



**City of Roswell  
Meeting Agenda  
Mayor and Council  
Regular Meeting**

**Mayor Mary Robichaux  
Councilmember Sarah Beeson  
Councilmember Eren Brumley  
Councilmember Christine Hall  
Councilmember Jennifer Phillippi  
Councilmember Allen Sells  
Councilmember Chris Zack**

<b>Monday, June 22, 2026</b>	<b>7:00 PM</b>	<b>City Hall - Council Chambers</b>
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**Welcome**

**Roll Call**

**Invocation/Moment of Silence - Reverend Neville Billy, Lead Pastor, Raise His Praise Worship Center**

**Pledge of Allegiance**

**Mayor's Report**

- 1. #10466 Recognition of the 2025 and 2026 Citizen's Fire Academy Graduates.**  
*Presented by Pabel Troche, Chief of Fire*
- 2. #10465 Recognition of Gwinnett County Police Lieutenant John Cleland.**  
*Presented by Pabel Troche, Chief of Fire*
- 3. #10370 Reading of Proclamation Designating the month of July 2026 as National Park and Recreation Month.**  
*Presented by Steven Malone, Director of Recreation, Parks, H&C Affairs*

**Consent Agenda**

- 1. #10503 Approval of the minutes of the June 8, 2026 Mayor and Council Meeting.**
- 2. #10404 Approval for the Mayor and/or City Administrator to sign a contract with Midwest Employers Casualty for Workers Compensation Reinsurance coverage with a premium of \$356,056 for a two-year coverage term (annual premium of \$178,028).**  
*Presented by Tricia Redfern, Director of Human Resources*

**Regular Agenda**

1. **#10442 Approval of a Resolution to approve the 2026 Annual Action Plan (AAP) for Community Development Block Grant (CDBG) and budget amendment (BA22570101-06-08-26) to set up the grant in amount of \$443,594.**

*Presented by Adam Novotney, Director of Finance*

2. **#10474 Approval of a modification of zoning conditions with concurrent variances for the civic and retail development known as Bowen & 92 located at 1340 Woodstock Road (ZMCC-0126-000001).**

*Presented by Jeannie Peyton, Planning and Zoning Director*

**City Attorney's Report**

3. **#10505 Approval of a Resolution to extend the previous temporary emergency moratorium on establishment of new data centers in the City of Roswell, by an additional 90 days.**

*Presented by David Davidson, Chief Legal Officer & City Attorney*

4. **#10504 Recommendation to go into Closure at 5:30 PM on Monday, July 13, 2026 to Discuss Personnel, Litigation and/or Real Estate.**

*Presented by David Davidson, Chief Legal Officer & City Attorney*

**Adjournment****PUBLIC COMMENT PROTOCOL:**

- To address Mayor and Council on an Agenda Item, complete a Comment Card and submit to the City Clerk.
- Comments by individual speakers are limited to five minutes per item. (*Exemptions to the time limit are zoning applicants, appeals, and semi-judicial matters before Mayor and Council.*) Comments should only be made on the agenda item under consideration.
- Documents, pictures or presentation materials for distribution to the Mayor and Council must be submitted to the City Clerk by noon on Monday prior to the meeting. Email to [citizendocuments@roswellgov.com](mailto:citizendocuments@roswellgov.com) or drop off at City Hall.

**RULES OF DECORUM FOR ALL MEETINGS (City of Roswell Code of Ordinances Section 2.1.6):**

The City of Roswell strives to provide a positive experience for those visiting city facilities and promotes an environment of personal safety and security — free from intimidation, threats or violent acts. All are expected to exhibit common courtesy, civility, and respect for others. Members of the audience will respect the rights of others and will not create noise or other disturbances that disrupt or disturb persons who are addressing the Mayor & Council who are speaking or otherwise impede the orderly conduct of the meeting. Violations may result in the violator being removed from the premises.



## City of Roswell

Mayor and Council

### AGENDA ITEM REPORT

ID # - 10466

**MEETING DATE:** June 22, 2026

**DEPARTMENT:** Fire

**ITEM TYPE:** Recognition - Mayor's Report

#### **Recognition of the 2025 and 2026 Citizen's Fire Academy Graduates.**

**Item Summary:**

The Roswell Fire Department's Citizen's Fire Academy is a 10-week, 30-hour program that gives residents a behind-the-scenes understanding of how the department operates and how it keeps the community safe. Participants learn about firefighting and emergency services, gain hands-on experience with equipment and real-world training scenarios, and build relationships with RFD personnel and fellow community members.

The 2025 and 2026 cohorts of 15 participants each completed the full program, representing residents who invested significant personal time to better understand the department's mission, capabilities, and the people behind the response.

**Why this matters to Roswell:** The Citizen's Fire Academy advances community risk reduction, public trust, and civic engagement. Graduates return to their neighborhoods, businesses, and civic networks with firsthand knowledge of fire and emergency services, which strengthens household preparedness, improves the quality of public dialogue around department operations, and reinforces the partnership between RFD and the community it serves.

**Recognition:** On behalf of the Roswell Fire Department, the Fire Chief will formally recognize the graduates of the 2025 and 2026 Citizen's Fire Academy classes for their commitment to civic engagement, their investment in understanding the department's mission, and their continued role as community partners in keeping Roswell safe.

**Presented by:**

Pabel Troche, Fire Chief



## City of Roswell

Mayor and Council

### AGENDA ITEM REPORT

ID # - 10465

**MEETING DATE:** June 22, 2026

**DEPARTMENT:** Fire

**ITEM TYPE:** Recognition - Mayor's Report

#### **Recognition of Gwinnett County Police Lieutenant John Cleland.**

**Item Summary:**

Lieutenant Cleland, while off duty, came upon a serious motor vehicle collision involving a critically injured patient. Without hesitation, he took immediate action - rendering medical aid and stabilizing the involved vehicle with his law enforcement vehicle to make it safe for arriving crews to work. His actions directly enabled the rapid, controlled extrication of the patient and life-saving transport to definitive care.

Lieutenant Cleland is not only a law enforcement partner but also happens to be a resident of the City of Roswell.

**Why this matters to Roswell:** A Gwinnett County police officer, a Roswell resident, off duty and under no obligation to act, used his training and instincts to save a life in our community. His decision to step forward reflects the kind of cross-jurisdictional public service that strengthens every department in the region - and it directly supported the work of Roswell Fire Department personnel on scene.

**Recognition:** On behalf of the Roswell Fire Department, the Fire Chief will present Lieutenant Cleland with formal recognition for his swift, selfless, and highly professional actions, which reflect the highest standard of public service and bring credit to himself, the Gwinnett County Police Department, and the broader public safety community.

**Presented by:**

Fire Chief Pabel Troche



## City of Roswell

Mayor and Council

### AGENDA ITEM REPORT

ID # - 10370

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**MEETING DATE:** June 22, 2026  
**DEPARTMENT:** Mayor's Report  
**ITEM TYPE:** Proclamation - Mayor's Report

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#### **Reading of Proclamation Designating the month of July 2026 as National Park and Recreation Month.**

**Item Summary:**

The U.S. House of Representatives has designated July as National Park and Recreation Month in recognition of the important role that parks and recreation services play in enhancing residents' quality of life, health, wellness, environmental stewardship, and community engagement. The 2026 national theme, *The Power of Park and Recreation*, highlights the positive impact that parks and recreation have in strengthening communities, connecting people, and providing opportunities for recreation and lifelong enrichment.

**Presented by:**

Steven Malone, Director of Recreation, Parks, Historic and Cultural Affairs



### **DESIGNATION OF JULY AS PARK AND RECREATION MONTH**

- WHEREAS,** Parks and recreation are an integral part of communities throughout this country, including the City of Roswell, Georgia; and
- WHEREAS,** The City of Roswell Recreation, Parks, Historic and Cultural Affairs Department promotes health and wellness by improving the physical and mental health of residents and visitors through access to parks, trails, recreational facilities, cultural resources, and historic sites; and
- WHEREAS,** Parks and recreation promote time spent in nature, which positively impacts mental health by increasing cognitive performance and overall well-being while helping alleviate illnesses such as depression, attention deficit disorders, and Alzheimer's disease; and
- WHEREAS,** Parks and recreation encourage physical activity by providing opportunities for team and individual sports, walking and hiking trails, swimming pools, playgrounds, and many other activities designed to promote active lifestyles; and
- WHEREAS,** Parks and recreation provide healthy meals, nutrition services, educational programs, and opportunities that support lifelong wellness; and
- WHEREAS,** Recreation programming, youth sports, cultural arts activities, historic preservation initiatives, environmental education, and out-of-school programs are critical to childhood development and community enrichment; and
- WHEREAS,** Parks and recreation contribute to the economic prosperity of the City of Roswell through increased property values, tourism, attraction and retention of businesses, and enhancement of quality of life; and
- WHEREAS,** Parks, open spaces, and natural resources are fundamental to the environmental well-being of our community and help ensure resilience in the face of natural disasters and changing environmental conditions; and
- WHEREAS,** Roswell's parks, historic sites, and cultural assets preserve the ecological beauty and heritage of our community and provide places where residents and visitors of all ages can connect with nature, history, and one another; and
- WHEREAS,** The U.S. House of Representatives has designated July as Park and Recreation Month; and
- WHEREAS,** The City of Roswell recognizes the many benefits derived from parks, recreation, historic preservation, and cultural resources and acknowledges the dedicated professionals and volunteers who enhance the quality of life for all citizens.

**NOW, THEREFORE,** I, Mary Robichaux, Mayor of the City of Roswell, do hereby proclaim the month of **July 2026** as **Park and Recreation Month** in the City of Roswell and encourage all residents to enjoy and appreciate the many recreational, historic, cultural, and natural resources available throughout the community.

**IN WITNESS THEREOF,** I have hereunto set my hand and CAUSED THE Seal of the City of Roswell to be affixed this 22<sup>nd</sup> day of June 2026.

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**Mary Robichaux, MAYOR**



## City of Roswell

### Mayor and Council

#### AGENDA ITEM REPORT

ID # - 10503

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**MEETING DATE:** June 22, 2026

**DEPARTMENT:** Administration

**ITEM TYPE:** Minutes

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**Approval of the minutes of the June 8, 2026 Mayor and Council Meeting.**

**Item Summary:**

Approval of the minutes of the June 8, 2026 Mayor and Council Meeting.



**City of Roswell  
Meeting Minutes  
Mayor and Council  
Regular Meeting**

**Mayor Mary Robichaux  
Councilmember Sarah Beeson  
Councilmember Eren Brumley  
Councilmember Christine Hall  
Councilmember Jennifer Phillippi  
Councilmember Allen Sells  
Councilmember Chris Zack**

<b>Monday, June 8, 2026</b>	<b>7:00 PM</b>	<b>City Hall - Council Chambers</b>
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**Welcome**

Mayor Mary Robichaux: Present, Councilmember Sarah Beeson: Present, Councilmember Eren Brumley: Present, Councilmember Christine Hall: Excused, Councilmember Jennifer Phillippi: Present, Councilmember Allen Sells: Excused, Councilmember Chris Zack: Present.

**Invocation/Moment of Silence - Pastor Ryan McDermott, Restoration Church**

**Pledge of Allegiance - Led by Joe Zerkus**

**Consent Agenda**

<b>RESULT:</b>	<b>CONSENT AGENDA APPROVED [UNANIMOUS]</b>
<b>MOVER:</b>	Chris Zack, Councilmember
<b>SECONDER:</b>	Eren Brumley, Councilmember
<b>IN FAVOR:</b>	Sarah Beeson, Eren Brumley, Jennifer Phillippi, Chris Zack
<b>EXCUSED:</b>	Christine Hall, Allen Sells

1. **#10483 Approval of the minutes of the Tuesday, May 26, 2026 Mayor and Council Meeting.**
2. **#10433 Approval of a Resolution to accept Woodstock Road right-of-way for a Streetscape/Sidewalk improvement along “88 Woodstock Road” parcel.**  
*Resolution No. 2026-06-11*
3. **#10432 Approval of a Resolution to accept Norcross Street right-of-way for a Streetscape/Sidewalk improvement along “100 Norcross Street” parcel**  
*Resolution No. 2026-06-12*

4. **#10454 Approval to accept the Georgia Recreation and Parks Association (GRPA) Building Opportunities in Out-of-School Time (BOOST) Grant award in the amount of up to \$15,000.**

### Regular Agenda

1. **#10474 Approval of a modification of zoning conditions with concurrent variances for the civic and retail development known as Bowen & 92 located at 1340 Woodstock Road (ZMCC-0126-000001).**  
**\*\*\*THIS ITEM IS BEING DEFERRED\*\*\***

*This item was deferred to the June 22, 2026 Mayor and Council meeting.*

**RESULT: DEFERRED TO FUTURE COUNCIL MTG [UNANIMOUS]**

**Next: 6/22/2026 7:00 PM**

**MOVER:** Sarah Beeson, Councilmember

**SECONDER:** Jennifer Phillippi, Councilmember

**IN FAVOR:** Sarah Beeson, Eren Brumley, Jennifer Phillippi, Chris Zack

**EXCUSED:** Christine Hall, Allen Sells

### City Attorney's Report

2. **#10485 Approval of a Resolution of the City of Roswell authorizing participation in an Amicus Brief in Chang v. City of Milton in support of the City of Milton.**

*Resolution No. 2026-06-13*

**RESULT: APPROVED [UNANIMOUS]**

**MOVER:** Sarah Beeson, Councilmember

**SECONDER:** Jennifer Phillippi, Councilmember

**IN FAVOR:** Sarah Beeson, Eren Brumley, Jennifer Phillippi, Chris Zack

**EXCUSED:** Christine Hall, Allen Sells

3. **#10484 Recommendation to go into Closure at 5:30 pm on Monday, June 22, 2026 to Discuss Personnel, Litigation and/or Real Estate.**

**RESULT: APPROVED [UNANIMOUS]**

**MOVER:** Chris Zack, Councilmember

**SECONDER:** Eren Brumley, Councilmember

**IN FAVOR:** Sarah Beeson, Eren Brumley, Jennifer Phillippi, Chris Zack

**EXCUSED:** Christine Hall, Allen Sells

### Adjournment

The meeting was adjourned at 7:13 PM



## City of Roswell

### Mayor and Council

#### AGENDA ITEM REPORT

ID # - 10404

**MEETING DATE:** June 22, 2026

**DEPARTMENT:** Administration

**ITEM TYPE:** Approval

**Approval for the Mayor and/or City Administrator to sign a contract with Midwest Employers Casualty for Workers Compensation Reinsurance coverage with a premium of \$356,056 for a two-year coverage term (annual premium of \$178,028).**

**Item Summary:**

Arthur J. Gallagher (AJG), the City's risk management insurance broker, solicited quotes for Workers' Compensation excess/reinsurance coverage. Midwest Employers Casualty (the incumbent carrier) responded with a proposed premium of \$424,826.00 for a two-year coverage term representing an approximate premium increase of 1.23% for the new term.

On June 15, 2026, Midwest Employers Casualty submitted a revised quote with a proposed premium of \$356,056 for a two-year coverage term. The proposed two-year contract represents an approximate premium decrease of 15.16% for the new term.

**Committee or Staff Recommendation:**

On June 9, 2026, the Committees of Council recommended placing this Item on the June 22, 2026 Mayor and Council Agenda.

**Financial Impact:**

Funding in the amount of \$212,413.00 is available within the annual operating budget in Workers Compensation Fund.

**Recommended Motion:**

Motion to approve the Mayor and/or City Administrator signing a contract with Midwest Employers Casualty for Workers Compensation Reinsurance coverage with a premium of \$356,056 for a two-year coverage term.

**Presented by:**

Tricia Redfern, Director of Human Resources



TO: Mayor and Council

FROM: Tricia Redfern, Director of Human Resources

RE: Excess Workers' Compensation Renewal

Human Resources requests approval to authorize the Mayor and/or the City Administrator to sign a renewal contract with Midwest Employers Casualty, payable through Arthur J. Gallagher (AJG), for the City of Roswell's Excess Workers' Compensation Insurance coverage for the period of July 1, 2026, through July 1, 2028. The total two-year premium is \$356,056, payable annually in the amount of \$178,028.

The expiring 2024–2026 policy was originally approved at a two-year premium of \$349,930 based on an estimated payroll exposure of approximately \$53 million. During the July 2025 audit, the payroll exposure was adjusted to approximately \$64 million, resulting in an additional premium due of \$34,875. A similar adjustment is anticipated following the July 2026 audit, although the final audited amount is not yet known. Based on current projections, the total expiring program cost is anticipated to be approximately \$419,680.

Midwest Employers Casualty's renewal quote represents an overall premium decrease of approximately 15.16%, or \$63,624, compared to the anticipated expiring program cost of \$419,680. In addition, despite an estimated payroll exposure increase of approximately 3%, the renewal rate decreased from \$0.3272 to \$0.2682 per \$100 of payroll, a reduction of approximately 18.03%. This means the City is paying a substantially lower rate for each \$100 of payroll despite increased payroll exposure, resulting in meaningful cost savings while maintaining the same level of excess workers' compensation coverage.

Based on pre-renewal strategy conversations with the City, Arthur J. Gallagher (AJG) undertook a complete and thorough marketing of the City's Excess Workers' Compensation insurance program. AJG approached qualified carriers that have an appetite for municipal operations to compete for the City's business.

Current market conditions continue to be challenging for public sector insureds. First responders continue to be a primary driver of the challenging market conditions, and self-insured retentions for this exposure continue to increase. The majority of non-incumbent markets indicated a minimum self-insured retention of \$750,000.00 per claim for First Responders. The expiring self-insured retention is \$600,000.00 for all employees and \$700,000.00 for First Responders. For this renewal, the self-insured retention for First Responders will remain at \$700,000.00, with all other employees remaining at \$600,000.00.

This contract will provide Excess Workers' Compensation insurance coverage for all employees of the City. The recommended term is for two (2) years, representing a total of \$356,056. Midwest Employers Casualty is providing statutory workers' compensation insurance excess of the City's self-insured retention of \$600,000.00 per employee, except \$700,000.00 for First Responders.

Funding for insurance coverage will be located in the Workers' Compensation, Org. 60115401 Acct. #521201.

## Excess Workers Compensation Quotation Sheet



Insurer: Midwest Employers Casualty Company

Policy Effective Date: 07/01/2026

Insured: City of Roswell, Georgia  
Policy #: EWC009608

Quote Date: 06/03/2026  
Quote Expiration Date: 60 Days

### QUOTE OPTIONS

POLICY TERMS	0261369	0261501
<b>Named States</b>	GA	GA
<b><u>SPECIFIC:</u></b>		
<b>Specific Limit</b>	STATUTORY	STATUTORY
<b>Specific Retention</b>	\$600,000	\$600,000
<b>Specific Retention - 7710 GA</b>	\$700,000	\$700,000
<b>Specific Retention - 7720 GA</b>	\$700,000	\$700,000
<b><u>EMPLOYERS LIABILITY:</u></b>		
<b>Employers Liability Limit</b>	\$1,000,000	\$1,000,000
<b>Employers Liability Retention</b>	See Specific	See Specific
<b><u>AGGREGATE:</u></b>		
<b>Aggregate Limit</b>	\$1,000,000	\$1,000,000
<b>Rate as a % of Normal Premium</b>	196.13%	176.52%
<b>Estimated Aggregate Retention</b>	\$2,908,708	\$5,235,763
<b>Minimum Aggregate Retention</b>	\$2,850,534	\$5,131,048
<b>Aggregate Loss Limitation</b>	\$500,000	\$500,000
<b><u>RATING BASE:</u></b>		
<b>Est. Annual Payroll</b>	\$66,378,941	\$66,378,941
<b>Est. Annual Manual Premium</b>	\$1,483,051	\$1,483,051
<b>Length of Policy (Years)</b>	1.000000	2.000000
<b>Est. Policy Normal Premium</b>	\$1,483,051	\$2,966,102
<b>Rate per \$100 of Payroll</b>	0.2682	0.2682
<b><u>PREMIUM:</u></b>		
<b>Total Est Policy Prd Premium (including Flat Charges)</b>	\$178,028	\$356,056
<b>Policy Minimum Premium</b>	\$160,225	\$320,451
<b>Deposit Premium</b>	\$178,028	\$178,028
<b>Deposit Flat Charge(s)</b>	NA	NA
<b>Total Deposit Due*</b>	\$178,028	\$178,028
<b>Terrorism Risk Ins Act of 2002 (incl in Total Deposit Due above)</b>	\$5,341	\$5,341
<b>Commission</b>	15%	15%

\* The following states are subject to a premium surcharge: GA. The amount of the surcharge is not included in any premium amount shown above; it is in addition to the premium amount(s) above. The amount of the surcharge is subject to change as directed by the Department of Insurance and other agencies.

**CONDITIONS / COMMENTS:**

\* MECC must be notified of any aircraft changes occurring during the policy period.

Attachment: Midwest Employers Casualty\_ Revised Quote 2 dated 06/03/26\_ 062226 M&C (Worker Comp excess/reinsurance - biannual



## City of Roswell

Mayor and Council

### AGENDA ITEM REPORT

ID # - 10442

**MEETING DATE:** June 22, 2026

**DEPARTMENT:** Finance

**ITEM TYPE:** Approval

### **Approval of a Resolution to approve the 2026 Annual Action Plan (AAP) for Community Development Block Grant (CDBG) and budget amendment (BA22570101-06-08-26) to set up the grant in amount of \$443,594.**

**Item Summary:**

As an entitlement community eligible to receive assistance under the U.S. Department of Housing and Urban Development (HUD), the City of Roswell is allocated annual funding through HUD's Community Development Block Grant (CDBG) Program. The CDBG Program "focuses on benefiting low to moderate income people by providing resources for livable neighborhoods, economic empowerment, and decent housing." In order to receive this allocation, the City is required to submit an Annual Action Plan (AAP) to HUD every year specifying the intended use of its CDBG funds. The City was notified in April that its official FFY2026 CDBG allocation would be \$443,594. The City is expected to file its action plan by June 30, 2026 to HUD for approval with a deadline of August 16th.

The City's Draft 2026 AAP furthers the objectives of the City's 2023-2027 Consolidated Plan by allocating the FFY2025 CDBG funding to the repayment of the City's Section 108 Loan and the support of the Roswell Housing Authority's (RHA) redevelopment efforts. The Section 108 Loan Program allows eligible local governments to leverage their CDBG funds to federally guarantee loans large enough to pursue physical and economic revitalization projects by pledging their current and future CDBG allocations as security for the loan. The City submitted its \$2,039,000 loan application to HUD in December 2024, and the City received a Commitment letter July 2025.

Per HUD, the City's 2026 AAP must be posted for a 30-day public comment period. If approved at this Committee meeting, staff would post the draft on May 13<sup>th</sup> and open the public comment period on the same day. The City will hold a Public Hearing June 3<sup>rd</sup> from 9:00 am to 10:30 am on City Hall, Council Chambers. The public comment period would close on June 15, 2026, and the resolution to approve the AAP would be presented at the June 22<sup>nd</sup> City Council Meeting. Staff would then submit the AAP to HUD on or before June 30, 2026.

**Committee or Staff Recommendation:**

On May 12, 2026, the Committees of Council recommended placing this item on a future Mayor and Council Agenda.

**Financial Impact:**

Upon acceptance of the grant, a Budget Amendment will establish funding up to \$443,594 (Project 18018) with CDBG Grant revenue of \$443,594 and no grant match.

**Agenda Item (ID # 10442)****Recommended Motion:**

Motion to approve a Resolution to approve the 2026 Annual Action Plan (AAP) for Community Development Block Grant (CDBG) and budget amendment (BA22570101-06-08-26) to set up the grant in amount of \$443,594.

**Presented by:**

Adam Novotney, Director of Finance

STATE OF GEORGIA  
COUNTY OF FULTON

June 22nd, 2026

**RESOLUTION TO ADOPT THE 2026 ANNUAL ACTION PLAN (AAP)**

**WHEREAS**, at the regular meeting of the Mayor and Council of Roswell, Georgia, held on the 22nd day of June 2026, a motion was made and duly seconded that the City of Roswell, Georgia agrees to adopt the 2026 Annual Action Plan (AAP); and

**WHEREAS**, the AAP accepts the City's FFY2026 Community Development Block Grant (CDBG) award in the amount of \$443,594 from the U.S. Department of Housing and Urban Development (HUD) and allocates those funds to the repayment of the City's Section 108 Loan; and

**WHEREAS**, the Section 108 Loan proceeds will go towards eligible CDBG activities that support the Roswell Housing Authority's redevelopment of the Pelfrey Pines Apartments site located at 199 Grove Way; and

**WHEREAS**, the City will comply with all federal, state, and local laws and ordinances along with CDBG regulations and guidance; and

**WHEREAS**, the City of Roswell's Finance Department will be responsible for the implementation, management, reporting, and closeout of the grant project; and

**WHEREAS**, the City will not be required to provide local matching funds.

**NOW, THEREFORE, BE IT RESOLVED** by the Council of the City of Roswell that the Mayor of Roswell and/or the City Administrator are authorized to accept the grant award and any subsequent documents necessary to allocate the grant funds as specified, this the 22nd day of June 2026.

\_\_\_\_\_  
Mary Robichaux, Mayor

Attest:

\_\_\_\_\_  
Nancy Saviano Long, City Clerk

(Seal)



## City of Roswell

Mayor and Council

### AGENDA ITEM REPORT

ID # - 10474

**MEETING DATE:** June 22, 2026

**DEPARTMENT:** Community Development

**ITEM TYPE:** Public Hearing

**Approval of a modification of zoning conditions with concurrent variances for the civic and retail development known as Bowen & 92 located at 1340 Woodstock Road (ZMCC-0126-000001).**

**Item Summary:**

On August 8, 2022, Mayor & Council voted to approve case RZ20215342/CV20215343, a Rezoning from Civic and Institutional (CIV) to Parkway Village (PV) with Concurrent Variances. The case was approved with eight Conditions of Approval and granted three Variances. This approval was based on a Site Plan dated July 19, 2022.

The new application, submitted by SJC Ventures, as representative for Roswell Development Authority, SJC Ventures, and Westminster Japanese Church, proposes a new Site Plan with related Concurrent Variances, for development of the site that is proposed to include a new City of Roswell Fire Station, a retail development, and the reconfiguration with minor improvements of the church site. The site is located on two adjacent properties that will be divided into three parcels.

**Committee and Staff Recommendations:**

On June 8, 2026, Mayor and Council deferred this item to the June 22, 2026 Mayor and Council meeting.

The Community Development Department recommends **approval of** the Modification of the Zoning Conditions related to the 2022 Rezoning case, RZ20215342, with the following conditions.

1. Deletion of conditions of approval for RZ20215342, previously approved on August 8, 2022;
2. The owner/developer shall develop the property in substantial accordance with the site plan packet dated May 22, 2026. Square footage of uses is not

**Agenda Item 2026-2**

guaranteed, as reduction may be required to meet code regulations during the development permitting process;

3. Approval of concurrent variances as requested in the variance justification letter dated May 4, 2026; and
4. Approval of a retaining wall over six (6) feet that is proposed for the southern property line, not to exceed 8' in height.

**Financial Impact:**

N/A

**Recommended Motion:**

Motion to approve the modification of zoning conditions request with staff conditions and to approve 13 concurrent variances for the civic and retail development known as Bowen & 92 located at 1340 Woodstock Road (ZMCC-0126-000001).

**Presented by:**

Jeannie Peyton, Planning & Zoning Director



## Community Development Department | Planning & Zoning Division

<b>Case Number</b>	ZMCC-0126-000001
<b>Hearing &amp; Meeting Dates</b>	Neighborhood Meeting 1 – June 2, 2026 Neighborhood Meeting 2 – June 18, 2026  Mayor & Council – June 22, 2026
<b>Request</b>	Modification of Zoning Conditions with Concurrent Variances (previous case RZ20215342)
<b>Applicant/Representative</b>	Kristi Rooks – SJC Ventures 404-242-8864 kristi@sjcventures.com
<b>Owner</b>	Roswell Development Authority, Westminster Japanese Church Trustees
<b>Property</b>	Located on the southeast corner of Georgia Highway 92 (aka Woodstock Road) and Bowen Road
<b>Address</b>	1340 Woodstock Road, 11450 Bowen Road
<b>Parcel Number</b>	Parcel 1 - 12-1450-0182-032-1, Parcel 2 - 12-1400-0118-018-0
<b>Site Acreage</b>	11.330
<b>Access proposed</b>	Highway 92 (aka Woodstock Road), Bowen Road
<b>Current Zoning</b>	PV, Parkway Village
<b>Current Use</b>	Parcel 1 -Vacant Church; Parcel 2 -Occupied Church
<b>Proposed Zoning Modification</b>	PV, Parkway Village with Modified Conditions
<b>Proposed Use</b>	Fire Station, Retail development, Church
<b>Character Area</b> <i>2040 Comprehensive Plan</i>	Parcel 1 - Parkway Village; Parcel 2 -Estate Residential



## Staff Recommendation

Based on the analysis of this case, the Community Development Department recommends **approval of case ZMCC-0126-000001 with Concurrent Variances**, the Modification of the Zoning Conditions related to the 2022 Rezoning case, RZ20215342, with the following conditions of approval:

1. Deletion of conditions of approval for RZ20215342, previously approved on August 8, 2022;
2. The owner/developer shall develop the property in substantial accordance with the site plan packet dated May 22, 2026. Square footage of uses is not guaranteed, as reduction may be required to meet code regulations during the development permitting process;
3. Approval of concurrent variances as requested in the variance justification letter date May 4, 2026; and
4. Approval of a retaining wall over six (6) feet that is proposed for the southern property line, not to exceed 8' in height.

## Proposal

For the property located at 1340 Woodstock Road and 11450 Bowen Road, the applicant, SJC Ventures, as representative for Roswell Development Authority, SJC Ventures, and Westminster Japanese Church, proposes a new Site Plan with related Concurrent Variances, for the development of the site. The proposed development includes a new City of Roswell Fire Station, a retail development, and the reconfiguration of the church site with minor improvements. The 11.330 acre site is located on two adjacent properties that will be divided into three (3) parcels.

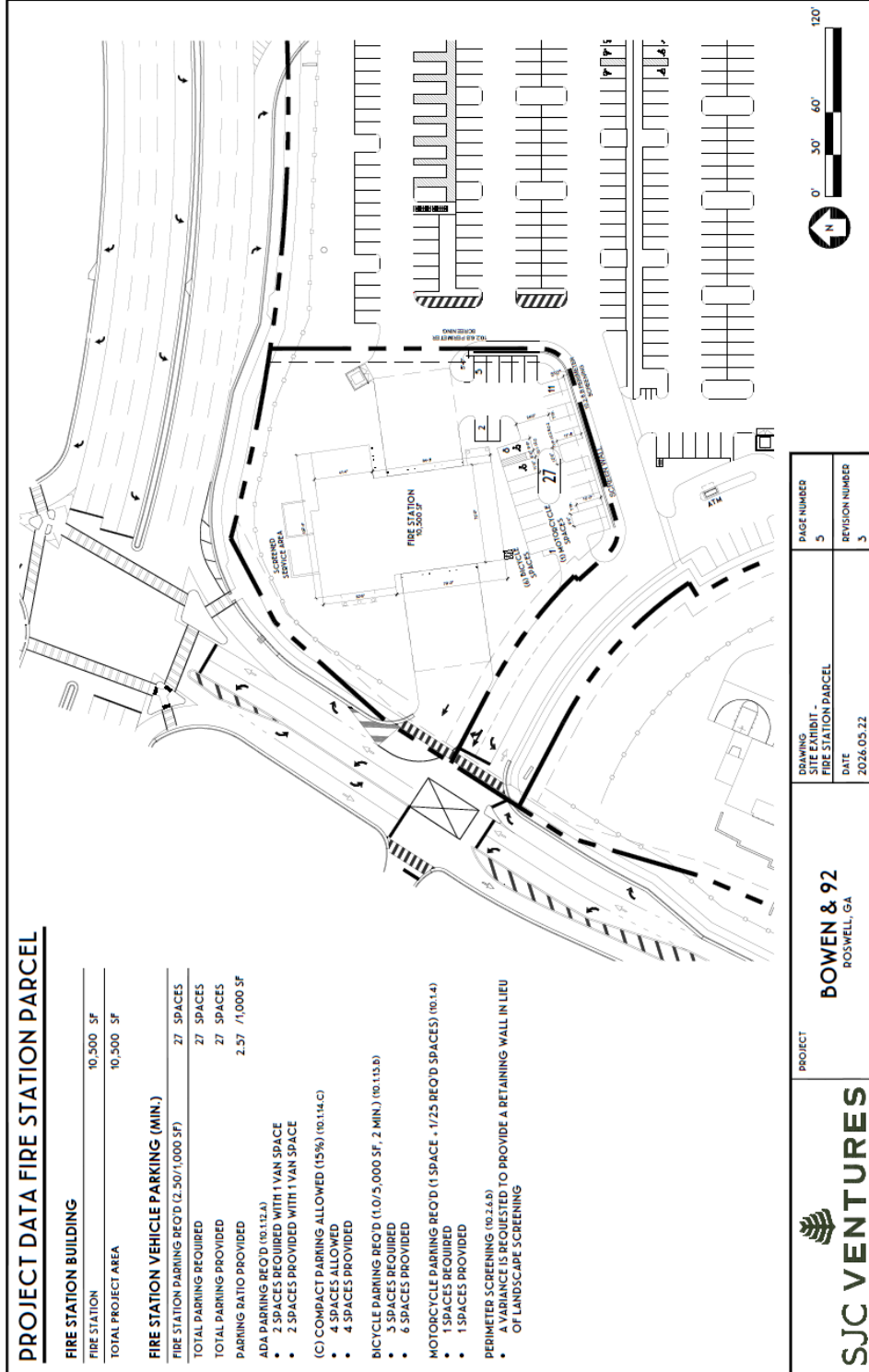
The applicant is requesting that all 8 previously approved Conditions of Approval be modified by removing the approved conditions and approving the development as currently proposed in the newly submitted Site Plan along with the approval of 13 new Concurrent Variances which are detailed below.

## Background

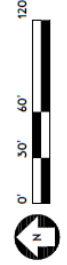
On August 8, 2022, Mayor & Council voted to approve case RZ20215342/CV20215343, a Rezoning from Civic and Institutional (CIV) to Parkway Village (PV) with Concurrent Variances (see attached Resolution). The case was approved with eight (8) Conditions of Approval and granted three (3) Variances. This approval was based on a Site Plan dated July 19, 2022.



**Proposed Site Plan – Fire Station**

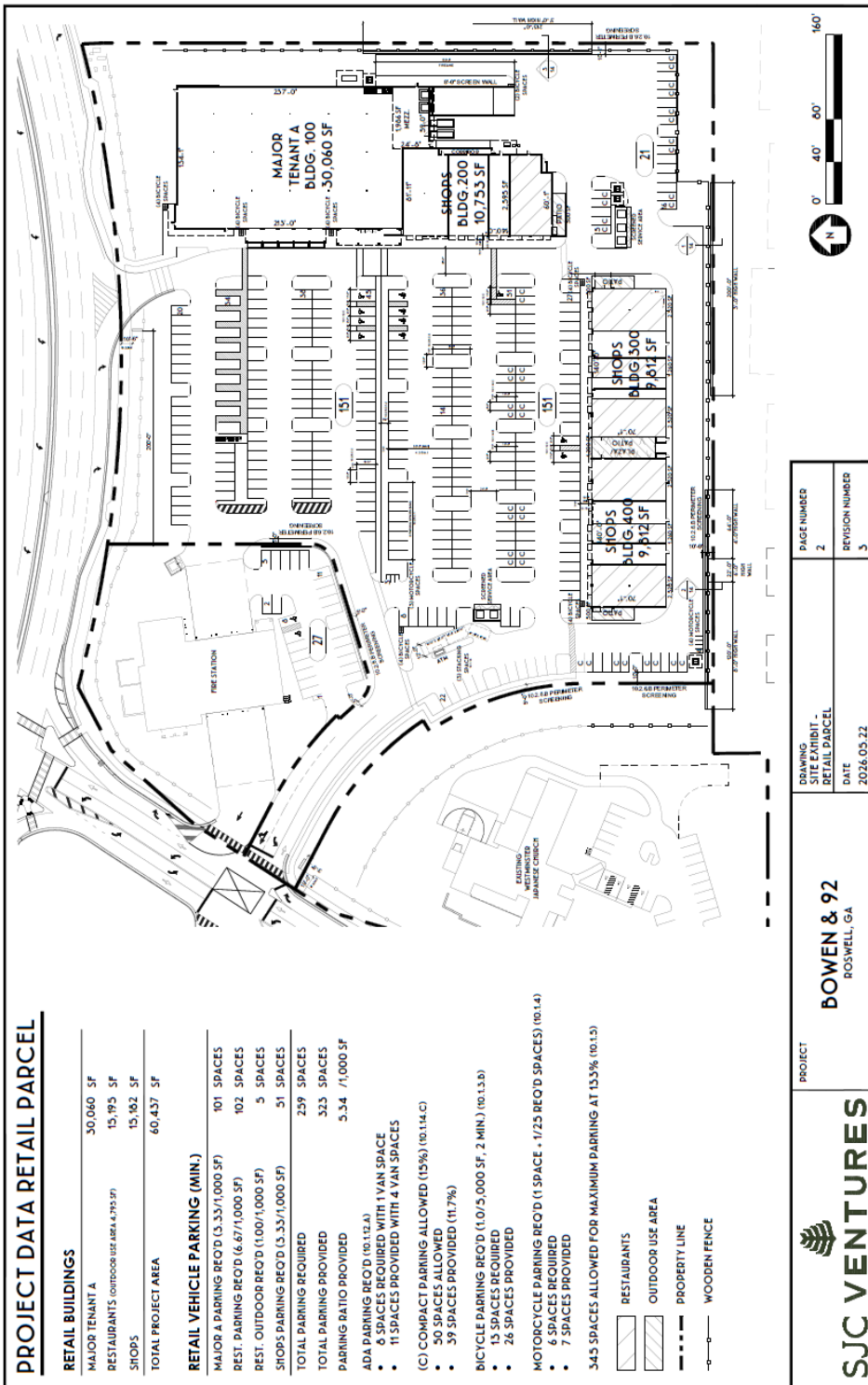


<b>SJC VENTURES</b>	<b>PROJECT</b>	<b>BOWEN &amp; 92</b> ROSWELL, GA	<b>PAGE NUMBER</b>	5
	<b>DRAWING</b>	<b>SITE EXHIBIT</b> <b>FIRE STATION PARCEL</b>	<b>REVISION NUMBER</b>	3
	<b>DATE</b>	2026-05-22		



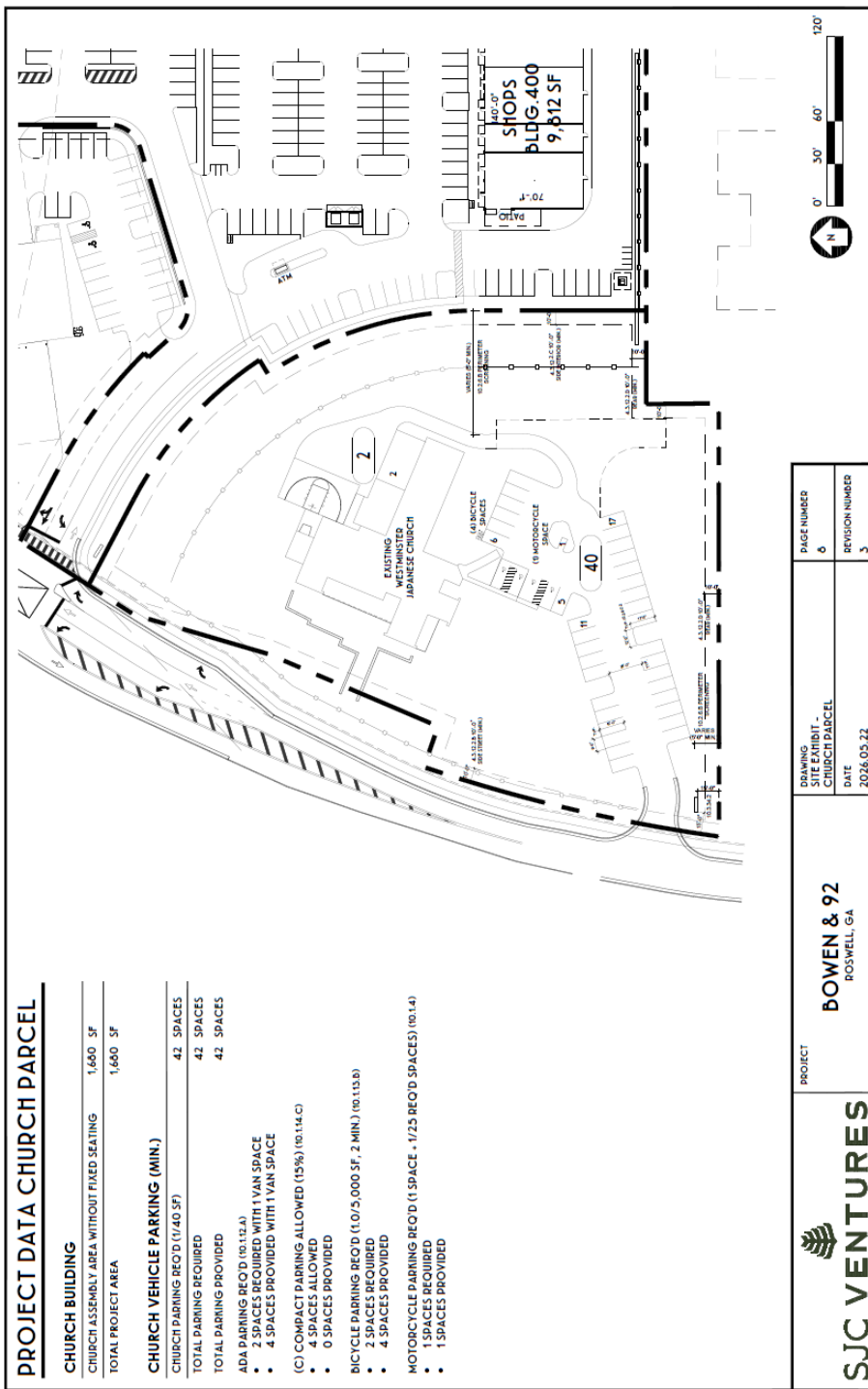


**Proposed Site Plan – Retail Development**





**Proposed Site Plan - Church**



**PROJECT DATA CHURCH PARCEL**

<b>CHURCH BUILDING</b>	
CHURCH ASSEMBLY AREA WITHOUT FIXED SEATING	1,600 SF
TOTAL PROJECT AREA	1,600 SF

<b>CHURCH VEHICLE PARKING (MIN.)</b>	
CHURCH PARKING REQ'D (1/140 SF)	42 SPACES
TOTAL PARKING REQUIRED	42 SPACES
TOTAL PARKING PROVIDED	42 SPACES

