-	-
Stage 2	725	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.9	0	1.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBU	NBT	NBRWBLn1WBLn2	SBL	SBT
Capacity (veh/h)	1021	-	-	745	1139
HCM Lane V/C Ratio	-	-	-	0.008	0.047
HCM Control Delay (s)	0	-	0	9.9	8.3
HCM Lane LOS	A	-	A	A	A
HCM 95th %tile Q(veh)	0	-	-	0	0.1

Intersection							
Int Delay, s/veh	0.3						
Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Vol, veh/h	16	278	0	390	135	5	3
Future Vol, veh/h	16	278	0	390	135	5	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	130	-	60	-	-	0	0
Veh in Median Storage, #	-	0	-	0	-	0	-
Grade, %	-	0	-	0	-	0	-
Peak Hour Factor	97	97	92	97	97	97	97
Heavy Vehicles, %	2	5	2	2	2	2	2
Mvmt Flow	16	287	0	402	139	5	3
Major/Minor	Major1		Major2		Minor2		
Conflicting Flow All	541	0	209	-	0	648	271
Stage 1	-	-	-	-	-	472	-
Stage 2	-	-	-	-	-	176	-
Critical Hdwy	4.14	-	6.44	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	2.52	-	-	3.52	3.32
Pot Cap-1 Maneuver	1024	-	1057	-	-	403	727
Stage 1	-	-	-	-	-	594	-
Stage 2	-	-	-	-	-	837	-
Platoon blocked, %	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1024	-	1057	-	-	397	727
Mov Cap-2 Maneuver	-	-	-	-	-	397	-
Stage 1	-	-	-	-	-	594	-
Stage 2	-	-	-	-	-	824	-
Approach	EB		WB		SB		
HCM Control Delay, s	0.5		0		12.6		
HCM LOS					B		
Minor Lane/Major Mvmt	EBL	EBT	WBU	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1024	-	1057	-	-	397	727
HCM Lane V/C Ratio	0.016	-	-	-	-	0.013	0.004
HCM Control Delay (s)	8.6	-	0	-	-	14.2	10
HCM Lane LOS	A	-	A	-	-	B	B
HCM 95th %tile Q(veh)	0	-	0	-	-	0	0

HCM 2010 Signalized Intersection Summary
5: Haynes Bridge Rd & Lakeview Pkwy/Northwinds Pkwy

360 Tech Village

02/16/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	133	114	38	97	61	349	1070	159	60	1298	6
Future Volume (veh/h)	3	133	114	38	97	61	349	1070	159	60	1298	6
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1827	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	3	141	121	40	103	65	371	1138	0	64	1381	0
Adj No. of Lanes	1	1	1	1	1	1	1	3	0	1	3	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	4	2	2	2	2	2	2	2	2	2
Cap, veh/h	41	182	152	134	203	172	401	3358	0	394	3048	949
Arrive On Green	0.02	0.10	0.10	0.03	0.11	0.11	0.10	0.66	0.00	0.03	0.60	0.00
Sat Flow, veh/h	1774	1863	1553	1774	1863	1583	1774	5253	0	1774	5085	1583
Grp Volume(v), veh/h	3	141	121	40	103	65	371	1138	0	64	1381	0
Grp Sat Flow(s),veh/h/ln	1774	1863	1553	1774	1863	1583	1774	1695	0	1774	1695	1583
Q Serve(g_s), s	0.2	9.6	9.9	2.6	6.8	5.0	10.0	12.7	0.0	1.8	19.4	0.0
Cycle Q Clear(g_c), s	0.2	9.6	9.9	2.6	6.8	5.0	10.0	12.7	0.0	1.8	19.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	41	182	152	134	203	172	401	3358	0	394	3048	949
V/C Ratio(X)	0.07	0.77	0.80	0.30	0.51	0.38	0.93	0.34	0.00	0.16	0.45	0.00
Avail Cap(c_a), veh/h	41	249	208	156	292	248	728	3358	0	515	3048	949
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(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	62.1	57.2	57.4	51.0	54.6	53.8	17.6	9.7	0.0	9.1	14.3	0.0
Incr Delay (d2), s/veh	0.3	8.4	12.2	0.5	1.5	1.0	4.8	0.3	0.0	0.1	0.5	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	0.2	9.2	8.3	2.3	6.4	4.0	13.6	10.0	0.0	1.6	14.2	0.0
LnGrp Delay(d),s/veh	62.4	65.6	69.5	51.5	56.1	54.8	22.4	9.9	0.0	9.2	14.8	0.0
LnGrp LOS	E	E	E	D	E	D	C	A		A	B	
Approach Vol, veh/h		265			208			1509			1445	
Approach Delay, s/veh		67.4			54.8			13.0			14.6	
Approach LOS		E			D			B			B	
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	18.0	84.2	8.0	19.7	10.1	92.1	9.4	18.3				
Change Period (Y+Rc), s	5.6	6.3	5.0	5.6	5.6	6.3	5.6	5.6				
Max Green Setting (Gmax), s	36.4	47.7	3.0	20.4	13.4	70.7	5.4	17.4				
Max Q Clear Time (g_c+1), s	12.0	21.4	2.2	8.8	3.8	14.7	4.6	11.9				
Green Ext Time (p_c), s	0.5	24.5	0.0	1.3	0.0	48.7	0.0	0.8				
Intersection Summary												
HCM 2010 Ctrl Delay			20.4									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary

1: Lakeview Pkwy & Morrison Pkwy

360 Tech Village
02/16/2017

								
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑↑	↑	↑	↑↑	↑↑	↑		
Traffic Volume (veh/h)	1201	385	5	985	390	78		
Future Volume (veh/h)	1201	385	5	985	390	78		
Number	2	12	1	6	7	14		
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	1743	1863	1863		
Adj Flow Rate, veh/h	1291	0	5	1059	419	0		
Adj No. of Lanes	2	1	1	2	2	1		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93		
Percent Heavy Veh, %	2	2	2	9	2	2		
Cap, veh/h	2053	918	255	1921	815	375		
Arrive On Green	0.58	0.00	0.58	0.58	0.24	0.00		
Sat Flow, veh/h	3632	1583	426	3399	3442	1583		
Grp Volume(v), veh/h	1291	0	5	1059	419	0		
Grp Sat Flow(s),veh/h/ln	1770	1583	426	1656	1721	1583		
Q Serve(g_s), s	15.7	0.0	0.5	12.8	6.9	0.0		
Cycle Q Clear(g_c), s	15.7	0.0	16.2	12.8	6.9	0.0		
Prop In Lane		1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	2053	918	255	1921	815	375		
V/C Ratio(X)	0.63	0.00	0.02	0.55	0.51	0.00		
Avail Cap(c_a), veh/h	2053	918	255	1921	815	375		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh	9.0	0.0	14.4	8.4	21.5	0.0		
Incr Delay (d2), s/veh	1.5	0.0	0.1	1.1	2.3	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	12.6	0.0	0.1	10.1	6.3	0.0		
LnGrp Delay(d),s/veh	10.5	0.0	14.5	9.6	23.9	0.0		
LnGrp LOS	B		B	A	C			
Approach Vol, veh/h	1291			1064	419			
Approach Delay, s/veh	10.5			9.6	23.9			
Approach LOS	B			A	C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		44.0		21.0		44.0		
Change Period (Y+Rc), s		6.3		5.6		6.3		
Max Green Setting (Gmax), s		37.7		15.4		37.7		
Max Q Clear Time (g_c+1), s		17.7		8.9		18.2		
Green Ext Time (p_c), s		18.8		1.1		18.4		
Intersection Summary								
HCM 2010 Ctrl Delay			12.2					
HCM 2010 LOS			B					

Intersection							
Int Delay, s/veh	1.5						
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	46	74	0	372	2	3	542
Future Vol, veh/h	46	74	0	372	2	3	542
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	0	130	-	-	100	-
Veh in Median Storage, #	0	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	88	88	92	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	52	84	0	423	2	3	616
Major/Minor	Minor1	Major1		Major2			
Conflicting Flow All	739	213	449	0	0	425	0
Stage 1	424	-	-	-	-	-	-
Stage 2	315	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	-	-	2.22	-
Pot Cap-1 Maneuver	353	792	746	-	-	1131	-
Stage 1	628	-	-	-	-	-	-
Stage 2	713	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	352	792	746	-	-	1131	-
Mov Cap-2 Maneuver	352	-	-	-	-	-	-
Stage 1	628	-	-	-	-	-	-
Stage 2	711	-	-	-	-	-	-
Approach	WB	NB		SB			
HCM Control Delay, s	12.7	0		0			
HCM LOS	B						
Minor Lane/Major Mvmt	NBU	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	746	-	- 352 792	1131	-		
HCM Lane V/C Ratio	-	-	- 0.149 0.106	0.003	-		
HCM Control Delay (s)	0	-	- 17 10.1	8.2	-		
HCM Lane LOS	A	-	- C B	A	-		
HCM 95th %tile Q(veh)	0	-	- 0.5 0.4	0	-		

Intersection							
Int Delay, s/veh	2.2						
Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Vol, veh/h	0	520	0	311	4	107	41
Future Vol, veh/h	0	520	0	311	4	107	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	130	-	60	-	-	0	0
Veh in Median Storage, #	-	0	-	0	-	0	-
Grade, %	-	0	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	3	2	2	2
Mvmt Flow	0	565	0	338	4	116	45
Major/Minor	Major1		Major2		Minor2		
Conflicting Flow All	342	0	412	-	0	623	171
Stage 1	-	-	-	-	-	340	-
Stage 2	-	-	-	-	-	283	-
Critical Hdwy	4.14	-	6.44	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	2.52	-	-	3.52	3.32
Pot Cap-1 Maneuver	1214	-	787	-	-	418	843
Stage 1	-	-	-	-	-	692	-
Stage 2	-	-	-	-	-	740	-
Platoon blocked, %	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1214	-	787	-	-	418	843
Mov Cap-2 Maneuver	-	-	-	-	-	418	-
Stage 1	-	-	-	-	-	692	-
Stage 2	-	-	-	-	-	740	-
Approach	EB		WB		SB		
HCM Control Delay, s	0		0		14.8		
HCM LOS					B		
Minor Lane/Major Mvmt	EBL	EBT	WBU	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1214	-	787	-	-	418	843
HCM Lane V/C Ratio	-	-	-	-	-	0.278	0.053
HCM Control Delay (s)	0	-	0	-	-	16.9	9.5
HCM Lane LOS	A	-	A	-	-	C	A
HCM 95th %tile Q(veh)	0	-	0	-	-	1.1	0.2

HCM 2010 Signalized Intersection Summary
5: Haynes Bridge Rd & Lakeview Pkwy/Northwinds Pkwy

360 Tech Village

02/16/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	72	521	347	184	165	149	1686	18	60	1298	6
Future Volume (veh/h)	19	72	521	347	184	165	149	1686	18	60	1298	6
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1845	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	21	78	566	377	200	179	162	1833	0	65	1411	0
Adj No. of Lanes	1	1	1	1	1	1	1	3	0	1	3	1
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	3	2	2	2	2	2	2	2
Cap, veh/h	26	565	480	411	688	591	229	2057	0	134	1872	583
Arrive On Green	0.01	0.30	0.30	0.08	0.37	0.37	0.07	0.40	0.00	0.03	0.37	0.00
Sat Flow, veh/h	1774	1863	1583	1774	1845	1583	1774	5253	0	1774	5085	1583
Grp Volume(v), veh/h	21	78	566	377	200	179	162	1833	0	65	1411	0
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1845	1583	1774	1695	0	1774	1695	1583
Q Serve(g_s), s	1.5	4.0	39.4	10.4	9.9	10.4	7.2	43.6	0.0	3.0	31.5	0.0
Cycle Q Clear(g_c), s	1.5	4.0	39.4	10.4	9.9	10.4	7.2	43.6	0.0	3.0	31.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	26	565	480	411	688	591	229	2057	0	134	1872	583
V/C Ratio(X)	0.82	0.14	1.18	0.92	0.29	0.30	0.71	0.89	0.00	0.48	0.75	0.00
Avail Cap(c_a), veh/h	68	565	480	411	688	591	264	2057	0	141	1872	583
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	63.9	33.0	45.3	37.4	28.6	28.8	28.6	36.0	0.0	31.7	35.9	0.0
Incr Delay (d2), s/veh	20.4	0.1	100.6	24.9	0.2	0.2	5.3	6.3	0.0	1.0	2.9	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	1.6	3.7	55.0	17.6	8.8	8.1	6.8	29.2	0.0	2.7	21.7	0.0
LnGrp Delay(d),s/veh	84.2	33.0	145.9	62.3	28.8	29.0	33.9	42.4	0.0	32.7	38.8	0.0
LnGrp LOS	F	C	F	E	C	C	C	D		C	D	
Approach Vol, veh/h	665				756				1995			
Approach Delay, s/veh	130.7				45.6				41.7			
Approach LOS	F				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	14.8	54.2	6.9	54.1	10.1	58.9	16.0	45.0				
Change Period (Y+Rc), s	5.6	6.3	5.0	5.6	5.6	6.3	5.6	5.6				
Max Green Setting (Gmax), s	11.8	45.3	5.0	45.4	5.0	52.1	10.4	39.4				
Max Q Clear Time (g_c+I1), s	9.2	33.5	3.5	12.4	5.0	45.6	12.4	41.4				
Green Ext Time (p_c), s	0.0	11.6	0.0	3.7	0.0	6.4	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay	53.4											
HCM 2010 LOS	D											

HCM 2010 Signalized Intersection Summary

1: Lakeview Pkwy & Morrison Pkwy

360 Tech Village
02/16/2017

								
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑↑	↑	↑	↑↑	↑↑	↑		
Traffic Volume (veh/h)	758	500	142	1356	311	36		
Future Volume (veh/h)	758	500	142	1356	311	36		
Number	2	12	1	6	7	14		
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	1863	1863	1863		
Adj Flow Rate, veh/h	806	0	151	1443	331	0		
Adj No. of Lanes	2	1	1	2	2	1		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	2325	1040	485	2325	551	253		
Arrive On Green	0.66	0.00	0.66	0.66	0.16	0.00		
Sat Flow, veh/h	3632	1583	673	3632	3442	1583		
Grp Volume(v), veh/h	806	0	151	1443	331	0		
Grp Sat Flow(s),veh/h/ln	1770	1583	673	1770	1721	1583		
Q Serve(g_s), s	6.6	0.0	8.4	15.4	5.8	0.0		
Cycle Q Clear(g_c), s	6.6	0.0	14.9	15.4	5.8	0.0		
Prop In Lane		1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	2325	1040	485	2325	551	253		
V/C Ratio(X)	0.35	0.00	0.31	0.62	0.60	0.00		
Avail Cap(c_a), veh/h	2325	1040	485	2325	551	253		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh	5.0	0.0	8.3	6.5	25.4	0.0		
Incr Delay (d2), s/veh	0.4	0.0	0.8	0.7	4.8	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	5.9	0.0	2.9	11.9	5.6	0.0		
LnGrp Delay(d),s/veh	5.4	0.0	9.0	7.2	30.2	0.0		
LnGrp LOS	A		A	A	C			
Approach Vol, veh/h	806			1594	331			
Approach Delay, s/veh	5.4			7.4	30.2			
Approach LOS	A			A	C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		49.0		16.0		49.0		
Change Period (Y+Rc), s		6.3		5.6		6.3		
Max Green Setting (Gmax), s		42.7		10.4		42.7		
Max Q Clear Time (g_c+I1), s		8.6		7.8		17.4		
Green Ext Time (p_c), s		31.3		0.4		23.7		
Intersection Summary								
HCM 2010 Ctrl Delay			9.5					
HCM 2010 LOS			A					

Intersection

Int Delay, s/veh 2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	0	49	0	0	5	60	381	36	47	406	87
Future Vol, veh/h	30	0	49	0	0	5	60	381	36	47	406	87
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	-	-	-	0	-	0	130	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	20	0	2	2	2	3	0
Mvmt Flow	34	0	56	0	0	6	68	433	41	53	461	99

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	971	1228	280	928	-	237	560	0	0	474	0	0
Stage 1	618	618	-	590	-	-	-	-	-	-	-	-
Stage 2	353	610	-	338	-	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	-	7.3	4.1	-	-	4.14	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	-	3.5	2.2	-	-	2.22	-	-
Pot Cap-1 Maneuver	210	180	723	226	0	712	1021	-	-	1084	-	-
Stage 1	448	484	-	466	0	-	-	-	-	-	-	-
Stage 2	642	488	-	656	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	190	160	723	191	-	712	1021	-	-	1084	-	-
Mov Cap-2 Maneuver	190	160	-	191	-	-	-	-	-	-	-	-
Stage 1	418	460	-	435	-	-	-	-	-	-	-	-
Stage 2	594	455	-	576	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.8	10.1	1.1	0.7
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1021	-	-	350	-	712	1084
HCM Lane V/C Ratio	0.067	-	-	0.256	-	0.008	0.049
HCM Control Delay (s)	8.8	-	-	18.8	0	10.1	8.5
HCM Lane LOS	A	-	-	C	A	B	A
HCM 95th %tile Q(veh)	0.2	-	-	1	-	0	0.2

Intersection						
Int Delay, s/veh	12.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	↑
Traffic Vol, veh/h	368	93	449	439	51	130
Future Vol, veh/h	368	93	449	439	51	130
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	185	-	150	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	0	0	2	0	0
Mvmt Flow	391	99	478	467	54	138
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	490	0	1630	245
Stage 1	-	-	-	-	441	-
Stage 2	-	-	-	-	1189	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1084	-	94	762
Stage 1	-	-	-	-	622	-
Stage 2	-	-	-	-	256	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1084	-	~ 53	762
Mov Cap-2 Maneuver	-	-	-	-	~ 53	-
Stage 1	-	-	-	-	622	-
Stage 2	-	-	-	-	143	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		5.5		79.7	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	53	762	-	-	1084	-
HCM Lane V/C Ratio	1.024	0.181	-	-	0.441	-
HCM Control Delay (s)	255.2	10.8	-	-	10.9	-
HCM Lane LOS	F	B	-	-	B	-
HCM 95th %tile Q(veh)	4.6	0.7	-	-	2.3	-
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	16	458	31	0	0	900	135	0	0	34	5	0	3
Future Vol, veh/h	16	458	31	0	0	900	135	0	0	34	5	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	130	-	-	-	60	-	-	-	-	0	0	-	0
Veh in Median Storage, #	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	92	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	4	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	487	33	0	0	957	144	0	0	36	5	0	3

Major/Minor	Major1			Major2			Minor1			Minor2			
Conflicting Flow All	1101	0	0	379	-	-	0	-	-	260	1307	-	551
Stage 1	-	-	-	-	-	-	-	-	-	-	1029	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	278	-	-
Critical Hdwy	4.14	-	-	6.44	-	-	-	-	-	6.94	7.54	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	6.54	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	6.54	-	-
Follow-up Hdwy	2.22	-	-	2.52	-	-	-	-	-	3.32	3.52	-	3.32
Pot Cap-1 Maneuver	630	-	-	826	0	-	-	0	0	739	117	0	478
Stage 1	-	-	-	-	0	-	-	0	0	-	250	0	-
Stage 2	-	-	-	-	0	-	-	0	0	-	705	0	-
Platoon blocked, %		-	-			-	-						
Mov Cap-1 Maneuver	630	-	-	788	-	-	-	-	-	739	109	-	478
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	109	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	243	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	652	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0	10.1	29.5
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBU	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	739	630	-	-	788	-	-	109	478
HCM Lane V/C Ratio	0.049	0.027	-	-	-	-	-	0.049	0.007
HCM Control Delay (s)	10.1	10.9	-	-	0	-	-	39.7	12.6
HCM Lane LOS	B	B	-	-	A	-	-	E	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.2	0

HCM 2010 Signalized Intersection Summary
5: Haynes Bridge Rd & Lakeview Pkwy/Northwinds Pkwy

360 Tech Village

02/16/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	154	269	38	165	61	714	1070	159	216	1261	84
Future Volume (veh/h)	41	154	269	38	165	61	714	1070	159	216	1261	84
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1827	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	44	164	286	40	176	65	760	1138	0	230	1341	0
Adj No. of Lanes	1	1	1	1	1	1	1	3	0	1	3	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	4	2	2	2	2	2	2	2	2	2
Cap, veh/h	41	249	208	155	270	229	616	2873	0	409	1928	600
Arrive On Green	0.02	0.13	0.13	0.03	0.14	0.14	0.28	0.56	0.00	0.09	0.38	0.00
Sat Flow, veh/h	1774	1863	1553	1774	1863	1583	1774	5253	0	1774	5085	1583
Grp Volume(v), veh/h	44	164	286	40	176	65	760	1138	0	230	1341	0
Grp Sat Flow(s),veh/h/ln	1774	1863	1553	1774	1863	1583	1774	1695	0	1774	1695	1583
Q Serve(g_s), s	3.0	10.9	17.4	2.5	11.6	4.8	36.4	16.3	0.0	10.2	28.9	0.0
Cycle Q Clear(g_c), s	3.0	10.9	17.4	2.5	11.6	4.8	36.4	16.3	0.0	10.2	28.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	41	249	208	155	270	229	616	2873	0	409	1928	600
V/C Ratio(X)	1.07	0.66	1.38	0.26	0.65	0.28	1.23	0.40	0.00	0.56	0.70	0.00
Avail Cap(c_a), veh/h	41	249	208	176	292	248	616	2873	0	425	1928	600
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	63.5	53.5	56.3	47.0	52.5	49.6	34.1	15.9	0.0	20.7	34.0	0.0
Incr Delay (d2), s/veh	163.6	5.7	196.5	0.3	4.1	0.5	119.1	0.4	0.0	0.9	2.1	0.0
Initial Q Delay(d3),s/veh	2.7	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	6.0	10.0	33.9	2.2	10.4	3.8	76.4	12.2	0.0	8.7	20.0	0.0
LnGrp Delay(d),s/veh	229.8	59.2	252.8	47.4	56.6	50.1	153.1	16.3	0.0	21.6	36.1	0.0
LnGrp LOS	F	E	F	D	E	D	F	B		C	D	
Approach Vol, veh/h		494			281			1898			1571	
Approach Delay, s/veh		186.5			53.7			71.1			34.0	
Approach LOS		F			D			E			C	
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	42.0	55.6	8.0	24.4	17.8	79.7	9.4	23.0				
Change Period (Y+Rc), s	5.6	6.3	5.0	5.6	5.6	6.3	5.6	5.6				
Max Green Setting (Gmax), s	36.4	47.7	3.0	20.4	13.4	70.7	5.4	17.4				
Max Q Clear Time (g_c+I1), s	38.4	30.9	5.0	13.6	12.2	18.3	4.5	19.4				
Green Ext Time (p_c), s	0.0	15.9	0.0	1.6	0.0	45.5	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			69.6									
HCM 2010 LOS			E									

HCM 2010 Signalized Intersection Summary

1: Lakeview Pkwy & Morrison Pkwy

360 Tech Village
02/16/2017

								
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑↑	↑	↑	↑↑	↑↑	↑		
Traffic Volume (veh/h)	1186	462	40	985	514	143		
Future Volume (veh/h)	1186	462	40	985	514	143		
Number	2	12	1	6	7	14		
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	1743	1863	1863		
Adj Flow Rate, veh/h	1275	0	43	1059	553	0		
Adj No. of Lanes	2	1	1	2	2	1		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93		
Percent Heavy Veh, %	2	2	2	9	2	2		
Cap, veh/h	2053	918	259	1921	815	375		
Arrive On Green	0.58	0.00	0.58	0.58	0.24	0.00		
Sat Flow, veh/h	3632	1583	432	3399	3442	1583		
Grp Volume(v), veh/h	1275	0	43	1059	553	0		
Grp Sat Flow(s),veh/h/ln	1770	1583	432	1656	1721	1583		
Q Serve(g_s), s	15.4	0.0	4.7	12.8	9.5	0.0		
Cycle Q Clear(g_c), s	15.4	0.0	20.1	12.8	9.5	0.0		
Prop In Lane		1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	2053	918	259	1921	815	375		
V/C Ratio(X)	0.62	0.00	0.17	0.55	0.68	0.00		
Avail Cap(c_a), veh/h	2053	918	259	1921	815	375		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh	9.0	0.0	15.6	8.4	22.5	0.0		
Incr Delay (d2), s/veh	1.4	0.0	1.4	1.1	4.5	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	12.4	0.0	1.2	10.1	8.6	0.0		
LnGrp Delay(d),s/veh	10.4	0.0	16.9	9.6	27.1	0.0		
LnGrp LOS	B		B	A	C			
Approach Vol, veh/h	1275			1102	553			
Approach Delay, s/veh	10.4			9.9	27.1			
Approach LOS	B			A	C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		44.0		21.0		44.0		
Change Period (Y+Rc), s		6.3		5.6		6.3		
Max Green Setting (Gmax), s		37.7		15.4		37.7		
Max Q Clear Time (g_c+I1), s		17.4		11.5		22.1		
Green Ext Time (p_c), s		19.2		1.0		14.9		
Intersection Summary								
HCM 2010 Ctrl Delay			13.3					
HCM 2010 LOS			B					

Intersection												
Int Delay, s/veh	5.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔		↔	↔	↔		↔	↔	
Traffic Vol, veh/h	65	0	31	46	0	74	61	496	2	3	594	61
Future Vol, veh/h	65	0	31	46	0	74	61	496	2	3	594	61
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	-	-	-	0	-	0	130	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	2	0	2	0	2	2	2	2	0
Mvmt Flow	74	0	35	52	0	84	69	564	2	3	675	69
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1136	1421	372	1047	-	283	744	0	0	566	0	0
Stage 1	716	716	-	703	-	-	-	-	-	-	-	-
Stage 2	420	705	-	344	-	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.54	-	6.94	4.1	-	-	4.14	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.52	-	3.32	2.2	-	-	2.22	-	-
Pot Cap-1 Maneuver	159	138	631	182	0	714	873	-	-	1002	-	-
Stage 1	392	437	-	394	0	-	-	-	-	-	-	-
Stage 2	587	442	-	645	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	131	127	631	161	-	714	873	-	-	1002	-	-
Mov Cap-2 Maneuver	131	127	-	161	-	-	-	-	-	-	-	-
Stage 1	361	436	-	363	-	-	-	-	-	-	-	-
Stage 2	477	407	-	607	-	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	54			21.1			1			0		
HCM LOS	F			C								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR			
Capacity (veh/h)	873	-	-	176	161	714	1002	-	-			
HCM Lane V/C Ratio	0.079	-	-	0.62	0.325	0.118	0.003	-	-			
HCM Control Delay (s)	9.5	-	-	54	37.8	10.7	8.6	-	-			
HCM Lane LOS	A	-	-	F	E	B	A	-	-			
HCM 95th %tile Q(veh)	0.3	-	-	3.5	1.3	0.4	0	-	-			

Intersection						
Int Delay, s/veh	24.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	↑
Traffic Vol, veh/h	600	38	226	424	124	331
Future Vol, veh/h	600	38	226	424	124	331
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	185	-	150	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	0	0	2	0	0
Mvmt Flow	645	41	243	456	133	356
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	686	0	1380	343
Stage 1	-	-	-	-	666	-
Stage 2	-	-	-	-	714	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	917	-	138	659
Stage 1	-	-	-	-	478	-
Stage 2	-	-	-	-	452	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	917	-	~ 101	659
Mov Cap-2 Maneuver	-	-	-	-	~ 101	-
Stage 1	-	-	-	-	478	-
Stage 2	-	-	-	-	332	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		3.6		87.1	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	101	659	-	-	917	-
HCM Lane V/C Ratio	1.32	0.54	-	-	0.265	-
HCM Control Delay (s)	275	16.7	-	-	10.3	-
HCM Lane LOS	F	C	-	-	B	-
HCM 95th %tile Q(veh)	9.4	3.2	-	-	1.1	-
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

Intersection															
Int Delay, s/veh		11.3													
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR		NBL	NBT	NBR		SBL	SBT	SBR
Lane Configurations															
Traffic Vol, veh/h	0	883	15	0	0	598	4		0	0	138		107	0	41
Future Vol, veh/h	0	883	15	0	0	598	4		0	0	138		107	0	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0		0	0	0		0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free		Stop	Stop	Stop		Stop	Stop	Stop
RT Channelized	-	-	None	-	-	-	None		-	-	None		-	-	None
Storage Length	130	-	-	-	60	-	-		-	-	0		0	-	0
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	92
Heavy Vehicles, %	2	2	2	2	2	3	2		2	2	2		2	2	2
Mvmt Flow	0	960	16	0	0	650	4		0	0	150		116	0	45
Major/Minor	Major1			Major2			Minor1			Minor2					
Conflicting Flow All	654	0	0	712	-	-	0		-	-	488		1132	-	327
Stage 1	-	-	-	-	-	-	-		-	-	-		652	-	-
Stage 2	-	-	-	-	-	-	-		-	-	-		480	-	-
Critical Hdwy	4.14	-	-	6.44	-	-	-		-	-	6.94		7.54	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-		-	-	-		6.54	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-		-	-	-		6.54	-	-
Follow-up Hdwy	2.22	-	-	2.52	-	-	-		-	-	3.32		3.52	-	3.32
Pot Cap-1 Maneuver	929	-	-	508	0	-	-		0	0	526		158	0	669
Stage 1	-	-	-	-	0	-	-		0	0	-		423	0	-
Stage 2	-	-	-	-	0	-	-		0	0	-		536	0	-
Platoon blocked, %		-	-			-	-								
Mov Cap-1 Maneuver	929	-	-	375	-	-	-		-	-	526		~ 113	-	669
Mov Cap-2 Maneuver	-	-	-	-	-	-	-		-	-	-		~ 113	-	-
Stage 1	-	-	-	-	-	-	-		-	-	-		423	-	-
Stage 2	-	-	-	-	-	-	-		-	-	-		383	-	-
Approach	EB			WB			NB			SB					
HCM Control Delay, s	0			0			14.6			122.4					
HCM LOS							B			F					
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBU	WBT	WBR	SBLn1	SBLn2						
Capacity (veh/h)	526	929	-	-	375	-	-	113	669						
HCM Lane V/C Ratio	0.285	-	-	-	-	-	-	1.029	0.067						
HCM Control Delay (s)	14.6	0	-	-	0	-	-	165.1	10.8						
HCM Lane LOS	B	A	-	-	A	-	-	F	B						
HCM 95th %tile Q(veh)	1.2	0	-	-	0	-	-	6.8	0.2						
Notes															
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined			*: All major volume in platoon							

HCM 2010 Signalized Intersection Summary
5: Haynes Bridge Rd & Lakeview Pkwy/Northwinds Pkwy

360 Tech Village

02/16/2017

																
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR				
Lane Configurations																
Traffic Volume (veh/h)	114	131	868	347	210	165	346	1676	18	60	1278	69				
Future Volume (veh/h)	114	131	868	347	210	165	346	1676	18	60	1278	69				
Number	3	8	18	7	4	14	1	6	16	5	2	12				
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0				
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00				
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1845	1863	1863	1863	1900	1863	1863	1863				
Adj Flow Rate, veh/h	124	142	943	377	228	179	376	1822	0	65	1389	0				
Adj No. of Lanes	1	1	1	1	1	1	1	3	0	1	3	1				
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	3	2	2	2	2	2	2	2				
Cap, veh/h	68	565	480	324	644	553	257	2055	0	136	1772	552				
Arrive On Green	0.04	0.30	0.30	0.08	0.35	0.35	0.09	0.40	0.00	0.04	0.35	0.00				
Sat Flow, veh/h	1774	1863	1583	1774	1845	1583	1774	5253	0	1774	5085	1583				
Grp Volume(v), veh/h	124	142	943	377	228	179	376	1822	0	65	1389	0				
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1845	1583	1774	1695	0	1774	1695	1583				
Q Serve(g_s), s	5.0	7.5	39.4	10.4	11.9	10.8	11.8	43.3	0.0	3.0	31.8	0.0				
Cycle Q Clear(g_c), s	5.0	7.5	39.4	10.4	11.9	10.8	11.8	43.3	0.0	3.0	31.8	0.0				
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00				
Lane Grp Cap(c), veh/h	68	565	480	324	644	553	257	2055	0	136	1772	552				
V/C Ratio(X)	1.82	0.25	1.97	1.16	0.35	0.32	1.47	0.89	0.00	0.48	0.78	0.00				
Avail Cap(c_a), veh/h	68	565	480	324	644	553	257	2055	0	142	1772	552				
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(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00				
Uniform Delay (d), s/veh	62.5	34.2	45.3	38.4	31.4	31.0	30.6	36.0	0.0	32.2	38.0	0.0				
Incr Delay (d2), s/veh	419.2	0.2	441.8	101.5	0.2	0.2	229.6	6.1	0.0	1.0	3.6	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	18.7	6.9	136.9	30.6	10.2	8.3	35.6	29.0	0.0	2.7	22.0	0.0				
LnGrp Delay(d),s/veh	481.7	34.3	487.1	139.8	31.7	31.3	260.1	42.1	0.0	33.2	41.5	0.0				
LnGrp LOS	F	C	F	F	C	C	F	D		C	D					
Approach Vol, veh/h	1209				784				2198							
Approach Delay, s/veh	433.4				83.6				79.4							
Approach LOS	F				F				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	17.4	51.6	10.0	51.0	10.2	58.8	16.0	45.0								
Change Period (Y+Rc), s	5.6	6.3	5.0	5.6	5.6	6.3	5.6	5.6								
Max Green Setting (Gmax), s	11.8	45.3	5.0	45.4	5.0	52.1	10.4	39.4								
Max Q Clear Time (g_c+I1), s	13.8	33.8	7.0	13.9	5.0	45.3	12.4	41.4								
Green Ext Time (p_c), s	0.0	11.4	0.0	6.6	0.0	6.8	0.0	0.0								
Intersection Summary																
HCM 2010 Ctrl Delay	145.9															
HCM 2010 LOS	F															

HCM 2010 Signalized Intersection Summary

1: Lakeview Pkwy & Morrison Pkwy

360 Tech Village
02/16/2017

								
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑↑	↑	↑	↑↑	↑↑	↑		
Traffic Volume (veh/h)	758	500	142	1356	311	36		
Future Volume (veh/h)	758	500	142	1356	311	36		
Number	2	12	1	6	7	14		
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	1863	1863	1863		
Adj Flow Rate, veh/h	806	0	151	1443	331	0		
Adj No. of Lanes	2	1	1	2	2	1		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	2053	918	418	2053	815	375		
Arrive On Green	0.58	0.00	0.58	0.58	0.24	0.00		
Sat Flow, veh/h	3632	1583	673	3632	3442	1583		
Grp Volume(v), veh/h	806	0	151	1443	331	0		
Grp Sat Flow(s),veh/h/ln	1770	1583	673	1770	1721	1583		
Q Serve(g_s), s	8.1	0.0	10.2	18.8	5.3	0.0		
Cycle Q Clear(g_c), s	8.1	0.0	18.3	18.8	5.3	0.0		
Prop In Lane		1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	2053	918	418	2053	815	375		
V/C Ratio(X)	0.39	0.00	0.36	0.70	0.41	0.00		
Avail Cap(c_a), veh/h	2053	918	418	2053	815	375		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh	7.4	0.0	12.4	9.7	20.9	0.0		
Incr Delay (d2), s/veh	0.6	0.0	2.4	2.0	1.5	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	7.3	0.0	3.9	14.7	4.8	0.0		
LnGrp Delay(d),s/veh	8.0	0.0	14.8	11.7	22.4	0.0		
LnGrp LOS	A		B	B	C			
Approach Vol, veh/h	806			1594	331			
Approach Delay, s/veh	8.0			12.0	22.4			
Approach LOS	A			B	C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		44.0		21.0		44.0		
Change Period (Y+Rc), s		6.3		5.6		6.3		
Max Green Setting (Gmax), s		37.7		15.4		37.7		
Max Q Clear Time (g_c+I1), s		10.1		7.3		20.8		
Green Ext Time (p_c), s		25.7		0.9		16.1		
Intersection Summary								
HCM 2010 Ctrl Delay			12.1					
HCM 2010 LOS			B					

Intersection

Int Delay, s/veh 2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	0	49	0	0	5	60	381	36	47	406	87
Future Vol, veh/h	30	0	49	0	0	5	60	381	36	47	406	87
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	-	-	-	0	-	0	130	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	20	0	2	2	2	3	0
Mvmt Flow	34	0	56	0	0	6	68	433	41	53	461	99

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	971	1228	280	928	-	237	560	0	0	474	0	0
Stage 1	618	618	-	590	-	-	-	-	-	-	-	-
Stage 2	353	610	-	338	-	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	-	7.3	4.1	-	-	4.14	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	-	3.5	2.2	-	-	2.22	-	-
Pot Cap-1 Maneuver	210	180	723	226	0	712	1021	-	-	1084	-	-
Stage 1	448	484	-	466	0	-	-	-	-	-	-	-
Stage 2	642	488	-	656	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	190	160	723	191	-	712	1021	-	-	1084	-	-
Mov Cap-2 Maneuver	190	160	-	191	-	-	-	-	-	-	-	-
Stage 1	418	460	-	435	-	-	-	-	-	-	-	-
Stage 2	594	455	-	576	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.8	10.1	1.1	0.7
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1021	-	-	350	-	712	1084	-	-
HCM Lane V/C Ratio	0.067	-	-	0.256	-	0.008	0.049	-	-
HCM Control Delay (s)	8.8	-	-	18.8	0	10.1	8.5	-	-
HCM Lane LOS	A	-	-	C	A	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1	-	0	0.2	-	-

HCM 2010 Signalized Intersection Summary

3: Proposed Site Driveway 2 & Lakeview Pkwy

360 Tech Village

02/16/2017

								
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑↑		↱	↑↑	↱	↱		
Traffic Volume (veh/h)	368	93	449	439	51	130		
Future Volume (veh/h)	368	93	449	439	51	130		
Number	2	12	1	6	7	14		
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	1870	1900	1900	1863	1900	1900		
Adj Flow Rate, veh/h	391	99	478	467	54	0		
Adj No. of Lanes	2	0	1	2	1	1		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94		
Percent Heavy Veh, %	2	2	0	2	0	0		
Cap, veh/h	2080	521	751	2614	139	124		
Arrive On Green	0.74	0.74	0.74	0.74	0.08	0.00		
Sat Flow, veh/h	2910	706	921	3632	1810	1615		
Grp Volume(v), veh/h	245	245	478	467	54	0		
Grp Sat Flow(s),veh/h/ln	1777	1746	921	1770	1810	1615		
Q Serve(g_s), s	2.7	2.8	21.3	2.6	1.8	0.0		
Cycle Q Clear(g_c), s	2.7	2.8	24.1	2.6	1.8	0.0		
Prop In Lane		0.40	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	1312	1289	751	2614	139	124		
V/C Ratio(X)	0.19	0.19	0.64	0.18	0.39	0.00		
Avail Cap(c_a), veh/h	1312	1289	751	2614	139	124		
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	2.6	2.6	6.3	2.6	28.5	0.0		
Incr Delay (d2), s/veh	0.3	0.3	1.8	0.0	8.0	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	2.5	2.5	9.6	2.2	2.2	0.0		
LnGrp Delay(d),s/veh	2.9	2.9	8.0	2.6	36.5	0.0		
LnGrp LOS	A	A	A	A	D			
Approach Vol, veh/h	490			945	54			
Approach Delay, s/veh	2.9			5.3	36.5			
Approach LOS	A			A	D			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		54.0		11.0		54.0		
Change Period (Y+Rc), s		6.0		6.0		6.0		
Max Green Setting (Gmax), s		48.0		5.0		48.0		
Max Q Clear Time (g_c+I1), s		4.8		3.8		26.1		
Green Ext Time (p_c), s		13.2		0.0		10.2		
Intersection Summary								
HCM 2010 Ctrl Delay			5.7					
HCM 2010 LOS			A					

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	16	458	31	0	0	900	135	0	0	34	5	0	3
Future Vol, veh/h	16	458	31	0	0	900	135	0	0	34	5	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	130	-	-	-	60	-	-	-	-	0	0	-	0
Veh in Median Storage, #	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	92	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	4	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	487	33	0	0	957	144	0	0	36	5	0	3

Major/Minor	Major1			Major2			Minor1			Minor2			
Conflicting Flow All	1101	0	0	379	-	-	0	-	-	260	1307	-	551
Stage 1	-	-	-	-	-	-	-	-	-	-	1029	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	278	-	-
Critical Hdwy	4.14	-	-	6.44	-	-	-	-	-	6.94	7.54	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	6.54	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	6.54	-	-
Follow-up Hdwy	2.22	-	-	2.52	-	-	-	-	-	3.32	3.52	-	3.32
Pot Cap-1 Maneuver	630	-	-	826	0	-	-	0	0	739	117	0	478
Stage 1	-	-	-	-	0	-	-	0	0	-	250	0	-
Stage 2	-	-	-	-	0	-	-	0	0	-	705	0	-
Platoon blocked, %		-	-			-	-						
Mov Cap-1 Maneuver	630	-	-	788	-	-	-	-	-	739	109	-	478
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	109	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	243	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	652	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0	10.1	29.5
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBU	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	739	630	-	-	788	-	-	109	478
HCM Lane V/C Ratio	0.049	0.027	-	-	-	-	-	0.049	0.007
HCM Control Delay (s)	10.1	10.9	-	-	0	-	-	39.7	12.6
HCM Lane LOS	B	B	-	-	A	-	-	E	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.2	0

HCM 2010 Signalized Intersection Summary
 5: Haynes Bridge Rd & Lakeview Pkwy/Northwinds Pkwy

360 Tech Village

02/16/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	154	269	38	165	61	714	1070	159	216	1261	84
Future Volume (veh/h)	41	154	269	38	165	61	714	1070	159	216	1261	84
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1827	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	44	164	286	40	176	65	760	1138	0	230	1341	0
Adj No. of Lanes	1	1	2	1	1	1	2	3	0	1	3	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	4	2	2	2	2	2	2	2	2	2
Cap, veh/h	57	214	968	135	218	185	823	3004	0	427	2232	695
Arrive On Green	0.03	0.11	0.11	0.03	0.12	0.12	0.24	0.59	0.00	0.09	0.44	0.00
Sat Flow, veh/h	1774	1863	2733	1774	1863	1583	3442	5253	0	1774	5085	1583
Grp Volume(v), veh/h	44	164	286	40	176	65	760	1138	0	230	1341	0
Grp Sat Flow(s),veh/h/ln	1774	1863	1367	1774	1863	1583	1721	1695	0	1774	1695	1583
Q Serve(g_s), s	3.2	11.1	9.8	2.6	12.0	4.9	28.0	15.3	0.0	9.2	26.1	0.0
Cycle Q Clear(g_c), s	3.2	11.1	9.8	2.6	12.0	4.9	28.0	15.3	0.0	9.2	26.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	57	214	968	135	218	185	823	3004	0	427	2232	695
V/C Ratio(X)	0.78	0.77	0.30	0.30	0.81	0.35	0.92	0.38	0.00	0.54	0.60	0.00
Avail Cap(c_a), veh/h	82	264	1041	157	264	224	990	3004	0	529	2232	695
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	62.5	55.8	30.3	49.2	56.0	52.9	48.3	14.0	0.0	16.8	27.8	0.0
Incr Delay (d2), s/veh	14.6	9.3	0.1	0.4	13.3	0.8	11.3	0.4	0.0	0.4	1.2	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	3.2	10.4	6.7	2.3	11.3	3.9	20.9	11.7	0.0	7.9	18.2	0.0
LnGrp Delay(d),s/veh	77.0	65.1	30.4	49.6	69.3	53.7	59.6	14.4	0.0	17.2	29.0	0.0
LnGrp LOS	E	E	C	D	E	D	E	B		B	C	
Approach Vol, veh/h		494			281			1898			1571	
Approach Delay, s/veh		46.1			62.9			32.5			27.3	
Approach LOS		D			E			C			C	
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	36.7	63.4	9.1	20.8	17.0	83.1	9.4	20.5				
Change Period (Y+Rc), s	5.6	6.3	5.0	5.6	5.6	6.3	5.6	5.6				
Max Green Setting (Gmax), s	37.4	45.7	6.0	18.4	18.9	64.2	5.4	18.4				
Max Q Clear Time (g_c+I1), s	30.0	28.1	5.2	14.0	11.2	17.3	4.6	13.1				
Green Ext Time (p_c), s	1.1	16.6	0.0	1.2	0.2	41.3	0.0	1.4				
Intersection Summary												
HCM 2010 Ctrl Delay			34.2									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary

1: Lakeview Pkwy & Morrison Pkwy

360 Tech Village
02/16/2017

								
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑↑	↑	↑	↑↑	↑↑	↑		
Traffic Volume (veh/h)	1186	462	40	985	514	143		
Future Volume (veh/h)	1186	462	40	985	514	143		
Number	2	12	1	6	7	14		
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	1743	1863	1863		
Adj Flow Rate, veh/h	1275	0	43	1059	553	0		
Adj No. of Lanes	2	1	1	2	2	1		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93		
Percent Heavy Veh, %	2	2	2	9	2	2		
Cap, veh/h	2053	918	259	1921	815	375		
Arrive On Green	0.58	0.00	0.58	0.58	0.24	0.00		
Sat Flow, veh/h	3632	1583	432	3399	3442	1583		
Grp Volume(v), veh/h	1275	0	43	1059	553	0		
Grp Sat Flow(s),veh/h/ln	1770	1583	432	1656	1721	1583		
Q Serve(g_s), s	15.4	0.0	4.7	12.8	9.5	0.0		
Cycle Q Clear(g_c), s	15.4	0.0	20.1	12.8	9.5	0.0		
Prop In Lane		1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	2053	918	259	1921	815	375		
V/C Ratio(X)	0.62	0.00	0.17	0.55	0.68	0.00		
Avail Cap(c_a), veh/h	2053	918	259	1921	815	375		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh	9.0	0.0	15.6	8.4	22.5	0.0		
Incr Delay (d2), s/veh	1.4	0.0	1.4	1.1	4.5	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	12.4	0.0	1.2	10.1	8.6	0.0		
LnGrp Delay(d),s/veh	10.4	0.0	16.9	9.6	27.1	0.0		
LnGrp LOS	B		B	A	C			
Approach Vol, veh/h	1275			1102	553			
Approach Delay, s/veh	10.4			9.9	27.1			
Approach LOS	B			A	C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		44.0		21.0		44.0		
Change Period (Y+Rc), s		6.3		5.6		6.3		
Max Green Setting (Gmax), s		37.7		15.4		37.7		
Max Q Clear Time (g_c+I1), s		17.4		11.5		22.1		
Green Ext Time (p_c), s		19.2		1.0		14.9		
Intersection Summary								
HCM 2010 Ctrl Delay			13.3					
HCM 2010 LOS			B					

Intersection												
Int Delay, s/veh	5.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔		↔	↔	↔		↔	↔	
Traffic Vol, veh/h	65	0	31	46	0	74	61	496	2	3	594	61
Future Vol, veh/h	65	0	31	46	0	74	61	496	2	3	594	61
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	-	-	-	0	-	0	130	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	2	0	2	0	2	2	2	2	0
Mvmt Flow	74	0	35	52	0	84	69	564	2	3	675	69
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1136	1421	372	1047	-	283	744	0	0	566	0	0
Stage 1	716	716	-	703	-	-	-	-	-	-	-	-
Stage 2	420	705	-	344	-	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.54	-	6.94	4.1	-	-	4.14	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.52	-	3.32	2.2	-	-	2.22	-	-
Pot Cap-1 Maneuver	159	138	631	182	0	714	873	-	-	1002	-	-
Stage 1	392	437	-	394	0	-	-	-	-	-	-	-
Stage 2	587	442	-	645	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	131	127	631	161	-	714	873	-	-	1002	-	-
Mov Cap-2 Maneuver	131	127	-	161	-	-	-	-	-	-	-	-
Stage 1	361	436	-	363	-	-	-	-	-	-	-	-
Stage 2	477	407	-	607	-	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	54			21.1			1			0		
HCM LOS	F			C								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR			
Capacity (veh/h)	873	-	-	176	161	714	1002	-	-			
HCM Lane V/C Ratio	0.079	-	-	0.62	0.325	0.118	0.003	-	-			
HCM Control Delay (s)	9.5	-	-	54	37.8	10.7	8.6	-	-			
HCM Lane LOS	A	-	-	F	E	B	A	-	-			
HCM 95th %tile Q(veh)	0.3	-	-	3.5	1.3	0.4	0	-	-			

HCM 2010 Signalized Intersection Summary

3: Proposed Site Driveway 2 & Lakeview Pkwy

360 Tech Village

02/16/2017

								
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑↑		↵	↑↑	↵	↵		
Traffic Volume (veh/h)	600	38	226	424	124	331		
Future Volume (veh/h)	600	38	226	424	124	331		
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	1865	1900	1900	1863	1900	1900		
Adj Flow Rate, veh/h	645	41	243	456	133	0		
Adj No. of Lanes	2	0	1	2	1	1		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93		
Percent Heavy Veh, %	2	2	0	2	0	0		
Cap, veh/h	1801	114	444	1883	484	432		
Arrive On Green	0.53	0.53	0.53	0.53	0.27	0.00		
Sat Flow, veh/h	3477	215	768	3632	1810	1615		
Grp Volume(v), veh/h	337	349	243	456	133	0		
Grp Sat Flow(s),veh/h/ln	1772	1827	768	1770	1810	1615		
Q Serve(g_s), s	6.6	6.6	16.0	4.1	3.5	0.0		
Cycle Q Clear(g_c), s	6.6	6.6	22.6	4.1	3.5	0.0		
Prop In Lane		0.12	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	943	972	444	1883	484	432		
V/C Ratio(X)	0.36	0.36	0.55	0.24	0.27	0.00		
Avail Cap(c_a), veh/h	1095	1129	510	2188	484	432		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh	8.1	8.1	14.6	7.5	17.3	0.0		
Incr Delay (d2), s/veh	0.2	0.2	1.1	0.1	1.4	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	5.8	6.0	6.3	3.6	3.5	0.0		
LnGrp Delay(d),s/veh	8.3	8.3	15.7	7.6	18.7	0.0		
LnGrp LOS	A	A	B	A	B			
Approach Vol, veh/h	686			699	133			
Approach Delay, s/veh	8.3			10.4	18.7			
Approach LOS	A			B	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		22.0		37.8				37.8
Change Period (Y+Rc), s		6.0		6.0				6.0
Max Green Setting (Gmax), s		16.0		37.0				37.0
Max Q Clear Time (g_c+I1), s		5.5		8.6				24.6
Green Ext Time (p_c), s		0.2		11.6				7.2
Intersection Summary								
HCM 2010 Ctrl Delay			10.2					
HCM 2010 LOS			B					

Intersection

Int Delay, s/veh 11.3

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	883	15	0	0	598	4	0	0	138	107	0	41
Future Vol, veh/h	0	883	15	0	0	598	4	0	0	138	107	0	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	130	-	-	-	60	-	-	-	-	0	0	-	0
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	92
Heavy Vehicles, %	2	2	2	2	2	3	2	2	2	2	2	2	2
Mvmt Flow	0	960	16	0	0	650	4	0	0	150	116	0	45

Major/Minor	Major1			Major2			Minor1			Minor2			
Conflicting Flow All	654	0	0	712	-	-	0	-	-	488	1132	-	327
Stage 1	-	-	-	-	-	-	-	-	-	-	652	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	480	-	-
Critical Hdwy	4.14	-	-	6.44	-	-	-	-	-	6.94	7.54	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	6.54	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	6.54	-	-
Follow-up Hdwy	2.22	-	-	2.52	-	-	-	-	-	3.32	3.52	-	3.32
Pot Cap-1 Maneuver	929	-	-	508	0	-	-	0	0	526	158	0	669
Stage 1	-	-	-	-	0	-	-	0	0	-	423	0	-
Stage 2	-	-	-	-	0	-	-	0	0	-	536	0	-
Platoon blocked, %		-	-			-	-						
Mov Cap-1 Maneuver	929	-	-	375	-	-	-	-	-	526	~ 113	-	669
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	~ 113	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	423	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	383	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	14.6	122.4
HCM LOS			B	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBU	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	526	929	-	-	375	-	-	113	669
HCM Lane V/C Ratio	0.285	-	-	-	-	-	-	1.029	0.067
HCM Control Delay (s)	14.6	0	-	-	0	-	-	165.1	10.8
HCM Lane LOS	B	A	-	-	A	-	-	F	B
HCM 95th %tile Q(veh)	1.2	0	-	-	0	-	-	6.8	0.2

Notes

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

HCM 2010 Signalized Intersection Summary
 5: Haynes Bridge Rd & Lakeview Pkwy/Northwinds Pkwy

360 Tech Village

02/16/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	114	131	868	347	210	165	346	1676	18	60	1278	69
Future Volume (veh/h)	114	131	868	347	210	165	346	1676	18	60	1278	69
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1845	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	124	142	943	377	228	179	376	1822	0	65	1389	0
Adj No. of Lanes	1	1	2	1	1	1	2	3	0	1	3	1
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	3	2	2	2	2	2	2	2
Cap, veh/h	149	450	1017	358	518	445	424	2171	0	146	1724	537
Arrive On Green	0.08	0.24	0.24	0.12	0.28	0.28	0.12	0.43	0.00	0.04	0.34	0.00
Sat Flow, veh/h	1774	1863	2787	1774	1845	1583	3442	5253	0	1774	5085	1583
Grp Volume(v), veh/h	124	142	943	377	228	179	376	1822	0	65	1389	0
Grp Sat Flow(s),veh/h/ln	1774	1863	1393	1774	1845	1583	1721	1695	0	1774	1695	1583
Q Serve(g_s), s	9.0	8.1	31.4	15.4	13.2	11.9	14.0	41.6	0.0	3.1	32.3	0.0
Cycle Q Clear(g_c), s	9.0	8.1	31.4	15.4	13.2	11.9	14.0	41.6	0.0	3.1	32.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	149	450	1017	358	518	445	424	2171	0	146	1724	537
V/C Ratio(X)	0.83	0.32	0.93	1.05	0.44	0.40	0.89	0.84	0.00	0.45	0.81	0.00
Avail Cap(c_a), veh/h	218	450	1017	358	518	445	434	2171	0	152	1724	537
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	58.7	40.5	39.6	38.2	38.4	37.9	56.1	33.3	0.0	31.1	39.1	0.0
Incr Delay (d2), s/veh	10.9	0.3	14.0	62.0	0.4	0.4	18.4	4.1	0.0	0.8	4.1	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	8.5	7.6	25.1	37.9	11.0	9.0	12.3	27.6	0.0	2.8	22.2	0.0
LnGrp Delay(d),s/veh	69.6	40.8	53.6	100.2	38.8	38.3	74.5	37.4	0.0	31.9	43.2	0.0
LnGrp LOS	E	D	D	F	D	D	E	D		C	D	
Approach Vol, veh/h	1209				784				2198			
Approach Delay, s/veh	53.7				68.2				43.7			
Approach LOS	D				E				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	21.6	50.4	15.9	42.1	10.2	61.8	21.0	37.0				
Change Period (Y+Rc), s	5.6	6.3	5.0	5.6	5.6	6.3	5.6	5.6				
Max Green Setting (Gmax), s	16.4	43.7	16.0	31.4	5.1	55.0	15.4	31.4				
Max Q Clear Time (g_c+I1), s	16.0	34.3	11.0	15.2	5.1	43.6	17.4	33.4				
Green Ext Time (p_c), s	0.0	9.3	0.1	5.5	0.0	11.3	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay	49.0											
HCM 2010 LOS	D											

Taylor, Elicia

From: Woodman, Michael
Sent: Thursday, October 27, 2016 2:54 PM
To: Taylor, Elicia
Subject: FW: I am opposed to the Peridot project!

This needs to go with PC packet for Met Life. Thanks.

From: Taylor, Elicia
Sent: Friday, September 23, 2016 10:54 AM
To: Pamela Reddeman <mochamepam@yahoo.com>
Cc: Woodman, Michael <mwoodman@alpharetta.ga.us>
Subject: Re: I am opposed to the Peridot project!

Ms. Reddeman,

I will forward this to the Planning Commission and City Council.

I want to make sure you are aware; This item has been deferred by Staff until November. It will not be heard in October.

Thank you.

From: Pamela Reddeman <mochamepam@yahoo.com>
Sent: Friday, September 23, 2016 10:23:54 AM
To: Taylor, Elicia
Subject: I am opposed to the Peridot project!

Dear Ms. Taylor:

I am hoping you can forward this to the planning commission and city council.

I have recently learned about a mixed use development planned for Haynes Bridge near the Quick Trip (Peridot).

I live off Mayfield Road, and am currently experiencing first hand the results of additional homes and traffic in a negative way, and I would like to voice my opposition in whatever way possible to the scope of this proposed project.

During the research and planning stages of the rezoning for the Sharp properties almost four years ago, existing residents were told there would be minimal impact on traffic from the 106 homes for the Hearthstone project. While the second phase of Hearthstone is nowhere near complete, and the third phase barely started, the impact on my morning commute down Mayfield Road has been quite substantial. At 8:45 am on a weekday morning, the drive down Mayfield Rd. from Colony Dr. to Main St. used to take less than 5 minutes; most mornings now it takes at least 15 minutes. There is only one alternate route, so there is not really anyway to avoid this congestion. Bottom line is that too many homes have been added, with no substantiating road infrastructure in place to offset the increase in traffic (mainly because a traffic study downplayed the impact, encouraging the higher

density development proposal to be passed). My fear is that the Peridot project will cause even worse traffic problems due to its size and the density proposed. Haynes Bridge Road already has enough congestion, and I didn't see plans to widen it included in the proposal.

Additionally, there are already too many rental units in this area of Alpharetta. Adding 430 apartments and 70 townhomes, in addition to the townhomes that are currently under construction in the same area, will make traffic on Haynes Bridge ridiculous, despite another (bogus) traffic study that might claim otherwise.

The continued increases in construction, rental units and its resultant traffic are all adversely impacting the quality of life for the current residents of Alpharetta. I am hoping that members of the planning commission and city council care enough about this city to not continue changing the quality of life for this city.

Sincerely,

Pam Reddeman
1081 Colony Drive, Alpharetta, GA 30009
mochamepam@yahoo.com

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: TPA/Fuqua Development/Periodot MP-16-13; Z-16-1; CU-16-19; V-16-25

Contact Name: Kathryn M. Zickert, ESq.

Telephone: 404-815-3500

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.

Notice of filing of these Applications were mailed to all property owners within 500 feet on August 8, 2016. Copies are attached.

To date, we have not received any inquiries or comments in response to the notices. We will supplement if any inquiries are

received at a later date.

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



Letter



Personal Visits



Telephone



Group Meeting



Email



Other (Please Specify) _____

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

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

Signature of Authorized Agent: Kathryn M Zickert

Date: 9/15/14

Print Form

Promenade, Suite 3100
1230 Peachtree Street, N.E.
Atlanta, Georgia 30309-3592
Main: (404) 815-3500
www.sgrlaw.com

SMITH, GAMBRELL & RUSSELL LLP
Attorneys at Law

Kathryn M. Zickert
Direct Tel: (404) 815-3704
Direct Fax: (404) 685-7004
kmzickert@sgrlaw.com

August 8, 2016

American Honda Motor Company, Inc.
1500 Morrison Parkway
Alpharetta, Georgia 30009

This letter is to inform you that a Public Hearing Application has been submitted to the City of Alpharetta Community Development Department for property located at 2325 Lakeview Parkway, which adjoins your property.

Please be advised of the following information pertaining to the applications and public hearings:

CASE NUMBERS: PHA-16-0049	APPLICANT NAME: TPA Group and Fuqua Development Company
MASTER PLAN AMENDMENT: 62.47 acres REZONE REQUEST: From O-I to M-U (15.51 acres) VARIANCE REQUESTS: (1) allow for private roads; (2) waive prohibition upon liquor sales within certain distance of residential units; (3) eliminate requirement for retail under residential on part of two sides of the building; and (4) allow commercial component to constitute 23.1% of the use mix. CONDITIONAL USE PERMITS: (1) allow 430 "for rent" units in the Master Plan; (2) allow a bank or savings and loan; (3) allow private indoor recreational facilities; and (4) allow a spa facility.	PROPERTY SIZE: +/- 62.47 acres
STREET LOCATION: 2845 Old Milton Parkway	CONTACT PERSON: Kathryn M. Zickert TELEPHONE NUMBER: (404) 815-3500
PROPOSED DEVELOPMENT: Master Planned Community	

CITY COUNCIL HEARING October 24, 2016 at 6:30 P.M.	
PUBLIC HEARING LOCATION:	Alpharetta City Hall 2 Park Plaza, Council Chambers Alpharetta, Georgia



American Honda Motor Company, Inc.
August 8, 2016
Page 2

If you have any questions regarding this project or would like detailed information regarding this project, please feel free to contact me at the number listed above.