- ADA PARKING REQ'D (10.112.A)
  - 2 SPACES REQUIRED WITH 1 VAN SPACE
  - 4 SPACES PROVIDED WITH 1 VAN SPACE
- (C) COMPACT PARKING ALLOWED (15%) (10.114.C)
  - 4 SPACES ALLOWED
  - 0 SPACES PROVIDED
- BICYCLE PARKING REQ'D (1.0/5,000 SF, 2 MIN.) (10.113.B)
  - 2 SPACES REQUIRED
  - 4 SPACES PROVIDED
- MOTORCYCLE PARKING REQ'D (1 SPACE + 1/25 REQ'D SPACES) (10.114)
  - 1 SPACES REQUIRED
  - 1 SPACES PROVIDED

<b>SJC VENTURES</b>	PROJECT	<b>BOWEN &amp; 92</b>	PAGE NUMBER
		POSWELL, GA	6
			REVISION NUMBER
			3
			DATE
			2026.05.22

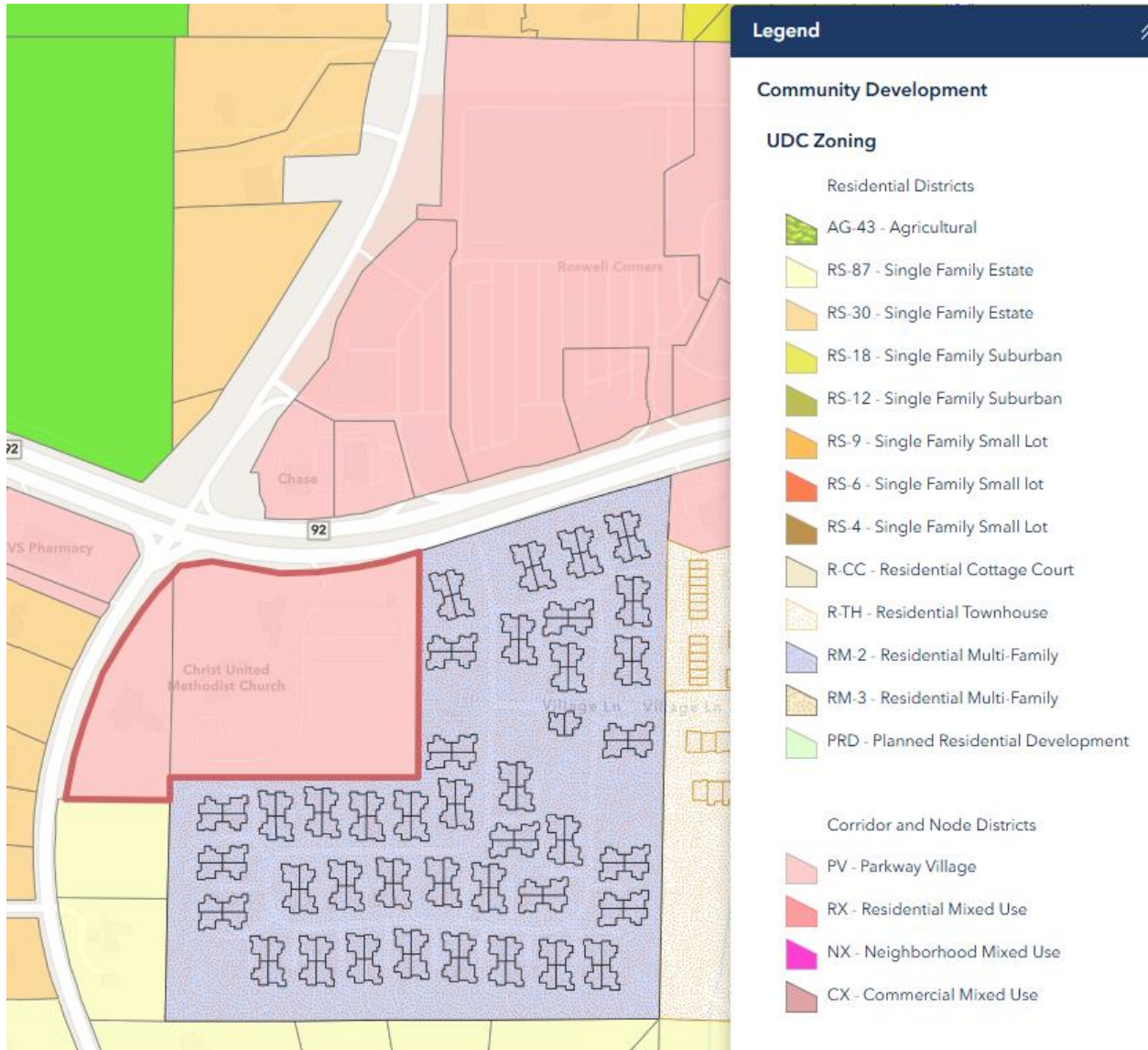


Aerial Map





### Zoning Map

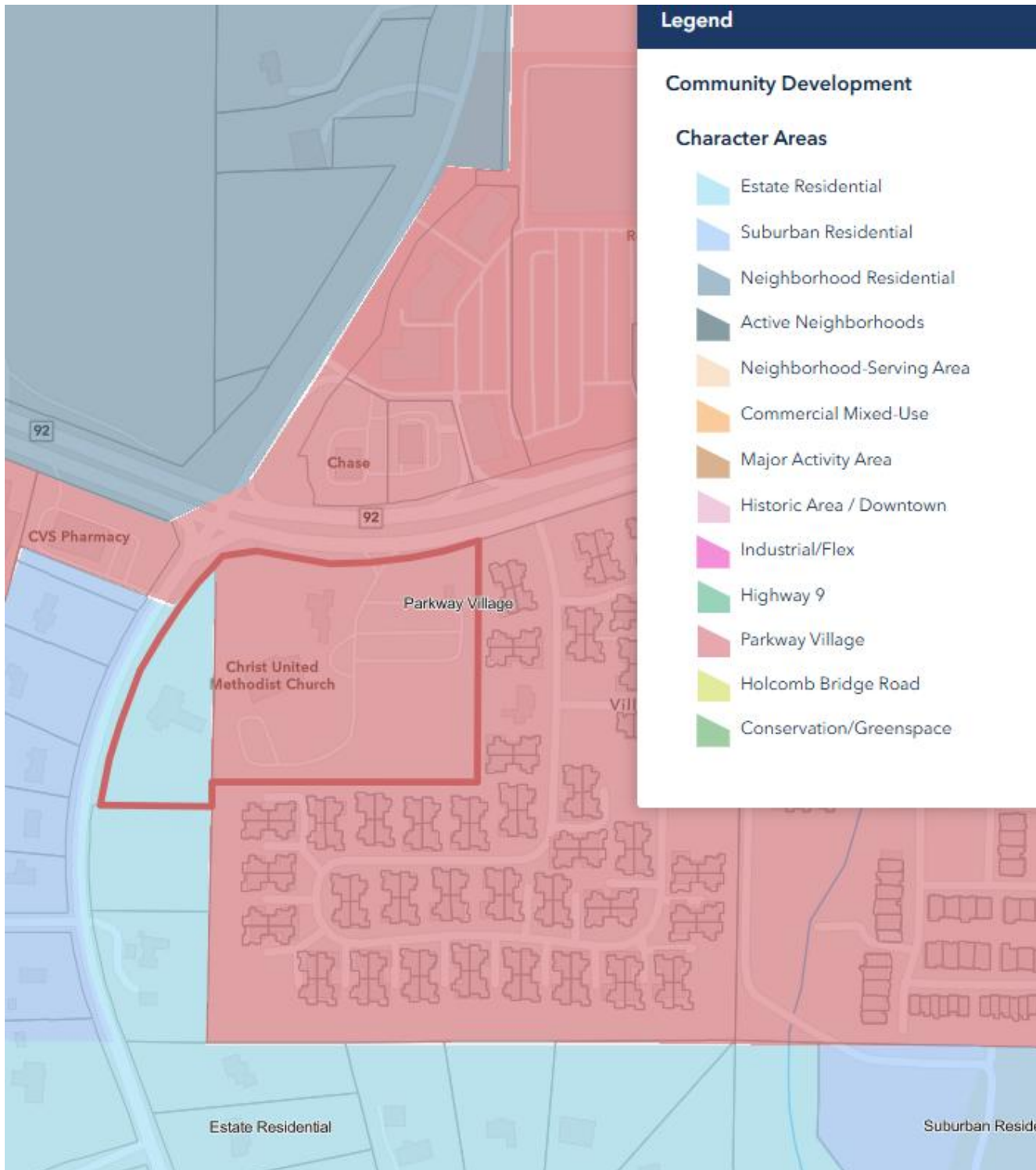


### Description of Adjacencies

	ZONING	USE
NORTH	PV – Parkway Village	Retail
EAST	RM-2 - Residential Multi-Family	Multi-family
SOUTH	RM-2 - Residential Multi-Family, RS-87 – Single Family Estate	Multi-family, Vacant Lot
WEST	PV – Parkway Village, RS-30 – Single Family Homes	Retail, Single Family



### Future Land Use Map





## Site Plan Analysis

The 11.330 acre site is currently developed with two (2) church buildings. Parcel 1, an 8.731 acre site, is developed with a church building and the site is unoccupied. Parcel 2, a 2.599 acre site, is developed with a church building and is the home of Westminster Japanese Church. The existing streetscape improvements along Highway 92 (Woodstock Road) include sidewalk and a white split rail fence fronting a portion of the property. There are no streetscape improvements along Bowen Road. The site is adjacent to the Orchards of Roswell multi-family development on both the eastern and southern property lines. There is retail development to the north, across Highway 92 (Woodstock Road) and to the west across Bowen Road. The southern property line of Westminster Japanese Church is adjacent to a vacant single family parcel.

The applicant is proposing to prepare the fire station site for the development of an approximately 10,500 square foot fire station. The fire station parcel has an exit for emergency vehicles onto Bowen Road in addition to two entrances from the retail site. A six (6) foot screening wall is proposed between the fire station and the retail parking lot. The retail site will be developed with three (3) buildings totaling 60,437 square feet, major tenant A will occupy 30,060 square feet and the remaining 30,377 square feet to be both retail and restaurant tenant spaces. Three (3) retaining walls are proposed on the eastern and southern property lines to mitigate the topography changes adjacent to the multi-family development. Two (2) of the walls are proposed to be three (3) feet in height. The wall located on the easternmost portion of the southern property line will face the residential development, the wall on the eastern property line will face the retail development. One (1) wall is proposed to range from four (4) feet to eight (8) feet in height and will be located on the westernmost portion of the southern property line, this wall will face the retail development. The southern and eastern property lines there will be a 6' high wooden fence and screening plantings that will run along the top of the retaining walls, adjacent to the residential development. The church site will get minor improvements that include a parking lot and sport court. The entire site frontage will be improved with sidewalk, multiuse paths, comply with the streetscaping required as part of the Parkway Village Design Guidelines.

There are 13 variances requested as detailed below.

## Requested Variances

### Fire Department Property

#### **1. UDC 2.2.9.B. Build-to Zone, Corner Lots**

The applicant is requesting to increase the "Build-to-Zone" regulations that require a building façade on corner lot to be placed within the first 30' of the lot measured from the street, Bowen Road to approximately 45' from Bowen Road. A distance of 15' further from Bowen Road than the regulations require.

#### **2. UDC 4.3.12.1.C. Civic Building, Lot Parameters, Landscape Open Space**

The applicant is requesting to reduce the required Landscape open space required for a Civic Building in the PV zoning district from the required 30% to 27%. A reduction of 1,270 SF.



### **3. UDC 4.3.12.1.D. Civic Building, Lot Parameters, Outdoor Amenity Space**

The applicant is requesting to reduce the required Outdoor amenity space required for a Civic Building in the PV zoning district from the required 10% to 8%. A reduction of 1,005 SF.

### **4. UDC 4.3.13.A.A. Additional Rules in the PV- District, Additional Setbacks**

The applicant is requesting to reduce the building setback regulations that require a building in the Parkway Village, PV, zoning district to be set back a minimum of 50' from Hwy 92 to place the proposed fire station 40' from Hwy 92. A 10' reduction of the Additional Setback regulations, *specific to the PV district*.

### **5. UDC 4.3.13.A.C. Parking setback from Hwy 92 (min) of 50'.**

The applicant is requesting to reduce the Parking setback regulations that require a parking lot to be setback a minimum of 50' from Hwy 92 to place a proposed parking lot 40' from Hwy 92. A 10' reduction of the Additional Setback regulations, *specific to the PV district*.

### **6. UDC 10.2.6.B. – Parking Lot Landscaping, Perimeter Screening**

The applicant is requesting to reduce the required parking lot perimeter screening regulations from the required 5' to 0'. This is a reduction of 5' to eliminate this requirement. The applicant proposes to provide a 6' screening wall as an alternative to the required 5' perimeter screening plantings.

#### Retail Property

### **1. UDC 4.3.9.1.C. Single-Story Shopfront, Lot Parameters, Landscape Open Space**

The applicant is requesting to reduce the required Landscape Open Space required for a Single-Story shopfront in the PV zoning district from the required 35% to 10%. A reduction of 79,275 SF.

### **2. UDC 4.3.9.3.A. Single-Story Shopfront. Building Height, (max)**

The applicant is requesting to increase the required Building Height maximum regulation required for a Single-Story shopfront in the PV zoning district from the required 24' to 35'. An increase of 11'.

### **3. UDC 4.3.9.4.A. Single-Story Shopfront. Transparency, Ground story, primary/side street (minimum)**

The applicant is requesting to reduce the required Ground story Transparency regulation required for a Single-Story shopfront in the PV zoning district from the required 60% to 30% facing Woodstock Road.

### **4. UDC 4.3.13.A.B. – Additional Rules in the PV- District, Additional Setbacks, Building in Hwy 92 street BTZ (min % of lot width)**

The applicant is requesting to reduce Build-to-Zone, BTZ, regulation from the required 60% to approximately 32%. This regulation requires a building in the Parkway Village, PV, zoning district to be placed adjacent to road frontage with the building covering at least 60% of the lot width. A 120' reduction of the BTZ regulations, *specific to the PV district*.



#### **5. UDC 4.3.9.4.F. Single-Story Shopfront Activation in PV**

When abutting Highway 92, a maximum of 2 bays of on-site parking with single drive aisle between the building and required streetscape is allowed. The applicant is requesting to increase the number of allowed parking bays from 2 to 12. An increase of 10 parking bays.

#### **6. UDC 4.3.13.A.C. Parking setback from Hwy 92 in PV**

The applicant is requesting to reduce the Parking setback regulations that require a parking lot to be setback a minimum of 50' from Hwy 92 to place a proposed parking lot 40' from Hwy 92. A 10' reduction of the Additional Setback regulations, *specific to the PV district*.

#### **7. UDC 10.3.34.2. – Ground Sign Setback**

The applicant is requesting to reduce the Ground Sign setback regulation that requires a ground sign to be set back at least 10' from the front lot line and 15' from a side lot line to allow a ground Sign on the Retail Property at the Bowen Road entrance/exit location to be located 3'8" from the side property line. A 6'4" reduction of the Ground Sign Setback regulations.

#### Additional Approval

#### **UDC 10.5.2.C – Retaining Walls, General Standards**

The applicant is proposing Retaining Walls along the southern property line of the retail parcel, ranging in height from 3' to 8' and not to exceed 8'. All retaining walls over 6' to be approved by Mayor and Council.

#### **Standards of Review for Concurrent Variance Requests (Approval Criteria)**

##### **A. A literal interpretation of the provisions of this UDC would effectively deprive the applicant of rights commonly enjoyed by other properties of the zoning district in which the property is located;**

A literal interpretation of the provisions of this UDC would effectively deprive the applicant of rights commonly enjoyed by other properties of the zoning district. The applicant and the city collaborated to create a proposed division of the site that met the needs of the safety service facility and the retail development that will anchor the site. The size and shape of the Fire Department site provide limited options relative to the location of the building, resulting in the requested variances. The variances will allow the site to be developed similar to development in the district while meeting the necessities of a modern fire station design. The shape and location of the retail site, situated behind the fire station, has resulted in the proposed development plan. Variances are requested that will result in parking adjacent to the roadways and the retail buildings to the rear of the property. The building height proposed will allow the retail site to have the visibility it lacks at the regulated height behind the fire station.



**B. Granting the requested variance will not confer upon the property of the applicant any special privileges that are denied to other properties of the zoning district in which the property is located;**

Granting the requested variance will not confer upon the property of the applicant any special privileges that are denied to other properties of the zoning district. Staff reviewed six (6) comparable retail developments with major tenants in the Parkway Village (PV) zoning district to compare the proposed development to the built environment along Highway 92 (Woodstock Road). Each of these developments were approved prior to the current UDC, which was adopted in 2014, therefore none of the developments listed required rezoning, conditional use, or variance hearings to be developed as they were. LA Fitness is the most recent approval and was likely held to the regulatory standards prior to the UDC. See the list below for site features that are similar to the proposed development.

**Development - Date of Design Approval – site features**

- Roswell Corners (Target) – 1997
  - Building is located outside of the build-to-zone (BTZ) and would require a variance to BTZ and parking location (Shopfront activation).
- LA Fitness – 2015
  - Building does not meet the BTZ percentage requirements and would require variances to BTZ and parking location (Shopfront activation). Exceeds current height regulations.
- Home Depot – 1997
  - The entire building is outside the BTZ and would require variances to BTZ and parking location (Shopfront activation). Exceeds current height regulations.
- King Plaza (Publix) – 1996
  - Encroachment into the setback from Highway 92 (Woodstock Road), building does not meet the BTZ percentage requirements and would require variances to BTZ and parking location (Shopfront activation).
- Roswell Crossing (Pike Nursery) – prior to 1974
  - Development does not meet the BTZ percentage requirements and would require variances to BTZ. Although it is the oldest development considered for comparison, it is the one that appears most like a development that meets the UDC standards with multiple buildings fronting Highway 92 (Woodstock Road) and parking nested behind the fronting structures. There is at least one building section central to the development that exceeds current height regulations.
- Stonebridge Square (Kohls) – 2000
  - Due to the shape of the lot, the building does meet BTZ requirements, encroachment into the setback from Highway 92 (Woodstock Road),

This comparison analysis provides confirmation that granting of the variances requested will not confer upon the property of the applicant any special privileges.



**C. The requested variance will be in harmony with the purpose and intent of this UDC and will not be injurious to the neighborhood or to the general welfare;**

The requested variances will be in harmony with the purpose and intent of this UDC, the Parkway Village corridor has been developed over time, in a pattern that would require variances to the current UDC, while still maintaining the design intent of the of the corridor, "to provide for [an] enhanced development standard...[with] uniform landscaping and urban design". The proposed variances propose a development that will meet the intent of the district by maintaining the desired uniform landscaping and urban design.

**D. The special circumstances are not the result of the actions of the applicant;**

The special circumstances are not the result of the actions of the applicant. The applicant and the city collaborated to create a proposed division of the site that met the needs of the safety service facility and the retail development that will anchor the site, resulting in parcels for the Fire Department and the retail development, with a shape and size that create a hardship when attempting to meet the regulations of the UDC.

**E. The variance requested is the minimum variance that will make possible the proposed use of the land, building or structure;**

The variances requested are the minimum variances that will make possible the proposed use of the land, building or structure as demonstrated in the proposed site plan and resulting in a development that will meet the intent of the zoning district.

**F. The variance does not permit a use of land, buildings or structures which is not permitted by right in the zoning district; and**

The variances do not permit a use of land, buildings or structures which is not permitted by right in the zoning district. All proposed uses on the site are permitted by right in the Parkway Village (PV) zoning district.

**G. The variance does not reduce the lot size below the minimum lot size allowed in the zoning district.**

The variance does not reduce the lot size below the minimum lot size allowed in the zoning district. Each of the three (3) proposed lots meet the minimum standard of the Parkway Village (PV) zoning district Lot area requirement of 5,000 square feet for the corresponding building types.



## CITY OF ROSWELL, GA PLAN APPLICATION SUMMARY (ZMCC-0126-000001)

<b>Plan Type:</b> Mayor & City Council Items - Roswell	<b>Project:</b> Variance to Mayor & City Council	<b>App Date:</b> 01/07/2026
<b>Work Class:</b> In Review	<b>District:</b> 0.00	<b>Exp Date:</b> 01/07/2028
<b>Status:</b> \$0.00	<b>Square Feet:</b> Peyton, Jeannie	<b>Completed:</b> Approval
<b>Description:</b> The Project involves a three-way land swap between the City of Roswell/Roswell Development Authority, the		

<b>Parcel:</b> 12 -1450-0182-032-1	<b>Main</b>	<b>Address:</b> 1340 Woodstock Road Road, A	<b>Main</b>	<b>Zone:</b>
12 -1400-0118-018-0		11450 Bowen Road Road		

Contact Name	Address	Email	Cell Phone	Home Phone	Business Ph.
<b>Applicant (Billing Contact)</b>					
Kristi Rooks	1115 Howell Mill Road Suite 777, Suite 777 Atlanta, GA 30318	<a href="mailto:Kristi@sicventures.com">Kristi@sicventures.com</a>	404-242-8864		404-242-8864
<b>Engineer</b>					
Daniel Clasby		<a href="mailto:daniel.clasby@kimley-horn.com">daniel.clasby@kimley-horn.com</a>			404-913-8760
<b>Owner</b>					
CITY OF ROSWELL	38 HILL ST ROSWELL, GA 30075				+7 709-992-1731
<b>Representative</b>					
Wesley Smith		<a href="mailto:wesley@seer.world">wesley@seer.world</a>			470-403-4007

**Custom Questions/Answers**

**Does this property have more than 1 road frontage? :** Yes

Attachment File Name	Added On	Added By	Attachment Group	Notes
Signature_Andrea_Smith_1/7/2026.jpg	01/07/2026 11:28	Smith, Andrea		Uploaded via CSS
2025.06.18 Barge Boundary & Topo Survey	06/18/2026 02:35	Peyton, Jeannie	Available Online	
Boundary Survey - Bowen and	06/18/2026 02:35	Smith, Andrea	Available Online	
Legal Descriptions_v1.pdf	06/18/2026 02:35	Peyton, Jeannie	Available Online	
Letter of Intent - Bowen & Woodstock	06/18/2026 02:35	Smith, Andrea	Available Online	
2026-05-22 Site Plan Exhibits_v5.pdf	06/18/2026 02:35	Peyton, Jeannie	Available Online	
Property Owner Signature_Bowen and	06/18/2026 02:35	Smith, Andrea	Available Online	
Site Photos - Bowen and Woodstock_v2.pdf	06/18/2026 02:35	Smith, Andrea	Available Online	
Stormwater Concept Meeting Notes_v1.pdf	06/18/2026 02:35	Peyton, Jeannie	Available Online	
Variance Justification Package - Bowen &	06/18/2026 02:35	Smith, Andrea	Available Online	

Invoice No.	Fee	Fee Amount	Amount Paid
INV-00003070	Public Notice Sign	\$240.00	\$240.00
	Advertising	\$300.00	\$300.00
Total for Invoice INV-00003070		\$540.00	\$540.00
<b>Grand Total for Plan</b>		<b>\$540.00</b>	<b>\$540.00</b>

Submittal Name	Status	Received Date	Due Date	Complete Date	Resubmit	Completed
Variance to Mayor & Council Review v.2	Approved	05/07/2026	05/14/2026	06/18/2026	No	Yes

Item Review Name	Department	Assigned User	Status	Assigned Date	Due Date	Completed Date
Fire	Fire	Major, Robert	Approved	05/07/2026	05/13/2026	05/12/2026

**Comments:** This approval is for P&Z Division case only. A building permit must be applied for and approved before any work can begin. Plans shall be submitted in accordance with the 2024 Life Safety Code for Fire Marshal's Office review. Plans reviewed by Robert Major [rmajor@roswellgov.com](mailto:rmajor@roswellgov.com) 770-594-6263. The Roswell Fire Marshal's Office has reviewed the plans and specifications in accordance with the applicable state adopted minimum Fire Safety Standards in effect at the time of review. Every effort was made to check for code compliance. However, this does not relieve the owner, contractor, architect or any other responsible party from compliance with the items missed or unknown to the reviewer. Any changes or modifications in approved plans shall be reviewed by the City of Roswell prior to making the changes. This approval is for P&Z Division Case only. A building permit must be applied for and approved before any work can begin. Plans shall be submitted in accordance with the 2024 Life Safety Code for Fire Marshal's Office review. Plans reviewed by Robert Major [rmajor@roswellgov.com](mailto:rmajor@roswellgov.com) 770-594-6263.

Attachment: ZMCC-0126-000001\_1340 Woodstock Road\_Staff Report MCC Packet (2026-2 : Modification of Zoning Conditions - Bowen & 92, 1340

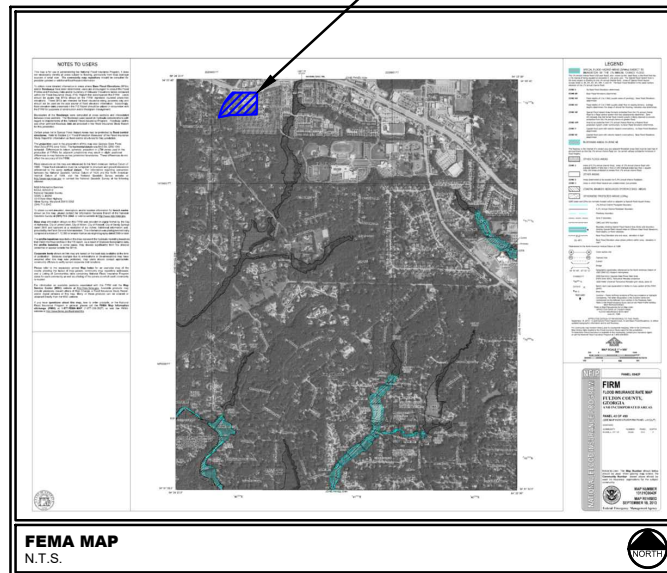
<b>Building Division</b>	<b>Building Division</b>	<b>Donehoo-Faulkner, Rhonda</b>	<b>Approved with Conditions</b>	05/07/2026	05/13/2026	05/08/2026
<p><b>Comments:</b> Apply for separate building permit. A separate application for building permit for commercial building is required for all work. Submittals must include full construction documents produced by a registered design professional in Georgia. Reviewed by: Rhonda Donehoo-Faulkner, Registered Architect, Building Division, 770-817-6726, rdonehoofaulkner@roswellgov.com. Approval is for the P&amp;Z division case only.</p>						
<b>Stormwater</b>	<b>Stormwater</b>	<b>Watts, Adam</b>	<b>Approved with Conditions</b>	05/07/2026	05/13/2026	05/12/2026
<p><b>Comments:</b> Adam Watts, awatts@roswellgov.com                  I am in the office Monday – Wednesday. To schedule a meeting to discuss the comments, please e-mail me at awatts@roswellgov.com. I am also available for unscheduled meetings during the times of 10am - 12pm on Monday and Wednesday. For faster response, please e-mail rather than call. These conditions are in reference to the stormwater concept plan meeting and the LDP submittal. As previously discussed, the proposed swm facility will be an underground facility. If the swm facility change, this will require a new stormwater concept meeting. It is also understood that there will be a stormwater maintenance agreement to identify who will take full ownership of the underground facility, and that owner will provide a continuation of maintenance. The last conditions are in reference to the location of the underground facility and the property line, must be 10' off the property line, the proposed outlet pipe of the underground facility will connect to an existing storm conveyance system, it is understood that an easement agreement with the downstream property owners is required.                  The proposed upstream storm can not be larger in diameter than the downstream storm pipe in which it ties into.                  It was also understood that whatever drainage areas the existing swm facility currently treats will also be treated in some capacity with the proposed underground facility.                  The pre and post drainage areas must be analyzed correctly to reflect multiple study points and attenuation of the pre and post peak flows at each study point. As discussed in the stormwater concept meeting, the existing drainage basins are split by a ridge which creates multiple study points.</p>						
<b>Transportation</b>	<b>Transportation</b>	<b>Osse, Serge</b>	<b>Approved with Conditions</b>	05/07/2026	05/13/2026	05/12/2026
<p><b>Comments:</b> Serge Osse - 770-594-6428(direct) 6420(Main) sosse@roswellgov.com                  (CoR refers to the City of Roswell standard Construction Specifications and Subdivision Regulations manual, April 2024 edition).                  (UDC refers to the City of Roswell Unified Development Code).                  The CoR and UDC manuals are available on the City of Roswell website.                  Transportation comments:                  Transportation recommends approval of this variance.                  New comments to expect at land disturbance submittal:                  1. The NB Right turn into the new driveway shall have a concrete island preventing through travel in that lane.                  2. There will be signal at the driveway that only actuates to let fire engines out of the station                  3. There will be a "Don't Block the Box" painted on the roadway</p> <p>Additional comments to expect at land disturbance (those were listed in previous submittal)</p> <ul style="list-style-type: none"> <li>• Show/label the existing right-of-way (and proposed right-of-way, if applicable).</li> <li>• All improvements within Woodstock Rd/SR92 shall be approved by GDOT. Send copy of GDOT permit to Roswell Transportation when obtained.</li> <li>• Streetscape requirements shall be minimum 6-foot-wide sidewalk along both: Bowen Rd and Woodstock Rd/SR 92 frontages. Wider (i.e. 10-foot-wide) path is acceptable, if the applicant desires desired.</li> <li>• Provide visibility (sight distance) at intersections (sight distance triangle, speed limit, left turn distance, right turn distance). Verify no obstruction is (or proposed) in the sight distance triangles.</li> <li>• Show utility conflicts and how they are addressed.</li> <li>• Show (i.e hatch) and label width of proposed pavement widening, if applicable.</li> <li>• Callout relocated curb and gutters, if applicable.</li> <li>• Address potential simultaneous lefts turn conflict on Woodstock Rd/SR 92 @ Bowen Rd/Old Mountain Park Rd due to the new travel lane on Bowen Rd. (Show left turns delineation paths)</li> <li>• Attach all necessary construction details.</li> <li>• Address pedestrian traffic during construction.</li> <li>• Address traffic control during construction.</li> <li>• Prior to formally submitting construction plans, if he/she wishes, the applicant could email these plans directly to Transportation reviewer for courtesy review.</li> </ul>						
<b>P&amp;Z Variance</b>	<b>Planning &amp; Zoning</b>	<b>Peyton, Jeannie</b>	<b>Ready for Agenda</b>	05/07/2026	05/26/2026	06/18/2026
<b>Engineering</b>	<b>Engineering</b>	<b>Smith, Lee</b>	<b>Approved with Comments</b>	05/07/2026	05/26/2026	05/27/2026
<p><b>Comments:</b> A separate LDP approval will be required before any construction may commence.</p>						

Attachment: ZMCC-0126-000001\_1340 Woodstock Road\_Staff Report MCC Packet (2026-2 : Modification of Zoning Conditions - Bowen & 92, 1340

# BOWEN ROAD & HIGHWAY 92

1340 WOODSTOCK ROAD, ROSWELL, GA, 30075

1340 WOODSTOCK RD  
CITY OF ROSWELL

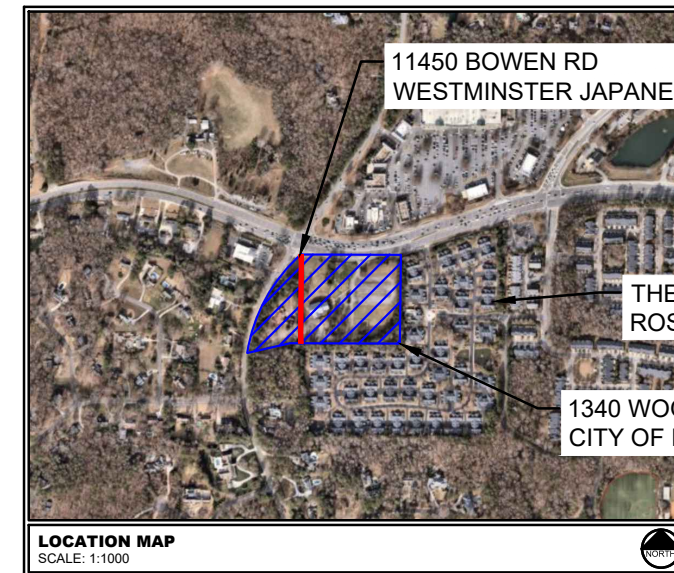


**FEMA MAP**  
N.T.S.

THE PROJECT SITE DOES NOT LIE WITHIN A FLOOD HAZARD AREA PER FIRM PANEL 13121C0042F DATED 09.18.2013.

SITE INFORMATION	
PROPERTY ADDRESS	1340 WOODSTOCK ROAD, ROSWELL, GA, 30075
PARCEL NUMBER	12 145001820321
DISTRICT / SECTION	45TH
PROPOSED ZONING	RS30
OVERLAY DISTRICT	OVERLAY DISTRICT
TOTAL PROPERTY AREA	41.71 ACRES
VARIANCE APPLICATION NO.	ZMCC-0126-000001

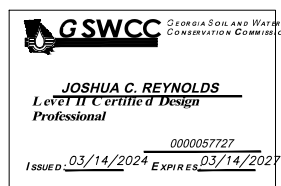
DEVELOPMENT NOTES	
1.	ATTENTION IS DRAWN TO THE FACT THAT THE SCALE OF THESE DRAWINGS MAY HAVE BEEN DISTORTED DURING THE REPRODUCTION PROCESS. THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADAPTATION BY KIMLEY-HORN AND ASSOCIATES, INC. SHALL BE WITHOUT LIABILITY TO KIMLEY-HORN AND ASSOCIATES, INC.
2.	IF ANY CONFLICTS, DISCREPANCIES, OR ANY OTHER UNSATISFACTORY CONDITIONS ARE DISCOVERED, EITHER ON THE CONSTRUCTION DOCUMENTS OR FIELD CONDITIONS, THE CONTRACTOR MUST NOTIFY THE ENGINEER IMMEDIATELY AND SHALL NOT COMMENCE FURTHER OPERATION UNTIL THE CONFLICTS, DISCREPANCIES, OR OTHER UNSATISFACTORY CONDITIONS ARE RESOLVED.
3.	THE APPROVAL OF THESE PLANS AND THE ISSUANCE OF THIS LAND DISTURBANCE PERMIT DOES NOT IN ANY WAY SUGGEST THAT ALL OTHER REQUIREMENTS FOR THE LEGAL OR APPROPRIATE OPERATIONS FOR THIS ACTIVITY, WHICH MAY REQUIRE ADDITIONAL PERMITTING HAVE BEEN MET. THE ONUS IS ON THE OWNER/DEVELOPER/ BUILDER TO DISCOVER WHAT ADDITIONAL PERMITTING OR APPROVALS MAY BE NECESSARY TO OPERATE FROM THIS POINT IN AN APPROPRIATE AND LEGAL MANNER. PLAN APPROVAL OR PERMIT ISSUANCE DOES NOT ABSOLVE THE APPLICANT FROM COMPLYING WITH ALL APPLICABLE LAWS, STANDARDS, OR OTHER PERMITS WHICH MAY BE REQUIRED FOR THIS PROJECT.
4.	THE CONTRACTOR SHALL OBTAIN ALL REQUIRED PERMITS AND LICENSES FOR EXECUTION OF ALL MATERIALS. THE EXECUTION OF THE WORK SHALL BE IN ACCORDANCE WITH THE STATE AND LOCAL LAWS, CODES AND REGULATIONS.
5.	PRIOR TO LAND DISTURBING AND/OR CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL SCHEDULE A PRE-CONSTRUCTION MEETING WITH THE AREA EROSION CONTROL / SITE DEVELOPMENT INSPECTOR.
6.	THE CONTRACTOR SHALL CAREFULLY PRESERVE BENCH MARKS, MONUMENTS, REFERENCE POINTS, AND LEGAL MARKERS.
7.	UTILITY CONNECTIONS WILL BE MADE TO FULTON COUNTY WATER AND SEWER. THE EXACT LOCATIONS OF UTILITY CONNECTIONS WILL BE DEVELOPED IN DETAILED DESIGN AND PERMITTED THROUGH THE LDP PROCESS.
8.	UTILITY POLE AND EASEMENT RELOCATIONS REQUIRED. THE EXACT RELOCATIONS WILL BE DEVELOPED IN DETAILED DESIGN AND PERMITTED THROUGH THE LDP PROCESS.



**LOCATION MAP**  
SCALE: 1:1000

PROJECT CONTACTS	
<b>DEVELOPER</b>	OWNER COMPANY ADDRESS STREET ADDRESS, CITY, STATE ZIP CONTACT OWNER CONTACT NAME PHONE 000.000.0000 EMAIL OWNER CONTACT EMAIL
<b>CIVIL ENGINEER</b>	KIMLEY-HORN AND ASSOCIATES, INC. ADDRESS 11720 AMBER PARK DR. CONTACT JOSH REYNOLDS PHONE 470-273-3265 EMAIL JOSH.REYNOLDS@KIMLEY-HORN.COM
<b>SURVEYOR</b>	BARGE DESIGN SOLUTIONS ADDRESS 6525 THE CORNERS PARKWAY, PEACHTREE CORNERS, GA 30092 CONTACT ROBERT W. LUX JR PHONE 678-515-9411 EMAIL BOB.LUX@BARGEDESIGN.COM

PROJECT DESCRIPTION	
THE BOWEN & 92 REDEVELOPMENT PROJECT INVOLVES A GROCERY-ANCHORED SHOPPING CENTER AND A NEW CITY OF ROSWELL FIRE STATION. THE PROJECT INCLUDES A PARTIAL LAND SWAP WITH THE WESTMINSTER JAPANESE CHURCH AS WELL AS A REPLAT INTO THREE SEPARATE LOTS: ONE OWNED BY THE CHURCH, ONE OWNED BY THE CITY/RDA, AND ONE OWNED BY THE RETAIL DEVELOPER. IT SHOULD BE NOTED THAT THE PROJECT INCLUDES IMPROVEMENTS ON ALL THREE PROPOSED PARCELS.	
THE RETAIL SITE WILL OWN AND MAINTAIN STORMWATER BMPs FOR THE FIRE DEPARTMENT AND CHURCH PROPERTIES THROUGH A COMBINATION OF SUBSURFACE INFILTRATION AND LOW-IMPACT DEVELOPMENT BMPs, TO BE CONFIRMED IN DETAILED DESIGN. UTILITY EASEMENTS WILL BE DEVELOPED FOR THE UTILITY CONNECTION POINTS.	