Sincerely,

A handwritten signature in cursive script, appearing to read "Kathryn Zickert", with a long horizontal flourish extending to the right.

Kathryn M. Zickert
Attorney

Enclosure: Application file 8/1/16

Promenade, Suite 3100
1230 Peachtree Street, N.E.
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SMITH, GAMBRELL & RUSSELL LLP
Attorneys at Law

Kathryn M. Zickert
Direct Tel: (404) 815-3704
Direct Fax: (404) 685-7004
kuzickert@sgrlaw.com

August 8, 2016

Fulton Science Academy, Inc.
3035 Fanfare Way
Alpharetta, Georgia 30009

This letter is to inform you that a Public Hearing Application has been submitted to the City of Alpharetta Community Development Department for property located at 2325 Lakeview Parkway, which adjoins your property.

Please be advised of the following information pertaining to the applications and public hearings:

CASE NUMBERS: PHA-16-0049	APPLICANT NAME: TPA Group and Fuqua Development Company
MASTER PLAN AMENDMENT: 62.47 acres REZONE REQUEST: From O-I to M-U (15.51 acres) VARIANCE REQUESTS: (1) allow for private roads; (2) waive prohibition upon liquor sales within certain distance of residential units; (3) eliminate requirement for retail under residential on part of two sides of the building; and (4) allow commercial component to constitute 23.1% of the use mix. CONDITIONAL USE PERMITS: (1) allow 430 "for rent" units in the Master Plan; (2) allow a bank or savings and loan; (3) allow private indoor recreational facilities; and (4) allow a spa facility.	PROPERTY SIZE: +/- 62.47 acres
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CITY COUNCIL HEARING
October 24, 2016 at 6:30 P.M.

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2 Park Plaza, Council Chambers
Alpharetta, Georgia



Fulton Science Academy, Inc.
August 8, 2016
Page 2

If you have any questions regarding this project or would like detailed information regarding this project, please feel free to contact me at the number listed above.

Sincerely,

A handwritten signature in black ink, appearing to read "Kathryn Zickert". The signature is fluid and cursive, with the first name "Kathryn" and last name "Zickert" clearly distinguishable.

Kathryn M. Zickert
Attorney

Enclosure: Application file 8/1/16

CITY OF ALPHARETTA

PUBLIC HEARING APPLICATION AMENDED

FOR OFFICE USE ONLY

MP-16-13; Z-16-1

Case #: CU-16-19; V-16-25

☐ 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: Kathryn M. Zickert

Telephone: 404-815-3704

Address: 1230 Peachtree St., NE

Suite: 3100

City Atlanta

State: GA

Zip: 30309

Fax: 404-685-7004

Mobile Tel: 404-906-2792

Email: kmzickert@sgrlaw.com

Subject Property Information:

Address: See Attachment A

Current Zoning: O-1 / MU

District: 1

Section: 2

Land Lot: See Att. A

Parcel ID: See Attachment A

Proposed Zoning: MU

Current Use: In use for three office buildings, mixed office/retail/residential use is already approved for this site

This Application For (Check All That Apply):

☒ Conditional Use

☒ Master Plan Amendment

☒ Rezoning

☐ Master Plan Review

☒ Variance

☒ Public Hearing

☐ Comprehensive Plan Amendment

☐ Other (Specify): _____

APPLICANT REQUEST AND INTENT

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

Mixed use community, 62.47 acres, density is 8/units per acre

420 for rent units

70 for sale units

14,800 GSF retail

36,400 GSF restaurant

664,400 GSF office

Up to 200 room hotel

22.49 acres of green space

TOTAL LOT COVERAGE 40.4%

Applicant's Request (Please itemize the proposal):

To amend the Master Plan for 47.05 acre tract currently zoned MU. The specific conditions of master plan approval are listed on Attachment B

To rezone the 15.51 acre tract currently zoned O-I to M-U and to be attached to the 47.05 acre tract and subject it to the new Master Plan.

To secure variances: (1) to eliminate requirement for retail under residential on part of two sides of the residential buildings "for rent" as shown in Site Plan dated 9/28/16; and (2) to allow a minimum 3,000 square foot grocery store.

To secure three Conditional Use Permits: (1) to allow 430 "for rent" units in the Master Plan; (2) to allow a bank or savings and loan; and (3) to allow a hotel with up to 200 rooms.

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

See attached Amended Letter of Intent

ALPHARETTA PLANNING COMMISSION REVIEW CRITERIA

How will this proposal be compatible with surrounding properties?

The property is already zoned for very similar uses and is surrounded by compatible non-residential property

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

This proposal will not have any negative impact upon the use and value of surrounding properties, to the contrary, their use and value should be improved

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

The current number of "for sale" units in stacked flat format cannot be financed at this time in light of current market conditions

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

Traffic generation numbers are in the Letter of Intent. Kimley Horn is updating its 2015 study and it will be filed with the City. Projected for rent occupancy is set forth in the attached Amended Letter of Intent, projected for sale occupancy is 140.

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

There are fewer residential units in the requested project than is currently zoned. Additionally, the price points and bedroom mixes are such that school age child generation should be normal

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

The project is fully compliant with the Comprehensive Plan and FLUM which is mixed use. The project is also fully compliant with the North Point Activity Center LCI Study (2008).

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

Yes. The recent additional "for rent" approval of 276 residential rental units in Avalon, as well as those in City Center, signifies the appropriateness of rental product in a mixed use community. Additionally, the MU regulations expressly contemplate this type of planned community. This project is consistent with the May 22, 2015 City of Alpharetta Rental Housing Study.

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.

See Amended Letter of Intent

Promenade, Suite 3100
1230 Peachtree Street, N.E.
Atlanta, Georgia 30309-3592
Main: 404 815-3500
www.sgrlaw.com

SMITH, GAMBRELL & RUSSELL, LLP
Attorneys at Law

Kathryn M. Zickert
Direct Tel: 404-815-3704
Direct Fax: 404-685-7004
kzickert@sgrlaw.com

October 3, 2016



Ms. Kathi Cook, Director
Community Development
City of Alpharetta, Georgia
287 South Main Street
Alpharetta, Georgia 30004

Re: Amended Application of Fuqua Development Company ("Fuqua") and the TPA Group ("TPA") to rezone 15.51 acres of property from O-I to MU and to Subject it to a Master Plan; to Amend a Master Plan and Change Zoning Conditions for 47.05 acres of land zoned MU; to Obtain Four Conditional Use Permit(s) and to Obtain Four Concurrent Variances; all in the Northwest Quadrant of Georgia 400 and Haynes Bridge Road, Land Lots 698, 699, 744, 745, 752, 753, 1st District, 2nd Section, Fulton County, Georgia

Dear Ms. Cook:

Please accept this letter as the Amended Letter of Intent for the above-referenced Applications. As you know I represent Fuqua and TPA in their efforts to rezone certain property from O-I to MU, to subject what was the O-I tract to a new Mixed Use Master Plan, and to modify a Master Plan and certain conditions of zoning relative to the mixed use development formerly known as "Peridot". Additionally, the Applicants need three Conditional Use Permits for (1) "for rent" units; (2) a full service hotel with up to 200 rooms; and (3) a bank. Fuqua and TPA also require two variances. Given the technology and office focus of the present plan, we have revised multiple aspects of the prior Master Plan. The project will blend office, retail, restaurant and residential uses into a development that will stand out from all other current mixed use developments in the City. The first phase of the project will set the tone for the entire project and will feature buildings that reference the classic architecture found in the early 1900s. The distinctive structures will blend with more modern steel and glass buildings in a second phase that will speak to the project's desire to bring people together to think creatively and to create a youthful and energetic environment that advances excellence.

The former Peridot plan for a mixed use, Master Planned Community was approved on the 47.05 acre tract in 2012. The O-I tract is part of a contiguous site zoned in 1988 and which contains 406,853 square feet of office space in three mid-rise buildings (6 to 7 stories). This



application adds an additional 15.51 acres zoned O-I to the site which includes the lake and the O-I land surrounding it. Rather than seeking to build this property as a typical office park of the type which abounded in the 80's and 90's, this tract has been held in stewardship in the hopes that ultimately it could be developed in a manner which focused upon its natural beauty. Prime among these features is the 10.16 acre lake which exists in the southwest corner of the site, and which will be one of its primary focal points. Also prime among these features is the Developers' commitment to incorporate a segment of the City's Outer Trail Loop. The third focal point is both park space at the front of the development where Haynes Bridge intersects with Lakeview Parkway (37,600 square feet), as well as the 33,506 square foot park space intended to help activate the existing lake on the property.

This project is intended to be a community in and of itself, complete with multiple dining options, office space, grocery, retail uses and residences. But it will also be a community which invites others into its center with a particular focus on the lake and multiple parks throughout the development. Most parking has been neatly tucked behind buildings and effectively screened. The project includes a roundabout, on-street parking, and linear parks as inherent traffic calming and pedestrian-friendly measures. This project, unlike some of the other mixed use developments in Atlanta, is not trying to be a huge traffic/customer draw. Instead it is intended to create a district with a full interrelationship between its residents and these nonresidential uses.

Please accept this correspondence as our Amended Letter of Intent for this Application.

I. Project Description

A. **Summary**

The Subject Property contains 62.47 acres presently zoned MU-10 (47.05 acres) and O-I (15.51 acres). It is bounded by Haynes Bridge Road on its northeastern border; the interchange and on ramp of Haynes Bridge and GA 400 and GA 400 itself to the southeast, property zoned Light Industrial and developed for the America Honda Motor facility to the west; and Westside/Morrison Parkway to the north. To the north of Westside/Morrison Parkway is property zoned office institutional and currently in use by Federal Express. East of Haynes Bridge Road are a number of tracts zoned office and a number of nonresidential uses including hotels, restaurants, an office and a bank. South of Georgia 400 is North Point Mall. The overall site is bisected by a four lane internal boulevard known as Lakeview Parkway, which serves as a connection between Northwinds Parkway and Westside Parkway. The general nature of the area as a whole is nonresidential, with a heavy emphasis upon office development with commercial outparcels.

At present three six- or seven-story office buildings have been constructed on TPA's adjacent property. They total 406,853 square feet of office space. Two are to the north of Lakeview Parkway; the third is on part of the O-I land to be rezoned to Mixed Use as proposed herein. Occupancy of these buildings is very high, with a census of 93.6%. The existing offices

alone are capable of accommodating 2,034 employees. This project contains 150% more office space, and translates into 3,322 new employees. It is these total employees who will eat, shop, and even live here.

The proposed 37,600± square foot park which fronts Lakeview Parkway, and which echoes the large green lawn that many Alpharetta residents equate to this property, is the focal point of Phase I. It will be rimmed with ground floor retail and restaurant uses, as well as a four-story office building. Restaurants will have sidewalk seating opportunities, and the park will provide further opportunities for passive and recreational uses and to enjoy food purchased from the surrounding providers. It will become a public gathering opportunity for such things as arts and crafts fairs, concerts, yoga classes, and impromptu athletic events with many programmed events each year. Parking will be allowed on the streets which surround it to afford easy access, and 10-foot sidewalks and bicycle lanes will surround it as well. Essentially it will emulate Bryant Park in New York City: a 40,000 square foot public space that has been revitalized and is considered one of the greatest public spaces in the country.

The boutique office space which faces the Park is intended to accommodate a 60,000 square foot, technology-oriented, co-working environment which will become the seed from which the project's other office developments will likely grow. Alpharetta has advertised its desire to be "The Technology City of the South" and Fuqua/TPA will seek to draw these users into a location that will provide world class technological infrastructure upon which the project's live, work and play elements will be built. This building contains flexible office space. The roof of the building could provide an opportunity for networking, social and business activities as well.

Of the total 121,400 square feet of retail space, it is anticipated that approximately 36,400 square feet will be restaurant space. The balance of the retail space will include a neighborhood grocery store per the Unified Development Ordinance, as an amenity for our proposed residences and office employees, as well as guests to the development. The hotel comprises the rest of the retail space and will be full-service.

The proposed development is not intended to create a new Alpharetta skyscraper. The tallest office building, at 12-stories, is tucked in the center of Phase II of the mixed use component adjacent to the lake on some of the lowest property of the development in terms of elevation. The development recognizes its own step down pattern: 12 stories, to 4 to 5 stories, to 2 story and one-story uses up at Lakeview Parkway. This office building, along with adjacent park and townhome community, is focused upon the existing lake and the amenities it will offer. Those include creation of a segment of Alpharetta's "Out Loop" project, as well as improvement of existing trails which encircle the lake. These will have scattered fire pits, picnic tables, and dog walking areas; as well as a new dock which would accommodate fishing and even boating in the lake itself. Finally, there is a stepped park space adjacent to that dock which would accommodate outdoor entertainment.

The larger of the two apartment buildings will offer 250 apartment homes in a four- and five-story building with a mix of studio, one-bedroom, and two-bedroom units. The one-bedrooms will include studio units at 540 to 610 square feet and will cost \$1,145 in rent. Regular one-bedroom units which will range in size from 700 square feet to 800 square feet with rents starting at \$1,400 up to \$1,500. The two bedroom units will contain 1,048 square feet up to 1,175 square feet with rents starting at \$2,000 and ranging upwards to \$2,250. These apartment homes will feature modern floorplans, quartz countertops with designer backsplashes, stainless steel appliances, 42-inch hardwood cabinetry, nine-foot ceilings, eight-foot entry doors, oversized bathtubs with tile surrounds and full-size washers and dryers. Both Studio and 1 Bedroom units will provide function and design catering towards a younger demographic working within the Alpharetta community.

The smaller of the two apartment buildings will offer 200 apartment homes on 4 levels (JDA has not site planned for P2, this is merely an estimate) above the ground floor. These units will be a mix of one and two bedrooms. The rent on the one-bedrooms will start at \$1,400 and ranging up to \$1,500. Two-bedroom apartment homes, 1,048 square feet up to 1,175 square feet with rents starting at \$2,000 and ranging upwards to \$2,250. Along with the aforementioned interior features, these apartment homes will be loft-style with open floor plans and ten-foot ceilings. Residents will have access to parking and amenity offerings by way of a bridge connecting the two apartment buildings.

In addition to the community amenities mentioned above, the apartment residents will have access to a state-of-the-art fitness center, cyber café, dog park, business center, game room, and controlled-access parking.

When the Fuqua/TPA mixed-use development project is completed, the project will offer a total of 500 “for rent” residential units: 70 luxury “for sale” townhomes and 430 luxury apartment homes in two buildings. Residents will enjoy a 24-hour live/work environment in an urban setting with outstanding amenities including multiple parks, a lake amenity with a landscaped walking path, a resort-style swimming pool, convenient street-level retail, and a neighborhood grocery as defined in Alpharetta’s Unified Development Ordinance.

A chart which summarizes the changes from the original 2010 Master Plan is as follows:

<u>Prior Plan</u>	<u>Current Proposal</u>	<u>Changes</u>
47 ± acres	62.47 acres	+ 15.51 acres
Retail: 110,035 square feet	Retail: 121,400 square feet	+ 11,365 square feet
Hotel (211 keys) 123,000 square feet	Hotel (200 Keys), 106,280 square feet	- 16,720 square feet
Office: 447,200 square feet	Office: 664,400 square feet	+ 217,200 square feet
Single family townhomes: 35 units	Townhome units “for sale”: 70 units	+ 35 units
Single family stacked flats: 470 units	Multi-Family over nonresidential/retail on	
Residential over retail 41 units	at least two sides: 430 units	
Density = 9.17 u/a 546 units	Density = 8 u/a, 500 total units	- 46 units

B. Mixture of Uses

The project as a whole meets or exceeds the new MU requirements regarding a mixture of uses. The regulation (§ 2.02.20(b)) states that at least 25% of every mixed-use development must be commercial, office and residential space. At least 10% must be public space. The breakdown is as follows:

	<u>Square Footage</u>
TOTAL SIZE	2,983,810
Office	1,019,100
Commercial	795,160
Residential	828,290 (27.7%)
Public Space	341,260

These numbers reflect a mix which is 34.2% office, 26.6% commercial, 27.7% residential and 11.5% public space. Additionally the new regulations require the provision of park space at 1 acre per 100 likely residents. Assuming occupancy at census rates of 2.2 persons per unit, 11 acres would be required. This project actually supplies 12.94 acres of park space and 5.05 acres of other public space, exclusive of the multi-family amenity package.

C. Area of Influence Analysis

An Area of Influence analysis is no longer required by ARC or GRTA. However, Alpharetta has requested one, which follows.

Employee Recapture is a function of the type of employment (occupation), how many of the future employees are likely to be employed in those occupations, the average monthly income likely to be paid to employees in each household, and the monthly rent. The land uses here and number of employees generated are as follows.

<u>Land Use</u>	<u>Size</u>	<u>*Employees</u>
<u>Retail Space</u>		
Restaurant	36,400 SF	1/300 SF / 121
Specialty Sales	14,800 SF	1/560 SF / 26
<u>Office</u>	664,400 SF	1/200 SF / 3,322
<u>Residential</u>	470 units	<u>57</u>
<u>Hotel</u>	200 rooms .9/180	
TOTAL:		<u>3,589</u>

*Ratios are from GRTA's AOI Guidebook, April 2003.

This total number of employees is the basis upon which to calculate the number of persons likely to be employed in a particular type of occupation. Regrettably, the US

Department of Labor does not “copy” the occupancy in general land use terms. Instead, it uses defined Occupations. Based upon the 2015 Metropolitan Area Occupational Employment and Wage Estimates – Atlanta – Sandy Springs- Marietta, Georgia, the following general codes to be used are:

11.000	Management Occupations
13.000	Business and Financial Operations
15.000	Computer Operations
17.000	Architecture and Engineering
35.000	Food Preparation and Serving
35-2012	Supervisory
35-3021	Staff
37.000	Maintenance and Repair, General
37-2012	Maids and Housekeeping
39-6011	Baggage Porters and Bellhops
41.000	Retail Sales
41-1011	Management
41-2031	Sales Persons
43.000	Office and Administrative Support
43-4081	Hotel Desk

These occupational codes are then analyzed by the DOL to see how many employees are likely to be found in that occupation, and further breaks that down by annual mean/monthly income.

The percentages to be used in an analysis of Area of Influence, within the potential 3,589 employees, is as follows:

Land Use	Occupation	Employees by Percentage	Monthly Employee Salary	Housing Affordability
General Office	Management Occupations	5.9	9763.33	3254.44
	Architecture and Engineering	19.8	6544.16	2181.38
	Office and Administrative Support	7.9	2979.16	993.00
	Computer Operations	15.9	6544.16	2181.38
	Business and Financial Operations	19.9	6153.33	2051.10
Hotel	Baggage Porters and Bellhops	.3	1839.00	613.00
	Maids and Housekeeping Cleaners	1.8	1600.83	633.60
	Hotel, Motel, and Resort Desk Clerks	1.8	1679.16	559.72
	Maintenance and Repair, General	.3	2098.33	699.44
	Food Preparation and Serving	1.1	1693.33	564.44
Specialty Retail	Manager of Retail Sales	1.9	3554.00	1184.72
	Retail Salesperson	7.7	2115.00	705.00
Restaurant	Restaurant Manager	.6	2477.50	824.16

Restaurant Staff	2.6	1495.83	498.00
Other:	11.1%	N/A	N/A

Whether an employee can afford to live in these units is a function of rent vs. monthly income. GRTA's previous Area of Influence guidelines state that rents should be no more than 30% of monthly income. Additionally, GRTA required a demonstration that the proposed project be "reasonably anticipated to contribute to the balance of uses within the Area of Influence, such that "25% of the people that are reasonably anticipated to be employed in the proposed project, have an opportunity to live in the Area of Influence". In this instance, employees in five of the total occupation categories would be able to afford a dwelling unit in this project: Management Occupations, Architecture and Engineering Occupations, Computer Operations, Business and Financial Operations, and Retail Sales Manager. These five categories contain 63.4% of all of the employees anticipated to work in this property at build out, well in excess of the 25% goal.

D. Phasing

The project will consist of two distinct phases. Phase I will include: 60,000 square feet of office space, 70 townhome units and 230 multifamily for rent units. It will also include the 33,000 square foot park on Lakeside, and the road system (including sidewalks and linear parks); the addition to the Outer Loop trail and the lake area improvements. Phase II will contain: 200 "for rent" apartments and the remaining office buildings. Phase II will be built when the market dictates.

II. Zoning History

The zoning history for the Subject Property reveals that this 55.09 acre tract was a part of a larger 81 acre Master Plan zoned O-I in 1988. That 1988 plan contemplated the development of 1,015,520 square feet of office space in a campus like setting; 17,700 square feet of restaurant space; 119,700 square feet of retail space; and a 200 room (102,000 square feet) hotel. No residential component(s) was/were contemplated when it was first zoned. Subsequently the three existing office buildings were built on the site. The total amount of office space today on site is 406,853 square feet.

In 2011, a Master Plan amendment and variances were sought relative to the original tract. The City Council allowed a reduction in retail use to 110,035 square feet (15,100 restaurant); an increase in hotel space to 211 rooms; a reduction in office space to 447,200 square feet; and the addition of 546 "for sale" residential units.

A comparison of the ultimate development at build out, under each Master Plan, is as follow:

Summary of Plan Differences

	<u>1988</u>	<u>2012 Peridot</u>	<u>2016 Proposal</u>
Office	1,015,520 square feet	854,053 square feet	1,071,253 square feet
Retail	118,700 square feet	110,035 square feet	51,200 square feet
Hotel	200 rooms	211 rooms	200 rooms
Residential	0	546 units (505 “for sale”)	500 (70 “for sale”)

III. Analysis of Proposed Uses

A. Factors

The City’s new MU ordinance also sets forth sixteen review factors to be considered in evaluating an MU application, as follows:

1. Retail at ground level.
2. Pedestrian connectivity to all uses.
3. Large parking areas below grade, in decks or screened. Design efforts to provide shared parking will also be considered.
4. Accommodations for public transportation.
5. Buildings that face or appear to face public roadways.
6. Appearance standards for buildings and structured parking.
7. Limitations on uninterrupted building elevations.
8. Creation of vistas and view corridors within development.
9. Focal point features at prominent locations and ends of vistas.
10. Incorporation of natural site features
11. Block lengths conducive to pedestrian traffic.
12. Detention and retention facilities designed to be aesthetically pleasing.
13. Creative methods for storm water management to provide additional open space.
14. Attractive and usable street furniture in public spaces.
15. Emphasis on a high quality landscape plan.
16. Number of office jobs internally captured on-site.

Fuqua/TPA address these factors. It has 51,200 square feet of ground floor retail space. 36,400 square feet of this retail space is restaurant space. Pedestrian connectivity via an extensive sidewalk grid system exists in reference to all uses, and the block lengths do not exceed 300 feet in length, making them conducive to pedestrian use. All large parking areas are in decks or screened areas. Public transportation can be accommodated on site should MARTA desire. All buildings face the roadways, and the architectural standards for them are high quality. All elevations contain architectural devices which break up the massing.

The extensive park system creates focal points in both the retail area and at the lake. This site feature has been fully incorporated into the project, and will, as it currently does,

double as the detention feature for the site. Use of the lake for storm water control allows open space to be maximized, and it exceeds 11 acres in size.

Street furniture will exist on all sidewalks, as well as in all park spaces. A high quality landscape plan is contemplated for the site. A current arborist report is being filed contemporaneously.

Finally, as per the analysis in Section B below, recapture of employees from jobs on site is highly likely. This recapture means that employees are likely to live at the Project and eat/shop and work there. It reduces automobile dependency.

B. Rental Product

Per the approved Avalon apartments, there are several factors to be considered when evaluating requests for new apartments. These include design, long term viability, impacts to Parks and other City services, as well as traffic and school impacts. Units which are vertically integrated with nonresidential uses, for example, are preferred to garden apartments. Projects which include services such as a private fitness facility, resort-style pools with cabanas, a full time concierge, a common great room with kitchen, and a fireside retreat with grills; as well as upgrades within units such as granite or marble countertops, 10-foot ceilings, fireplaces, and laundry rooms within units are also preferred as these amenities relate to long term viability, value, and rental rates. The project will have these amenities. A favorable comparison between square footage of the rental product versus nonresidential uses, (with the latter higher in size), is also a factor. Finally, the amount of office space is relevant, since the offices are likely to generate demand for the rental units. This Applicant has committed to the same vertical integration and the amenities and upgrades noted by Staff relative to Avalon.

Perception suggests that dense multi-family housing brings in too many school children without a concomitant increase in taxes to offset the financial burden occasioned by same. In actuality, however, that conclusion is unwarranted; especially in relation to new luxury apartments with only one or two-bedroom units. According to a 2012 Study of this issue in Montgomery County, Pennsylvania, .21 students between the ages of 5 and 17 are generated by new single family attached homes. By way of contrast, .06 students come from new "for rent" product in this price range. The approved 505 single family "for sale" condominiums and townhomes, with the 41 stacked flat "for rent" units now allowed, would generate 109 school age children. The proposed 430 "for rent" units and 70 condominiums will generate only 31 school aged children: three-quarters less than what was approved in 2012.

The staff analysis of the City Center project stated that as of May of 2015, Alpharetta was home to 6,012 "for rent" residential dwelling units and 18,232 "for sale" residential dwelling units. An additional 1,192 "for sale" units currently are under construction or have been approved. Thus the anticipated ratio of "for sale" to "for rent" units at that point was 20,071 to 6,012, or 77% to 23%. Current rental units in Alpharetta are 96% to 100% leased.

The proposed new non-residential spaces also will generate a certain amount of recapture, i.e. use of the residential units and retail space by the employees who work there. The proposed office buildings themselves, at 664,400 square feet, will generate 3,320 potential residents and shoppers (assuming 1 employee per 200 square feet as was assumed vis-à-vis Avalon). And, of course, if the existing 406,853 square feet of office space is added to the equation, it generates 2,034 employees. The total of 5,354 retail users and potential residents is an excellent resource for this Plan. Retail space generates a smaller number of on-site employees, but is anticipated to add jobs to the ultimate number. The multifamily component will create 41 likely jobs. Potentially, the residential units could capture a substantial number of all onsite jobs.

The value of these apartments is substantial and they have a positive economic impact:

C. Transportation Impacts

GROSS TRIP GENERATION

Land Use (intensity)	ITE CODE	DAILY TRAFFIC		AM PEAK HOUR		PM PEAK HOUR	
		ENTER	EXIT	ENTER	EXIT	ENTER	EXIT
Apartment (430 units)	220	1367	1367	46	172	163	86
Townhomes (70 units)	230	407	407	3	15	14	8
Office Building (664,400)	710	3664	3664	912	124	168	822
Retail (14,800)	820	316	316	9	5	26	29
Sit Down Restaurants (36,400)	932	2314	2314	257	228	363	310
TOTAL GROSS TRIPS:		8068	8068	1227	544	734	1255

However, ARC and GRTA both recognize that gross trip generation is to be adjusted for the mixed use nature of the project, use of alternative modes of transportation, and the “pass-by” phenomena. The adjusted numbers are being studied by Kimley-Horn and will be filed shortly.

IV. Approvals Required

The Applicant seeks the following changes to the Peridot Master Plan:

- Amend Condition 1 to substitute the plan and architectural renderings designed by Wakefield Beasley and Associates, dated 9/28/16.
- Amend Condition 2(a) to increase office space to a maximum of 664,400 square feet. Amend it further to limit building heights to those reflected on the site plan dated 9/28/16.
- Amend Condition 2(b) to allow 70 “for sale” townhome units and located per the site plan dated 8/1/16.
- Amend Condition 2(c) to increase retail uses to a maximum of 121,400 square feet and as per the building heights reflected on the site plan dated 9/28/16. Further amend it to allow seven free-standing retail buildings.
- Eliminate Condition 2(d).
- Amend Condition 2(e) to allow a maximum of six free-standing restaurants. No individual restaurant shall exceed 10,000 square feet in size.
- Amend Condition 2(e) to allow 430 multi-family “for rent” units over office or retail uses on two sides of each building.
- Amend Condition 4 to add “Above sixty feet in height, a 10’ setback shall be provided from back of curb”.
- Revise Condition 5 to reflect that Phase I shall consist of the 70 townhomes, 230 “for rent” units, the 60,000 square foot office, a grocery store, and a bank. Building permits must be secured concurrently for all of these elements. At the applicants option, Phase I also may include the hotel. No more than 225 “for rent” units may be granted a Certificate of Occupancy in any given calendar year.
- Amend Condition 7 to delete the last sentence and allow for recompense if specimen trees are removed.
- Amend Condition 10 to add the following at the beginning: “Parking decks and retaining walls shall receive architectural façade treatment or”.
- Amend Conditions 13 and 23 to change the name to Fuqua/TPA and to reference this Amendment once filed.
- Amend Condition 15 to add that “awnings shall be provided on buildings at street level “in commercial areas””.

- Amend Condition 16 to add at the beginning “other than parallel on-street parking”.
- Amend Condition 27 to eliminate the deck shading requirement.

This application also requires approval of four Conditional Uses, i.e. the rental units, the bank, and the hotel. The following factors are to be considered in evaluating a conditional use:

1. The conditional use will not be injurious to the use and enjoyment of the environment or of other property values within the surrounding neighborhood;

There should be no injury to the environment or surrounding property values.

2. The proposed conditional use will not increase local or state expenditures in relation to cost of servicing or maintaining neighboring properties;

All surrounding properties are nonresidential. No increased expenditures will be required.

3. The establishment of the conditional use will not impede the normal and orderly development of surrounding property for uses predominant in the area; and

All surrounding properties are already developed.

4. The location and character of the proposed conditional use is considered to be consistent with a desirable pattern of development for the City, in general.

The land use plan designates this area as appropriate for a mixed-use.

Fuqua and TPA also require two variances:

- (1) to eliminate requirement for retail under residential on part of two sides of the residential building “for rent” as shown in Site Plan dated 9/28/16; and
- (2) to allow a minimum 3,00 square foot grocery store.

V. Notice of Constitutional Challenge and Preservation of Rights

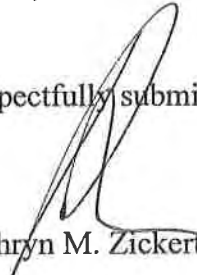
It is the position of the Applicant that the Alpharetta Zoning Ordinance, in zoning the property MU and O&I as it currently exists and with existing conditions, is unconstitutional in that it destroys the marketability of the property and renders the property exceptionally less valuable, and such zoning therefore constitutes a taking of property without just and adequate compensation and without due process of law in violation of the Fifth and Fourteenth

Amendments to the Constitution of the United States, as well as Article 1, Section 1, Paragraph 1; Article 1, Section 3, Paragraph 1(a); and Article 3, Section 6, Paragraph 2 of the Constitution of the State of Georgia (1983). To zone this property to any intervening category which is less than requested is unconstitutional, renders the property unusable and constitutes the taking of Applicant's property without just and adequate compensation and without due process of law in violation of the provisions of the United States and Georgia Constitutions cited in this paragraph. The same effect would be had by imposing conditions in restraint of trade, or onerous, burdensome, unconstitutional, or unnecessary conditions on the property. The denial of this request would bear no reasonable relation to the health, safety, morals or welfare of the citizens.

The Applicant has tried very hard to work within the confines of the recently-enacted MU ordinance. We have had many meetings with your staff, and we have tried to be responsive to their comments and observations. We pledge to continue to work with the City to deliver a mutually-acceptable final plan.

The Applicant respectfully requests that the Alpharetta City Council grant the requested rezoning, the change of Master Plan conditions, the Conditional Use Permit, and the two variances as submitted.

Respectfully submitted,



Kathryn M. Zickert

KMZ/tcr

cc: Mr. Brad Smith
Mr. Chris Hayes
Mr. Jeff Fuqua
Ms. Heather Correa
Mr. Lamar Wakefield
Mr. John Walker

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HAYNES BRIDGE MIXED-USE

Alpharetta, Georgia

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Fuqua Development
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This is a conceptual site plan for informational purposes only. It is not intended to be used for any purpose other than informational.
No warranty is made by the author of the accuracy or completeness of the information contained herein.

REVISIONS

01 AUGUST 2016 - HANDED FOR ZONING
25 AUGUST 2016 - REVISED SITE PLAN
28 SEPTEMBER 2016 - REVISED SITE PLAN

REVISIONS

01 AUGUST 2016
25 AUGUST 2016
28 SEPTEMBER 2016

18 SEPTEMBER 2016 1506064.00
(Drawing Title)

CONCEPTUAL SITE PLAN

© Wakefield Beasley & Associates, Inc.

SP-2

SUBMITTED FOR ZONING



16-07-29-01 GA 400
Haynes Bridge Arborist
Report Alpharetta
Arborist Report

Reference UDC
Alpharetta, Georgia



Location Map



All of the following information is based upon visual field observations and 25 years of practical horticultural experience. No scientific or lab tests have been performed. I certify that all information in this report is true and inclusive to the best of my knowledge and is prepared in good faith.

Outdoor Spaces, LLC

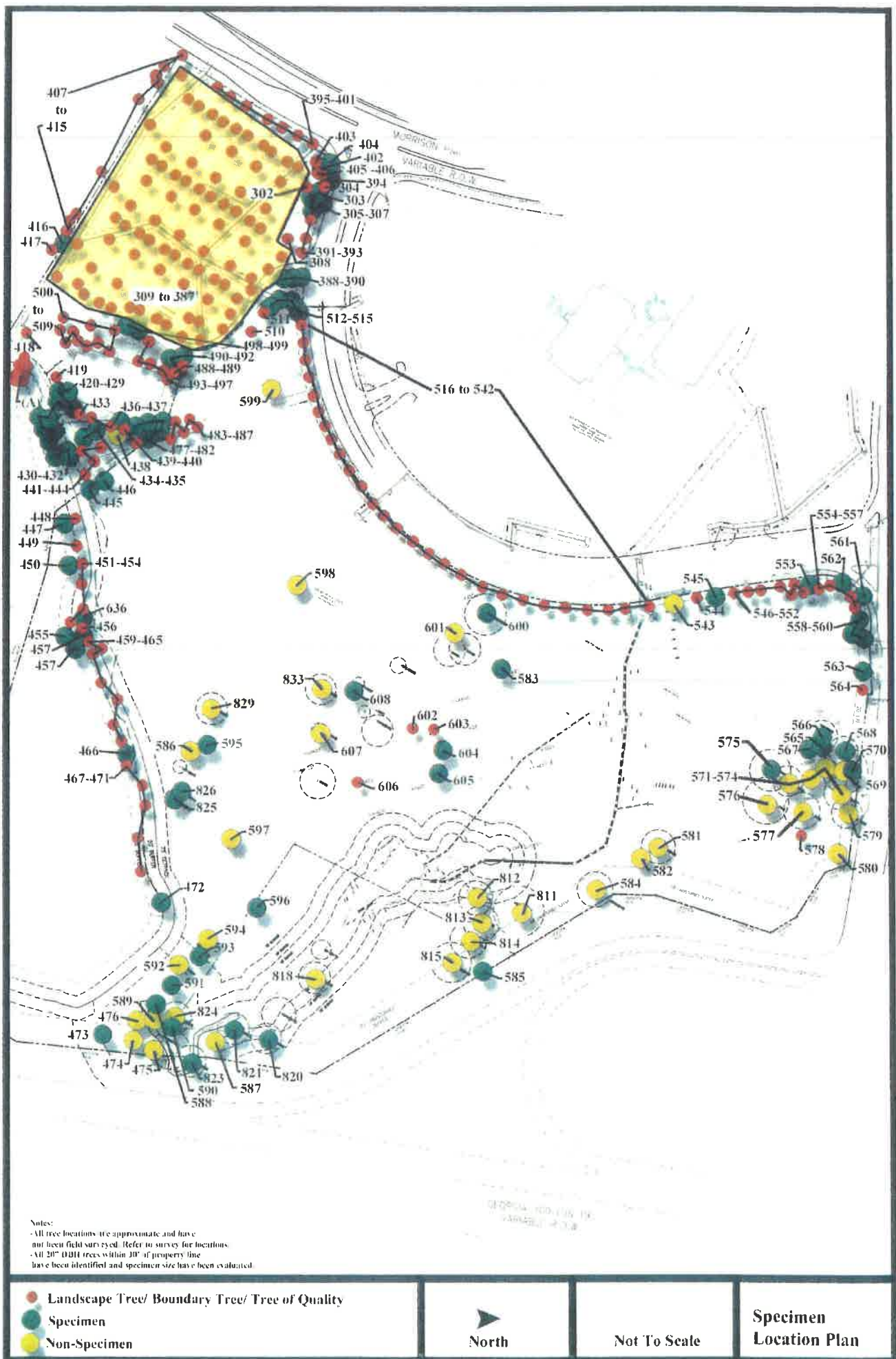
By Scott Hall, Owner



On Site Specimen Evaluation Date: August 8, 10, 11, 16, 2016
Report Date: August 17, 2016
Revised Date:



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



Warranty Disclaimer:

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

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

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

Arborist Note:

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

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

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

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

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

ARTICLE III. LAND DEVELOPMENT ACTIVITIES

SECTION 3.2 TREE PROTECTION

3.2.1 DEFINITIONS

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

Diameter Breast-Height (DBH). The standard measure of overstory tree size (for trees existing on a site). The tree trunk is measured at a height of 4 ½ feet above the ground. If a tree splits into multiple trunks below 4 ½ feet, measure the trunk at its most narrow point beneath the split.

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

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

Specimen Tree. Any tree which qualifies for special consideration for preservation due to its size, type, condition, location or historical significance. See additional requirements for Specimen Trees in Appendix B.

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

Understory. Those trees that grow beneath the overstory, and will generally reach a mature height of under 40 feet.

APPENDIX A

SPECIMEN TREES

Some trees on a site warrant special consideration and encouragement for conservation. These trees are referred to as Specimen Trees.

The following criteria are used by the Director to identify specimen trees.

A Specimen Tree is any tree which qualifies for special consideration for preservation due to its size, type, condition, location, or historical significance and is determined by the City Arborist, prior to development, to be in overall good health without the aid of a specialized care plan according to accepted ISA practices, and which also meets the minimum size criteria set forth below.

Size Criteria

Pine Trees: 30-inch (30") diameter or larger Overstory Trees: 24-inch (24") diameter or larger Understory Trees: 8-inch (8") diameter or larger

In order to encourage the conservation of Specimen Trees and the incorporation of these trees into the design of projects, additional density credit will be given for Specimen Trees, which are successfully saved by a design feature specifically designated for such purpose. Credit for any Specimen Tree thus saved would be two (2) times the assigned unit value shown in Table 3.4. The Critical Root Zone of Specimen Trees will be protected with hog-back/wire-back tree save fencing with metal support poles.

If a Specimen Tree is to be removed, a plan or written document indicating the reason for the removal must be submitted to the Director.

Specimen Trees that cannot be saved (see Section 3.2.13) must be replaced with trees having three (3) times the unit value of the tree removed with a minimum four-inch (4") tree caliper by species with potentials for comparable size and quality.

Any Specimen Tree which is removed without the appropriate review and approval of the Director must be replaced by trees with a total density equal to eight (8) times the unit value of the tree removed with a minimum four-inch (4") tree caliper. Size alone will determine whether a tree was a specimen quality if the tree is removed without approval and there is no evidence of its condition. Violations will be subject to the applicable penalties as described in Section 3.2.19.

Specimen Analysis
(General)

Observations: The site is broken into 3 zones. The wooded zone appears to be in between Pioneer and Climax phase of succession. The site is dominated with Overstory Oaks, Hickories and Pines. Numerous understory trees such as; Sourwoods, Dogwoods and Black Cherries are throughout the zone. There are numerous Oak species with age that are standing dead, a strong indication of some sort of disease or blight impacting this site. There are several of these trees alive and dead with symptoms of Hypoxylon Canker. One zone has been cleared and is just underbrush. The last zone has been developed as an office building with parking. The zone has numerous landscape trees with the trees on the edge of this zone are of good quality and the parking tree are sadly in decline.)

Tree #	Size/ Species	Health Condition	Structural Condition	Specimen	Comments	Photo # (See Attached)	Is tree a design consideration
302	11" Red Maple	Good	Good	No	Landscape Tree		No
303	19" Crape Myrtle	Good	Good	Yes			Yes
304	21" Willow Oak	Good	Good	No	Landscape Tree		Yes
305	18" Crape Myrtle	Good	Good	Yes			Yes
306	18" Crape Myrtle	Good	Good	Yes			Yes
307	15" Crape Myrtle	Good	Good	Yes			Yes
308	3" Red Maple	Good	Good	No	Landscape Tree		No
309	8" Red Maple	Good	Good	No	Landscape Tree		No
310	8" Red Maple	Good	Good	No	Landscape Tree		No
311	8" Red Maple	Good	Good	No	Landscape Tree		No
312	8" Red Maple	Good	Good	No	Landscape Tree		No
313	8" Red Maple	Good	Good	No	Landscape Tree		No
314	8" Red Maple	Good	Good	No	Landscape Tree		No
315	8" Red Maple	Good	Good	No	Landscape Tree		No
316	8" Red Maple	Good	Good	No	Landscape Tree		No
317	8" Red Maple	Good	Good	No	Landscape Tree		No
318	8" Red Maple	Good	Good	No	Landscape Tree		No
319	11" Red Maple	Good	Good	No	Landscape Tree		No
320	11" Red Maple	Good	Good	No	Landscape Tree		No
321	5" Zelkova	Fair	Fair	No	Landscape Tree. Has out grown landscape island. Lichen on trunk, an indication of poor growth.		No
322	5" Zelkova	Poor	Poor	No	Landscape Tree. Has out grown landscape island. Severe tip die back. Cavity at base of tree. Lichen on trunk, an indication of poor growth.	1	No
323	5" Zelkova	Poor	Poor	No	Landscape Tree. Has out grown landscape island. Severe tip die back. Lichen on trunk, an indication of poor growth.	2	No
324	4" Red Maple	Good	Good	No	Landscape Tree		No
325	5" Zelkova	Poor	Poor	No	Landscape Tree. Has out grown landscape island. Severe tip die back. Lichen on trunk, an indication of poor growth.	3	No
326	5" Zelkova	Poor	Poor	No	Landscape Tree. Has out grown landscape island. Severe tip die back. Lichen on trunk, an indication of poor growth.	4	No
327	5" Zelkova	Poor	Poor	No	Landscape Tree. Has out grown landscape island. Severe tip die back. Lichen on trunk, an indication of poor growth.	5	No
328	5" Zelkova	Poor	Poor	No	Landscape Tree. Has out grown landscape island. Severe tip die back. Split in trunk.	6-7	No
329	5" Zelkova	Poor	Poor	No	Landscape Tree. Has out grown landscape island. Severe tip die back. Lichen on trunk, an indication of poor growth.	8	No

Specimen Analysis							(General)
Observations: The site is broken into 3 zones. The wooded zone appears to be in between Pioneer and Climax phase of succession. The site is dominated with Overstory Oaks, Hickories and Pines. Numerous understory trees such as; Sourwoods, Dogwoods and Black Cherries are throughout the zone. The are numerous Oak species with age that are standing dead, a strong indication of some sort of disease or blight impacting this site. There are several of these trees alive and dead with symptoms of Hypoxylon Canker. One zone has been cleared and is just underbrush. The last zone has been developed as and office building with parking. The zone has numerous landscape trees with the trees on the edge of this zone are of good quality and the parking tree are sadly in decline.)							
Tree #	Size/ Species	Health Condition	Structural Condition	Specimen	Comments	Photo # (See Attached)	Is tree a design consideration
330	10" Willow Oak	Fair	Fair	No	Landscape Tree. Thin canopy an indication tree has out grown landscape island.		No
331	10" Willow Oak	Fair	Fair	No	Landscape Tree. Thin canopy an indication tree has out grown landscape island.		No
332	13" Willow Oak	Fair	Fair	No	Landscape Tree. Improper pruning for parking lights. Thin canopy an indication tree has out grown landscape island.		No
333	12" Willow Oak	Fair	Fair	No	Landscape Tree. Improper pruning for parking lights. Thin canopy an indication tree has out grown landscape island.		No
334	10" Willow Oak	Fair	Fair	No	Landscape Tree. Thin canopy an indication tree has out grown landscape island.		No
335	11" Willow Oak	Fair	Fair	No	Landscape Tree. Thin canopy an indication tree has out grown landscape island.		No
336	11" Willow Oak	Fair	Fair	No	Landscape Tree. Thin canopy an indication tree has out grown landscape island.		No
337	9" Willow Oak	Fair	Fair	No	Landscape Tree. Thin canopy an indication tree has out grown landscape island.		No
338	10" Willow Oak	Fair	Fair	No	Landscape Tree. Improper pruning for parking lights. Thin canopy an indication tree has out grown landscape island.		No
339	10" Willow Oak	Fair	Fair	No	Landscape Tree. Improper pruning for parking lights. Thin canopy an indication tree has out grown landscape island.		No
340	4" Trident Maple	Poor	Poor	No	Landscape Tree. Several cavities. Tree staking strap grown into trunk. Severe tip die back. Tree has out grown landscape island.	9-11	No
341	4" Trident Maple	Poor	Poor	No	Landscape Tree. Tree has out grown landscape island.		No
342	4" Trident Maple	Fair	Fair	No	Landscape Tree. Several cavities. Severe tip die back. Tree has out grown landscape island.	12-13	No
343	4" Trident Maple	Poor	Poor	No	Landscape Tree. Early change of leaf color, an indication of stress. Tree has out grown landscape island.		No
344	4" Trident Maple	Poor	Poor	No	Landscape Tree. Tree has out grown landscape island.		No
345	6" Red Maple	Fair	Fair	No	Landscape Tree. Tree has out grown landscape island.		No

Specimen Analysis							(General)
Observations: The site is broken into 3 zones. The wooded zone appears to be in between Pioneer and Climax phase of succession. The site is dominated with Overstory Oaks, Hickories and Pines. Numerous understory trees such as; Sourwoods, Dogwoods and Black Cherries are throughout the zone. The are numerous Oak species with age that are standing dead, a strong indication of some sort of disease or blight impacting this site. There are several of these trees alive and dead with symptoms of Hypoxylon Canker. One zone has been cleared and is just underbrush. The last zone has been developed as and office building with parking. The zone has numerous landscape trees with the trees on the edge of this zone are of good quality and the parking tree are sadly in decline.)							
Tree #	Size/ Species	Health Condition	Structural Condition	Specimen	Comments	Photo # (See Attached)	Is tree a design consideration
346	6" Zelkova	Poor	Poor	No	Landscape Tree. Has out grown landscape island. Severe tip die back. Split in trunk. Lichen on trunk, an indication of poor growth.	14-15	No
347	6" Zelkova	Poor	Poor	No	Landscape Tree. Has out grown landscape island. Severe tip die back. Lichen on trunk, an indication of poor growth.	16	No
348	6" Zelkova	Poor	Poor	No	Landscape Tree. Has out grown landscape island. Severe tip die back. Split in trunk. Lichen on trunk, an indication of poor growth.	17-18	No
349	6" Zelkova	Poor	Poor	No	Landscape Tree. Has out grown landscape island. Cavity exposing heartwood. Severe tip die back. Lichen on trunk, an indication of poor growth.	19-20	No
350	7" Zelkova	Poor	Poor	No	Landscape Tree. Has out grown landscape island. Cavity with decay. Severe tip die back. Lichen on trunk, an indication of poor growth.	21-22	No
351	16" Willow Oak	Good	Good	No	Landscape Tree		No
352	11" Willow Oak	Fair	Fair	No	Landscape Tree. Has out grown landscape island. Lichen on trunk, an indication of poor growth.		No
353	11" Willow Oak	Fair	Fair	No	Landscape Tree. Has out grown landscape island. Lichen on trunk, an indication of poor growth.		No
354	13" Willow Oak	Fair	Fair	No	Landscape Tree. Improper pruning for parking lights. Has out grown landscape island. Lichen on trunk, an indication of poor growth.		No
355	13" Willow Oak	Fair	Fair	No	Landscape Tree. Improper pruning for parking lights. Has out grown landscape island. Lichen on trunk, an indication of poor growth.		No
356	11" Willow Oak	Fair	Fair	No	Landscape Tree. Has out grown landscape island. Lichen on trunk, an indication of poor growth.		No
357	11" Willow Oak	Fair	Fair	No	Landscape Tree. Has out grown landscape island. Lichen on trunk, an indication of poor growth.		No
358	12" Willow Oak	Fair	Fair	No	Landscape Tree. Improper pruning for parking lights. Has out grown landscape island. Lichen on trunk, an indication of poor growth.		No
359	11" Willow Oak	Fair	Fair	No	Landscape Tree. Improper pruning for parking lights. Has out grown landscape island. Lichen on trunk, an indication of poor growth.		No

Specimen Analysis

(General

Observations: The site is broken into 3 zones. The wooded zone appears to be in between Pioneer and Climax phase of succession. The site is dominated with Overstory Oaks, Hickories and Pines. Numerous understory trees such as; Sourwoods, Dogwoods and Black Cherries are throughout the zone. There are numerous Oak species with age that are standing dead, a strong indication of some sort of disease or blight impacting this site. There are several of these trees alive and dead with symptoms of Hypoxylon Canker. One zone has been cleared and is just underbrush. The last zone has been developed as an office building with parking. The zone has numerous landscape trees with the trees on the edge of this zone are of good quality and the parking tree are sadly in decline.)

Tree #	Size/ Species	Health Condition	Structural Condition	Specimen	Comments	Photo # (See Attached)	Is tree a design consideration
360	14" Willow Oak	Good	Good	No	Landscape Tree.		No
361	10" Red Maple	Fair	Fair	No	Landscape Tree. Has out grown landscape island. Lichen on trunk, an indication of poor growth.		No
362	5" Zelkova	Poor	Poor	No	Landscape Tree. Has out grown landscape island. Severe tip die back. Lichen on trunk, an indication of poor growth.	23	No
363	5" Zelkova	Poor	Poor	No	Landscape Tree. Has out grown landscape island. Severe tip die back. Lichen on trunk, an indication of poor growth.	24	No
364	9" Red Maple	Fair	Fair	No	Landscape Tree. Has out grown landscape island. Lichen on trunk, an indication of poor growth.		No
365	8" Red Maple	Fair	Fair	No	Landscape Tree. Has out grown landscape island. Severe tip die back. Lichen on trunk, an indication of poor growth.		No
366	5" Zelkova	Poor	Poor	No	Landscape Tree. Has out grown landscape island. Severe tip die back. Lichen on trunk, an indication of poor growth.	25	No
367	5" Zelkova	Poor	Poor	No	Landscape Tree. Has out grown landscape island. Severe tip die back. Lichen on trunk, an indication of poor growth.	26	No
368	5" Zelkova	Poor	Poor	No	Landscape Tree. Has out grown landscape island. Severe tip die back. Lichen on trunk, an indication of poor growth.		No
369	5" Zelkova	Poor	Poor	No	Landscape Tree. Cavity exposing heartwood. Has out grown landscape island. Severe tip die back. Lichen on trunk, an indication of poor growth.	27-28	No
370	5" Zelkova	Poor	Poor	No	Landscape Tree. Has out grown landscape island. Severe tip die back. Lichen on trunk, an indication of poor growth.		No
371	14" Red Maple	Good	Good	No	Landscape Tree.		No
372	9" Red Maple	Good	Good	No	Landscape Tree.		No

(General

Tree #	Size/ Species	Health Condition	Structural Condition	Specimen	Comments	Photo # (See Attached)	Is tree a design consideration
373	9" Red Maple	Good	Good	No	Landscape Tree.		No
374	10" Red Maple	Good	Good	No	Landscape Tree. Small Trunk gall.		No
375	10" Red Maple	Good	Good	No	Landscape Tree. Small Trunk gall.		No
376	8" Red Maple	Good	Good	No	Landscape Tree.		No
377	9" Red Maple	Good	Good	No	Landscape Tree.		No
378	8" Red Maple	Good	Good	No	Landscape Tree.		No
379	8" Red Maple	Good	Good	No	Landscape Tree.		No
380	14" Willow Oak	Good	Good	No	Landscape Tree.		No
381	14" Willow Oak	Good	Good	No	Landscape Tree.		No
382	19" Willow Oak	Good	Good	No	Landscape Tree.		No
383	19" Willow Oak	Good	Poor	No	Landscape Tree. Circling roots impacting structural system of tree.	29	No
384	16" Willow Oak	Good	Good	No	Landscape Tree.		No
385	20" Willow Oak	Good	Good	No	Landscape Tree.		No
386	17" Willow Oak	Good	Good	No	Landscape Tree.		No
387	22" Willow Oak	Good	Good	No	Landscape Tree.		No
388	15" Crape Myrtle	Good	Good	Yes			Yes
389	16" Crape Myrtle	Good	Good	Yes			Yes
390	19" Crape Myrtle	Good	Good	Yes			Yes
391	19" Willow Oak	Good	Good	No	Landscape Tree.		No
392	17" Willow Oak	Good	Good	No	Landscape Tree.		No
393	17" Willow Oak	Good	Poor	No	Landscape Tree. Several trunk galls. Circling roots impacting structural system of tree.	30-32	No
394	21" Crape Myrtle	Good	Good	Yes			Yes
395	19" Willow Oak	Good	Good	No	Landscape Tree.		Yes
396	19" Willow Oak	Good	Good	No	Landscape Tree.		Yes
397	19" Willow Oak	Good	Good	No	Landscape Tree.		Yes
398	21" Willow Oak	Good	Good	No	Landscape Tree.		Yes
399	17" Willow Oak	Good	Good	No	Landscape Tree.		Yes
400	19" Willow Oak	Good	Good	No	Landscape Tree.		Yes
401	16" Willow Oak	Good	Good	No	Landscape Tree.		Yes
402	9" Fosterii Holly	Good	Good	Yes			Yes
403	7" Fosterii Holly	Good	Good	No	Landscape Tree.		No
404	9" Fosterii Holly	Good	Good	Yes			Yes
405	6" Fosterii Holly	Good	Good	No	Landscape Tree.		No
406	6" Fosterii Holly	Good	Good	No	Landscape Tree.		No
407	21" Red Maple	Fair	Fair	No	Boundary Tree.		No
408	21" Sweet Gum	Fair	Poor	No	Boundary Tree. 2 Co-Dominate Leaders with included bark 20' high. Due the species, a multi-stem tree at or near the base of the tree is undesirable and a life safety issue.	33	No
409	22" Red Maple	Fair	Poor	No	Boundary Tree. 2 Trees grown together creating 2 Co-Dominate Leaders with weak crotches and included bark. Due the species, a multi-stem tree at or near the base of the tree is undesirable and a life safety issue.	34	No
410	20" Red Maple						

Tree #	Size/ Species	Health Condition	Structural Condition	Specimen	Comments	Photo # (See Attached)	Is tree a design consideration
373	9" Red Maple	Good	Good	No	Landscape Tree.		No
374	10" Red Maple	Good	Good	No	Landscape Tree. Small Trunk gall.		No
375	10" Red Maple	Good	Good	No	Landscape Tree. Small Trunk gall.		No
376	8" Red Maple	Good	Good	No	Landscape Tree.		No
377	9" Red Maple	Good	Good	No	Landscape Tree.		No
378	8" Red Maple	Good	Good	No	Landscape Tree.		No
379	8" Red Maple	Good	Good	No	Landscape Tree.		No
380	14" Willow Oak	Good	Good	No	Landscape Tree.		No
381	14" Willow Oak	Good	Good	No	Landscape Tree.		No
382	19" Willow Oak	Good	Good	No	Landscape Tree.		No
383	19" Willow Oak	Good	Poor	No	Landscape Tree. Circling roots impacting structural system of tree.	29	No
384	16" Willow Oak	Good	Good	No	Landscape Tree.		No
385	20" Willow Oak	Good	Good	No	Landscape Tree.		No
386	17" Willow Oak	Good	Good	No	Landscape Tree.		No
387	22" Willow Oak	Good	Good	No	Landscape Tree.		No
388	15" Crape Myrtle	Good	Good	Yes			Yes
389	16" Crape Myrtle	Good	Good	Yes			Yes
390	19" Crape Myrtle	Good	Good	Yes			Yes
391	19" Willow Oak	Good	Good	No	Landscape Tree.		No
392	17" Willow Oak	Good	Good	No	Landscape Tree.		No
393	17" Willow Oak	Good	Poor	No	Landscape Tree. Several trunk galls. Circling roots impacting structural system of tree.	30-32	No
394	21" Crape Myrtle	Good	Good	Yes			Yes
395	19" Willow Oak	Good	Good	No	Landscape Tree.		Yes
396	19" Willow Oak	Good	Good	No	Landscape Tree.		Yes
397	19" Willow Oak	Good	Good	No	Landscape Tree.		Yes
398	21" Willow Oak	Good	Good	No	Landscape Tree.		Yes
399	17" Willow Oak	Good	Good	No	Landscape Tree.		Yes
400	19" Willow Oak	Good	Good	No	Landscape Tree.		Yes
401	16" Willow Oak	Good	Good	No	Landscape Tree.		Yes
402	9" Fosterii Holly	Good	Good	Yes			Yes
403	7" Fosterii Holly	Good	Good	No	Landscape Tree.		No
404	9" Fosterii Holly	Good	Good	Yes			Yes
405	6" Fosterii Holly	Good	Good	No	Landscape Tree.		No
406	6" Fosterii Holly	Good	Good	No	Landscape Tree.		No
407	21" Red Maple	Fair	Fair	No	Boundary Tree.		No
408	21" Sweet Gum	Fair	Poor	No	Boundary Tree. 2 Co-Dominate Leaders with included bark 20' high. Due the species, a multi-stem tree at or near the base of the tree is undesirable and a life safety issue.	33	No
409	22" Red Maple	Fair	Poor	No	Boundary Tree. 2 Trees grown together creating 2 Co-Dominate Leaders with weak crotches and included bark. Due the species, a multi-stem tree at or near the base of the tree is undesirable and a life safety issue.	34	No
410	20" Red Maple						

Specimen Analysis

(General)

Observations: The site is broken into 3 zones. The wooded zone appears to be in between Pioneer and Climax phase of succession. The site is dominated with Overstory Oaks, Hickories and Pines. Numerous understory trees such as; Sourwoods, Dogwoods and Black Cherries are throughout the zone. There are numerous Oak species with age that are standing dead, a strong indication of some sort of disease or blight impacting this site. There are several of these trees alive and dead with symptoms of Hypoxylon Canker. One zone has been cleared and is just underbrush. The last zone has been developed as an office building with parking. The zone has numerous landscape trees with the trees on the edge of this zone are of good quality and the parking tree are sadly in decline.)

Tree #	Size/ Species	Health Condition	Structural Condition	Specimen	Comments	Photo # (See Attached)	Is tree a design consideration
411	29" Pine	Good	Good	No	Boundary Tree.		Yes
412	20" Red Maple	Fair	Fair	No	Boundary Tree.		No
413	25" Pine	Good	Good	No	Boundary Tree.		Yes
414	28" Pine	Good	Good	No	Boundary Tree.		Yes
415	28" Pine	Good	Good	No	Boundary Tree.		Yes
416	30" Pine	Good	Good	Yes			Yes
417	22" Pine	Good	Good	No	Boundary Tree.		Yes
418	11" Red Maple	Good	Good	No	Landscape Tree.		No
(A)	9"-20" Bald Cypress	Good	Good	No	8 Trees of Quality		Yes
419	22" River Birch	Good	Good	No	Tree of Quality		Yes
420	16" Crape Myrtle	Good	Good	Yes			Yes
421	13" Crape Myrtle	Good	Good	Yes			Yes
422	17" Crape Myrtle	Good	Good	Yes			Yes
423	17" Crape Myrtle	Good	Good	Yes			Yes
424	17" Crape Myrtle	Good	Good	Yes			Yes
425	9" Crape Myrtle	Good	Good	Yes			Yes
426	9" Crape Myrtle	Good	Good	Yes			Yes
427	9" Crape Myrtle	Good	Good	Yes			Yes
428	9" Crape Myrtle	Good	Good	Yes			Yes
429	9" Crape Myrtle	Good	Good	Yes			Yes
430	9" Crape Myrtle	Good	Good	Yes			Yes
431	13" Crape Myrtle	Good	Good	Yes			Yes
432	12" Crape Myrtle	Good	Good	Yes			Yes
433	9" Red Maple	Good	Good	No	Landscape Tree		Yes
434	8" Dogwood	Fair	Fair	Yes	Some dieback		Yes
435	9" Japanese Maple	Good	Good	Yes			Yes
436	12" Red Maple	Good	Good	No	Landscape Tree		Yes
437	19" Willow Oak	Good	Poor	No	Landscape Tree. Circling roots impacting structural system of tree.	35	No
438	9" Dogwood	Poor	Poor	No	Hollow cavity and dieback.	36	No
439	14" Red Maple	Good	Poor	No	Landscape Tree. Circling roots impacting structural system of tree.	37	No
440	10" Red Maple	Good	Poor	No	Landscape Tree. Circling roots impacting structural system of tree.	38	No
441	14" Chinese Elm	Poor	Poor	No	Landscape Tree. Severe cankers on trunk.	39	No
442	14" Willow Oak	Good	Good	No	Landscape Tree		Yes
443	11" Red Maple	Poor	Poor	No	Landscape Tree. Main Trunk has Phytophthora. Fruiting bodies on root system. Circling roots impacting structural system of tree.	40-41	No
444	19" Willow Oak	Good	Good	No	Landscape Tree		Yes
445	20" Crape Myrtle	Good	Good	Yes			Yes
446	8" East Palatka Holly	Good	Good	Yes			Yes
447	13" Crape Myrtle	Good	Good	Yes			Yes
448	15" Nuttall Oak	Good	Good	No	Tree of Quality		Yes
449	12" Nuttall Oak	Good	Good	No	Tree of Quality		Yes
450	13" Crape Myrtle	Good	Good	Yes			Yes

Specimen Analysis
(General)

Observations: The site is broken into 3 zones. The wooded zone appears to be in between Pioneer and Climax phase of succession. The site is dominated with Overstory Oaks, Hickories and Pines. Numerous understory trees such as; Sourwoods, Dogwoods and Black Cherries are throughout the zone. There are numerous Oak species with age that are standing dead, a strong indication of some sort of disease or blight impacting this site. There are several of these trees alive and dead with symptoms of Hypoxylon Canker. One zone has been cleared and is just underbrush. The last zone has been developed as an office building with parking. The zone has numerous landscape trees with the trees on the edge of this zone are of good quality and the parking tree are sadly in decline.)