PROJECT	<b>BOWEN &amp; 92</b> ROSWELL, GA	DRAWING	PAGE NUMBER
		COVER SHEET	
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# BOWEN ROAD & HIGHWAY 92

## SHEET INDEX:

1. SHEET INDEX
2. SITE EXHIBIT - RETAIL PARCEL
3. HIGHWAY 92 EXHIBIT - RETAIL PARCEL
4. SINGLE-STORY SHOPFRONT EXHIBIT - RETAIL PARCEL
5. SITE EXHIBIT - FIRE STATION PARCEL
6. HIGHWAY 92 EXHIBIT - FIRE STATION PARCEL
7. CIVIC BUILDING EXHIBIT - FIRE STATION PARCEL
8. SITE EXHIBIT - CHURCH PARCEL
9. CIVIC BUILDING EXHIBIT - CHURCH PARCEL
10. COLORED SITE PLAN
11. COLORED SITE PLAN - CHURCH PARCEL
12. GROUND SIGN EXHIBIT
13. CONCEPTUAL ELEVATIONS
14. CONCEPTUAL WALL SECTIONS
15. CONCEPTUAL RENDERING

\* THESE DESIGN PLANS ARE CONCEPTUAL IN NATURE AND ARE INTENDED TO ILLUSTRATE THE PROPOSED PROJECT'S COMPLIANCE WITH APPLICABLE CODES AS WELL AS THE SPECIFIC VARIANCES BEING REQUESTED. THE PRECISE LOCATION, DIMENSIONS, AND DESIGN DETAILS OF SITE ELEMENTS ARE SUBJECT TO REFINEMENT DURING THE PERMITTING AND DEVELOPMENT PROCESS. ANY VARIANCES GRANTED BASED ON THESE CONCEPTUAL PLANS WILL NOT INCREASE IN SCOPE OR EXTENT, BUT MAY DECREASE BASED ON THE FINAL DESIGN.



PROJECT <b>BOWEN &amp; 92</b> ROSWELL, GA	DRAWING SHEET INDEX	PAGE NUMBER 1
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# PROJECT DATA RETAIL PARCEL

## RETAIL BUILDINGS

MAJOR TENANT A	30,060 SF
RESTAURANTS (OUTDOOR USE AREA 4,795 SF)	15,195 SF
SHOPS	15,162 SF
<b>TOTAL PROJECT AREA</b>	<b>60,437 SF</b>

## RETAIL VEHICLE PARKING (MIN.)

MAJOR A PARKING REQ'D (3.33/1,000 SF)	101 SPACES
REST. PARKING REQ'D (6.67/1,000 SF)	102 SPACES
REST. OUTDOOR REQ'D (1.00/1,000 SF)	5 SPACES
SHOPS PARKING REQ'D (3.33/1,000 SF)	51 SPACES
<b>TOTAL PARKING REQUIRED</b>	<b>259 SPACES</b>
<b>TOTAL PARKING PROVIDED</b>	<b>323 SPACES</b>
<b>PARKING RATIO PROVIDED</b>	<b>5.34 /1,000 SF</b>

### ADA PARKING REQ'D (10.1.12.A)

- 8 SPACES REQUIRED WITH 1 VAN SPACE
- 11 SPACES PROVIDED WITH 4 VAN SPACES

### (C) COMPACT PARKING ALLOWED (15%) (10.1.14.C)

- 50 SPACES ALLOWED
- 39 SPACES PROVIDED (11.7%)

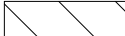



### BICYCLE PARKING REQ'D (1.0/5,000 SF, 2 MIN.) (10.1.3.B)

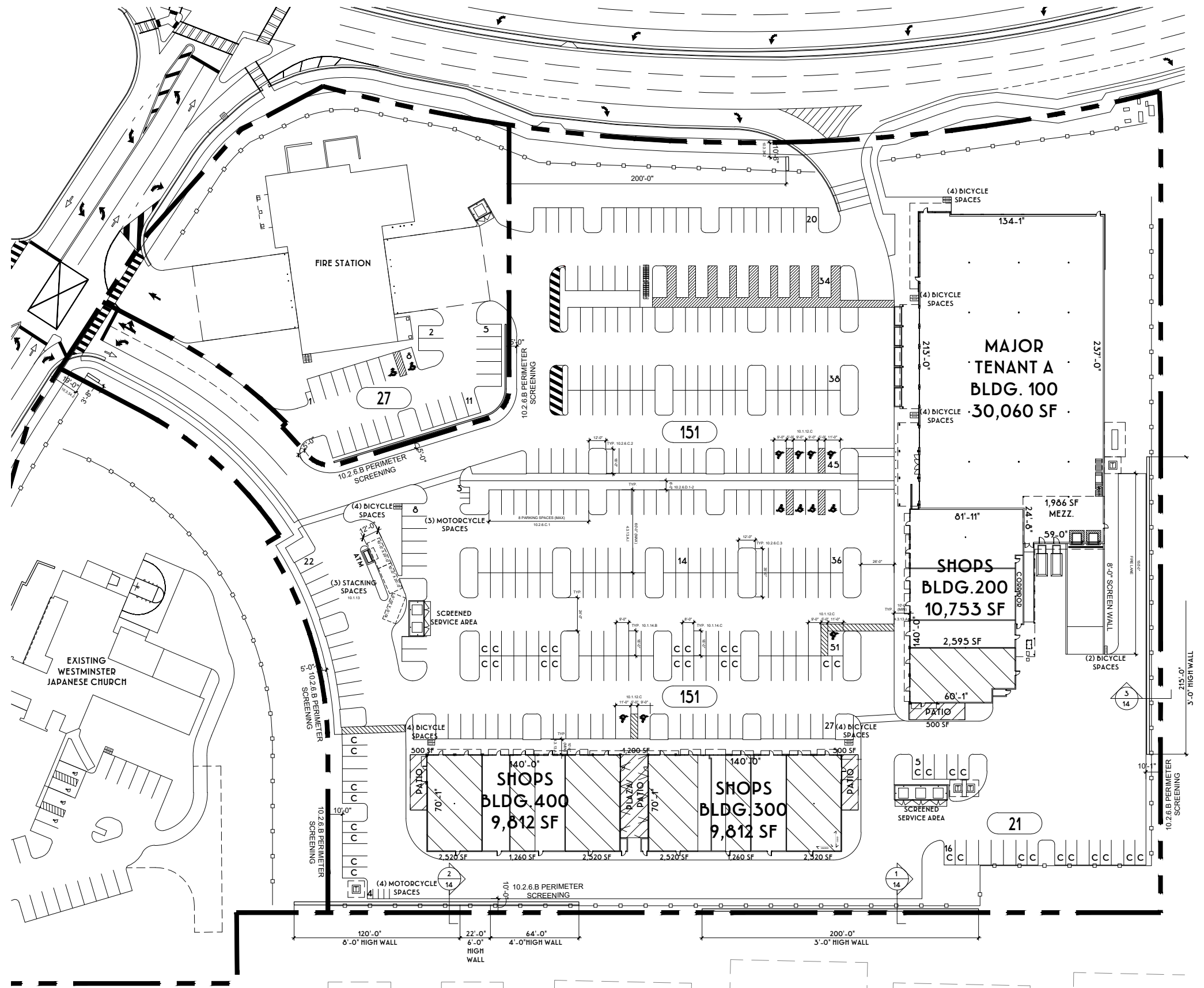
- 13 SPACES REQUIRED
- 26 SPACES PROVIDED

### MOTORCYCLE PARKING REQ'D (1 SPACE + 1/25 REQ'D SPACES) (10.1.4)

- 6 SPACES REQUIRED
- 7 SPACES PROVIDED

345 SPACES ALLOWED FOR MAXIMUM PARKING AT 133% (10.1.5)

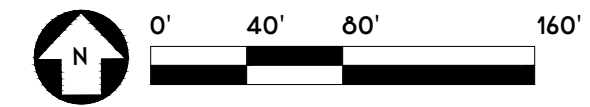
-  RESTAURANTS
-  OUTDOOR USE AREA
-  PROPERTY LINE
-  WOODEN FENCE



PROJECT  
**BOWEN & 92**  
 ROSWELL, GA

DRAWING  
 SITE EXHIBIT -  
 RETAIL PARCEL  
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**ADDITIONAL RULES IN THE PV- DISTRICT (4.3.13)**

**ADDITIONAL SETBACKS:**

**BUILDING SETBACK FROM HWY 92 (MIN/MAX) (4.3.13.A)**

- 50'-0"/150'-0" REQUIRED
- 50'-0"/150'-0" PROVIDED

**BUILDING IN HWY 92 STREET BTZ (MIN % OF LOT WIDTH) (4.3.13.B)**

- 282'-2" REQUIRED (60%)
- 135'-4" PROVIDED (~32%)

**PARKING SETBACK HWY 92 (MIN) (4.3.13.C)**

- 50'-0" REQUIRED
- 40'-0" PROVIDED

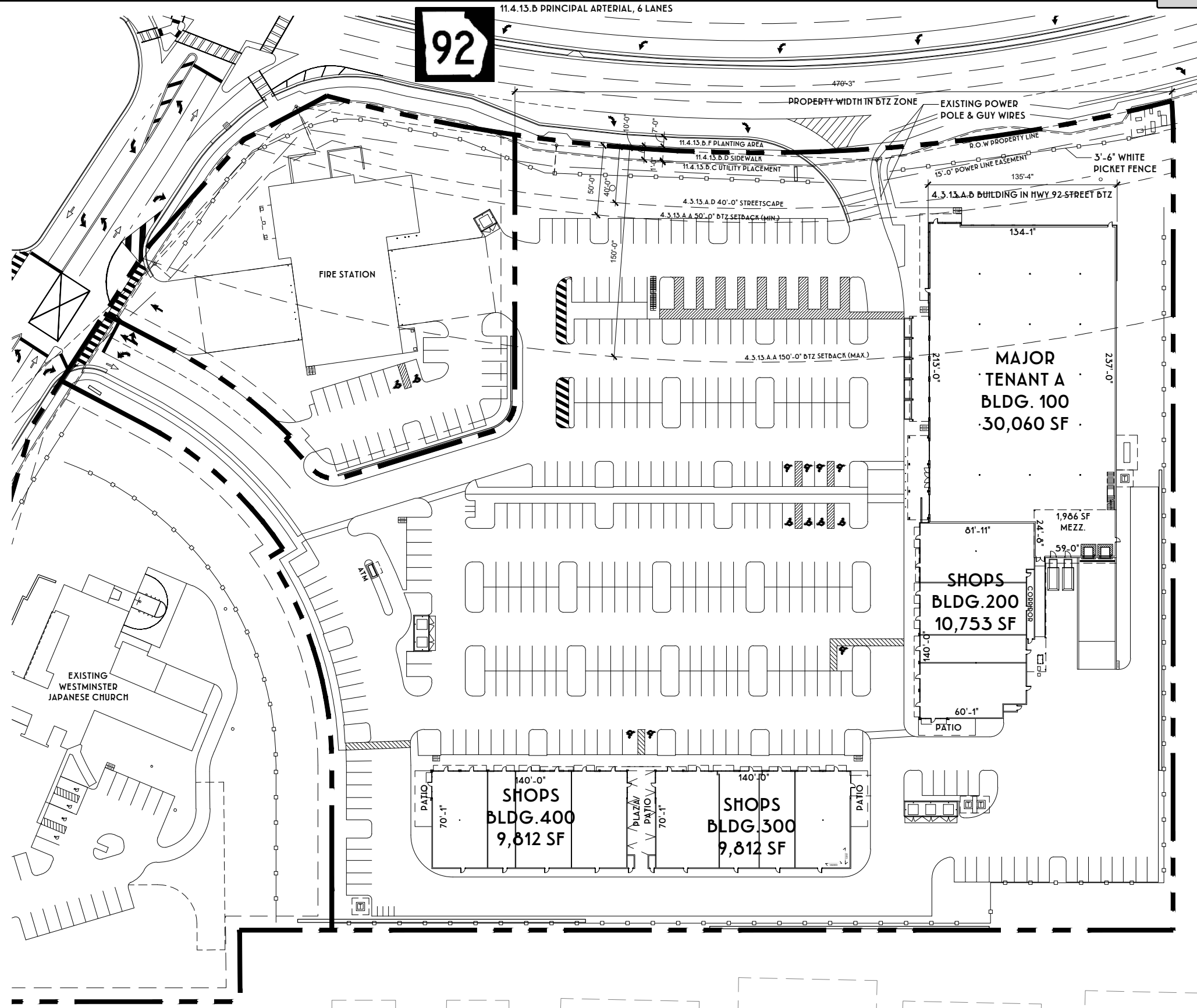
**STREETScape:**

**DEPTH (MIN) (4.3.13.A.D)**

- 40'-0" REQUIRED
- 40'-0" PROVIDED

**FENCE HEIGHT**

- 3'-6" REQUIRED
- 3'-6" PROVIDED



PROJECT

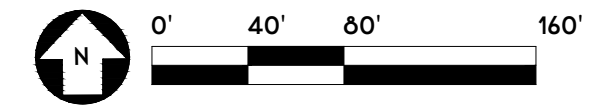
**BOWEN & 92**  
ROSWELL, GA

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HIGHWAY 92 EXHIBIT -  
RETAIL PARCEL

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**LOT (4.3.9.1)**

**LOT DIMENSIONS:**

**LOT AREA (MIN) (4.3.9.1.A)**

- 5,000 SF REQUIRED
- 325,970 SF PROVIDED

**LOT WIDTH (MIN) (4.3.9.1.B)**

- 50'-0" REQUIRED
- 470'-3" PROVIDED

**LOT PARAMETERS:**

**LANDSCAPE OPEN SPACE (MIN) (4.3.9.1.C)**

**RETAIL PARCEL 325,970 SF**

- 114,090 SF REQUIRED (35 %)
- 34,815 SF PROVIDED (10 %)

**OUTDOOR AMENITY SPACE (MIN) (4.3.9.1.D)**

**RETAIL PARCEL 325,970 SF**

- 16,299 SF REQUIRED (5 %)
- 24,290 SF PROVIDED (7.5 %)

**PLACEMENT (4.3.9.2)**

**BUILDING SETBACKS:**

**PRIMARY STREET (MIN) (4.3.9.2.A)**

- SEE HIGHWAY 92 SITE EXHIBIT

**SIDE STREET (MIN) (4.3.9.2.B)**

- 0'-0" REQUIRED
- 0'-0" PROVIDED

**SIDE INTERIOR (MIN) (4.3.9.2.C)**

- 0'-0" OR 3'-0" REQUIRED
- 0'-0" OR 3'-0" PROVIDED

**REAR (MIN) (4.3.9.2.D)**

- 0'-0" OR 3'-0" REQUIRED
- 0'-0" OR 3'-0" PROVIDED

**ACTIVATION (4.3.9.4)**


**PEDESTRIAN ACCESS:**


**ENTRANCE FACING PRIMARY STREET (4.3.9.4.C)**

- SEE PLAN

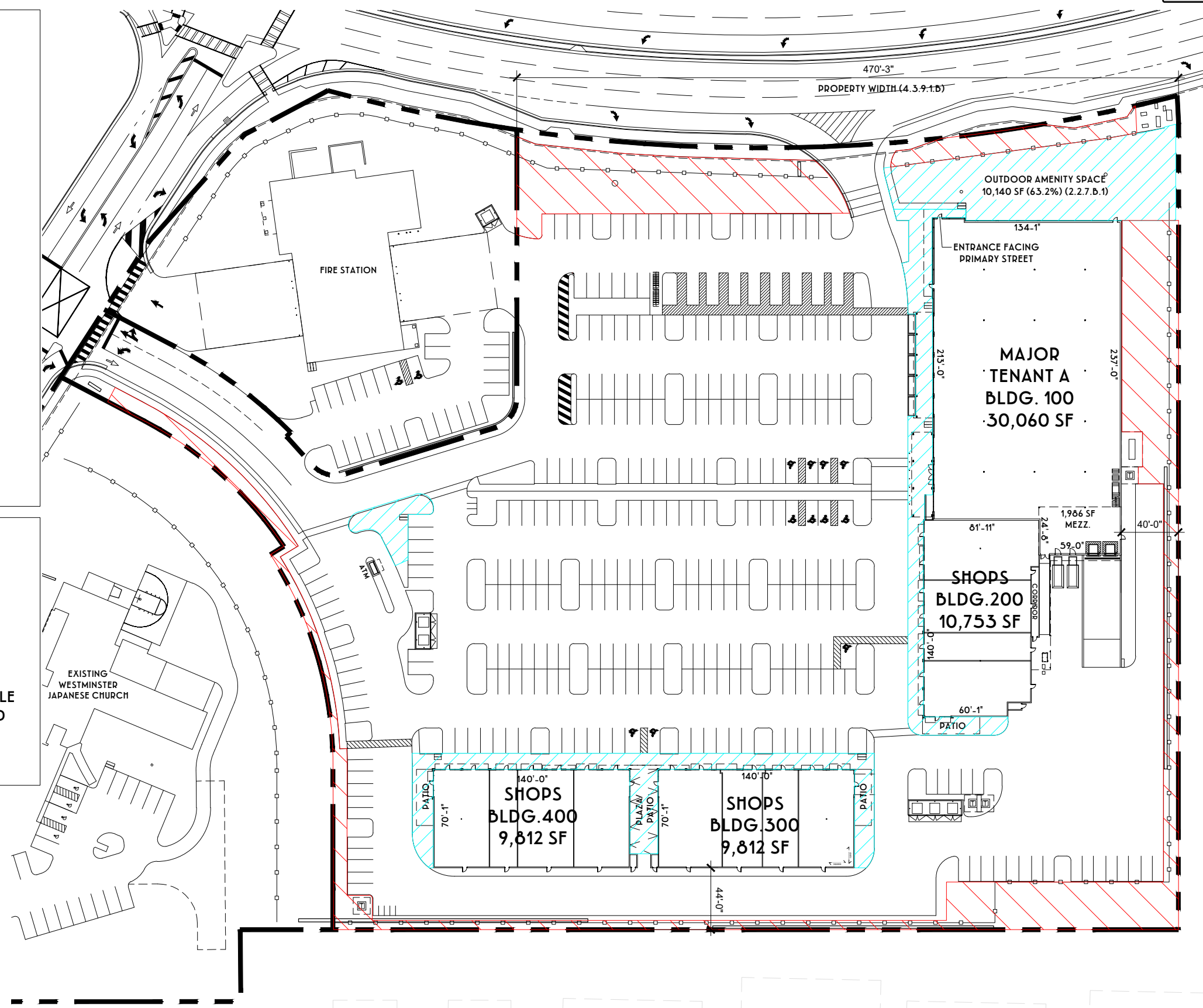
**ON-SITE PARKING (4.3.9.4.F)**

- WHEN ABUTTING HIGHWAY 92, MAX 2 BAYS OF ON-SITE PARKING WITH SINGLE DRIVE AISLE BETWEEN THE BUILDING AND REQUIRED STREETScape REQUIRED
- 12 BAYS OF ON-SITE PARKING BETWEEN THE BUILDING AND REQUIRED STREETScape PROVIDED

 LANDSCAPE OPEN SPACE (4.3.9.1.C)

 OUTDOOR AMENITY SPACE (4.3.9.1.D)

\* ALL PLANT MATERIAL WILL BE NATIVE OR ADAPTED SPECIES



PROJECT

**BOWEN & 92**

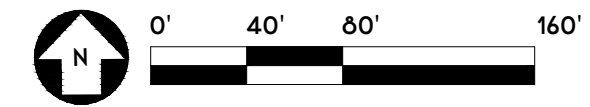
ROSWELL, GA

DRAWING  
SINGLE-STORY SHOPFRONT EXHIBIT -  
RETAIL PARCEL

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# PROJECT DATA FIRE STATION PARCEL

## FIRE STATION BUILDING

FIRE STATION	10,500 SF
TOTAL PROJECT AREA	10,500 SF

## FIRE STATION VEHICLE PARKING (MIN.)

FIRE STATION PARKING REQ'D (2.50/1,000 SF)	27 SPACES
TOTAL PARKING REQUIRED	27 SPACES
TOTAL PARKING PROVIDED	27 SPACES
PARKING RATIO PROVIDED	2.57 /1,000 SF

### ADA PARKING REQ'D (10.1.12.A)

- 2 SPACES REQUIRED WITH 1 VAN SPACE
- 2 SPACES PROVIDED WITH 1 VAN SPACE

### (C) COMPACT PARKING ALLOWED (15%) (10.1.14.C)

- 4 SPACES ALLOWED
- 4 SPACES PROVIDED

### BICYCLE PARKING REQ'D (1.0/5,000 SF, 2 MIN.) (10.1.13.B)

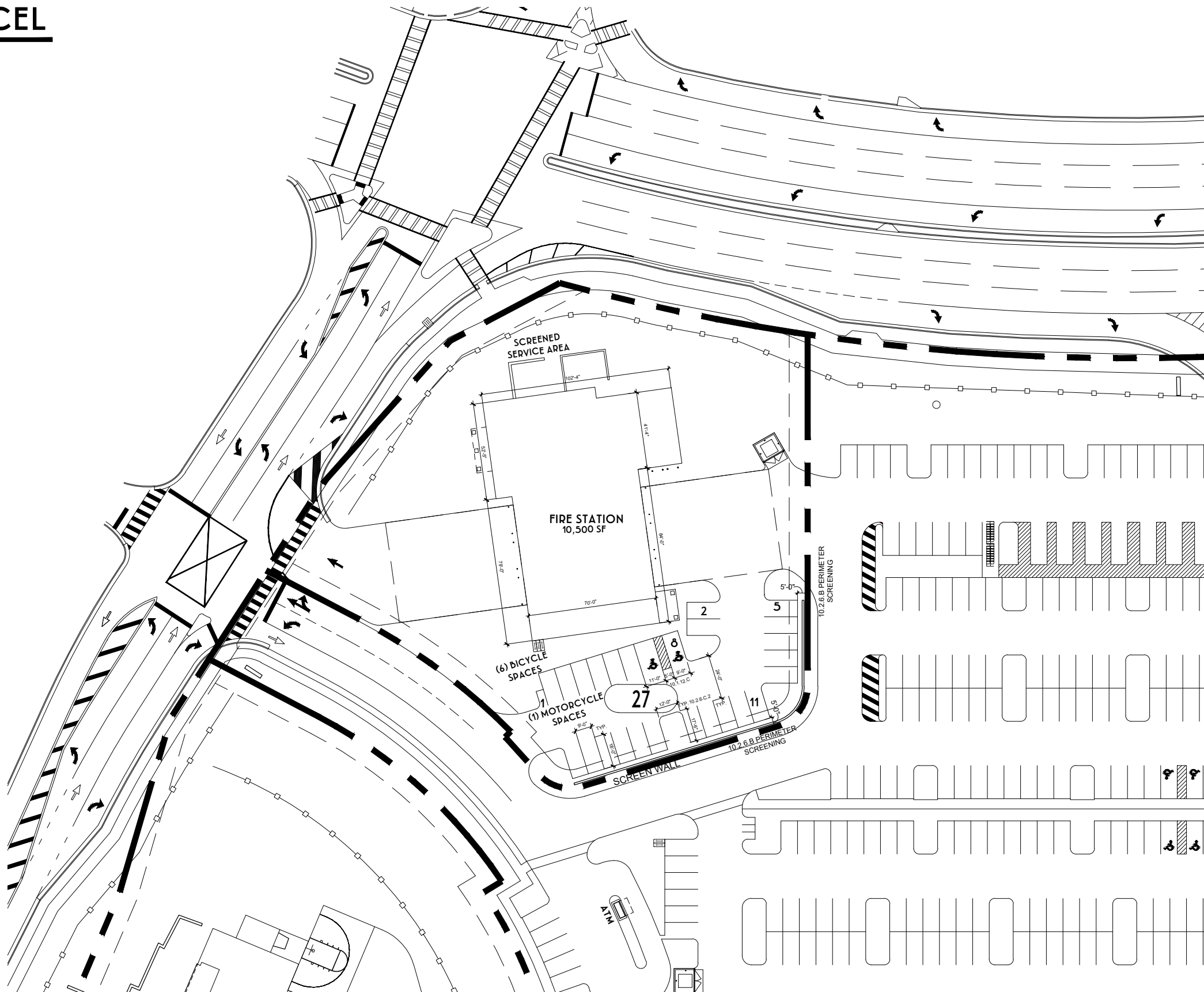
- 3 SPACES REQUIRED
- 6 SPACES PROVIDED

### MOTORCYCLE PARKING REQ'D (1 SPACE + 1/25 REQ'D SPACES) (10.1.4)

- 1 SPACES REQUIRED
- 1 SPACES PROVIDED

### PERIMETER SCREENING (10.2.6.B)

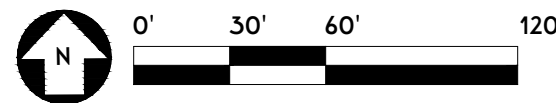
- A VARIANCE IS REQUESTED TO PROVIDE A RETAINING WALL IN LIEU OF LANDSCAPE SCREENING



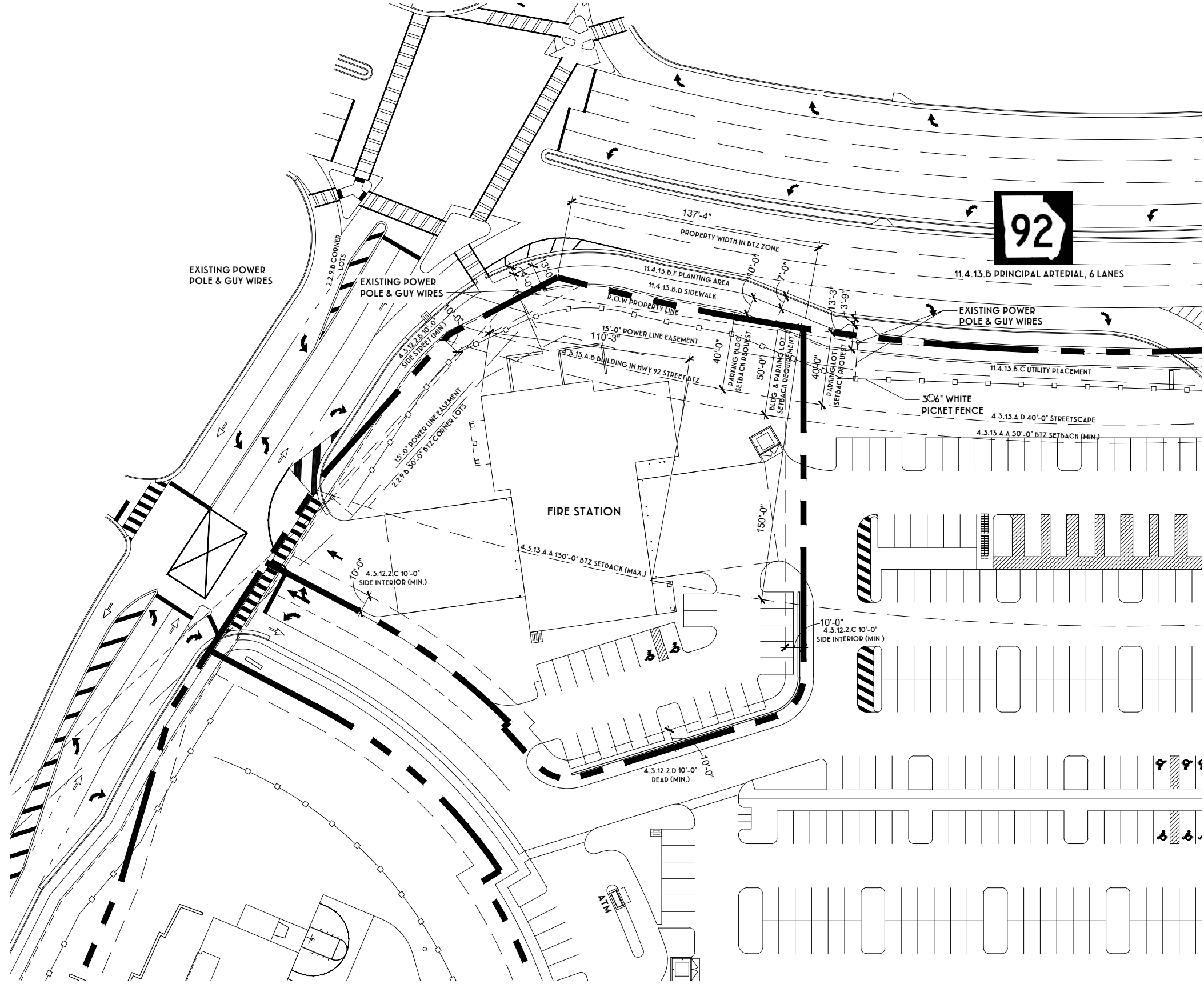
PROJECT  
**BOWEN & 92**  
ROSWELL, GA

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SITE EXHIBIT -  
FIRE STATION PARCEL  
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- BUILD-TO ZONE (2.2.9.)**
- CORNER LOTS:**
- BUILDING FACADE WITHIN BUILD-TO ZONE (2.2.9.B)**
    - 30'-0" REQUIRED
    - 0'-0" PROVIDED
- ADDITIONAL RULES IN THE PV- DISTRICT (4.3.13)**
- ADDITIONAL SETBACKS:**
- BUILDING SETBACK FROM HWY 92 (MIN/MAX) (4.3.13.A.A)**
    - 50'-0"/150'-0" REQUIRED
    - 40'-0" PROVIDED
  - BUILDING IN HWY 92 STREET BTZ (MIN % OF LOT WIDTH) (4.3.13.A.B)**
    - 109'-5 1/2" REQUIRED (60%)
    - 125'-9" PROVIDED (~69%)
  - PARKING SETBACK HWY 92 (MIN) (4.3.13.A.C)**
    - 50'-0" REQUIRED
    - 40'-0" PROVIDED
- STREETSCAPE:**
- DEPTH (MIN) (4.3.13.A.D)**
    - 40'-0" REQUIRED
    - 40'-0" PROVIDED
- FENCE HEIGHT**
- 3'-6" REQUIRED
  - 3'-6" PROVIDED



PROJECT

**BOWEN & 92**

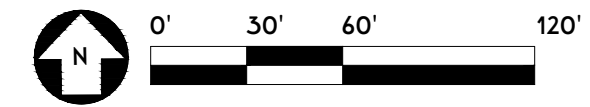
ROSWELL, GA

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HIGHWAY 92 EXHIBIT -  
FIRE STATION PARCEL

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**LOT (4.3.12.1)**

**LOT DIMENSIONS:**

**LOT AREA (MIN) (4.3.12.1.A)**

- 5,000 SF REQUIRED
- 55,250 SF PROVIDED

**LOT WIDTH (MIN) (4.3.12.1.B)**

- 50'-0" REQUIRED
- 137'-4" PROVIDED

**LOT PARAMETERS:**

**LANDSCAPE OPEN SPACE (MIN) (4.3.12.1.C)**

**FIRE STATION PARCEL 55,250 SF**

- 16,575 SF REQUIRED (30 %)
- 15,305 SF PROVIDED (27 %)

**OUTDOOR AMENITY SPACE (MIN) (4.3.12.1.D)**

**FIRE STATION PARCEL 55,250 SF**

- 5,525 SF REQUIRED (10 %)
- 4,520 SF PROVIDED (8 %)

**ACTIVATION (4.3.12.4)**


**PEDESTRIAN ACCESS:**


**ENTRANCE FACING PRIMARY STREET (4.3.12.4.A)**

- SEE PLAN

**ON-SITE PARKING (4.3.12.4.C)**

- WHEN ABUTTING HIGHWAY 92, MAX 2 BAYS OF ON-SITE PARKING WITH SINGLE DRIVE AISLE BETWEEN THE BUILDING AND REQUIRED STREETSCAPE REQUIRED
- 0 BAYS OF ON-SITE PARKING BETWEEN THE BUILDING AND REQUIRED STREETSCAPE PROVIDED
- WHEN ABUTTING ANY OTHER STREET, NO ON-SITE PARKING BETWEEN BUILDING AND STREET REQUIRED
- 0 BAYS OF ON-SITE PARKING BETWEEN THE BUILDING AND STREET PROVIDED

 LANDSCAPE OPEN SPACE (4.3.12.1.C)

 OUTDOOR AMENITY SPACE (4.3.12.1.D)

\* ALL PLANT MATERIAL WILL BE NATIVE OR ADAPTED SPECIES

**PLACEMENT (4.3.12.2)**

**BUILDING SETBACKS:**

**PRIMARY STREET (MIN) (4.3.12.2.A)**

- SEE HIGHWAY 92 SITE EXHIBIT

**SIDE STREET (MIN) (4.3.12.1.B)**

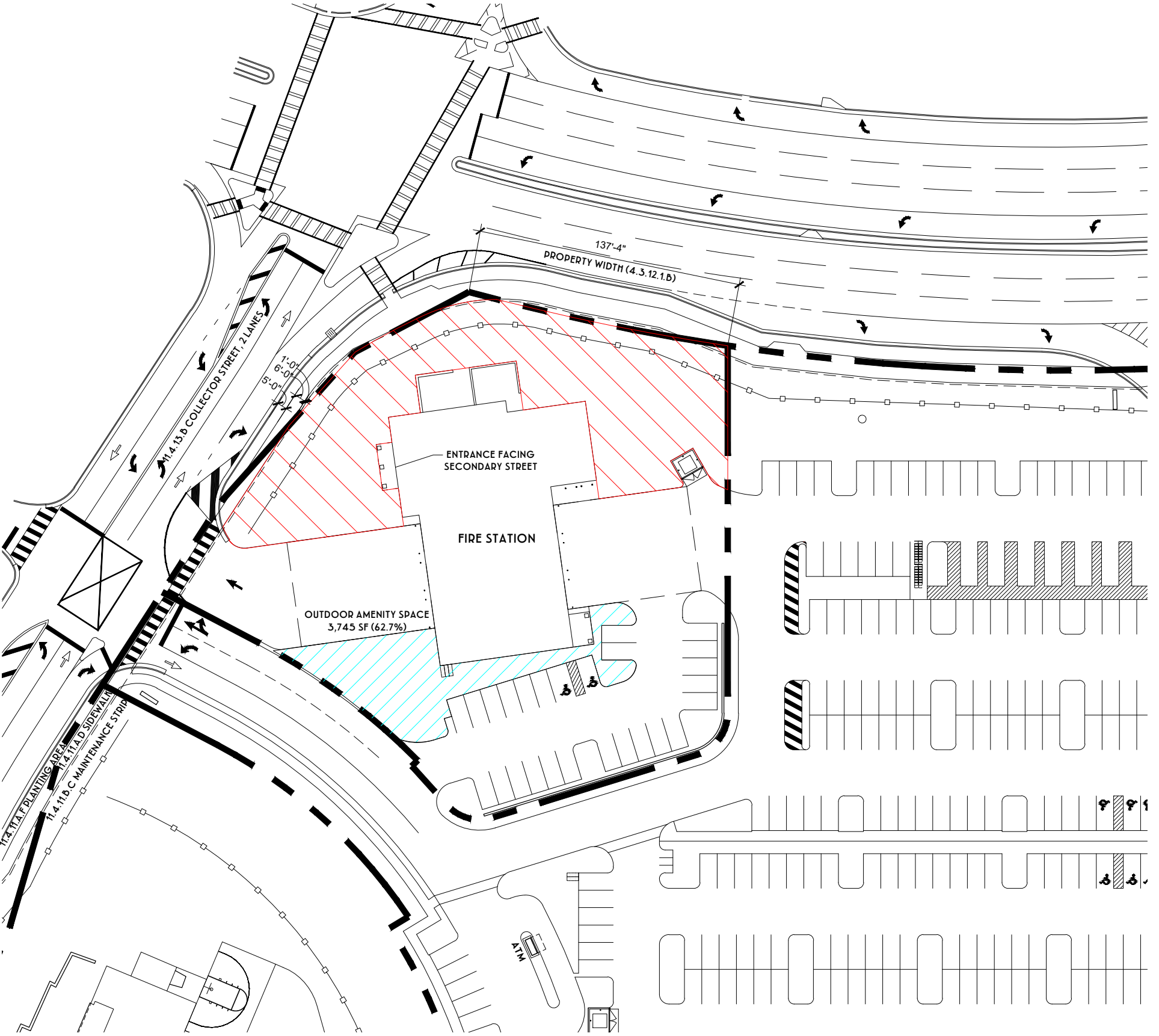
- 10'-0" REQUIRED
- 10'-0" PROVIDED

**SIDE INTERIOR (MIN) (4.3.12.1.C)**

- 10'-0" REQUIRED
- 10'-0" PROVIDED

**REAR (MIN) (4.3.12.1.D)**

- 10'-0" REQUIRED
- 10'-0" PROVIDED



PROJECT

**BOWEN & 92**

ROSWELL, GA

DRAWING

**CIVIC BUILDING EXHIBIT - FIRE STATION PARCEL**

DATE

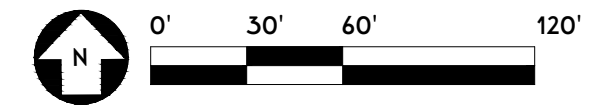
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# PROJECT DATA CHURCH PARCEL

## CHURCH BUILDING

CHURCH ASSEMBLY AREA WITHOUT FIXED SEATING	1,680 SF
TOTAL PROJECT AREA	1,680 SF

## CHURCH VEHICLE PARKING (MIN.)

CHURCH PARKING REQ'D (1/40 SF)	42 SPACES
TOTAL PARKING REQUIRED	42 SPACES
TOTAL PARKING PROVIDED	42 SPACES

### ADA PARKING REQ'D (10.1.12.A)

- 2 SPACES REQUIRED WITH 1 VAN SPACE
- 4 SPACES PROVIDED WITH 1 VAN SPACE

### (C) COMPACT PARKING ALLOWED (15%) (10.1.14.C)

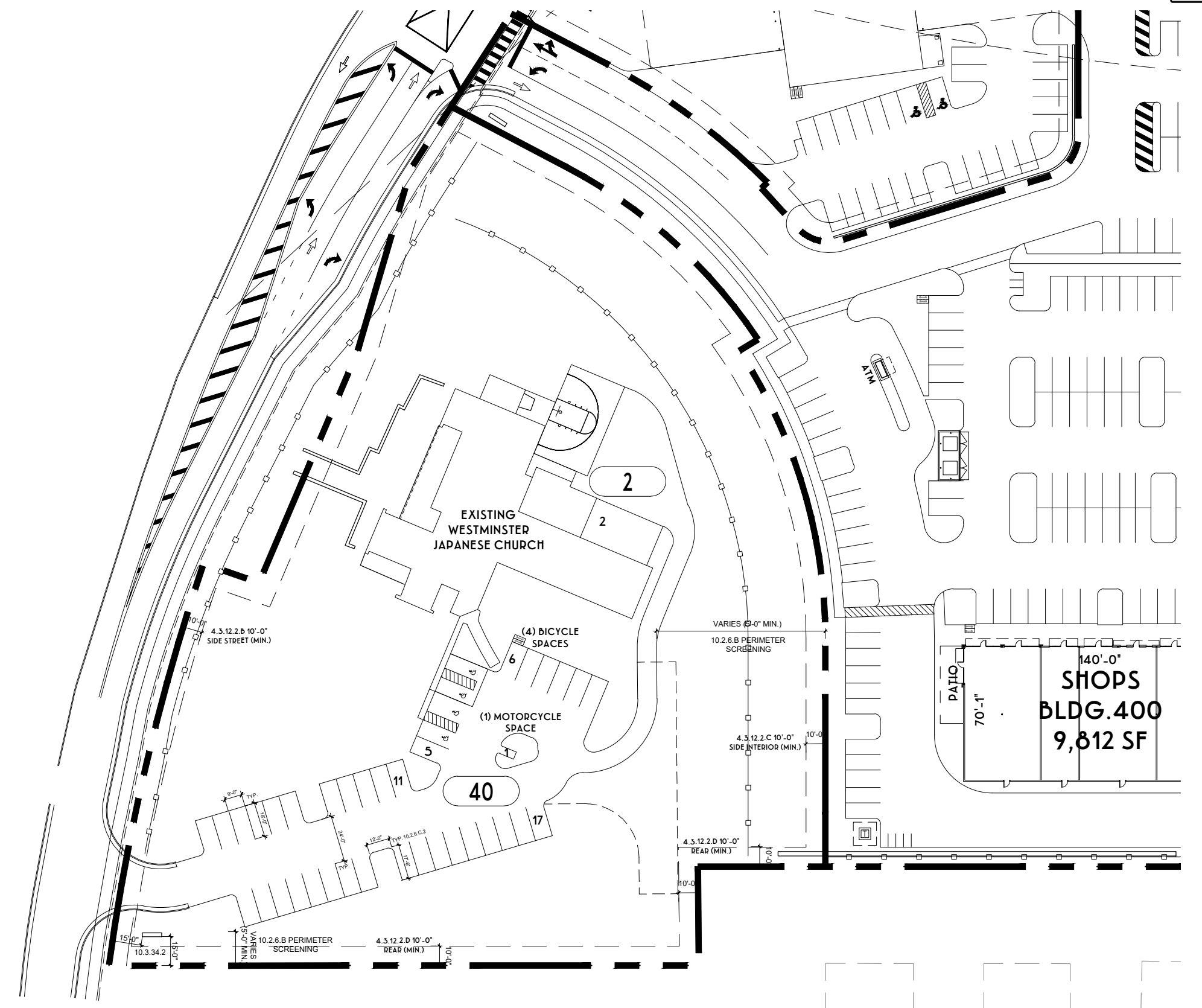
- 4 SPACES ALLOWED
- 0 SPACES PROVIDED

### BICYCLE PARKING REQ'D (1.0/5,000 SF, 2 MIN.) (10.1.13.B)

- 2 SPACES REQUIRED
- 4 SPACES PROVIDED

### MOTORCYCLE PARKING REQ'D (1 SPACE + 1/25 REQ'D SPACES) (10.1.4)

- 1 SPACES REQUIRED
- 1 SPACES PROVIDED



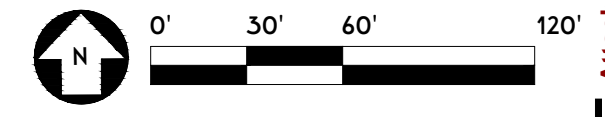
PROJECT  
**BOWEN & 92**  
ROSWELL, GA

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SITE EXHIBIT -  
CHURCH PARCEL