Tree #	Size/ Species	Health Condition	Structural Condition	Specimen	Comments	Photo # (See Attached)	Is tree a design consideration
451	16" Water Oak	Good	Good	No	Tree of Quality		Yes
452	11" Red Maple	Good	Good	No	Tree of Quality		Yes
453	14" Nuttall Oak	Good	Good	No	Tree of Quality		Yes
454	16" Nuttall Oak	Good	Good	No	Tree of Quality		Yes
455	11" Crape Myrtle	Good	Good	Yes			Yes
636	13" Crape Myrtle	Good	Good	Yes			Yes
456	13" Nuttall Oak	Good	Good	No	Tree of Quality		Yes
457	12" Crape Myrtle	Good	Good	Yes			Yes
458	16" Crape Myrtle	Good	Good	Yes			Yes
459	9" Red Maple	Good	Good	No	Tree of Quality		Yes
460	9" Red Maple	Good	Good	No	Tree of Quality		Yes
461	7" Red Maple	Good	Good	No	Tree of Quality		Yes
462	15" Nuttall Oak	Good	Good	No	Tree of Quality		Yes
463	13" Nuttall Oak	Good	Good	No	Tree of Quality		Yes
464	7" Nuttall Oak	Good	Good	No	Tree of Quality		Yes
465	7" Nuttall Oak	Good	Good	No	Tree of Quality		Yes
466	14" Crape Myrtle	Good	Good	Yes			Yes
467	8" Red Maple	Good	Good	No	Tree of Quality		Yes
468	20" White Oak	Good	Good	No	Tree of Quality		Yes
469	22" White Oak	Good	Good	No	Tree of Quality		Yes
825	16" Sourwood	Good	Good	Yes			Yes
826	11" Sourwood	Good	Good	Yes			Yes
470	12" Nuttall Oak	Good	Good	No	Tree of Quality		Yes
471	17" Riverbirch	Good	Good	No	Tree of Quality		Yes
472	14" Crape Myrtle	Good	Good	Yes			Yes
473	28" Scarlett Oak	Good	Good	Yes			Yes
474	28" Tulip Poplar	Poor	Poor	No	Large cavity with decay.	42	No
475	38" Tulip Poplar	Poor	Poor	No	2 Co-Dominate Leaders with included bark. Due the species, a multi-stem tree at or near the base of the tree is undesirable and a life safety issue. Trunk gall. Trunk sound hollow.	43-44	No
476	38" Tulip Poplar	Poor	Poor	No	2 Co-Dominate Leaders with included bark. Due the species, a multi-stem tree at or near the base of the tree is undesirable and a life safety issue.	45	No
477	9" Dogwood	Good	Good	Yes			Yes
478	19" Crape Myrtle	Good	Good	Yes			Yes
479	14" Crape Myrtle	Good	Good	Yes			Yes
480	14" Crape Myrtle	Good	Good	Yes			Yes
481	15" Crape Myrtle	Good	Good	Yes			Yes
482	15" Crape Myrtle	Good	Good	Yes			Yes
483	3" Dogwood	Good	Good	No	Landscape Tree		Yes
484	4" Red Bud	Good	Good	No	Landscape Tree		Yes
485	7" Crape Myrtle	Good	Good	No	Landscape Tree		Yes
486	4" Dogwood	Good	Good	No	Landscape Tree		Yes
487	4" Red Bud	Good	Good	No	Landscape Tree		Yes
488	6" Red Maple	Good	Good	No	Landscape Tree		Yes

Specimen Analysis

(General

Observations: The site is broken into 3 zones. The wooded zone appears to be in between Pioneer and Climax phase of succession. The site is dominated with Overstory Oaks, Hickories and Pines. Numerous understory trees such as; Sourwoods, Dogwoods and Black Cherries are throughout the zone. There are numerous Oak species with age that are standing dead, a strong indication of some sort of disease or blight impacting this site. There are several of these trees alive and dead with symptoms of Hypoxylon Canker. One zone has been cleared and is just underbrush. The last zone has been developed as an office building with parking. The zone has numerous landscape trees with the trees on the edge of this zone are of good quality and the parking tree are sadly in decline.)

Tree #	Size/ Species	Health Condition	Structural Condition	Specimen	Comments	Photo # (See Attached)	Is tree a design consideration
489	8" Red Maple	Good	Good	No	Landscape Tree		Yes
490	16" Crape Myrtle	Good	Good	Yes			Yes
491	16" Crape Myrtle	Good	Good	Yes			Yes
492	16" Crape Myrtle	Good	Good	Yes			Yes
493	12" Red Maple	Good	Good	No	Landscape Tree		Yes
494	7" Fosterii Holly	Good	Good	No	Landscape Tree		Yes
495	4" Fosterii Holly	Good	Good	No	Landscape Tree		Yes
496	6" Fosterii Holly	Good	Good	No	Landscape Tree		Yes
497	17" Willow Oak	Good	Good	No	Landscape Tree		Yes
498	16" Crape Myrtle	Good	Good	Yes			Yes
499	13" Crape Myrtle	Good	Good	Yes			Yes
500	20" Willow Oak	Good	Good	No	Landscape Tree		Yes
501	7" Fosterii Holly	Good	Good	No	Landscape Tree		Yes
502	5" Fosterii Holly	Good	Good	No	Landscape Tree		Yes
503	6" Fosterii Holly	Good	Good	No	Landscape Tree		Yes
504	20" Southern Magnolia	Good	Good	No	Landscape Tree		Yes
505	15" Red Maple	Good	Good	No	Landscape Tree		Yes
506	13" Willow Oak	Good	Good	No	Landscape Tree		Yes
507	8" Red Maple	Good	Good	No	Landscape Tree		Yes
508	16" Willow Oak	Good	Good	No	Landscape Tree		Yes
509	11" Red Maple	Good	Good	No	Landscape Tree		Yes
510	18" Willow Oak	Good	Good	No	Landscape Tree		Yes
511	18" Willow Oak	Good	Good	No	Landscape Tree		Yes
512	24" Willow Oak	Good	Good	Yes			Yes
513	20" Crape Myrtle	Good	Good	Yes			Yes
514	18" Crape Myrtle	Good	Good	Yes			Yes
515	22" Crape Myrtle	Good	Good	Yes			Yes
516	19" Willow Oak	Good	Poor	No	Landscape Tree. Circling roots impacting structural system of tree.	46	No
517	22" Willow Oak	Poor	Poor	No	Landscape Tree. Fruiting Bodies on root system. Circling roots impacting structural system of tree.	47-48	No
518	22" Willow Oak	Good	Fair	No	Landscape Tree. Circling roots should be cut before impacting structural system of tree.	49	Yes
519	21" Willow Oak	Good	Good	No	Landscape Tree		Yes
520	20" Willow Oak	Good	Fair	No	Landscape Tree. Circling roots should be cut before impacting structural system of tree.	50	Yes
521	22" Willow Oak	Good	Good	No	Landscape Tree		Yes
522	22" Willow Oak	Good	Fair	No	Landscape Tree. Circling roots should be cut before impacting structural system of tree.		Yes
523	20" Willow Oak	Good	Good	No	Landscape Tree		Yes
524	20" Willow Oak	Poor	Poor	No	Landscape Tree. Numerous trunk galls.	51	No
525	19" Willow Oak	Good	Good	No	Landscape Tree		Yes
526	19" Willow Oak	Good	Good	No	Landscape Tree		Yes
527	20" Willow Oak	Good	Good	No	Landscape Tree		Yes

Specimen Analysis

(General)

Observations: The site is broken into 3 zones. The wooded zone appears to be in between Pioneer and Climax phase of succession. The site is dominated with Overstory Oaks, Hickories and Pines. Numerous understory trees such as; Sourwoods, Dogwoods and Black Cherries are throughout the zone. The are numerous Oak species with age that are standing dead, a strong indication of some sort of disease or blight impacting this site. There are several of these trees alive and dead with symptoms of Hypoxylon Canker. One zone has been cleared and is just underbrush. The last zone has been developed as and office building with parking. The zone has numerous landscape trees with the trees on the edge of this zone are of good quality and the parking tree are sadly in decline.)

Tree #	Size/ Species	Health Condition	Structural Condition	Specimen	Comments	Photo # (See Attached)	Is tree a design consideration
528	16" Willow Oak	Poor	Poor	No	Landscape Tree. Fruiting Bodies on root system. Circling roots impacting structural system of tree.	52-53	No
529	19" Willow Oak	Good	Poor	No	Landscape Tree. Circling roots impacting structural system of tree.	54	No
530	22" Willow Oak	Good	Good	No	Landscape Tree		Yes
531	21" Willow Oak	Good	Good	No	Landscape Tree		Yes
532	19" Willow Oak	Good	Good	No	Landscape Tree		Yes
533	19" Willow Oak	Poor	Poor	No	Landscape Tree. Numerous trunk galls.	55	No
534	21" Willow Oak	Good	Good	No	Landscape Tree		Yes
535	17" Willow Oak	Poor	Fair	No	Landscape Tree. Numerous Trunk galls. Circling roots should be cut before impacting structural system of tree.	56-57	No
536	16" Willow Oak	Poor	Fair	No	Landscape Tree. Numerous Trunk galls. Circling roots should be cut before impacting structural system of tree.	56-58	No
537	17" Willow Oak	Good	Good	No	Landscape Tree		Yes
538	22" Willow Oak	Good	Good	No	Landscape Tree		Yes
539	21" Willow Oak	Good	Good	No	Landscape Tree		Yes
540	22" Willow Oak	Good	Good	No	Landscape Tree		Yes
541	23" Willow Oak	Good	Good	No	Landscape Tree		Yes
542	20" Willow Oak	Good	Good	No	Landscape Tree		Yes
543	25" Willow Oak	Poor	Poor	No	Cavity with decay.	59	No
544	23" Willow Oak	Good	Fair	No	Landscape Tree. Circling roots should be cut before impacting structural system of tree.		Yes
545	24" Willow Oak	Good	Good	Yes			Yes
546	22" Willow Oak	Good	Good	No	Landscape Tree		Yes
547	18" Willow Oak	Good	Good	No	Landscape Tree		Yes
548	18" Willow Oak	Good	Good	No	Landscape Tree		Yes
549	15" Red Maple	Good	Poor	No	Landscape Tree. Circling roots impacting structural system of tree.	61-62	No
550	17" Red Maple	Good	Poor	No	Landscape Tree. Circling roots impacting structural system of tree.	63	No
551	7" Fosterii Holly	Good	Good	No	Landscape Tree		Yes
552	7" Fosterii Holly	Good	Good	No	Landscape Tree		Yes
553	9" Fosterii Holly	Good	Good	Yes			Yes
554	18" Red Maple	Good	Good	No	Landscape Tree		Yes
555	18" Red Maple	Good	Good	No	Landscape Tree		Yes
556	17" Red Maple	Good	Poor	No	Landscape Tree. Circling roots impacting structural system of tree.	64	No
557	19" Red Maple	Good	Good	No	Landscape Tree		Yes
558	8" Fosterii Holly	Good	Good	Yes			Yes
559	8" Fosterii Holly	Good	Good	Yes			Yes
560	10" Fosterii Holly	Good	Good	Yes			Yes
561	21" Crape Myrtle	Good	Good	Yes			Yes
562	23" Crape Myrtle	Good	Good	Yes			Yes

Specimen Analysis (General)

Observations: The site is broken into 3 zones. The wooded zone appears to be in between Pioneer and Climax phase of succession. The site is dominated with Overstory Oaks, Hickories and Pines. Numerous understory trees such as; Sourwoods, Dogwoods and Black Cherries are throughout the zone. There are numerous Oak species with age that are standing dead, a strong indication of some sort of disease or blight impacting this site. There are several of these trees alive and dead with symptoms of Hypoxylon Canker. One zone has been cleared and is just underbrush. The last zone has been developed as an office building with parking. The zone has numerous landscape trees with the trees on the edge of this zone are of good quality and the parking tree are sadly in decline.)

Tree #	Size/ Species	Health Condition	Structural Condition	Specimen	Comments	Photo # (See Attached)	Is tree a design consideration
563	25" Willow Oak	Good	Good	Yes			Yes
564	23" Willow Oak	Good	Poor	No	Landscape Tree. Circling roots impacting structural system of tree.	65	No
565	9" Sourwood	Fair	Fair	Yes			No
566	28" White Oak	Good	Good	Yes			Yes
567	10" Sourwood	Good	Good	Yes			Yes
568	25" White Oak	Good	Good	Yes			Yes
569	40" (23"-21") White Oak	Fair	Poor	No	Tree is being undermined from erosion. 2 Trees grown together to create 2 Co-Dominate Leaders with weak crotches and included bark. Due the species, a multi-stem tree at or near the base of the tree is undesirable and a life safety issue.	66-67	No
570	8" Sourwood	Good	Good	Yes			Yes
571	31" Southern Red Oak	Poor	Poor	No	Fruiting bodies at base of trunk indicating Butt/trunk rot.	68-70	No
572	11" Sourwood	Poor	Poor	No	Cavity with decay.	71	No
573	11" Sourwood	Poor	Poor	No	Trunk grown into boulder impacting structural system of tree.	72	No
574	27" Southern Red Oak	Poor	Poor	No	Large cavity with decay.	73	No
575	41" White Oak	Good	Good	Yes			Yes
576	42" Southern Red Oak	Poor	Poor	No	Fruiting bodies at base of trunk indicating Butt/trunk rot. Severe dieback.	74	No
577	31" Southern Red Oak	Poor	Poor	No	Several main limbs dead with symptoms of Hypoxylon Canker.	75-76	No
578	20" Southern Magnolia	Good	Good	No	Tree of Quality		Yes
579	26" Southern Red Oak	Poor	Poor	No	Severe trunk gall. Several main limbs dead with symptoms of Hypoxylon Canker.	77-78	No
580	17" Dogwood	Poor	Poor	No	Severe dieback.		No
581	27" Red Maple	Poor	Poor	No	Cavities with decay.	79-80	No
582	24" Red Maple	Poor	Poor	No	2 Co-Dominate Leaders with weak crotches and included bark 1 Dead causing severe decay in trunk. Due the species, a multi-stem tree at or near the base of the tree is undesirable and a life safety issue.	81	No
583	25" White Oak	Good	Good	Yes			Yes
584	33"(23"-14") Tulip Poplar	Poor	Poor	No	2 Co-Dominate Leaders with weak crotches and included bark. Due the species, a multi-stem tree at or near the base of the tree is undesirable and a life safety issue.		No

Specimen Analysis

(General)

Observations: The site is broken into 3 zones. The wooded zone appears to be in between Pioneer and Climax phase of succession. The site is dominated with Overstory Oaks, Hickories and Pines. Numerous understory trees such as; Sourwoods, Dogwoods and Black Cherries are throughout the zone. There are numerous Oak species with age that are standing dead, a strong indication of some sort of disease or blight impacting this site. There are several of these trees alive and dead with symptoms of Hypoxylon Canker. One zone has been cleared and is just underbrush. The last zone has been developed as an office building with parking. The zone has numerous landscape trees with the trees on the edge of this zone are of good quality and the parking tree are sadly in decline.)

Tree #	Size/ Species	Health Condition	Structural Condition	Specimen	Comments	Photo # (See Attached)	Is tree a design consideration
811	43" Tulip Poplar	Poor	Poor	No	3 Co-Dominate Leaders with decay in crotch and included bark. Due the species, a multi-stem tree at or near the base of the tree is undesirable and a life safety issue.	83	No
812	28" Tulip Poplar	Poor	Poor	No	Several main limbs dead/gone.		No
813	29" Tulip Poplar	Poor	Poor	No	Several main limbs dead/gone. Barbwire in trunk	85	No
814	31" Southern Red Oak	Poor	Poor	No	2 Co-Dominate Leaders with decay in crotch and included bark. Due the species, a multi-stem tree at or near the base of the tree is undesirable and a life safety issue.	84	No
815	34" White Oak	Poor	Poor	No	3 Co-Dominate Leaders with weak crotches and included bark Due the species, a multi-stem tree at or near the base of the tree is undesirable and a life safety issue.		No
585	24" Tulip Poplar	Fair	Fair	Yes			No
818	41"(27"-14") Tulip Poplar	Poor	Poor	No	2 Co-Dominate Leaders with decay in crotch and included bark. Due the species, a multi-stem tree at or near the base of the tree is undesirable and a life safety issue.		No
820	26" Tulip Poplar	Fair	Fair	Yes			No
821	29" White Oak	Good	Good	Yes			Yes
823	26" Tulip Poplar	Good	Good	Yes			Yes
824	27" Red Maple	Poor	Poor	No	Main Trunk has Phytophthora.	88	No
829	41"(27"-22") Sweet Gum	Poor	Poor	No	Cavity at base and fruiting bodies on trunk. 2 Trees grown together to create 2 Co-Dominate Leaders with weak crotches and included bark. Due the species, a multi-stem tree at or near the base of the tree is undesirable and a life safety issue.	92-93	No
586	8" Sourwood	Fair	Poor	No	45* lean in trunk.	91	No
587	34" Tulip Poplar	Fair	Poor	No	2 Co-Dominate Leaders 20' high with included bark. Due the species, a multi-stem tree at or near the base of the tree is undesirable and a life safety issue.	86	No
588	25" Sweet Gum	Fair	Fair	Yes			No
589	27" Tulip Poplar	Fair	Poor	No	Severe lean in Trunk	87	No
590	25" Tulip Poplar	Good	Good	Yes			Yes
591	24" Water Oak	Fair	Fair	Yes			No
592	24" Southern Red Oak	Poor	Poor	No	Several main limbs dead with symptoms of Hypoxylon Canker.	89	No
593	26" Southern Red Oak	Fair	Fair	Yes			No
594	28" White Oak	Poor	Poor	No	Large cavity with decay.	90	No

Specimen Analysis

(General)

Observations: The site is broken into 3 zones. The wooded zone appears to be in between Pioneer and Climax phase of succession. The site is dominated with Overstory Oaks, Hickories and Pines. Numerous understory trees such as; Sourwoods, Dogwoods and Black Cherries are throughout the zone. There are numerous Oak species with age that are standing dead, a strong indication of some sort of disease or blight impacting this site. There are several of these trees alive and dead with symptoms of Hypoxylon Canker. One zone has been cleared and is just underbrush. The last zone has been developed as an office building with parking. The zone has numerous landscape trees with the trees on the edge of this zone are of good quality and the parking tree are sadly in decline.)

Tree #	Size/ Species	Health Condition	Structural Condition	Specimen	Comments	Photo # (See Attached)	Is tree a design consideration
595	9" Sourwood	Good	Good	Yes			Yes
596	25" Southern Red Oak	Fair	Fair	Yes			No
597	24"(12"-12") White Oak	Poor	Poor	No	Cavity at base with decay. Root Damage. 2 Trees grown together to create 2 Co-Dominate Leaders with weak crotches and included bark. Due the species, a multi-stem tree at or near the base of the tree is undesirable and a life safety issue.	94-95	No
598	26" Tulip Poplar	Poor	Poor	No	3 Co-Dominate Leaders with included bark and trunk gall in the inclusion. Due the species, a multi-stem tree at or near the base of the tree is undesirable and a life safety issue.	96	No
599	26"(17"-12") Tulip Poplar	Poor	Poor	No	2 Trees grown together to create 2 Co-Dominate Leaders with weak crotches and included bark. Due the species, a multi-stem tree at or near the base of the tree is undesirable and a life safety issue.	97	No
600	27" Southern Red Oak	Good	Good	Yes			Yes
601	27" Southern Red Oak	Poor	Poor	No	Large cavity at base with decay.	98	No
602	22" White Oak	Good	Good	No	Tree of Quality		Yes
603	20" White Oak	Good	Good	No	Tree of Quality		Yes
604	25" White Oak	Good	Good	Yes			Yes
605	25" White Oak	Good	Good	Yes			Yes
606	20" White Oak	Good	Good	No	Tree of Quality		Yes
607	12" Sourwood	Poor	Poor	No	Several cavities with decay.	99	No
608	24" White Oak	Good	Good	Yes			Yes
833	27" Sweet Gum	Poor	Poor	No	2 Trees grown together to create 2 Co-Dominate Leaders with weak crotches and included bark. Due the species, a multi-stem tree at or near the base of the tree is undesirable and a life safety issue.	100	No

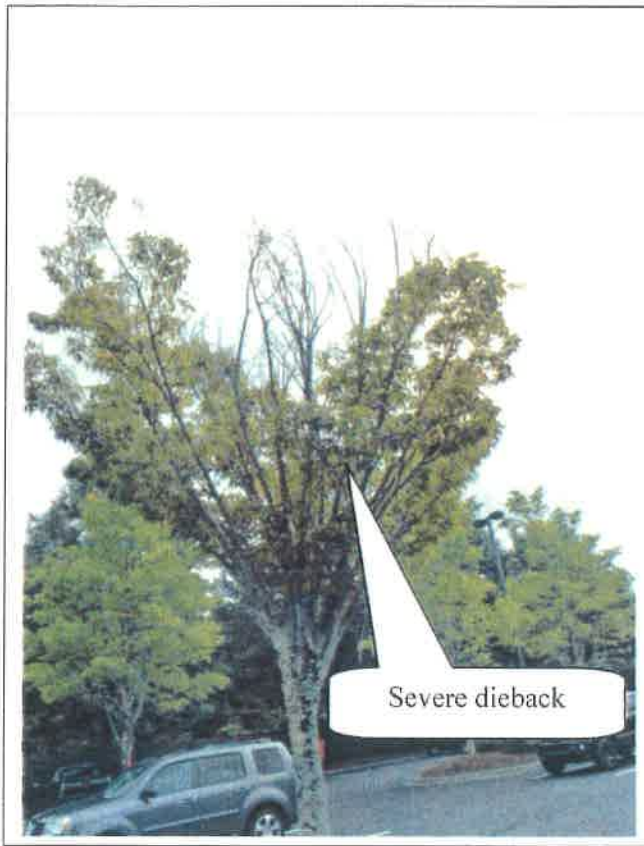


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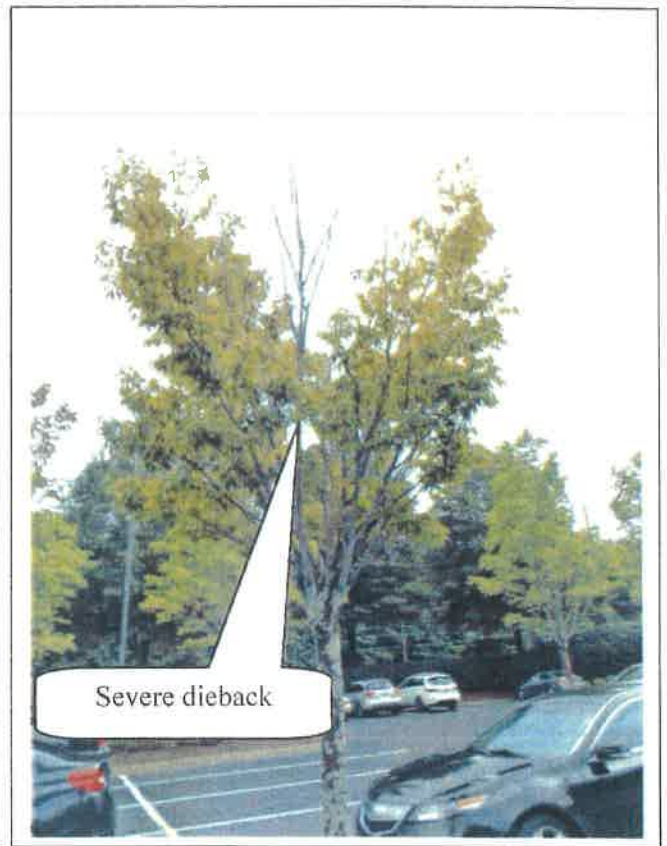


Photo 2

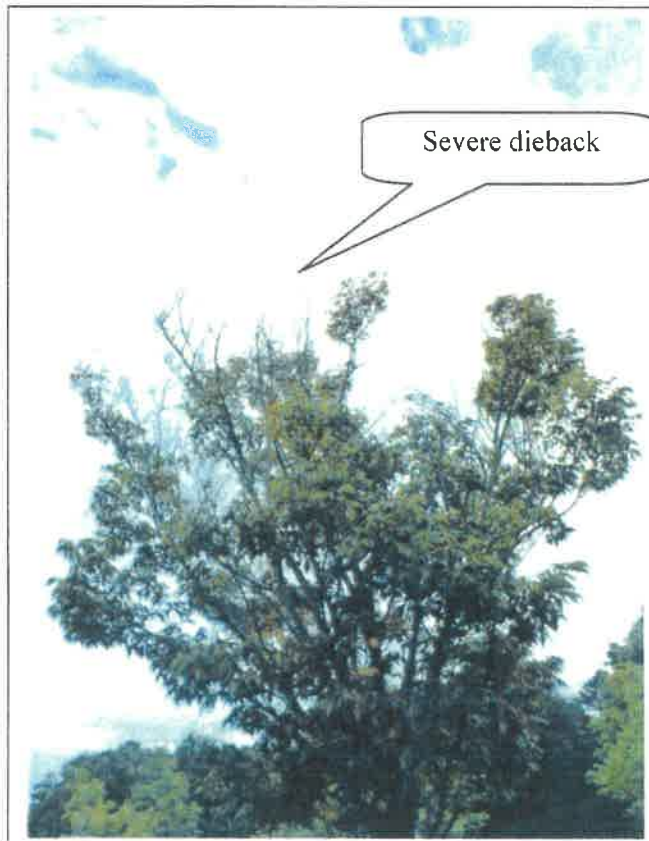


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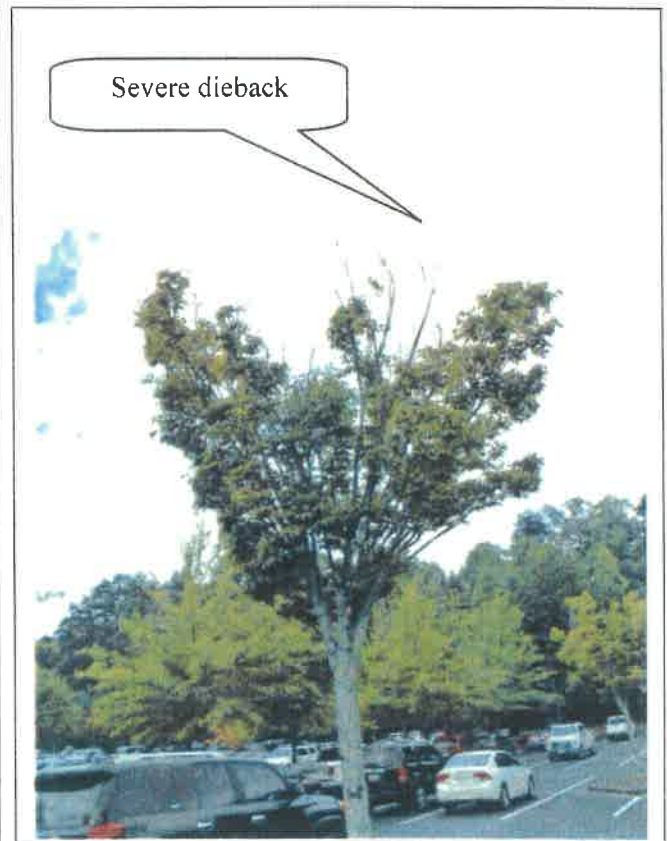


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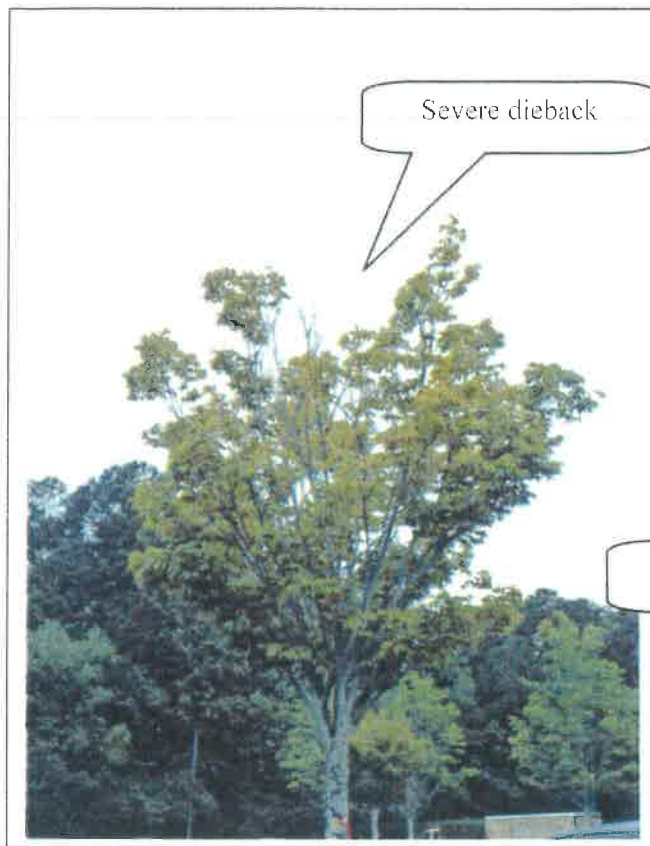


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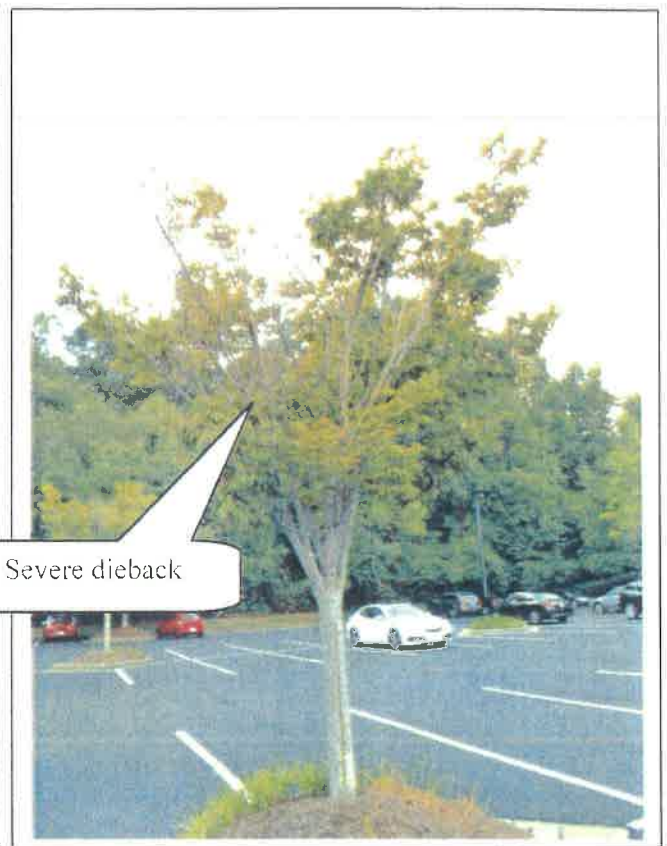


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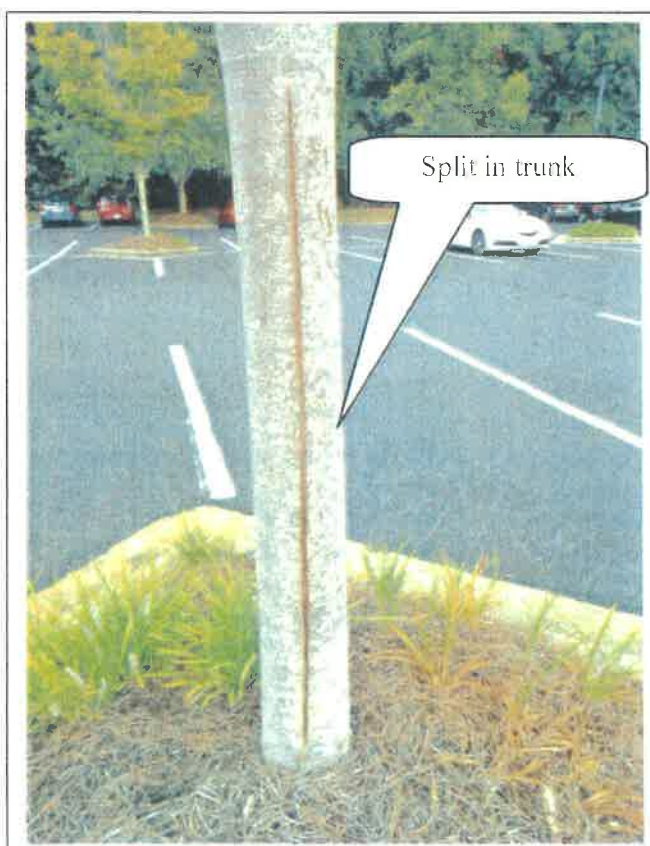


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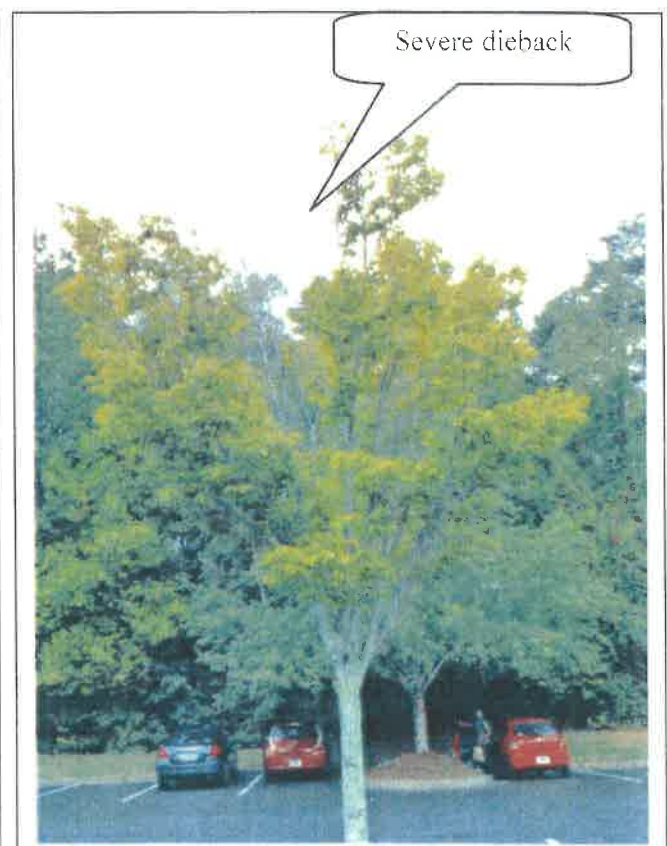
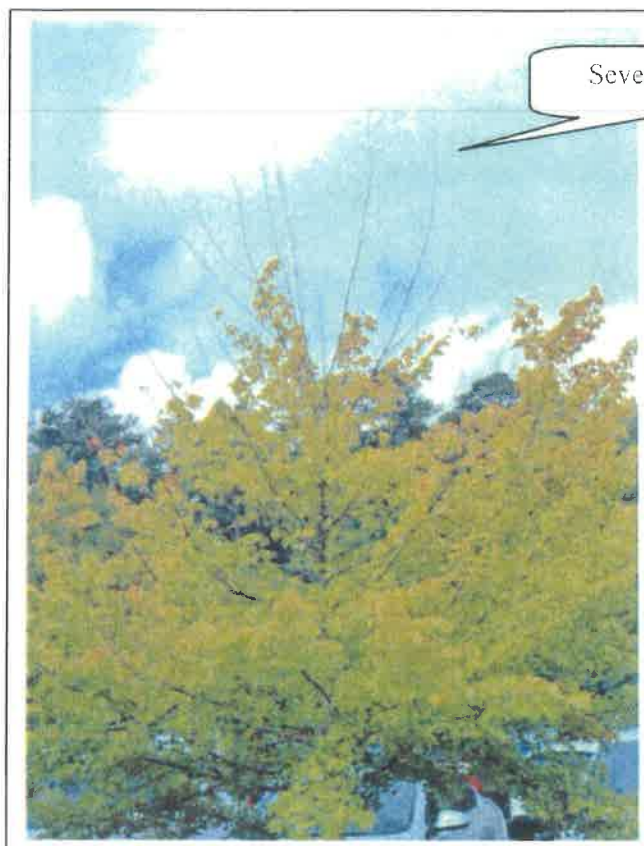


Photo 8



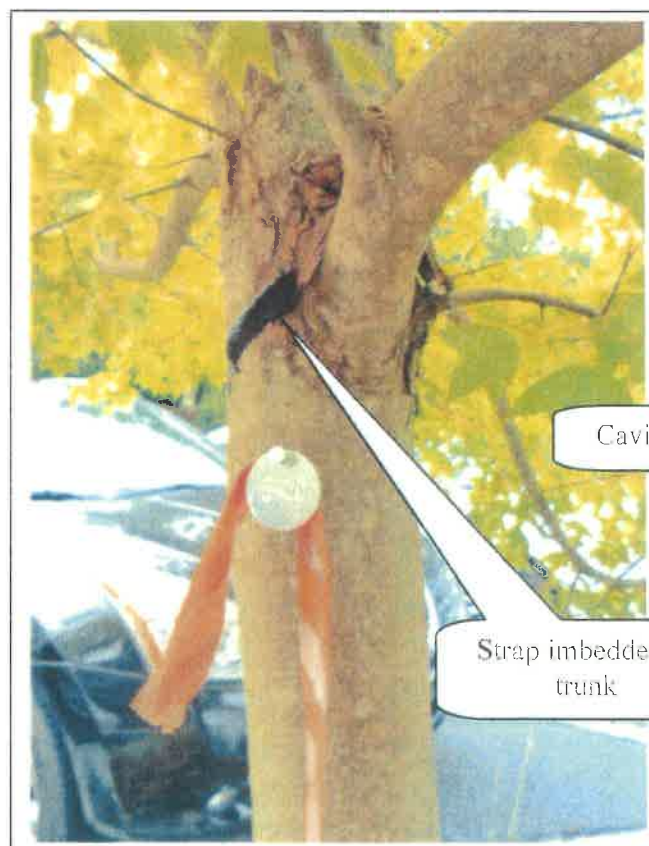
Severe dieback

Photo 9



Cavity with decay

Photo 10



Cavity with decay

Strap imbedded in trunk

Photo 11



Photo 12

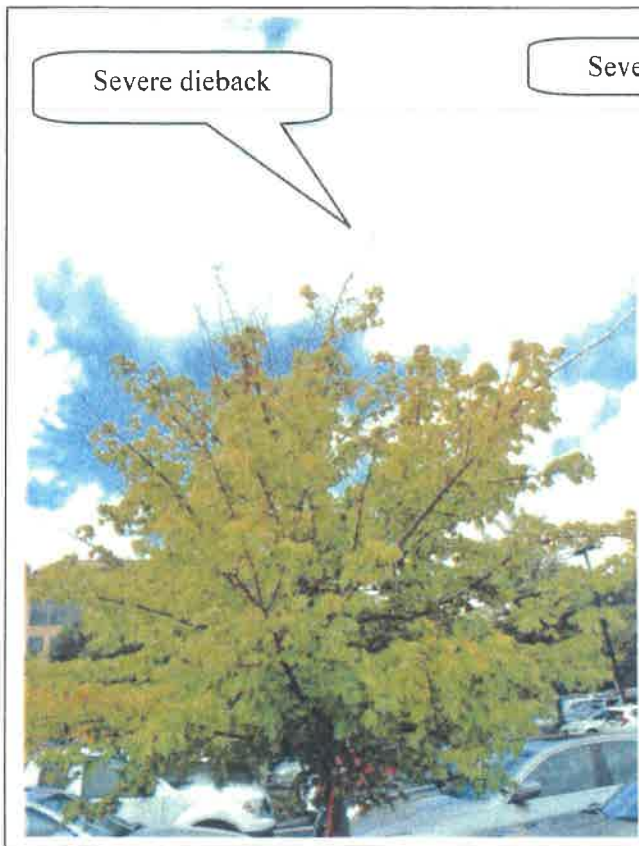


Photo 13



Photo 14



Photo 15

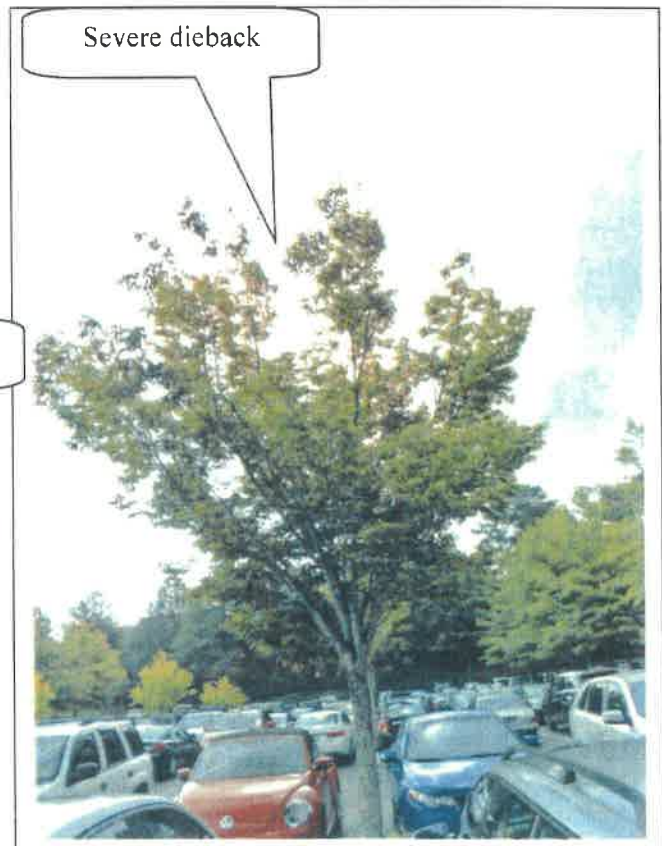


Photo 16



Severe dieback

Photo 17



Split in trunk

Photo 18



Severe dieback

Photo 19



Cavity with decay

Photo 20



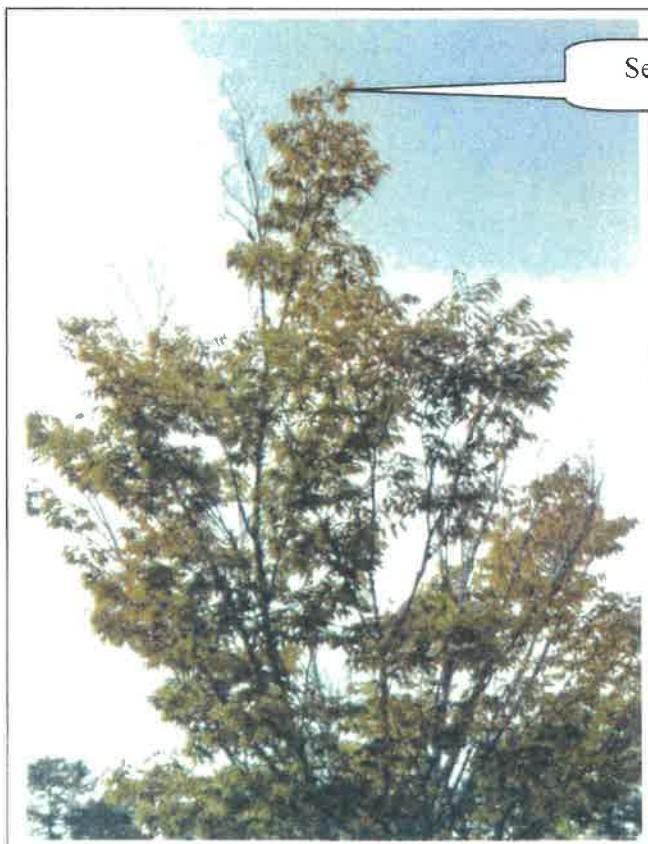
Severe dieback

Photo 21



Cavity with decay

Photo 22



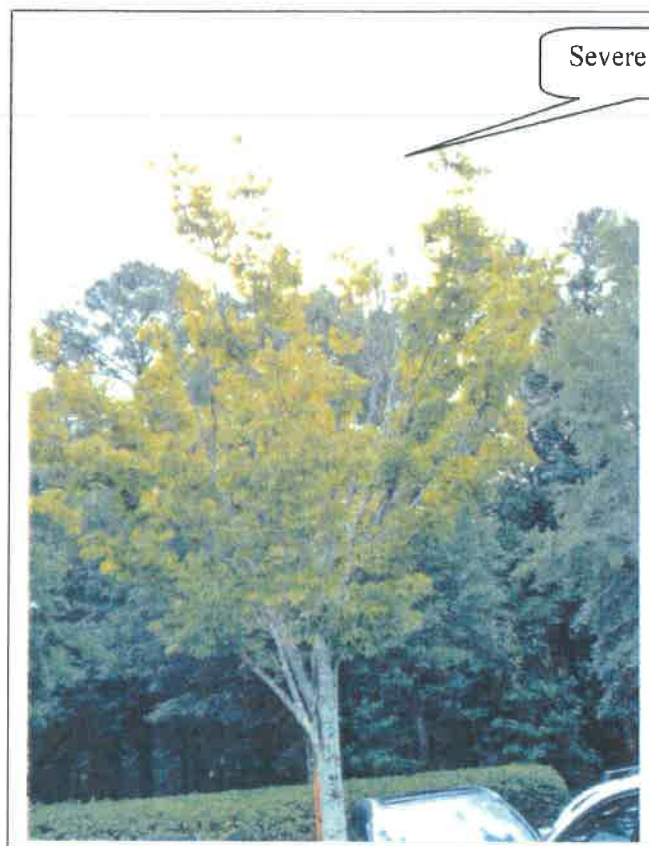
Severe dieback

Photo 23



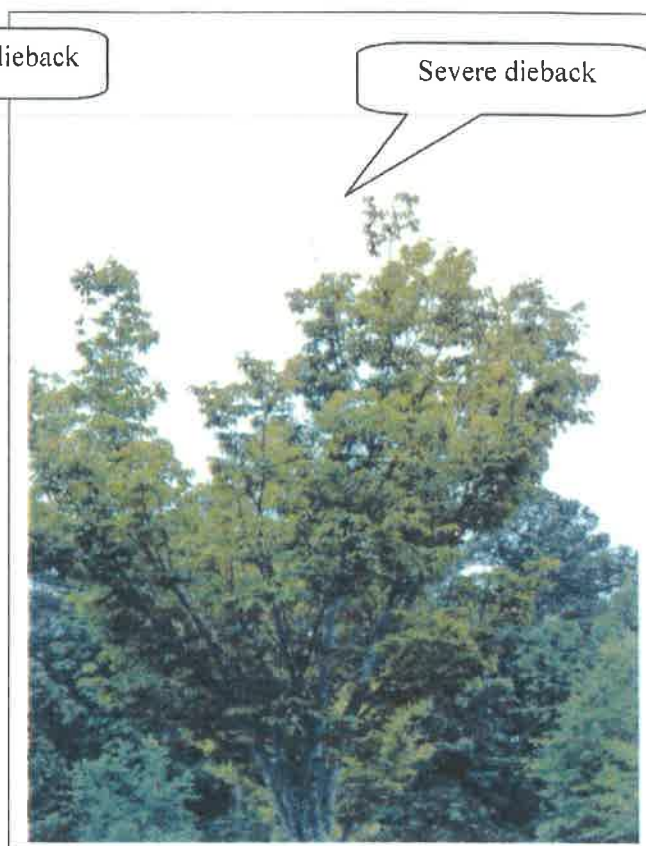
Severe dieback

Photo 24



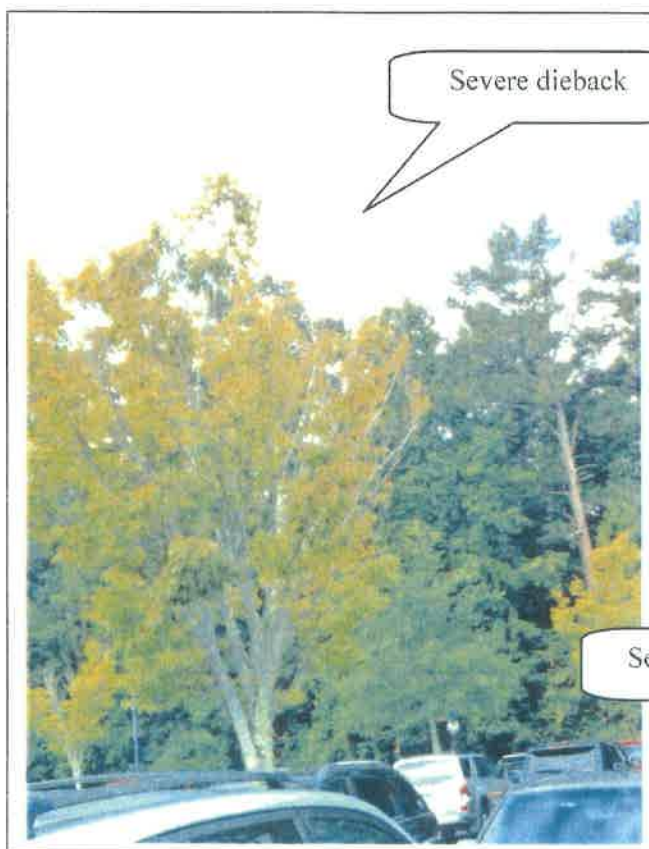
Severe dieback

Photo 25



Severe dieback

Photo 26



Severe dieback

Photo 27



Severe dieback

Photo 28



Photo 29



Photo 30

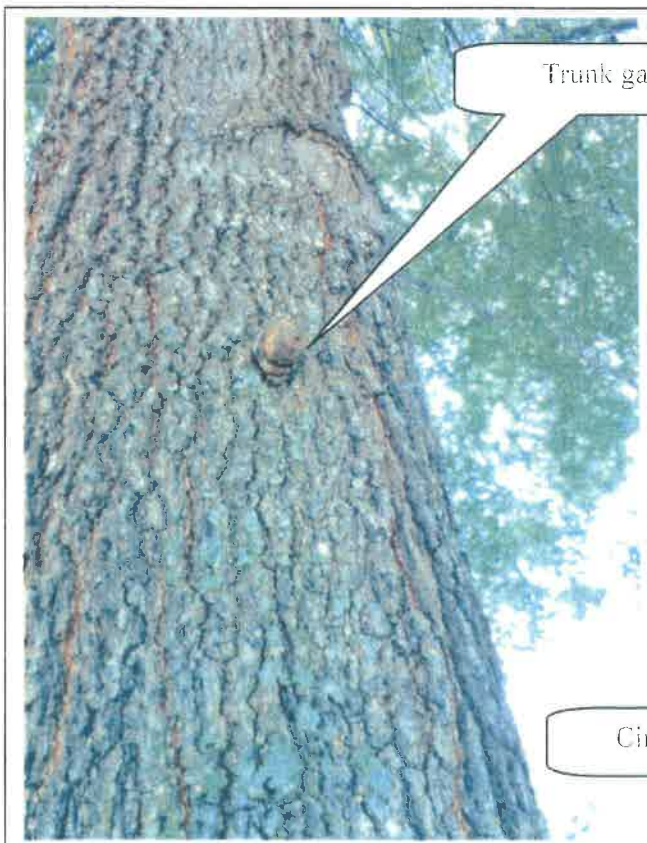
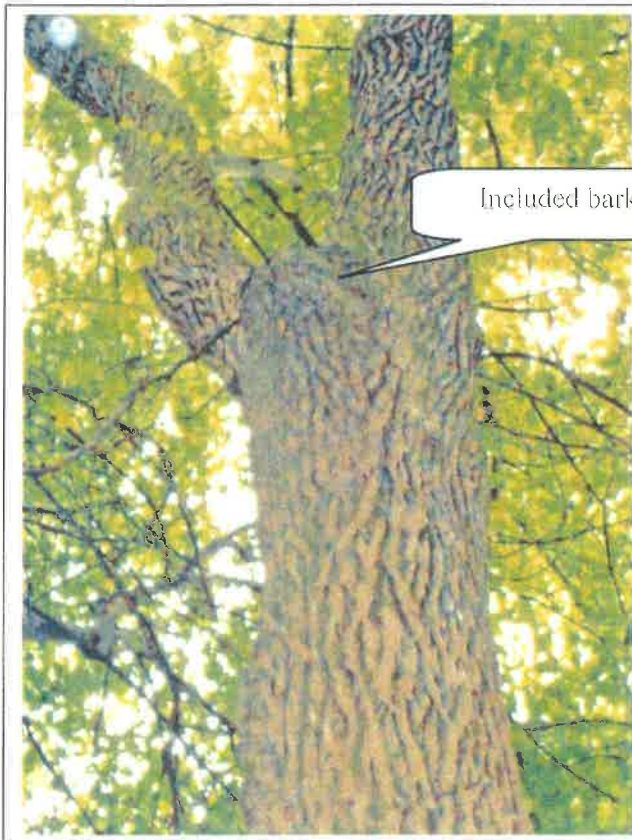


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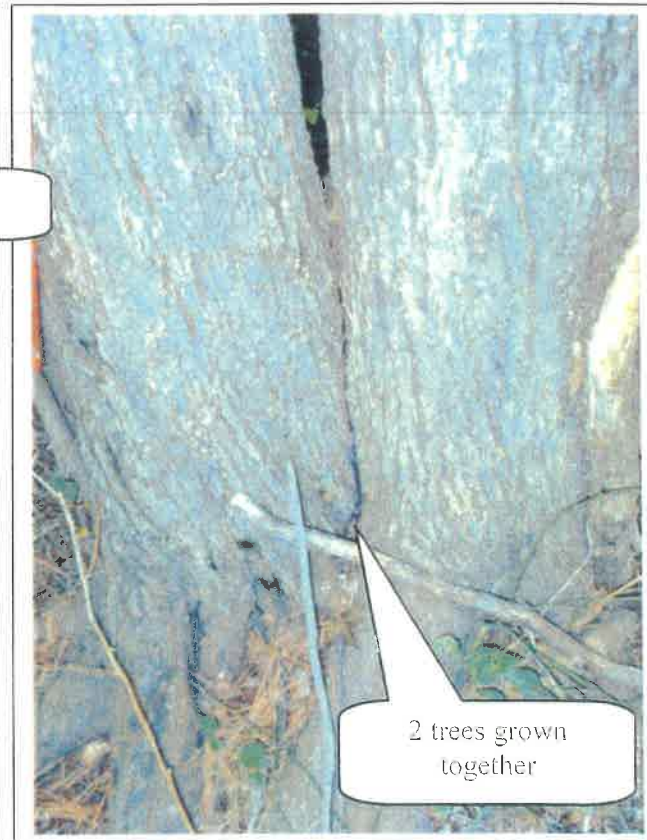


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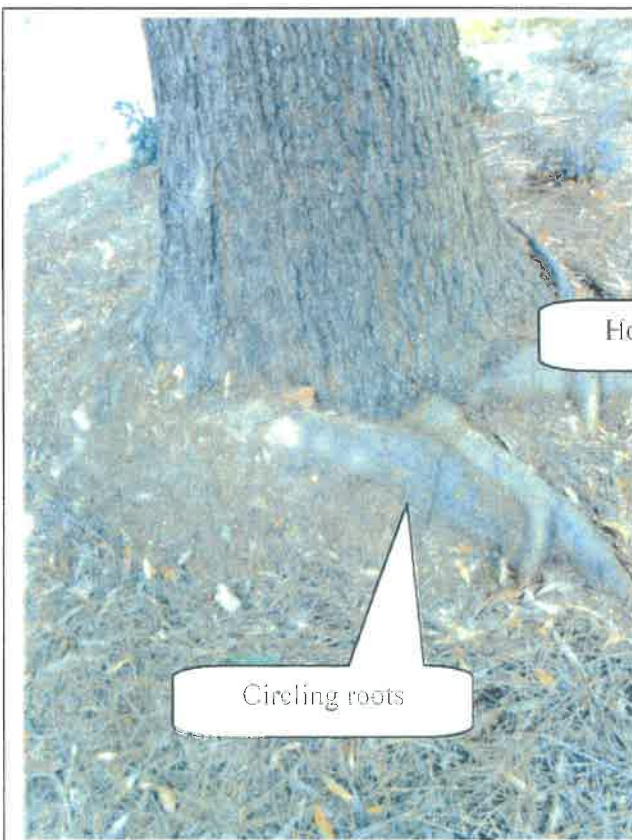
Included bark