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**LOT (4.3.12.1)**

**LOT DIMENSIONS:**

**LOT AREA (MIN) (4.3.12.1.A)**

- 5,000 SF REQUIRED
- 112,330 SF PROVIDED

**LOT WIDTH (MIN) (4.3.12.1.B)**

- 50'-0" REQUIRED
- 478'-8" PROVIDED

**LOT PARAMETERS:**

**LANDSCAPE OPEN SPACE (MIN) (4.3.12.1.C)**

**CHURCH PARCEL 112,330 SF**

- 33,699 SF REQUIRED (30 %)
- 52,205 SF PROVIDED (46.4 %)

**OUTDOOR AMENITY SPACE (MIN) (4.3.12.1.D)**

**CHURCH PARCEL 112,330 SF**

- 11,370 SF REQUIRED (10 %)
- 22,160 SF PROVIDED (19.7 %)

**PLACEMENT (4.3.12.2)**

**BUILDING SETBACKS:**

**PRIMARY STREET (MIN) (4.3.12.2.A)**

- 10'-0" REQUIRED
- 10'-0" PROVIDED

**SIDE STREET (MIN) (4.3.12.1.B)**

- 10'-0" REQUIRED
- N/A

**SIDE INTERIOR (MIN) (4.3.12.1.C)**

- 10'-0" REQUIRED
- 10'-0" PROVIDED

**REAR (MIN) (4.3.12.1.D)**

- 10'-0" REQUIRED
- 10'-0" PROVIDED

**ACTIVATION (4.3.12.4)**


**PEDESTRIAN ACCESS:**


**ENTRANCE FACING PRIMARY STREET (4.3.12.4.A)**

- SEE PLAN

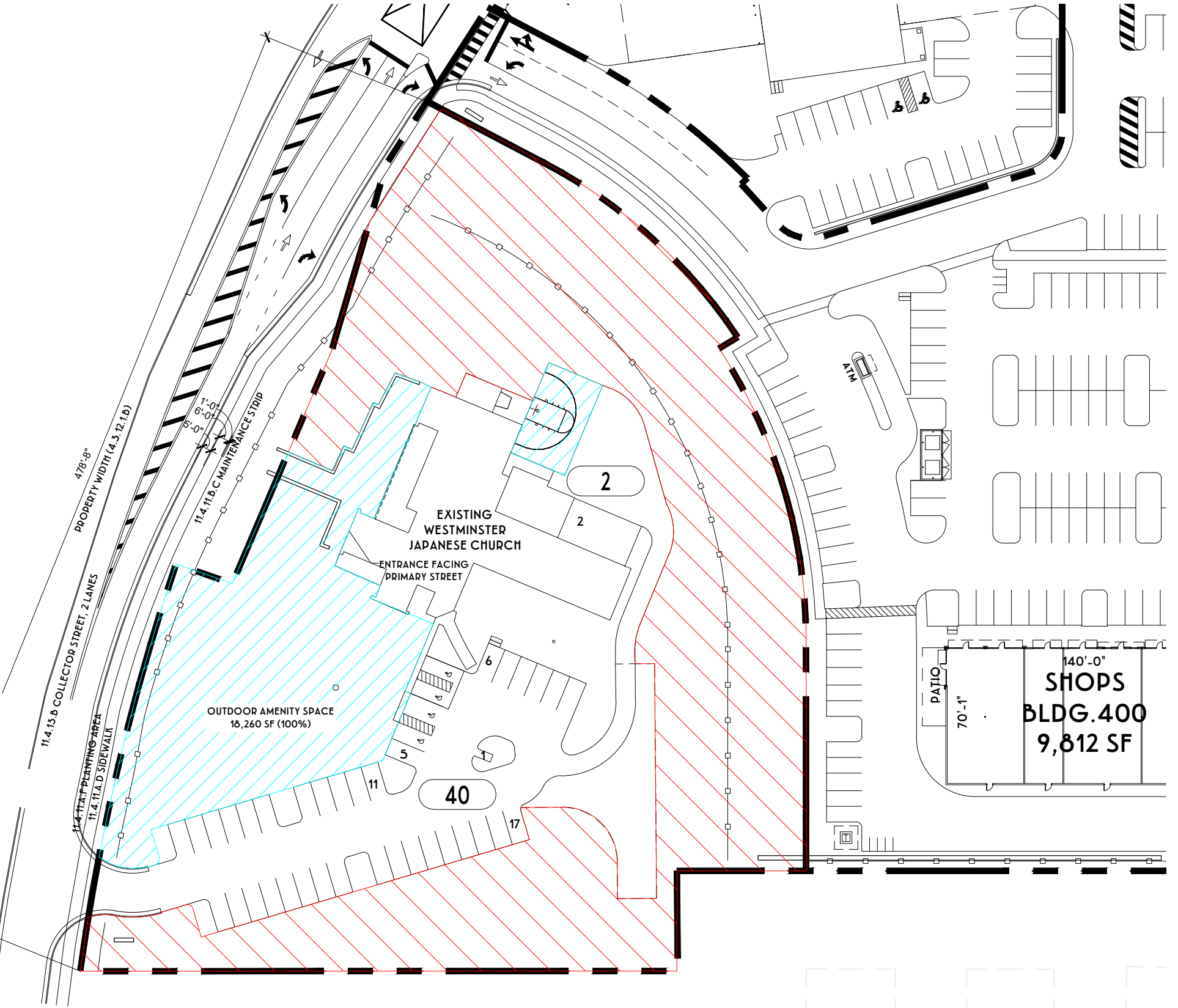
**ON-SITE PARKING (4.3.12.4.C)**

- WHEN ABUTTING ANY OTHER STREET, NO ON-SITE PARKING BETWEEN BUILDING AND STREET REQUIRED
- 0 BAYS OF ON-SITE PARKING BETWEEN THE BUILDING AND STREET PROVIDED

 LANDSCAPE OPEN SPACE (4.3.12.1.C)

 OUTDOOR AMENITY SPACE (4.3.12.1.D)

\* ALL PLANT MATERIAL WILL BE NATIVE OR ADAPTED SPECIES



PROJECT

**BOWEN & 92**

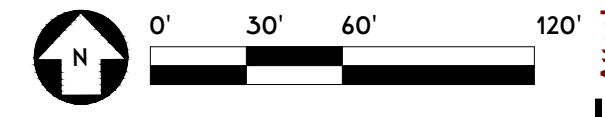
ROSWELL, GA

DRAWING  
CIVIC BUILDING EXHIBIT -  
CHURCH PARCEL

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# PROJECT DATA OVERALL

## RETAIL BUILDINGS

MAJOR TENANT A	30,060 SF
SHOPS	30,377 SF
TOTAL PROJECT AREA	60,437 SF

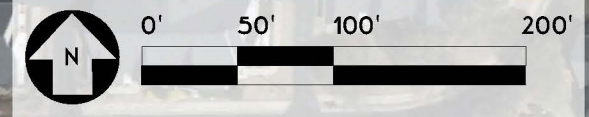
## RETAIL PARKING

MAJOR A PARKING REQ'D (5.0/1,000 SF)	151 SPACES
SHOPS PARKING REQ'D (5.0/1,000 SF)	152 SPACES
TOTAL PARKING REQUIRED	303 SPACES
TOTAL PARKING PROVIDED	323 SPACES
PARKING RATIO PROVIDED	5.34 /1,000 SF



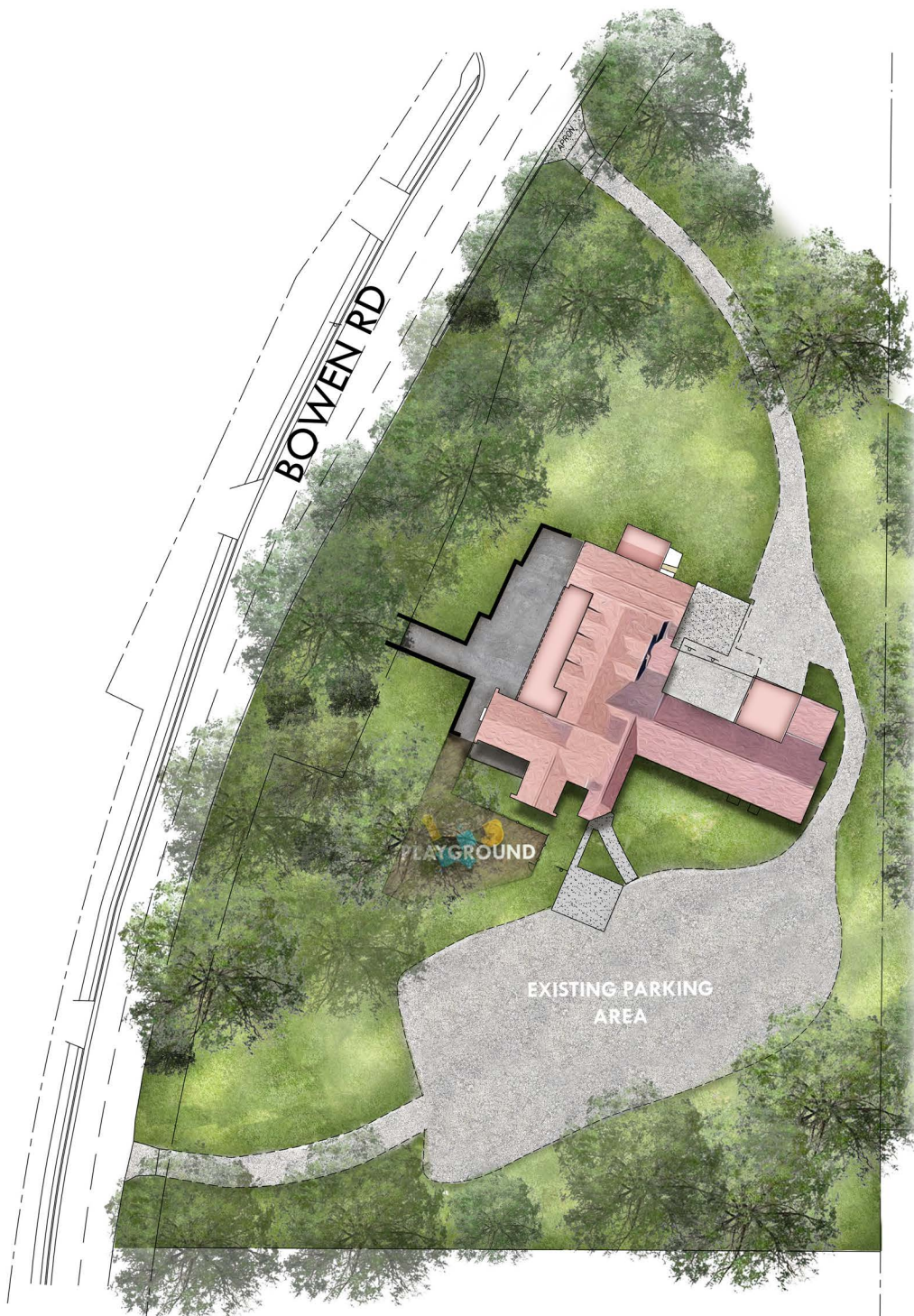
SEE PAGE 11

1 SITE PLAN  
 SP.41 SCALE: 1" = 100'



PROJECT <b>BOWEN &amp; 92</b> ROSWELL, GA	DRAWING COLORED SITE PLAN	PAGE NUMBER 10
	DATE 2026.05.22	REVISION NUMBER 3

Attachment: ZMCC-0126-000001\_1340 Woodstock Road\_Site Plan Exhibits 052226 (2026-2 : Modification of Zoning Conditions - Bowen & 92,



**EXISTING CONDITIONS**



**PROPOSED CONDITIONS**



PROJECT  
**BOWEN & 92**  
 ROSWELL, GA

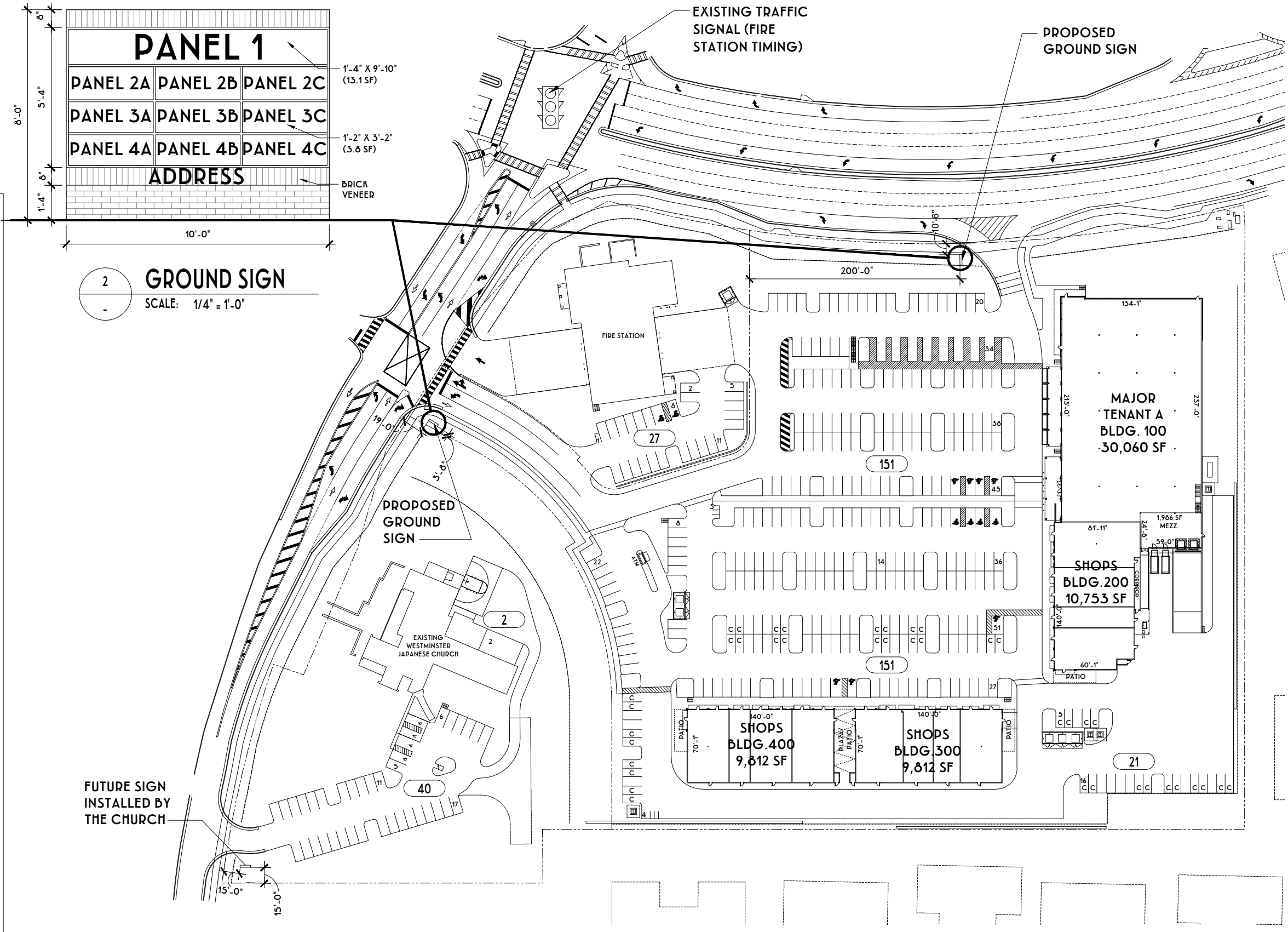
DRAWING  
 COLORED SITE PLAN - CHURCH PARCEL

DATE  
 2026.05.22

PAGE NUMBER  
 11

REVISION NUMBER  
 3

- GROUND SIGN (10.3.34)**
- GENERAL PROVISIONS:**
- ADDRESS (10.3.34.1)**
- 0'-8" HIGH LETTERS REQUIRED
  - 0'-8" HIGH LETTERS PROVIDED
- SET BACK (10.3.34.2)**
- 10'-0" FROM FRONT LOT LINE REQUIRED
  - 10'-0" FROM FRONT LOT LINE PROVIDED
  - 15'-0" FROM SIDE LOT LINE REQUIRED
  - 200'-0" FROM SIDE LOT LINE PROVIDED
  - 3'-8" FROM SIDE LOT LINE PROVIDED
- LIGHTING (10.3.34.3)**
- EXTERNALLY OR INTERNALLY ILLUMINATED
  - INTERNALLY ILLUMINATED PROVIDED
- DIMENSIONS:**
- SIGN AREA (10.3.34.A)**
- 48 SF SIGN AREA ALLOWED
  - 47.3 SF SIGN AREA PROVIDED
- SIGN HEIGHT (10.3.34.B)**
- 8'-0" SIGN HEIGHT MAX
  - 8'-0" SIGN HEIGHT PROVIDED
- SIGN BASE HEIGHT (10.3.34.C)**
- 2'-0"/5'-0" SIGN BASE HEIGHT REQUIRED (MIN/MAX)
  - 2'-0" SIGN BASE HEIGHT PROVIDED
- NUMBER OF SIGNS:**
- (1) SIGN PER STREET FRONTAGE ALLOWED
  - (2) SIGN ON BOWEN & (1) SIGN ON HWY 92 PROVIDED



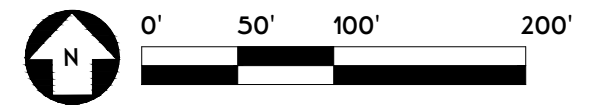
PROJECT  
**BOWEN & 92**  
 ROSWELL, GA

DRAWING  
 GROUND SIGN EXHIBIT

DATE  
 2026.05.22

PAGE NUMBER  
 12

REVISION NUMBER  
 3



Attachment: ZMCC-0126-000001\_1340 Woodstock Road\_Site Plan Exhibits 052226 (2026-2 : Modification of Zoning Conditions - Bowen & 92,

**BUILDING 100**

- SCALE (4.3.9.3)**
- BUILDING HEIGHT (4.3.9.3.A)
  - BUILDING HEIGHT (MAX) = 24'-0" / 1-STORY
  - BUILDING HEIGHT PROVIDED = 35'-0" / 1-STORY
- STORY HEIGHT (4.3.9.3.B)**
- GROUND STORY HEIGHT (MIN) = 15'-0"
  - GROUND STORY HEIGHT PROVIDED = 16'-0"
- ACTIVATION (4.3.9.4)**
- TRANSPARENCY (4.3.9.4.A)**
- GROUND STORY, PRIMARY / SIDE STREET (MIN) (FOOTPRINT OVER 20,000 SF) = 30%
  - GROUND STORY, FRONT ELEVATION PROVIDED = 47.4%
  - GROUND STORY, SIDE ELEVATION PROVIDED = 2.4%
- PEDESTRIAN ACCESS (4.3.9.4)**
- ENTRANCE FACING PRIMARY STREET = REQUIRED
  - ENTRANCE FACING PRIMARY STREET = PROVIDED



1 BUILDING 100 - FRONT ELEVATION - WEST  
A4-10 5/32" = 1'-0"



2 BUILDING 100 - LEFT ELEVATION - NORTH  
A4-10 5/32" = 1'-0"



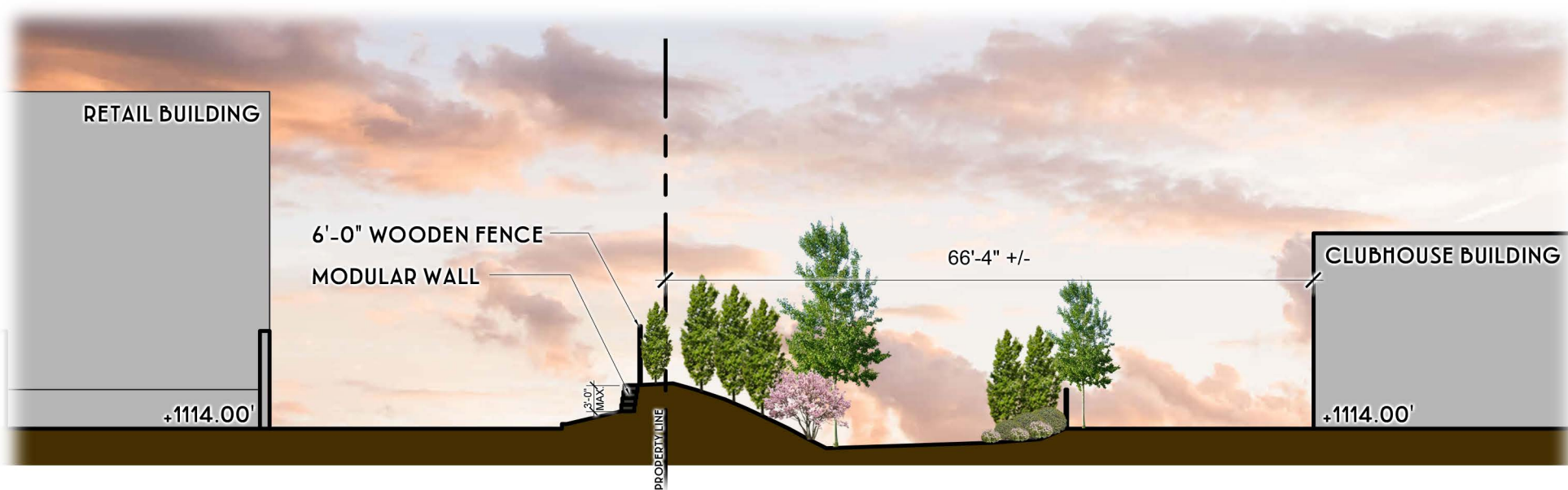
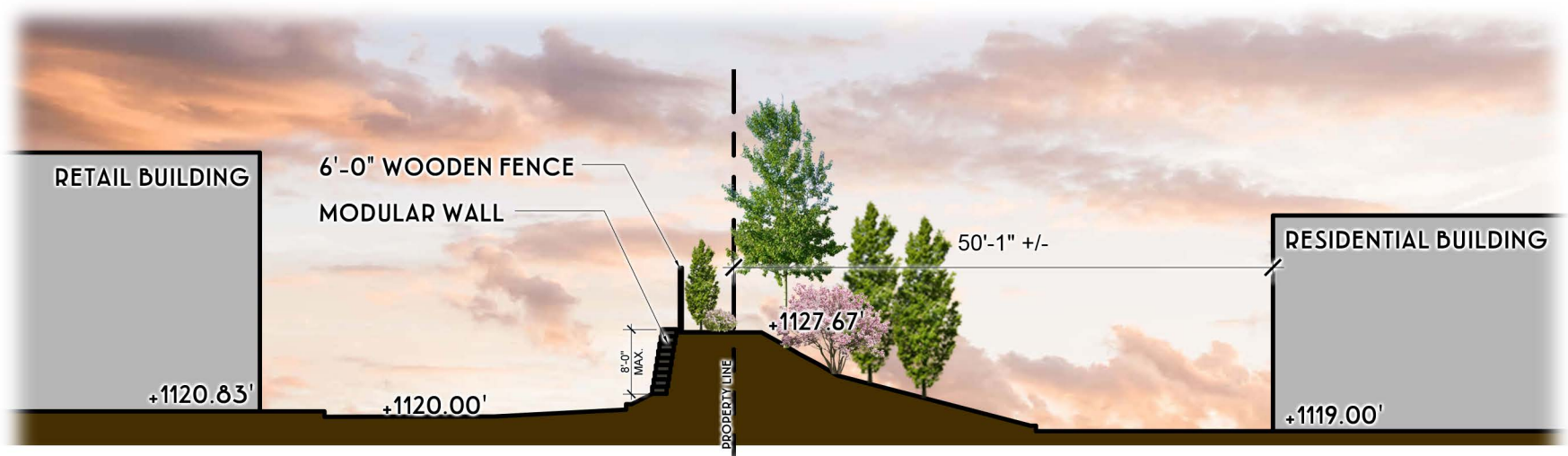
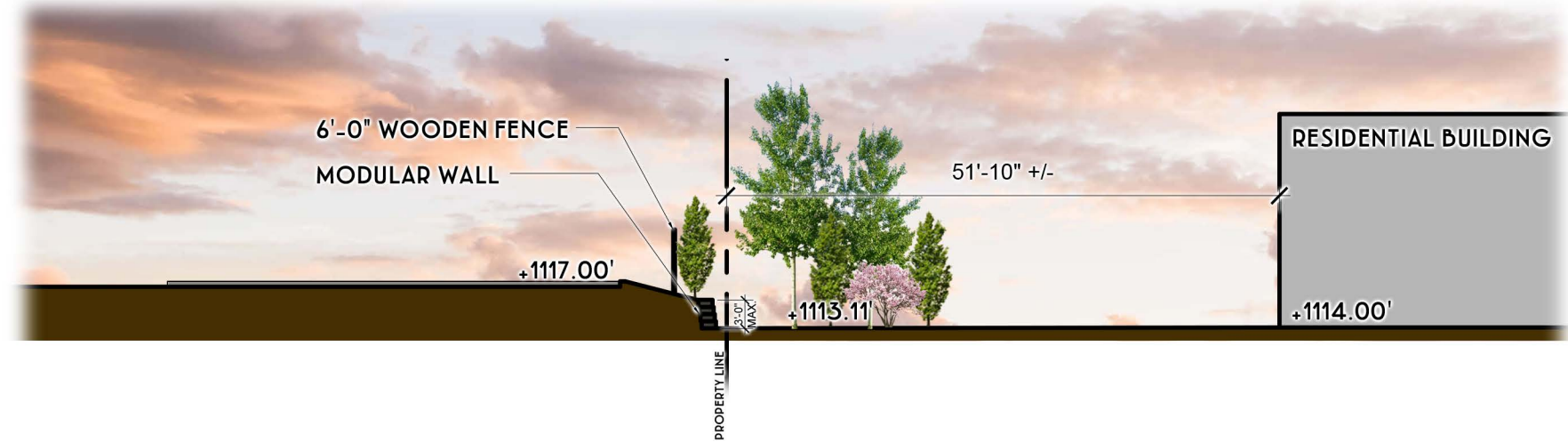
1 TYPICAL SHOPS - FRONT ELEVATION - WEST  
A4-21 1/8" = 1'-0"

**TYPICAL SHOPS BUILDINGS**

- SCALE (4.3.9.3)**
- BUILDING HEIGHT (4.3.9.3.A)
  - BUILDING HEIGHT (MAX) = 24'-0" / 1-STORY
  - BUILDING HEIGHT PROVIDED = 26'-4" / 1-STORY
- STORY HEIGHT (4.3.9.3.B)**
- GROUND STORY HEIGHT (MIN) = 15'-0"
  - GROUND STORY HEIGHT PROVIDED = 16'-11"
- ACTIVATION (4.3.9.4)**
- TRANSPARENCY (4.3.9.4.A)**
- GROUND STORY, PRIMARY / SIDE STREET (MIN) = 60%
  - GROUND STORY, FRONT ELEVATION PROVIDED = 76.6%
- PEDESTRIAN ACCESS (4.3.9.4)**
- ENTRANCE FACING PRIMARY STREET = REQUIRED
  - ENTRANCE FACING PRIMARY STREET = PROVIDED



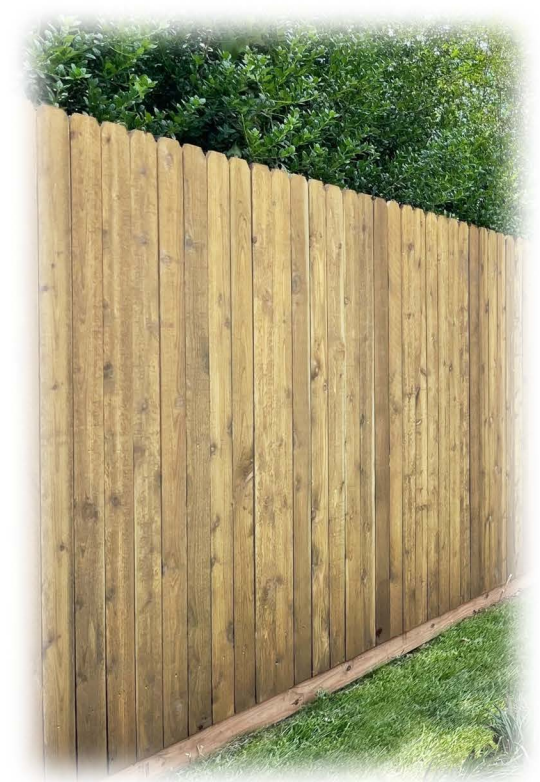
PROJECT	<b>BOWEN &amp; 92</b> ROSWELL, GA	DRAWING	PAGE NUMBER
		CONCEPTUAL ELEVATIONS	13
DATE	2026.05.22	REVISION NUMBER	3



1 SITE SECTION  
SCALE: 1'-0" = 1/16"

2 SITE SECTION  
SCALE: 1'-0" = 1/16"

3 SITE SECTION  
SCALE: 1'-0" = 1/16"



4 TYPICAL WOOD FENCE  
SCALE:



PROJECT  
**BOWEN & 92**  
ROSWELL, GA

DRAWING  
CONCEPTUAL WALL SECTIONS  
DATE  
2026.05.22

PAGE NUMBER  
14  
REVISION NUMBER  
3



PROJECT  
**BOWEN & 92**  
 ROSWELL, GA

DRAWING  
 CONCEPTUAL RENDERING

DATE  
 2026.05.22

PAGE NUMBER  
 15

REVISION NUMBER  
 3



May 4, 2026

City of Roswell  
38 Hill Street  
Roswell, GA 30075

**RE: *Bowen Road & Woodstock Road – Letter of Intent.***

To the City of Roswell,

On behalf of the Roswell Development Authority (“Owner”) and SJC Ventures (“Developer”), Kimley-Horn has prepared this Letter of Intent to summarize the proposed development and associated scope of work for the southwest corner of Bowen Road and GA Hwy 92 /Woodstock Road (the “Project”).

## Project History

In August of 2022, the property was rezoned with several site-specific variances and conditions of approval via Resolution Number 2022-08-44. The Developer now seeks to amend those variances and conditions of approval with a revised site plan package and variance request to better align with the proposed new development plan.

## Project Context

The properties associated with the Project are currently owned by the City/Roswell Development Authority (RDA) and the Westminster Japanese Church. The Project assumes a partial land swap with the Westminster Japanese Church to accommodate additional frontage along Bowen Road. The City/RDA will utilize a portion of this property for a new fire station at the corner of Bowen Road and Woodstock Road. The remaining property will be acquired by the Developer and will be developed for a grocery-anchored shopping center. The Project will ultimately be re-platted into three separate lots: one owned by the Church, one owned by the City/RDA, and one owned by the Developer. It should be noted that the Project includes those improvements proposed on all three proposed parcels. All parties have been working together over the last several months to provide for a comprehensive development plan for the Project as detailed in the site plan/variance package being submitted.

For clarity, the three proposed parcels will be described herein as the Church Property, the Fire Department Property, and the Retail Property.

## Project Scope

The overall Project consists of approximately 11.2-acres located at 11450 Bowen Road and 1340 Woodstock Road in Roswell, Georgia. The Project is bound by RM-2 zoning to the south and east, Woodstock Road (GA 92) to the north, RS-87 zoning to the south, and Bowen Road to the west. The subject property is zoned Parkway Village (PV).

The Project incorporates three distinct development areas as mentioned above. The proposed improvements to the Westminster Japanese Church include parking lot improvements, landscaping and an improved stormwater management system. The City / RDA propose a new fire station on the hard corner and the remaining tract will be developed for an Organic Grocer and approximately 30,000 SF of shop space. The Project proposes to demolish the existing structures at 1340 Woodstock Road.

Streetscape improvements will be implemented along all street frontages as required by City Code. The existing right-in-right-out driveway is proposed to remain along Woodstock Road. A new full-access driveway is proposed along Bowen Road to accommodate the development and fire station via a controlled signal.

Landscaping, site design, and civil engineering will be designed to meet local, state, and federal codes except for the specific variances requested in this application.

Please note that the Site Plans appended to this application are conceptual in nature and are intended to illustrate the proposed Project's compliance with applicable codes as well as the specific variances being requested. The precise location, dimensions, and design details of site elements are subject to refinement during the permitting and development process. Any variances granted based on these conceptual plans will not increase in scope or extent but may decrease based on the final design. Detailed design, construction drawings, engineering calculations, and final property platting will refine the exact layout and design of the Project.

Please do not hesitate to contact me at 404-913-8760 or [Daniel.Clasby@kimley-horn.com](mailto:Daniel.Clasby@kimley-horn.com) should you have any questions or need any additional information to review the variance requests.

Sincerely,



Daniel C. Clasby, P.E.



May 4, 2026

City of Roswell  
38 Hill Street  
Roswell, GA 30075

**RE: *Bowen Road & Woodstock Road – Variance Justification Letter.***

To the City of Roswell,

On behalf of the Roswell Development Authority (“Owner”) and SJC Ventures (“Developer”), Kimley-Horn has prepared this revised Variance Justification Letter to summarize the variance requests of the Unified Development Code (UDC) of the City of Roswell for the redevelopment at the corner of Bowen Road and Woodstock Road (the “Project”).

## Proposed Modifications to Existing Zoning Conditions

A rezoning site plan was approved with three variances and eight conditions on August 8, 2022 via Resolution Number 2022-08-44. It is requested to dismiss the three variances and eight conditions associated with the previously-approved Site Plan – the variances and conditions were not developed for, and are therefore not related to, the proposed Project.

The previously-approved variances included:

1. UDC Section 4.3.11 - to allow for the minimum percentage of the building along Bowen Road within the build-to-zone to be less than the required thirty-five (35) percent.
  - a. This variance is no longer applicable. The Fire Department Property is a corner lot and BTZ is governed by Section 2.2.9.B. The Retail Property BTZ is governed by Section 4.3.13.A.B.
2. UDC Section 4.3.13 - to reduce the minimum percentage of the building within the build-to-zone along State Route 92 from 60% to 35.6%.
  - a. This variance is requested to be modified as noted below for the Retail Property.
3. UDC Section 4.3.13 - to reduce the front setback along State Route 92 from fifty (50) feet to forty (40) feet.
  - a. This variance is requested as noted below for the Fire Department Property.

## Variance Requests

### Church Property

- No variances requested.

### Fire Department Property

1. 2.2.9.B. – Build-to Zone

- a. Required: On a corner lot, a building facade must be placed within the build-to zone for the first 30 feet along the street extending from the block corner, measured from the intersection of the two right-of-way lines
  - b. Requested: No portion of the building is within the specified BTZ for a corner lot.
- 2. 4.3.12.1.C – Civic Building, Landscape Open Space
  - a. Required: 30% minimum.
  - b. Requested: 27%.
- 3. 4.3.12.1.D. – Civic Building, Lot, Outdoor Amenity Space
  - a. Required: 10% minimum.
  - b. Requested: 8%.
- 4. 4.3.13.A.A. – Building setback from Hwy 92
  - a. Required: 50' minimum.
  - b. Requested: 40'.
- 5. 4.3.13.A.C. – Parking setback from Hwy 92
  - a. Required: 50' minimum.
  - b. Requested: 40'.
- 6. 10.2.6.B. - Parking Lot Landscaping, Perimeter Screening
  - a. Required: Perimeter screening that is not next to a public street must be a minimum of 5 feet in width with a single hedgerow.
  - b. Requested: A screening wall between the Fire Department parking and the Retail Property parking is provided at the request of the Fire Department in lieu of landscape screening.

### Retail Property

- 1. 4.3.9.1.C. – Landscape Open Space
  - a. Required: 35%.
  - b. Requested: 10%. (Note: while the three properties together meet the landscape open space requirements of the UDC, a variance is required for the Retail Property individually.)
- 2. 4.3.9.3.A – Single-Story Shopfront Building Height
  - a. Required: maximum building height 24'-0".
  - b. Requested: maximum building height 35'-0".
- 3. 4.3.9.4.A. – Transparency
  - a. Required: 60% primary side.
  - b. Requested: 30% for Major Tenant A facing Woodstock Road and 45% for Major Tenant A facing Bowen Road.
- 4. 4.3.13.A.B. – Build-to Zone
  - a. Required: 60% of building frontage within 50' minimum – 150' maximum BTZ.
  - b. Requested: 32% of building frontage within the BTZ.
- 5. 4.3.9.4.F. – Single-Story Shopfront Activation, On-Site Parking
  - a. Required: Maximum of 2 bays of on-site parking with single drive aisle between building and street.

- b. Requested: 12 bays of on-site parking with 6 drive aisles between building and street.
- 6. 4.3.13.A.C. – Parking setback from Hwy 92
  - a. Required: Minimum parking setback of 50’.
  - b. Requested: Parking setback of 40’.
- 7. 10.3.34.2. – Ground Sign Setback
  - a. Required: A ground sign must be set back at least 15’ from a side lot line.
  - b. Requested: One ground sign with side setback of 3’-8” at the Bowen Road intersection.

## Variance Justification

The proposed Project is a collaborative effort between the City, the Developer, and the Westminster Japanese Church. The City’s building footprint for a Fire Station, the existing intersections, and steep topography drive the available size and shape of the Fire Department Property and Retail Property. The Fire Department building is located opposite the retail buildings to limit interaction with the pedestrians accessing the retail buildings. Driveways are designed to limit pedestrian and fire truck interactions and expedite fire truck exiting.

The creation and site design of the Fire Department Property imposes extraordinary and exceptional difficulties pertaining to the site design of the remaining land available for the retail development. The circumstances are not the result of actions of the applicant, and the variances requested are the minimum variances required to make possible the proposed Project.

Regarding UDC Section 13.11.7 Approval Criteria:

- A. A literal interpretation of the provisions of this UDC would effectively deprive the applicant of rights commonly enjoyed by other properties of the zoning district in which the property is located. Properties within the Parkway Village zoning corridor that enjoy rights to at least one of these variances include:
  - a. 870 Woodstock Road
  - b. 885 Woodstock Road
  - c. 1045 Woodstock Road
  - d. 1135 Woodstock Road
- B. Granting the requested variance will not confer upon the property of the applicant any special privileges that are denied to other properties of the zoning district in which the property is located. None of the variances requested are a unique instance of the variance request in the Parkway Village zoning corridor.
- C. The requested variance will be in harmony with the purpose and intent of this UDC and will not be injurious to the neighborhood or to the general welfare.
- D. The City’s building footprint for a Fire Department, the existing intersections, and steep topography drive the available size and shape of the parcel for truck turning movements, therefore the special circumstances are not the result of the actions of the applicant.
- E. The City’s building footprint for a Fire Department, the existing intersections, and steep topography drive the available size and shape of the parcel for truck turning movements,

- therefore the variance requested is the minimum variance that will make possible the proposed use of the land, building or structure.
- F. The variance does not permit a use of land, buildings or structures, which is not permitted by right in the zoning district.
  - G. The variance does not reduce the lot size below the minimum lot size allowed in the zoning district.
  - H. The variance does not increase the maximum allocation of sign area or the maximum area of an allowed sign type.

Please do not hesitate to contact me at 404-913-8760 or [Daniel.Clasby@kimley-horn.com](mailto:Daniel.Clasby@kimley-horn.com) should you have any questions or need any additional information to review the variance requests.

Sincerely,



Daniel C. Clasby, P.E.



SIGNATURE PAGE

Please complete this Property Owner Signature Page for ALL applications. READ CAREFULLY BEFORE SIGNING.

- I understand that failure to supply all required information... I understand that preliminary approval... I understand that representation... I understand that due to a sewer allocation system... Check one: Sanitary Sewer, Septic Tank

I respectfully petition that this property be considered as described in this application

Proposed Project Bowen Road & Woodstock Road Redevelopment

Wherefore, applicant prays that the procedures incident to the presentation of this petition be taken, and the property be considered accordingly.

PROPERTY OWNER SIGNATURE (REQUIRED FOR ALL APPLICATIONS)

I hereby certify that all information provided herein is true and correct.

Handwritten signature and date 1/6/2020. Stamp: CITY OF ROSWELL (Per Resolution 10-10-19)

38 Hill Street Roswell, GA 30075

Street Address, City, State, Zip

Phone

NOTARY



Personally appeared before me the above owner named David Davidson who on oath says that he/she is the owner of the property, and that all the above statements are true to the best of his/her knowledge.

Handwritten signature of Notary Public

1/7/26

Date

8/21/29

Date Commission Expires

## LEGAL DESCRIPTION

CITY / RDA TRCT

## EXHIBIT "A"

Deed Book 67566 Pg 414

All that tract or parcel of land lying and being in Land Lot 182 of the 1st District, 2nd Section, Fulton County, Georgia, and being more particularly described as follows:

BEGINNING at the iron pin located at the point of intersection of the southeast right of way line of Bowen Road (said road having a 60-foot wide right of way) with the southwest right of way line of Woodstock Road (said road having a 50-foot wide right of way); thence running south 73°19'30" east along the southwest right of way line of Woodstock Road 70.05 feet to a point; thence running south 80°46'10" east along the southwest right of way line of Woodstock Road 200.0 feet to a point; thence running north 87°01'25" east along the south right of way line of Woodstock Road 200.0 feet to a point; thence running north 76°07'00" east along the southeast right of way line of Woodstock Road 200.0 feet to an iron pin; thence running south 01°44'51" west and along the west line of a road 660.95 feet to an iron pin; thence running north 88°12'05" west 668.8 feet to an iron pin located on the west line of Land Lot 182; thence running north 01°43'51" east along the west line of Land Lot 182 a distance of 616.84 feet to an iron pin located on the southeast right of way of Bowen Road; thence running north 34°27'20" east along the southeast right of way line of Bowen Road 20.50 feet to the iron pin located on the southwest right of way line of Woodstock Road at the Point of Beginning; being improved property, known as No. 1340 Woodstock Road, all as shown on plat of survey for Christ Church, prepared by Eston Pendley, dated June 2, 1989, containing 9.41 acres.

LESS AND EXCEPT Right of Way Deed from Christ Church Roswell Inc., to Department of Transportation, dated October 28, 1991, filed November 4, 1991, recorded in Deed Book 14707, page 321, aforesaid records.

CHURCH PARCEL

All that tract or parcel of land lying and being in Land Lot 118, 1st District, 2nd Section, Fulton County, Georgia, and being more particularly described as follows:

BEGINNING at a post at the intersection of the southeasterly side of Bowen Road with the east line of Land Lot 118; run thence southwesterly along the southeasterly side of Bowen Road seven hundred forty and one tenth (740.1) feet to an iron pin found and property now or formerly owned by Carl P. Owens, Jr. (said point also being six hundred twelve and two tenths (612.2) feet northwesterly, northerly and northeasterly as measured along the northeasterly, easterly and southeasterly side of Bowen Road, and following the curvature thereof, from the intersection of the northeasterly side of Bowen Road with the south line of Land Lot 118; run thence south 90 degrees 00 minutes 00 seconds east along the northerly line of said Owens property three hundred five and seven tenths (305.7) feet to an iron pin found on the east line of Land Lot 118 (said point also being five hundred ninety-eight and five tenths (598.5) feet north as measured along the east line of Land Lot 118 from the southeast corner of Land Lot 118; run thence north 00 degrees 01 minutes 00 seconds east along the east line of Land Lot 118 six hundred sixty-nine (669) feet to the southeasterly side of Bowen Road and the point of beginning, being improved property having a two-story rock and frame house thereon known as 11450 Bowen Road according to the present system of numbering houses in the City of Roswell, Georgia, and being more particularly shown on survey prepared by Georgia Land Surveying Co., Inc. dated June 16, 1981.

## LESS AND EXCEPT THE FOLLOWING DESCRIBED PROPERTY:

All that tract or parcel of land lying and being in Land Lot 118 of the 1st District, 2nd Section of Fulton County, Georgia, being more particularly described as follows:

Beginning at a point 47.26 feet right of and opposite Station 7+96.10 on the construction centerline of Bowen Road/CS 3204 on Georgia Highway Project No. SR 92 @ Bowen Road Intersection Improvements; running thence N 33°19'58.7" E a distance of 94.42 feet to a point 47.46 feet right of and opposite station 8+90.53 on said construction centerline laid out for Bowen Road; thence N 49°36'22.4" E a distance of 22.85 feet to a point 53.91 feet right of and opposite station 9+12.45 on said construction centerline laid out for Bowen Road; thence S 0°36'12.9" W a distance of 16.86 feet to a point 63.00 feet right of and opposite station 8+98.24 on said construction centerline laid out for Bowen Road; thence S 41°58'11.7" W a distance of 103.34 feet back to the point of beginning.

Containing 0.020 acres, more or less.

**SURVEYOR CERTIFICATION**

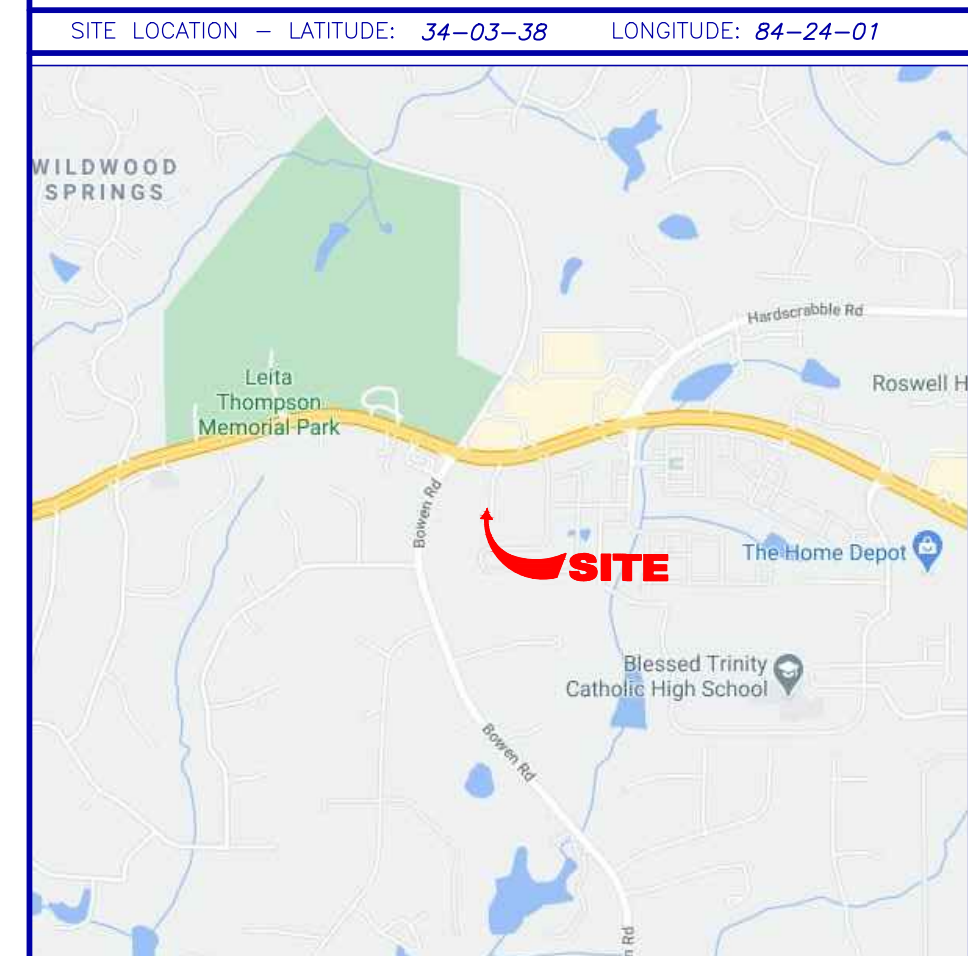
This plot is a retracement of an existing parcel or parcels of land and does not subdivide or create a new parcel or parcels of land and does not create a new parcel or parcels of land and does not create a new parcel or parcels of land...

Bradley D. Cash  
Georgia Registered  
Land Surveyor # 2840

**SITE PHOTOGRAPHS**



**VICINITY MAP**



**GENERAL NOTES**

THIS SURVEY HAS BEEN PREPARED FOR THE EXCLUSIVE USE OF THE PERSON OR ENTITIES NAMED HEREON. NO EXPRESS OR IMPLIED WARRANTIES WITH RESPECT TO THE INFORMATION SHOWN HEREON IS TO BE EXTENDED TO ANY PERSONS OR ENTITIES OTHER THAN THOSE SHOWN HEREON.

REVISIONS LISTED ON THIS SURVEY APPLY ONLY TO THE SPECIFIC CHANGES REFERENCED, AND DO NOT CONSTITUTE AN UPDATE OF OTHER DATA ON THIS SURVEY. THE "SURVEY DATE" SHOWN HEREON IS THE APPLICABLE DATE AS RELATED TO PROVISIONS OF STATUTES OF LIMITATION UNLESS SPECIFICALLY NOTED OTHERWISE.

THIS PROPERTY IS NOT LOCATED IN A SPECIAL FLOOD HAZARD AREA BASED ON THE FLOOD INSURANCE RATE MAP FOR THIS AREA. THE MAP NUMBER FOR THIS AREA IS 13120042E, AND THE DATE OF SAID MAP IS 09/18/2013. THIS DETERMINATION WAS MADE BY GRAPHICALLY DETERMINING THE POSITION OF THIS SITE ON SAID FIRM MAPS UNLESS OTHERWISE NOTED.

PLEASE NOTE: ABOVE GROUND UTILITIES ARE SHOWN HEREON. NO UNDERGROUND UTILITIES WERE MARKED OR LOCATED. THE DATUM FOR THIS SITE WAS ESTABLISHED UTILIZING GLOBAL POSITIONING SYSTEMS, AND BASED ON POSITIONAL VALUES FOR THE VERTICAL REFERENCE STATION NETWORK DEVELOPED BY GPS SOLUTIONS. THE HORIZONTAL REFERENCE FRAME IS NORTH AMERICAN DATUM OF 1983 (NAD 83) - STATE PLANE COORDINATE SYSTEM OF GEORGIA - WEST ZONE. THE VERTICAL REFERENCE FRAME IS NORTH AMERICAN VERTICAL DATUM OF 1988. ANY DIRECTIONS OR DIMENSIONS SHOWN ARE A RECTANGULAR, GROUND LEVEL PROJECTION OF THE STATE PLANE COORDINATE SYSTEM.

NO ZONING REPORT OR ZONING LETTER WAS PROVIDED TO THE SURVEYOR. THE SITE IS ZONED "GV" (COMMERCIAL DISTRICT) AS SHOWN ON THE ZONING MAP OF THE CITY OF ROSWELL. ZONING AND SETBACKS SHOULD BE CONFIRMED AND VERIFIED BY PLANNING AND ZONING PRIOR TO DESIGN OR CONSTRUCTION ACTIVITIES. RIGHT-OF-WAY LINES SHOWN ON THIS SURVEY THAT ARE NOT ACTUAL BOUNDARIES OF THE SUBJECT TRACT(S) ARE DENOTED GRAPHICALLY AND ARE SHOWN APPROXIMATELY FOR INFORMATIONAL PURPOSES ONLY. SAID RIGHT-OF-WAY LINES SHOULD NOT BE UTILIZED FOR DESIGN PURPOSES.

**PROPERTY REFERENCES**  
1> BOUNDARY AND TOPOGRAPHIC SURVEY FOR MOUNTAIN PARK, LP, ET AL, PREPARED BY GEOSURVEY, LTD., DATED 08/02/2000. PROJECT NUMBER 2000047.  
2> ALTA/NPS LAND TITLE SURVEY FOR CHRIST CHURCH ROSWELL, INC., PREPARED BY GEOSURVEY, LTD., DATED 10/27/2020. 20200763-1

**PROPERTY DESCRIPTION (TRACT 1)**

All that tract or parcel of land lying and being in Land Lot 118 of the 1st District, 2nd Section, within the City of Roswell, Fulton County, Georgia, and being more particularly described as follows:  
BEGINNING at a concrete monument found at the intersection of the Southern right-of-way line of Woodstock Road, a.k.a. Georgia Highway 92 (variable right-of-way) and the Eastern right-of-way line of Bowen Road (variable right-of-way), said point being the TRUE POINT OF BEGINNING; Thence departing said right-of-way line South 00 degrees 36 minutes 54 seconds West, a distance of 565.99 feet to a 5/8-inch open top pipe found; Thence South 02 degrees 11 minutes 42 seconds East, a distance of 51.21 feet to a 1/2-inch rebar found; Thence North 89 degrees 42 minutes 37 seconds West, a distance of 305.43 feet to a 3/8-inch rebar found located on the Eastern right-of-way line of Bowen Road; Thence along said right-of-way line and following along a curve to the right having an arc length of 214.15 feet, with a radius of 1137.37 feet, being subtended by a chord bearing of North 13 degrees 32 minutes 54 seconds East, for a distance of 213.83 feet to a concrete monument found; Thence South 70 degrees 29 minutes 22 seconds East, a distance of 30.41 feet to a concrete monument found; Thence North 23 degrees 23 minutes 56 seconds East, a distance of 129.93 feet to a concrete monument found; Thence North 16 degrees 35 minutes 01 seconds East, a distance of 98.93 feet to a concrete monument found; Thence North 33 degrees 14 minutes 27 seconds East, a distance of 151.92 feet to a concrete monument found; Thence North 42 degrees 17 minutes 31 seconds East, a distance of 103.55 feet to a concrete monument found; said point being the TRUE POINT OF BEGINNING.  
Said tract of land contains 2.599 Acres.

**PROPERTY DESCRIPTION (TRACT 2)**

All that tract or parcel of land lying and being in Land Lot 182 of the 1st District, 2nd Section, within the City of Roswell, Fulton County, Georgia, and being more particularly described as follows:  
BEGINNING at a concrete monument found at the intersection of the Southern right-of-way line of Woodstock Road, a.k.a. Georgia Highway 92 (variable right-of-way) and the Eastern right-of-way line of Bowen Road (variable right-of-way), said point being the TRUE POINT OF BEGINNING; Thence along said right-of-way line of Woodstock Road North 62 degrees 31 minutes 01 seconds East, a distance of 62.15 feet to a concrete monument found; Thence along a curve to the left having an arc length of 611.43 feet, with a radius of 1195.15 feet, being subtended by a chord bearing of South 89 degrees 21 minutes 20 seconds East, for a distance of 604.79 feet to a 5/8-inch rebar set; Thence along said right-of-way line South 02 degrees 31 minutes 59 seconds East, a distance of 20.22 feet to a 5/8-inch rebar set; Thence South 01 degree 19 minutes 34 seconds West, a distance of 573.48 feet to a 5/8-inch rebar set; Thence North 89 degrees 41 minutes 51 seconds West, a distance of 668.03 feet to a 5/8-inch open top pipe found; Thence North 02 degrees 35 minutes 54 seconds East, a distance of 565.99 feet to a concrete monument found; said point being the TRUE POINT OF BEGINNING.  
Said tract of land contains 8.731 Acres.

**BOUNDARY AND TOPOGRAPHIC SURVEY**

FOR

GeoSurvey

S.J. Collins Enterprises

Table with project details: JOB NO: 20206763, DRAWING SCALE: 1" = 40', SURVEY DATE: 12/28/2020, FIELD WORK: CM/MM, CITY: ROSWELL, STATE: GA, PROJ MGR: BDC, COUNTY: FULTON, REVIEWED: JRC, LAND LOT: 118 and 182, DISTRICT: 1ST SECTION, 2ND

**TITLE EXCEPTIONS (TRACT 1)**

THE FOLLOWING EXCEPTIONS ARE LISTED IN SCHEDULE B, SECTION 2, OF A COMMITMENT FOR TITLE INSURANCE, AS PREPARED BY FIRST AMERICAN TITLE INSURANCE COMPANY, COMMITMENT NO. NCS-1033444-ATL, EFFECTIVE DATE 09/22/2020.

- 12. Permit for Anchors, Guy Poles and Wires from Carl P. Owens, Sr. to Georgia Power Company, a corporation, dated May 15, 1973, filed for record July 10, 1973, and recorded in Deed Book 5861, Page 133, Fulton County, Georgia records. AFFECTS TRACT 1- BLANKET EASEMENT.
- 13. Easement from Carl Owens to Cobb County Rural Electric Membership Corporation, dated October 25, 1974, filed for record March 31, 1975, and recorded in Deed Book 6240, Page 441, aforesaid records. AFFECTS TRACT 1- BLANKET EASEMENT.
- 14. Conveyance of access rights contained in Right of Way Deed from Westminster Japanese Church to Department of Transportation, dated April 25, 1991, filed for record April 25, 1991, and recorded in Deed Book 14219, Page 113, aforesaid records. AFFECTS TRACT 1- NOT ABLE TO PLOT.
- 15. Easements and Conveyance of Access Rights contained in Right of Way Deed from Westminster Japanese Church, Inc., as successor to Tsuneyoshi Takeda, Keizo Matsui, Tomoko Vaughn, and Kuniko Hutchison, as Trustees of the Westminster Japanese Church, to the Department of Transportation, dated July 6, 2018, filed for record July 23, 2018, and recorded in Deed Book 59038, Page 595, aforesaid records. Notes: We find no conveyance of subject property from Tsuneyoshi Takeda, Keizo Matsui, Tomoko Vaughn, and Kuniko Hutchison, as Trustees of the Westminster Japanese Church to Georgia Power Company, a Georgia corporation, dated August 2, 2018, filed for record September 10, 2018, and recorded in Deed Book 59104, Page 26, aforesaid records. AFFECTS TRACT 1- BLANKET EASEMENT.

**TITLE EXCEPTIONS (TRACT 2)**

THE FOLLOWING EXCEPTIONS ARE LISTED IN SCHEDULE B, SECTION 2, OF A COMMITMENT FOR TITLE INSURANCE, AS PREPARED BY FIRST AMERICAN TITLE INSURANCE COMPANY, COMMITMENT NO. NCS-1030572-ATL, EFFECTIVE DATE 09/04/2020.

- 12. Permit for Anchors, Guy Poles and Wires from Joe A. Mayes to Georgia Power Company, dated April 17, 1973, filed for record June 27, 1973, and recorded in Deed Book 5651, Page 57, Fulton County, Georgia records. AFFECTS TRACT 2- BLANKET EASEMENT.
- 13. Deed to Take Right-of-Way Easement from Joe A. Mayes and Patricia A. Mayes to Southern Bell Telephone and Telegraph Company, dated June 10, 1988, filed for record June 14, 1988 and recorded in Deed Book 11613, Page 203, aforesaid records. AFFECTS TRACT 2- NOT ABLE TO PLOT.
- 14. Right-of-Way Easement from Joe A. Mayes and Patricia A. Mayes to Southern Bell Telephone and Telegraph Company, dated August 8, 1988, filed for record August 11, 1988 and recorded in Deed Book 11780, Page 274, aforesaid records. DOES NOT AFFECT- EASEMENT CONTAINED WITHIN R/W.
- 15. Conveyance of Access Rights contained in Right of Way Deed from Christ Church, Roswell, Inc. to Department of Transportation, dated October 28, 1991, filed for record November 6, 1991, and recorded in Deed Book 14702, Page 321, aforesaid records. AFFECTS TRACT 2- NOT ABLE TO PLOT.
- 16. Right-of-Way Site Easement from Christ Church, Roswell, Inc. to Southern Bell Telephone and Telegraph Company, dated April 13, 1992, filed for record April 29, 1992 and recorded in Deed Book 15257, Page 199, aforesaid records. AFFECTS TRACT 2- AS PLOTTED.
- 17. Easement from Christ Church, Roswell, Inc. to Cobb Electric Membership Corporation, dated October 22, 1993, filed for record November 22, 1993, and recorded in Deed Book 17015, Page 667, aforesaid records. AFFECTS TRACT 2- BLANKET EASEMENT.
- 18. Easement from Christ Church, Roswell, Inc. to BellSouth Telecommunications, Inc., a Georgia corporation, dated October 16, 2007, filed for record October 19, 2007 and recorded in Deed Book 45659, Page 639, aforesaid records. AFFECTS TRACT 2- AS PLOTTED.
- 19. Tree Trim / Clearing Easement from Christ Church, Roswell, Inc. to Georgia Power Company, dated July 16, 2018, filed for record August 6, 2018, and recorded in Deed Book 59089, Page 389, aforesaid records. AFFECTS TRACT 2- AS PLOTTED.
- 20. Easement from Christ Church, Roswell, Inc. to Georgia Power Company, dated March 8, 2019, filed for record April 19, 2019, and recorded in Deed Book 59250, aforesaid records. AFFECTS TRACT 2- AS PLOTTED.

**LEGEND**

Table with legend items: STANDARD ABBREVIATIONS (AD, BI, BR, etc.) and STANDARD SYMBOLS (POWER POLE, GUY WIRE, LIGHT POLE, etc.)

**CLOSURE STATEMENT**

THE FIELD CLOSURE UPON WHICH THIS PLAT IS BASED HAS A CLOSURE PRECISION OF ONE FOOT IN 32,250. AND WAS ADJUSTED USING THE LEAST SQUARES METHOD. A TRIMBLE "S" SERIES TOTAL STATION AND TRIMBLE TSC-3 DATA COLLECTOR WERE USED TO COLLECT THIS FIELD DATA.

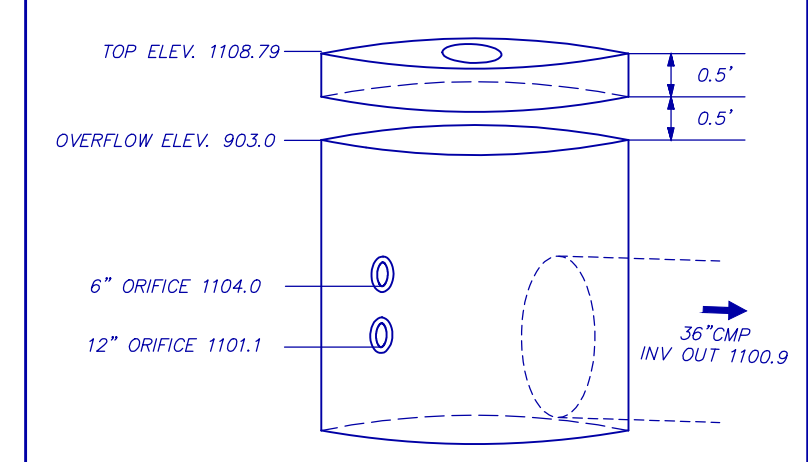
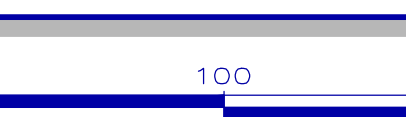
**IF YOU DIG**

Know what's below. Call before you dig. Dial 811 Or Call 800-282-7411

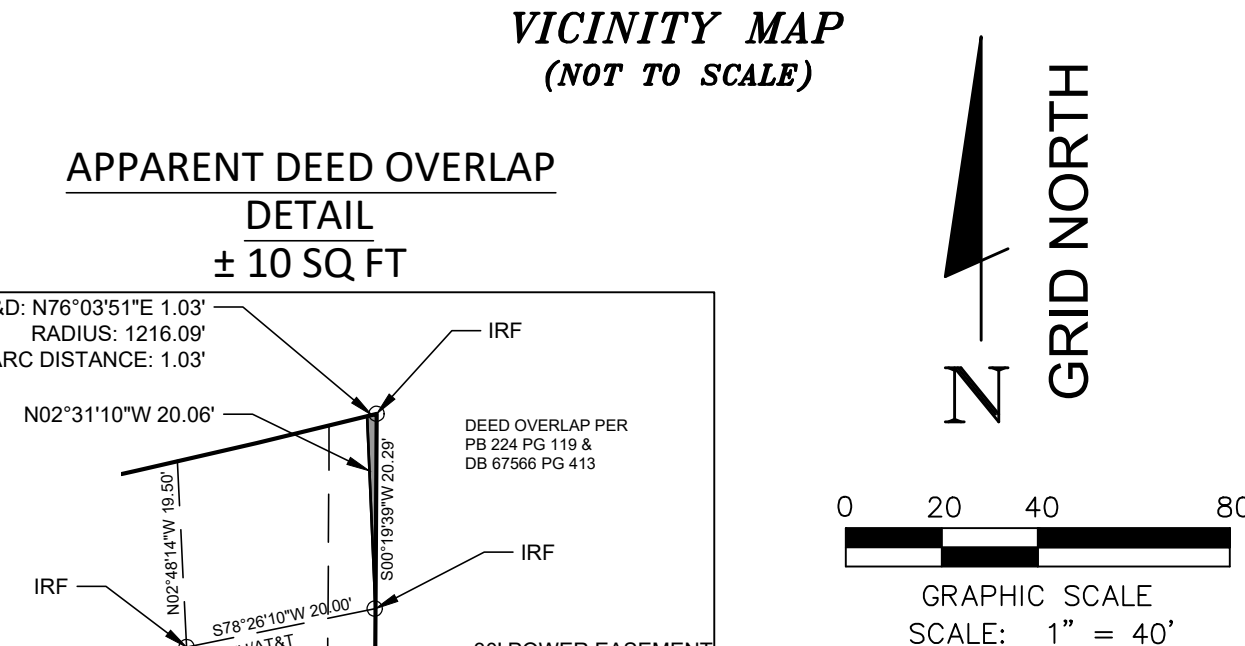
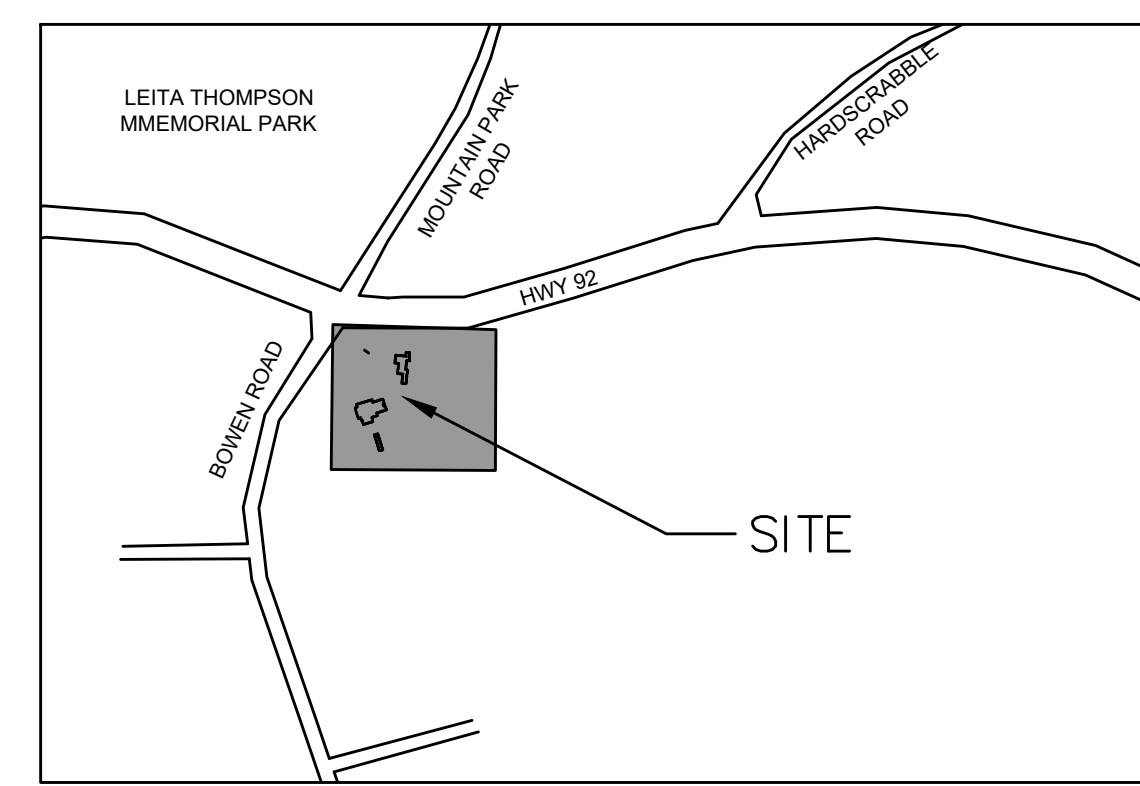
N/E PROPERTY OF SAB PLANNING & CONSTRUCTION INC DEED BOOK 36409 / PAGE 16

TOTAL SITE AREA 11,330 Acres 493,551 SF ZONED GV

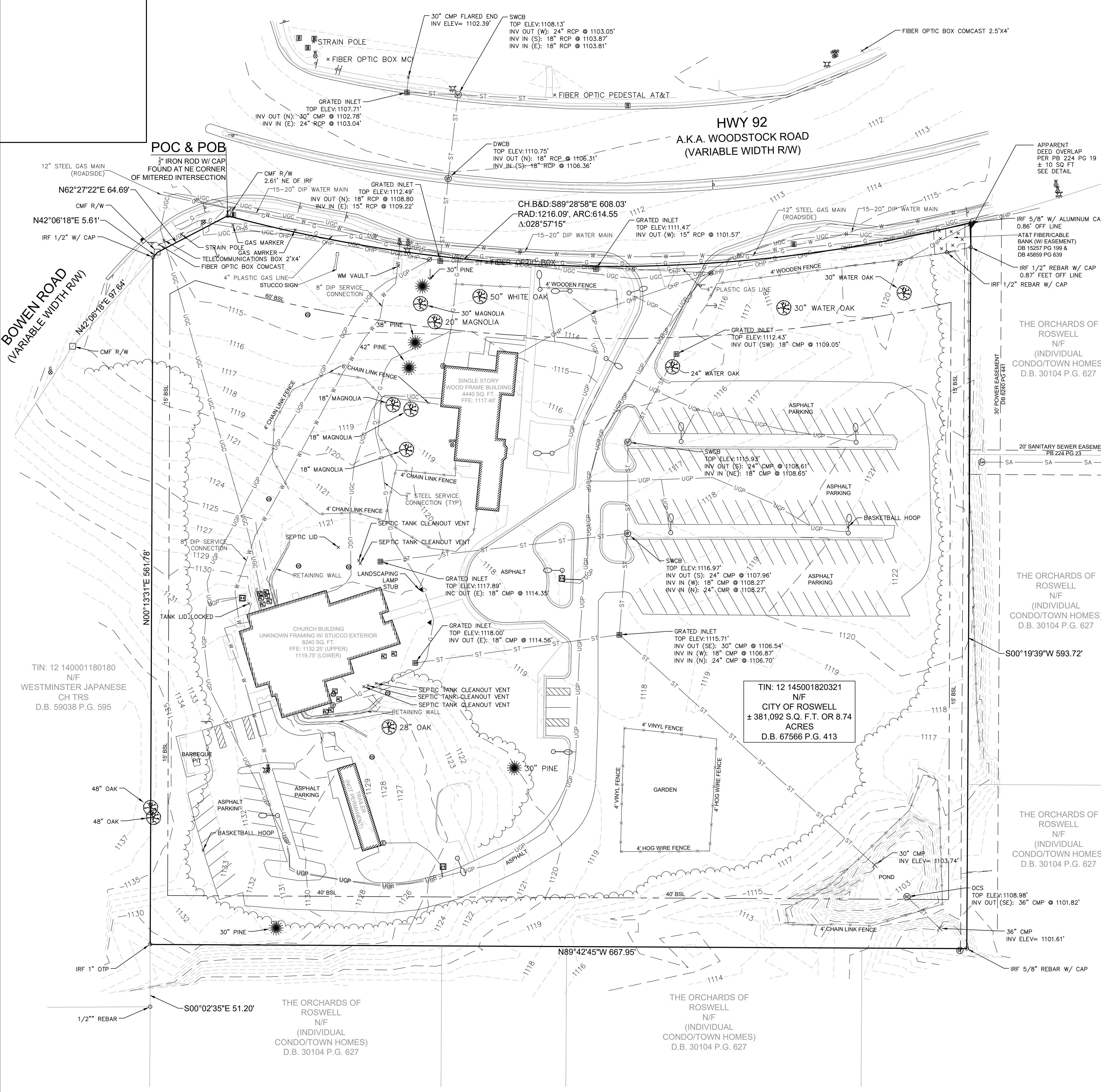
**GRAPHIC SCALE**



Land Surveying • 3D Laser Scanning  
1660 Barnes Mill Road Marietta, Georgia 30062  
Phone: (770) 795-9900 Fax: (770) 795-8880  
www.geosurvey.com EMAIL: info@geosurvey.com Certificate of Authorization #LSF-000521



- SYMBOL LEGEND**
- HVAC UNIT
  - BOLLARD
  - BUSH
  - CABLE TV PEDESTAL
  - COMMUNICATION JUNCTION BOX
  - CONCRETE MONUMENT FOUND
  - CLEAN OUT
  - CONIFEROUS TREE
  - DECIDUOUS TREE
  - ELECTRIC JUNCTION BOX
  - ELECTRIC METER
  - FIRE DEPARTMENT CONNECTION
  - FIRE HYDRANT
  - FLAG POLE
  - GATE
  - GRATE INLET
  - GAS METER
  - GAS VALVE
  - GUY ANCHOR
  - HANDICAP
  - IRRIGATION CONTROL VALVE
  - PROPERTY CORNER FOUND
  - 5/8" REBAR CAPPED STAMPED "BWS CA-106-LS" SET
  - LIGHT POLE
  - MAILBOX
  - POWER BOX
  - POWER POLE
  - SANITARY SEWER MANHOLE
  - SIGN
  - STORM WATER MANHOLE
  - TELEPHONE JUNCTION BOX
  - TELEPHONE PEDESTAL
  - TELEPHONE MANHOLE
  - TRANSFORMER
  - UTILITY POLE
  - WATER METER
  - WATER VALVE
  - YARD INLET
- ABBREVIATIONS USED**
- ROW OR R/W
  - RCP
  - CMP
  - OPP
  - YCP
  - INV
  - DIP
  - IRF
  - OTP
  - BSL
  - RIGHT-OF-WAY
  - REINFORCED CONCRETE PIPE
  - CORRUGATED METAL PIPE
  - CORRUGATED PLASTIC PIPE
  - VITRIFIED CLAY PIPE
  - EASEMENT LINE
  - SANITARY SEWER LINE
  - UNDERGROUND POWER
  - WATERLINE
  - GAS LINE
  - UNDERGROUND CABLE/FIBER LINE
  - OVERHEAD POWER/TELECOM LINE
  - STORM LINE
  - EXISTING CONTOURS
- LINETYPE LEGEND**
- FENCE
  - TREE LINE
  - PROPERTY LINE
  - EASEMENT LINE
  - SANITARY SEWER LINE
  - UGP
  - W
  - G
  - UGC
  - OHP
  - ST
  - 465



- ABBREVIATIONS USED**
- ROW OR R/W
  - RCP
  - CMP
  - OPP
  - YCP
  - INV
  - DIP
  - IRF
  - OTP
  - BSL
  - RIGHT-OF-WAY
  - REINFORCED CONCRETE PIPE
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  - CORRUGATED PLASTIC PIPE
  - VITRIFIED CLAY PIPE
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  - UGP
  - W
  - G
  - UGC
  - OHP
  - ST
  - 465

**SURVEYORS NOTES**

- THIS DRAWING WAS CREATED ELECTRONICALLY. THIS MEDIA SHOULD NOT BE CONSIDERED A CERTIFIED DOCUMENT UNLESS IT HAS BEEN PROPERLY SEALED AND SIGNED BY A REGISTERED LAND SURVEYOR OF BARGE DESIGN SOLUTIONS, INC. (BARGE), AUTHORITY O.C.G.A. 43-15-22. BARGE IS CURRENTLY PERFORMING LAND SURVEYING SERVICES UNDER CERTIFICATE OF AUTHORIZATION NUMBER: LSF000829. THE C.O.A. NUMBER IS SHOWN HEREON PURSUANT TO CHAPTER 180-7-07(b)(6) OF THE RULES OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS.
- THE TERM "CERTIFICATION" AS USED IN RULE "180-6-09(2) AND (3)" AND RELATING TO PROFESSIONAL ENGINEERING OR LAND SURVEYING SERVICES, AS DEFINED IN O.C.G.A. 43-15-20(1) AND (11), SHALL MEAN A SIGNED STATEMENT BASED UPON FACTS AND KNOWLEDGE KNOWN TO THE REGISTRANT AND IS NOT A GUARANTEE OR WARRANTY, EITHER EXPRESSED OR IMPLIED.
- THE BASIS FOR BEARING USED FOR THIS SURVEY IS BASED ON AND RELATIVE TO GRID NORTH GA WEST ZONE NAD83 (2011) VIA RTK OBSERVATIONS 05/20/2025.
- THE NORTH ARROW AND COORDINATES SHOWN HEREON ARE BASED ON THE STATE PLANE COORDINATES SYSTEM, GEORGIA WEST ZONE, NAD 1983 (2011) AS DETERMINED BY GPS OBSERVATIONS AND ALL MEASUREMENTS ARE CONSISTENT WITH THE US SURVEY FOOT UNIT OF MEASUREMENT. THE VERTICAL ELEVATIONS SHOWN HEREON ARE RELATIVE TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD'88) AND BASED ON GNSS/GPS OBSERVATIONS REFERENCED TO GEOID18.
- THE CURRENT OWNER OF THE SUBJECT PROPERTY IS THE CITY OF ROSWELL THE EXISTING OWNERSHIP SHOWN HEREON IS BASED UPON INFORMATION OBTAINED FROM THE FULTON COUNTY TAX ASSESSORS OFFICE AS OF 05/19/2025.
- PLEASE CONTACT LOCAL MUNICIPALITIES TO DETERMINE WATER AND SEWER PROVIDER.
- ABOVE GRADE AND UNDERGROUND UTILITIES SHOWN HEREON WERE TAKEN FROM FIELD LOCATED VISIBLE APPURTENANCES AND ANY PROVIDED MAPS OR DRAWINGS. ADDITIONAL MAPS OR DRAWINGS MAY BE AVAILABLE FROM MUNICIPALITIES OR UTILITY COMPANIES. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES STATE THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION CONSULTED. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES, AVAILABILITY AND COST OF SERVICE SHOULD BE CONFIRMED WITH THE APPROPRIATE UTILITY COMPANY. TO AVOID ANY POSSIBLE HAZARD OR CONFLICT, IT IS A REQUIREMENT BY LAW, EVERYONE MUST CONTACT GEORGIA 811 BY VISITING MY.GEORGIA811.COM OR BY DIALING 811 OR 1-800-282-7411 AT LEAST 48 HOURS BEFORE BEGINNING ANY MECHANIZED DIGGING ON THE PROPERTY.
- BARGE MADE NO EFFORT AT THIS TIME TO CORRECT ANY OVERLAPS IN DEEDS BETWEEN THE CITY OF ROSWELL PROPERTIES AND ITS ADJOINERS. ANY SUCH INSTANCES ARE NOTED ON THIS SURVEY.

**SURVEYORS CERTIFICATION**

(iii) This plat is a retracement of an existing parcel or parcels of land and does not subdivide or create a new parcel or make any changes to any real property boundaries. The recording information of the documents, maps, plats, or other instruments which created the parcel or parcels are stated hereon. RECORDATION OF THIS PLAT DOES NOT IMPLY APPROVAL OF ANY LOCAL JURISDICTION, AVAILABILITY OF PERMITS, COMPLIANCE WITH LOCAL REGULATIONS OR REQUIREMENTS, OR SUITABILITY FOR ANY USE OR PURPOSE OF THE LAND. Furthermore, the undersigned land surveyor certifies that this plat complies with the minimum technical standards for property surveys in Georgia as set forth in the rules and regulations of the Georgia Board of Registration for Professional Engineers and Land Surveyors and as set forth in O.C.G.A. Section 15-6-67.

*Robert W. Lux Jr.* 06/18/2025  
ROBERT W. LUX JR. GA PLS NO. 3110 DATE



**REFERENCES:**

**FULTON COUNTY RECORDS:**

- DB: 14707 PG. 321
- DB: 17515 PG. 267
- DB: 45859 PG. 639
- DB: 59038 PG. 599
- DB: 67566 PG. 413
- DB: 724 PG. 115

**SURVEY PLAT BY GEOSURVEY**  
CIRCA 2020, PROVIDED BY CLIENT

**SURVEY FILE BY JACOBS**  
CIRCA 2023, REFERENCED IN DEED OF RECORD, PROVIDED BY CLIENT, DB: 67566 PG. 413

**GDOT RIGHT OF WAY MAP FOR PROJECT**  
FR-165-1 DATED 05-24-89

**GDOT CONSTRUCTION PLAN FOR PROJECT**  
CS 3204 DATED 10/23/2015

**ZONING NOTE**

THE ENTIRETY OF THE PROPERTY IS ZONED RS-30.

**BUILDING SETBACKS:**

- FRONT (MAIN STREET): 60'
- SIDE: 15'
- REAR: 40'

**SURVEY DATA**

THE FIELD DATA UPON WHICH THIS MAP OR PLAT IS BASED HAS A CLOSURE OF ONE FOOT IN 11,868 FEET AND AN ANGULAR ERROR OF 0.82" PER ANGLE POINT AND WAS ADJUSTED USING LEAST SQUARES ADJUSTMENT.

A TRIMBLE R12 GNSS RECEIVER WAS USED TO ESTABLISHED HORIZONTAL AND VERTICAL CONTROL FOR THIS SURVEY.

A TRIMBLE S7 WAS USED TO OBTAIN THE LINEAR AND ANGULAR MEASUREMENTS USED IN THE PREPARATION OF THIS MAP OR PLAT. THE LAST DAY OF FIELD WORK FOR THIS SURVEY WAS PERFORMED ON MAY 16TH 2025.