Photo 33



2 trees grown together

Photo 34



Circling roots

Photo 35



Hollow cavity

Photo 36

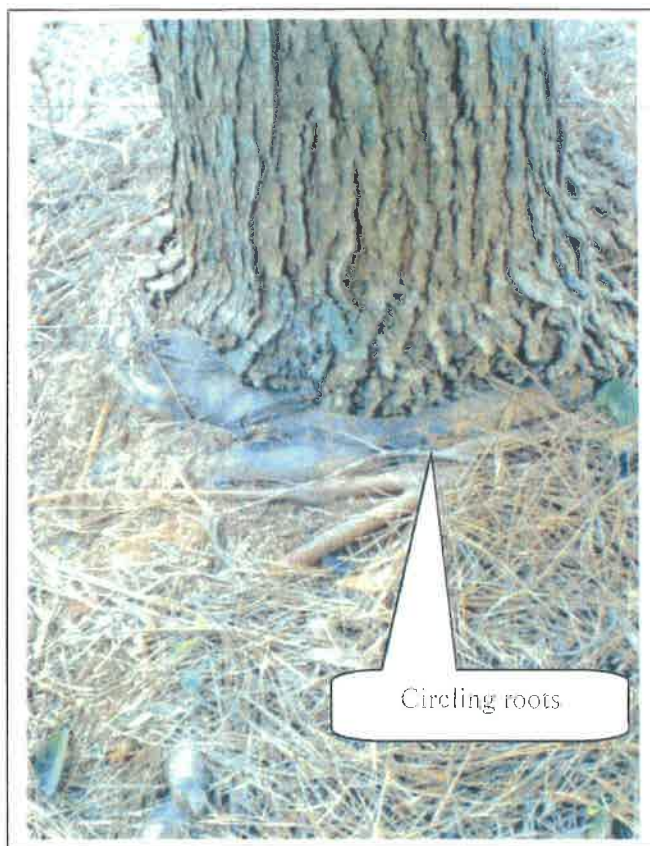


Photo 37

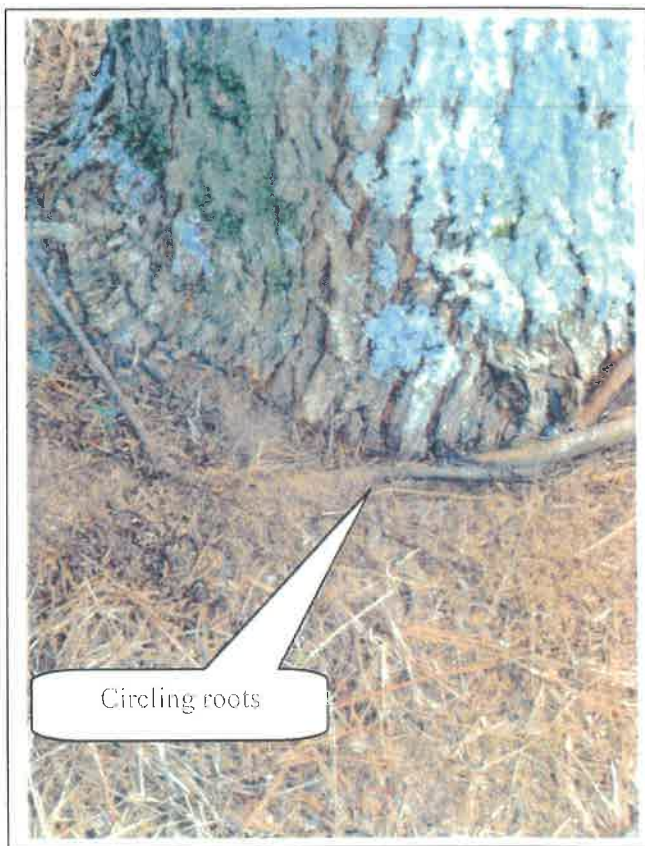


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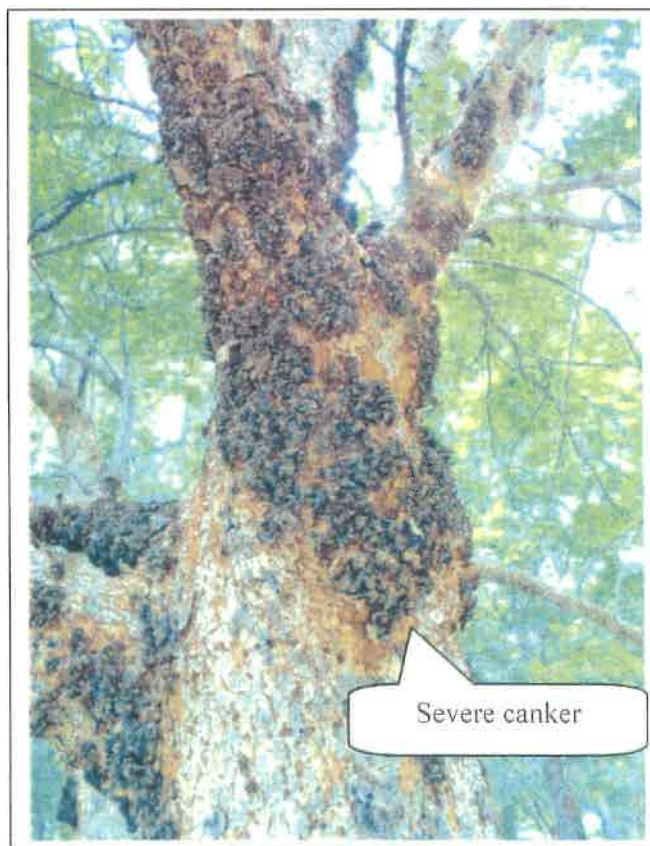
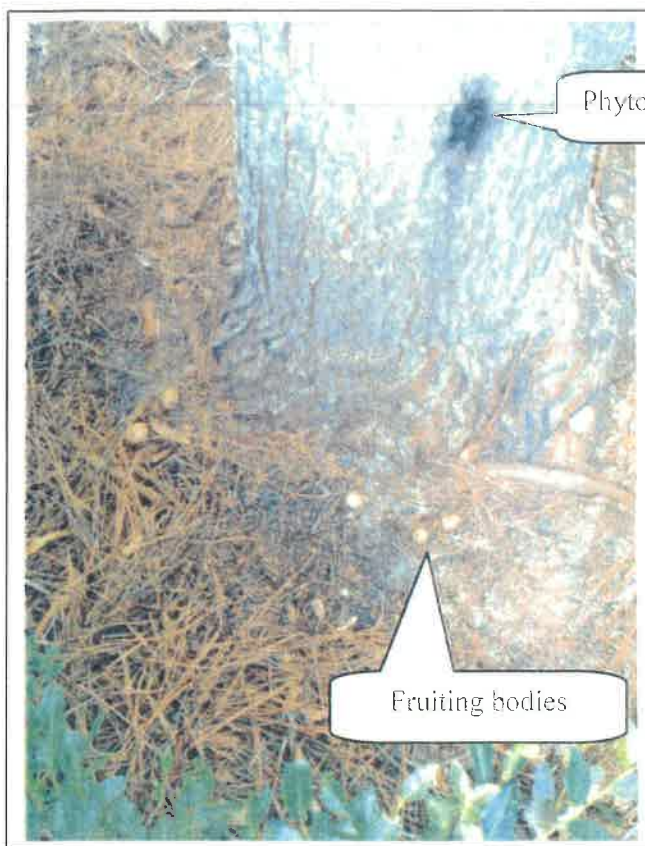


Photo 39



Photo 40



Phytophthora

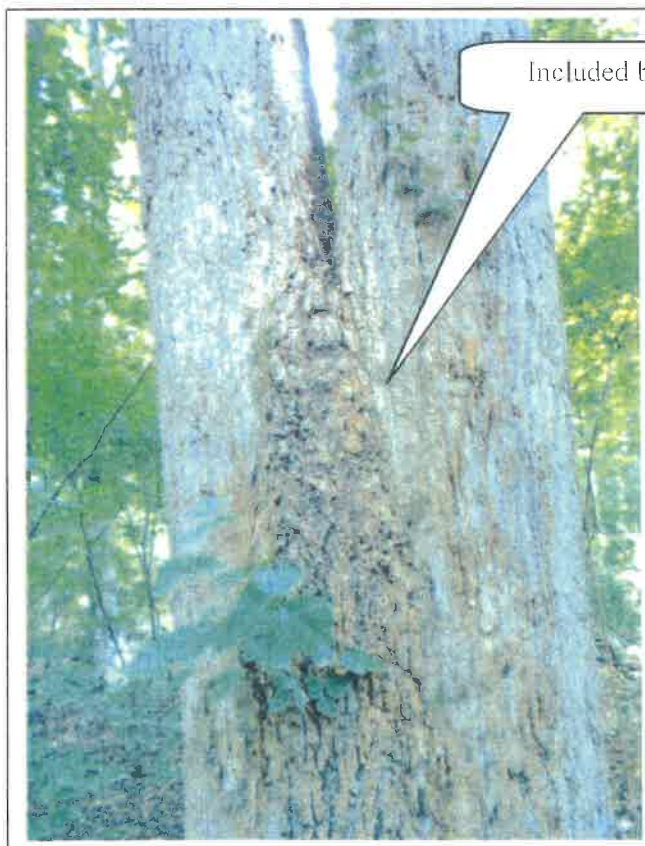
Fruiting bodies

Photo 41



Cavity with decay

Photo 42



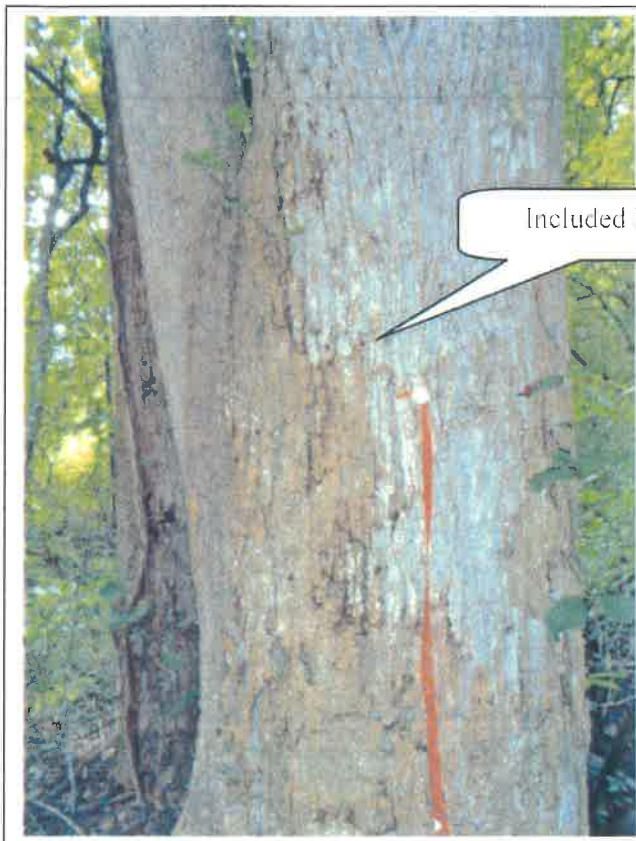
Included bark

Photo 43



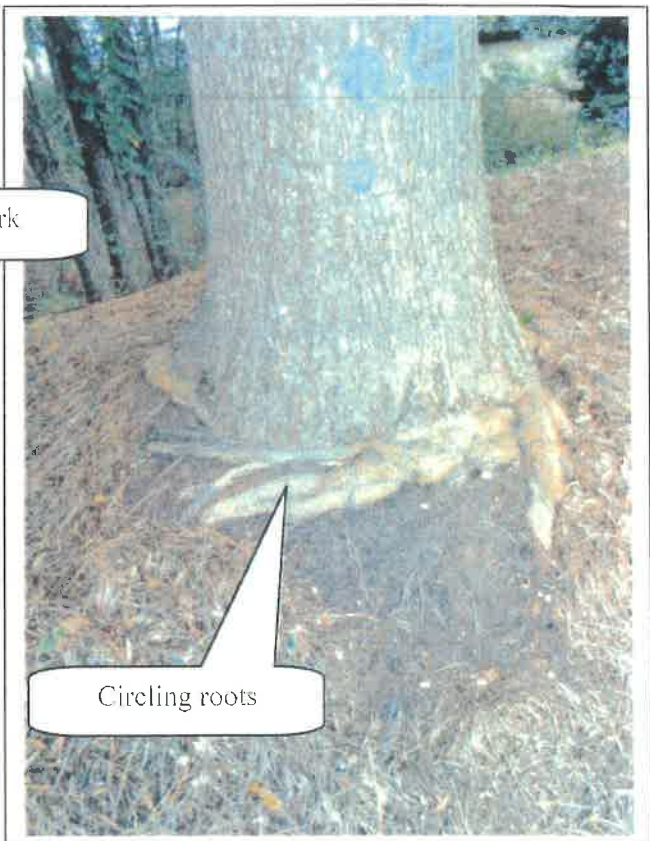
Trunk gall

Photo 44



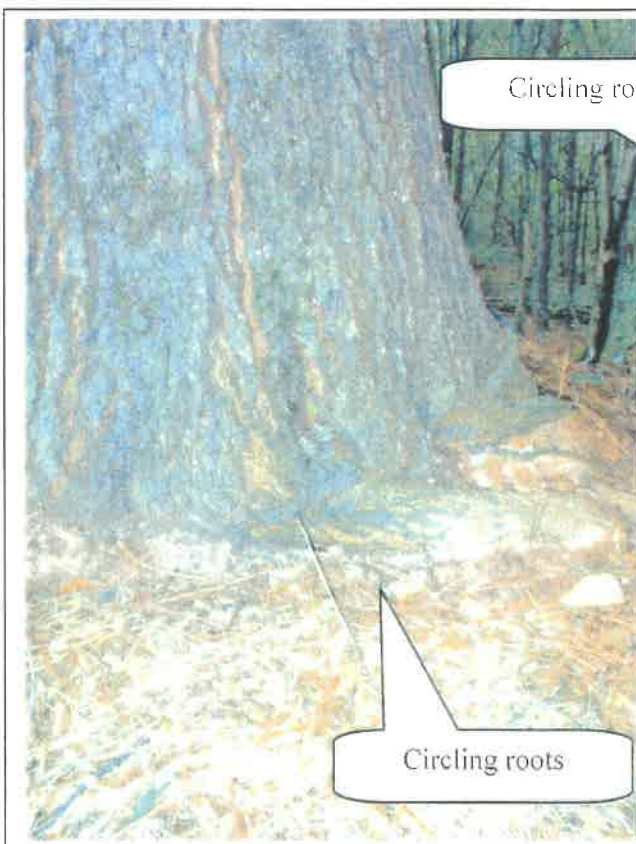
Included bark

Photo 45



Circling roots

Photo 46



Circling roots

Circling roots

Photo 47



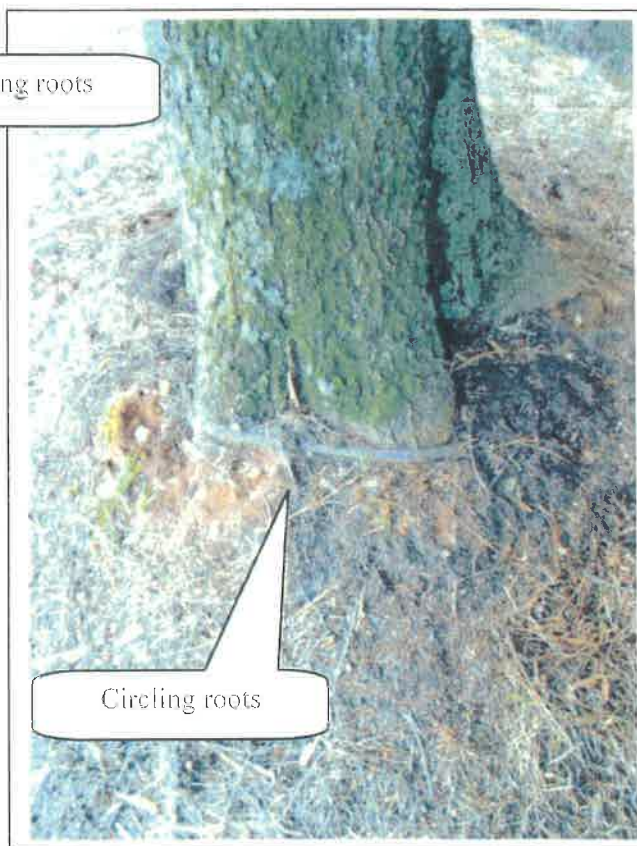
Fruiting bodies

Photo 48



Circling roots

Photo 49



Circling roots

Photo 50



Numerous trunk galls

Photo 51



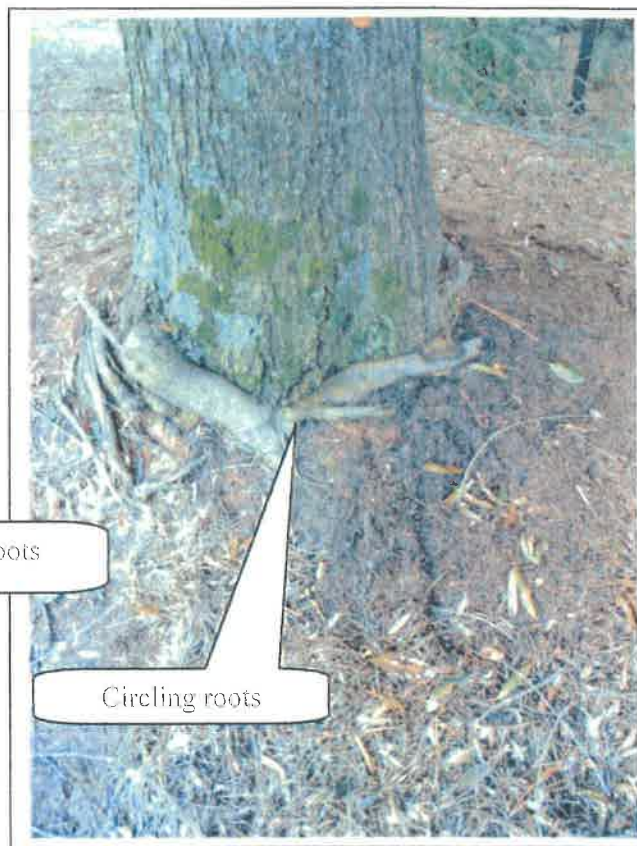
Fruiting bodies

Photo 52



Circling roots

Photo 53



Circling roots

Photo 54



Numerous trunk galls

Photo 55



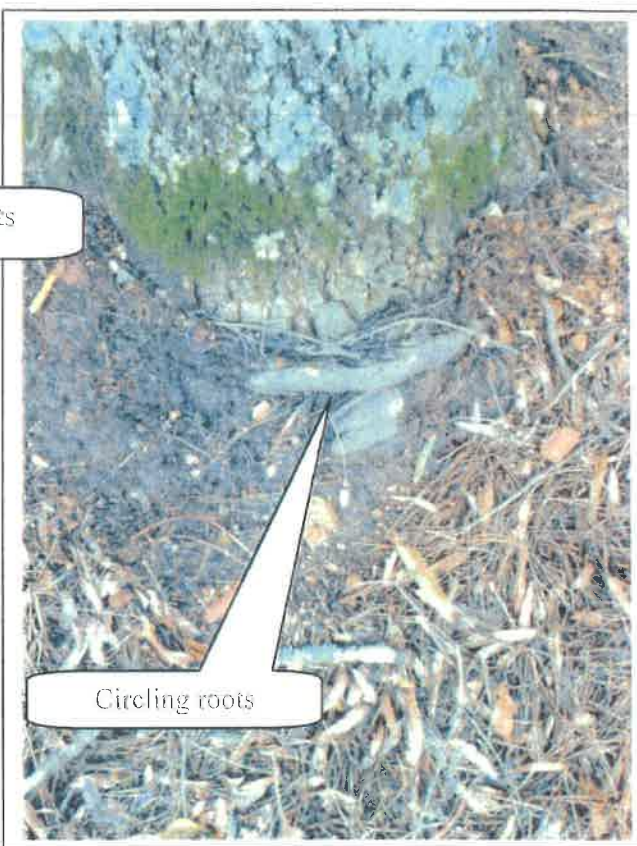
Circling roots

Photo 56



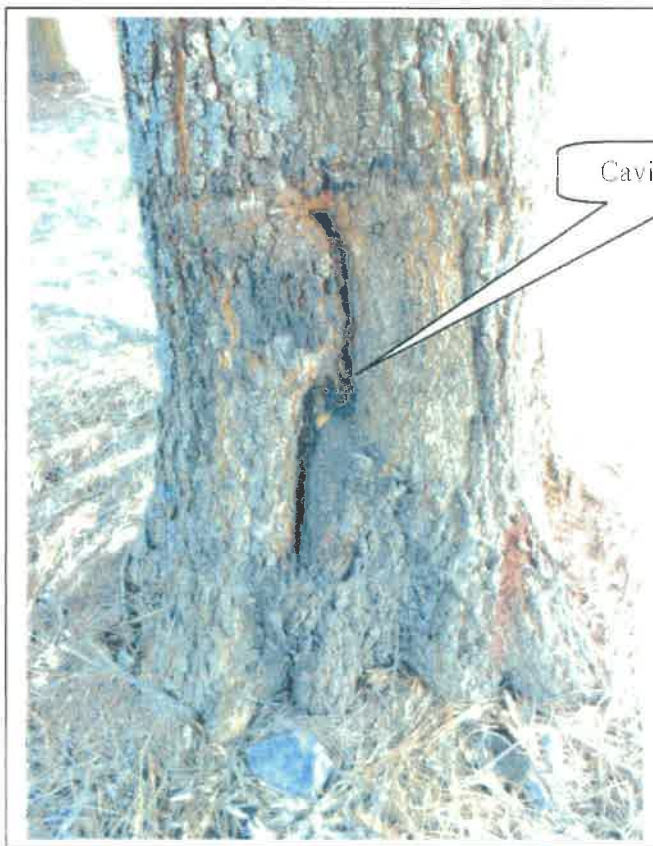
Circling roots

Photo 57



Circling roots

Photo 58



Cavity with decay

Photo 59



Circling roots

Photo 60



Photo 61

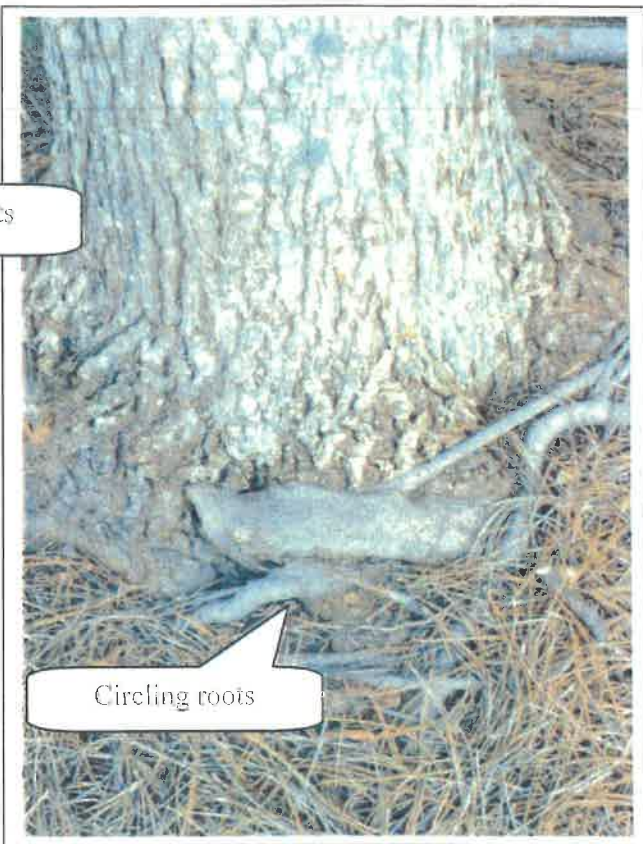


Photo 62



Photo 63



Photo 64



Circling roots

2 Trees grown together

Photo 65

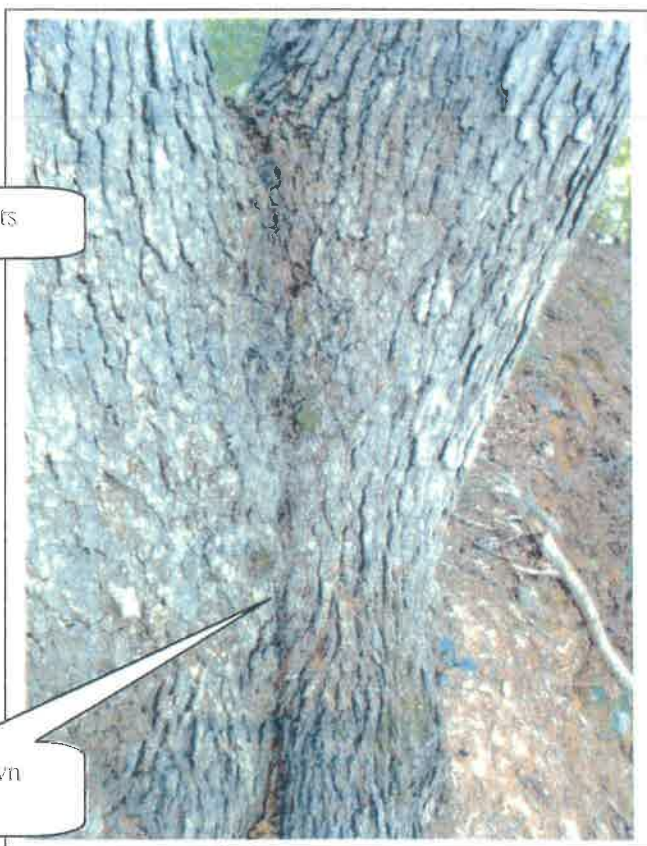


Photo 66



Severe undermining of tree

Photo 67



Fruiting body

Photo 68

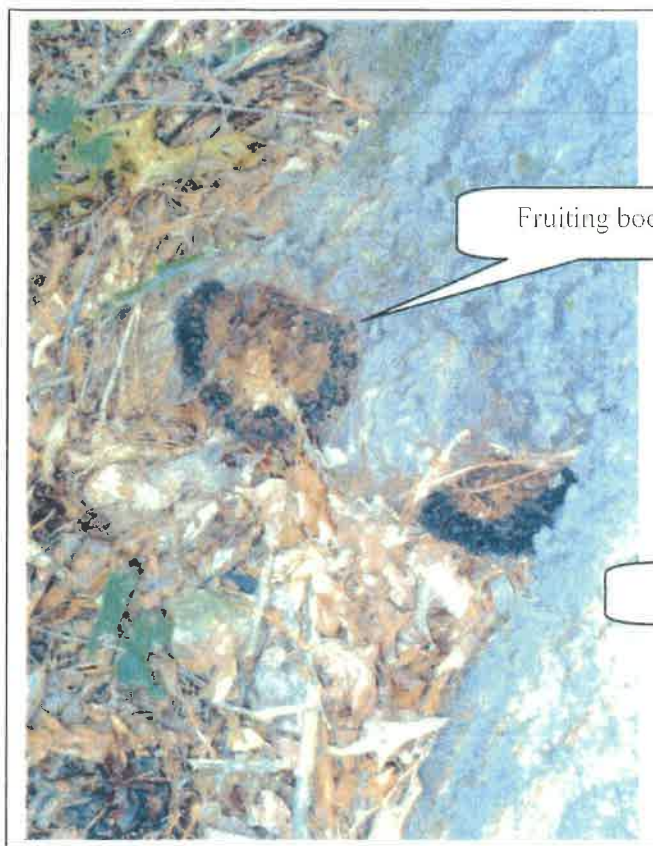


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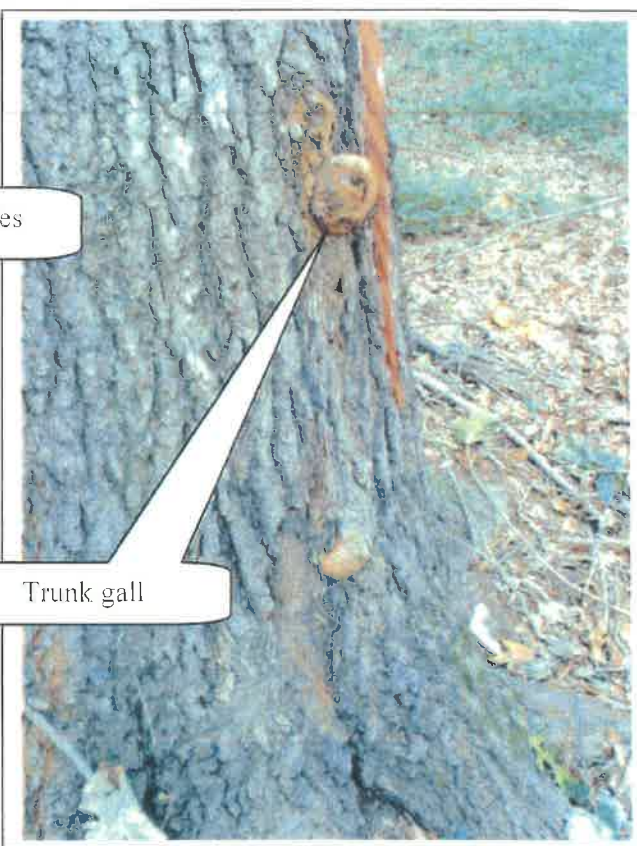


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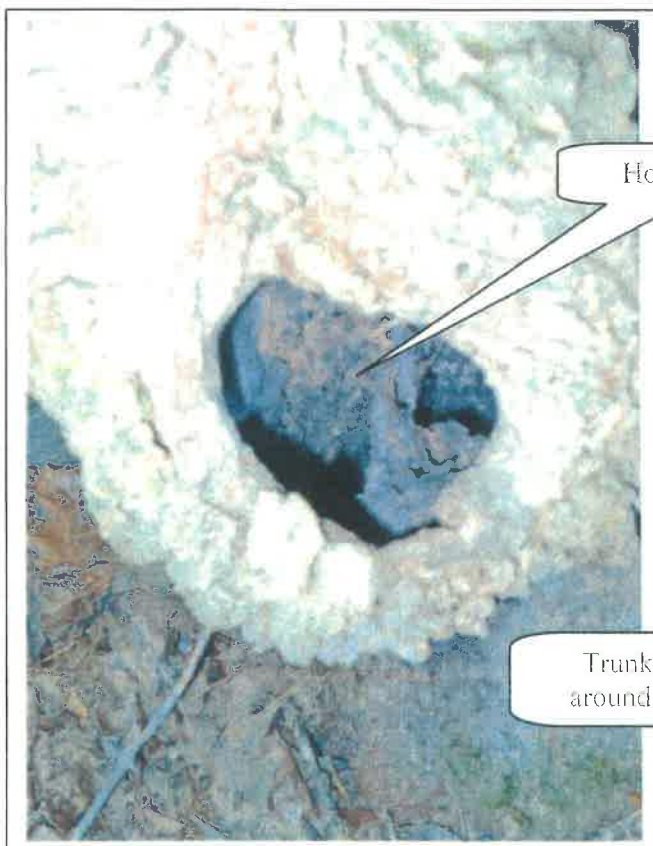


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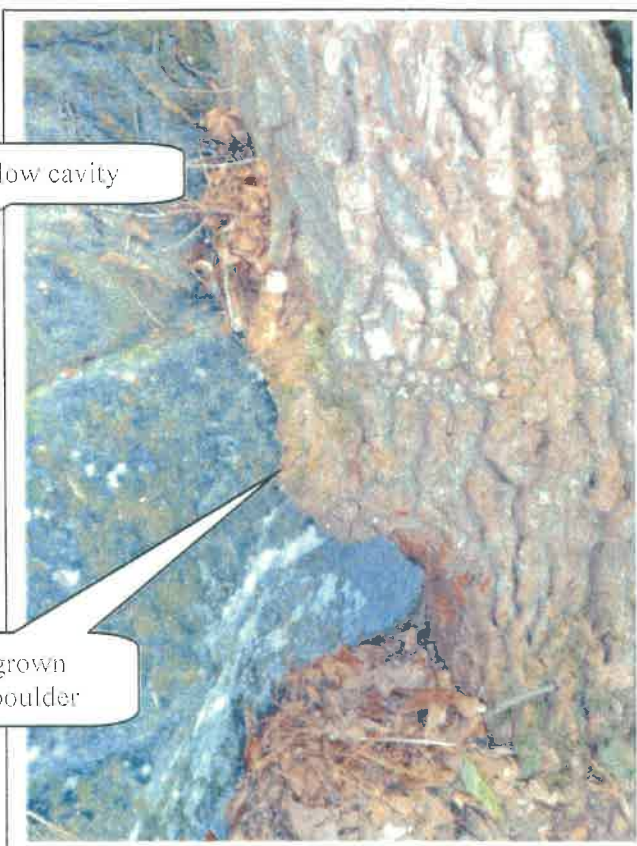
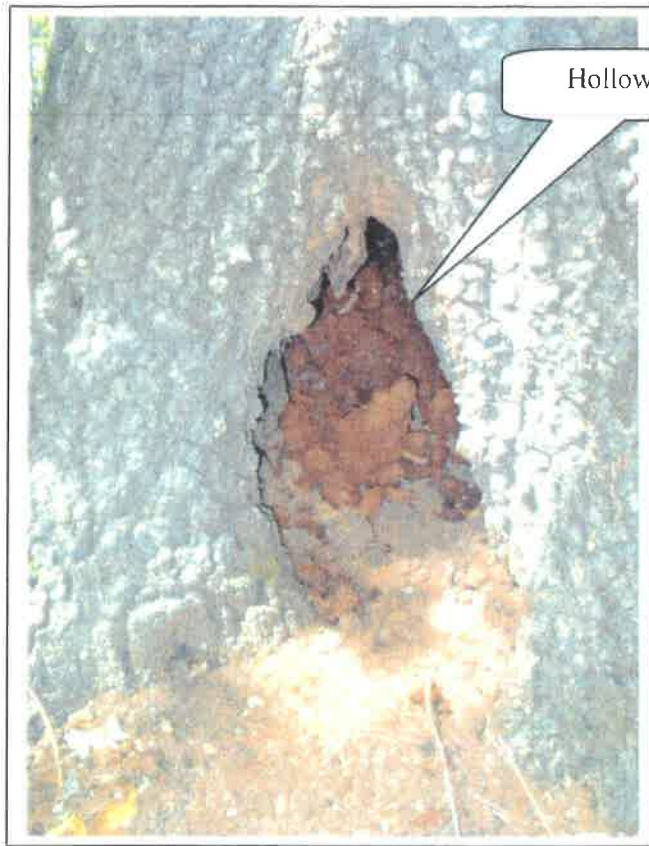
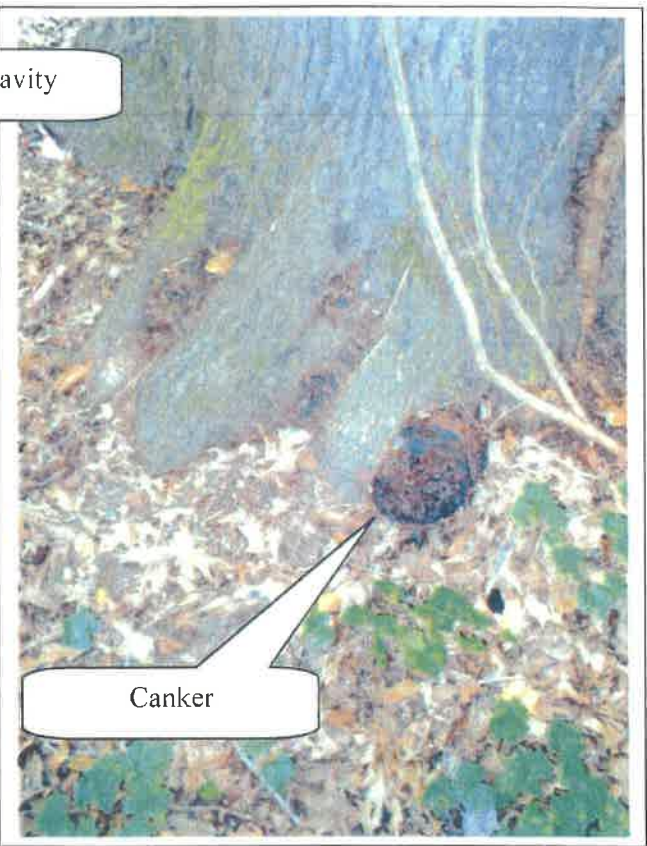


Photo 72



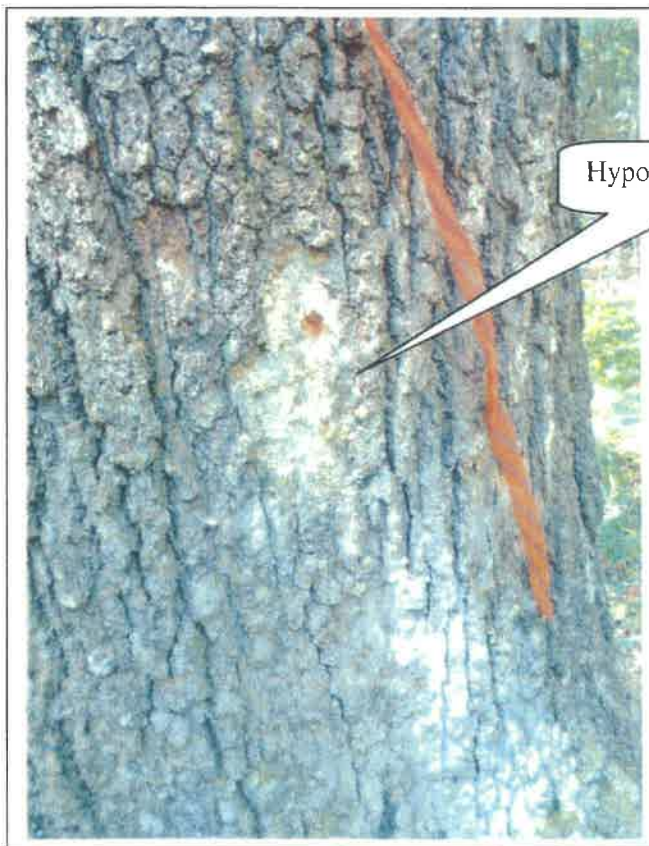
Hollow cavity

Photo 73



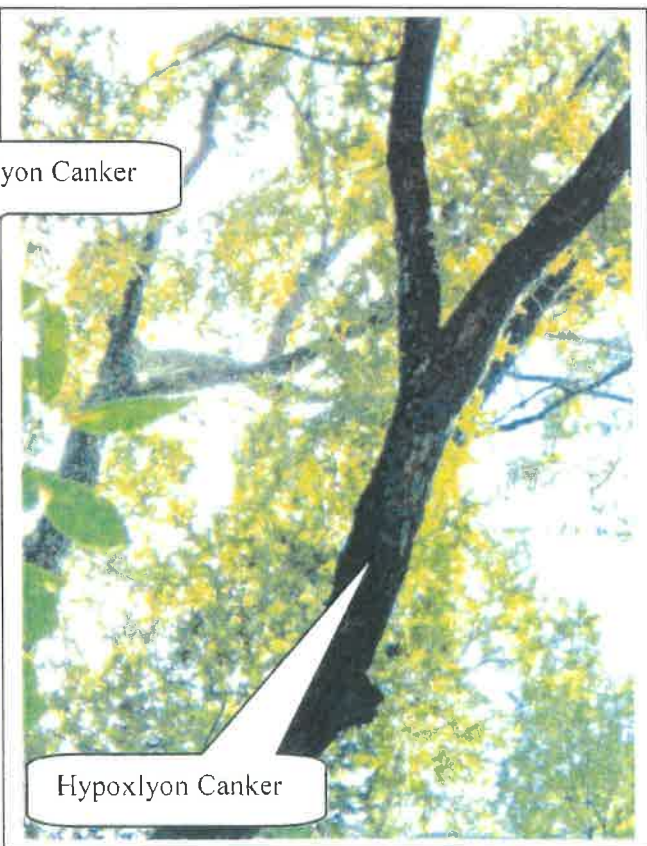
Canker

Photo 74



Hypoxylon Canker

Photo 75



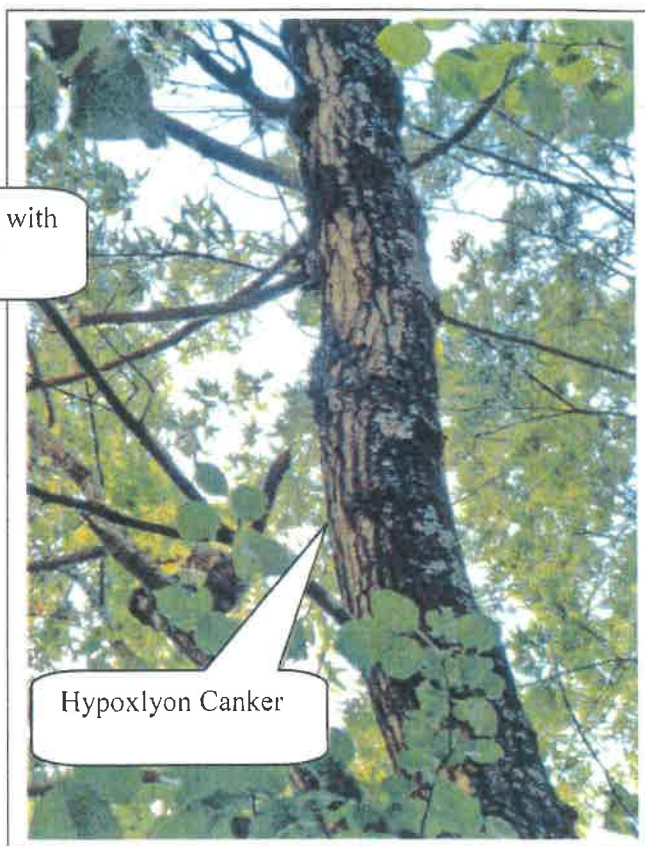
Hypoxylon Canker

Photo 76



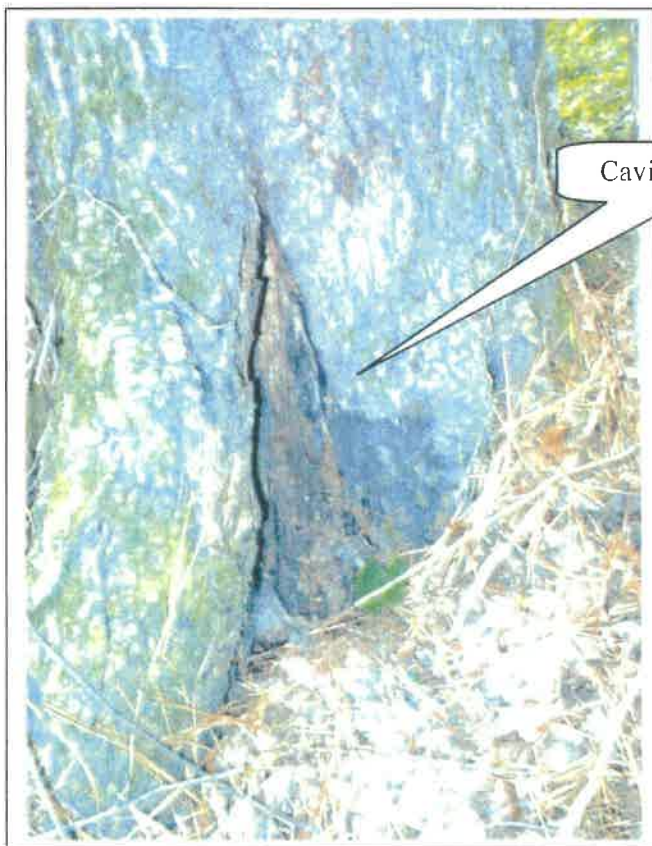
Distorted trunk with
trunk gall

Photo 77



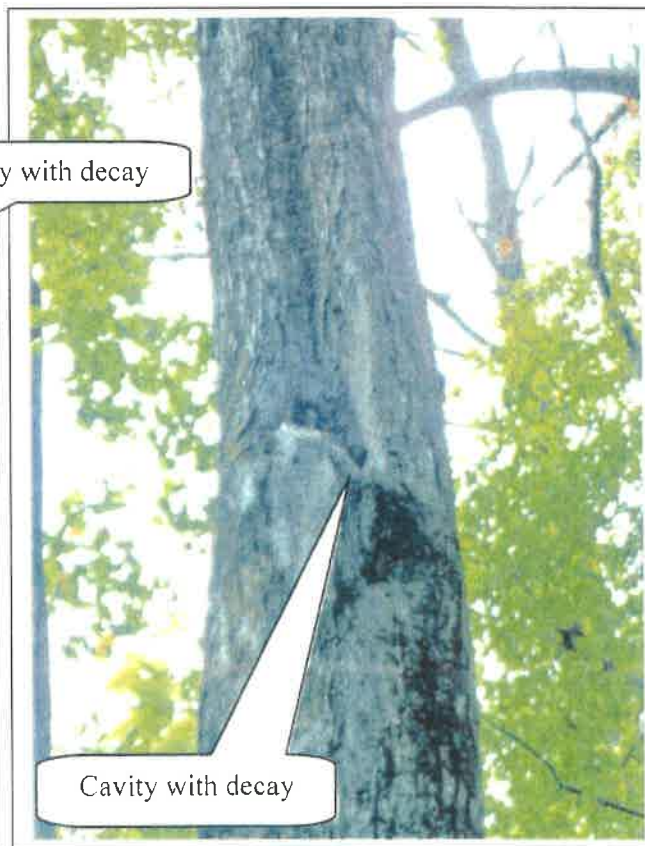
Hypoxylon Canker

Photo 78



Cavity with decay

Photo 79



Cavity with decay

Photo 80



Photo 81

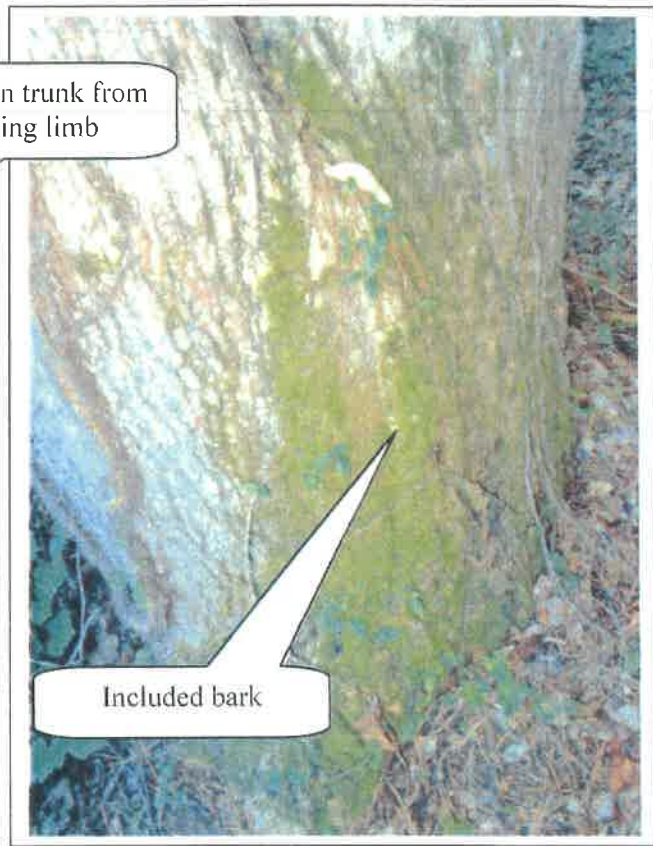


Photo 82

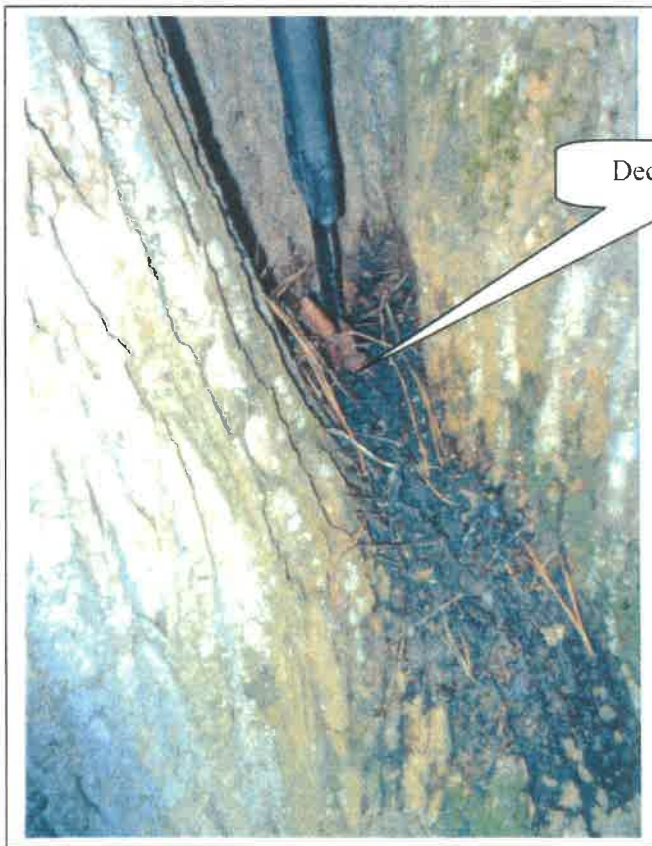


Photo 83

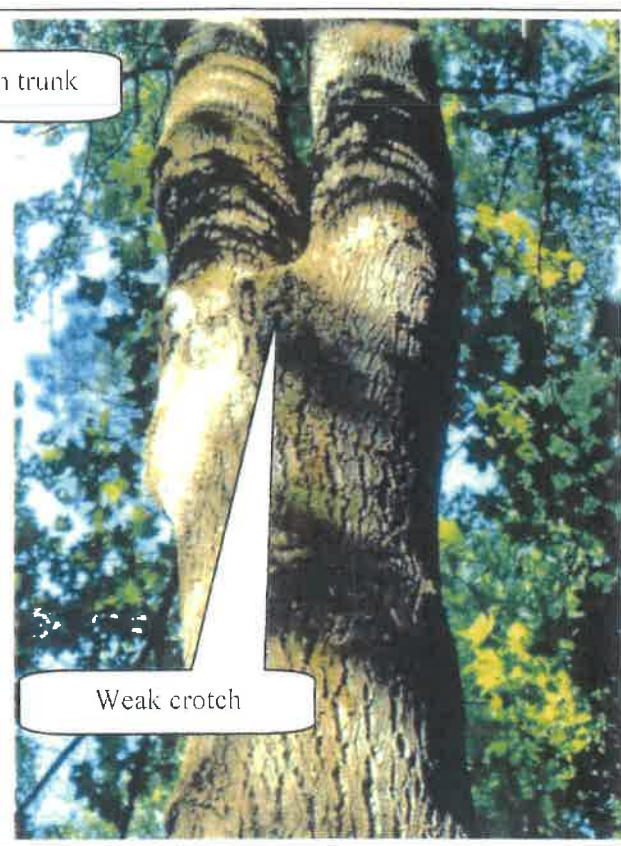


Photo 84



Barbwire in trunk

Photo 85



Weak crotch

Photo 86



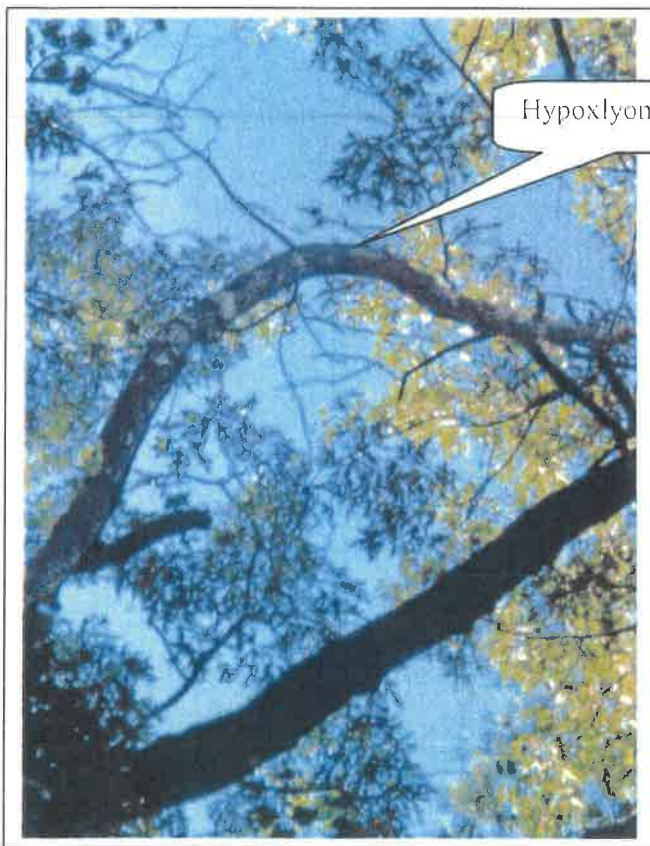
Severe lean

Photo 87



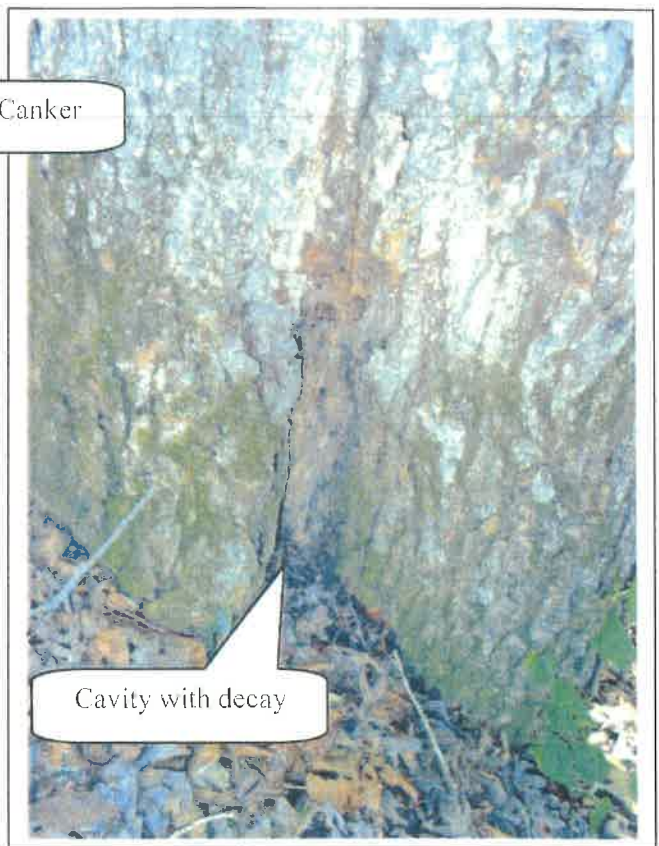
Phytophthora

Photo 88



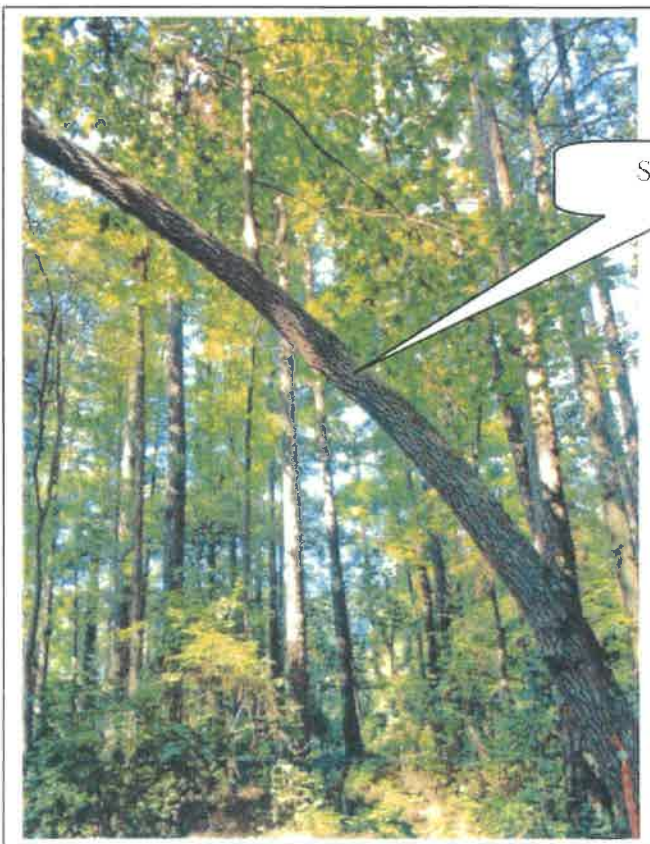
Hypoxylon Canker

Photo 89



Cavity with decay

Photo 90



Severe lean

Photo 91



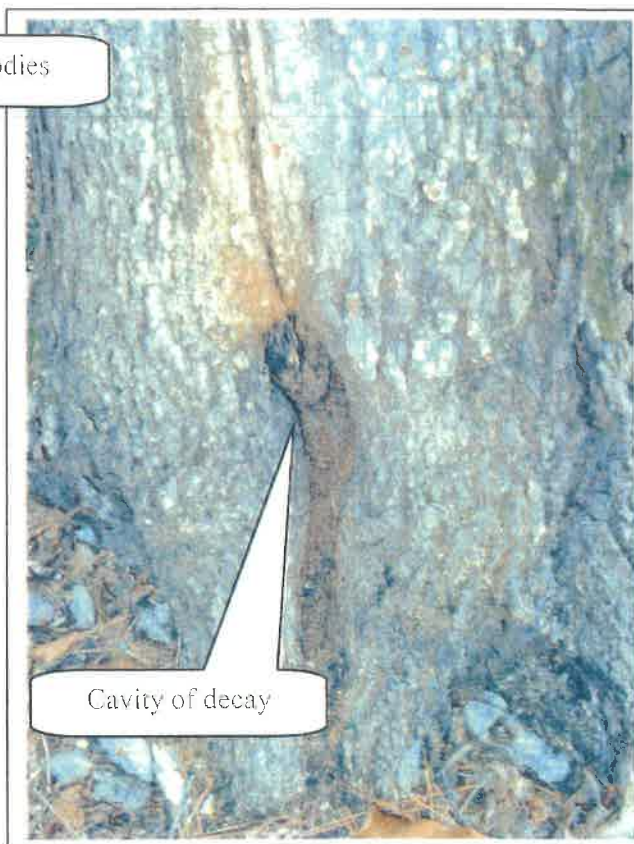
Cavity with decay

Photo 92



Fruiting bodies

Photo 93



Cavity of decay

Photo 94



Root damage

Photo 95



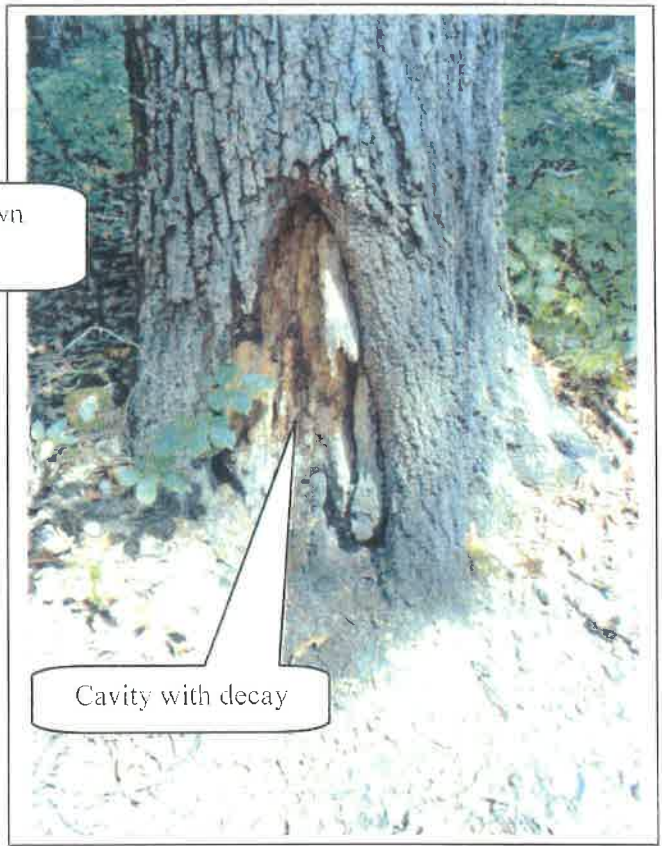
Included bark with
trunk gall in the
inclusion

Photo 96



2 Trees grown together

Photo 97



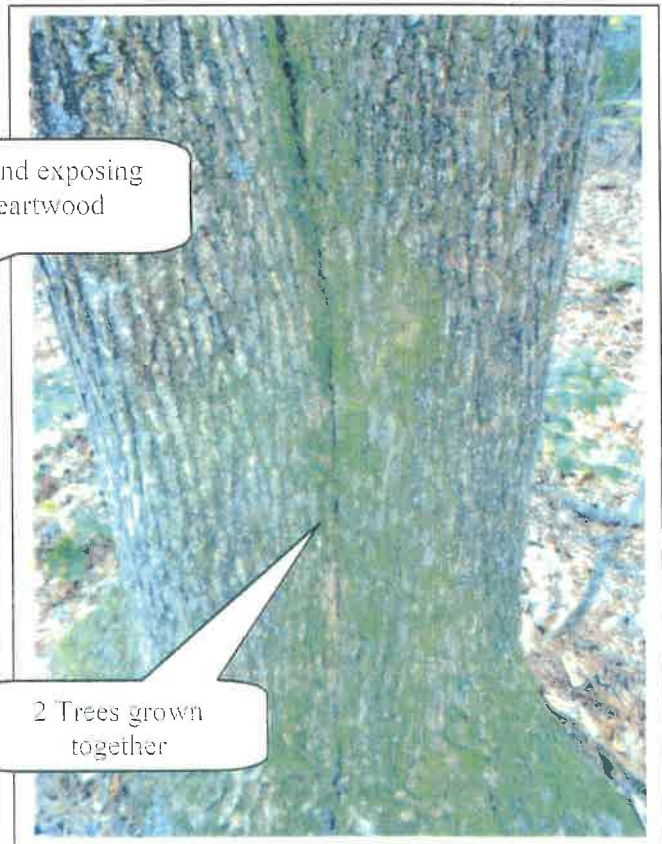
Cavity with decay

Photo 98



Wound exposing heartwood

Photo 99



2 Trees grown together

Photo 100

16-07-29-01 GA 400
Haynes Bridge Arborist
Report Alpharetta
Arborist Report

Reference UDC
Alpharetta, Georgia



Location Map



All of the following information is based upon visual field observations and 25 years of practical horticultural experience. No scientific or lab tests have been performed. I certify that all information in this report is true and inclusive to the best of my knowledge and is prepared in good faith.

Outdoor Spaces, LLC

By Scott Hall, Owner

On Site Specimen Evaluation Date: August 8, 10, 11, 16, 2016

Report Date: August 17, 2016

Revised Date:



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

Warranty Disclaimer:

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

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

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

Arborist Note:

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

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

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

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

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

ARTICLE III. LAND DEVELOPMENT ACTIVITIES

SECTION 3.2 TREE PROTECTION

3.2.1 DEFINITIONS

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

Diameter Breast-Height (DBH). The standard measure of overstory tree size (for trees existing on a site). The tree trunk is measured at a height of 4 ½ feet above the ground. If a tree splits into multiple trunks below 4 ½ feet, measure the trunk at its most narrow point beneath the split.

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

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

Specimen Tree. Any tree which qualifies for special consideration for preservation due to its size, type, condition, location or historical significance. See additional requirements for Specimen Trees in Appendix B.