THE MAP OR PLAT HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO BE ACCURATE AT 1 IN 516,072 FEET.

**FLOOD CERTIFICATION**

THIS PROPERTY IS LOCATED IN FLOOD ZONE X AS PER FLOOD INSURANCE RATE MAP OF FULTON COUNTY, GEORGIA, COMMUNITY MAP PANEL 13121C0042F, EFFECTIVE 09/18/2013.

**BOUNDARY AND TOPOGRAPHIC SURVEY FOR THE CITY OF ROSWELL**

A TRACT OF LAND LYING IN AND BEING IN LAND LOT 182, 1ST DISTRICT, 2ND SECTION, IN THE CITY OF ROSWELL, FULTON COUNTY, GEORGIA  
TAX PARCEL ID: 12 14500 1820321

CHK.	DATE	DESCRIPTION	ORIGINAL ISSUE
	06-18-2025		

SHEET 1 OF 1  
FILE NO. 3774714

**TRAFFIC IMPACT STUDY  
FOR  
PROPOSED RETAIL DEVELOPMENT AT SR 92  
(WOODSTOCK ROAD) AND BOWEN ROAD**

**CITY OF ROSWELL  
FULTON COUNTY, GEORGIA**



***Prepared for:***

***SJC Ventures  
1115 Howell Mill Road, Suite 777  
Atlanta, GA 30318***

***Prepared By:***



**A&R Engineering Inc.**

2160 Kingston Court, Suite O  
Marietta, GA 30067  
Tel: (770) 690-9255 Fax: (770) 690-9210  
www.areng.com

November 12, 2025  
Revised: December 12, 2025  
Revised: December 19, 2025  
Revised: January 15, 2026  
A & R Project # 25-201

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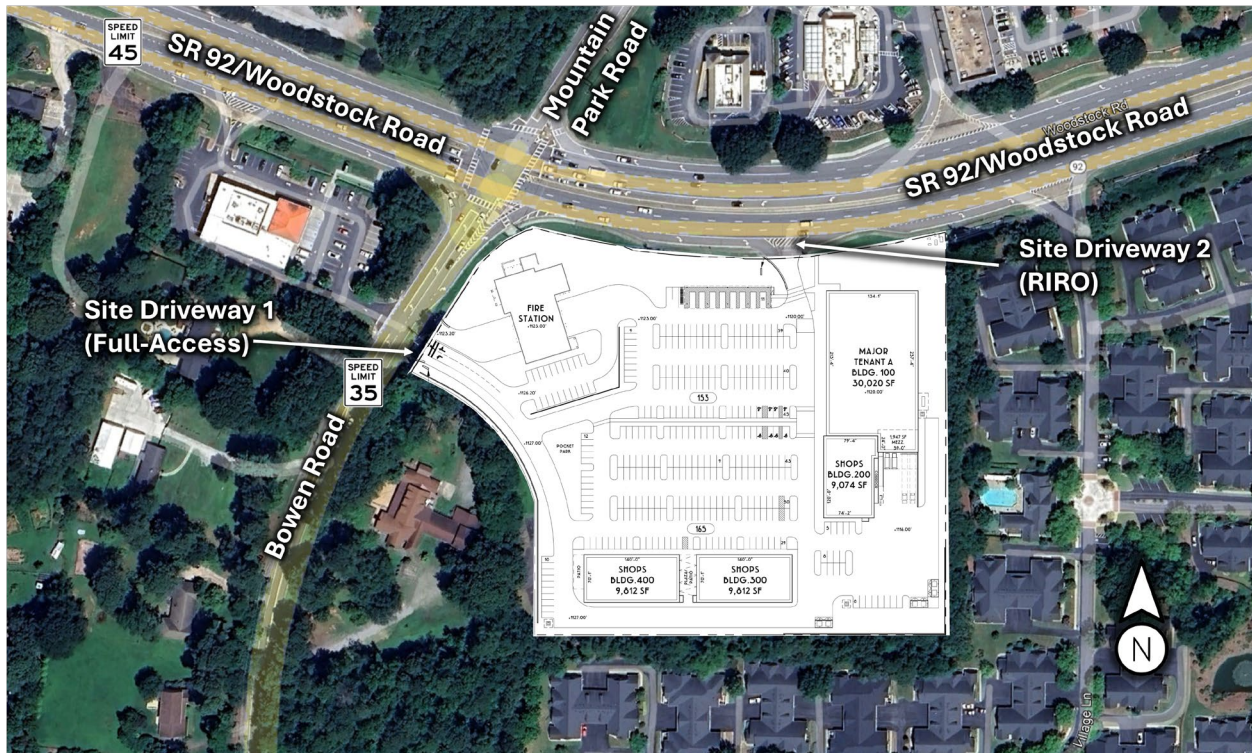
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## 1.0 INTRODUCTION

The purpose of this study is to determine the traffic impact from the proposed retail development that will be located at the southeast corner of the intersection of SR 92 (Woodstock Road) at Bowen Road/Mountain Park Road in City of Roswell, Georgia. The traffic analysis includes evaluation of the current operations and future conditions with the traffic generated by the development. The proposed development will consist of a 58,718-sf shopping plaza and a fire station. Site access is proposed via one full-access driveway on Bowen Road, aligned with CVS Pharmacy Driveway and an existing Right-In/Right-Out driveway on SR 92 (Woodstock Road). The fire station will have a dedicated, unobstructed exiting lane that merges with the full-access site driveway onto Bowen Road.

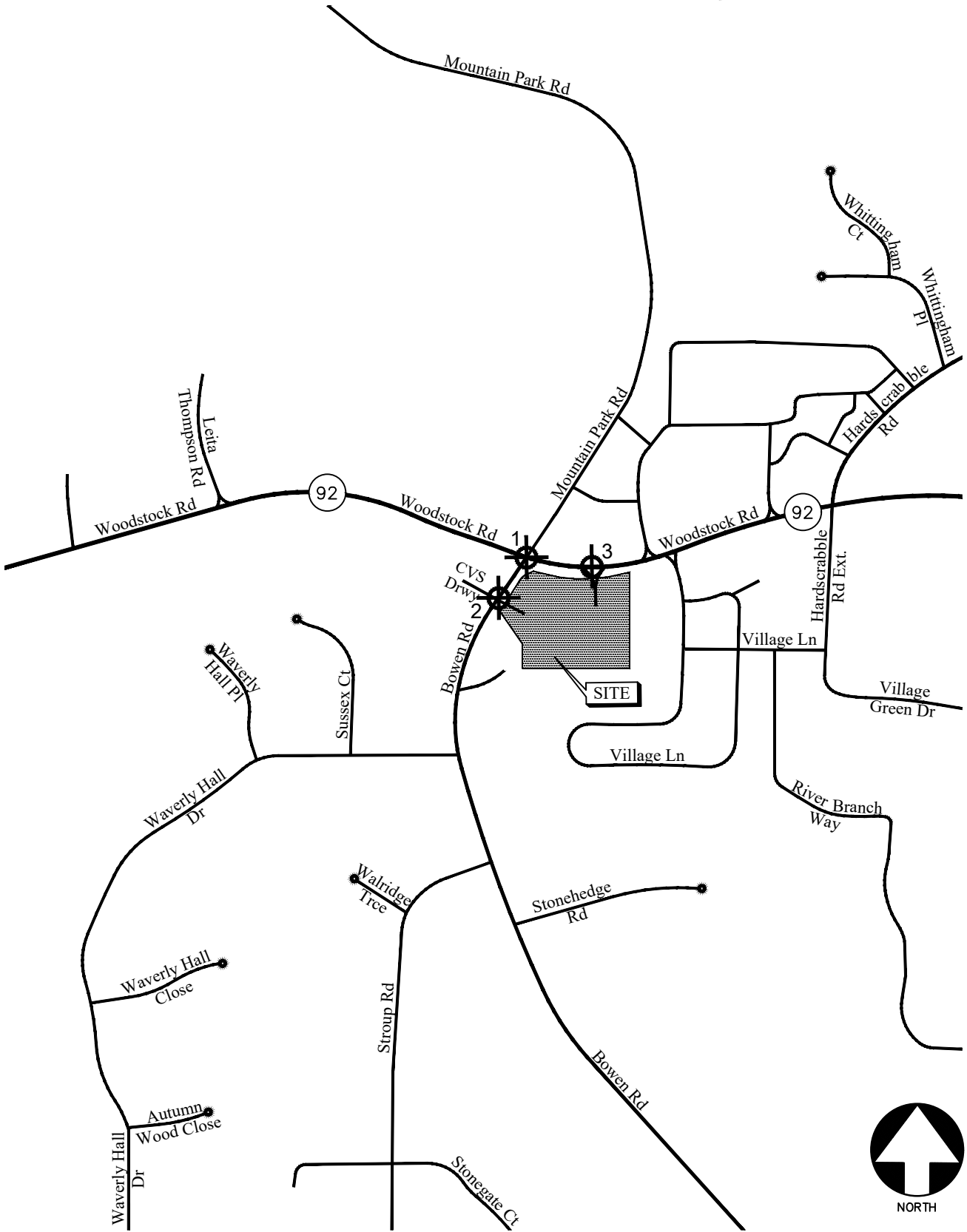


The AM and PM peak hours have been analyzed in this study. This study includes the evaluation of traffic operations at the intersections of:

1. SR 92 (Woodstock Road) at Bowen Road/Mountain Park Road
2. Bowen Road at Proposed Site Driveway 1/CVS Pharmacy Driveway
3. SR 92 (Woodstock Road) at Existing Site Driveway 2 (RIRO)

Recommendations to improve traffic operations have been identified as appropriate and are discussed in detail in the following sections of the report. The location of the development and the surrounding roadway network is shown in Figure 1.

⊕ Study Intersections



LOCATION MAP

FIGURE 1

A&R Engineering Inc.

## 2.0 EXISTING FACILITIES / CONDITIONS

### 2.1 Roadway Facilities

The following is a brief description of each of the roadway facilities located in proximity to the site:

#### 2.1.1 SR 92 (Woodstock Road)

SR 92 (Woodstock Road) is an east-west, six-lane, median-divided roadway with a posted speed limit of 45 mph in the vicinity of the site. GDOT traffic counts (Station ID 121-0797) indicate that the average daily traffic volume on SR 92 (Woodstock Road) in 2024 was 48,200 vehicles per day east of Hardscrabble Road. GDOT classifies SR 92 (Woodstock Road) as an urban principal arterial roadway.

#### 2.1.2 Bowen Road

Bowen Road is a north-south, two-lane, undivided roadway with a posted speed limit of 35 mph in the vicinity of the site. GDOT traffic counts (Station ID 121-8881) indicate that the average daily traffic volume on Bowen Road in 2024 was 6,480 vehicles per day southeast of Stroup Road. GDOT classifies Bowen Road as an urban local roadway.

#### 2.1.3 Mountain Park Road

Mountain Park Road is a north-south, two-lane, undivided roadway with a posted speed limit of 35 mph in the vicinity of the site.

### 2.2 Non-Motorized Infrastructure

- Sidewalks are present along SR 92 (Woodstock Road) on both sides, along Bowen Road on the southbound right side, and along Mountain Park Road on the northbound right side in the vicinity of the site.
- Crosswalks are present at the intersection of SR 92 (Woodstock Road) at Bowen Road (on all approaches).
- No dedicated bicycle facilities are provided.
- A truck route sign indicating a limit of over 18 tons or 30 feet is present.

### 2.3 Transit Services

There are no MARTA bus stops or other transit services on or directly adjacent to the site.

## 2.4 Crash Data

Crash data for last three years from 2023 to 2025 were obtained from the Georgia Electronic Accident Reporting System (GEARS). Based on the data provided at the intersection of Bowen Road at CVS Driveway, a total of 2 crashes were reported during this period. Table 1A presents a yearly breakdown of these crashes and Table 1B provides a breakdown by KABCO severity.

TABLE 1A – 2023 – 2025 CRASH DATA – BOWEN ROAD @ CVS DRIVEWAY				
Manner of Collision	Year			Total
	2023	2024	2025	
Angle	1	0	0	1
Not A Collision with Motor Vehicle	0	0	0	0
Rear End	0	0	0	0
Head-on	0	0	0	0
Sideswipe - Same Direction	0	0	1	1
Sideswipe - Opposite Direction	0	0	0	0
<b>Total</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>

TABLE 1B – CRASH SEVERITY (KABCO) – BOWEN ROAD @ CVS DRIVEWAY						
Manner of Collision	Crash Severity*					Total
	K	A	B	C	O	
Angle	0	0	0	1	0	1
Not A Collision with Motor Vehicle	0	0	0	0	0	0
Rear End	0	0	0	0	0	0
Head-on	0	0	0	0	0	0
Sideswipe - Same Direction	0	0	0	0	1	1
Sideswipe - Opposite Direction	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>

\*Crash Severity: K – Killed; A – Incapacitating Injury; B – Non-incapacitating Injury; C – Possible Injury; O – Property Damage Only

No crash data were reported over the past five years (2021–2025) at SR 92 (Woodstock Road) near the existing RIRO driveway.

Crash data for last four years from 2022 to 2025 were obtained from the Georgia Electronic Accident Reporting System (GEARS). Based on the data provided at the intersection of SR 92 (Woodstock Road) at Bowen Road/Mountain Park Road, a total of 80 crashes were reported during this period. Table 2A below presents a yearly breakdown of these crashes and Table 2B provides a breakdown by KABCO severity. Detailed crash data and corresponding diagrams are provided in the appendix.

TABLE 2A – 2022 – 2025 CRASH DATA – SR 92 @ BOWEN ROAD/MOUNTAIN PARK ROAD					
Manner of Collision	Year				Total
	2022	2023	2024	2025	
Angle	7	3	2	3	15
Not A Collision with Motor Vehicle	1	0	0	2	3
Rear End	23	14	8	11	56
Head-on	0	0	0	0	0
Sideswipe - Same Direction	2	0	2	2	6
Sideswipe - Opposite Direction	0	0	0	0	0
<b>Total</b>	<b>33</b>	<b>17</b>	<b>12</b>	<b>18</b>	<b>80</b>

TABLE 2B – CRASH SEVERITY (KABCO) – SR 92 @ BOWEN ROAD/MOUNTAIN PARK ROAD						
Manner of Collision	Crash Severity					Total
	K	A	B	C	O	
Angle	0	0	7	2	6	15
Not A Collision with Motor Vehicle	0	1	1	1	0	3
Rear End	0	0	3	9	44	56
Head-on	0	0	0	0	0	0
Sideswipe - Same Direction	0	0	0	2	4	6
Sideswipe - Opposite Direction	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>14</b>	<b>54</b>	<b>80</b>

\*Crash Severity: K – Killed; A – Incapacitating Injury; B – Non-incapacitating Injury; C – Possible Injury; O – Property Damage Only

## 3.0 STUDY METHODOLOGY

In this study, the methodology used for evaluating traffic operations at each of the subject intersections is based on the criteria set forth in the Transportation Research Board's Highway Capacity Manual, 7<sup>th</sup> edition (HCM 7). Synchro software, which utilizes the HCM methodology, was used for the analysis. The following is a description of the methodology employed for the analysis of unsignalized and signalized intersections.

### 3.1 Unsignalized Intersections

For unsignalized intersections controlled by a stop sign on minor streets, the level-of-service (LOS) for motor vehicles with controlled movements is determined by the computed control delay according to the thresholds stated in Table 1 below. LOS is determined for each minor street movement (or shared movement), as well as major street left turns. LOS is not defined for the intersection as a whole or for major street approaches. The LOS of any controlled movement which experiences a volume to capacity ratio greater than 1 is designated as "F" regardless of the control delay.

Control delay for unsignalized intersections includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Several factors affect the control delay for unsignalized intersections, such as the availability and distribution of gaps in the conflicting traffic stream, critical gaps, and follow-up time for a vehicle in the queue.

Level-of-service is assigned a letter designation from "A" through "F". Level-of-service "A" indicates excellent operations with little delay to motorists, while level-of-service "F" exists when there are insufficient gaps of acceptable size to allow vehicles on the side street to cross the main road without experiencing long delays.

TABLE 3 — LEVEL-OF-SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS		
Control Delay (sec/vehicle)	LOS by Volume-to-Capacity Ratio*	
	$v/c \leq 1.0$	$v/c > 1.0$
$\leq 10$	A	F
$> 10$ and $\leq 15$	B	F
$> 15$ and $\leq 25$	C	F
$> 25$ and $\leq 35$	D	F
$> 35$ and $\leq 50$	E	F
$> 50$	F	F

\*The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection.

Source: Highway Capacity Manual, 6<sup>th</sup> edition, Exhibit 20-2 *LOS Criteria: Motorized Vehicle Mode*

### 3.2 Signalized Intersections

According to HCM procedures, LOS can be calculated for the entire intersection, each intersection approach, and each lane group. HCM uses control delay alone to characterize LOS for the entire intersection or an approach. Control delay per vehicle is composed of initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Both control delay and volume-to-capacity ratio are used to characterize LOS for a lane group. A volume-to-capacity ratio of greater than 1.0 for a lane group indicates failure from capacity perspective. Therefore, such a lane group is assigned LOS F regardless of the amount of control delay.

Table 2 below summarizes the LOS criteria from HCM for motorized vehicles at signalized intersection.

TABLE 4 – LEVEL-OF-SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS		
Control Delay (sec/vehicle) *	LOS for Lane Group by Volume-to-Capacity Ratio*	
	v/c ≤ 1.0	v/c > 1.0
≤ 10	A	F
> 10 and ≤ 20	B	F
> 20 and ≤ 35	C	F
> 35 and ≤ 55	D	F
> 55 and ≤ 80	E	F
> 80	F	F

\*For approach-based and intersection wide assessments, LOS is defined solely by control delay

Source: Highway Capacity Manual, 6<sup>th</sup> edition, Exhibit 19-8 *LOS Criteria: Motorized Vehicle Mode*

LOS A is typically assigned when the volume-to-capacity (v/c) ratio is low and either progression is exceptionally favorable, or the cycle length is very short. LOS B is typically assigned when the v/c ratio is low and either progression is highly favorable, or the cycle length is short. However, more vehicles are stopped than with LOS A. LOS C is typically assigned when progression is favorable, or the cycle length is moderate. Individual *cycle failures* (one or more queued vehicles are not able to depart because of insufficient capacity during the cycle) may begin to appear at this level. Many vehicles still pass through the intersection without stopping, but the number of vehicles stopping is significant. LOS D is typically assigned when the v/c ratio is high and either progression is ineffective, or the cycle length is long. There are many vehicle-stops and individual cycle failures are noticeable. LOS E is typically assigned when the v/c ratio is high, progression is very poor, the cycle length is long, and individual cycle failures are frequent. LOS F is typically assigned when the v/c ratio is very high, progression is very poor, the cycle length is long, and most cycles fail to clear the queue.

LOS D or better is generally considered acceptable. LOS E or F typically requires mitigation measures, such as adding lanes, adjusting signal timings, or implementing access management strategies.

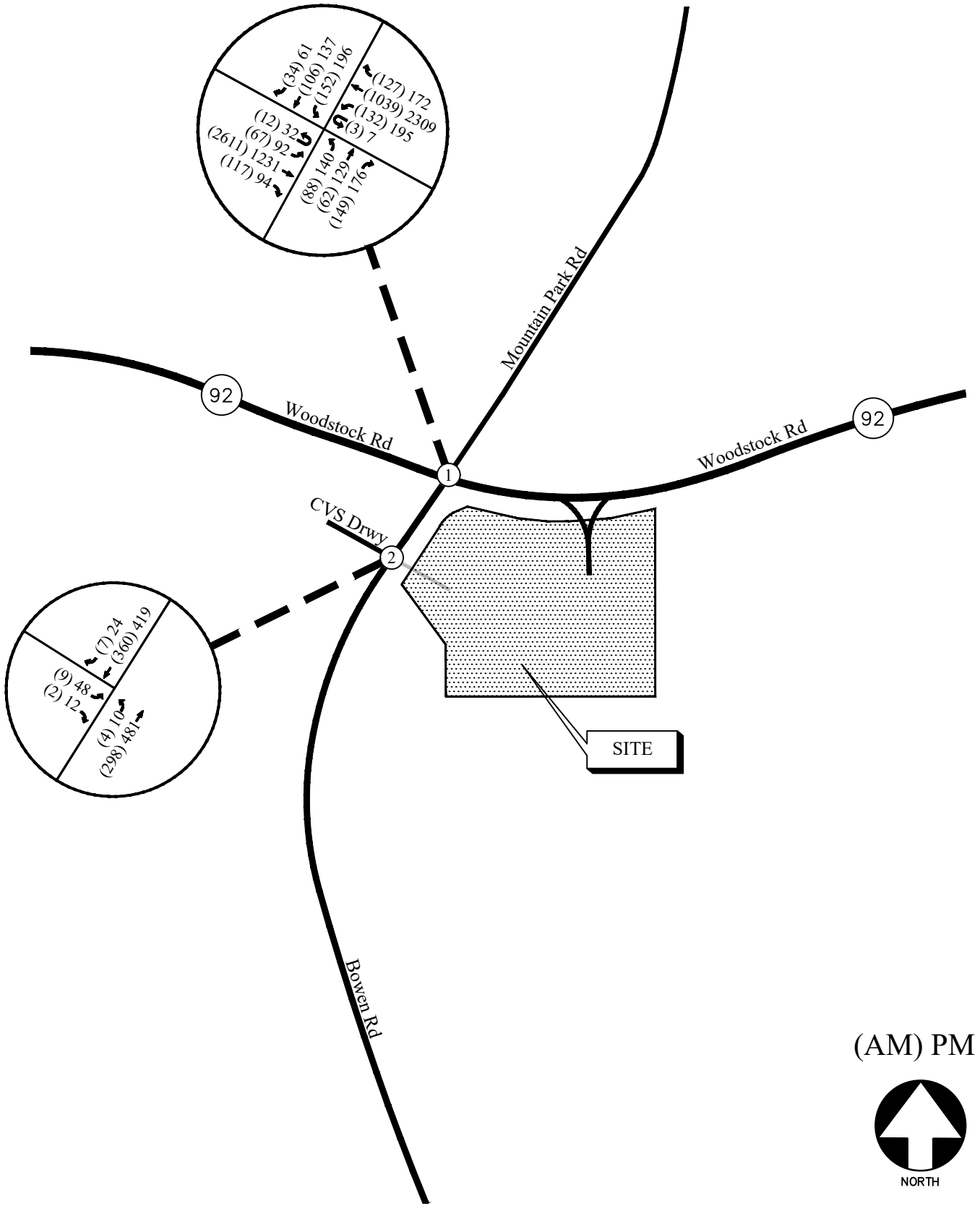
## 4.0 EXISTING 2025 TRAFFIC ANALYSIS

### 4.1 Existing Traffic Volumes

Existing traffic counts were obtained at the following study intersections:

1. SR 92 (Woodstock Road) at Bowen Road/Mountain Park Road
2. Bowen Road at CVS Pharmacy Driveway

Turning movement counts were collected on Tuesday, October 21, 2025. All turning movement counts were recorded during the AM and PM peak hours between 7:00 am to 9:00 am and 4:00 pm to 6:00 pm, respectively. The four consecutive 15-minute interval volumes that produced the highest volume at the intersections were then determined. These volumes make up the peak hour traffic volumes for the intersections counted and are shown in Figure 2. The existing traffic control and lane geometry for the intersections are shown in Figure 3.






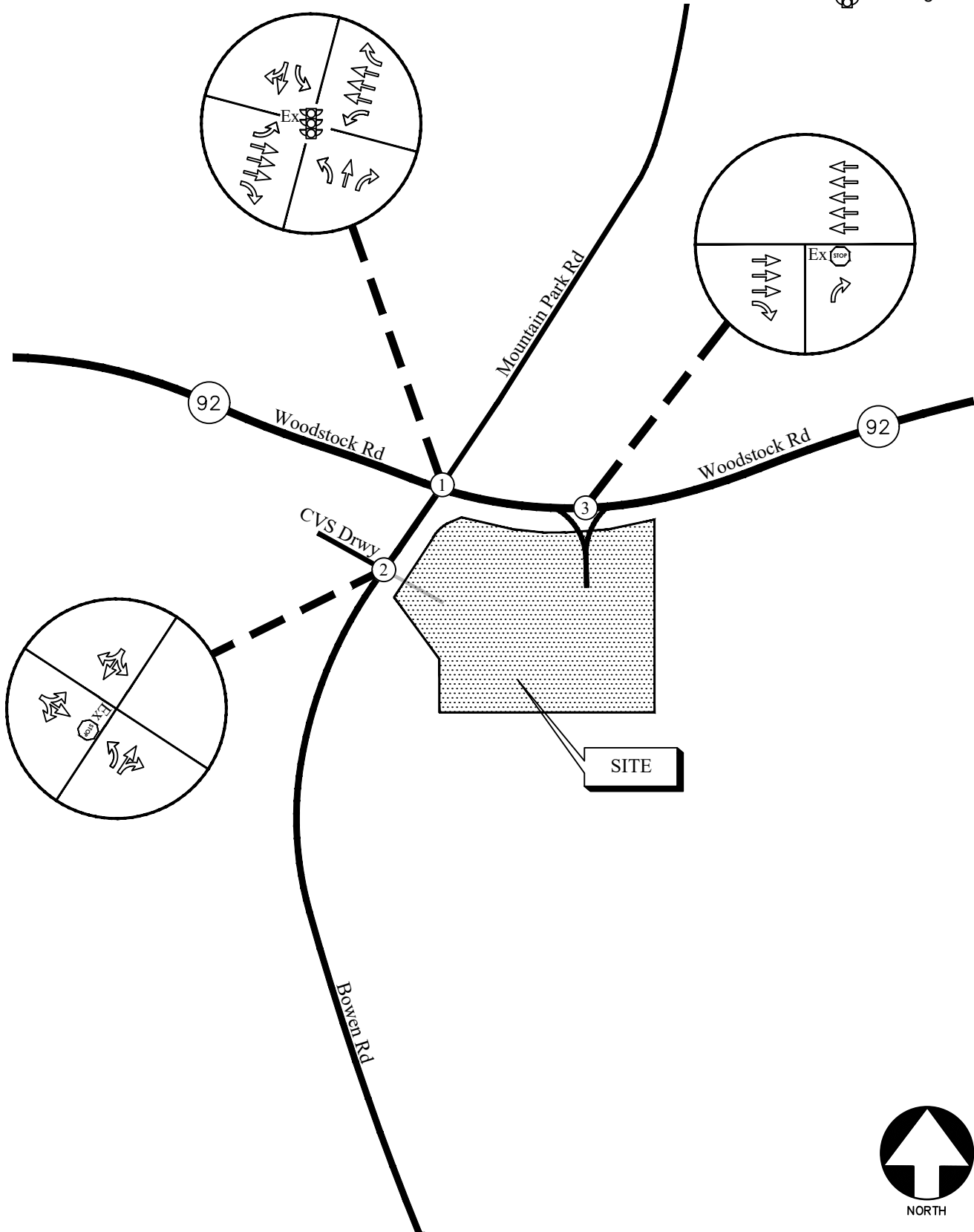
(AM) PM



EXISTING WEEKDAY PEAK-HOUR VOLUMES

FIGURE 2  
A&R Engineering Inc.

- Ex  Existing Sign
-  Existing Lane Geometry
- Ex  Existing Traffic Sign:



EXISTING TRAFFIC CONTROL AND LANE GEOMETRY

FIGURE 3

A&R Engineering Inc.

## 4.2 Existing Traffic Operations

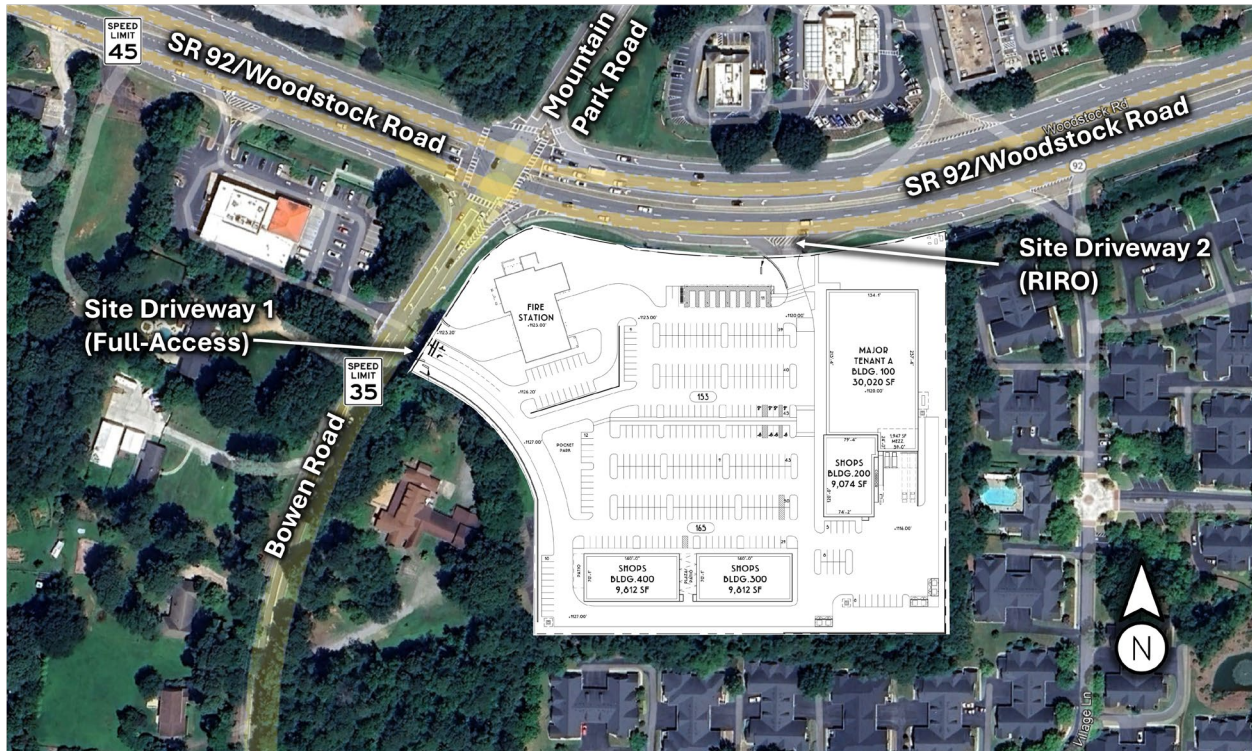
Existing 2025 traffic operations were analyzed at the study intersections in accordance with the HCM methodology. For the signalized intersection of SR 92 (Woodstock Road) at Bowen Road/Mountain Park Road, existing signal timings obtained from City of Roswell were used in the Synchro modeling. The results of the analysis are shown in Table 5.

Intersection		Traffic Control	LOS (Delay)	
			AM Peak Hour	PM Peak Hour
<b>1</b>	<b><u>SR 92 (Woodstock Road) @ Bowen Road/ Mountain Park Road</u></b>	Signalized	<b><u>D (37.2)</u></b>	<b><u>D (42.9)</u></b>
	-Eastbound Approach		C (32.6)	C (30.0)
	-Westbound Approach		C (26.7)	D (38.8)
	-Northbound Approach		F (91.5)	E (77.3)
	-Southbound Approach		F (94.2)	F (90.1)
<b>2</b>	<b><u>Bowen Road @ CVS Pharmacy Driveway</u></b>	Stop Controlled on EB Approach	B (13.7)	C (21.0)
	-Eastbound Approach		A (8.1)	A (8.4)
	-Northbound Left			

The results of the existing traffic operations analysis indicate that the signalized study intersection of SR 92 (Woodstock Road) at Bowen Road/Mountain Park Road is operating at an overall level of service “D” in both the AM and PM peak hours. The stop-controlled approaches at the unsignalized study intersection are operating at a level of service “C” or better in both the AM and PM peak hours.

## 5.0 PROPOSED DEVELOPMENT

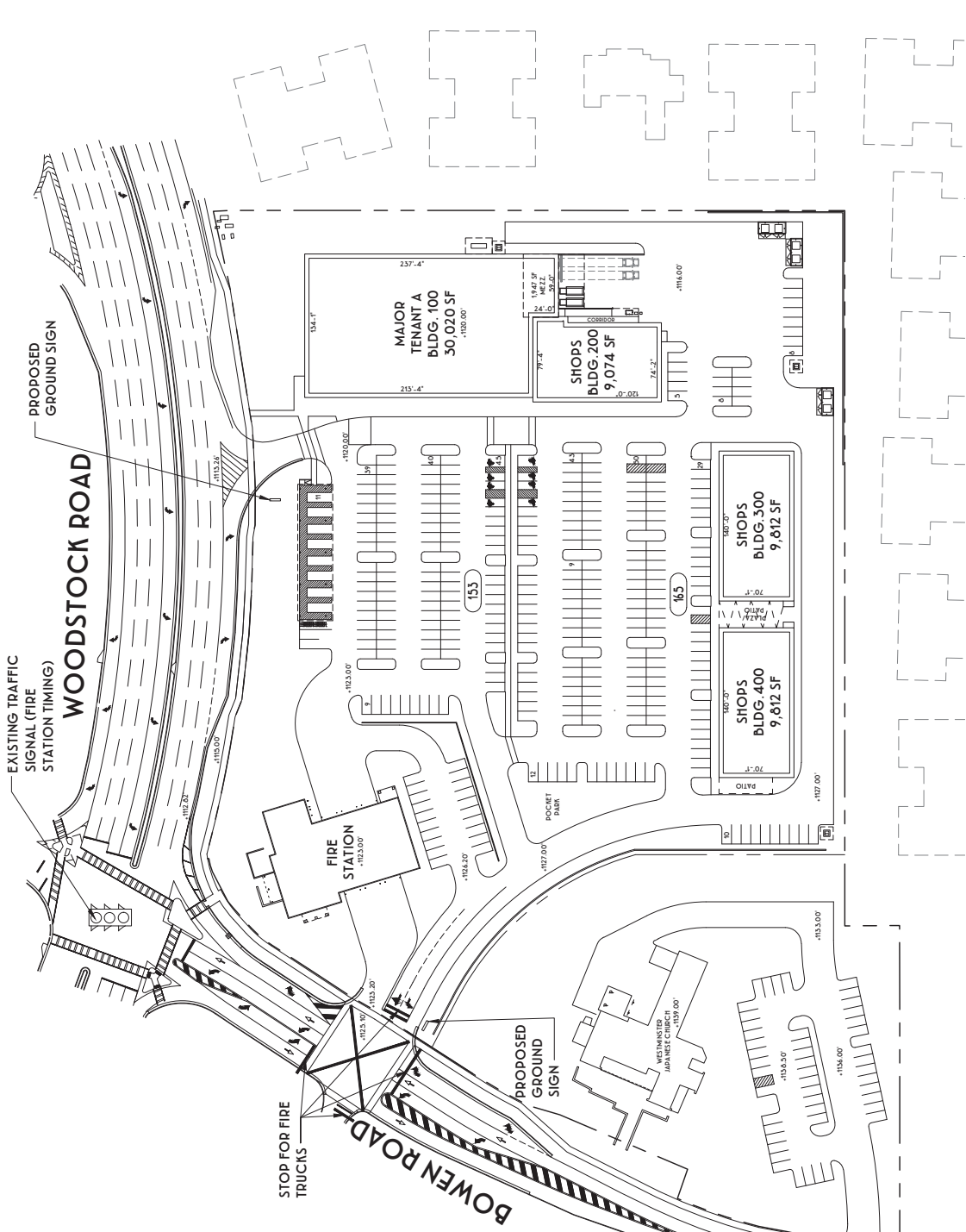
The proposed retail development will be located at the southeast corner of the intersection of SR 92 (Woodstock Road) and Bowen Road/Mountain Park Road in City of Roswell, Georgia. The proposed development will consist of a 58,718-sf shopping plaza and a fire station. Site access is proposed via one full-access driveway on Bowen Road, aligned with CVS Pharmacy Driveway and an existing Right-In/Right-Out driveway on SR 92 (Woodstock Road). The fire station will have a dedicated, unobstructed exiting lane that merges with the full-access site driveway onto Bowen Road.



A site plan is shown in Figure 4.

## PROJECT DATA OVERALL

RETAIL BUILDINGS	
MAJOR TENANT A	30,020 SF
SHOPS	28,698 SF
TOTAL PROJECT AREA	58,718 SF
RETAIL PARKING	
MAJOR A PARKING REQ'D (5.0/1,000 SF)	151 SPACES
SHOPS PARKING REQ'D (5.0/1,000 SF)	144 SPACES
TOTAL PARKING REQUIRED	295 SPACES
TOTAL PARKING PROVIDED	306 SPACES
PARKING RATIO PROVIDED	5.25 /1,000 SF



 <b>SJC VENTURES</b>	PROJECT	<b>BOWEN &amp; 92</b> ROSWELL, GA
	DRAWING	SP.34
	DATE	2025.10.09

1  
SP.34

**SITE PLAN**  
SCALE: 1" = 100'

0' 50' 100' 200'

N

FIGURE 4 - SITE PLAN

## 5.1 Trip Generation

Trip generation estimates for the project were based on the rates and equations published in the 12<sup>th</sup> edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. This reference contains traffic volume count data collected at similar facilities nationwide. The trip generation and pass-by trip percentages were based on the following ITE Land Use Category: 821 – *Shopping Plaza (40-150K) – Supermarket - Yes*. The calculated total trip generation volumes for the proposed development are shown in Table 6.

Land Use	Size	AM Peak Hour			PM Peak Hour			24-Hr
		Enter	Exit	Total	Enter	Exit	Total	2-way
<b>ITE 821 – Shopping Plaza (40-150k) -Supermarket-Yes</b>	58,718 sf	125	83	208	247	257	504	5,956
Pass-by Trips (0%) 40%		0	0	0	-99	-103	-202	-2,020
<b>Total Trips without Reductions</b>		<b>125</b>	<b>83</b>	<b>208</b>	<b>247</b>	<b>257</b>	<b>504</b>	<b>5,956</b>
<b>Total Trips with Reductions</b>		<b>125</b>	<b>83</b>	<b>208</b>	<b>148</b>	<b>154</b>	<b>302</b>	<b>3,936</b>

### 5.1.1 Adjustments and Reductions

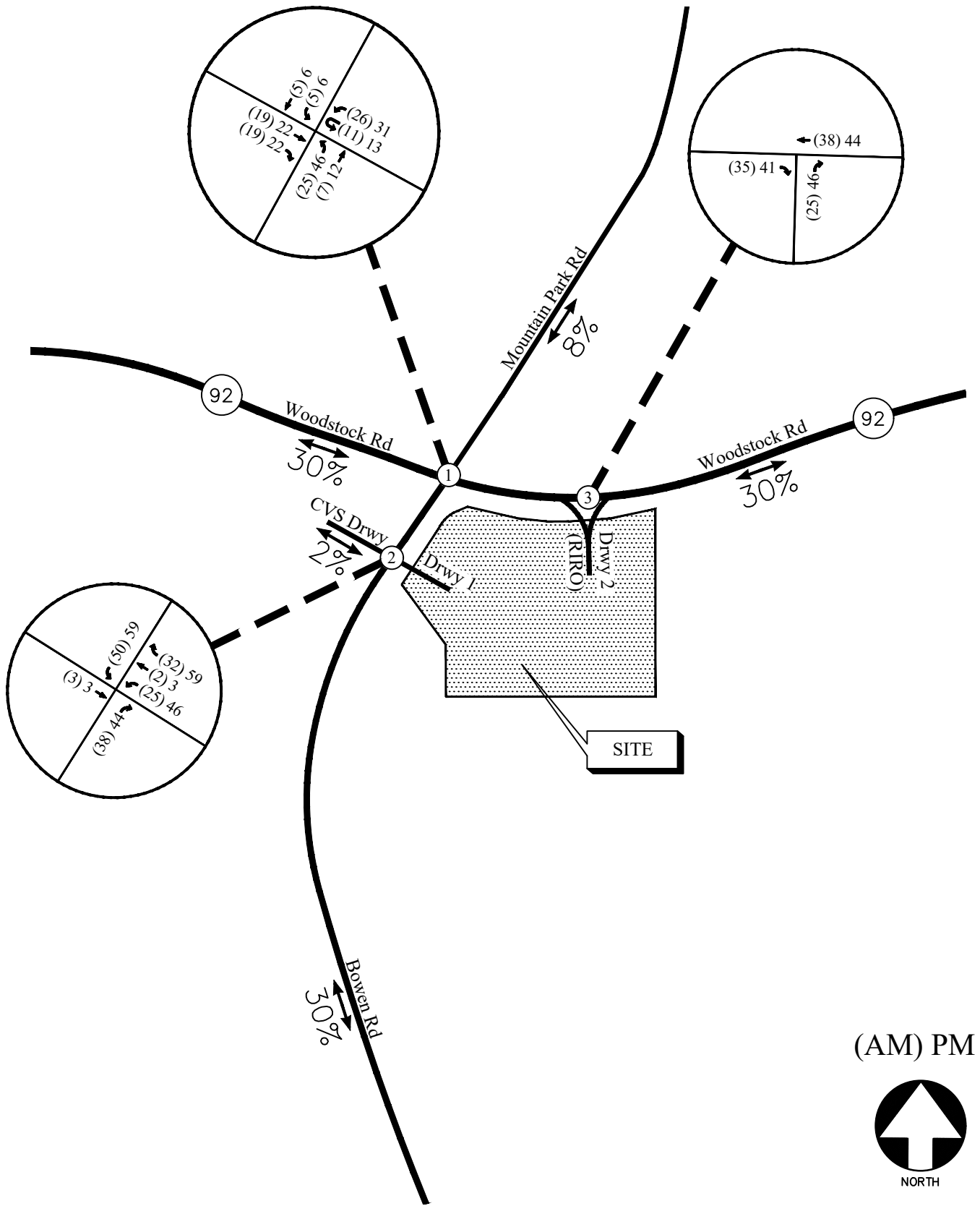
Pass-by trips were calculated based on the pass-by percentages published in the 12<sup>th</sup> edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. The pass-by percentages are presented in Table 6. These pass-by volumes have been distributed according to existing travel patterns, as shown in Figure 6A.