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

Understory. Those trees that grow beneath the overstory, and will generally reach a mature height of under 40 feet.

APPENDIX A

SPECIMEN TREES

Some trees on a site warrant special consideration and encouragement for conservation. These trees are referred to as Specimen Trees.

The following criteria are used by the Director to identify specimen trees.

A Specimen Tree is any tree which qualifies for special consideration for preservation due to its size, type, condition, location, or historical significance and is determined by the City Arborist, prior to development, to be in overall good health without the aid of a specialized care plan according to accepted ISA practices, and which also meets the minimum size criteria set forth below.

Size Criteria

Pine Trees: 30-inch (30") diameter or larger Overstory Trees: 24-inch (24") diameter or larger Understory Trees: 8-inch (8") diameter or larger

In order to encourage the conservation of Specimen Trees and the incorporation of these trees into the design of projects, additional density credit will be given for Specimen Trees, which are successfully saved by a design feature specifically designated for such purpose. Credit for any Specimen Tree thus saved would be two (2) times the assigned unit value shown in Table 3.4. The Critical Root Zone of Specimen Trees will be protected with hog-back/wire-back tree save fencing with metal support poles.

If a Specimen Tree is to be removed, a plan or written document indicating the reason for the removal must be submitted to the Director.

Specimen Trees that cannot be saved (see Section 3.2.13) must be replaced with trees having three (3) times the unit value of the tree removed with a minimum four-inch (4") tree caliper by species with potentials for comparable size and quality.

Any Specimen Tree which is removed without the appropriate review and approval of the Director must be replaced by trees with a total density equal to eight (8) times the unit value of the tree removed with a minimum four-inch (4") tree caliper. Size alone will determine whether a tree was a specimen quality if the tree is removed without approval and there is no evidence of its condition. Violations will be subject to the applicable penalties as described in Section 3.2.19.

Specimen Analysis							(General
Observations: The site is broken into 3 zones. The wooded zone appears to be in between Pioneer and Climax phase of succession. The site is dominated with Overstory Oaks, Hickories and Pines. Numerous understory trees such as; Sourwoods, Dogwoods and Black Cherries are throughout the zone. The are numerous Oak species with age that are standing dead, a strong indication of some sort of disease or blight impacting this site. There are several of these trees alive and dead with symptoms of Hypoxylon Canker. One zone has been cleared and is just underbrush. The last zone has been developed as and office building with parking. The zone has numerous landscape trees with the trees on the edge of this zone are of good quality and the parking tree are sadly in decline.)							
Tree #	Size/ Species	Health Condition	Structural Condition	Specimen	Comments	Photo # (See Attached)	Is tree a design consideration
302	11" Red Maple	Good	Good	No	Landscape Tree		No
303	19" Crape Myrtle	Good	Good	Yes			Yes
304	21" Willow Oak	Good	Good	No	Landscape Tree		Yes
305	18" Crape Myrtle	Good	Good	Yes			Yes
306	18" Crape Myrtle	Good	Good	Yes			Yes
307	15" Crape Myrtle	Good	Good	Yes			Yes
308	3" Red Maple	Good	Good	No	Landscape Tree		No
309	8" Red Maple	Good	Good	No	Landscape Tree		No
310	8" Red Maple	Good	Good	No	Landscape Tree		No
311	8" Red Maple	Good	Good	No	Landscape Tree		No
312	8" Red Maple	Good	Good	No	Landscape Tree		No
313	8" Red Maple	Good	Good	No	Landscape Tree		No
314	8" Red Maple	Good	Good	No	Landscape Tree		No
315	8" Red Maple	Good	Good	No	Landscape Tree		No
316	8" Red Maple	Good	Good	No	Landscape Tree		No
317	8" Red Maple	Good	Good	No	Landscape Tree		No
318	8" Red Maple	Good	Good	No	Landscape Tree		No
319	11" Red Maple	Good	Good	No	Landscape Tree		No
320	11" Red Maple	Good	Good	No	Landscape Tree		No
321	5" Zelkova	Fair	Fair	No	Landscape Tree. Has out grown landscape island. Lichen on trunk, an indication of poor growth.		No
322	5" Zelkova	Poor	Poor	No	Landscape Tree. Has out grown landscape island. Severe tip die back. Cavity at base of tree. Lichen on trunk, an indication of poor growth.	1	No
323	5" Zelkova	Poor	Poor	No	Landscape Tree. Has out grown landscape island. Severe tip die back. Lichen on trunk, an indication of poor growth.	2	No
324	4" Red Maple	Good	Good	No	Landscape Tree		No
325	5" Zelkova	Poor	Poor	No	Landscape Tree. Has out grown landscape island. Severe tip die back. Lichen on trunk, an indication of poor growth.	3	No
326	5" Zelkova	Poor	Poor	No	Landscape Tree. Has out grown landscape island. Severe tip die back. Lichen on trunk, an indication of poor growth.	4	No
327	5" Zelkova	Poor	Poor	No	Landscape Tree. Has out grown landscape island. Severe tip die back. Lichen on trunk, an indication of poor growth.	5	No
328	5" Zelkova	Poor	Poor	No	Landscape Tree. Has out grown landscape island. Severe tip die back. Split in trunk.	6-7	No
329	5" Zelkova	Poor	Poor	No	Landscape Tree. Has out grown landscape island. Severe tip die back. Lichen on trunk, an indication of poor growth.	8	No

Specimen Analysis							(General
Observations: The site is broken into 3 zones. The wooded zone appears to be in between Pioneer and Climax phase of succession. The site is dominated with Overstory Oaks, Hickories and Pines. Numerous understory trees such as; Sourwoods, Dogwoods and Black Cherries are throughout the zone. There are numerous Oak species with age that are standing dead, a strong indication of some sort of disease or blight impacting this site. There are several of these trees alive and dead with symptoms of Hypoxylon Canker. One zone has been cleared and is just underbrush. The last zone has been developed as and office building with parking. The zone has numerous landscape trees with the trees on the edge of this zone are of good quality and the parking tree are sadly in decline.)							
Tree #	Size/ Species	Health Condition	Structural Condition	Specimen	Comments	Photo # (See Attached)	Is tree a design consideration
330	10" Willow Oak	Fair	Fair	No	Landscape Tree. Thin canopy an indication tree has out grown landscape island.		No
331	10" Willow Oak	Fair	Fair	No	Landscape Tree. Thin canopy an indication tree has out grown landscape island.		No
332	13" Willow Oak	Fair	Fair	No	Landscape Tree. Improper pruning for parking lights. Thin canopy an indication tree has out grown landscape island.		No
333	12" Willow Oak	Fair	Fair	No	Landscape Tree. Improper pruning for parking lights. Thin canopy an indication tree has out grown landscape island.		No
334	10" Willow Oak	Fair	Fair	No	Landscape Tree. Thin canopy an indication tree has out grown landscape island.		No
335	11" Willow Oak	Fair	Fair	No	Landscape Tree. Thin canopy an indication tree has out grown landscape island.		No
336	11" Willow Oak	Fair	Fair	No	Landscape Tree. Thin canopy an indication tree has out grown landscape island.		No
337	9" Willow Oak	Fair	Fair	No	Landscape Tree. Thin canopy an indication tree has out grown landscape island.		No
338	10" Willow Oak	Fair	Fair	No	Landscape Tree. Improper pruning for parking lights. Thin canopy an indication tree has out grown landscape island.		No
339	10" Willow Oak	Fair	Fair	No	Landscape Tree. Improper pruning for parking lights. Thin canopy an indication tree has out grown landscape island.		No
340	4" Trident Maple	Poor	Poor	No	Landscape Tree. Several cavities. Tree staking strap grown into trunk. Severe tip die back. Tree has out grown landscape island.	9-11	No
341	4" Trident Maple	Poor	Poor	No	Landscape Tree. Tree has out grown landscape island.		No
342	4" Trident Maple	Fair	Fair	No	Landscape Tree. Several cavities. Severe tip die back. Tree has out grown landscape island.	12-13	No
343	4" Trident Maple	Poor	Poor	No	Landscape Tree. Early change of leaf color, an indication of stress. Tree has out grown landscape island.		No
344	4" Trident Maple	Poor	Poor	No	Landscape Tree. Tree has out grown landscape island.		No
345	6" Red Maple	Fair	Fair	No	Landscape Tree. Tree has out grown landscape island.		No

Specimen Analysis							(General)
Observations: The site is broken into 3 zones. The wooded zone appears to be in between Pioneer and Climax phase of succession. The site is dominated with Overstory Oaks, Hickories and Pines. Numerous understory trees such as; Sourwoods, Dogwoods and Black Cherries are throughout the zone. The are numerous Oak species with age that are standing dead, a strong indication of some sort of disease or blight impacting this site. There are several of these trees alive and dead with symptoms of Hypoxylon Canker. One zone has been cleared and is just underbrush. The last zone has been developed as and office building with parking. The zone has numerous landscape trees with the trees on the edge of this zone are of good quality and the parking tree are sadly in decline.)							
Tree #	Size/ Species	Health Condition	Structural Condition	Specimen	Comments	Photo # (See Attached)	Is tree a design consideration
346	6" Zelkova	Poor	Poor	No	Landscape Tree. Has out grown landscape island. Severe tip die back. Split in trunk. Lichen on trunk, an indication of poor growth.	14-15	No
347	6" Zelkova	Poor	Poor	No	Landscape Tree. Has out grown landscape island. Severe tip die back. Lichen on trunk, an indication of poor growth.	16	No
348	6" Zelkova	Poor	Poor	No	Landscape Tree. Has out grown landscape island. Severe tip die back. Split in trunk. Lichen on trunk, an indication of poor growth.	17-18	No
349	6" Zelkova	Poor	Poor	No	Landscape Tree. Has out grown landscape island. Cavity exposing heartwood. Severe tip die back. Lichen on trunk, an indication of poor growth.	19-20	No
350	7" Zelkova	Poor	Poor	No	Landscape Tree. Has out grown landscape island. Cavity with decay. Severe tip die back. Lichen on trunk, an indication of poor growth.	21-22	No
351	16" Willow Oak	Good	Good	No	Landscape Tree.		No
352	11" Willow Oak	Fair	Fair	No	Landscape Tree. Has out grown landscape island. Lichen on trunk, an indication of poor growth.		No
353	11" Willow Oak	Fair	Fair	No	Landscape Tree. Has out grown landscape island. Lichen on trunk, an indication of poor growth.		No
354	13" Willow Oak	Fair	Fair	No	Landscape Tree. Improper pruning for parking lights. Has out grown landscape island. Lichen on trunk, an indication of poor growth.		No
355	13" Willow Oak	Fair	Fair	No	Landscape Tree. Improper pruning for parking lights. Has out grown landscape island. Lichen on trunk, an indication of poor growth.		No
356	11" Willow Oak	Fair	Fair	No	Landscape Tree. Has out grown landscape island. Lichen on trunk, an indication of poor growth.		No
357	11" Willow Oak	Fair	Fair	No	Landscape Tree. Has out grown landscape island. Lichen on trunk, an indication of poor growth.		No
358	12" Willow Oak	Fair	Fair	No	Landscape Tree. Improper pruning for parking lights. Has out grown landscape island. Lichen on trunk, an indication of poor growth.		No
359	11" Willow Oak	Fair	Fair	No	Landscape Tree. Improper pruning for parking lights. Has out grown landscape island. Lichen on trunk, an indication of poor growth.		No

Specimen Analysis							(General)
Observations: The site is broken into 3 zones. The wooded zone appears to be in between Pioneer and Climax phase of succession. The site is dominated with Overstory Oaks, Hickories and Pines. Numerous understory trees such as; Sourwoods, Dogwoods and Black Cherries are throughout the zone. The are numerous Oak species with age that are standing dead, a strong indication of some sort of disease or blight impacting this site. There are several of these trees alive and dead with symptoms of Hypoxylon Canker. One zone has been cleared and is just underbrush. The last zone has been developed as and office building with parking. The zone has numerous landscape trees with the trees on the edge of this zone are of good quality and the parking tree are sadly in decline.)							
Tree #	Size/ Species	Health Condition	Structural Condition	Specimen	Comments	Photo # (See Attached)	Is tree a design consideration
360	14" Willow Oak	Good	Good	No	Landscape Tree.		No
361	10" Red Maple	Fair	Fair	No	Landscape Tree.Has out grown landscape island. Lichen on trunk, an indication of poor growth.		No
362	5" Zelkova	Poor	Poor	No	Landscape Tree. Has out grown landscape island. Severe tip die back. Lichen on trunk, an indication of poor growth.	23	No
363	5" Zelkova	Poor	Poor	No	Landscape Tree. Has out grown landscape island. Severe tip die back. Lichen on trunk, an indication of poor growth.	24	No
364	9" Red Maple	Fair	Fair	No	Landscape Tree.Has out grown landscape island. Lichen on trunk, an indication of poor growth.		No
365	8" Red Maple	Fair	Fair	No	Landscape Tree. Has out grown landscape island. Severe tip die back. Lichen on trunk, an indication of poor growth.		No
366	5" Zelkova	Poor	Poor	No	Landscape Tree. Has out grown landscape island. Severe tip die back. Lichen on trunk, an indication of poor growth.	25	No
367	5" Zelkova	Poor	Poor	No	Landscape Tree. Has out grown landscape island. Severe tip die back. Lichen on trunk, an indication of poor growth.	26	No
368	5" Zelkova	Poor	Poor	No	Landscape Tree. Has out grown landscape island. Severe tip die back. Lichen on trunk, an indication of poor growth.		No
369	5" Zelkova	Poor	Poor	No	Landscape Tree. Cavity exposing heartwood. Has out grown landscape island. Severe tip die back. Lichen on trunk, an indication of poor growth.	27-28	No
370	5" Zelkova	Poor	Poor	No	Landscape Tree. Has out grown landscape island. Severe tip die back. Lichen on trunk, an indication of poor growth.		No
371	14" Red Maple	Good	Good	No	Landscape Tree.		No
372	9" Red Maple	Good	Good	No	Landscape Tree.		No

(General

[illegible]

Specimen Analysis							(General)
Observations: The site is broken into 3 zones. The wooded zone appears to be in between Pioneer and Climax phase of succession. The site is dominated with Overstory Oaks, Hickories and Pines. Numerous understory trees such as; Sourwoods, Dogwoods and Black Cherries are throughout the zone. The are numerous Oak species with age that are standing dead, a strong indication of some sort of disease or blight impacting this site. There are several of these trees alive and dead with symptoms of Hypoxylon Canker. One zone has been cleared and is just underbrush. The last zone has been developed as and office building with parking. The zone has numerous landscape trees with the trees on the edge of this zone are of good quality and the parking tree are sadly in decline.)							
Tree #	Size/ Species	Health Condition	Structural Condition	Specimen	Comments	Photo # (See Attached)	Is tree a design consideration
411	29" Pine	Good	Good	No	Boundary Tree.		Yes
412	20" Red Maple	Fair	Fair	No	Boundary Tree.		No
413	25" Pine	Good	Good	No	Boundary Tree.		Yes
414	28" Pine	Good	Good	No	Boundary Tree.		Yes
415	28" Pine	Good	Good	No	Boundary Tree.		Yes
416	30" Pine	Good	Good	Yes			Yes
417	22" Pine	Good	Good	No	Boundary Tree.		Yes
418	11" Red Maple	Good	Good	No	Landscape Tree.		No
(A)	9"-20" Bald Cypress	Good	Good	No	8 Trees of Quality		Yes
419	22" River Birch	Good	Good	No	Tree of Quality		Yes
420	16" Crape Myrtle	Good	Good	Yes			Yes
421	13" Crape Myrtle	Good	Good	Yes			Yes
422	17" Crape Myrtle	Good	Good	Yes			Yes
423	17" Crape Myrtle	Good	Good	Yes			Yes
424	17" Crape Myrtle	Good	Good	Yes			Yes
425	9" Crape Myrtle	Good	Good	Yes			Yes
426	9" Crape Myrtle	Good	Good	Yes			Yes
427	9" Crape Myrtle	Good	Good	Yes			Yes
428	9" Crape Myrtle	Good	Good	Yes			Yes
429	9" Crape Myrtle	Good	Good	Yes			Yes
430	9" Crape Myrtle	Good	Good	Yes			Yes
431	13" Crape Myrtle	Good	Good	Yes			Yes
432	12" Crape Myrtle	Good	Good	Yes			Yes
433	9" Red Maple	Good	Good	No	Landscape Tree		Yes
434	8" Dogwood	Fair	Fair	Yes	Some dieback		Yes
435	9" Japanese Maple	Good	Good	Yes			Yes
436	12" Red Maple	Good	Good	No	Landscape Tree		Yes
437	19" Willow Oak	Good	Poor	No	Landscape Tree. Circling roots impacting structural system of tree.	35	No
438	9" Dogwood	Poor	Poor	No	Hollow cavity and dieback.	36	No
439	14" Red Maple	Good	Poor	No	Landscape Tree. Circling roots impacting structural system of tree.	37	No
440	10" Red Maple	Good	Poor	No	Landscape Tree. Circling roots impacting structural system of tree.	38	No
441	14" Chinese Elm	Poor	Poor	No	Landscape Tree. Severe cankers on trunk.	39	No
442	14" Willow Oak	Good	Good	No	Landscape Tree		Yes
443	11" Red Maple	Poor	Poor	No	Landscape Tree. Main Trunk has Phytophthora. Fruiting bodies on root system. Circling roots impacting structural system of tree.	40-41	No
444	19" Willow Oak	Good	Good	No	Landscape Tree		Yes
445	20" Crape Myrtle	Good	Good	Yes			Yes
446	8" East Palatka Holly	Good	Good	Yes			Yes
447	13" Crape Myrtle	Good	Good	Yes			Yes
448	15" Nuttall Oak	Good	Good	No	Tree of Quality		Yes
449	12" Nuttall Oak	Good	Good	No	Tree of Quality		Yes
450	13" Crape Myrtle	Good	Good	Yes			Yes

Specimen Analysis							(General
Observations: The site is broken into 3 zones. The wooded zone appears to be in between Pioneer and Climax phase of succession. The site is dominated with Overstory Oaks, Hickories and Pines. Numerous understory trees such as; Sourwoods, Dogwoods and Black Cherries are throughout the zone. The are numerous Oak species with age that are standing dead, a strong indication of some sort of disease or blight impacting this site. There are several of these trees alive and dead with symptoms of Hypoxylon Canker. One zone has been cleared and is just underbrush. The last zone has been developed as and office building with parking. The zone has numerous landscape trees with the trees on the edge of this zone are of good quality and the parking tree are sadly in decline.)							
Tree #	Size/ Species	Health Condition	Structural Condition	Specimen	Comments	Photo # (See Attached)	Is tree a design consideration
451	16" Water Oak	Good	Good	No	Tree of Quality		Yes
452	11" Red Maple	Good	Good	No	Tree of Quality		Yes
453	14" Nuttall Oak	Good	Good	No	Tree of Quality		Yes
454	16" Nuttall Oak	Good	Good	No	Tree of Quality		Yes
455	11" Crape Myrtle	Good	Good	Yes			Yes
636	13" Crape Myrtle	Good	Good	Yes			Yes
456	13" Nuttall Oak	Good	Good	No	Tree of Quality		Yes
457	12" Crape Myrtle	Good	Good	Yes			Yes
458	16" Crape Myrtle	Good	Good	Yes			Yes
459	9" Red Maple	Good	Good	No	Tree of Quality		Yes
460	9" Red Maple	Good	Good	No	Tree of Quality		Yes
461	7" Red Maple	Good	Good	No	Tree of Quality		Yes
462	15" Nuttall Oak	Good	Good	No	Tree of Quality		Yes
463	13" Nuttall Oak	Good	Good	No	Tree of Quality		Yes
464	7" Nuttall Oak	Good	Good	No	Tree of Quality		Yes
465	7" Nuttall Oak	Good	Good	No	Tree of Quality		Yes
466	14" Crape Myrtle	Good	Good	Yes			Yes
467	8" Red Maple	Good	Good	No	Tree of Quality		Yes
468	20" White Oak	Good	Good	No	Tree of Quality		Yes
469	22" White Oak	Good	Good	No	Tree of Quality		Yes
825	16" Sourwood	Good	Good	Yes			Yes
826	11" Sourwood	Good	Good	Yes			Yes
470	12" Nuttall Oak	Good	Good	No	Tree of Quality		Yes
471	17" Riverbirch	Good	Good	No	Tree of Quality		Yes
472	14" Crape Myrtle	Good	Good	Yes			Yes
473	28" Scarlett Oak	Good	Good	Yes			Yes
474	28" Tulip Poplar	Poor	Poor	No	Large cavity with decay.	42	No
475	38" Tulip Poplar	Poor	Poor	No	2 Co-Dominate Leaders with included bark. Due the species, a multi-stem tree at or near the base of the tree is undesirable and a life safety issue. Trunk gall. Trunk sound hollow.	43-44	No
476	38" Tulip Poplar	Poor	Poor	No	2 Co-Dominate Leaders with included bark. Due the species, a multi-stem tree at or near the base of the tree is undesirable and a life safety issue.	45	No
477	9" Dogwood	Good	Good	Yes			Yes
478	19" Crape Myrtle	Good	Good	Yes			Yes
479	14" Crape Myrtle	Good	Good	Yes			Yes
480	14" Crape Myrtle	Good	Good	Yes			Yes
481	15" Crape Myrtle	Good	Good	Yes			Yes
482	15" Crape Myrtle	Good	Good	Yes			Yes
483	3" Dogwood	Good	Good	No	Landscape Tree		Yes
484	4" Red Bud	Good	Good	No	Landscape Tree		Yes
485	7" Crape Myrtle	Good	Good	No	Landscape Tree		Yes
486	4" Dogwood	Good	Good	No	Landscape Tree		Yes
487	4" Red Bud	Good	Good	No	Landscape Tree		Yes
488	6" Red Maple	Good	Good	No	Landscape Tree		Yes

Specimen Analysis

(General)

Observations: The site is broken into 3 zones. The wooded zone appears to be in between Pioneer and Climax phase of succession. The site is dominated with Overstory Oaks, Hickories and Pines. Numerous understory trees such as; Sourwoods, Dogwoods and Black Cherries are throughout the zone. There are numerous Oak species with age that are standing dead, a strong indication of some sort of disease or blight impacting this site. There are several of these trees alive and dead with symptoms of Hypoxylon Canker. One zone has been cleared and is just underbrush. The last zone has been developed as an office building with parking. The zone has numerous landscape trees with the trees on the edge of this zone are of good quality and the parking tree are sadly in decline.)

Tree #	Size/ Species	Health Condition	Structural Condition	Specimen	Comments	Photo # (See Attached)	Is tree a design consideration
489	8" Red Maple	Good	Good	No	Landscape Tree		Yes
490	16" Crape Myrtle	Good	Good	Yes			Yes
491	16" Crape Myrtle	Good	Good	Yes			Yes
492	16" Crape Myrtle	Good	Good	Yes			Yes
493	12" Red Maple	Good	Good	No	Landscape Tree		Yes
494	7" Fosterii Holly	Good	Good	No	Landscape Tree		Yes
495	4" Fosterii Holly	Good	Good	No	Landscape Tree		Yes
496	6" Fosterii Holly	Good	Good	No	Landscape Tree		Yes
497	17" Willow Oak	Good	Good	No	Landscape Tree		Yes
498	16" Crape Myrtle	Good	Good	Yes			Yes
499	13" Crape Myrtle	Good	Good	Yes			Yes
500	20" Willow Oak	Good	Good	No	Landscape Tree		Yes
501	7" Fosterii Holly	Good	Good	No	Landscape Tree		Yes
502	5" Fosterii Holly	Good	Good	No	Landscape Tree		Yes
503	6" Fosterii Holly	Good	Good	No	Landscape Tree		Yes
504	20" Southern Magnolia	Good	Good	No	Landscape Tree		Yes
505	15" Red Maple	Good	Good	No	Landscape Tree		Yes
506	13" Willow Oak	Good	Good	No	Landscape Tree		Yes
507	8" Red Maple	Good	Good	No	Landscape Tree		Yes
508	16" Willow Oak	Good	Good	No	Landscape Tree		Yes
509	11" Red Maple	Good	Good	No	Landscape Tree		Yes
510	18" Willow Oak	Good	Good	No	Landscape Tree		Yes
511	18" Willow Oak	Good	Good	No	Landscape Tree		Yes
512	24" Willow Oak	Good	Good	Yes			Yes
513	20" Crape Myrtle	Good	Good	Yes			Yes
514	18" Crape Myrtle	Good	Good	Yes			Yes
515	22" Crape Myrtle	Good	Good	Yes			Yes
516	19" Willow Oak	Good	Poor	No	Landscape Tree. Circling roots impacting structural system of tree.	46	No
517	22" Willow Oak	Poor	Poor	No	Landscape Tree. Fruiting Bodies on root system. Circling roots impacting structural system of tree.	47-48	No
518	22" Willow Oak	Good	Fair	No	Landscape Tree. Circling roots should be cut before impacting structural system of tree.	49	Yes
519	21" Willow Oak	Good	Good	No	Landscape Tree		Yes
520	20" Willow Oak	Good	Fair	No	Landscape Tree. Circling roots should be cut before impacting structural system of tree.	50	Yes
521	22" Willow Oak	Good	Good	No	Landscape Tree		Yes
522	22" Willow Oak	Good	Fair	No	Landscape Tree. Circling roots should be cut before impacting structural system of tree.		Yes
523	20" Willow Oak	Good	Good	No	Landscape Tree		Yes
524	20" Willow Oak	Poor	Poor	No	Landscape Tree. Numerous trunk galls.	51	No
525	19" Willow Oak	Good	Good	No	Landscape Tree		Yes
526	19" Willow Oak	Good	Good	No	Landscape Tree		Yes
527	20" Willow Oak	Good	Good	No	Landscape Tree		Yes

Specimen Analysis							(General)
Observations: The site is broken into 3 zones. The wooded zone appears to be in between Pioneer and Climax phase of succession. The site is dominated with Overstory Oaks, Hickories and Pines. Numerous understory trees such as; Sourwoods, Dogwoods and Black Cherries are throughout the zone. The are numerous Oak species with age that are standing dead, a strong indication of some sort of disease or blight impacting this site. There are several of these trees alive and dead with symptoms of Hypoxylon Canker. One zone has been cleared and is just underbrush. The last zone has been developed as and office building with parking. The zone has numerous landscape trees with the trees on the edge of this zone are of good quality and the parking tree are sadly in decline.)							
Tree #	Size/ Species	Health Condition	Structural Condition	Specimen	Comments	Photo # (See Attached)	Is tree a design consideration
528	16" Willow Oak	Poor	Poor	No	Landscape Tree. Fruiting Bodies on root system. Circling roots impacting structural system of tree.	52-53	No
529	19" Willow Oak	Good	Poor	No	Landscape Tree. Circling roots impacting structural system of tree.	54	No
530	22" Willow Oak	Good	Good	No	Landscape Tree		Yes
531	21" Willow Oak	Good	Good	No	Landscape Tree		Yes
532	19" Willow Oak	Good	Good	No	Landscape Tree		Yes
533	19" Willow Oak	Poor	Poor	No	Landscape Tree. Numerous trunk galls.	55	No
534	21" Willow Oak	Good	Good	No	Landscape Tree		Yes
535	17" Willow Oak	Poor	Fair	No	Landscape Tree. Numerous Trunk galls. Circling roots should be cut before impacting structural system of tree.	56-57	No
536	16" Willow Oak	Poor	Fair	No	Landscape Tree. Numerous Trunk galls. Circling roots should be cut before impacting structural system of tree.	56-58	No
537	17" Willow Oak	Good	Good	No	Landscape Tree		Yes
538	22" Willow Oak	Good	Good	No	Landscape Tree		Yes
539	21" Willow Oak	Good	Good	No	Landscape Tree		Yes
540	22" Willow Oak	Good	Good	No	Landscape Tree		Yes
541	23" Willow Oak	Good	Good	No	Landscape Tree		Yes
542	20" Willow Oak	Good	Good	No	Landscape Tree		Yes
543	25" Willow Oak	Poor	Poor	No	Cavity with decay.	59	No
544	23" Willow Oak	Good	Fair	No	Landscape Tree. Circling roots should be cut before impacting structural system of tree.		Yes
545	24" Willow Oak	Good	Good	Yes			Yes
546	22" Willow Oak	Good	Good	No	Landscape Tree		Yes
547	18" Willow Oak	Good	Good	No	Landscape Tree		Yes
548	18" Willow Oak	Good	Good	No	Landscape Tree		Yes
549	15" Red Maple	Good	Poor	No	Landscape Tree. Circling roots impacting structural system of tree.	61-62	No
550	17" Red Maple	Good	Poor	No	Landscape Tree. Circling roots impacting structural system of tree.	63	No
551	7" Fosterii Holly	Good	Good	No	Landscape Tree		Yes
552	7" Fosterii Holly	Good	Good	No	Landscape Tree		Yes
553	9" Fosterii Holly	Good	Good	Yes			Yes
554	18" Red Maple	Good	Good	No	Landscape Tree		Yes
555	18" Red Maple	Good	Good	No	Landscape Tree		Yes
556	17" Red Maple	Good	Poor	No	Landscape Tree. Circling roots impacting structural system of tree.	64	No
557	19" Red Maple	Good	Good	No	Landscape Tree		Yes
558	8" Fosterii Holly	Good	Good	Yes			Yes
559	8" Fosterii Holly	Good	Good	Yes			Yes
560	10" Fosterii Holly	Good	Good	Yes			Yes
561	21" Crape Myrtle	Good	Good	Yes			Yes
562	23" Crape Myrtle	Good	Good	Yes			Yes

Specimen Analysis
(General

Observations: The site is broken into 3 zones. The wooded zone appears to be in between Pioneer and Climax phase of succession. The site is dominated with Overstory Oaks, Hickories and Pines. Numerous understory trees such as; Sourwoods, Dogwoods and Black Cherries are throughout the zone. There are numerous Oak species with age that are standing dead, a strong indication of some sort of disease or blight impacting this site. There are several of these trees alive and dead with symptoms of Hypoxylon Canker. One zone has been cleared and is just underbrush. The last zone has been developed as an office building with parking. The zone has numerous landscape trees with the trees on the edge of this zone are of good quality and the parking tree are sadly in decline.)

Tree #	Size/ Species	Health Condition	Structural Condition	Specimen	Comments	Photo # (See Attached)	Is tree a design consideration
563	25" Willow Oak	Good	Good	Yes			Yes
564	23" Willow Oak	Good	Poor	No	Landscape Tree. Circling roots impacting structural system of tree.	65	No
565	9" Sourwood	Fair	Fair	Yes			No
566	28" White Oak	Good	Good	Yes			Yes
567	10" Sourwood	Good	Good	Yes			Yes
568	25" White Oak	Good	Good	Yes			Yes
569	40" (23"-21") White Oak	Fair	Poor	No	Tree is being undermined from erosion. 2 Trees grown together to create 2 Co-Dominate Leaders with weak crotches and included bark. Due the species, a multi-stem tree at or near the base of the tree is undesirable and a life safety issue.	66-67	No
570	8" Sourwood	Good	Good	Yes			Yes
571	31" Southern Red Oak	Poor	Poor	No	Fruiting bodies at base of trunk indicating Butt/trunk rot.	68-70	No
572	11" Sourwood	Poor	Poor	No	Cavity with decay.	71	No
573	11" Sourwood	Poor	Poor	No	Trunk grown into boulder impacting structural system of tree.	72	No
574	27" Southern Red Oak	Poor	Poor	No	Large cavity with decay.	73	No
575	41" White Oak	Good	Good	Yes			Yes
576	42" Southern Red Oak	Poor	Poor	No	Fruiting bodies at base of trunk indicating Butt/trunk rot. Severe dieback.	74	No
577	31" Southern Red Oak	Poor	Poor	No	Several main limbs dead with symptoms of Hypoxylon Canker.	75-76	No
578	20" Southern Magnolia	Good	Good	No	Tree of Quality		Yes
579	26" Southern Red Oak	Poor	Poor	No	Severe trunk gall. Several main limbs dead with symptoms of Hypoxylon Canker.	77-78	No
580	17" Dogwood	Poor	Poor	No	Severe dieback.		No
581	27" Red Maple	Poor	Poor	No	Cavities with decay.	79-80	No
582	24" Red Maple	Poor	Poor	No	2 Co-Dominate Leaders with weak crotches and included bark. 1 Dead causing severe decay in trunk. Due the species, a multi-stem tree at or near the base of the tree is undesirable and a life safety issue.	81	No
583	25" White Oak	Good	Good	Yes			Yes
584	33"(23"-14") Tulip Poplar	Poor	Poor	No	2 Co-Dominate Leaders with weak crotches and included bark. Due the species, a multi-stem tree at or near the base of the tree is undesirable and a life safety issue.		No

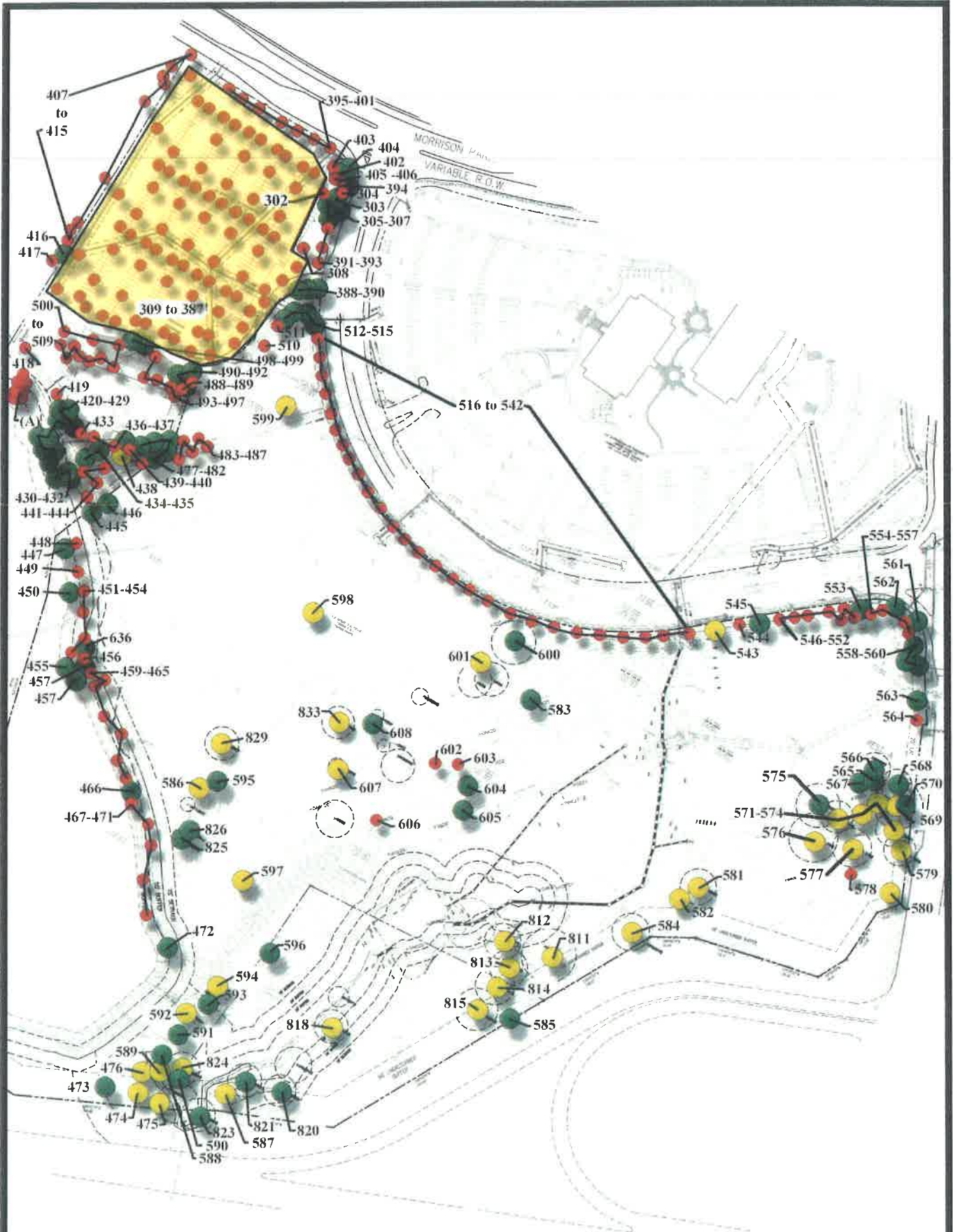
Specimen Analysis

(General)

Observations: The site is broken into 3 zones. The wooded zone appears to be in between Pioneer and Climax phase of succession. The site is dominated with Overstory Oaks, Hickories and Pines. Numerous understory trees such as; Sourwoods, Dogwoods and Black Cherries are throughout the zone. There are numerous Oak species with age that are standing dead, a strong indication of some sort of disease or blight impacting this site. There are several of these trees alive and dead with symptoms of Hypoxylon Canker. One zone has been cleared and is just underbrush. The last zone has been developed as and office building with parking. The zone has numerous landscape trees with the trees on the edge of this zone are of good quality and the parking tree are sadly in decline.)

Tree #	Size/ Species	Health Condition	Structural Condition	Specimen	Comments	Photo # (See Attached)	Is tree a design consideration
811	43" Tulip Poplar	Poor	Poor	No	3 Co-Dominate Leaders with decay in crotch and included bark. Due the species, a multi-stem tree at or near the base of the tree is undesirable and a life safety issue.	83	No
812	28" Tulip Poplar	Poor	Poor	No	Several main limbs dead/gone.		No
813	29" Tulip Poplar	Poor	Poor	No	Several main limbs dead/gone. Barbwire in trunk	85	No
814	31" Southern Red Oak	Poor	Poor	No	2 Co-Dominate Leaders with decay in crotch and included bark. Due the species, a multi-stem tree at or near the base of the tree is undesirable and a life safety issue.	84	No
815	34" White Oak	Poor	Poor	No	3 Co-Dominate Leaders with weak crotches and included bark. Due the species, a multi-stem tree at or near the base of the tree is undesirable and a life safety issue.		No
585	24" Tulip Poplar	Fair	Fair	Yes			No
818	41"(27"-14") Tulip Poplar	Poor	Poor	No	2 Co-Dominate Leaders with decay in crotch and included bark. Due the species, a multi-stem tree at or near the base of the tree is undesirable and a life safety issue.		No
820	26" Tulip Poplar	Fair	Fair	Yes			No
821	29" White Oak	Good	Good	Yes			Yes
823	26" Tulip Poplar	Good	Good	Yes			Yes
824	27" Red Maple	Poor	Poor	No	Main Trunk has Phytophthora.	88	No
829	41"(27"-22") Sweet Gum	Poor	Poor	No	Cavity at base and fruiting bodies on trunk. 2 Trees grown together to create 2 Co-Dominate Leaders with weak crotches and included bark. Due the species, a multi-stem tree at or near the base of the tree is undesirable and a life safety issue.	92-93	No
586	8" Sourwood	Fair	Poor	No	45* lean in trunk.	91	No
587	34" Tulip Poplar	Fair	Poor	No	2 Co-Dominate Leaders 20' high with included bark. Due the species, a multi stem tree at or near the base of the tree is undesirable and a life safety issue.	86	No
588	25" Sweet Gum	Fair	Fair	Yes			No
589	27" Tulip Poplar	Fair	Poor	No	Severe lean in Trunk	87	No
590	25" Tulip Poplar	Good	Good	Yes			Yes
591	24" Water Oak	Fair	Fair	Yes			No
592	24" Southern Red Oak	Poor	Poor	No	Several main limbs dead with symptoms of Hypoxylon Canker.	89	No
593	26" Southern Red Oak	Fair	Fair	Yes			No
594	28" White Oak	Poor	Poor	No	Large cavity with decay.	90	No

Specimen Analysis							(General
Observations: The site is broken into 3 zones. The wooded zone appears to be in between Pioneer and Climax phase of succession. The site is dominated with Overstory Oaks, Hickories and Pines. Numerous understory trees such as; Sourwoods, Dogwoods and Black Cherries are throughout the zone. The are numerous Oak species with age that are standing dead, a strong indication of some sort of disease or blight impacting this site. There are several of these trees alive and dead with symptoms of Hypoxylon Canker. One zone has been cleared and is just underbrush. The last zone has been developed as and office building with parking. The zone has numerous landscape trees with the trees on the edge of this zone are of good quality and the parking tree are sadly in decline.)							
Tree #	Size/ Species	Health Condition	Structural Condition	Specimen	Comments	Photo # (See Attached)	Is tree a design consideration
595	9" Sourwood	Good	Good	Yes			Yes
596	25" Southern Red Oak	Fair	Fair	Yes			No
597	24"(12"-12") White Oak	Poor	Poor	No	Cavity at base with decay. Root Damage. 2 Trees grown together to create 2 Co-Dominate Leaders with weak crotches and included bark. Due the species, a multi-stem tree at or near the base of the tree is undesirable and a life safety issue.	94-95	No
598	26" Tulip Poplar	Poor	Poor	No	3 Co-Dominate Leaders with included bark and trunk gall in the inclusion. Due the species, a multi-stem tree at or near the base of the tree is undesirable and a life safety issue.	96	No
599	26"(17"-12") Tulip Poplar	Poor	Poor	No	2 Trees grown together to create 2 Co-Dominate Leaders with weak crotches and included bark. Due the species, a multi-stem tree at or near the base of the tree is undesirable and a life safety issue.	97	No
600	27" Southern Red Oak	Good	Good	Yes			Yes
601	27" Southern Red Oak	Poor	Poor	No	Large cavity at base with decay.	98	No
602	22" White Oak	Good	Good	No	Tree of Quality		Yes
603	20" White Oak	Good	Good	No	Tree of Quality		Yes
604	25" White Oak	Good	Good	Yes			Yes
605	25" White Oak	Good	Good	Yes			Yes
606	20" White Oak	Good	Good	No	Tree of Quality		Yes
607	12" Sourwood	Poor	Poor	No	Several cavities with decay.	99	No
608	24" White Oak	Good	Good	Yes			Yes
833	27" Sweet Gum	Poor	Poor	No	2 Trees grown together to create 2 Co-Dominate Leaders with weak crotches and included bark. Due the species, a multi-stem tree at or near the base of the tree is undesirable and a life safety issue.	100	No



Notes:
 - All tree locations are approximate and have not been field surveyed. Refer to survey for locations.
 - All 20" DBH trees within 90' of property line have been identified and specimen size have been evaluated.

- Landscape Tree/ Boundary Tree/ Tree of Quality
- Specimen
- Non-Specimen



North

Not To Scale

**Specimen
Location Plan**

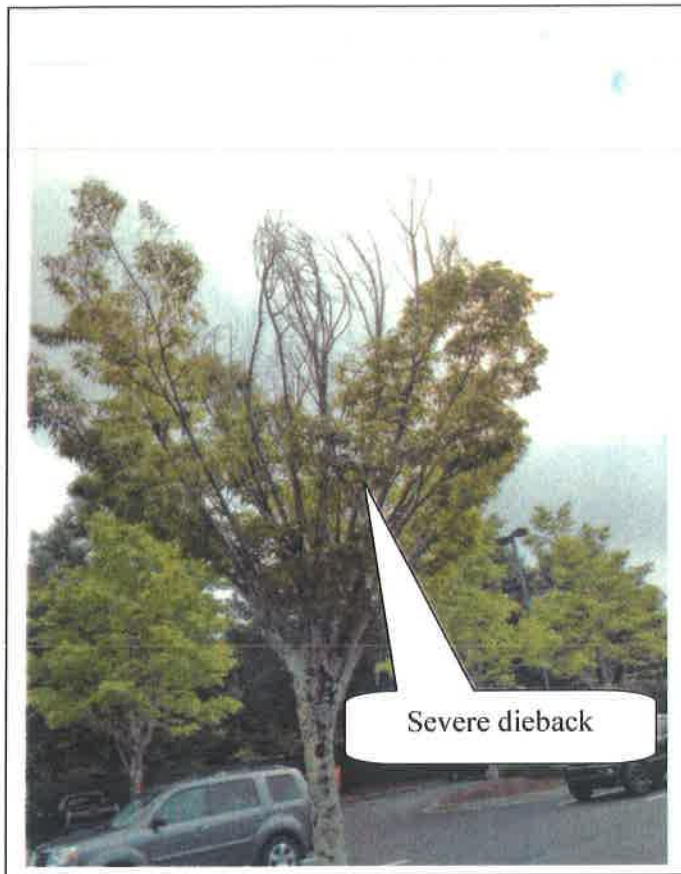


Photo 1

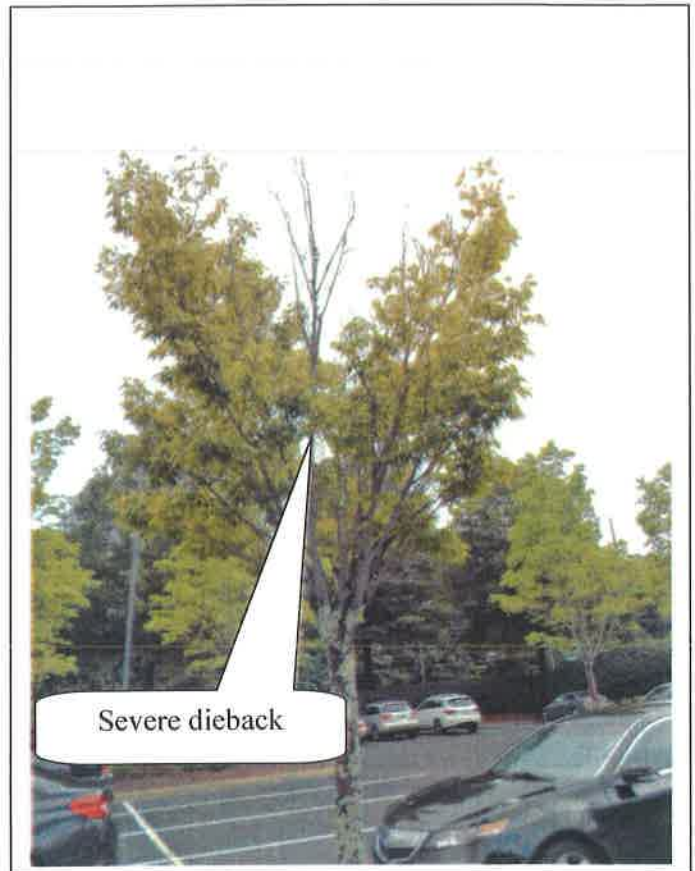


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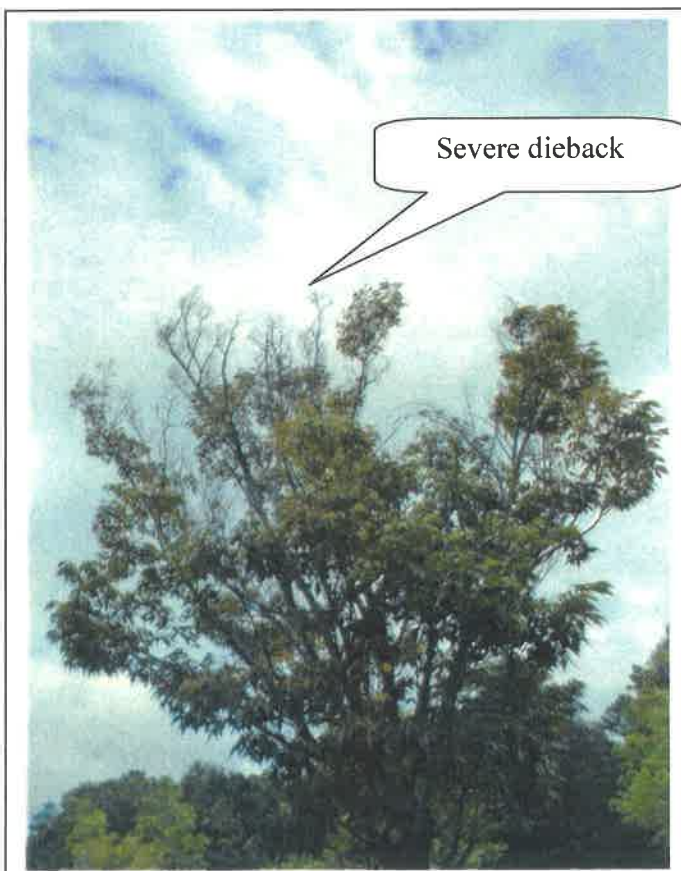


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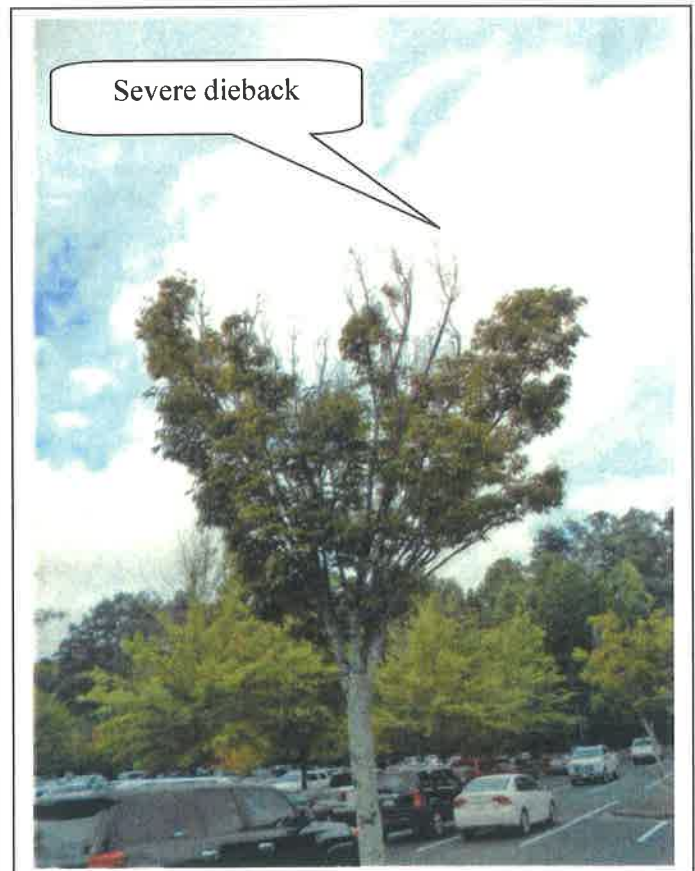


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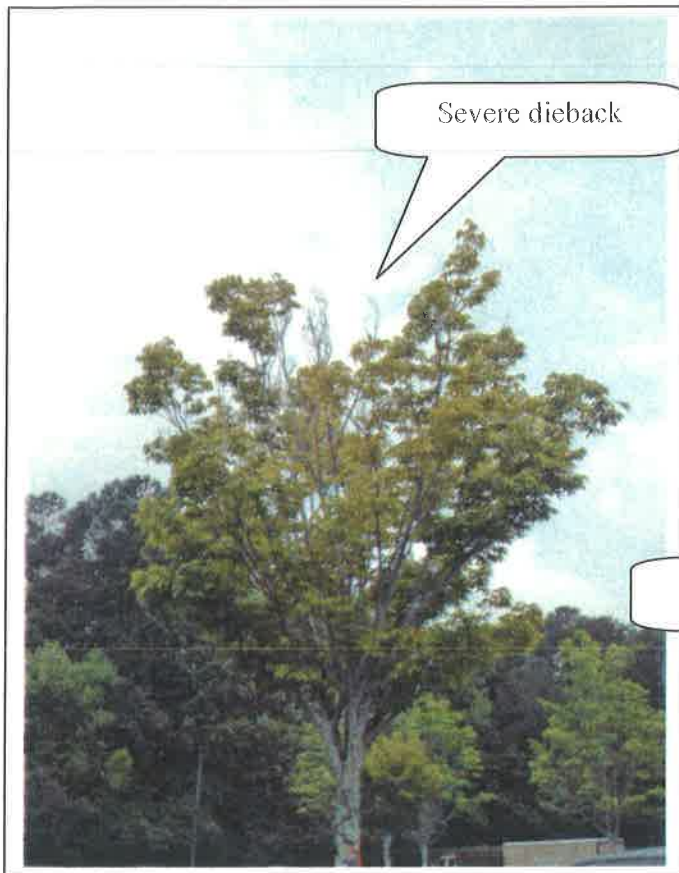


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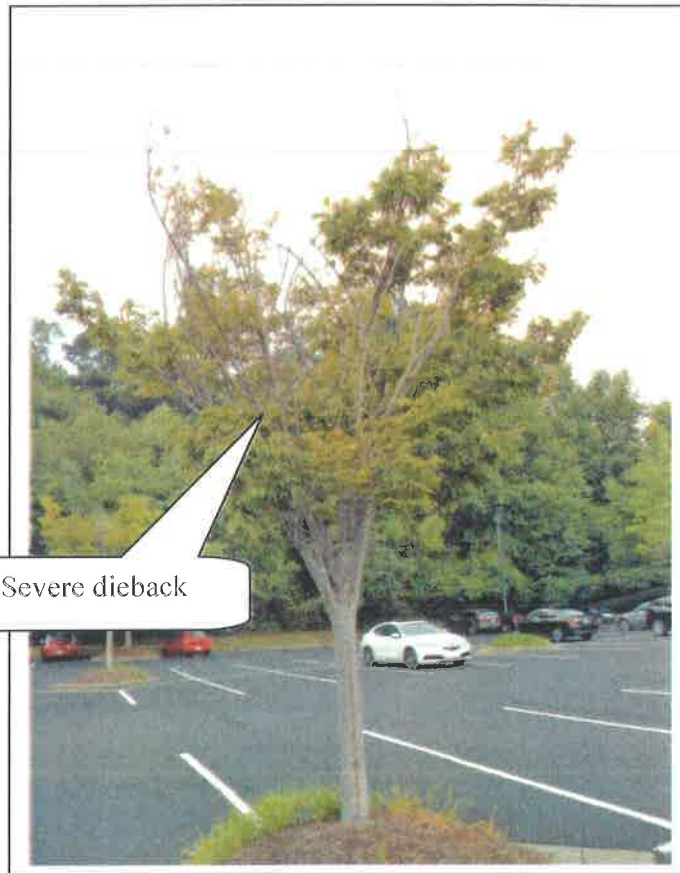


Photo 6



Photo 7

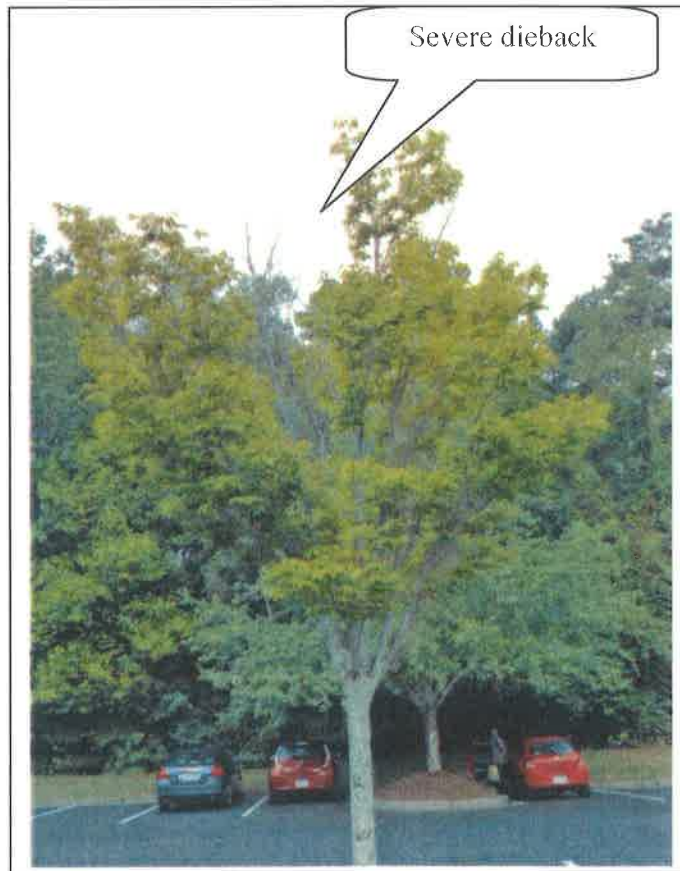


Photo 8



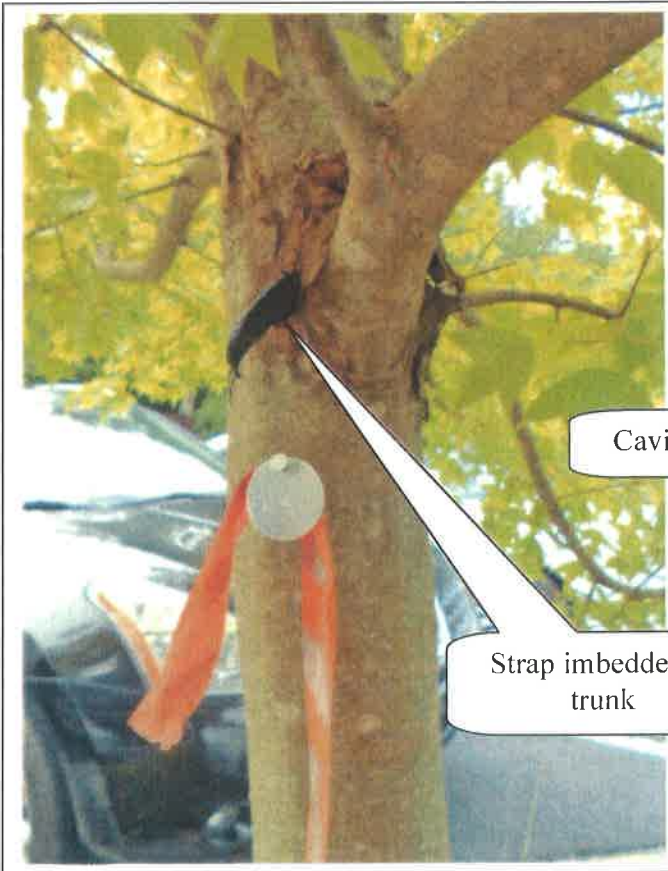
Severe dieback

Photo 9



Cavity with decay

Photo 10



Cavity with decay

Strap imbedded in trunk

Photo 11



Photo 12



Photo 13



Photo 14



Photo 15

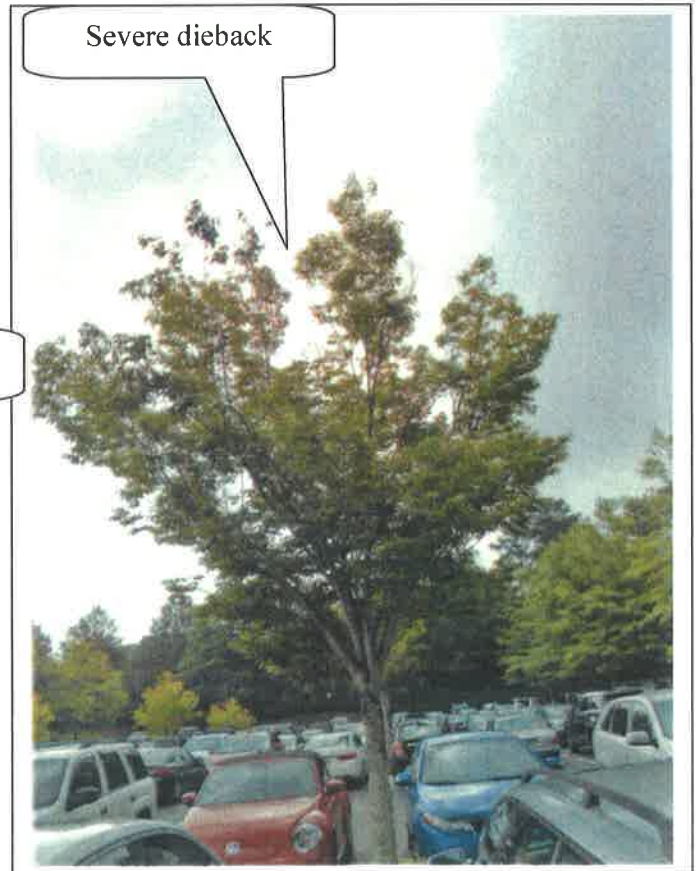
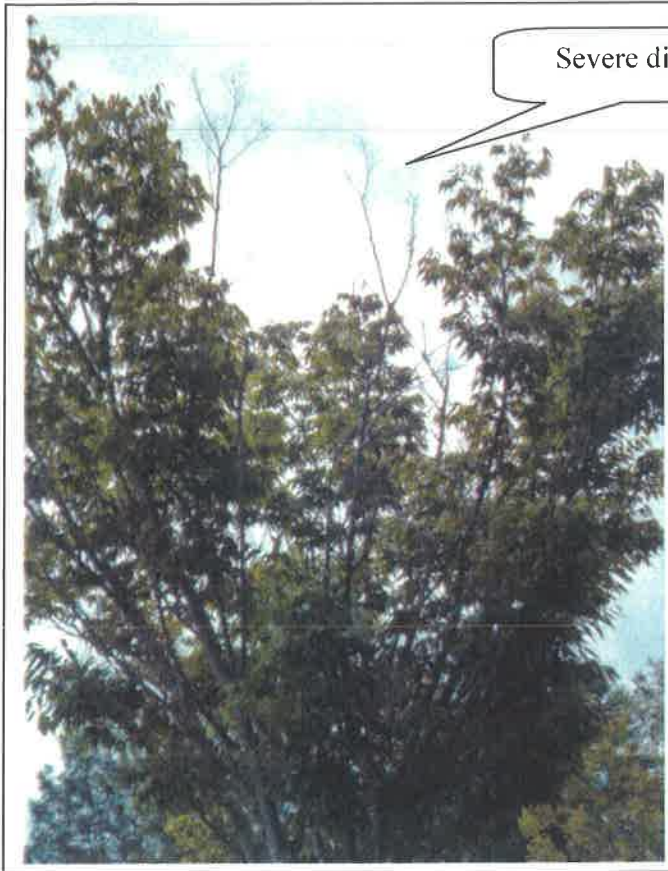


Photo 16



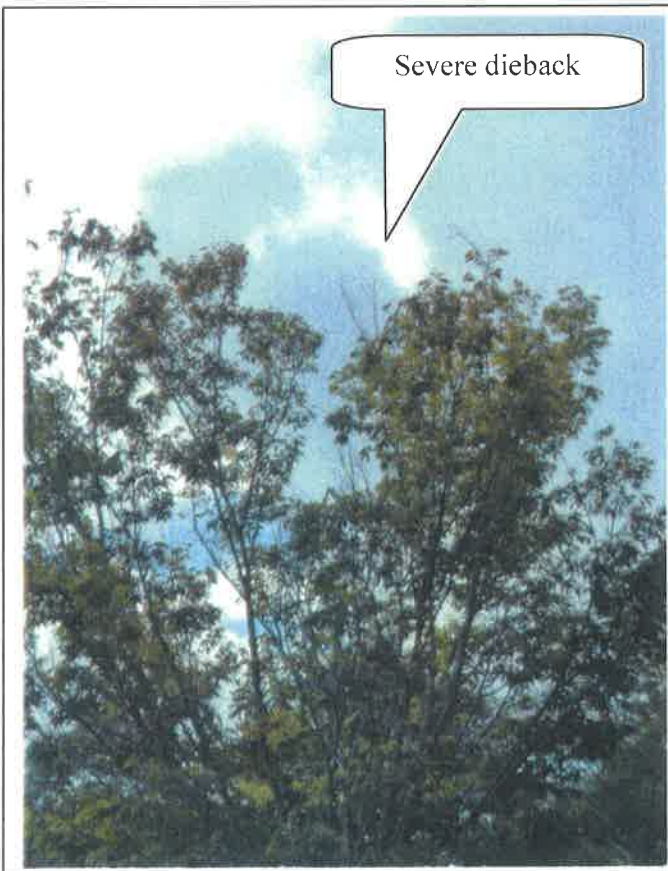
Severe dieback

Photo 17



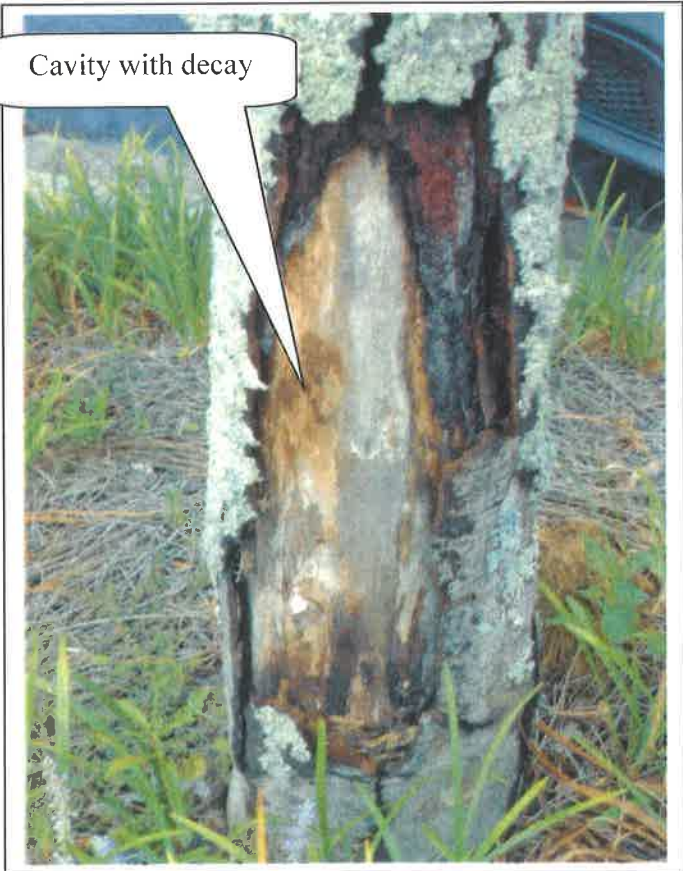
Split in trunk

Photo 18



Severe dieback

Photo 19



Cavity with decay

Photo 20

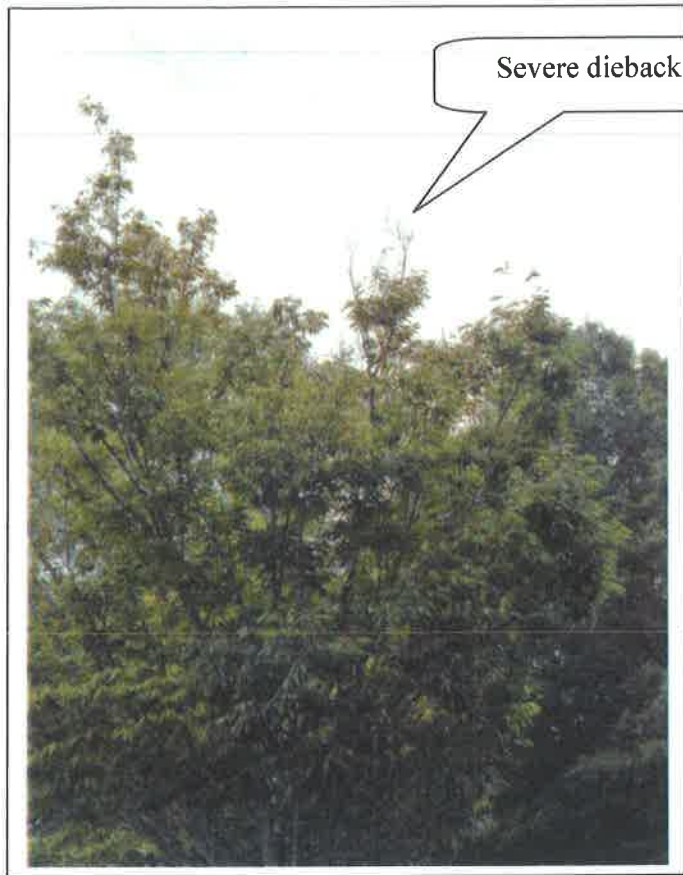


Photo 21



Photo 22

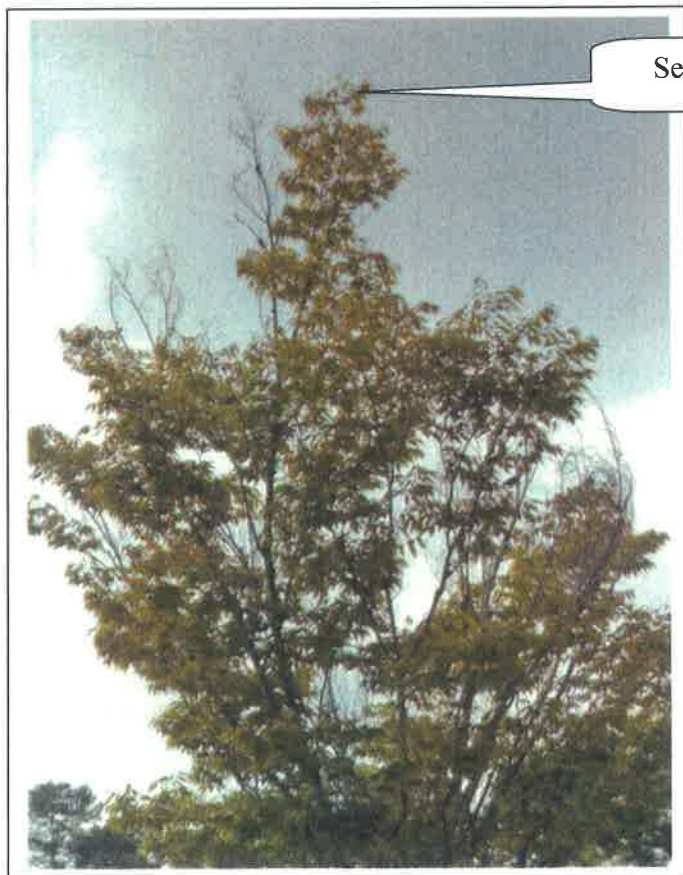


Photo 23



Photo 24



Photo 25

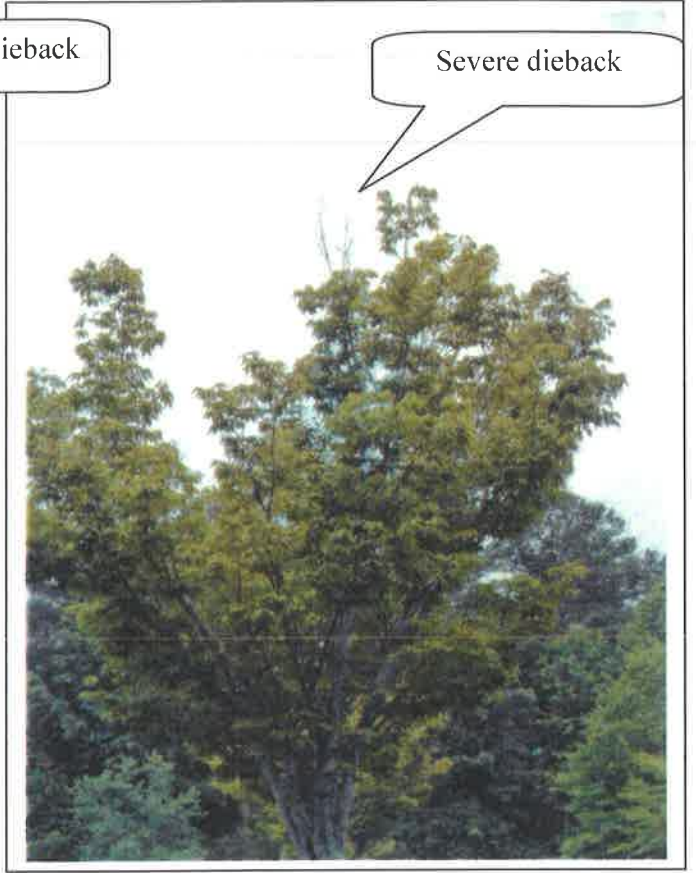


Photo 26



Photo 27

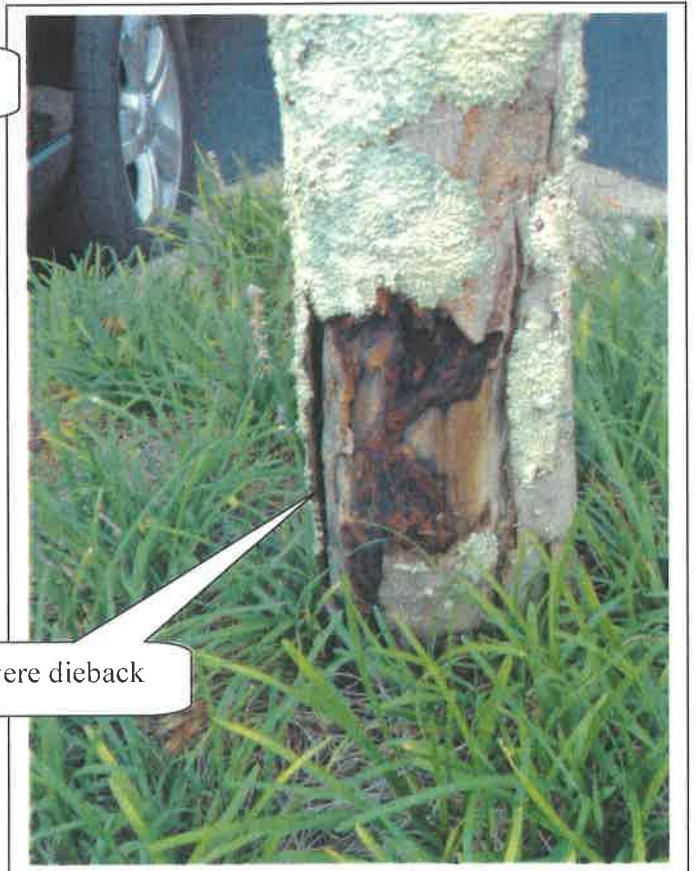


Photo 28



Photo 29

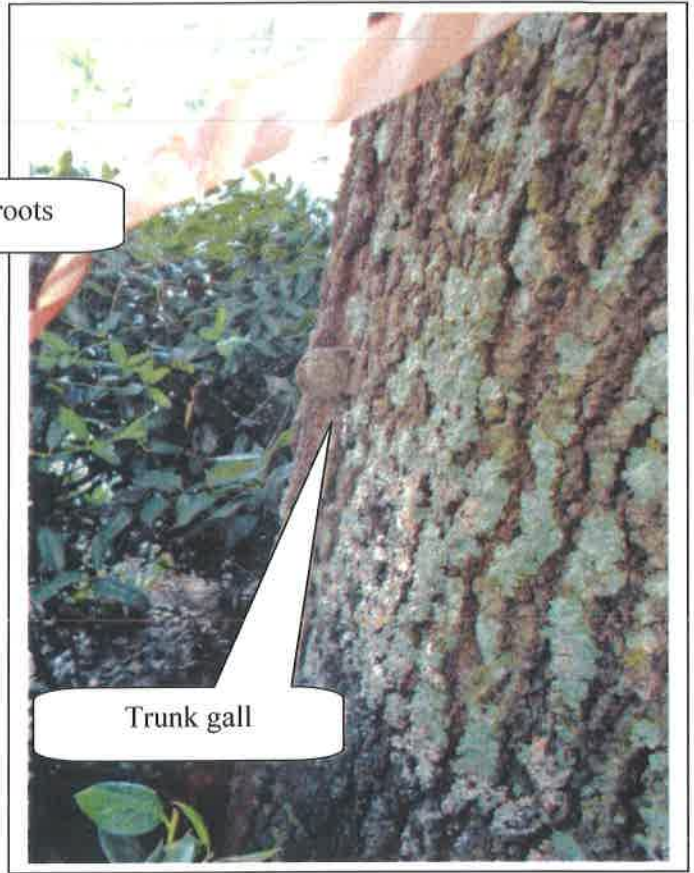


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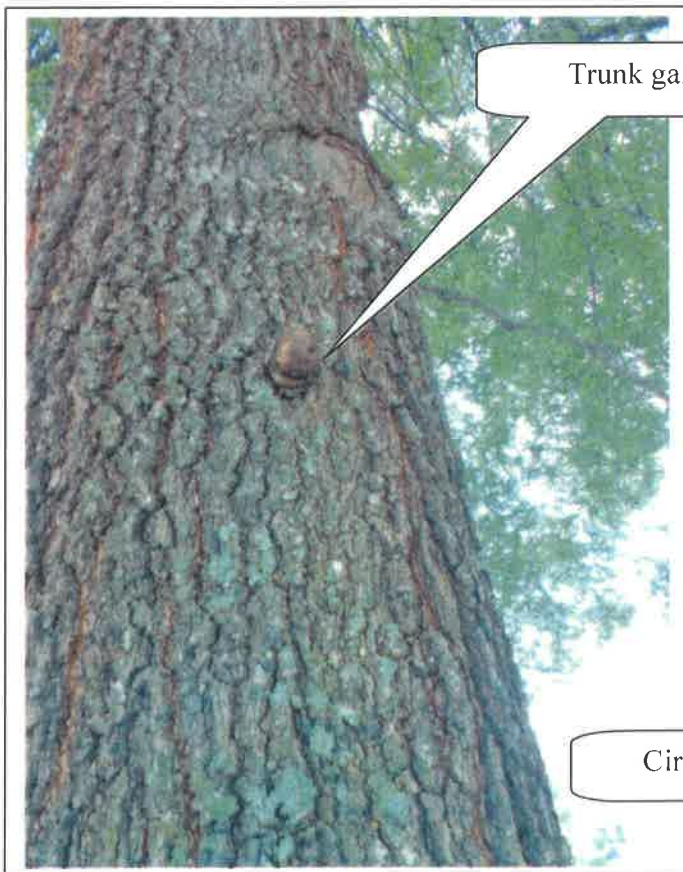


Photo 31



Photo 32

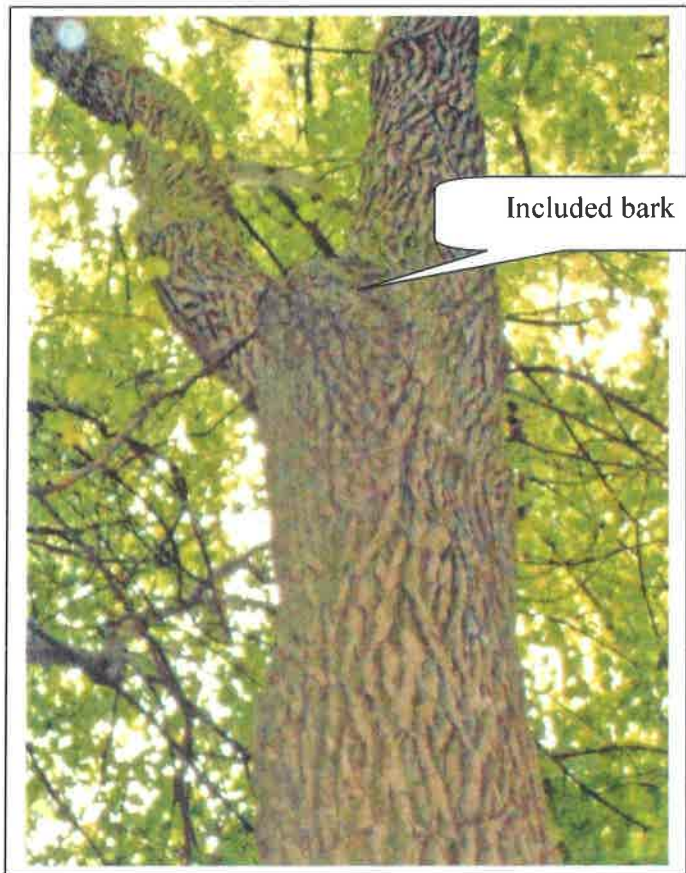


Photo 33



Photo 34

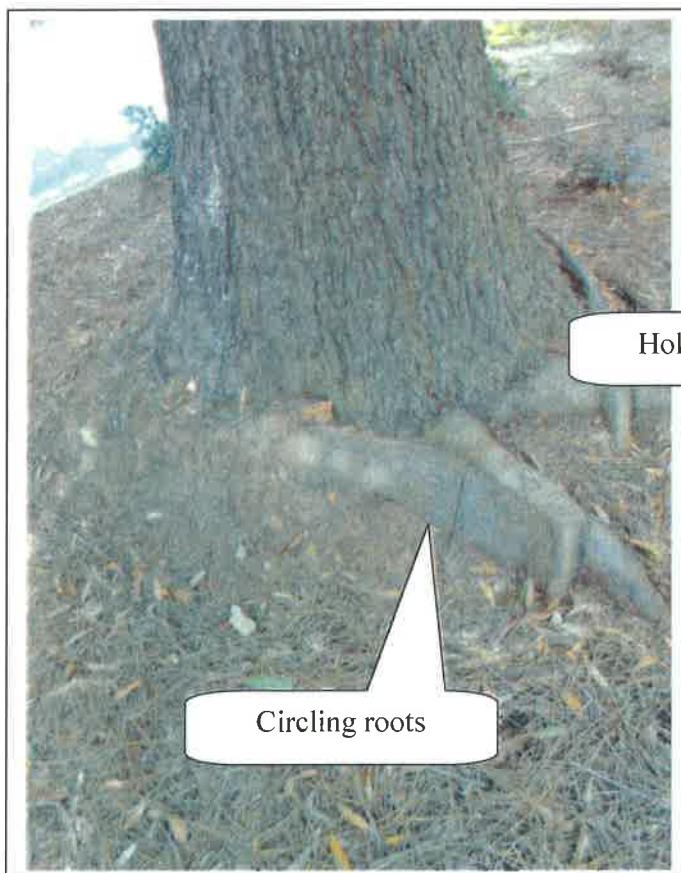


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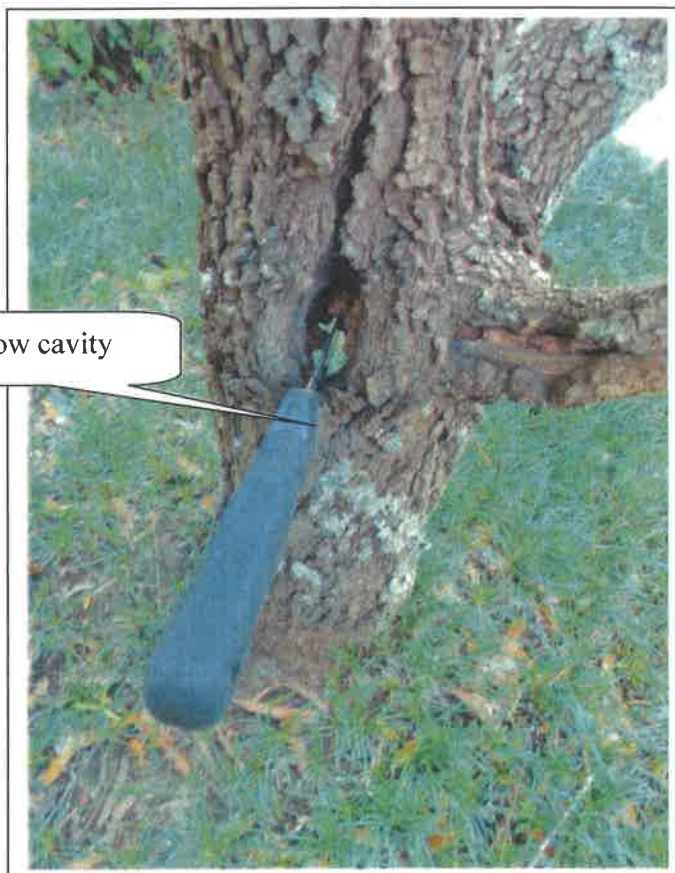


Photo 36



Photo 37

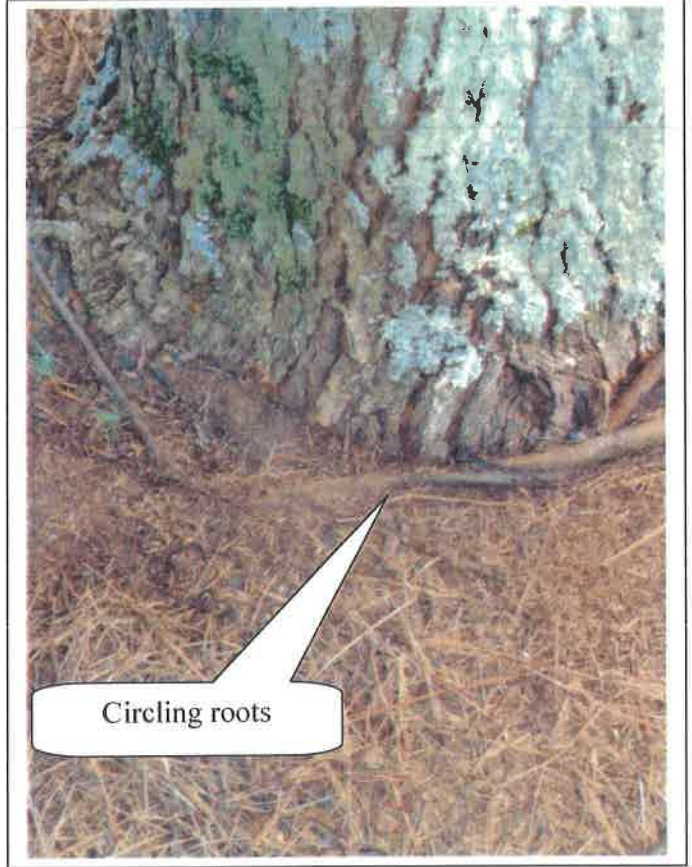


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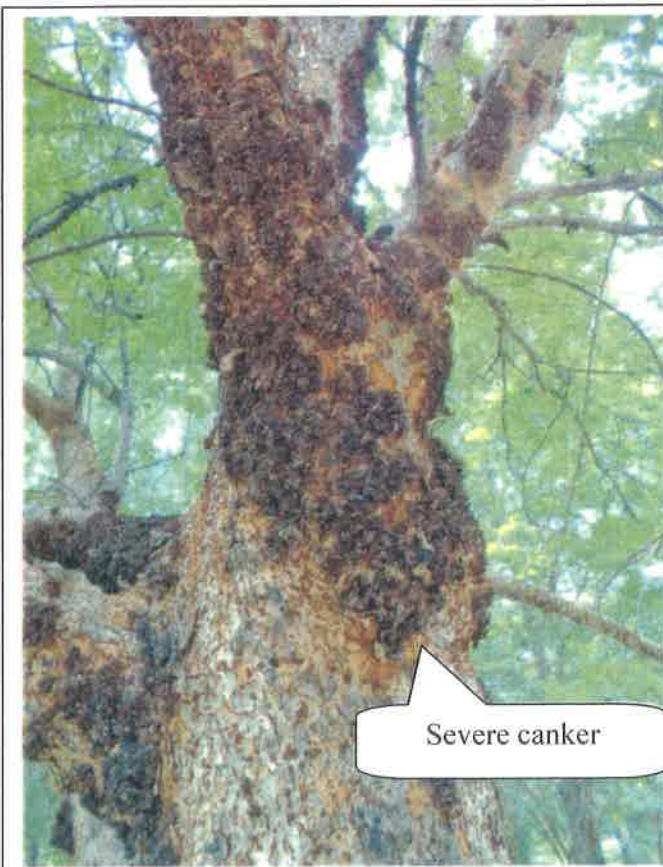


Photo 39



Photo 40

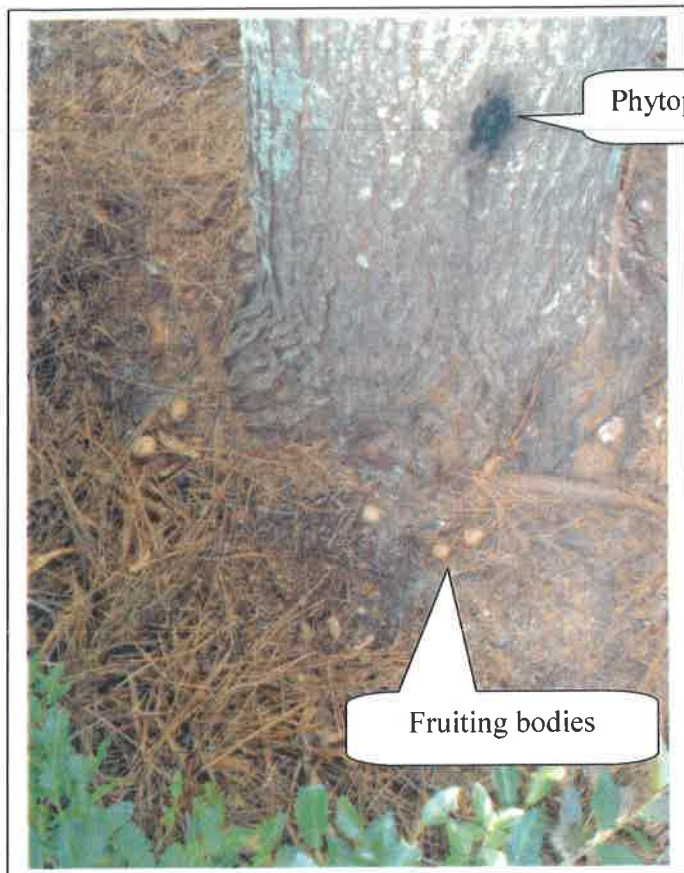


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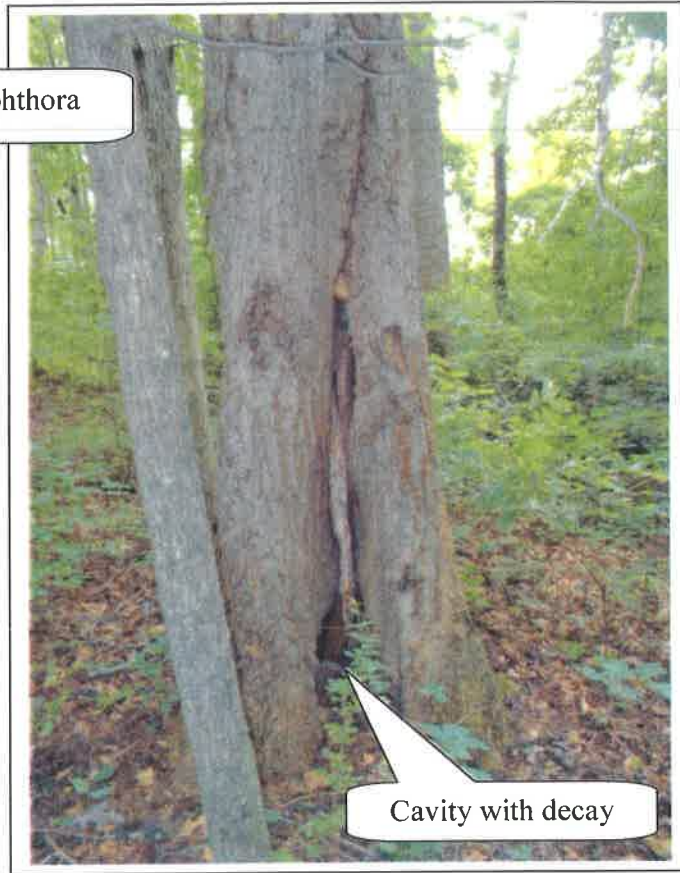


Photo 42

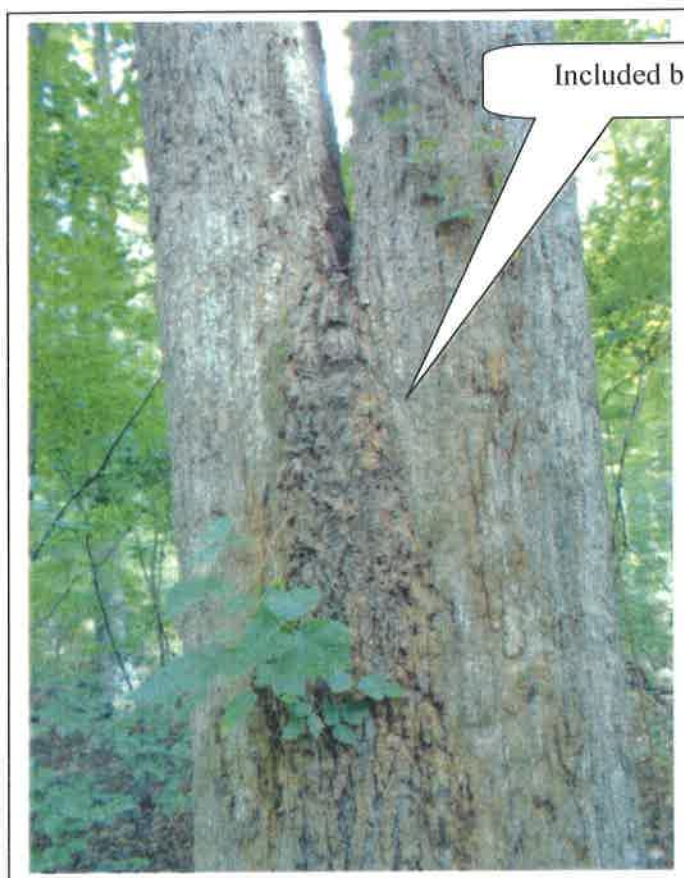
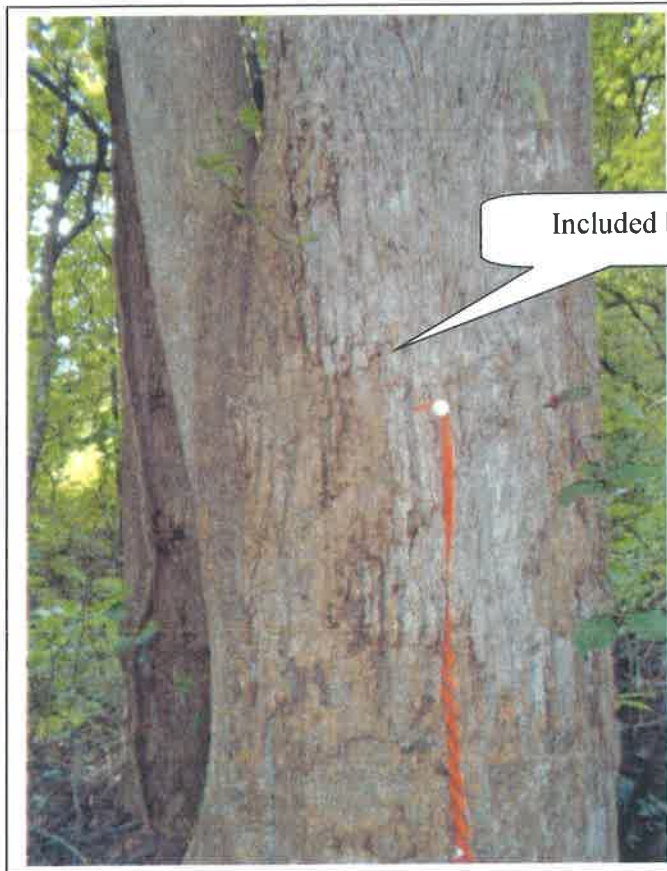