Diverted trips were also estimated based on existing travel patterns in the area, considering that the site has two driveways and that westbound vehicles on SR 92 (Woodstock Road) may turn onto Bowen Road to access the site. We have assumed that 51% of the pass-by trips as diverted trips, and 25.5% of those diverted trips will take a westbound left-turn onto Bowen Road and 25.5% will make a westbound U-Turn on SR 92 and enter the RIRO driveway. No diverted trips were assumed during the AM peak hour. The diverted trip assignments are shown in Figure 6B.

Since there are no transit services, no multi-modal transportation reductions were taken.

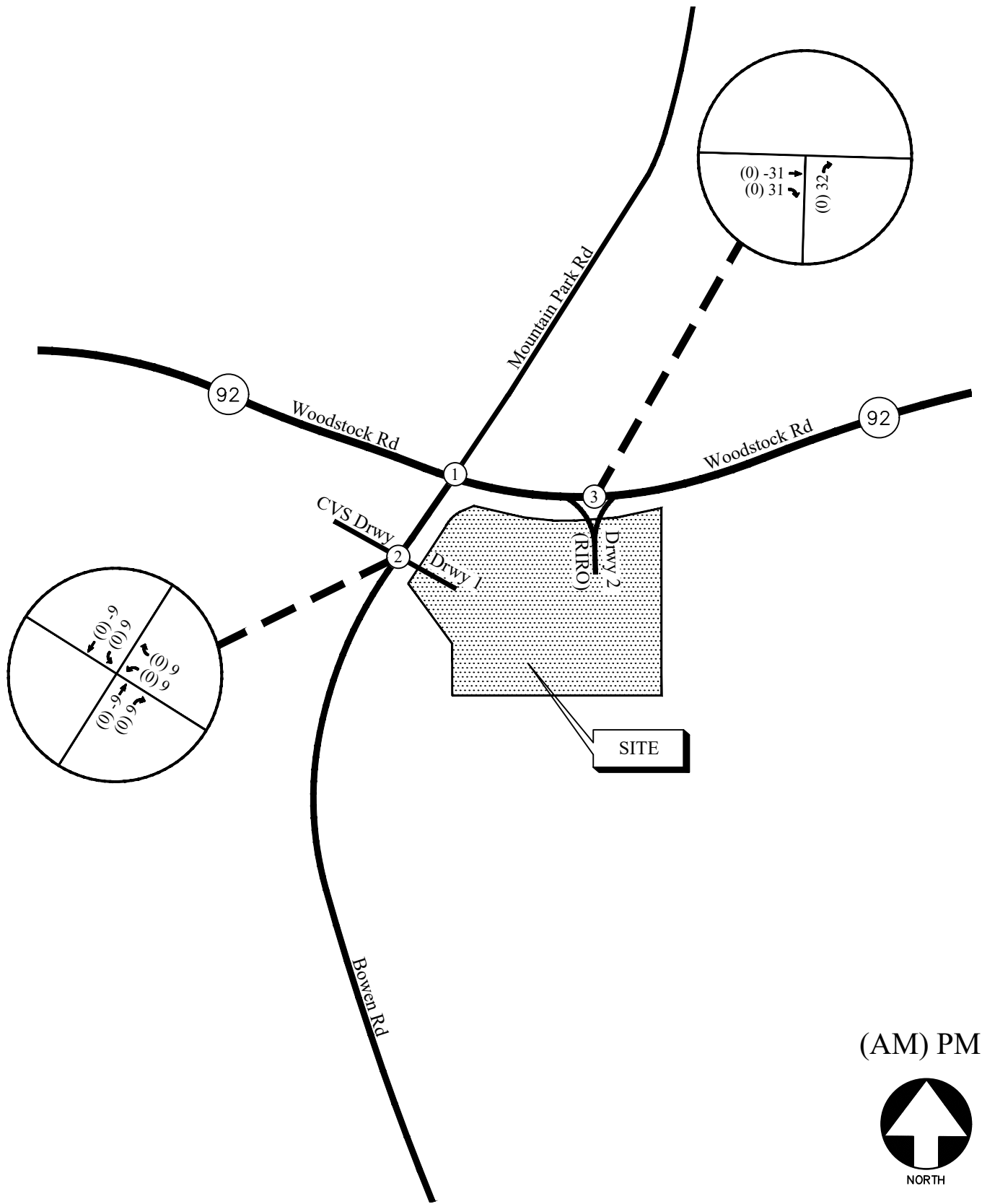
## 5.2 Trip Distribution

The trip distribution describes how traffic arrives and departs from the site. An overall trip distribution was developed for the site based on a review of the existing travel patterns in the area and the locations of major roadways and highways that will serve the development. The site-generated peak hour traffic volumes, shown in Table 6, were assigned to the study area intersection based on this distribution. The outer-leg distribution and AM and PM peak hour new traffic generated by the site are shown in Figure 5.



TRIP DISTRIBUTION AND NEW SITE-GENERATED WEEKDAY PEAK HOUR VOLUMES

FIGURE 5  
A&R Engineering Inc.



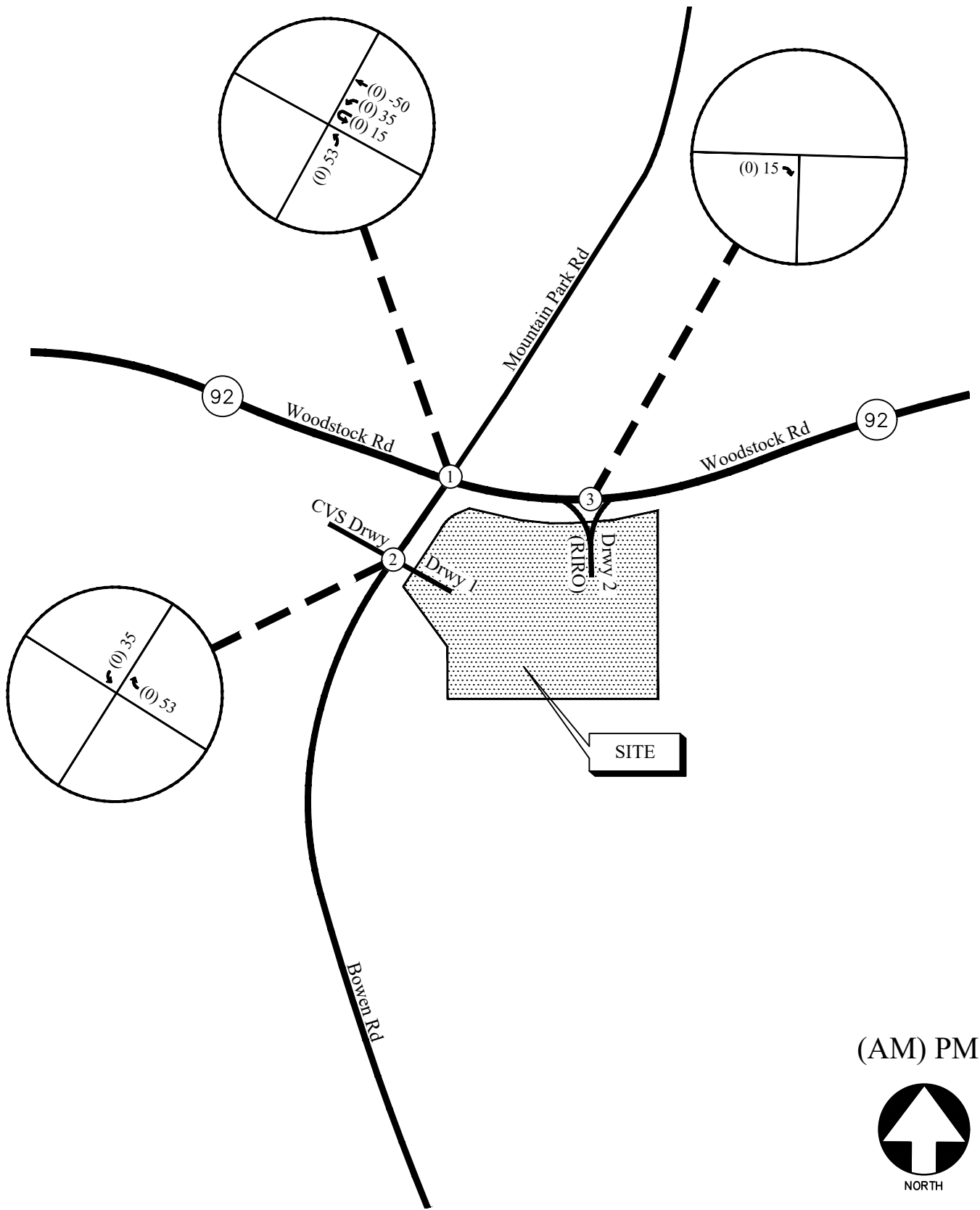
SITE PEAK HOUR PASS-BY VOLUMES

(AM) PM



FIGURE 6A

A&R Engineering Inc.



(AM) PM



DIVERTED TRIPS

FIGURE 6B  
A&R Engineering Inc.

## 6.0 FUTURE 2027 TRAFFIC ANALYSIS

The future 2027 traffic operations are analyzed for the “Build” and “No-Build” conditions.

### 6.1 Future “No-Build” Conditions

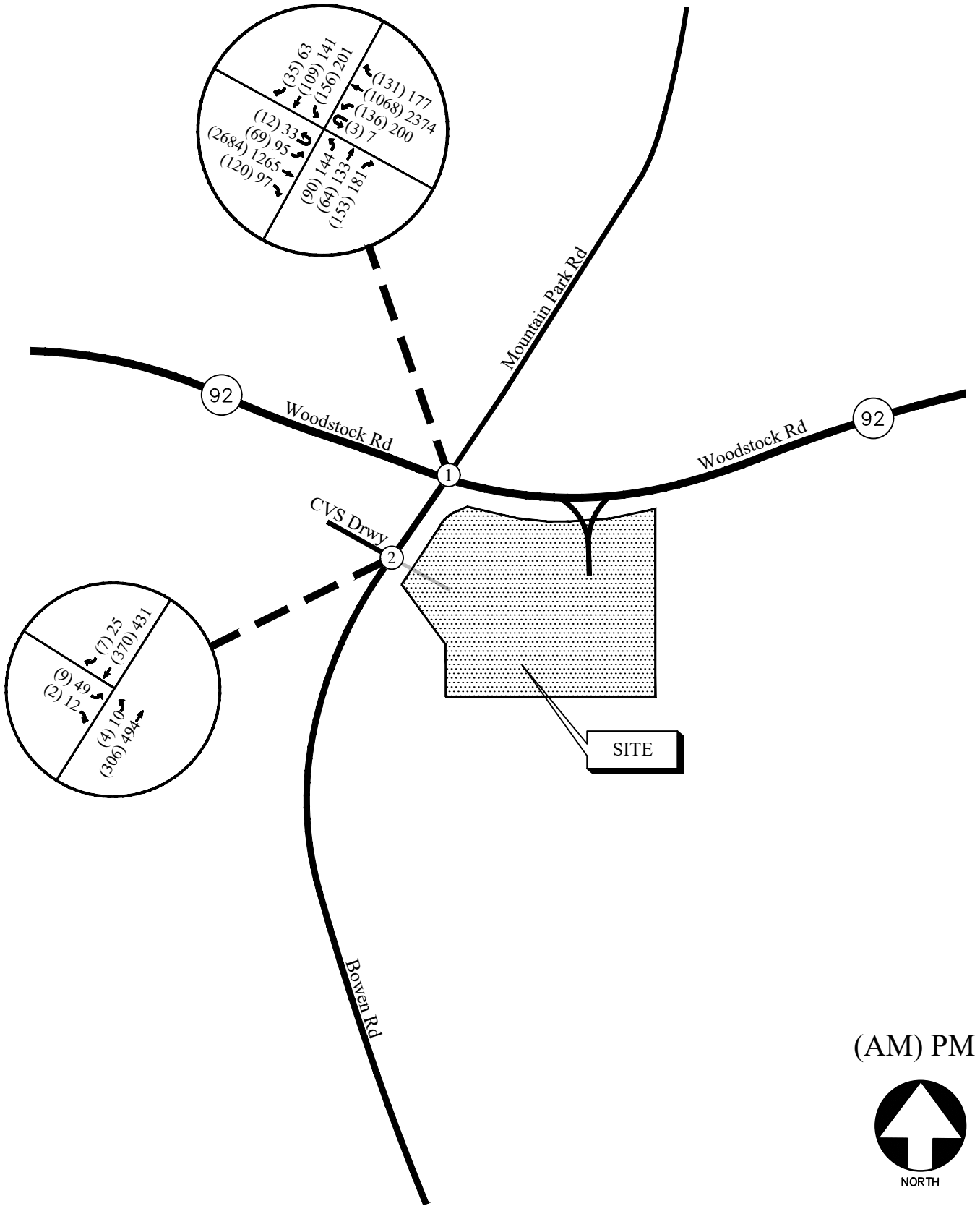
The “No-Build” (or background) conditions provide an assessment of how traffic will operate in the study horizon year without the study site being developed as proposed, with projected increases in traffic volumes due to normal annual growth. The future “No-Build” volumes consist of the existing traffic volumes (Figure 2) plus increases for annual growth of traffic.

#### 6.1.1 Annual Traffic Growth

To evaluate future traffic operations in this area, a projection of normal traffic growth was applied to the existing volumes. The Georgia Department of Transportation recorded average daily traffic volumes at several locations in the vicinity of the site. Reviewing the data over the last three years (2022 – 2024) revealed growth of approximately 1.4% in the area. This growth factor was applied to the existing traffic volumes between arterial and local roadways to estimate the future year traffic volumes prior to the addition of site-generated traffic. The resulting future “No-Build” volumes on the roadways are shown in Figure 7.

### 6.2 Future “Build” Conditions

The “Build” or development conditions include the estimated background traffic from the “No-Build” conditions plus the added traffic from the proposed development. To evaluate future traffic operations in this area, the additional traffic volumes from the site (Figure 5), pass-by volumes (Figure 6A) and diverted tips (Figure 6B) were added to base traffic volumes (Figure 7) to calculate the future traffic volumes after the construction of the development. These total future “Build” traffic volumes are shown in Figure 8.

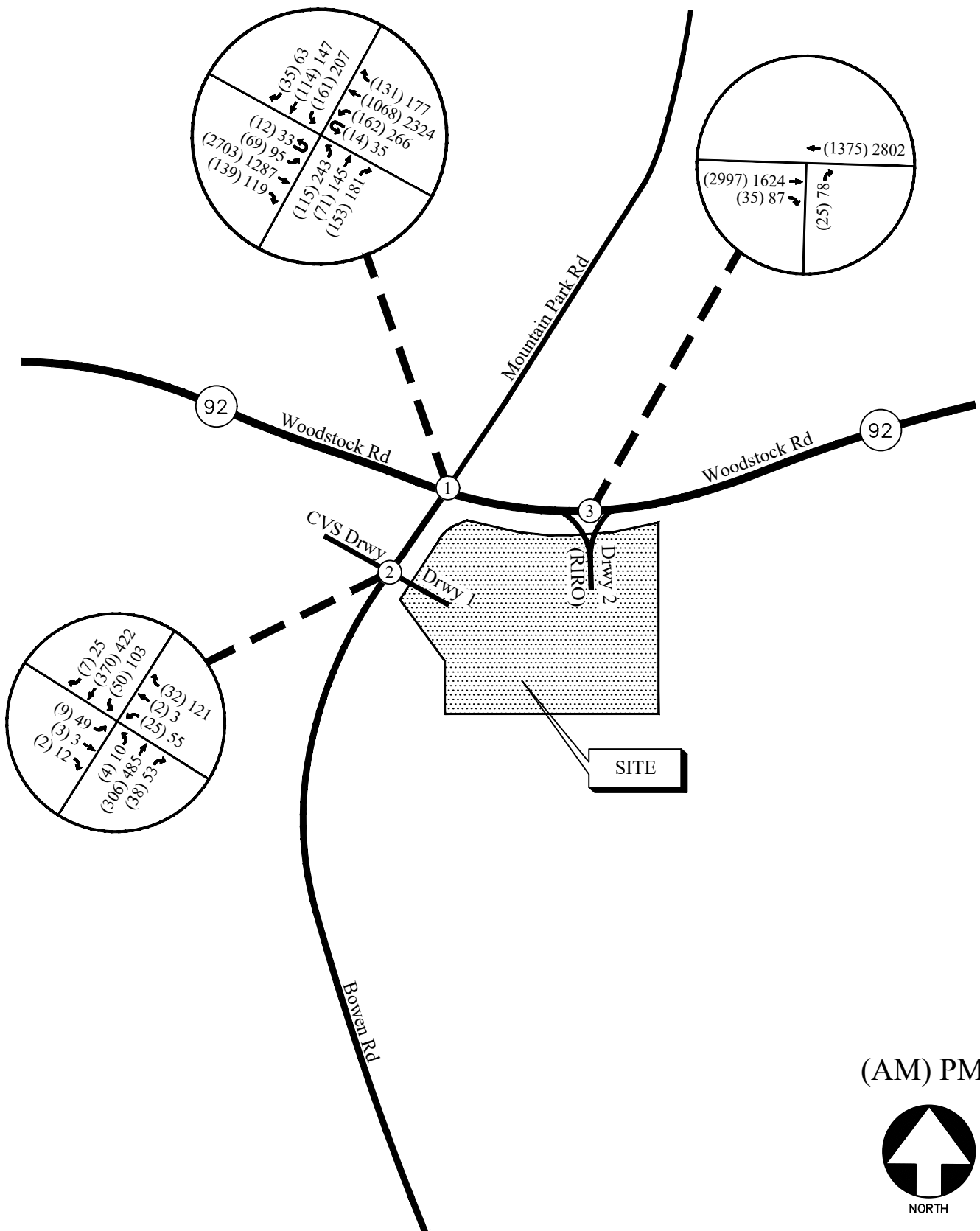


(AM) PM



FUTURE (NO-BUILD) WEEKDAY PEAK HOUR VOLUMES

FIGURE 7  
A&R Engineering Inc.



FUTURE (BUILD) WEEKDAY PEAK HOUR VOLUMES

(AM) PM



FIGURE 8  
A&R Engineering Inc.

### 6.3 Auxiliary Lane Analysis

The analyses for left turn and deceleration lanes for site driveway 1 per GDOT standards are based on the trip distribution included in Section 5.2. According to the trip estimated generation, the 24-hour two-way volume entering and exiting the site is 5,956 vehicles. The AADT on Bowen Road was assumed to be greater than 6,000 vehicles per day based on GDOT volumes on the surrounding roadway network.

#### 6.3.1 Left Turn Lane Analysis

For two-lane roadways with an AADT greater than 6,000 vehicles and a posted speed limit of 35 mph, the daily site-generated traffic left-turn movements threshold to warrant a left-turn lane is 200 left-turning vehicles per day. The projected left-turn volume per day at Site Driveway 1 is included in Table 7.

TABLE 7 - GDOT REQUIREMENTS FOR LEFT TURN LANES					
Intersection	Left turn traffic (% total entering)	Left Turn Volume (vehicles/day)	Roadway Speed/ # lanes / ADT	GDOT Threshold (vehicle/day)	Warrant met?
Bowen Road @ Site Driveway 1/ CVS Pharmacy Driveway	40% (southbound)	<b>1,191</b> (total trips) ÷ 2 × 0.40 = (5,956) ÷ 2 × 0.40 = 1,191	35 mph / 2-Lane / > 6,000	200	Yes

A left turn lane is warranted at the site driveway 1 on Bowen Road as per GDOT standards.

#### 6.3.2 Deceleration Turn Lane Analysis

For two-lane roadways with an AADT greater than 6,000 vehicles and a posted speed limit of 35 mph, the daily site-generated traffic right-turn movements threshold to warrant a deceleration lane is 100 right-turning vehicles per day. The projected right-turn volume per day at Site Driveway 1 is included in Table 8.

TABLE 8 - GDOT REQUIREMENTS FOR DECELERATION TURN LANES					
Intersection	Right turn traffic (% total entering)	Right Turn Volume (vehicles/day)	Roadway Speed/ # lanes / ADT	GDOT Threshold (vehicle/day)	Warrant met?
Bowen Road @ Site Driveway 1/ CVS Pharmacy Driveway	30% (northbound)	<b>893</b> (Total Trips) ÷ 2 × 0.3 = (5,956) ÷ 2 × 0.3 = 893	35 mph / 2-Lane / > 6,000	100	Yes

A deceleration lane is warranted at the site driveway 1 on Bowen Road as per GDOT standards.

Since an existing deceleration lane is already provided at Site Driveway 2, no deceleration lane analysis was conducted for the right-in/right-out driveway (Site Driveway 2) on SR 92 (Woodstock Road).

## 6.4 Future Build Traffic Operations

The future “No-Build” and “Build” traffic operations were analyzed using the volumes in Figure 7 and Figure 8, respectively. The results of the future traffic operations analysis are shown below in Table 9. Recommendations on traffic control and lane geometry are shown in Figure 9.

TABLE 9 – FUTURE INTERSECTION OPERATIONS					
Intersection		LOS (Delay)			
		NO-BUILD		BUILD	
		AM Peak	PM Peak	AM Peak	PM Peak
1	<b>SR 92 (Woodstock Road) @ Bowen Road/ Mountain Park Road</b>	<b>D (39.1)</b>	<b>D (44.9)</b>	<b>D (45.7)</b>	<b>E (66.8)</b>
	-Eastbound Approach	D (35.4)	C (31.5)	D (40.1)	C (31.6)
	-Westbound Approach	C (27.2)	D (41.3)	D (40.5)	E (64.7)
	-Northbound Approach	F (91.1)	E (78.1)	F (87.1)	F (177.9)
	-Southbound Approach	F (94.0)	F (91.4)	F (92.6)	F (95.2)
2	<b>Bowen Road @ Site Driveway 1/ CVS Pharmacy Driveway</b>				
	-Eastbound Approach	B (14.0)	C (21.9)	C (18.5)	F (69.8)
	-Westbound Approach	-	-	B (14.8)	D (26.4)
	-Northbound Left	A (8.1)	A (8.4)	A (8.1)	A (8.4)
	-Southbound Left	-	-	A (8.2)	A (9.1)
3	<b>SR 92 (Woodstock Road) @ Site Driveway 2 (RIRO)</b>				
	-Northbound Approach	-	-	F (74.6)	D (26.8)

The results of the future “No-Build” traffic operations analysis indicate that the signalized study intersection of SR 92 (Woodstock Road) at Bowen Road/Mountain Park Road will operate at an overall level of service “D” in both the AM and PM peak hours. The stop-controlled approaches at the unsignalized study intersection will operate at a level of service “C” or better in both the AM and PM peak hours.

The results of the future “Build” traffic operations analysis indicate that that the signalized study intersection of SR 92 (Woodstock Road) at Bowen Road/Mountain Park Road will operate at an overall level of service “D” in the AM peak hour and “E” in the PM peak hour. The stop-controlled approaches at both the unsignalized study intersections will operate at a level of service “D” or better in both the AM and PM peak hours, except for the eastbound approach of the intersection of Bowen Road at Site Driveway 1/ CVS Pharmacy Driveway, which will operate at a level of service “F” in PM peak hour and the northbound approach of the intersection of SR 92 (Woodstock Road) at Site Driveway 2 (RIRO), which will operate at a level of service “F” in AM peak hour. It is not unusual for stop-controlled side-streets along arterial roadways to have elevated delays during peak periods as delays caused by side-streets wait times to turn left onto the main line.

## 6.5 Operational Analysis

### 6.5.1 Recommended Roadway and Intersection Improvements

The following access configuration is recommended for the site driveway intersections.

- Site Driveway (1): Full access driveway on Bowen Road
  - One entering and two exiting lanes (one shared through/right and one left turn lane) and a dedicated unobstructed full access exiting lane for fire station as shown on the site plan
  - Stop-sign controlled on the driveway approach with Bowen Road remaining free flow
  - A left turn lane and a deceleration lane on Bowen Road for entering traffic
  
- Site Driveway (2): Right-In/Right-Out driveway on SR 92 (Woodstock Road)
  - One entering and one exiting lane (Right-In/Right-Out) as per existing conditions
  - One deceleration lane for entering traffic, consistent with existing conditions

No off-site roadway improvements are recommended.

### 6.5.2 Signal Warrant Evaluations

As the intersection of SR 92 (Woodstock Road) and Bowen Road/Mountain Park Road is already signalized, no signal warrant evaluation will be conducted at this location.

For the intersection of Bowen Road at the CVS driveway, located approximately 220 ft from the signalized intersection, and the SR 92 (Woodstock Road) at the existing RIRO driveway for Big John's Christmas Trees Shop, located approximately 380 ft from the signalized intersection, both are spaced less than 1,000 ft from the signalized intersection. Therefore, no signal warrant evaluations will be conducted for these two intersections.

### 6.5.3 Crash Mitigation Recommendations

Based on the crash history presented in Section 2.4, only two crashes occurred at the intersection of Bowen Road and the CVS driveway over the past three years (2023–2025), and no crashes were reported at the intersection of SR 92 (Woodstock Road) at the existing RIRO driveway over the past five years (2021–2025). Therefore, no crash mitigation recommendations are required at these locations.

At the intersection of SR 92 (Woodstock Road) and Bowen Road/Mountain Park Road, 80 crashes were reported over the past four years (2022–2025). As an urban principal arterial with high traffic volumes and high speed limit, most of these crashes were rear-end collisions at the signalized intersection, which is considered normal for such conditions. Accordingly, no additional crash mitigation measures are considered necessary.

#### **6.5.4 Pedestrian Circulation and Access**

Leita Thompson Memorial Park is located at the northwest corner of the intersection of SR 92 (Woodstock Road) and Bowen Road/Mountain Park Road. A major shopping center, including Target and Chick-fil-A, is located north of SR 92, and a CVS is located west of Bowen Road. A sidewalk will be provided along the site frontage on Bowen Road that connects to the sidewalks and crosswalks connecting to the park and the shopping center.

#### **6.5.5 Vehicle Circulation and Access**

Since the development does not include facilities with notable internal staging, such as schools or daycares with drop-off operations, no vehicle circulation or access plan recommendations on-site traffic flow is required.

## 6.6 Safety Analysis

This section identifies existing and potential safety concerns related to the proposed development and documents the evaluation methods, key findings (where available), and recommended mitigations, if any.

### 6.6.1 Sight Distance Evaluations

Sight distance profiles have been prepared by Kimley Horn and are attached in the Appendix. Based on field observations, adequate sight distance is available for vehicles looking to the right as well. Table 10A shows required and provided sight distances at the site driveway (full-access) intersection on Bowen Road.

<b>Table 10A – Sight Distances: Required vs Provided – 35 mph (Full Access)</b>		
Approach	Required	Provided
Case B1: Left turn from the minor road (full access driveway) – Sight Distance Looking Right	437.3'	440'
Case B2: Right turn from the minor road (full access driveway) – Sight Distance Looking Left	334.4'	335'
Case B3: Crossing the major road (Bowen Road) from a minor road (full access driveway)	385.9	390'
Case F: Left turn from the major road (Bowen Road)	308.7'	310'

Table 10B shows required and provided sight distances at the site driveway (RIRO) intersection on SR 92.

<b>Table 10 B – Sight Distances: Required vs Provided – 45 mph (RIRO)</b>		
Approach	Required	Provided
Case B2: Right turn from the minor road (RIRO driveway) – Sight Distance Looking Left	496.1'	500'

Based on the sight distance evaluation, adequate sight distance will be provided at both site driveways. Sight distance measurements are based on fixed objects in accordance with accepted engineering practice and are not evaluated based on the presence of queued or moving vehicles.

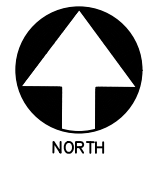
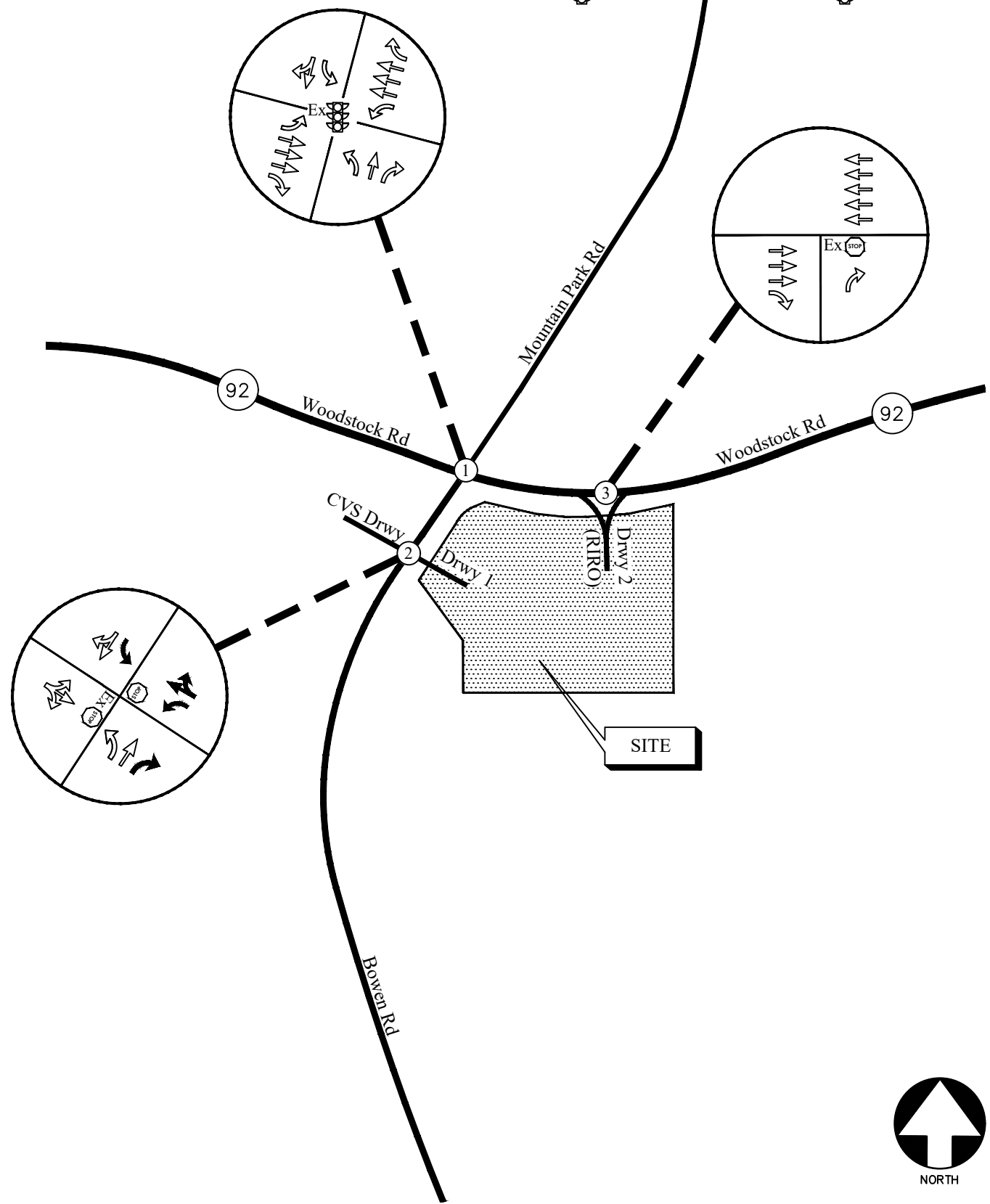
Although queued northbound traffic may temporarily obstruct the westbound approach's view of southbound traffic, westbound vehicles making left-turn movements will wait until the northbound green phase clears the queued vehicles. This operational condition may result in additional delay; however, such delays are typical at unsignalized approaches and do not constitute a safety concern.

In addition, the proposed coordinated emergency flashing signal at the site driveway, in coordination with the traffic signal at SR 92 and Bowen Road, will facilitate westbound left-turn movements and assist in clearing northbound queues at SR 92. This coordination is expected to improve overall traffic operations and visibility at the site access.

LEGEND

- Ex Existing Signed Approach
- Existing Lane Geometry
- Ex Existing Traffic Signal
- Proposed Signed Approach
- Proposed Lane Geometry
- Proposed Traffic Signal

2.i



FUTURE TRAFFIC CONTROL AND LANE GEOMETRY

FIGURE 9  
A&R Engineering Inc.

Attachment: ZMCC-0126-000001\_1340 Woodstock Road\_Traffic Impact Study 011526 (2026-2 : Modification of Zoning Conditions - Bowen & 92,

## 7.0 CONCLUSIONS AND RECOMMENDATIONS

Traffic impacts were evaluated for the proposed retail development that will be located at the southeast corner of the intersection of SR 92 (Woodstock Road) and Bowen Road/Mountain Park Road in City of Roswell, Georgia. The proposed development will consist of a 58,718-sf shopping plaza and a fire station. Site access is proposed via one full-access driveway on Bowen Road, aligned with CVS Pharmacy Driveway and an existing Right-In/Right-Out driveway on SR 92 (Woodstock Road). The fire station will have a dedicated, unobstructed exiting lane that merges with the full-access site driveway onto Bowen Road.

The AM and PM peak hours have been analyzed in this study. This study includes the evaluation of traffic operations at the intersections of:

1. SR 92 (Woodstock Road) at Bowen Road/Mountain Park Road
2. Bowen Road at Proposed Site Driveway 1/CVS Pharmacy Driveway
3. SR 92 (Woodstock Road) at Existing Site Driveway 2 (RIRO)

The analysis included the evaluation of future operations under “No-Build” and “Build” conditions, with the differences between “No-Build” and “Build” accounting for the increase in traffic due to the proposed development.

The results of the future “No-Build” traffic operations analysis indicate that the signalized study intersection of SR 92 (Woodstock Road) at Bowen Road/Mountain Park Road will operate at an overall level of service “D” in both the AM and PM peak hours. The stop-controlled approaches at the unsignalized study intersection will operate at a level of service “C” or better in both the AM and PM peak hours.

The results of the future “Build” traffic operations analysis indicate that that the signalized study intersection of SR 92 (Woodstock Road) at Bowen Road/Mountain Park Road will operate at an overall level of service “D” in the AM peak hour and “E” in the PM peak hour. The stop-controlled approaches at both the unsignalized study intersections will operate at a level of service “D” or better in both the AM and PM peak hours, except for the eastbound approach of the intersection of Bowen Road at Site Driveway 1/CVS Pharmacy Driveway, which will operate at a level of service “F” in PM peak hour and the northbound approach of the intersection of SR 92 (Woodstock Road) at Site Driveway 2 (RIRO), which will operate at a level of service “F” in AM peak hour. It is not unusual for stop-controlled side-streets along arterial roadways to have elevated delays during peak periods as delays caused by side-streets wait times to turn left onto the main line.

## Appendix

Existing Intersection Traffic Counts .....  
Linear Regression of Daily Traffic.....  
Existing Intersection Analysis.....  
Future “No-Build” Intersection Analysis .....  
Future “Build” Intersection Analysis.....  
Crash Diagrams .....  
Sight Distance Profiles.....  
Traffic Volume Worksheets .....

# EXISTING INTERSECTION TRAFFIC COUNTS

# A & R Engineering, Inc.

2160 Kingston Court Suite 'O'  
Marietta, GA 30067

TMC Data  
SR 92 (Woodstock Road) @ Bowen Road-  
Mountain Park Road  
7-9 am | 4-6 pm

File Name : 20250367  
Site Code : 20250367  
Start Date : 10-21-2025  
Page No : 1

Groups Printed- Cars, Buses & Trucks

Start Time	Bowen Rd Northbound				Mountain Park Rd Southbound				SR 92 (Woodstock Road) Eastbound					SR 92 (Woodstock Road) Westbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
07:00 AM	1	25	27	53	40	10	5	55	16	750	19	3	788	14	209	22	2	247	1143
07:15 AM	10	35	57	102	67	48	5	120	11	690	24	0	725	13	186	57	1	257	1204
07:30 AM	14	8	66	88	76	34	8	118	10	686	21	1	718	25	189	26	1	241	1165
07:45 AM	31	13	43	87	66	19	8	93	12	654	25	2	693	27	236	37	0	300	1173
Total	56	81	193	330	249	111	26	386	49	2780	89	6	2924	79	820	142	4	1045	4685
08:00 AM	16	12	33	61	24	20	11	55	15	631	29	2	677	35	284	37	0	356	1149
08:15 AM	12	19	39	70	34	37	8	79	23	592	38	4	657	33	277	36	1	347	1153
08:30 AM	29	18	34	81	28	30	7	65	17	734	25	4	780	37	242	17	2	298	1224
08:45 AM	11	22	53	86	31	26	6	63	10	677	28	7	722	22	208	26	3	259	1130
Total	68	71	159	298	117	113	32	262	65	2634	120	17	2836	127	1011	116	6	1260	4656
*** BREAK ***																			
04:00 PM	34	28	35	97	60	27	27	114	27	285	23	12	347	29	535	32	3	599	1157
04:15 PM	41	41	36	118	46	30	13	89	24	302	27	11	364	38	561	37	3	639	1210
04:30 PM	29	29	49	107	55	32	7	94	22	328	21	5	376	46	625	48	2	721	1298
04:45 PM	37	24	34	95	47	34	21	102	22	280	26	7	335	49	567	37	1	654	1186
Total	141	122	154	417	208	123	68	399	95	1195	97	35	1422	162	2288	154	9	2613	4851
05:00 PM	33	35	57	125	48	41	20	109	24	321	20	9	374	62	556	50	1	669	1277
05:15 PM	45	38	37	120	32	30	20	82	28	326	24	4	382	41	493	50	1	585	1169
05:30 PM	42	23	56	121	44	23	26	93	27	307	22	10	366	41	493	47	1	582	1162
05:45 PM	30	26	59	115	28	24	12	64	23	264	24	8	319	67	459	43	1	570	1068
Total	150	122	209	481	152	118	78	348	102	1218	90	31	1441	211	2001	190	4	2406	4676
Grand Total	415	396	715	1526	726	465	204	1395	311	7827	396	89	8623	579	6120	602	23	7324	18868
Apprch %	27.2	26	46.9		52	33.3	14.6		3.6	90.8	4.6	1		7.9	83.6	8.2	0.3		
Total %	2.2	2.1	3.8	8.1	3.8	2.5	1.1	7.4	1.6	41.5	2.1	0.5	45.7	3.1	32.4	3.2	0.1	38.8	

Attachment: ZMCC-0126-000001\_1340 Woodstock Road\_Traffic Impact Study 011526 (2026-2 : Modification of Zoning Conditions - Bowen & 92, 1340

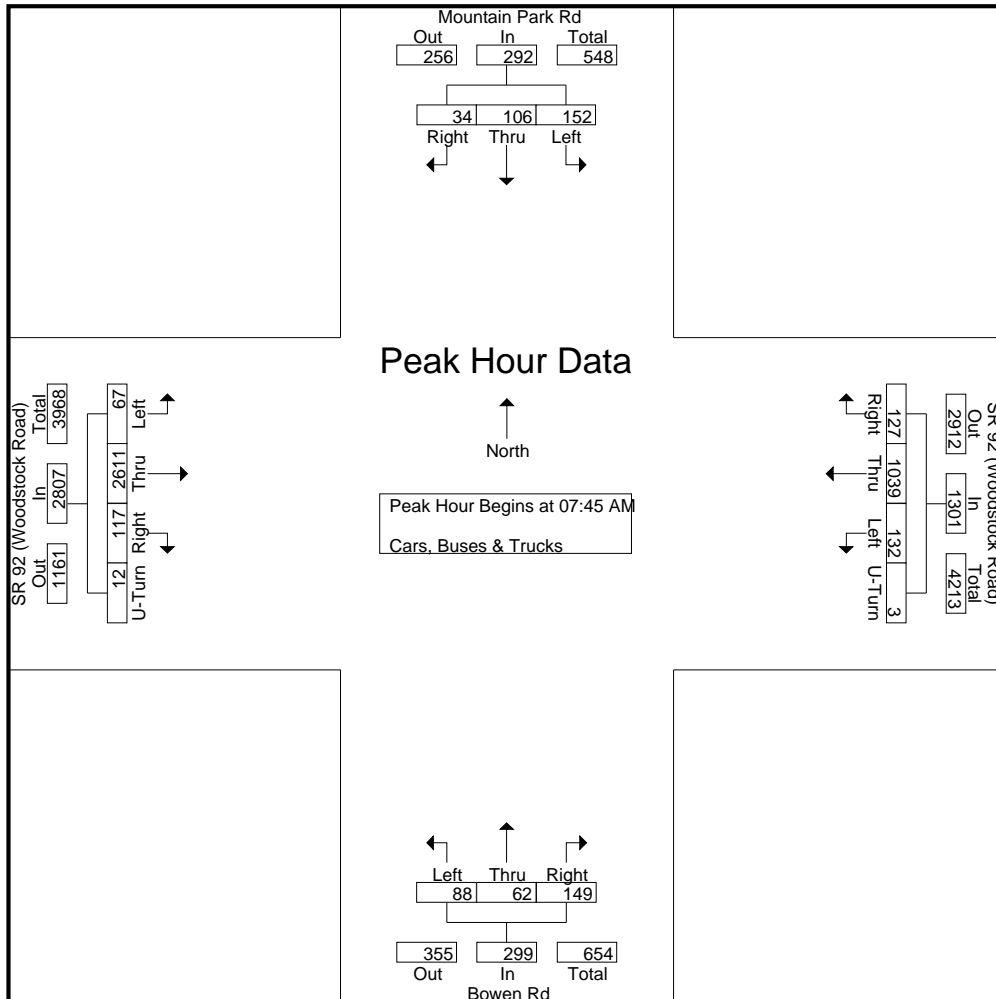
# A & R Engineering, Inc.