Photo 43

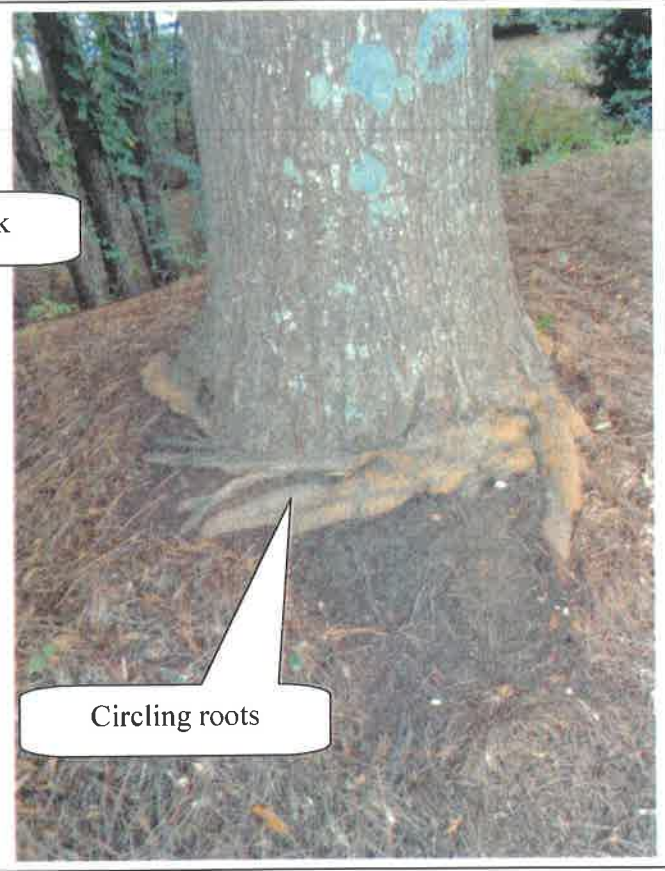


Photo 44



Included bark

Photo 45



Circling roots

Photo 46



Circling roots

Circling roots

Photo 47



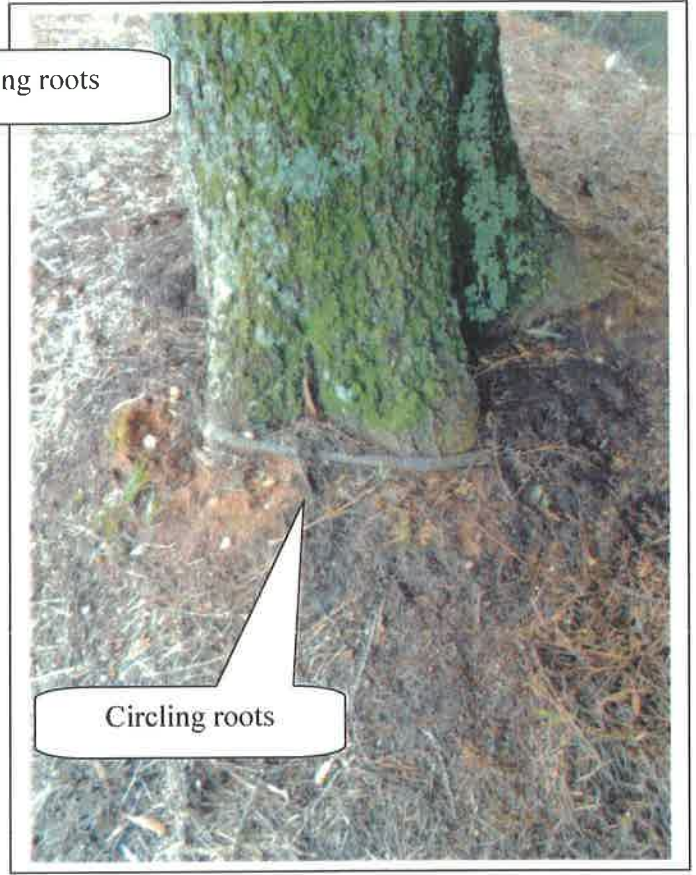
Fruiting bodies

Photo 48



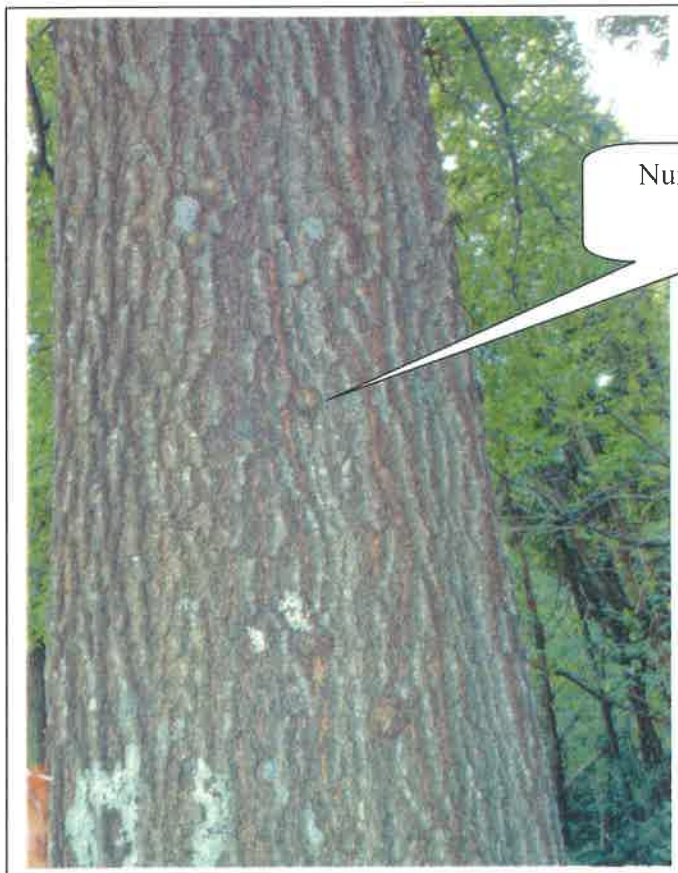
Circling roots

Photo 49



Circling roots

Photo 50



Numerous trunk
galls

Photo 51



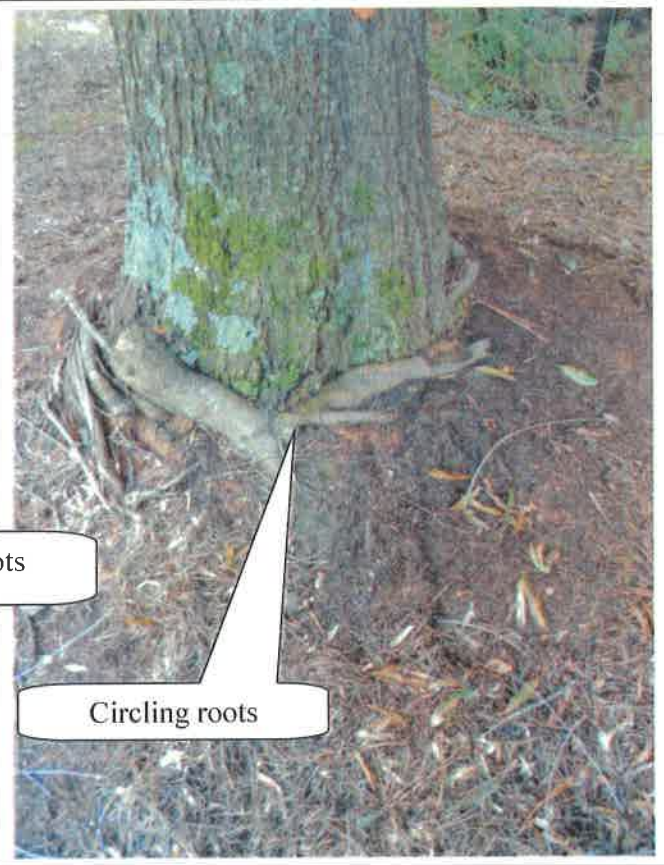
Fruiting bodies

Photo 52



Circling roots

Photo 53



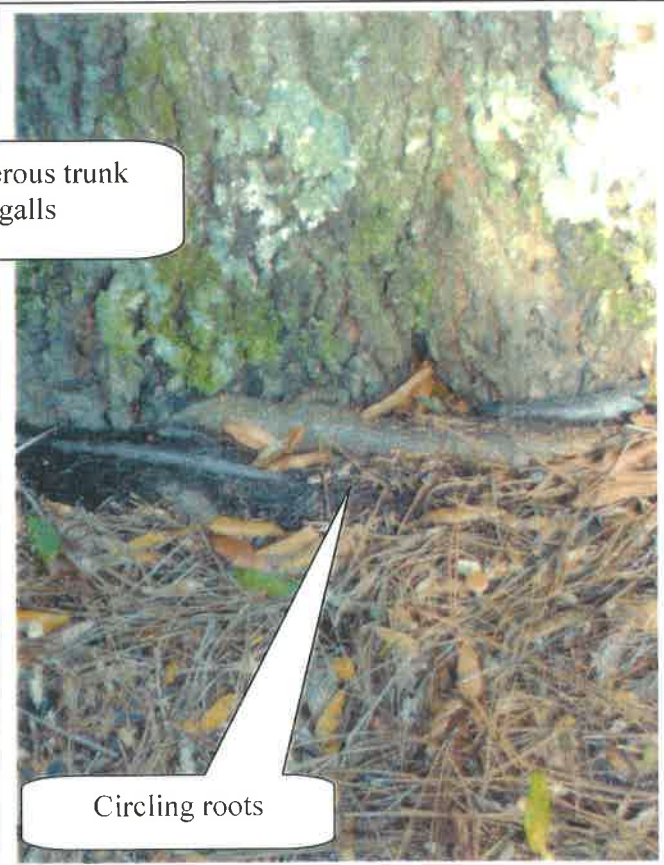
Circling roots

Photo 54



Numerous trunk galls

Photo 55



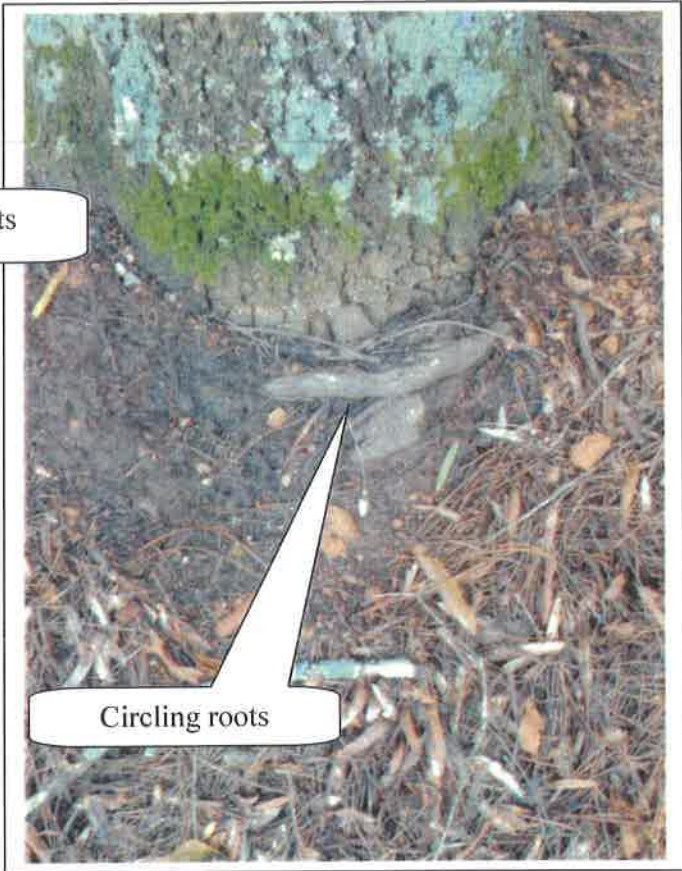
Circling roots

Photo 56



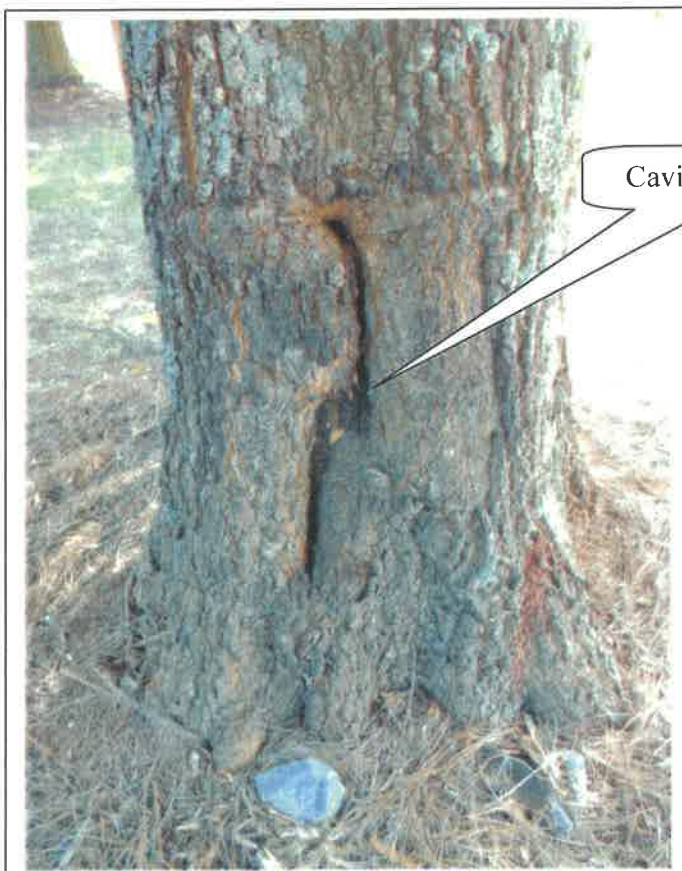
Circling roots

Photo 57



Circling roots

Photo 58



Cavity with decay

Photo 59



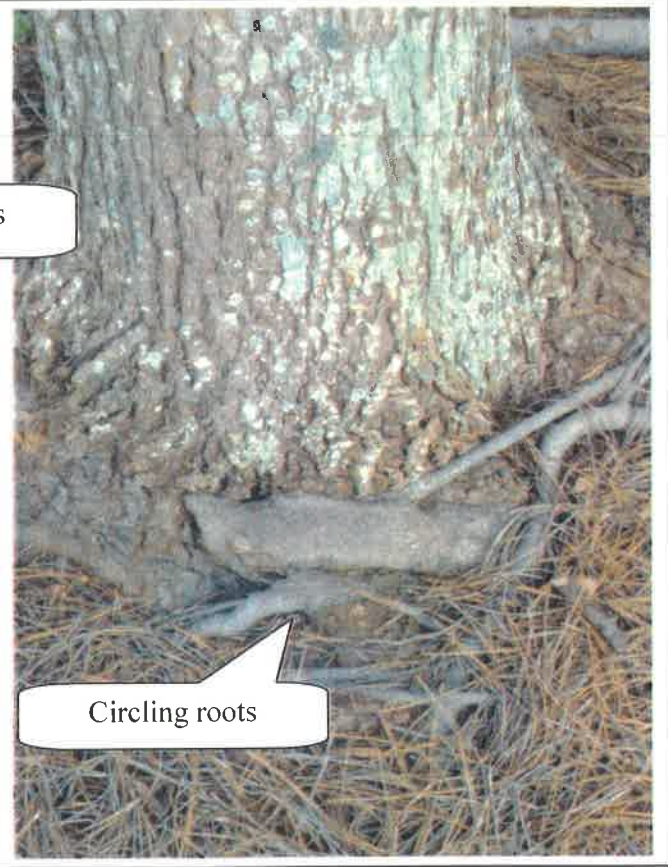
Circling roots

Photo 60



Circling roots

Photo 61



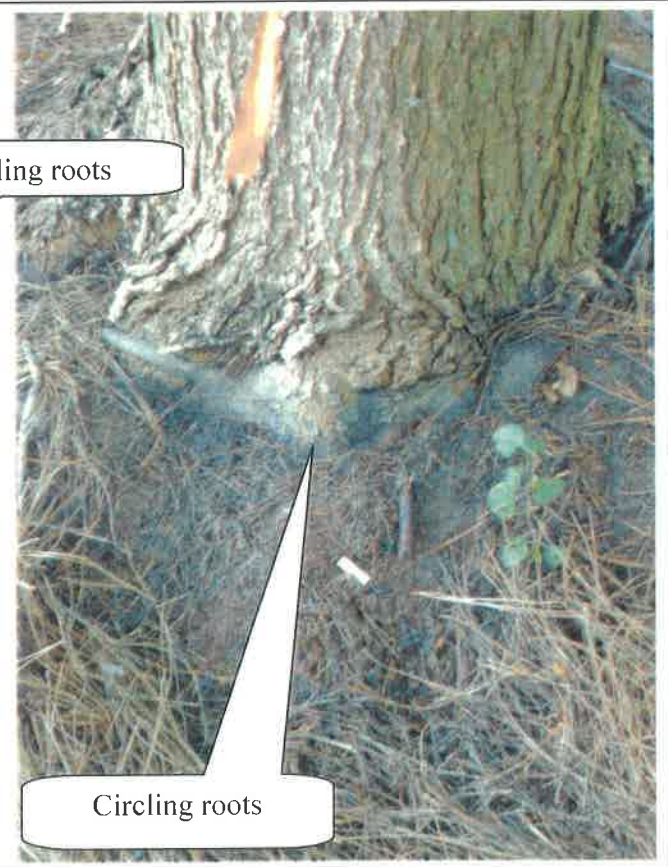
Circling roots

Photo 62



Circling roots

Photo 63



Circling roots

Photo 64



Circling roots

2 Trees grown together

Photo 65



Photo 66



Severe undermining
of tree

Photo 67



Fruiting body

Photo 68



Photo 69



Photo 70



Photo 71

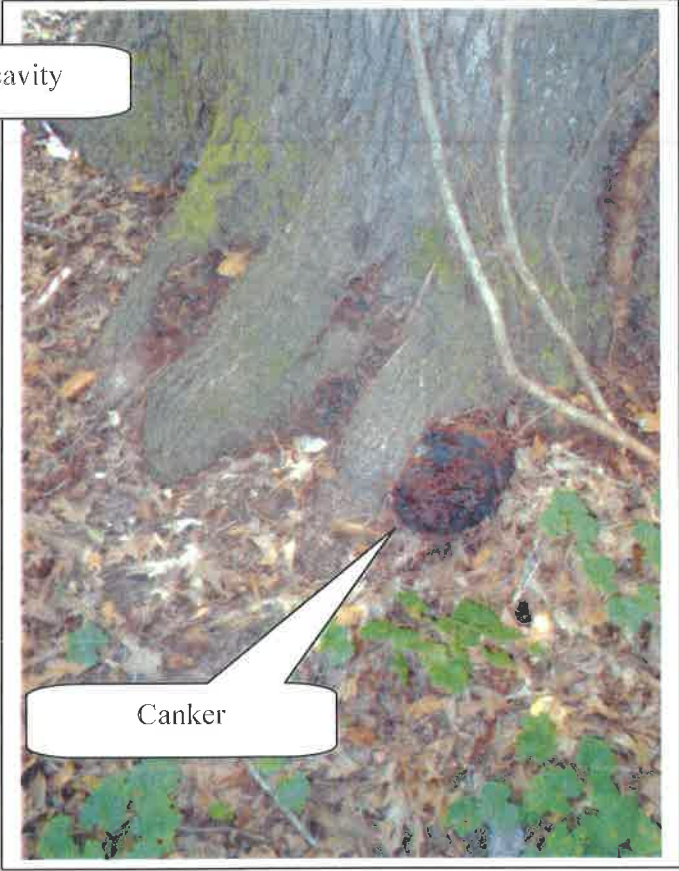


Photo 72



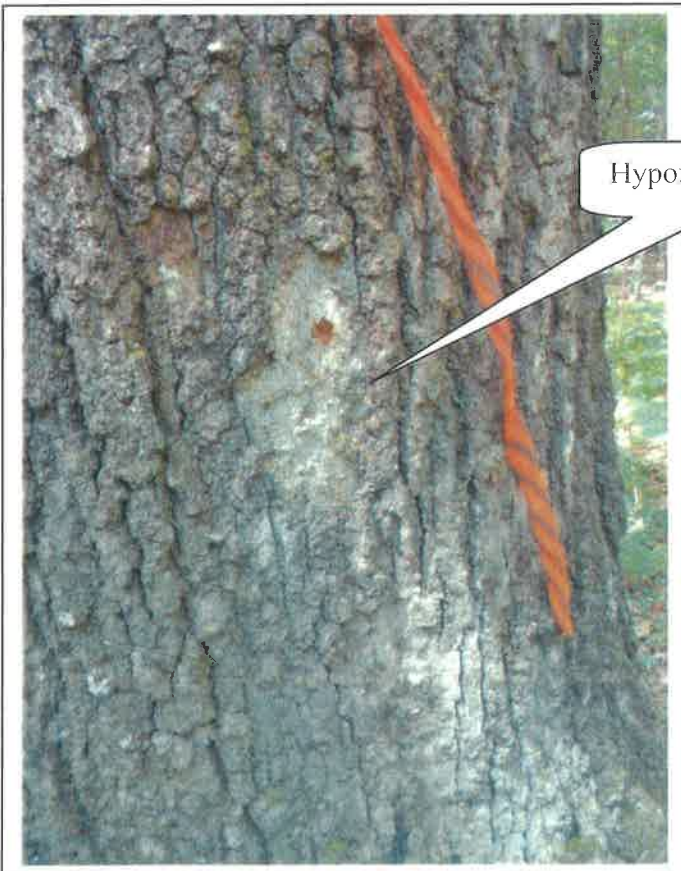
Hollow cavity

Photo 73



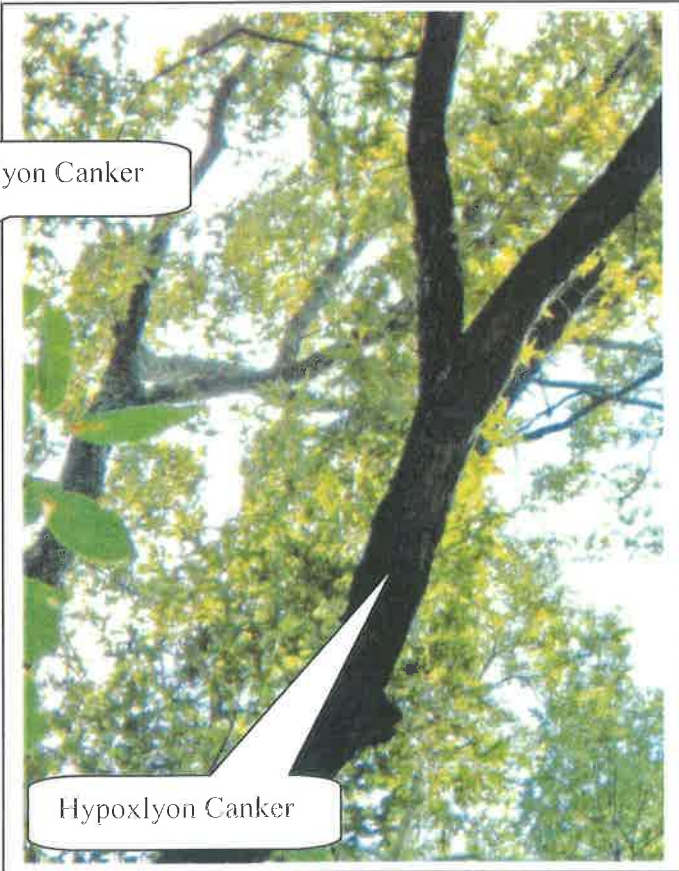
Canker

Photo 74



Hypoxylon Canker

Photo 75



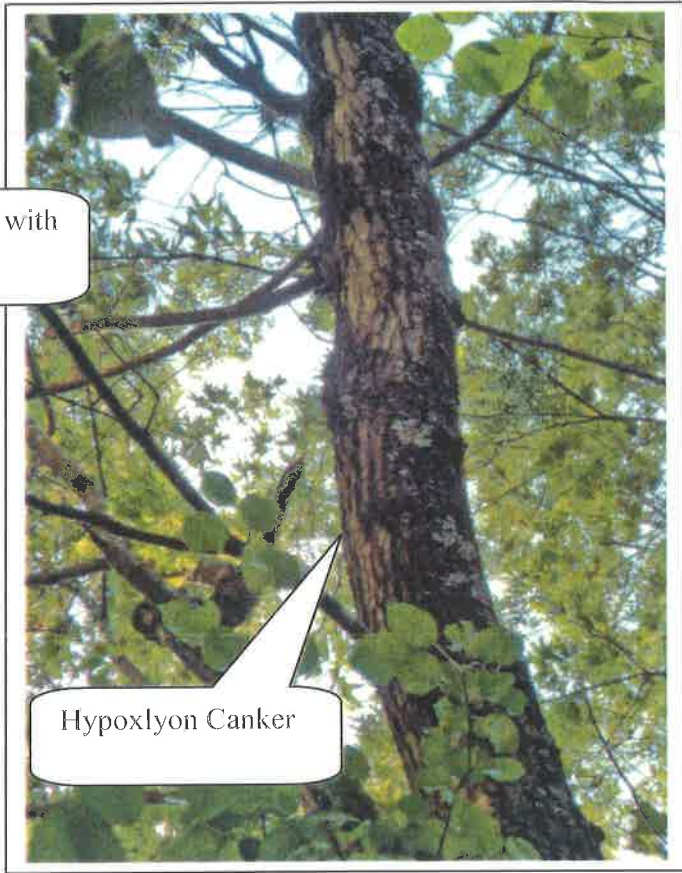
Hypoxylon Canker

Photo 76



Distorted trunk with
trunk gall

Photo 77



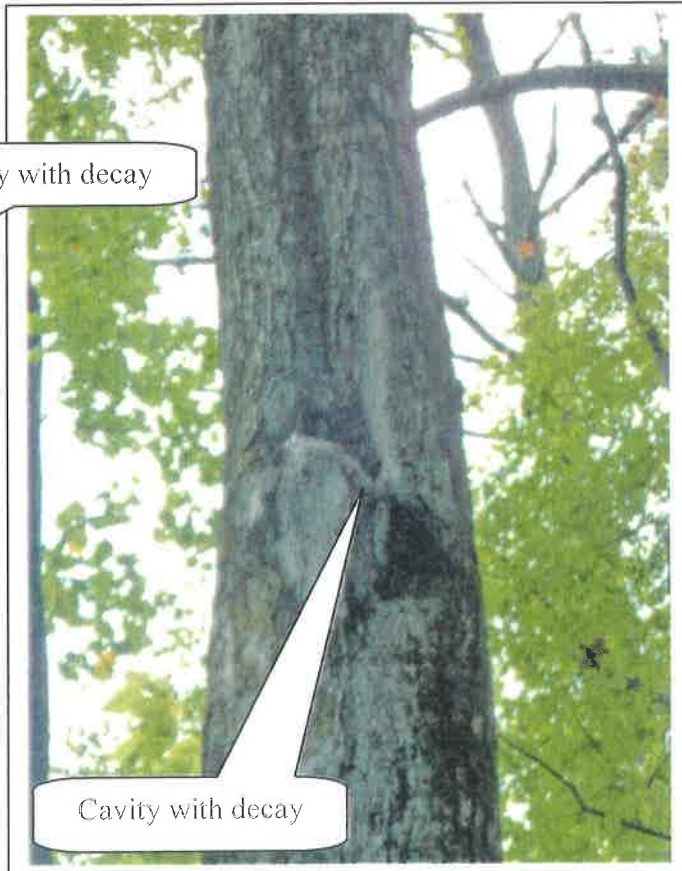
Hypoxylon Canker

Photo 78



Cavity with decay

Photo 79



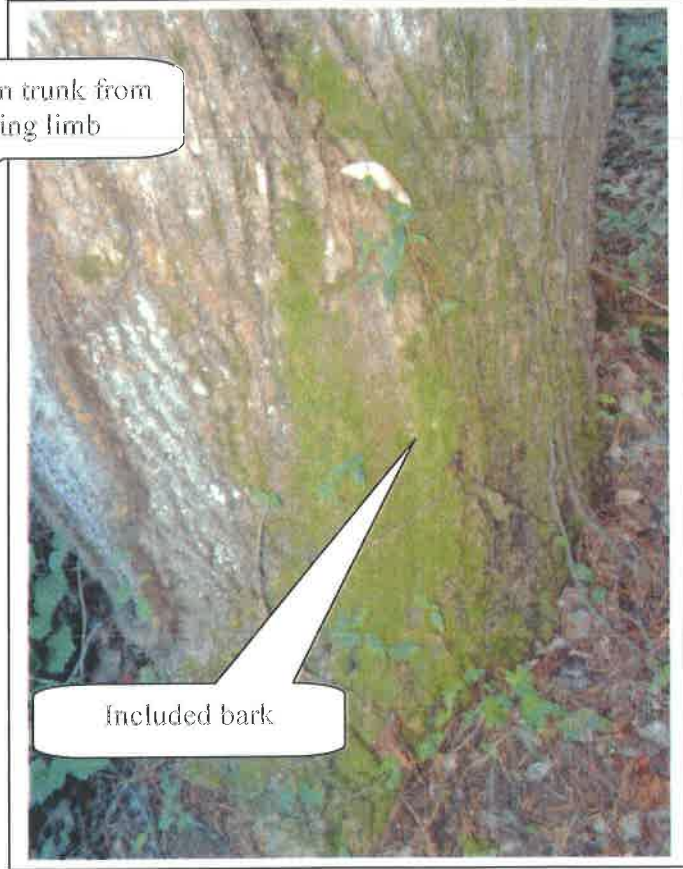
Cavity with decay

Photo 80



Decay in trunk from
rotting limb

Photo 81



Included bark

Photo 82



Decay in crotch

Photo 83



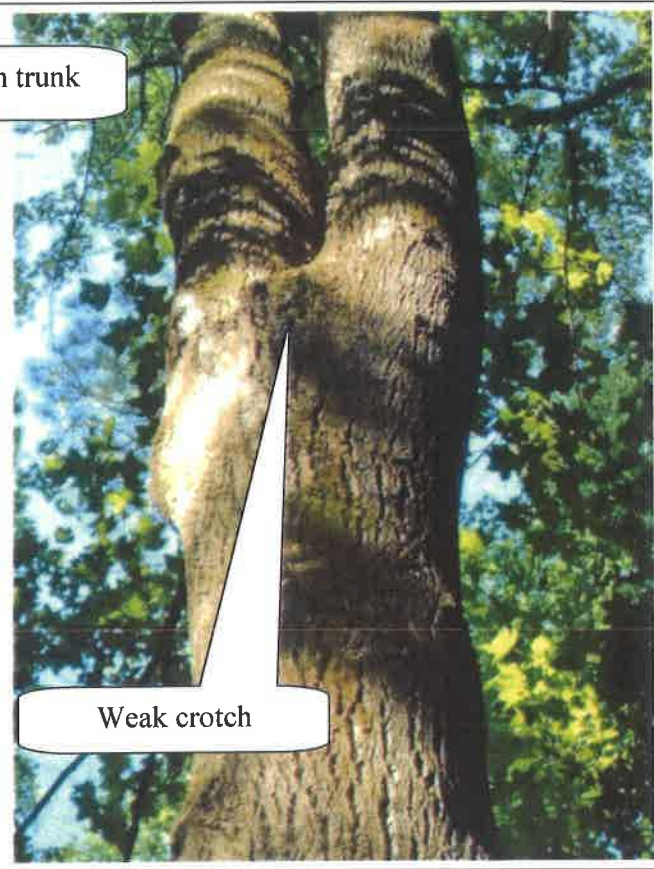
Decay in crotch

Photo 84



Barbwire in trunk

Photo 85



Weak crotch

Photo 86



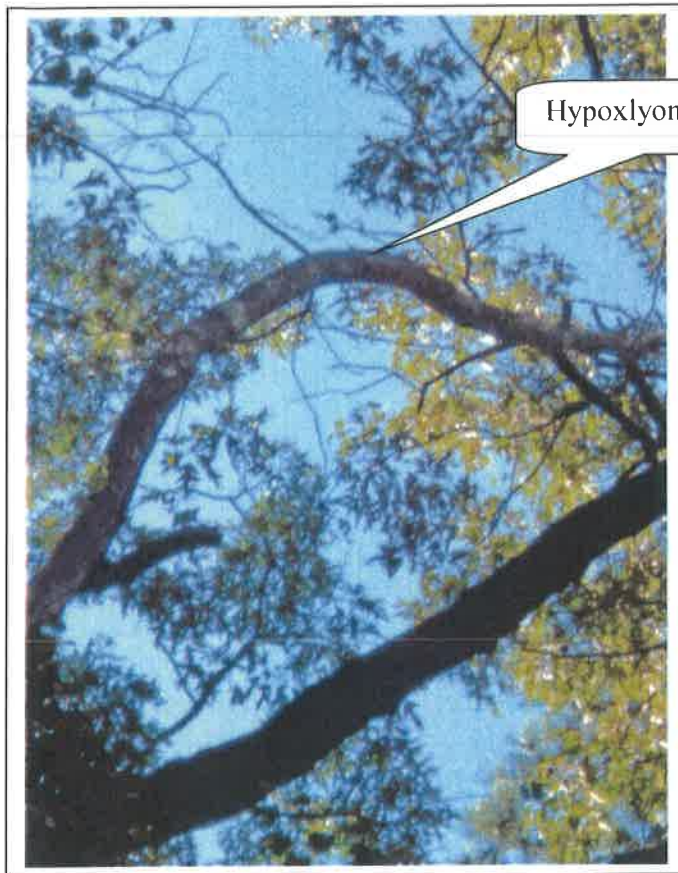
Severe lean

Photo 87



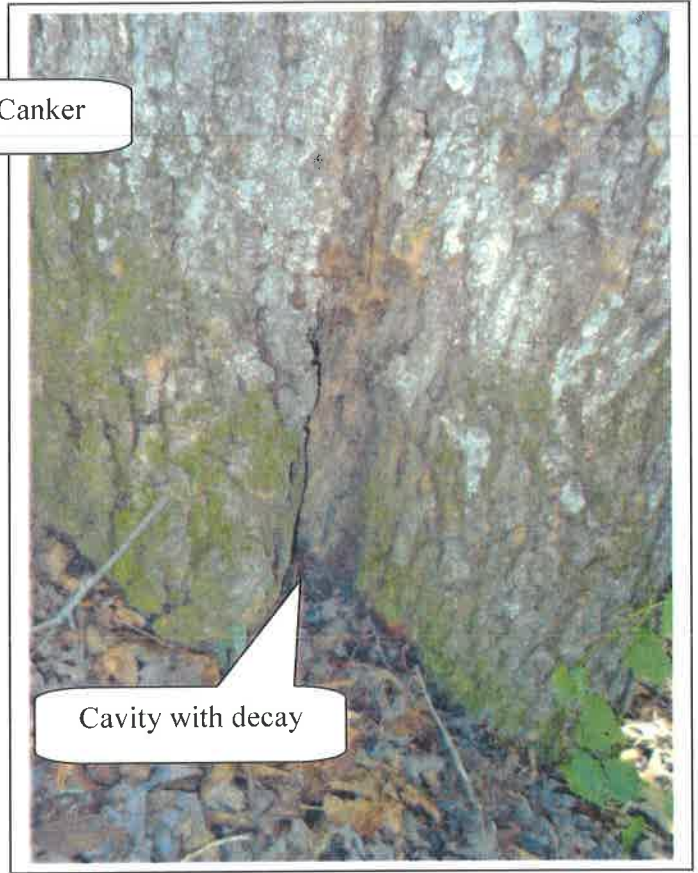
Phytophthora

Photo 88



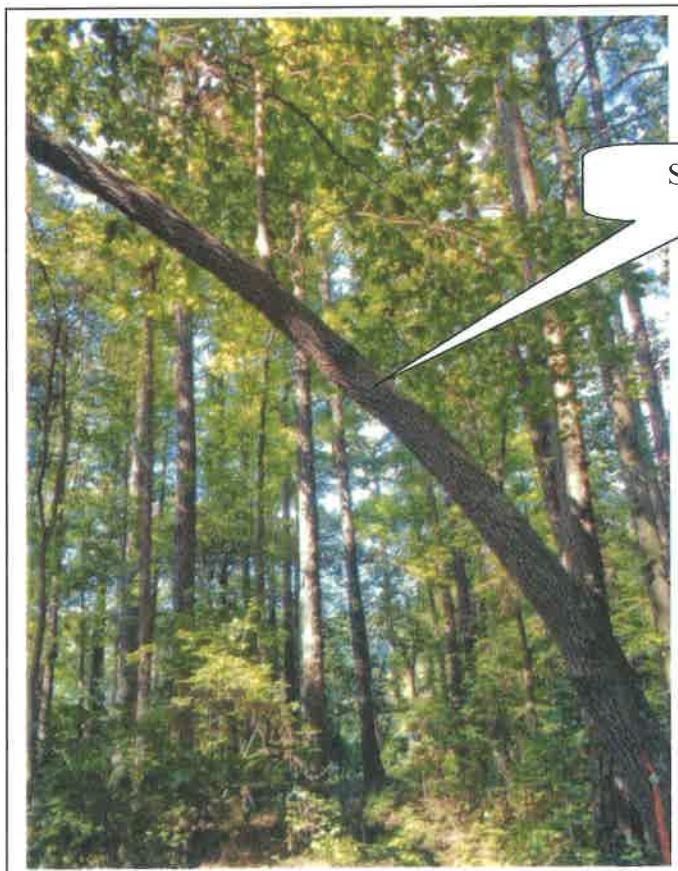
Hypoxylon Canker

Photo 89



Cavity with decay

Photo 90



Severe lean

Photo 91



Cavity with decay

Photo 92



Fruiting bodies

Photo 93



Cavity of decay

Photo 94



Root damage

Photo 95



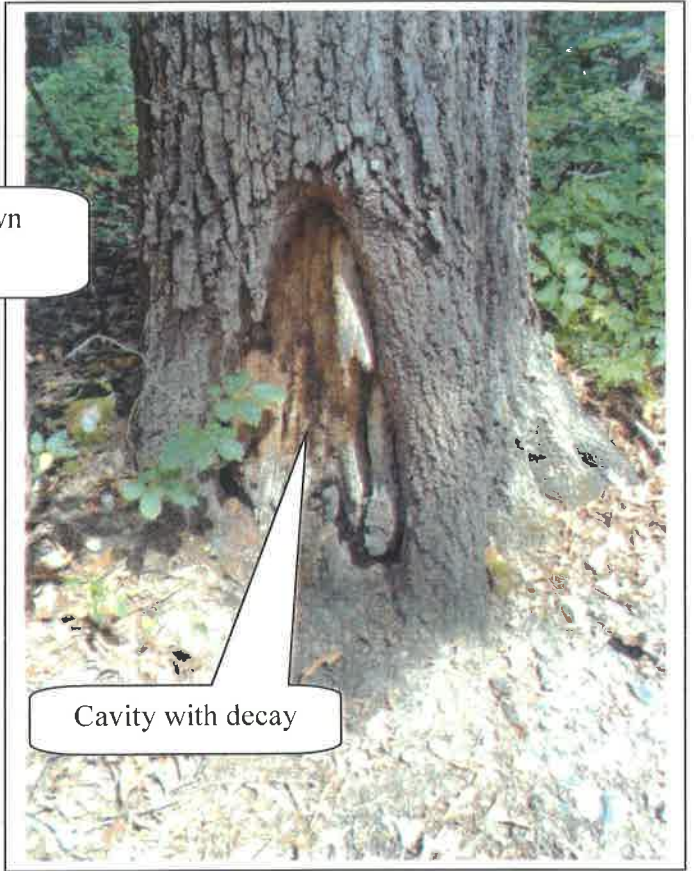
Included bark with trunk gall in the inclusion

Photo 96



2 Trees grown together

Photo 97



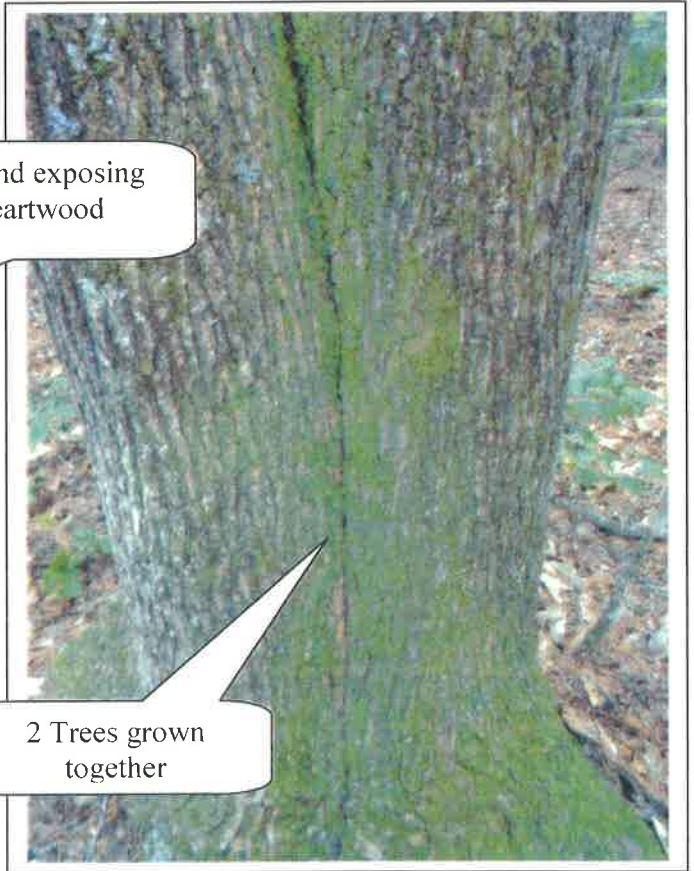
Cavity with decay

Photo 98



Wound exposing heartwood

Photo 99



2 Trees grown together

Photo 100



CITY COUNCIL MEETING STAFF REPORT

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

I. AGENDA ITEM TITLE: Z-17-01 TRIBBLE/285 KAREN DRIVE

PLANNING COMMISSION: MARCH 2, 2017
CITY COUNCIL: MARCH 27, 2017

II. RECOMMENDATION:

Approve Z-17-01 Tribble/285 Karen Drive subject to the following conditions:

1. The property to be rezoned shall have a 'DT-R' zoning classification with a maximum density of 3.67 dwelling units per acre.
2. Property shall be developed substantially in accordance with the submitted plan prepare by Contineo Group, dated 2/15/2017, except as modified by these conditions. Lot yield depicted is not guaranteed and subject to meeting all City Code requirements and conditions of zoning.
3. All buildings shall be oriented to and have their front door facing Devore Road and/or Karen Drive, including a pedestrian connection from each home to the public sidewalk.
4. The existing driveways on Karen Drive and Devore Road shall be removed.
5. Internal driveway shall be constructed of pervious pavers, as depicted on the plan prepared by Contineo Group, dated 2/15/2017. Internal driveway section shall be a minimum 16' and shall conform to the 2012 International Fire Code Appendix D.
6. All building architecture shall meet the Downtown Code requirements as approved by Staff. The existing home shall be renovated in compliance with the Downtown Code and shall have similar architecture and massing as compared to the 2 new homes. A side- or rear-loaded garage shall be added to the existing home. If a garage is added to the front of the home, it shall appear as part of the home and not as a garage as approved by Staff.
7. Residential lots shall include a courtyard in the front yard with decorative low wall or fence and landscape.
8. Visible fencing shall be decorative as approved by Staff. Unfinished wood fencing and decks shall not be visible from the public right-of-way.
9. A 10' undisturbed or replanted landscape buffer shall be provided along the west property line. If the buffer is graded and replanted, landscape shall be 75% evergreen material as approved by Staff.
10. A minimum 5' landscape strip shall be provided along the south property line including a mix of trees and shrubs as approved by Staff. The 5' landscape strip shall be developed on the subject property and/or the adjacent property through a permanent easement. The applicant shall provide a copy of the recorded easement prior to final site Certificate of Occupancy.
11. Specimen trees #76 (12" Dogwood) and #78 (33" Southern Red Oak) shall be saved. The 3 cut-leaf Japanese Maples shall be relocated on-site using methods approved by Staff. The applicant shall make reasonable effort to save trees #79, 80, 81 and 82.
12. 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.
13. Landscaping shall be traditional Southern landscape material, with final approval by Staff.
14. Devore Road and Karen Drive streetscape shall be improved in compliance with the Downtown Code, including on-street parking, pedestrian street lights and street trees as approved by Staff.
15. Provide an opportunity for inter-parcel access to the property to the south.
16. Amenity space shall be developed as depicted on the plan prepared by Contineo Group, dated 2/15/2017 and shall include seating, hardscape and landscape as approved by Staff.
17. Utilities along Karen Drive shall be placed underground.
18. Developer shall be required to provide stormwater management facilities for the proposed development.
19. Final plat shall be required for the proposed development, including an access easements over the driveway.

III. REPORT IN BRIEF:

The applicant, Donna Tribble, is requesting a rezoning of a 0.817-acre property from R-12 (Dwelling 'For-Sale' Residential) to DT-R (Downtown Residential) to allow for three (3) single-family detached homes with a density of 3.67 dwelling units per acre. The applicant proposes to construct two (2) additional single-family detached homes and to renovate an existing single-family detached home in accordance with the Downtown architectural requirements. The subject property is located at 285 Karen Drive at the southwest corner of Devore Road and Karen Drive.

DISCUSSION

The submitted request, if approved, will allow for the construction of two (2) additional 'For-Sale' single-family detached homes on a 0.817-acre property with a density of 3.67 dwelling units per acre. The applicant proposes to renovate the existing home in compliance with the Downtown architectural regulations. The subject property is located at 285 Karen Drive at the southwest corner of Devore Road and Karen Drive.

The subject property is zoned R-12 and is developed with one (1) single-family detached home. The existing home is a 1-story brick ranch. Surrounding properties are zoned R-12 to the south and east (Alpha Park subdivision), DT-MU to the north (Perling property – Green Bean Exchange) and O-I to the west (Colony Park Office Park). The property is located within the Downtown Overlay and has a comprehensive land use plan designation of Downtown Residential Density.

The typical lot size in Alpha Park is approximately 0.4 acres. However, lots immediately adjacent to Devore Road are larger, including the applicant's property which is the largest in Alpha Park. The applicant proposes three (3) single-family detached lots on 0.817 acres with a density of 3.67 dwelling units per acre. Alpha Park is zoned R-12, which allows a maximum density of 3.63 dwelling units per acre. The applicant's request proposes to utilize the development standards in the DT-R zoning district, while maintaining a density that is consistent with the neighborhood.

Redevelopment of existing residential areas in the Downtown, including Alpha Park, is envisioned in the Downtown Master Plan to occur as part of a larger land assembly as opposed to a piecemeal, lot-by-lot approach. The land assembly approach to redevelopment is preferred in order to limit impacts on existing residential property owners, as well as to produce the best development plan for the area. This approach offers greater opportunity to protect the natural environment, better site layout, larger and more useable civic and amenity spaces and helps defray infrastructure costs. Additionally, there are potential negative stormwater management implications since single lot redevelopment would not trigger stormwater requirements. This is especially concerning given that older residential areas, such as Alpha Park, were developed with little to no stormwater management requirements. Staff has proposed amendments to the 2035 Comprehensive Plan in order to clarify the vision for residential redevelopment in the Downtown.

The applicant has made attempts to assemble other properties in Alpha Park, including surveying property owners to gauge their interest in joining the requested rezoning. According to the applicant, there is redevelopment interest among Alpha Park property owners. However, property owners are taking a wait-and-see approach to the applicant's requested rezoning. The applicant provided a conceptual plan depicting how properties along Devore Road could redevelop.

SITE PLAN

The submitted site plan depicts three (3) single-family detached homes on the 0.817-acre property. All homes are oriented to Devore Road and Karen Drive and one (1) driveway is depicted from Karen Drive. A 2nd driveway on Devore Road currently exists; however, staff recommends that the driveway on Devore Road be removed. The existing home is depicted to include a side-entry garage addition, which brings the home closer to the road. Lot sizes vary with the existing home having the largest lot size of 20,128 square feet and the two (2) new homes having lot sizes of 5,092 square feet and 10,382 square feet. Building setbacks depicted on the site plan meet the setback requirements in the DT-R zoning district. Parking will be provided in garages and driveways associated with each home.

The applicant’s arborist survey and assessment identifies a mix of Pines and hardwoods on the site. The site plan depicts a Dogwood along Karen Drive and a Southern Red Oak along Devore Road to be saved. The applicant also indicates that three (3) cut-leaf Japanese Maples will be relocated on-site.

The DT-R district requires a minimum 10% of the site be set aside as amenity space, which may not include buildings, parking areas, required building setbacks, buffers and landscape strips. Therefore, 0.0817 acres or 3,559 square feet of amenity space is required on the subject property. The site plan depicts a total of 4,190 square feet of amenity space. An amenity area is provided along Devore Road between Units A and B and includes a tree save area, seating and hardscape. A larger amenity space is depicted at the rear of the property around the detention pond, including hardscape and landscape improvements.

BUILDING ELEVATIONS & ARCHITECTURE

As shown below, the applicant submitted photographic examples of their proposed single-family detached product. The example on the left depicts Classical Revival or Neoclassical style, which is an approved style in the Downtown Code. The example on the right depicts English Cottage, which is not currently an approved style in the Downtown Overlay. The Downtown Architect believes that the Neoclassical example meets the intent of the Downtown Code, subject to the columns being properly proportioned to the building.



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 – 3 Single-Family Detached Residential Units

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

Based on the total figure for all three school levels, it can be assumed that the proposed development could house approximately 0 – 4 school age children. Numbers provided by Fulton County Schools show that all 3 schools are currently over capacity.

TRAFFIC

The proposed project, consisting of three (3) Single-Family Detached units, would generate 3 PM Peak Hour trips, which represents an increase of 2 PM Peak Hour trips from the existing zoning of the subject property.

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 residential use is consistent with uses permitted in the Downtown Master Plan. The applicant proposes three (3) single-family detached lots on 0.817 acres with a density of 3.67 dwelling units per acre. The Alpha Park neighborhood is zoned R-12, which allows 3.63 dwelling units per acre. Although the applicant's request is for a single lot rezoning, the proposed density is consistent with the existing density for Alpha Park.

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

Response: The applicant's request is for a single lot rezoning; however, the proposed density is consistent with the existing density for Alpha Park. If approved, architectural and site conditions are recommended, as well as the provision of stormwater management.

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

Response: The proposed development should not have significant impacts on the natural environment. Two (2) trees are proposed to be saved and three (3) Japanese Maples will be relocated on-site.

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

Response: The property is developed with one (1) single-family detached home. The applicant proposes two (2) additional detached lots on 0.817 acres for a total density of 3.67 dwelling units per acre. The Alpha Park neighborhood is zoned R-12 and allows 3.63 dwelling units per acre. Although the applicant's request is a single lot rezoning, the proposed density is consistent with the existing density of Alpha Park.

- 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 applicant's request is for two (2) additional single-family detached homes, which should not have significant impacts on public 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: Not applicable.

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

Response: The zoning request reflects a reasonable balance as the proposed density is consistent with the existing density of Alpha Park.

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

Response: The property is developed with one (1) single-family detached home. The applicant proposes two (2) additional detached lots on 0.817 acres for a total density of 3.67 dwelling units per acre. The Alpha Park neighborhood is zoned R-12 and allows 3.63 dwelling units per acre. Although the applicant's request is a single lot rezoning, the proposed density is consistent with the existing density of Alpha Park.

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 Downtown Residential Density.

CONCURRENCES

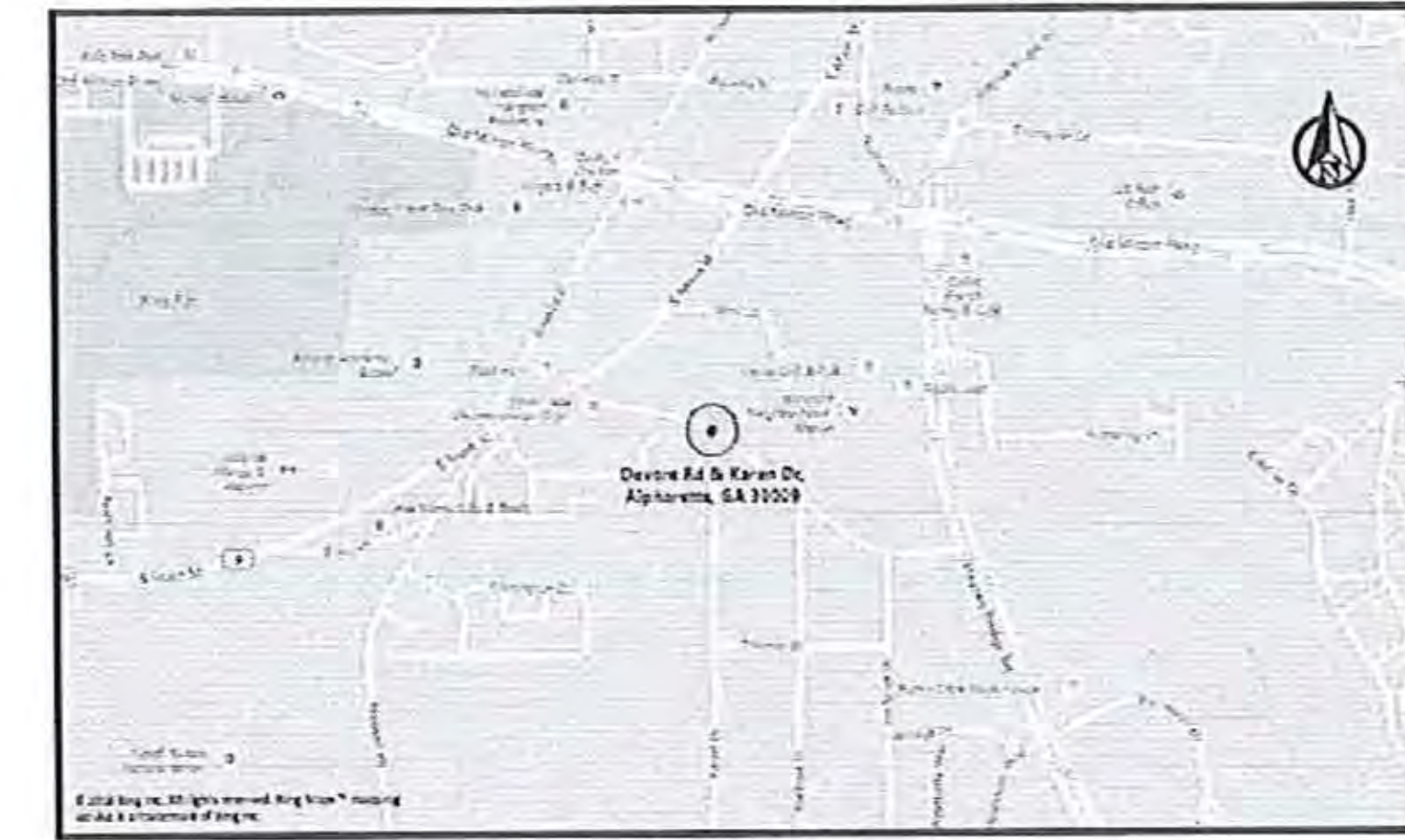
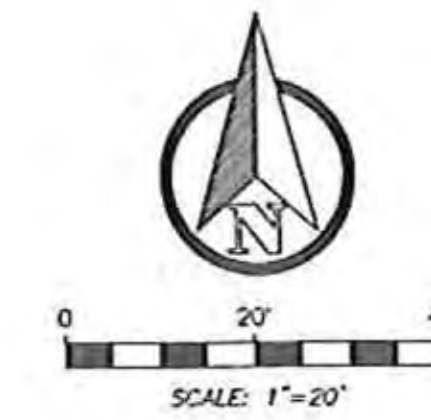
Staff has reviewed the applicant's proposal and finds that it can generally support the request for rezoning. The applicant proposes two (2) additional single-family detached lots on 0.817 acres for a total density of 3.67 dwelling units per acre. Alpha Park is zoned R-12 and allows a maximum density of 3.63 dwelling units per acre. The applicant's proposed density is much less than the eight (8) dwelling units per acre permitted in the DT-R zoning district. While the applicant was unsuccessful in assembling other properties and therefore the request is for a single lot rezoning, the proposed use and density is consistent with the existing use and density in Alpha Park. If approved, staff recommends architectural and site conditions, as well as stormwater requirements.

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.

IV. ATTACHMENTS:

- Site Plan
- Architectural Examples



VICINITY MAP
N.T.S.

SITE SUMMARY	
ZONING DISTRICT	DTR
PROPOSED USE	SINGLE FAMILY RESIDENTIAL
TOTAL SITE AREA	0.817 AC
PROPOSED BUILDINGS	3
IMPERVIOUS SITE AREA	20,413-SF
PERVIOUS SITE AREA	15,175-SF (0.314-AC)
PERVIOUS AREA PERCENTAGE	42.6%
AMENITY AREA	4,190-SF
(INCLUDED IN PERVIOUS)	
AMENITY AREA PERCENTAGE	11.8%
FRONT BUILDING SETBACK	10'
SIDE BUILDING SETBACK	3'
REAR BUILDING SETBACK	0'



PRELIMINARY CONCEPT

NOTE: THIS CONCEPTUAL DESIGN SHOULD BE UTILIZED AS A GRAPHICAL REPRESENTATION OF A POSSIBLE DESIGN CHOICE. THE INFORMATION ON THIS PLAN WAS DESIGNED FROM LIMITED MATERIAL AND HAS ITS INACCURACIES, THEREFORE IT SHOULD NOT BE USED FOR CONSTRUCTION UNTIL ALL APPLICABLE MATERIAL NEEDED HAS BEEN REVIEWED AND INCORPORATED.

DRAFT



THE CONTINEO GROUP
570 OAKDALE ROAD | ATLANTA, GA 30307
PHONE: 770.335.9403 | WWW.THECONTINEOGROUP.COM

#	DATE	REVISIONS	BY

Three drawings and the final drawing are the intellectual property of The Contineo Group. Reproduction of any part of this drawing without the written consent of The Contineo Group is prohibited. Any reproduction not subject to legal action.

DONNA TRIBBLE
DEVELOPER

285 KAREN DRIVE
ALPHARETTA, GA 30305
TRIBBLEDONNA@GMAIL.COM

DEVORE ROAD
RESIDENTIAL DEVELOPMENT

JURISDICTION: CITY OF ALPHARETTA

LANDLOT: 285 KAREN DRIVE

ALPHARETTA, GA

CHECKED BY:

DRAWN BY:

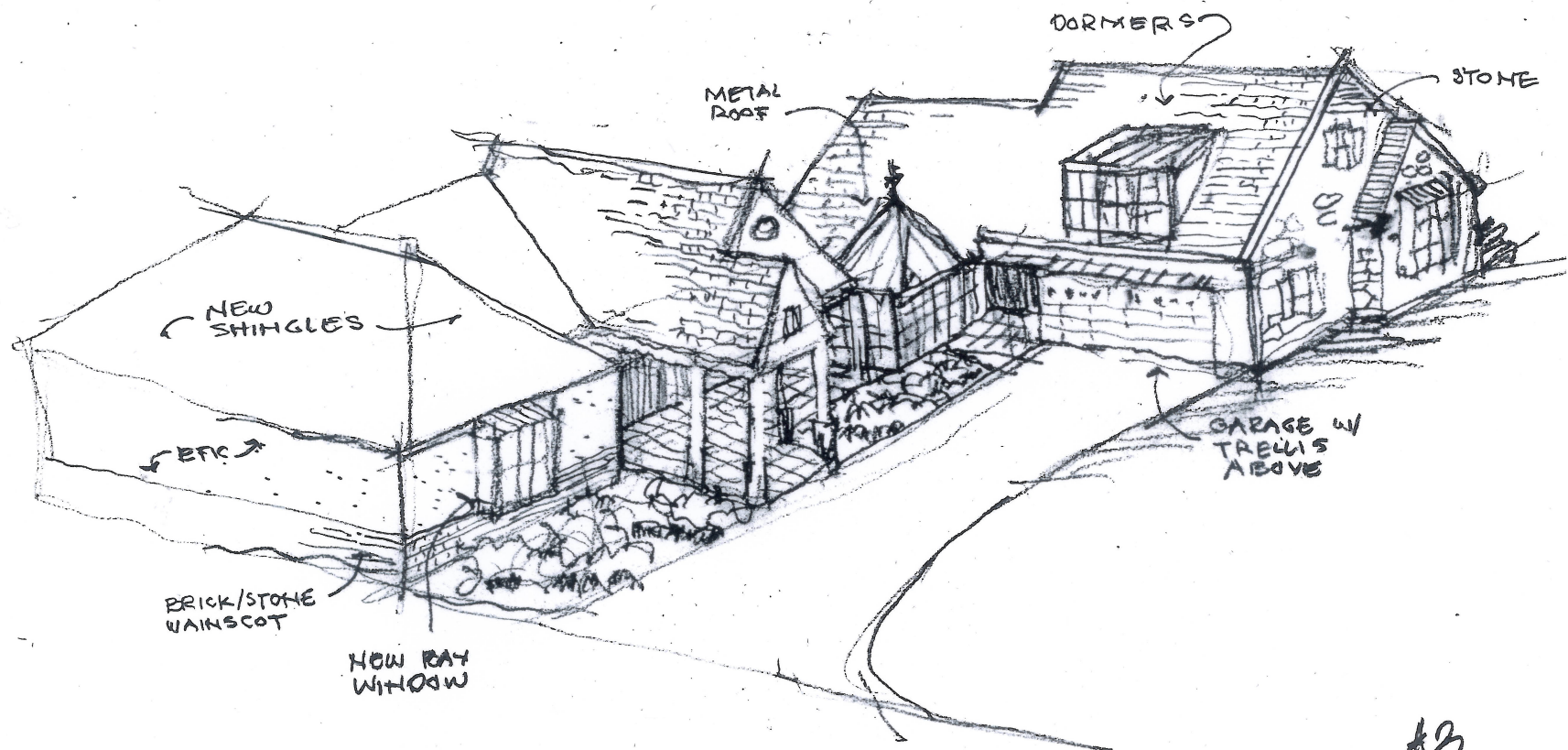
CONCEPT PLAN

JOB NO:
16-245

SHEET
CSP07

DATE:
02/15/17

2/23/17



#3

SKETCH FOR TRIBBLE RESIDENCE

2-23-17 RJDA

Before Renovation



After Renovation



This report prepared for Rick H. by MATT TRIDOLE

Properties

Map / Search

Properties - Next - 1-25 of 65 at 25



1/4

Parking: 2 Car Garage, Attached, Auto
Garage Door, Electric Car
Charging Station

Residential Detached
MLS #111111111
List Price \$1,149,900

Checked 0 Print Email Mark as Favorite

Mobile Portal - Disclaimer



November 2016

**Survey for Rezoning 285 Karen Drive From Residential to
Down Town Residential**

**I agree with the rezoning of 285 Karen Drive Alpharetta,
GA 30009 High Density 3 to 4 Dwellings on 1 Acre of Land**

Name

Address

Agree

1. Mary Stratman 2945. MAIN ST
Suite 200
2. Karen Kozowski
3. Be. Cunn iParameters St. 200/296 S. Main.
4. Pam Hodgson Own 294 Building
5. P. 7 H #292 ste 600 (own condo)
6. Greg Miller #292 work in AREA
7. Sue Portch #292 own building
8. C. S. Vocalistic #290
9. Dorothy Hayes CISTEL CORP. #200 RENT
10. Angel Robinette Rycen Construction #300

November 2016

**Survey for Rezoning 285 Karen Drive From Residential to
Down Town Residential**

**I agree with the rezoning of 285 Karen Drive Alpharetta,
GA 30009 High Density 3 to 4 Dwellings on 1 Acre of Land**

Name	Address	Agree
11. Jo Aubry	Rycon CONSTRUCTION	#300
12. [Signature]	Rycon CONSTRUCTION	#300
13. [Signature]	MSRost Assoc	#284
14. Mike Stratt	UTILITY TR	#100
15. Anne King	Utility TR	#100
16. R. Ben Lane	UTILITY TR	#100
17. Lamp Shade City		#300
18. [Signature]	REDS	

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: Donna Tribble

Telephone: 770 527-0218

Address: 285 Karen Drive

Suite: _____

City Alpharetta

State: GA

Zip: 30009

Fax: _____

Mobile Tel: 770 527-0218

Email: tribbledonna@yahoo.com

Subject Property Information:

Address: 285 Karen Drive

Current Zoning: C-2 R-12

District: 1

Section: 3

Land Lot: 696

Parcel ID: 12-2582-0696-007-1

Proposed Zoning: DT-R

Current Use: Residential R 12

This Application For (Check All That Apply):☒ Conditional Use☐ Master Plan Amendment☒ Rezoning☐ Master Plan Review☐ Variance☐ Public Hearing☐ Comprehensive Plan Amendment☐ Other (Specify): _____

APPLICANT REQUEST AND INTENT

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

The proposed use of the property at 285 Karen Drive is to build 6 semi-attached homes and 1 detached home.

Applicant's Request (Please itemize the proposal):

1. Rezone C-2 & R12 to DT- R
2. ~~Submit Conditional Use to increase the density just over 8 dwellings per acre.~~

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

My intent is to enhance downtown Alpharetta as well as Devore Road. My intent is also to raise my property value and generate more tax dollars for the city of Alpharetta. I want to enhance the future development of the Perling Project across the street which is Devore Road. My intent is to have the properties face Devore Road instead of Karen Drive.

PROPERTY OWNER AUTHORIZATION

Property Owner Information:

Contact Name: Donna Tribble

Telephone: 770 527-0218

Address: 285 Karen Drive

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

Identify Authorized Applicant:

Name of Authorized Applicant: Donna Tribble

Telephone: 770 527-0218

Address: 285 Karen Drive

Suite:

City Alpharetta

State: GA

Zip: 30009

So Sworn and Attested:

Owner Signature:



Date:



Notary:

Notary Signature:


COMM - Expires 10-10-17

Date:



DISCLOSURE FORM

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

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

Name of Applicant or Opponent: NA

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 has been made.

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

Name of Official:

Position:

Description of Contribution:

Value:

Description of Contribution:

Value:

Description of Contribution:

Value:

Description of Contribution:

Value:

Description of Contribution:

Value:

Campaign Contribution Information:

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

Signature:

Donna Tribble

Date:

10/30/16

ALPHARETTA PLANNING COMMISSION REVIEW CRITERIA

How will this proposal be compatible with surrounding properties?

My proposal is compatible with the future enhancement of Devore Road Area. My project will contribute to a rehabilitation to the south Downtown area which will be in line with the northern part of the Downtown area Master Plan (New City Hall, Library, downtown Main Street)

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

This proposal will raise property values on Devore Road as well as raise taxes for the city or Alpharetta.

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

The property needs to be rezoned to the current DT-R zoning in order to create a High Density Residential environment. The present C2 & R12 zoning will not allow for more than one dwelling on this property. I am, therefore, applying for DT-R zoning, ~~as well as an Conditional Use to allow 7 dwellings on my .817 acre.~~

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

The increase in traffic and population would be minimal. GADOT plans to add a traffic light on Devore and Main Street will help with the flow of traffic. This proposal would add approx. 4 more families to the population.

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

The proposal will generate more tax dollars for the school system and we would use the city sewer system instead of the present septic tank. The other utilities would remain the same.

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

The proposal would be highly consistent with the Alpharetta Comprehensive Plan, and would be particularly promising for the Future Land Use Map. By raising the property value, the proposal will help make the city of Alpharetta a better place to live in years to come.

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

The existing driveway on Devore Road would work well with the Plan to GADOT have for Devore Road. In the future will be request the ability use the vacant lot that will be left to create a Civic Use for the city.

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

Please provide information or evidence that supports your request and the statements that you have provided in this application.

October 28, 2016

Property 285 Karen Drive Alpharetta, GA 30009

I am proposing to rezone 285 Karen to DT-R from R-12. The site is an unattractive dated dwelling compared to the upcoming plans for Devore Rd. The Perling Project is presently being considered for a beautifully Mixed Use Project within a few feet of my property. That is the reason I wish to rezone my property and piggy-back off the collaboration. I want my property to be a state of the art project that the city of Alpharetta as well as the residents can be proud of. I have hired a professional team consisting of Richard Debban as my architect, Bryan Russell as my engineer with The Contineo Group and Hobgood Construction as the developer. I will be building homes with upscale designs that will fit into the Downtown Alpharetta Master Plan.

LETTER OF INTENT

285 Karen Dr. Alpharetta Possibly to be called Devore Downs

To: City of Alpharetta Rezoning Council

From: Donna Tribble, Homeowner

I am requesting to rezone my property listed above currently zoned C-2 and R-12 with a single-family home built in the sixties to DT-R. I want to build ^{Five} ~~seven~~ single family homes with a minimum of approximately 3000 square feet of heated floor area per unit. One of the homes will be detached, and the others will be semi-detached. I have hired several professionals who have worked in the downtown Alpharetta on many existing projects to ensure the site will reflect the criteria expected by the city council.

Thanks for your time and consideration,

Donna Tribble: 

Date: 10-28-16

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: 285 Karen Drive

Contact Name: Donna Tribble

Telephone: 770 527-0218

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 Attach 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)

Personal Visits in Alpha Park as well as letter.

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.

Personal email and telephone

Z-17-01/CU-17-01

Tribble Downtown Live Work

12 258106931081
HODGSON ENTERPRISES LLC
294 SOUTH MAIN ST # 300
ALPHARETTA GA 30004

12 258106930281
HOLIDAY ENTERTAINMENT LLC
1827 POWERS FERRY RD # 5
ATLANTA GA 30339

12 258206960329
KENT RONALD & ELIZABETH
294 KAREN DR
ALPHARETTA GA 30009 2114

12 258106931115
COLONY PARK INC
284 S MAIN ST SUITE 400
ALPHARETTA GA 30009

12 258106930372
WICKS RONALD S & MARY A
600 FLYING SCOT WAY
ALPHARETTA GA 30005 4240

12 258206960337
JMA HOMES ONE SIXTY LLC
PO BOX 768731
ROSWELL GA 30076

12 258106931123
COLONY PARK INC
284 S MAIN ST SUITE 400
ALPHARETTA GA 30009

12 258106930380
PURE TAQUERIA LLC
103 ROSWELL ST
ALPHARETTA GA 30009

12 258206960345
MORRISON CHILDRENS TRUST
1632 PONCE DE LEON AVE NE
ATLANTA GA 30307

12 258106931131
COLONY PARK INC
284 S MAIN ST SUITE 400
ALPHARETTA GA 30009

12 258106930398
ALPHA DEVELOPMENT CORP
P O BOX 92
ALPHARETTA GA 30009

12 258206960352
STRAY CAT LLC
325 MICHAEL DR
ALPHARETTA GA 30009

12 258106931529
COLONY PARK INC
284 SOUTH MAIN ST # 600
ALPHARETTA GA 30201

12 258206960147
GARMON JOY E
5336 AMBER COVE WAY
FLOWERY BRANCH GA 30542

12 258206960360
BUTTOLPH FRANCES P
9007 MAPLE HILL CT
HUNTERSVILLE NC 28078

12 258106931495
COLONY PARK INC
284 S MAIN ST SUITE 600
ALPHARETTA GA 30004

12 258206960279
ROACH NATALIE J
P.O. BOX 220849 RD
CHICAGO IL 60622 0030

12 258106930059
HOLIDAY ENTERTAINMENT LLC
1827 POWERS FERRY RD # 5
ATLANTA GA 30339

12 258106931503
COLONY PARK INC
284 S MAIN ST SUITE 600
ALPHARETTA GA 30004

12 258206960287
PETRAKOPOULOS ANGELOS & CHARLES G
371 JON SCOTT DR
ALPHARETTA GA 30009 2109

12 258206960071
TRIBBLE DONNA E
285 KAREN DR
ALPHARETTA GA 30009

12 258106931487
BYINGTON FRANK & MADGE
310 MAXWELL RD STE 100
ALPHARETTA GA 30009 2061

12 258206960295
SHANNI ELSIE D
320 KAREN DR
ALPHARETTA GA 30004

12 258206960089
THOMPSON RICHARD L
3040 MAPLE LN
ALPHARETTA GA 30004 1569

12 258106931479
SESUIT INVESTMENTS L L C
310 MAXWELL RD STE 100
ALPHARETTA GA 30009 2061

12 258206960303
ORDWAY IAN C
14741 BIRMINGHAM HIGHWAY
MILTON GA 30004

12 258206960097
PERLING JONATHAN & ALLYSON
P O BOX 92
ALPHARETTA GA 30009

12 258106931511
COLONY PARK INC
284 SOUTH MAIN ST # 600
ALPHARETTA GA 30201

12 258206960311
HFT INVESTMENT HOLDINGS LLC
304 KAREN DR
ALPHARETTA GA 30009

12 258206960105
NAHSER DONALD P
305 KAREN DR
ALPHARETTA GA 30004 2115

Z-17-01/CU-17-01

Tribble Downtown Live Work

12 25810693C01

12 258106930943
COUNTRY MANOR HOMES DEV CORP
284 SOUTH MAIN ST # 600
ALPHARETTA GA 30004

12 258106930836
COUNTRY MANOR HOMES DEVELOPMENT CO
286 S MAIN ST
ALPHARETTA GA 30009

12 258106930828
COUNTRY MANOR HOMES DEVELOPMENT CORP
286 S MAIN ST
ALPHARETTA GA 30009

12 258106930968
COUNTRY MANOR HOMES DEV CORP
284 SOUTH MAIN ST # 600
ALPHARETTA GA 30004

12 258106930869
COUNTRY MANOR HOMES DEVELOPMENT CO
286 S MAIN ST
ALPHARETTA GA 30009

12 258106930851
COUNTRY MANOR HOMES DEVELOPMENT CORP
286 S MAIN ST
ALPHARETTA GA 30009

12 258106930984
COUNTRY MANOR HOMES DEV CORP
284 SOUTH MAIN ST # 600
ALPHARETTA GA 30004

12 258106931024
SOURCE CAPITAL INVESTMENTS L L C
330 RHODES CHASE CT
ALPHARETTA GA 30004

12 258106930901
COUNTRY MANOR HOMES DEV CORP
284 SOUTH MAIN ST # 600
ALPHARETTA GA 30004

12 258106930935
COUNTRY MANOR HOMES DEV CORP
284 SOUTH MAIN ST # 600
ALPHARETTA GA 30004

12 258106931040
DOVE PAUL F
292 S MAIN ST STE 600
ALPHARETTA GA 30009 1985

12 258106930927
COUNTRY MANOR HOMES DEV CORP
284 SOUTH MAIN ST # 600
ALPHARETTA GA 30004

12 258106930976
COUNTRY MANOR HOMES DEV CORP
284 SOUTH MAIN ST # 600
ALPHARETTA GA 30004

12 258106931032
DOVE JAMES D
292 S. MAIN ST SUITE 500
ALPHARETTA GA 30009

12 258106930893
COUNTRY MANOR HOMES DEV CORP
284 SOUTH MAIN ST # 600
ALPHARETTA GA 30004

12 258106930992
KREIKEMEIER JOHN E & JEAN
292 SOUTH MAIN ST #100
ALPHARETTA GA 30004 1950

12 258106931065
HODGSON ENTERPRISES LLC
294 SOUTH MAIN ST # 300
ALPHARETTA GA 30004

12 258106930919
COUNTRY MANOR HOMES DEV CORP
284 SOUTH MAIN ST # 600
ALPHARETTA GA 30004

12 258106931016
SOURCE CAPITAL INVESTMENTS L L C
330 RHODES CHASE CT
ALPHARETTA GA 30004

12 258106931107
HODGSON ENTERPRISES LLC
294 SOUTH MAIN ST # 300
ALPHARETTA GA 30004

12 258106930877
COUNTRY MANOR HOMES DEV CORP
284 SOUTH MAIN ST # 600
ALPHARETTA GA 30004

12 258106931008
JDR HOLDINGS LLLP
292 SOUTH MAIN ST # 200
ALPHARETTA GA 30004

12 258106931099
HODGSON ENTERPRISES LLC
294 SOUTH MAIN ST # 300
ALPHARETTA GA 30004

12 258106930885
COUNTRY MANOR HOMES DEV CORP
284 SOUTH MAIN ST # 600
ALPHARETTA GA 30004

12 258106930844
COUNTRY MANOR HOMES DEVELOPMENT CORP
286 S MAIN ST
ALPHARETTA GA 30009

12 258106931073
HODGSON ENTERPRISES LLC
294 SOUTH MAIN ST # 300
ALPHARETTA GA 30004

12 258106930950
COUNTRY MANOR HOMES DEV CORP
284 SOUTH MAIN ST # 600
ALPHARETTA GA 30004

12 258106930810
COUNTRY MANOR HOMES DEVELOPMENT CORP
286 S MAIN ST
ALPHARETTA GA 30009

12 258106931057
HODGSON ENTERPRISES LLC
294 SOUTH MAIN ST # 300
ALPHARETTA GA 30004

Tribble Downtown Live Work

12 258206960113
LAMBERT DANNY R
315 KAREN DR
ALPHARETTA GA 30009

12 258406950997
C S H F OF GA INC
1800 CENTURY BLVD NE
ATLANTA GA 30345

12 258206960121
NEWSOME BARBARA S & RONALD J
325 KAREN DR
ALPHARETTA GA 30004 2115

12 258106930505
ATLANTA CABLE PARTNERS L P
1 COMCAST CENTER 32ND FL
PHILADELPHIA PA 19103 2838

12 258206960139
VLAHIOTIS JOHN & SOFIA
5310 HUNTERS OAK DR
ALPHARETTA GA 30201 1463

12 258106931826
BRIARGATE TOWNHOME ASSOC INC
500 SUGAR MILL RD
ATLANTA GA 30350

12 258206960667
ALPHA DEVELOPMENT CORP
1048 WINDING BRANCH CT
ATLANTA GA 30338

12 258206960717
ALG LIMITED PARTNERSHIP
1730 RHODE ISLAND AVE NW SUITE 9
WASHINGTON DC 20036

12 258306940452
FULTON COUNTY BANK
P. O. BOX 723427
ATLANTA GA 31139

12 258306940460
J & J PROPERTIES INC
P.O. BOX 22147
KNOXVILLE TN 37933

12 258306940478
KARTOS JOHN L
P.O. BOX 22147
KNOXVILLE TN 37933

12 258306940601
WILSON WALTER D SR TR
217 S MAIN ST
ALPHARETTA GA 30004

12 258406950815
ALPHA DEVELOPMENT CORP
P O BOX 92
ALPHARETTA GA 30009

C-2 (approx. 172) - 4-10-86
Tribble Downtown Live Work

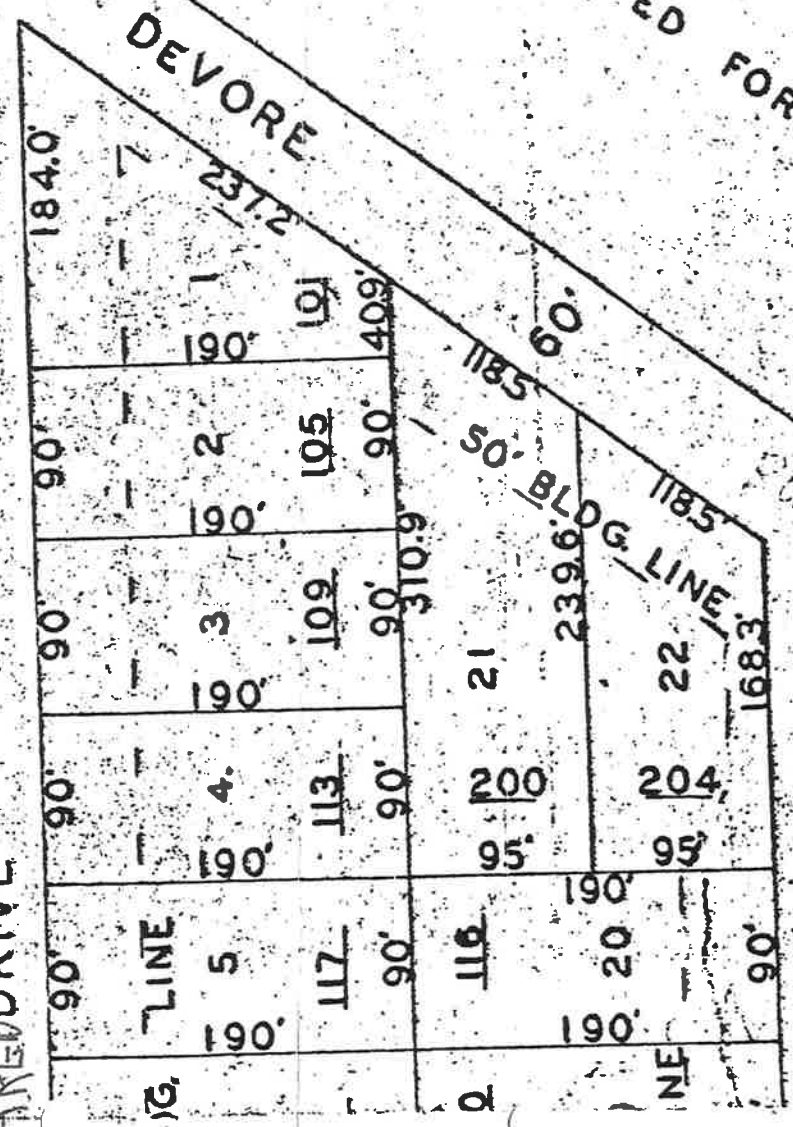
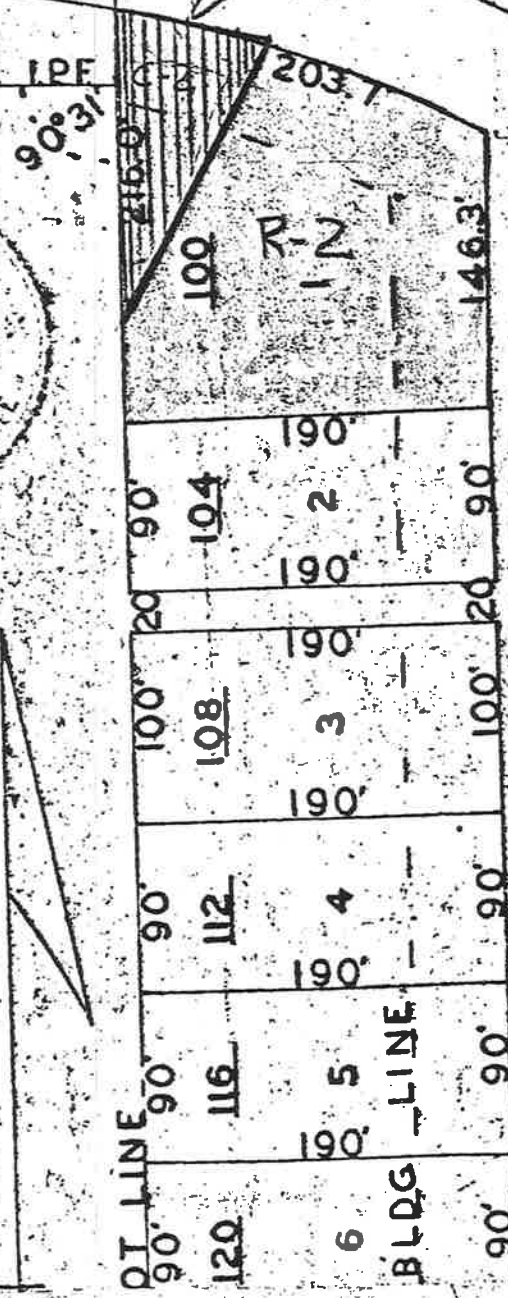
FOR BUSINESS
C-2



JBD.
RRLING &
TS 693-694
SECT. FULTON
1956 REG. NO 879
MBIE

OF ALPARETTA, GA.

*get only
to be approved*



RESERVE
RESERVED FOR R.

DRIVE

Legal Description

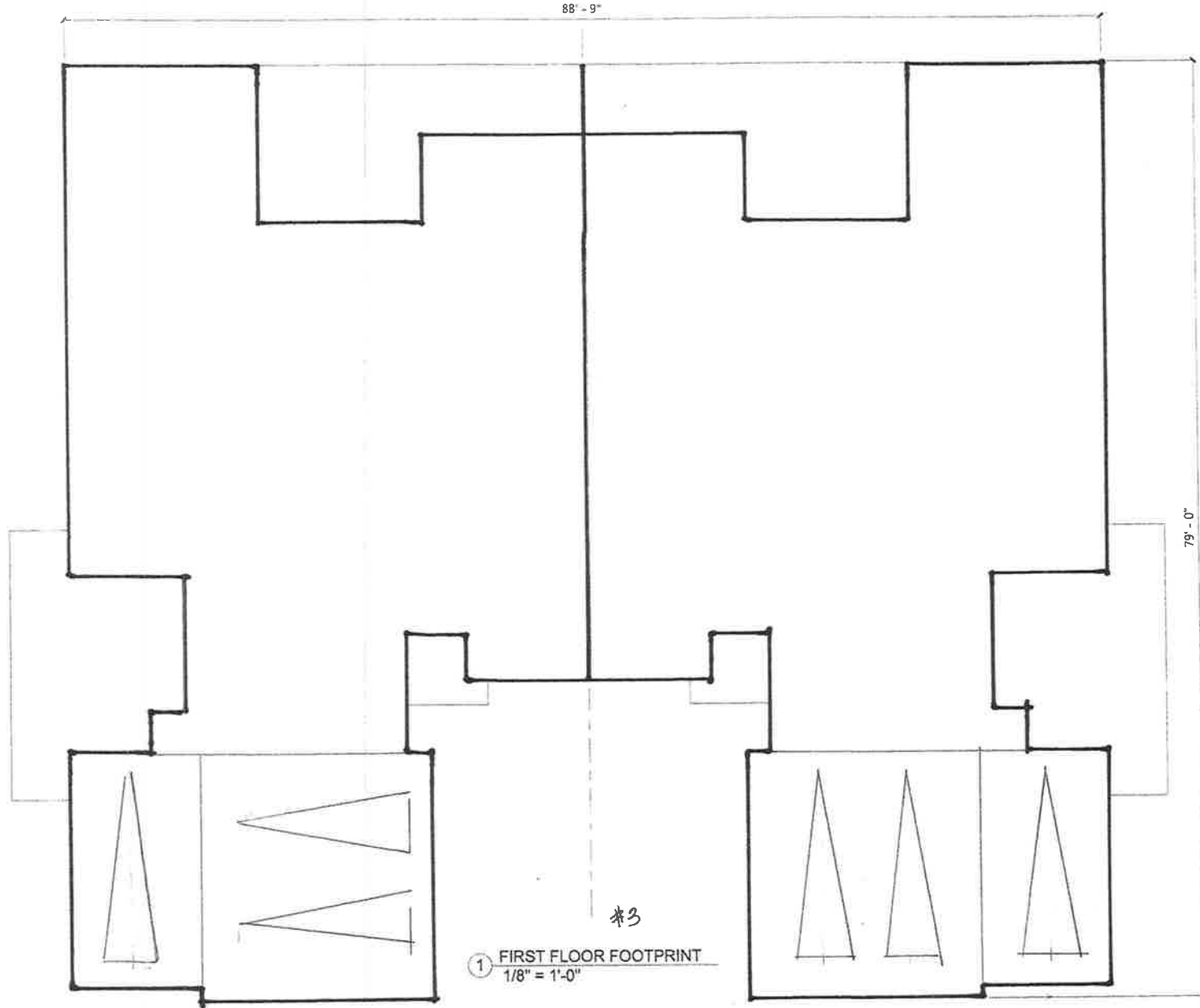
EXHIBIT "B"

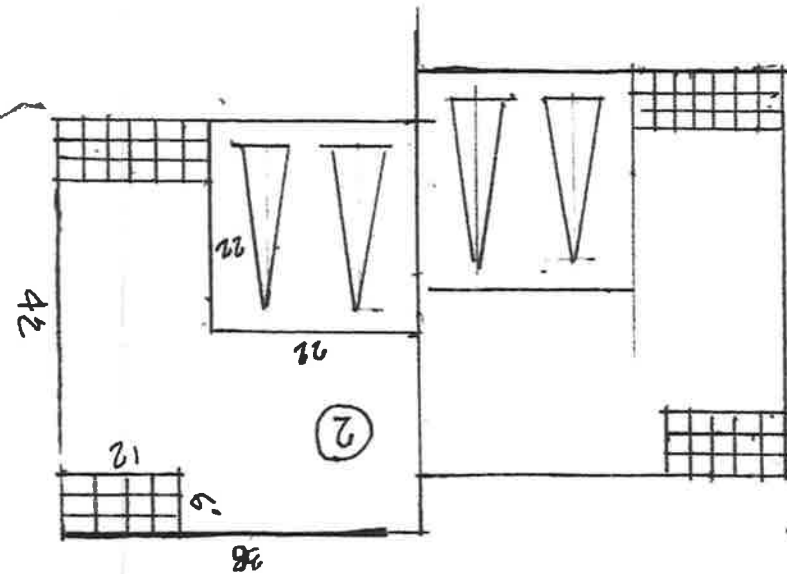
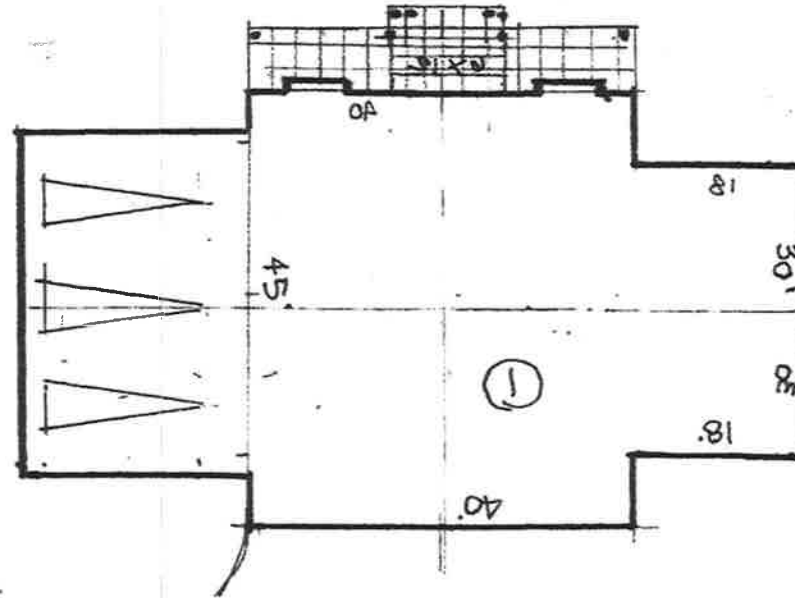
All that tract or parcel of land lying and being in Land Lot 696 of the 1st District, 3rd Section, Fulton County, Georgia, being Lot 1, Block A, Alpha Park Subdivision, Unit 1, as per plat recorded in Plat Book 58, Page 36, Fulton County, Georgia, Records, which plat is hereby referred to and made a part of this description by reference;

Bring improved property known as 285 Karen Drive, Alpharetta, Georgia 30201, according to the present system of numbering houses in the City of Alpharetta, Georgia.

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 686 OF THE 1st DISTRICT, 2nd SECTION OF FULTON COUNTY, GEORGIA, AND BEING LOT 1 BLOCK A, ALPHA PARK SUBDIVISION, UNIT 1, AS PER PLAT RECORDED IN PLAT BOOK 58 PAGE 38 IN THE OFFICE OF THE CLERK OF THE SUPERIOR COURT OF FULTON COUNTY, GEORGIA RECORDS, WHICH RECORDED PLAT IS BY THIS REFERENCE INCORPORATED HEREIN AND MADE A PART HEREOF THIS DESCRIPTION. (285 KAREN DR. ALPHARETTA, GA. 30009) MODIFIED IN DEED BOOK _____ PAGE _____, AS TRANSFERRED AT DEED BOOK _____, PAGE _____.

SUBJECT TO THAT CERTAIN DEED TO SECURE DEED ORIGINALLY IN FAVOR OF WASHINGTON MUTUAL RECORDED IN DEED BOOK 58 PAGE 38, AS MODIFIED IN DEED BOOK _____ PAGE _____, AS TRANSFERRED AT DEED BOOK _____, PAGE _____.





SEMI - DETACHED #2



#2

PROPOSED SINGLE FAMILY DETACHED



Semi-Detached

...ing the home's layout for various requirements.



To the Alpharetta City Council

From Donna Tribble

Re: 285 Karen Dr. Rezoning (Devore Rd.)

I submitted my application and site plan to Michael Woodman. There were several oversights that needed to be corrected. I attended a meeting with Michael, Kathy Cook, and several other people to help me with my site plan. Kathy recommended that the council would not favor one resident at a time trying to get rezoned to meet the Downtown Overlay plan. She explained that the City Council wants to see a more uniformed, consistent site plan. After the meeting, I contacted several residents with property bordering Devore Road and Karen Dr. who have agreed to Joint Venture with me if my site plan for 285 Karen Drive was approved. I had a meeting with five property owners on Devore / Karen Dr.. All of these owners filled out a questionnaire saying that they would agree to a Joint Venture in the future, if the City Council approves my site plan for rezoning. I have an overlay of these properties to present with my application.

Thanks,

Donna Tribble

DRAFT



THE CONTINEO GROUP
572 OAKDALE ROAD | ATLANTA, GA 30307
PHONE: 770.335.9403 | WWW.THECONTINEOGROUP.COM

[illegible]

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DONNA TRIBBLE
DEVELOPER

285 KAREN DRIVE
ALPHARETTA, GA 30305
TRIBBLEDONNA@GMAIL.COM

DEVORE ROAD
RESIDENTIAL DEVELOPMENT

JURISDICTION: CITY OF ALPHARETTA

LOCATION: 285 KAREN DRIVE
ALPHARETTA, GA

CHECKED BY:

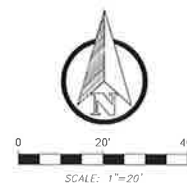
DRAWN BY:

CONCEPT PLAN

JOB NO:
16-245

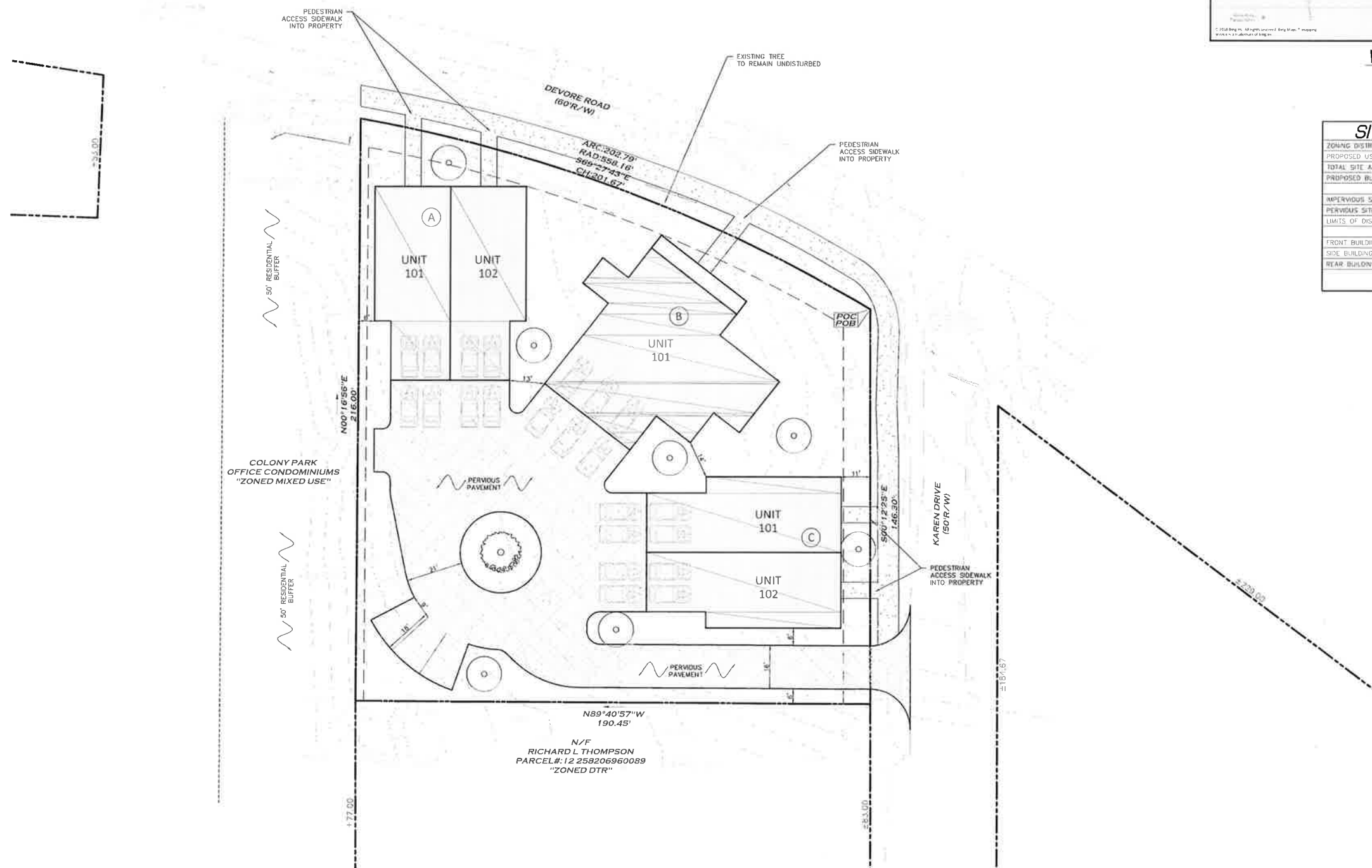
SHEET
CSP04

DATE:
12/07/16



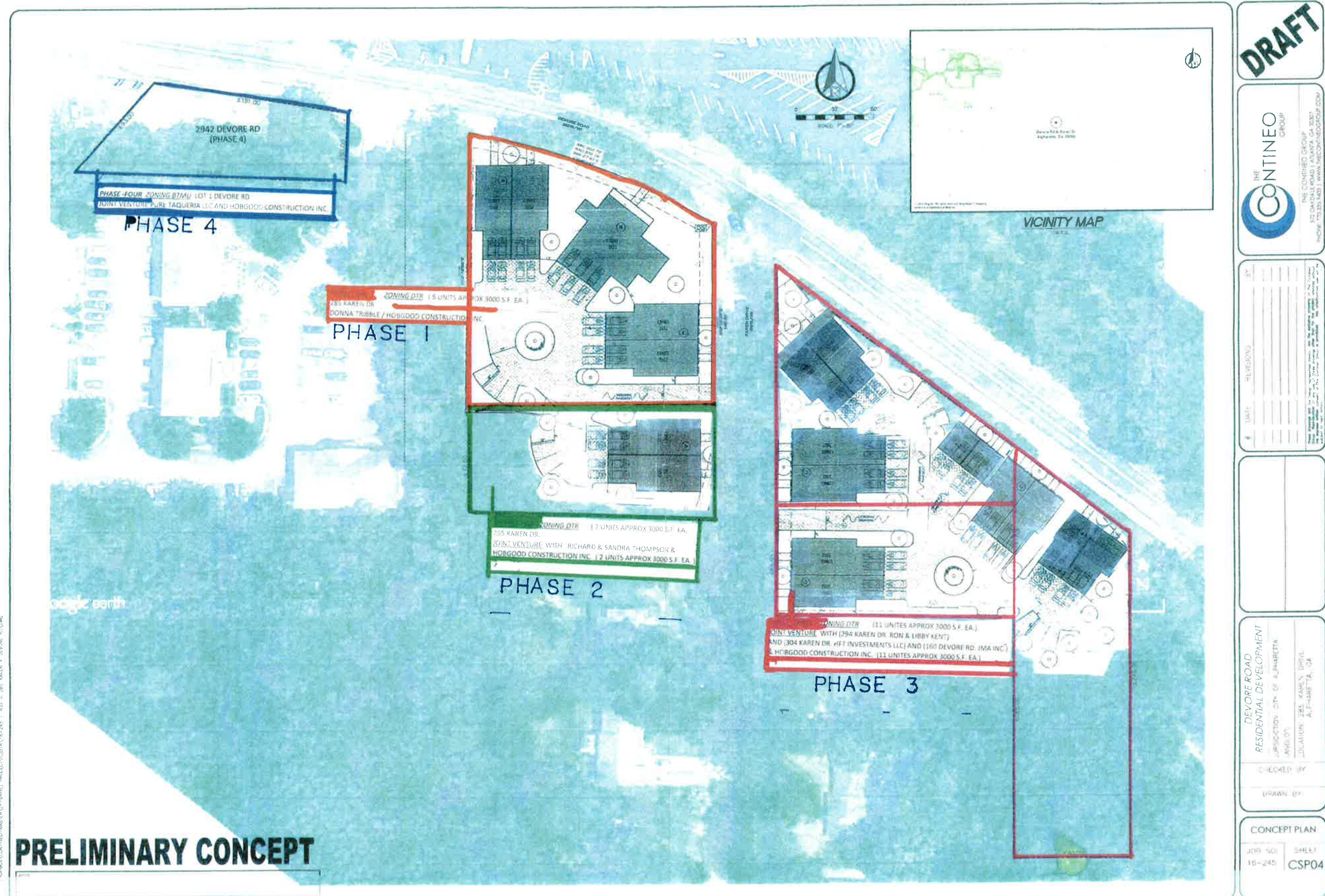
VICINITY MAP

SITE SUMMARY	
ZONING DISTRICT	
PROPOSED USE	SINGLE FAMILY RESIDENTIAL
TOTAL SITE AREA	0.817
PROPOSED BUILDINGS	
IMPERVIOUS SITE AREA	
PERVIOUS SITE AREA	
LIMITS OF DISTURBANCE	
FRONT BUILDING SETBACK	
SIDE BUILDING SETBACK	
REAR BUILDING SETBACK	



PRELIMINARY CONCEPT

NOTE:
THIS CONCEPTUAL DESIGN SHOULD BE UTILIZED AS A GRAPHICAL REPRESENTATION OF A POSSIBLE DESIGN CHOICE. THE
INFORMATION ON THIS PLAN WAS DESIGNED FROM LIMITED MATERIAL AND HAS ITS INACCURACIES, THEREFORE IT SHOULD
NOT BE USED FOR CONSTRUCTION UNTIL ALL APPLICABLE MATERIAL NEEDED HAS BEEN REVIEWED AND INCORPORATED.





December 5, 2016

Rick Hobgood
Hobgood Construction
285 Karen Drive
Alpharetta, GA 30004

RE: Specimen Tree Survey

Dear Mr. Hobgood,

A specimen tree survey was conducted at 285 Karen Drive, Alpharetta, GA. The assessment occurred on October 17th, 2016. The purpose of the assessment was to determine the current condition of over-story trees $\geq 30"$ Diameter at Breast Height (DBH) and flowering understory trees $\geq 12"$ DBH to determine their suitability for consideration as City of Alpharetta Specimen Trees. The observations are as follows:

- #76, 12" Dogwood Tree
 - The tree was measured at approximately 12" from the root crown, below the multi-branching union
 - The individual stem DBH's measure 7", 7", and 2"
 - There has been some pruning for overhead utility clearance
 - There are a few dead limbs present
 - The tree has an asymmetric form
 - The tree is in Fair condition
- #77, 33" Loblolly Pine Tree
 - The tree is co-dominant at approximately 50'
 - There is a large canker at approximately 40' that is approximately 8' in length
 - There are long linear callous tissue features along the length of several large scaffold limbs
 - There are multiple weak stem and branch attachments present with weak stem unions
 - The tree is in poor condition
- #78, 33" Southern Red Oak Tree
 - There is a basal wound at the root crown that encompasses approximately 20% of the root crown
 - There is a wound on the stem at approximately 4'
 - There are several dead limbs present in the upper canopy
 - There is a small bleeding wound at the root crown
 - There is an approximate 7-degree lean to Devore Road
 - The tree has an asymmetric canopy
 - The tree is in fair condition

Atlanta
Arboguard, Inc.
P.O. Box 477
Avondale Estates, GA 30002
Phone 404-299-5555
Fax 404-294-0090

Charlotte
Arboguard, Inc.
P.O. Box 26767
Charlotte, NC 28221
Phone 704-688-7237
Fax 704-688-7238

www.arboguard.com

Boundary Trees:

- #79, 24" Loblolly Pine
 - Significant vine coverage, size is estimated, tag placed on chain link fence
 - Good condition
- #80, 26" Loblolly Pine
 - Significant vine coverage, size is estimated, tag placed on chain link fence
 - Good condition
- #81, 24" Loblolly Pine
 - Significant vine coverage, size is estimated, tag placed on chain link fence
 - Good condition
- #82, 23" Loblolly Pine
 - Low large limb with weak stem attachment
 - The tag is attached to the tree at breast height
 - Good condition

The tree found to be in poor condition (#77) is not expected to survive in its current condition for the next 15 years; therefore, it does not meet the City of Alpharetta Specimen tree requirement for longevity.

The 33" Southern Red Oak tree is currently exhibiting good vigor, the wounds at the root crown are facing a newly installed sidewalk with a manhole present within the dripline of the tree. It is the opinion of this arborist that significant root damage may have occurred during the construction of the sidewalk.

This tree has been placed in fair condition, however, it is likely that within 3 years, this tree may begin to show signs of decline and may pose a risk to motorists and pedestrians.

There are 3 cut-leaf Japanese Maples approximately 1" caliper located on the property that could be relocated. There are no other trees of significance on the property.

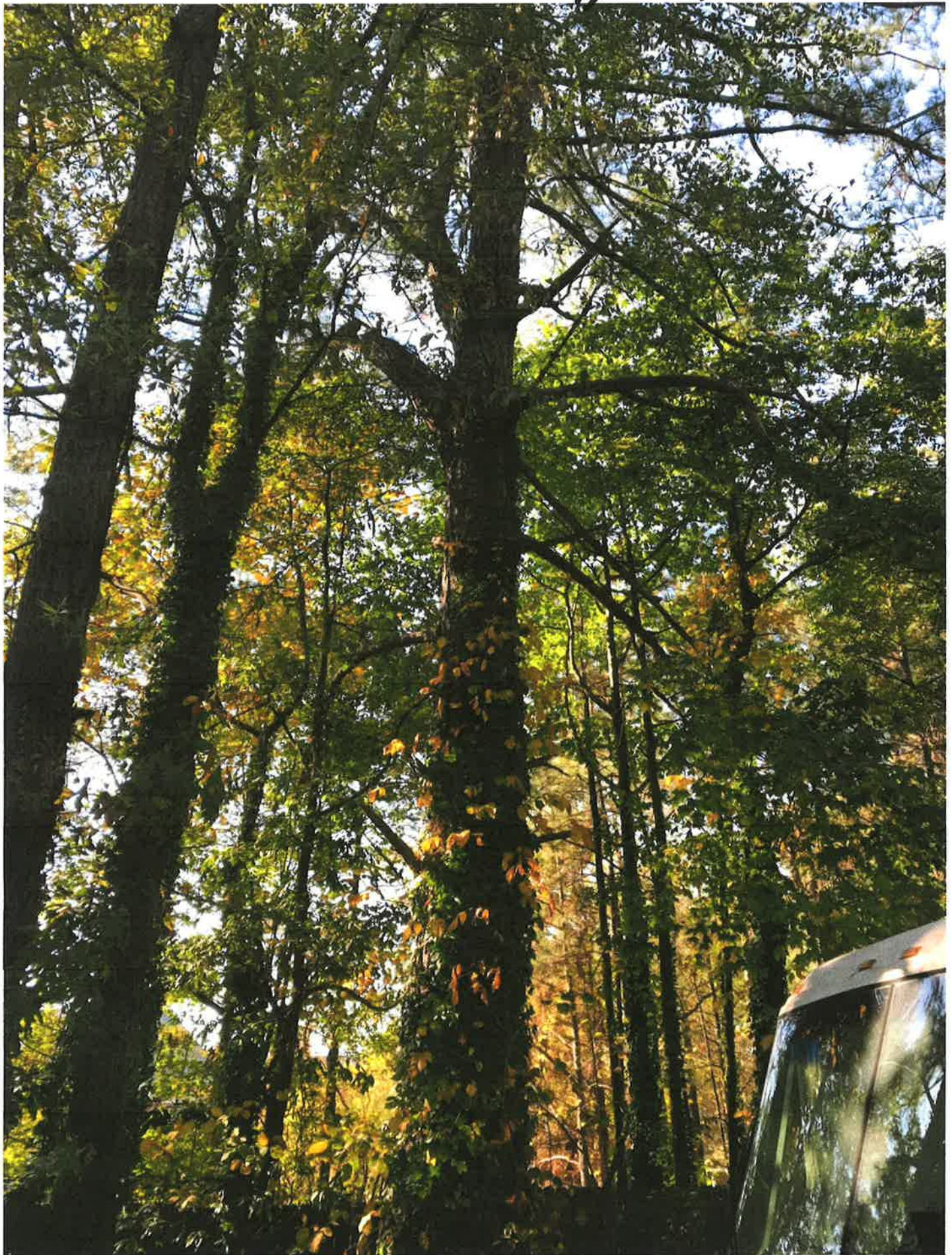
Please call me at 404-354-2638 with any questions.

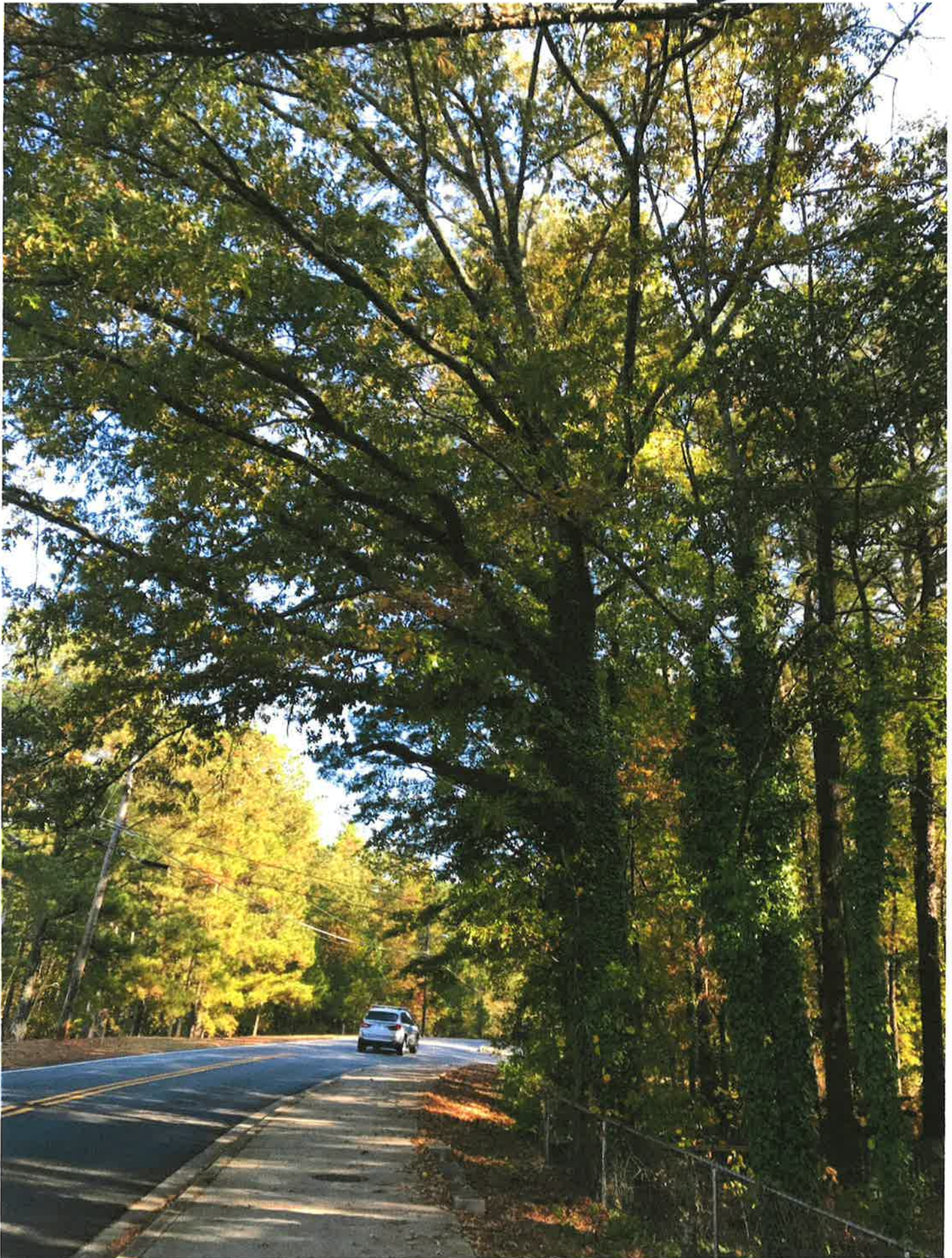
Respectfully,



David Dechant LEED® AP
Senior Consulting Arborist
ISA Board Certified Master Arborist #SO-5335BM
ISA Certified Municipal Specialist
ISA Qualified Tree Risk Assessor







November 2nd, 2016

Eric Graves
 2 Park Plaza
 Alpharetta, GA 30009

Re: Devore Road Residential Development - Trip Generation Report
 Contineo Project Number 16-245

Dear Mr. Graves,

Herein is provided a traffic generation report for the site located at: 285 Karen Drive, Alpharetta, GA with City of Alpharetta project name; Devore Road Residential Development. The report considers the site developed as shown in Figure 1 below with 1 single family detached home and 6 duplex residential units with a single full access on Devore Road.

The current average daily travel traffic counts from the department of transportation along S Main St is 28,800, and Haynes Bridge Rd is 24,100.

Table 1. summarizes the post developed peak trips generated in and out of the property.

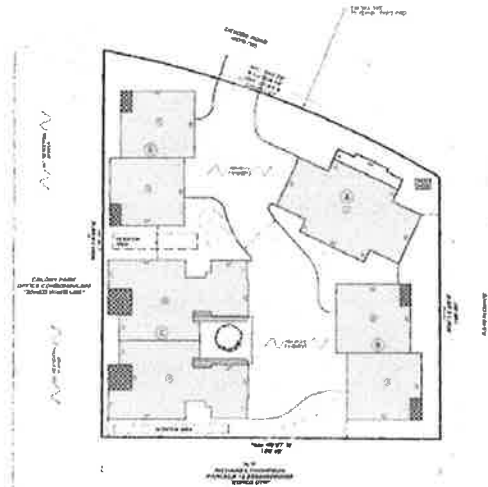


Figure 1- Post Developed Site Plan

Land Use	Intensity	Daily Total	A.M. Peak			P.M. Peak		
			In	Out	Total	In	Out	Total
Single Family Detached	1 Unit	7	1	2	3	3	1	4
Duplex	6 Units	38	7	12	19	13	6	19
TOTAL		45	8	14	22	16	7	23

Table 1- Post Developed Peak Trip Generation Table

Thank you,

Erick Garcia Salas
 The Contineo Group, LLC
 erickg@thecontineogroup.com
 404.457.3919 (cell)



CITY COUNCIL MEETING STAFF REPORT

SUBMITTING DEPARTMENT: COMMUNITY DEVELOPMENT
SUBMITTED BY: KATHI COOK
DRAFTED BY: ELLE TAYLOR

I. AGENDA ITEM TITLE: PH-17-02 PROPOSED TEXT AMENDMENTS TO HISTORIC PRESERVATION INCENTIVE ZONING ORDINANCE

PLANNING COMMISSION: MARCH 2, 2017

CITY COUNCIL : MARCH 27, 2017

II. RECOMMENDATION:

APPROVE THE HISTORIC PRESERVATION COMMISSION RECOMMENDED TEXT AMENDMENT CHANGES TO HISTORIC PRESERVATION INCENTIVE ZONING ORDINANCE

III. REPORT IN BRIEF:

After several Meetings in 2016, the Board Members recommend text amendment changes to

([Ord. No. 712](#), § 1(Exh. A), 9-8-2015) Historic Preservation Incentive Zoning. After review by the City Attorney

1. Proposed Amendments to Section 2.9.4:B -Recommendation of Additional Criteria for Designation of Historic Properties – (Page 5)
2. Historic Preservation Commission Proposed Amendments to Appendix A. – Alpharetta Downtown Code Section 3.2.4 I
3. Staff Proposed Amendment to Appendix A. – Alpharetta Downtown Code Section 3.2.4 I
- 242 Milton Avenue.

DISCUSSION

The submitted recommendations from the Historic Preservation Commission would ensure that there are more criteria for designation than the property being over 75 years old. The City Attorney has reviewed these proposed changes.

As the Contributing Historic Properties List is located in the UDC in the Downtown Code Section 3.2.4 I, removals and additions to this list are a text amendment and changes must be considered by the Planning Commission and approved by City Council.

ATTACHMENTS:

- Proposed Text Amendment Changes to Historic Preservation Incentive Zoning

*** BLUE DENOTES PROPOSED REMOVALS

*** RED DENOTES PROPOSED ADDITIONS

([Ord. No. 712](#), § 1(Exh. A), 9-8-2015)

2.9.4 Recommendation and designation of historic properties.

- B. ~~Criteria for Designation of a Historic Property. In order to be designated a historic property, the following criteria must be met:~~

~~The property is an individual building deemed worthy of preservation and the benefits available due to such status by reason of value to the City, the region, the State of Georgia, or the nation for one or more of the following reasons:~~

- ~~1. It is an outstanding example of a building representative of its era and over 75 years old; or~~
- ~~2. It is one of the few remaining examples of a past architectural style or type and over 75 years old.~~

In order to be designated a historic property, the property must be an individual building that meets the following criteria:

- a. Is of historic, cultural, aesthetic or architectural significance to the City, the region, the State, or the nation; and
- b. Possesses historic integrity (in terms of its location, design, setting, materials, workmanship, feeling, and association) for all periods related to the significance of the property; and
- c. Is deemed worthy of preservation (and the benefits available due to such status) by reason of value to the City, the region, the State, or the nation for one or more of the following reasons:
 - i. It is an outstanding example of a building representative of its era and over 75 years old;
 - ii. It is one of the few remaining examples of a past architectural style or type and over 75 years old; or
 - iii. It is a place associated with an event or person(s) of historic or cultural significance to the City, the region, the State, or the nation and over 75 years old.

Recommended Properties to be Removed from Contributing Historic Properties List

1. 32 Canton Street (Demolished)
2. 38 Canton Street (Demolished)
3. 1720 Old Milton Pky (not 75 years old)
4. 1225 Rucker Road (not 75 years old)
5. 242 Milton Ave (Disrepair)

Recommended Additions to Contributing Historic Properties List

<u>Address</u>	<u>Current</u>	<u>Previous</u>
1. 133 Cumming Street		Gardner House
2. 11 Old Canton Street Main St.		Telephone Building on 28 N
3. 1825 Mayfield Road		W.A. (Pack) Smith
4. 760 Old Rucker Road	Statham	Joe Rucker
5. 20 Milton Avenue		McCollum, Teasley, Vaughan
6. 1405 Mid-Broadwell Road		Morris, Rucker
7. 29 South Main Street	Parsons Building	
8. 50 South Main Street	City Center	Will and Mae Jones House

([Ord. No. 712](#), § 1(Exh. A), 9-8-2015) and Alpharetta Downtown Code Section 3.2.4 I

APPENDIX A - HISTORIC RESOURCES INVENTORY— **PROPOSED** CONTRIBUTING HISTORIC BUILDINGS

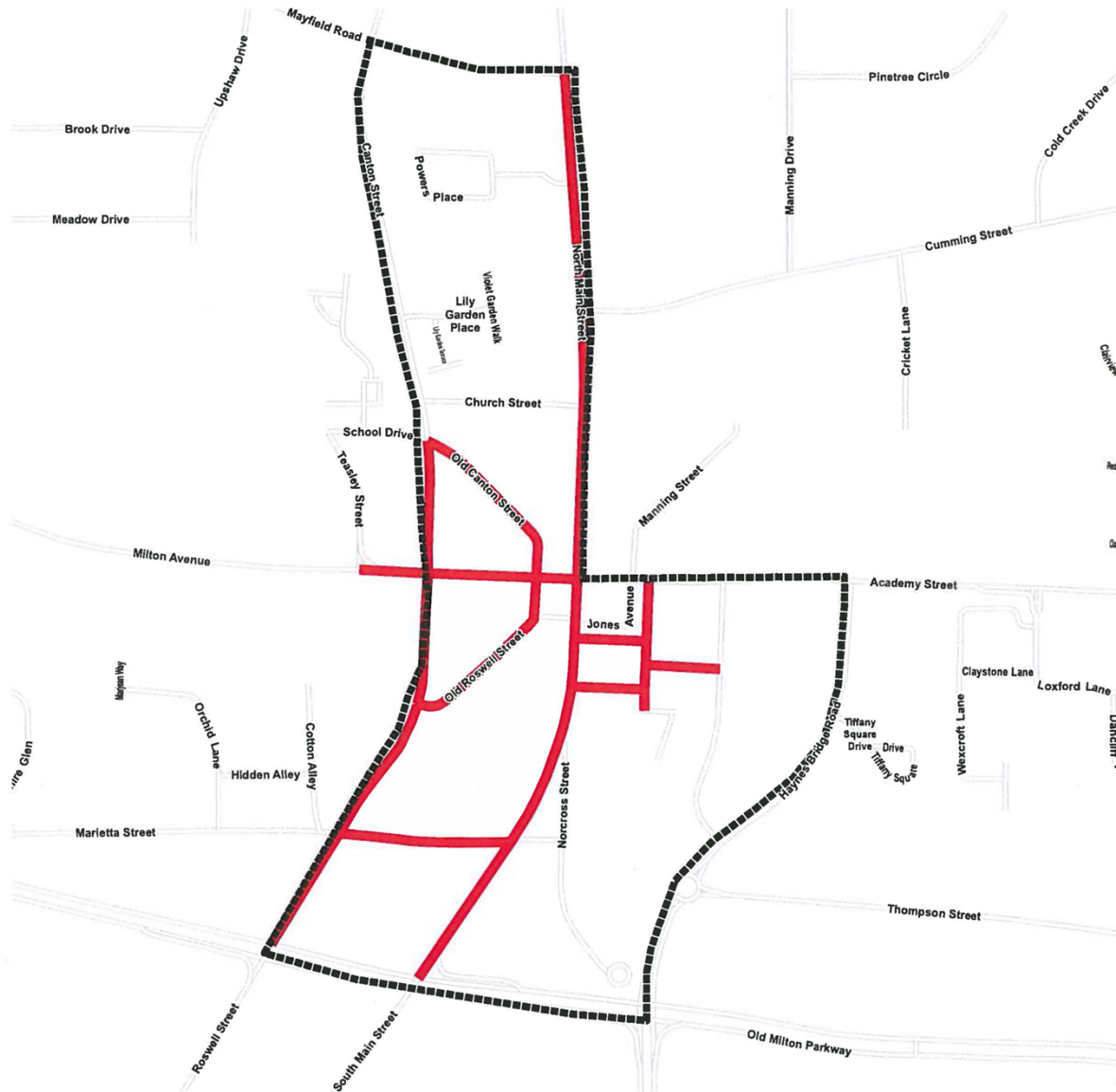
Building Address		
94 Academy Street	69 North Main Street	1750 Mayfield Rd.
375 Brady Place	101 North Main Street	1825 Mayfield Rd.
133 Canton Street	116 North Main Street	755 Old Rucker Rd.
184 Canton Street	126 North Main Street	760 Old Rucker Rd.
193 Canton Street	134 North Main Street	1080 Rucker Rd.
212 Canton Street	1720 Old Milton Pky	1225 Rucker Rd.
248 Canton Street	1815 Old Milton Pkwy	1670 Rucker Rd.
36 Church Street	1835 Old Milton Pkwy	20 Milton Avenue
37 Church Street	11 Old Canton Street	24 Milton Avenue
10 Cumming Street	32 Old Canton Street	25 Milton Avenue
18 Cumming Street	38 Old Canton Street	30 Milton Avenue
40 Cumming Street	11475 Maxwell Rd.	35 Milton Avenue
112 Cumming Street	54 Roswell Street	242 Milton Avenue
130 Cumming Street	61 Roswell Street	333 Milton Avenue
133 Cumming Street	88 Roswell Street	37 Old Roswell Street
122 Marietta Street	103 Roswell Street	48 Old Roswell Street
171 Marietta Street	119 Roswell Street	9 South Main Street

38 North Main Street	1145 Mayfield Rd.	31 North Main Street
21 South Main Street	531 South Main Street	86 School Drive
23 South Main Street	1405 Mid-Broadwell Rd	
29 South Main Street	20 North Main Street	
50 South Main Street	31 North Main Street	

*** RED ARE PROPOSED ADDITIONS

*** BLUE ARE PROPOSED REMOVALS

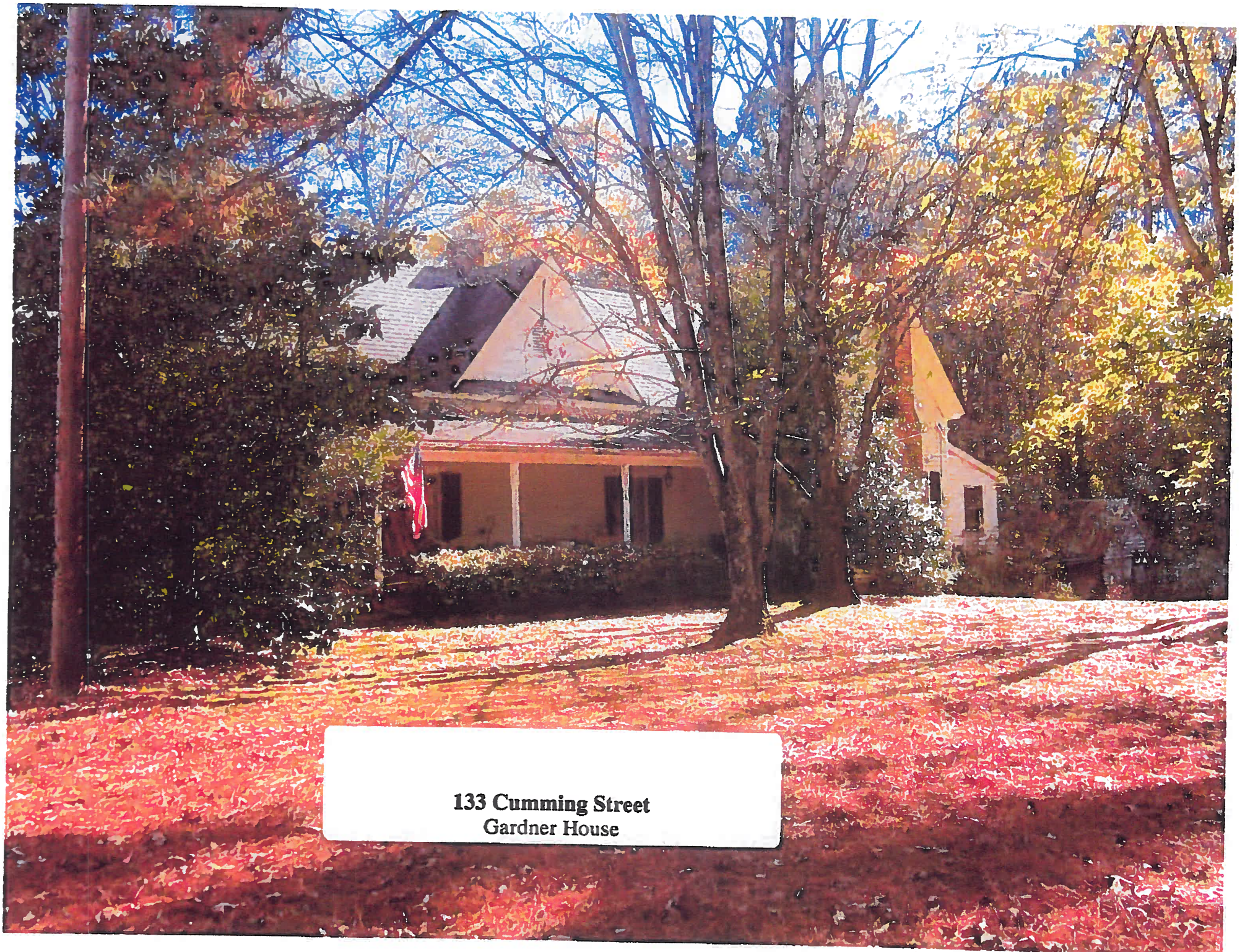
Central Business District



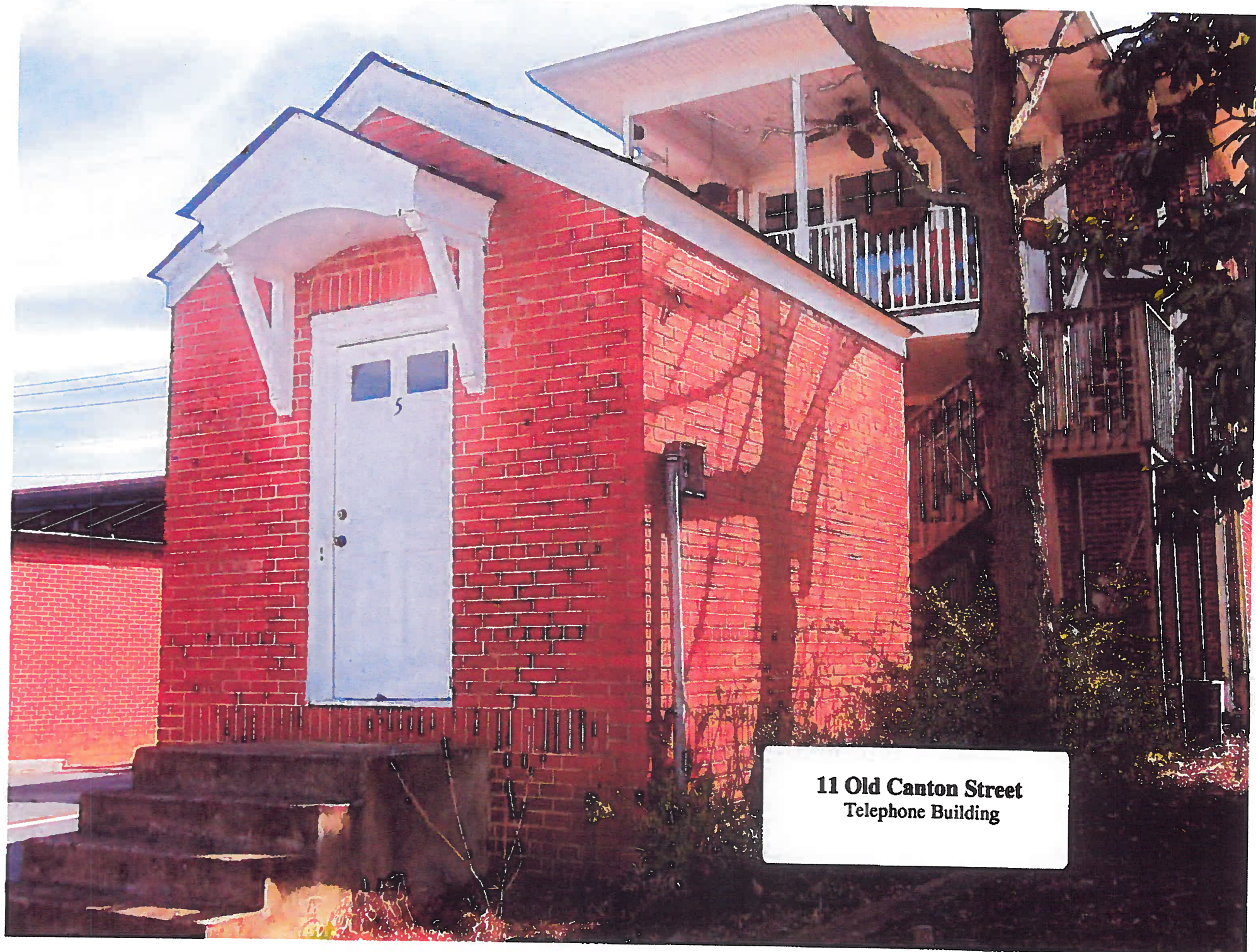
Central Business District (CBD)

The portion of the City bound by Mayfield Road to the north, Old Milton Parkway to the south, Haynes Bridge Road and North Main St to the east, and Roswell and Canton Streets to the west.

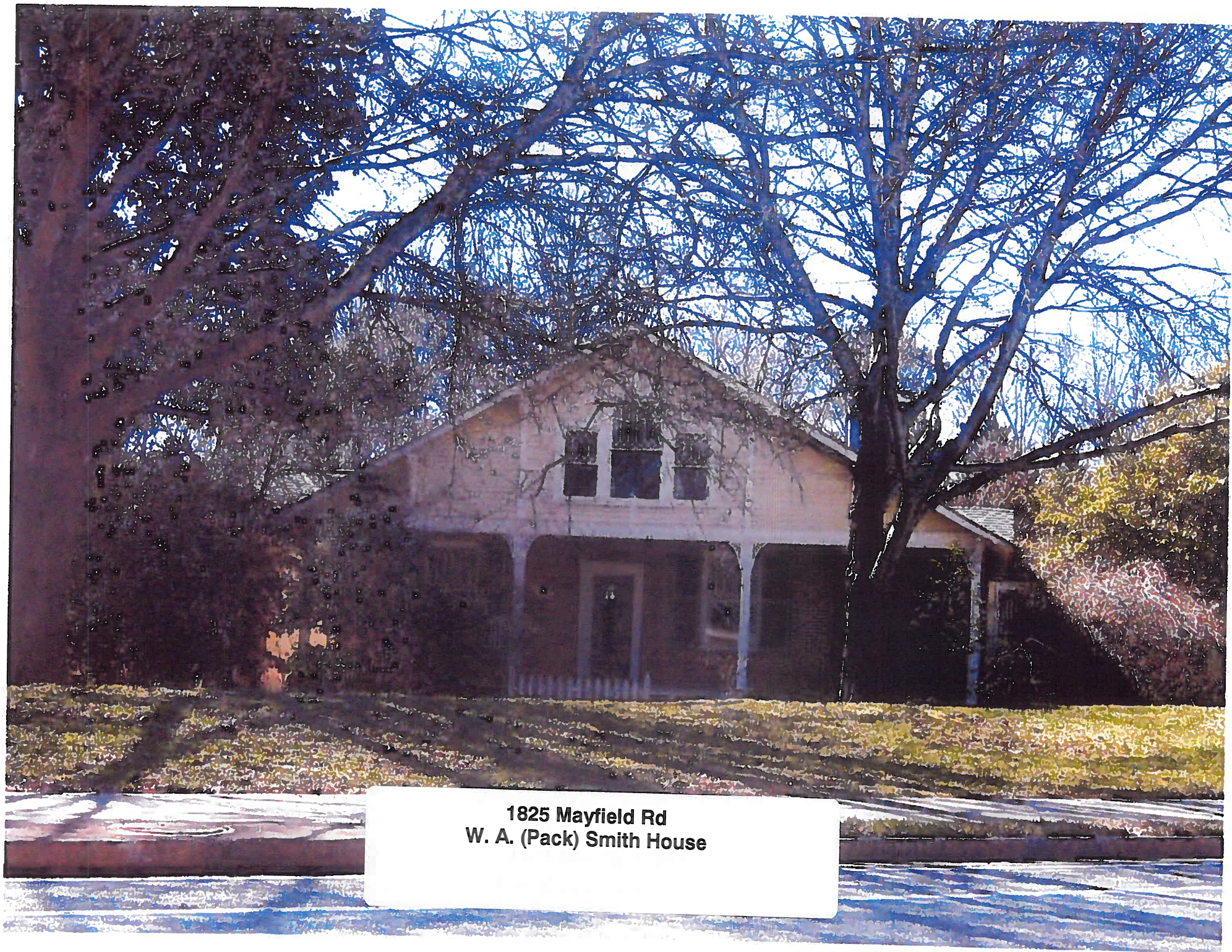
- Store Front
- Central Business District



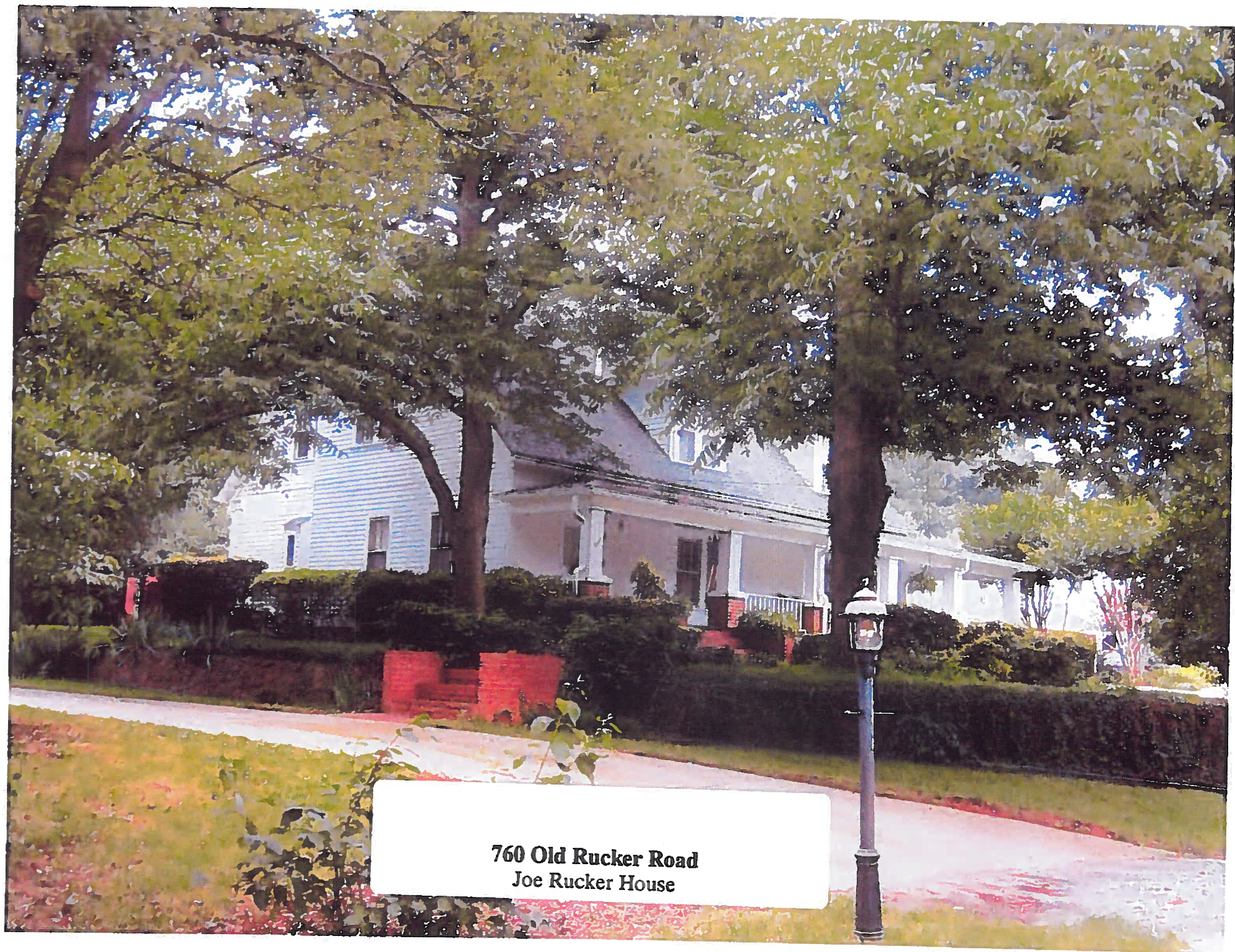
133 Cumming Street
Gardner House



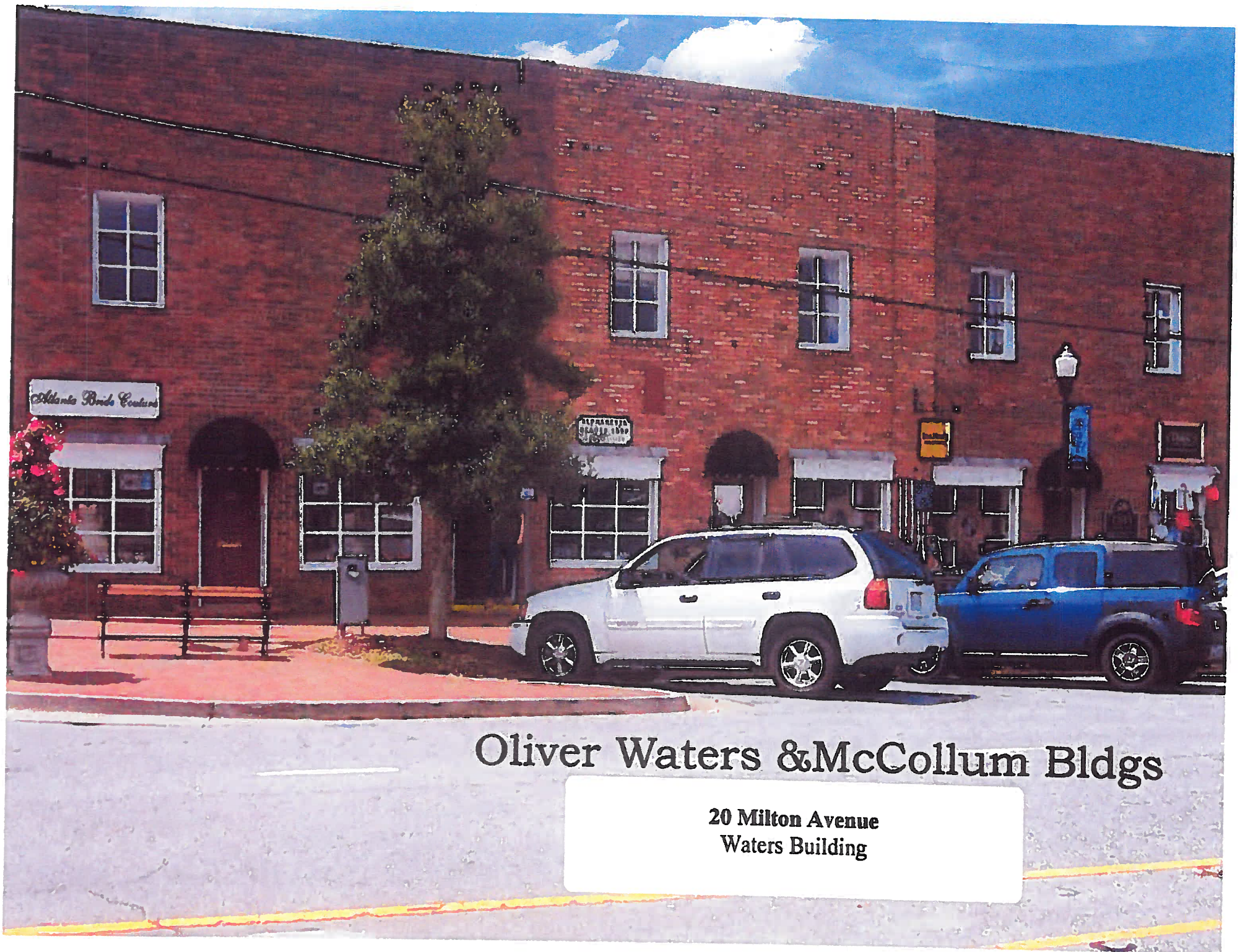
11 Old Canton Street
Telephone Building



1825 Mayfield Rd
W. A. (Pack) Smith House



760 Old Rucker Road
Joe Rucker House



Oliver Waters & McCollum Bldgs

20 Milton Avenue
Waters Building



1405 Mid- Broadwell Road
Morris, Rucker House



29 South Main Street
Parsons Building

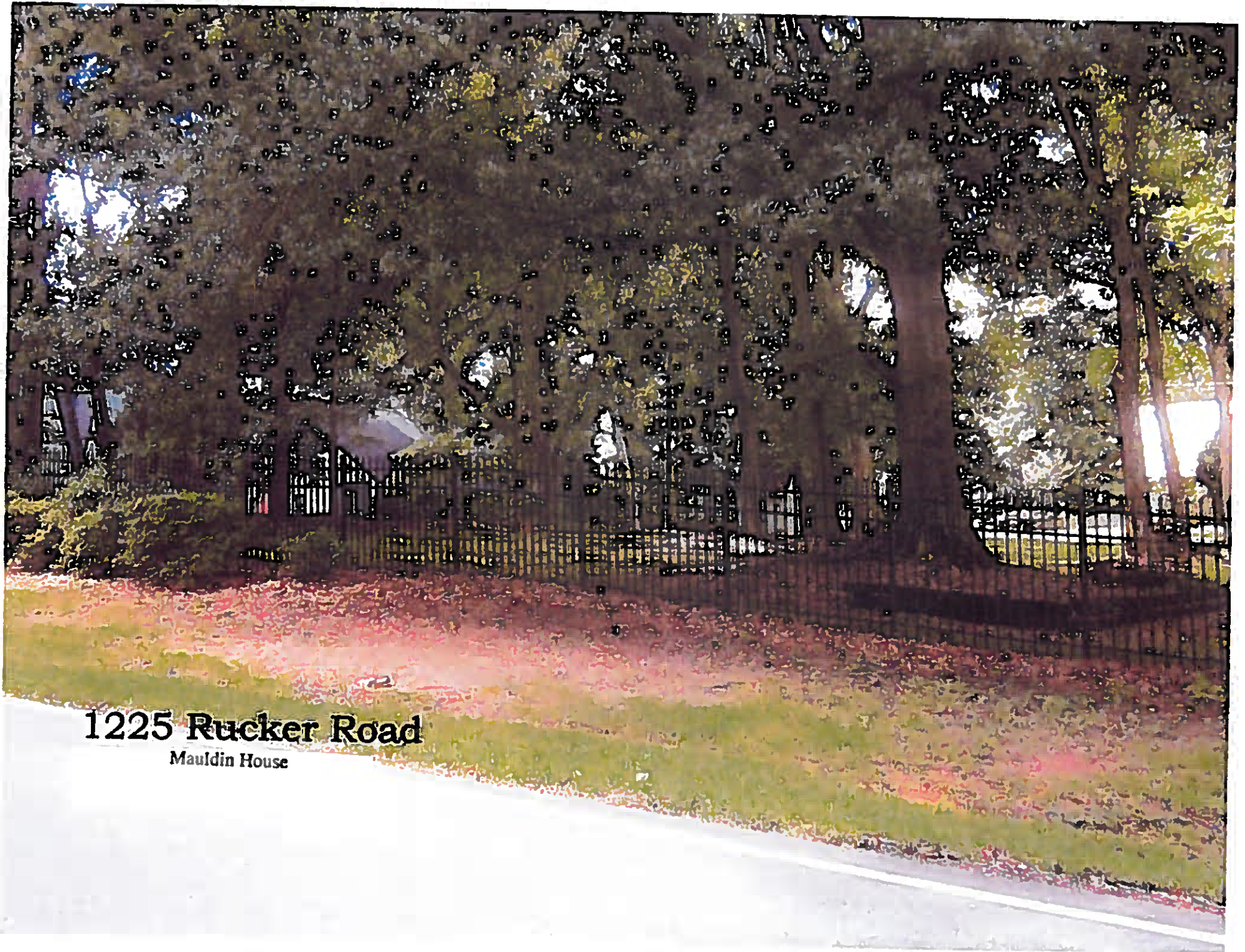


**50 South Main Street
Will & Mae Jones House**



**1720 OLD MILTON PKY
(PROPOSED REMOVAL)**





1225 Rucker Road

Mauldin House

242 Milton Ave

242 Milton Avenue

02/02/2017