2160 Kingston Court Suite 'O'  
Marietta, GA 30067

TMC Data  
 SR 92 (Woodstock Road) @ Bowen Road-  
 Mountain Park Road  
 7-9 am | 4-6 pm

File Name : 20250367  
 Site Code : 20250367  
 Start Date : 10-21-2025  
 Page No : 2

Start Time	Bowen Rd Northbound				Mountain Park Rd Southbound				SR 92 (Woodstock Road) Eastbound					SR 92 (Woodstock Road) Westbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 07:45 AM																			
07:45 AM	31	13	43	87	66	19	8	93	12	654	25	2	693	27	236	37	0	300	1173
08:00 AM	16	12	33	61	24	20	11	55	15	631	29	2	677	35	284	37	0	356	1149
08:15 AM	12	19	39	70	34	37	8	79	23	592	38	4	657	33	277	36	1	347	1153
08:30 AM	29	18	34	81	28	30	7	65	17	734	25	4	780	37	242	17	2	298	1224
Total Volume	88	62	149	299	152	106	34	292	67	2611	117	12	2807	132	1039	127	3	1301	4699
% App. Total	29.4	20.7	49.8		52.1	36.3	11.6		2.4	93	4.2	0.4		10.1	79.9	9.8	0.2		
PHF	.710	.816	.866	.859	.576	.716	.773	.785	.728	.889	.770	.750	.900	.892	.915	.858	.375	.914	.960



Attachment: ZMCC-01126-000001\_1340 Woodstock Road\_Traffic Impact Study 011526 (2026-2 : Modification of Zoning Conditions - Bowen & 92, 1340

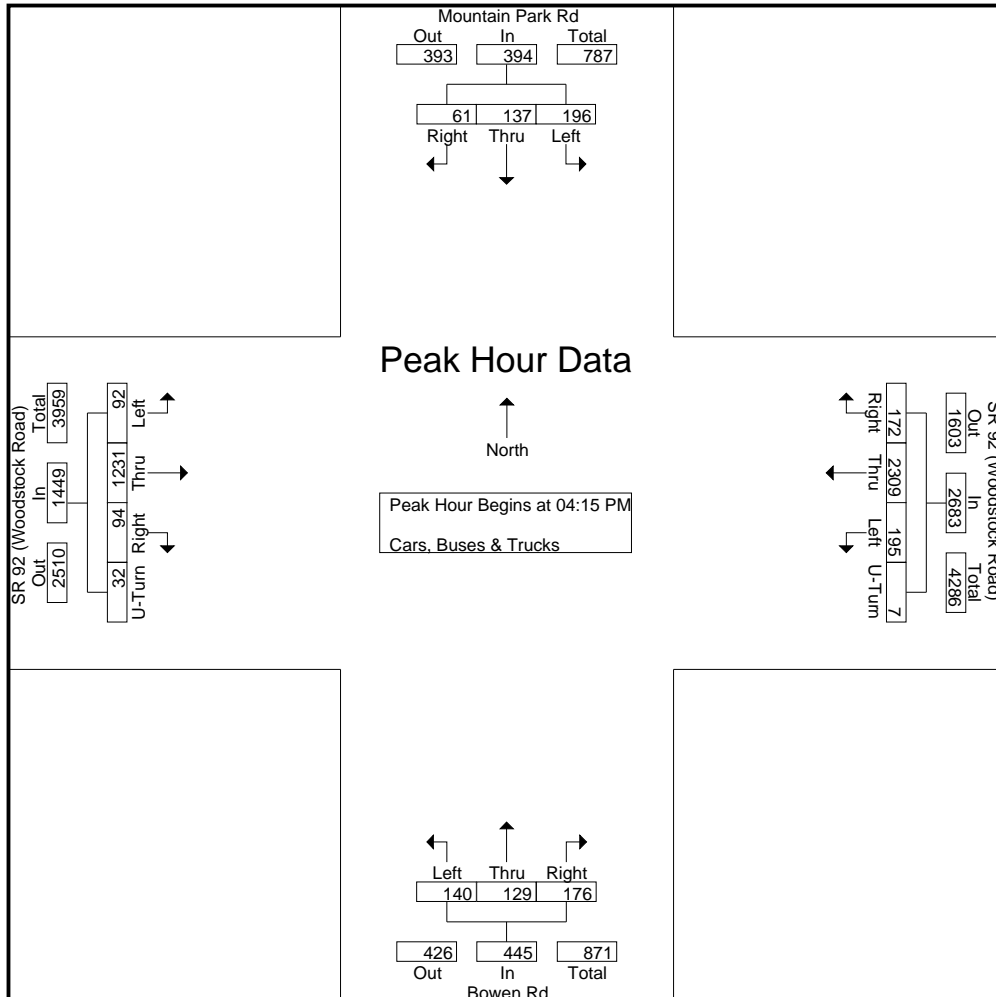
# A & R Engineering, Inc.

2160 Kingston Court Suite 'O'  
Marietta, GA 30067

TMC Data  
SR 92 (Woodstock Road) @ Bowen Road-  
Mountain Park Road  
7-9 am | 4-6 pm

File Name : 20250367  
Site Code : 20250367  
Start Date : 10-21-2025  
Page No : 3

Start Time	Bowen Rd Northbound				Mountain Park Rd Southbound				SR 92 (Woodstock Road) Eastbound					SR 92 (Woodstock Road) Westbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 04:15 PM																			
04:15 PM	41	41	36	118	46	30	13	89	24	302	27	11	364	38	561	37	3	639	1210
04:30 PM	29	29	49	107	55	32	7	94	22	328	21	5	376	46	625	48	2	721	1298
04:45 PM	37	24	34	95	47	34	21	102	22	280	26	7	335	49	567	37	1	654	1186
05:00 PM	33	35	57	125	48	41	20	109	24	321	20	9	374	62	556	50	1	669	1277
Total Volume	140	129	176	445	196	137	61	394	92	1231	94	32	1449	195	2309	172	7	2683	4971
% App. Total	31.5	29	39.6		49.7	34.8	15.5		6.3	85	6.5	2.2		7.3	86.1	6.4	0.3		
PHF	.854	.787	.772	.890	.891	.835	.726	.904	.958	.938	.870	.727	.963	.786	.924	.860	.583	.930	.957



# A & R Engineering, Inc.

2160 Kingston Court Suite 'O'  
 Marietta, GA 30067

TMC Data  
 Bowen Road @ CVS Entrance-  
 Westminster Japanese Church Drwy  
 7-9 am | 4-6 pm

File Name : 20250368  
 Site Code : 20250368  
 Start Date : 10-21-2025  
 Page No : 1

Groups Printed- Cars, Buses & Trucks

Start Time	Bowen Rd Northbound				Bowen Rd Southbound				CVS Entrance Eastbound				Westminster Japanese Church Drwy Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	53	0	53	0	43	0	43	1	0	0	1	0	0	0	0	97
07:15 AM	0	102	0	102	0	85	0	85	0	0	0	0	0	0	0	0	187
07:30 AM	0	88	0	88	0	80	1	81	0	0	0	0	0	0	0	0	169
07:45 AM	1	87	0	88	0	71	0	71	1	0	1	2	0	0	1	1	162
Total	1	330	0	331	0	279	1	280	2	0	1	3	0	0	1	1	615
08:00 AM	0	61	0	61	0	84	0	84	2	0	0	2	0	0	0	0	147
08:15 AM	1	70	0	71	0	108	1	109	2	0	1	3	0	0	0	0	183
08:30 AM	1	81	0	82	0	92	3	95	3	0	0	3	0	0	0	0	180
08:45 AM	2	86	0	88	0	76	3	79	2	0	1	3	0	0	0	0	170
Total	4	298	0	302	0	360	7	367	9	0	2	11	0	0	0	0	680
*** BREAK ***																	
04:00 PM	2	97	0	99	0	79	7	86	14	0	4	18	0	0	0	0	203
04:15 PM	3	118	0	121	0	95	5	100	4	0	0	4	0	0	0	0	225
04:30 PM	3	107	0	110	0	99	9	108	9	0	7	16	0	0	0	0	234
04:45 PM	1	95	0	96	0	109	11	120	8	0	6	14	0	0	0	0	230
Total	9	417	0	426	0	382	32	414	35	0	17	52	0	0	0	0	892
05:00 PM	4	125	0	129	0	123	5	128	11	0	4	15	0	0	0	0	272
05:15 PM	3	120	0	123	0	95	3	98	12	0	2	14	0	0	0	0	235
05:30 PM	3	121	0	124	0	86	6	92	13	0	4	17	0	0	0	0	233
05:45 PM	0	115	0	115	0	115	10	125	12	0	2	14	0	0	0	0	254
Total	10	481	0	491	0	419	24	443	48	0	12	60	0	0	0	0	994
Grand Total	24	1526	0	1550	0	1440	64	1504	94	0	32	126	0	0	1	1	3181
Apprch %	1.5	98.5	0		0	95.7	4.3		74.6	0	25.4		0	0	100		
Total %	0.8	48	0	48.7	0	45.3	2	47.3	3	0	1	4	0	0	0	0	

Attachment: ZMCC-0126-000001\_1340 Woodstock Road\_Traffic Impact Study 011526 (2026-2 : Modification of Zoning Conditions - Bowen & 92, 1340

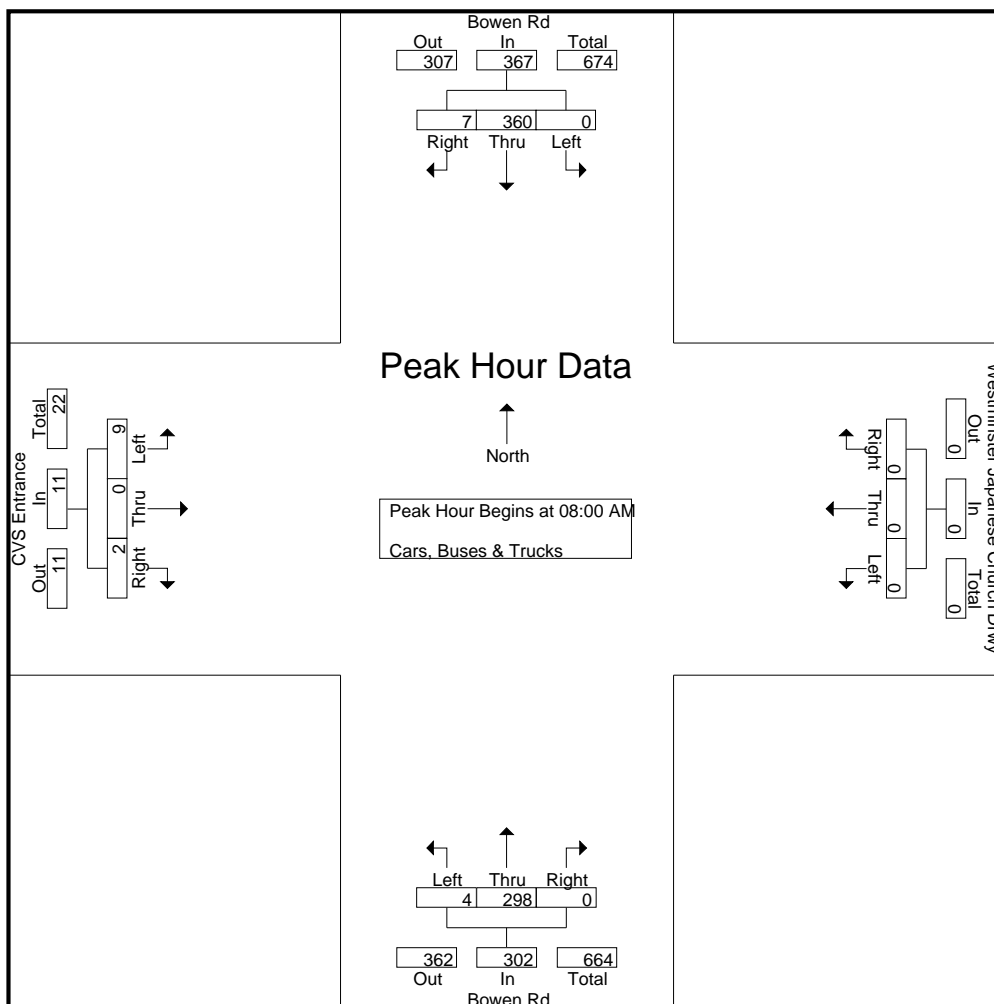
# A & R Engineering, Inc.

2160 Kingston Court Suite 'O'  
Marietta, GA 30067

TMC Data  
Bowen Road @ CVS Entrance-  
Westminster Japanese Church Drwy  
7-9 am | 4-6 pm

File Name : 20250368  
Site Code : 20250368  
Start Date : 10-21-2025  
Page No : 2

Start Time	Bowen Rd Northbound				Bowen Rd Southbound				CVS Entrance Eastbound				Westminster Japanese Church Drwy Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	61	0	61	0	84	0	84	2	0	0	2	0	0	0	0	147
08:15 AM	1	70	0	71	0	108	1	109	2	0	1	3	0	0	0	0	183
08:30 AM	1	81	0	82	0	92	3	95	3	0	0	3	0	0	0	0	180
08:45 AM	2	86	0	88	0	76	3	79	2	0	1	3	0	0	0	0	170
Total Volume	4	298	0	302	0	360	7	367	9	0	2	11	0	0	0	0	680
% App. Total	1.3	98.7	0		0	98.1	1.9		81.8	0	18.2		0	0	0		
PHF	.500	.866	.000	.858	.000	.833	.583	.842	.750	.000	.500	.917	.000	.000	.000	.000	.929



Attachment: ZMCC-0126-000001\_1340 Woodstock Road\_Traffic Impact Study 011526 (2026-2 : Modification of Zoning Conditions - Bowen & 92, 1340

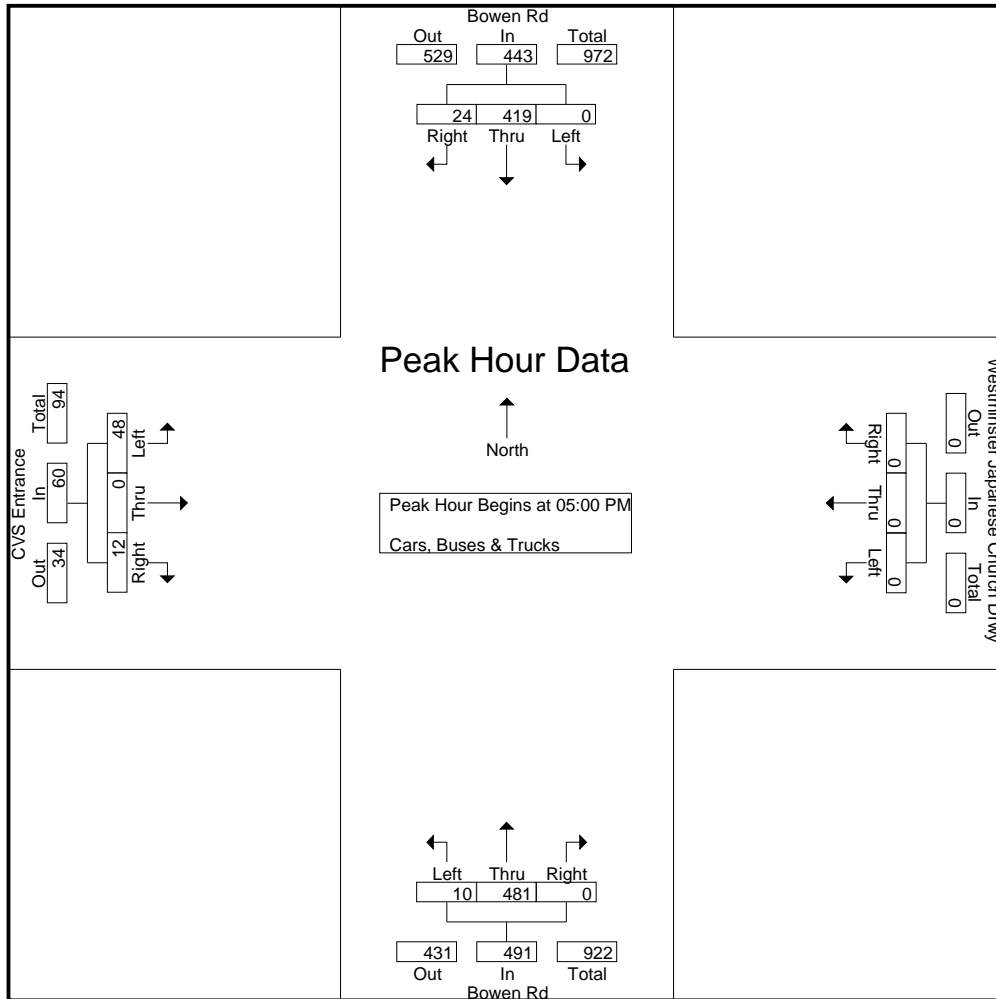
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Westminster Japanese Church Drwy  
7-9 am | 4-6 pm

File Name : 20250368  
Site Code : 20250368  
Start Date : 10-21-2025  
Page No : 3

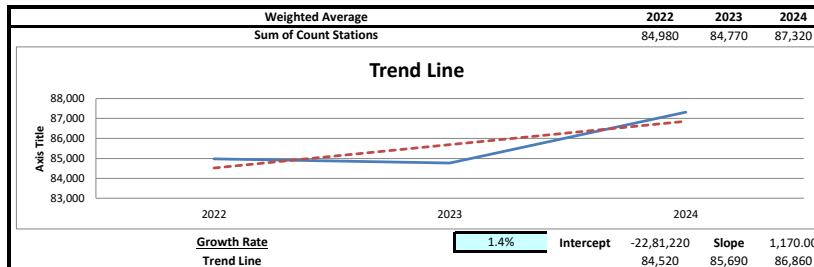
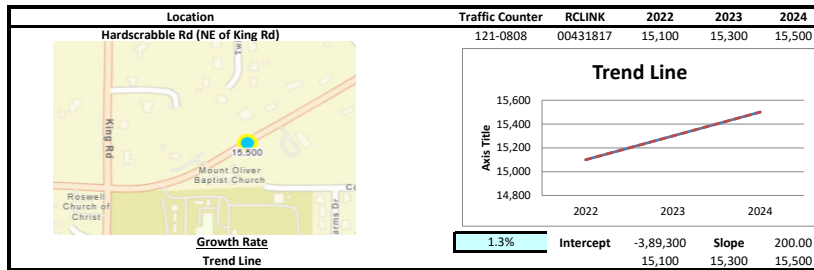
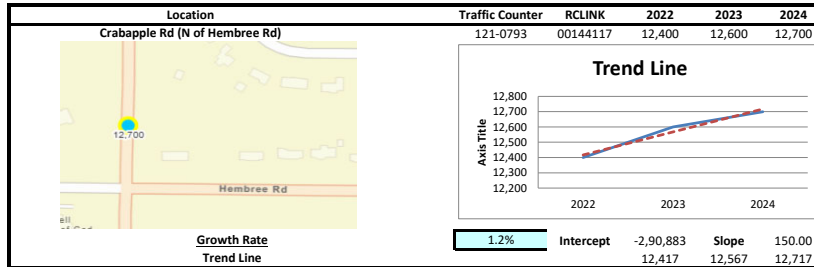
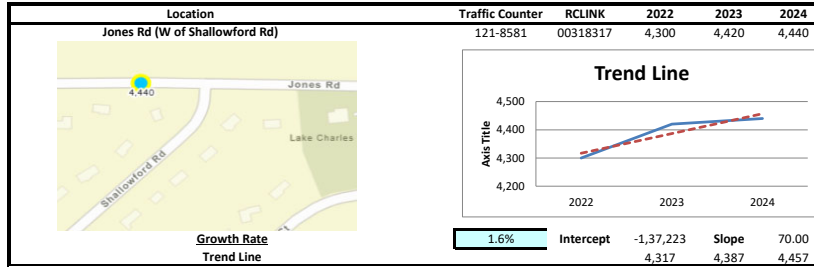
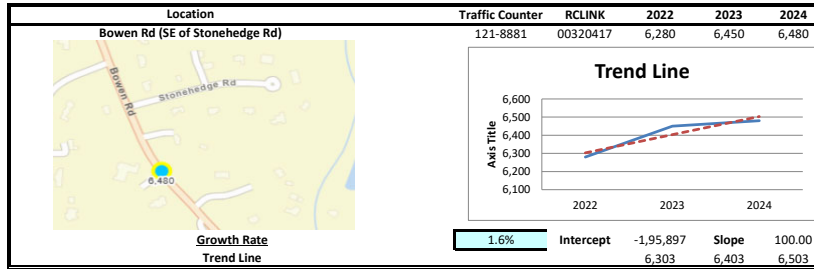
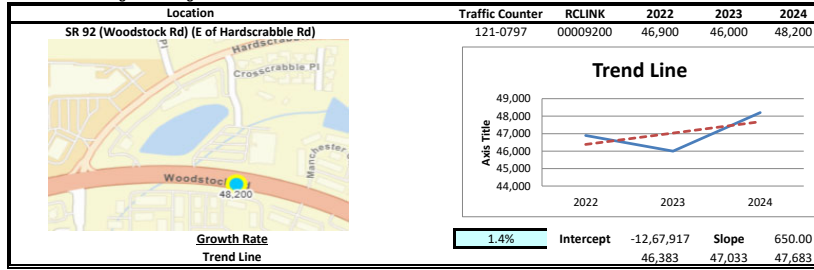
Start Time	Bowen Rd Northbound				Bowen Rd Southbound				CVS Entrance Eastbound				Westminster Japanese Church Drwy Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	4	125	0	129	0	123	5	128	11	0	4	15	0	0	0	0	272
05:15 PM	3	120	0	123	0	95	3	98	12	0	2	14	0	0	0	0	235
05:30 PM	3	121	0	124	0	86	6	92	13	0	4	17	0	0	0	0	233
05:45 PM	0	115	0	115	0	115	10	125	12	0	2	14	0	0	0	0	254
Total Volume	10	481	0	491	0	419	24	443	48	0	12	60	0	0	0	0	994
% App. Total	2	98	0		0	94.6	5.4		80	0	20		0	0	0		
PHF	.625	.962	.000	.952	.000	.852	.600	.865	.923	.000	.750	.882	.000	.000	.000	.000	.914



Attachment: ZMCC-01126-000001\_1340 Woodstock Road\_Traffic Impact Study 011526 (2026-2 : Modification of Zoning Conditions - Bowen & 92, 1340

# LINEAR REGRESSION OF DAILY TRAFFIC

Location	Growth Rate	R Squared	Station ID	Route	2022	2023	2024
SR 92 (Woodstock Rd) (E of Hardscrabble Rd)	1.4%	0.35	121-0797	00009200	46,900	46,000	48,200
Bowen Rd (SE of Stonehedge Rd)	1.6%	0.86	121-8881	00320417	6,280	6,450	6,480
Jones Rd (W of Shallowford Rd)	1.6%	0.85	121-8581	00318317	4,300	4,420	4,440
Crabapple Rd (N of Hembree Rd)	1.2%	0.96	121-0793	00144117	12,400	12,600	12,700
Hardscrabble Rd (NE of King Rd)	1.3%	1.00	121-0808	00431817	15,100	15,300	15,500
<b>Weighted Average</b>	<b>1.4%</b>	<b>0.68</b>	<b>Sum of Count Stations =</b>		<b>84,980</b>	<b>84,770</b>	<b>87,320</b>



# EXISTING INTERSECTION ANALYSIS

Timings

1a.Existing 2025 AM

1: Browen Rd/Mountain Park Rd & SR 92 (Woodstock Rd)

01/15/2026

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	79	2611	117	135	1039	127	88	62	149	152	106
Future Volume (vph)	79	2611	117	135	1039	127	88	62	149	152	106
Turn Type	pm+pt	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6		5	2		7	4		3	8
Permitted Phases	6		6			2	4		4	8	
Detector Phase	1	6	6	5	2	2	7	4	4	3	8
Switch Phase											
Minimum Initial (s)	6.0	12.0	12.0	6.0	12.0	12.0	6.0	10.0	10.0	6.0	8.0
Minimum Split (s)	15.0	32.5	32.5	15.0	32.5	32.5	15.0	44.9	44.9	15.0	42.5
Total Split (s)	25.0	100.0	100.0	25.0	100.0	100.0	30.0	45.0	45.0	30.0	45.0
Total Split (%)	12.5%	50.0%	50.0%	12.5%	50.0%	50.0%	15.0%	22.5%	22.5%	15.0%	22.5%
Yellow Time (s)	4.1	4.6	4.6	3.6	4.6	4.6	3.9	4.4	4.4	4.1	4.4
All-Red Time (s)	3.0	2.5	2.5	3.0	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.1	7.1	7.1	6.6	7.1	7.1	6.4	6.9	6.9	6.6	6.9
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None
Act Effct Green (s)	122.9	114.5	114.5	22.5	128.1	128.1	30.2	15.6	15.6	42.1	21.9
Actuated g/C Ratio	0.61	0.57	0.57	0.11	0.64	0.64	0.15	0.08	0.08	0.21	0.11
v/c Ratio	0.24	0.93	0.13	0.71	0.33	0.12	0.44	0.45	0.58	0.56	0.72
Control Delay (s/veh)	12.7	46.4	6.9	104.5	17.7	2.7	70.2	96.5	19.2	74.3	100.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.7	46.4	6.9	104.5	17.7	2.7	70.2	96.5	19.2	74.3	100.7
LOS	B	D	A	F	B	A	E	F	B	E	F
Approach Delay (s/veh)		43.8			25.2			50.4			87.0
Approach LOS		D			C			D			F

Intersection Summary	
Cycle Length: 200	
Actuated Cycle Length: 200	
Offset: 45 (23%), Referenced to phase 2:WBT and 6:EBTL, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay (s/veh): 41.7	Intersection LOS: D
Intersection Capacity Utilization 97.3%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 1: Browen Rd/Mountain Park Rd & SR 92 (Woodstock Rd)



A&R Engineering, Inc.

Synchro 12 Light Report

25-201 Proposed Commercial Development SR 92 and Bowen Road, Roswell, GA - TIS Page 1

HCM 7th Signalized Intersection Summary  
 1: Browen Rd/Mountain Park Rd & SR 92 (Woodstock Rd)

1a.Existing 2025 AM  
 01/15/2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	2611	117	135	1039	127	88	62	149	152	106	34
Future Volume (veh/h)	79	2611	117	135	1039	127	88	62	149	152	106	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	82	2720	0	141	1082	0	92	65	0	158	110	35
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	400	3192		158	3480		156	108		233	126	40
Arrive On Green	0.03	0.63	0.00	0.09	0.68	0.00	0.06	0.06	0.00	0.09	0.09	0.09
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	1870	1585	1781	1360	433
Grp Volume(v), veh/h	82	2720	0	141	1082	0	92	65	0	158	0	145
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	1870	1585	1781	0	1792
Q Serve(g_s), s	3.3	85.4	0.0	15.7	17.1	0.0	9.6	6.8	0.0	16.3	0.0	16.0
Cycle Q Clear(g_c), s	3.3	85.4	0.0	15.7	17.1	0.0	9.6	6.8	0.0	16.3	0.0	16.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.24
Lane Grp Cap(c), veh/h	400	3192		158	3480		156	108		233	0	167
V/C Ratio(X)	0.21	0.85		0.90	0.31		0.59	0.60		0.68	0.00	0.87
Avail Cap(c_a), veh/h	506	3192		164	3480		263	356		276	0	341
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.6	30.1	0.0	90.2	12.9	0.0	82.6	91.9	0.0	77.6	0.0	89.5
Incr Delay (d2), s/veh	0.3	3.1	0.0	40.8	0.2	0.0	3.5	7.4	0.0	5.2	0.0	17.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	34.4	0.0	9.0	6.6	0.0	4.6	3.5	0.0	7.9	0.0	8.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.8	33.2	0.0	131.1	13.1	0.0	86.0	99.3	0.0	82.8	0.0	106.7
LnGrp LOS	B	C		F	B		F	F		F		F
Approach Vol, veh/h		2802			1223			157				303
Approach Delay, s/veh		32.6			26.7			91.5				94.2
Approach LOS		C			C			F				F
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	143.4	25.1	18.5	24.3	132.1	18.1	25.5				
Change Period (Y+Rc), s	7.1	7.1	6.6	6.9	6.6	7.1	6.4	6.9				
Max Green Setting (Gmax), s	17.9	92.9	23.4	38.1	18.4	92.9	23.6	38.1				
Max Q Clear Time (g_c+I1), s	5.3	19.1	18.3	8.8	17.7	87.4	11.6	18.0				
Green Ext Time (p_c), s	0.1	19.9	0.1	0.3	0.0	5.4	0.1	0.6				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			37.2									
HCM 7th LOS			D									
<b>Notes</b>												
User approved pedestrian interval to be less than phase max green.												
Unsignalized Delay for [NBR, EBR, WBR] is excluded from calculations of the approach delay and intersection delay.												

Attachment: ZMCC-0126-000001\_1340 Woodstock Road\_Traffic Impact Study 011526 (2026-2 : Modification of Zoning Conditions - Bowen & 92,

HCM 7th TWSC  
2: Browen Rd & CVS Drwy

1a.Existing 2025 AM  
01/15/2026

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑	↑	
Traffic Vol, veh/h	9	2	4	298	360	7
Future Vol, veh/h	9	2	4	298	360	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	110	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	2	4	320	387	8

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	720	391	395	0	-	0
Stage 1	391	-	-	-	-	-
Stage 2	329	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	395	658	1164	-	-	-
Stage 1	684	-	-	-	-	-
Stage 2	729	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	393	658	1164	-	-	-
Mov Cap-2 Maneuver	393	-	-	-	-	-
Stage 1	681	-	-	-	-	-
Stage 2	729	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	13.73	0.11	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1164	-	424	-	-
HCM Lane V/C Ratio	0.004	-	0.028	-	-
HCM Ctrl Dly (s/v)	8.1	-	13.7	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Timings

1b.Existing 2025 PM

1: Browen Rd/Mountain Park Rd & SR 92 (Woodstock Rd)

01/15/2026

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	124	1231	94	202	2309	172	140	129	176	196	137
Future Volume (vph)	124	1231	94	202	2309	172	140	129	176	196	137
Turn Type	pm+pt	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6		5	2		7	4		3	8
Permitted Phases	6		6			2	4		4	8	
Detector Phase	1	6	6	5	2	2	7	4	4	3	8
Switch Phase											
Minimum Initial (s)	6.0	12.0	12.0	6.0	12.0	12.0	6.0	10.0	10.0	6.0	8.0
Minimum Split (s)	15.0	32.5	32.5	15.0	32.5	32.5	15.0	44.9	44.9	15.0	42.5
Total Split (s)	23.0	87.0	87.0	28.0	92.0	92.0	20.0	45.0	45.0	20.0	45.0
Total Split (%)	12.8%	48.3%	48.3%	15.6%	51.1%	51.1%	11.1%	25.0%	25.0%	11.1%	25.0%
Yellow Time (s)	4.1	4.6	4.6	3.6	4.6	4.6	3.9	4.4	4.4	4.1	4.4
All-Red Time (s)	3.0	2.5	2.5	3.0	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.1	7.1	7.1	6.6	7.1	7.1	6.4	6.9	6.9	6.6	6.9
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None
Act Effct Green (s)	99.4	85.4	85.4	28.2	99.0	99.0	39.7	25.9	25.9	39.9	26.2
Actuated g/C Ratio	0.55	0.47	0.47	0.16	0.55	0.55	0.22	0.14	0.14	0.22	0.15
v/c Ratio	0.72	0.53	0.12	0.76	0.86	0.19	0.67	0.50	0.48	0.74	0.78
Control Delay (s/veh)	67.9	35.0	3.9	89.8	39.5	9.6	69.4	76.4	11.8	74.7	88.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	67.9	35.0	3.9	89.8	39.5	9.6	69.4	76.4	11.8	74.7	88.7
LOS	E	C	A	F	D	A	E	E	B	E	F
Approach Delay (s/veh)		35.8			41.4			48.6			81.7
Approach LOS		D			D			D			F

Intersection Summary

Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 44 (24%), Referenced to phase 2:WBT and 6:EBTL, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay (s/veh): 43.6	Intersection LOS: D
Intersection Capacity Utilization 93.8%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 1: Browen Rd/Mountain Park Rd & SR 92 (Woodstock Rd)



A&R Engineering, Inc.

Synchro 12 Light Report

25-201 Proposed Commercial Development SR 92 and Bowen Road, Roswell, GA - TISPage 1

HCM 7th Signalized Intersection Summary  
 1: Browen Rd/Mountain Park Rd & SR 92 (Woodstock Rd)

1b.Existing 2025 PM  
 01/15/2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	124	1231	94	202	2309	172	140	129	176	196	137	61
Future Volume (veh/h)	124	1231	94	202	2309	172	140	129	176	196	137	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	129	1282	0	210	2405	0	146	134	0	204	143	64
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	155	2679		212	3040		193	245		253	160	72
Arrive On Green	0.05	0.52	0.00	0.12	0.60	0.00	0.08	0.13	0.00	0.07	0.13	0.13
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	1870	1585	1781	1224	548
Grp Volume(v), veh/h	129	1282	0	210	2405	0	146	134	0	204	0	207
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	1870	1585	1781	0	1772
Q Serve(g_s), s	6.0	28.7	0.0	21.2	64.9	0.0	12.8	12.1	0.0	13.4	0.0	20.7
Cycle Q Clear(g_c), s	6.0	28.7	0.0	21.2	64.9	0.0	12.8	12.1	0.0	13.4	0.0	20.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.31
Lane Grp Cap(c), veh/h	155	2679		212	3040		193	245		253	0	232
V/C Ratio(X)	0.83	0.48		0.99	0.79		0.76	0.55		0.81	0.00	0.89
Avail Cap(c_a), veh/h	231	2679		212	3040		193	396		253	0	375
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.1	27.2	0.0	79.2	27.9	0.0	63.1	73.2	0.0	68.1	0.0	77.0
Incr Delay (d2), s/veh	14.9	0.6	0.0	59.3	2.2	0.0	15.5	2.7	0.0	17.3	0.0	17.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	11.7	0.0	13.1	25.9	0.0	6.6	6.0	0.0	3.9	0.0	10.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.0	27.8	0.0	138.5	30.1	0.0	78.6	75.9	0.0	85.4	0.0	94.8
LnGrp LOS	D	C		F	C		E	E		F		F
Approach Vol, veh/h		1411			2615			280				411
Approach Delay, s/veh		30.0			38.8			77.3				90.1
Approach LOS		C			D			E				F
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.3	114.3	20.0	30.5	28.0	101.5	20.0	30.5				
Change Period (Y+Rc), s	7.1	7.1	6.6	6.9	6.6	7.1	6.4	6.9				
Max Green Setting (Gmax), s	15.9	84.9	13.4	38.1	21.4	79.9	13.6	38.1				
Max Q Clear Time (g_c+I1), s	8.0	66.9	15.4	14.1	23.2	30.7	14.8	22.7				
Green Ext Time (p_c), s	0.1	17.3	0.0	0.6	0.0	22.8	0.0	0.9				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			42.9									
HCM 7th LOS			D									
<b>Notes</b>												
User approved pedestrian interval to be less than phase max green.												
Unsignalized Delay for [NBR, EBR, WBR] is excluded from calculations of the approach delay and intersection delay.												

Attachment: ZMCC-0126-000001\_1340 Woodstock Road\_Traffic Impact Study 011526 (2026-2 : Modification of Zoning Conditions - Bowen & 92,

HCM 7th TWSC  
2: Browen Rd & CVS Drwy

1b.Existing 2025 PM  
01/15/2026

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑	↑	
Traffic Vol, veh/h	48	12	10	481	419	24
Future Vol, veh/h	48	12	10	481	419	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	110	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	53	13	11	529	460	26

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1024	474	487	0	-	0
Stage 1	474	-	-	-	-	-
Stage 2	551	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	261	591	1076	-	-	-
Stage 1	627	-	-	-	-	-
Stage 2	578	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	258	591	1076	-	-	-
Mov Cap-2 Maneuver	258	-	-	-	-	-
Stage 1	620	-	-	-	-	-
Stage 2	578	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	20.97	0.17	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1076	-	291	-	-
HCM Lane V/C Ratio	0.01	-	0.227	-	-
HCM Ctrl Dly (s/v)	8.4	-	21	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.9	-	-

# FUTURE “NO-BUILD” INTERSECTION ANALYSIS

Timings

2a.No Build 2027 AM

1: Brown Rd/Mountain Park Rd & SR 92 (Woodstock Rd)

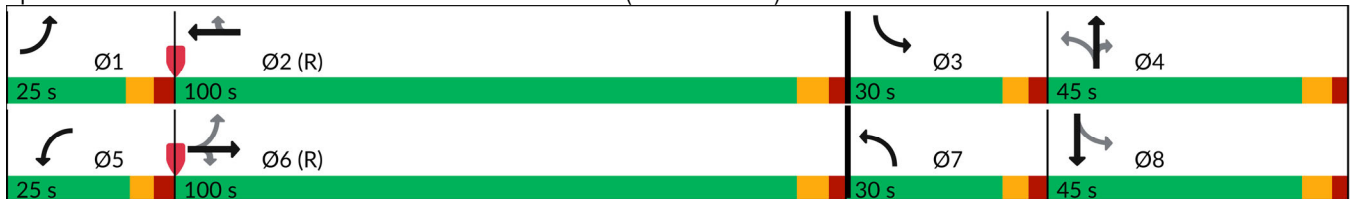
01/15/2026

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	81	2684	120	139	1068	131	90	64	153	156	109
Future Volume (vph)	81	2684	120	139	1068	131	90	64	153	156	109
Turn Type	pm+pt	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6		5	2		7	4		3	8
Permitted Phases	6		6			2	4		4	8	
Detector Phase	1	6	6	5	2	2	7	4	4	3	8
Switch Phase											
Minimum Initial (s)	6.0	12.0	12.0	6.0	12.0	12.0	6.0	10.0	10.0	6.0	8.0
Minimum Split (s)	15.0	32.5	32.5	15.0	32.5	32.5	15.0	44.9	44.9	15.0	42.5
Total Split (s)	25.0	100.0	100.0	25.0	100.0	100.0	30.0	45.0	45.0	30.0	45.0
Total Split (%)	12.5%	50.0%	50.0%	12.5%	50.0%	50.0%	15.0%	22.5%	22.5%	15.0%	22.5%
Yellow Time (s)	4.1	4.6	4.6	3.6	4.6	4.6	3.9	4.4	4.4	4.1	4.4
All-Red Time (s)	3.0	2.5	2.5	3.0	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.1	7.1	7.1	6.6	7.1	7.1	6.4	6.9	6.9	6.6	6.9
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None
Act Effct Green (s)	121.6	113.1	113.1	23.2	127.3	127.3	30.8	16.0	16.0	42.8	22.4
Actuated g/C Ratio	0.61	0.57	0.57	0.12	0.64	0.64	0.15	0.08	0.08	0.21	0.11
v/c Ratio	0.25	0.97	0.13	0.71	0.34	0.13	0.45	0.45	0.58	0.57	0.72
Control Delay (s/veh)	13.3	52.4	7.5	103.4	18.2	2.7	69.8	95.8	18.8	74.1	100.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.3	52.4	7.5	103.4	18.2	2.7	69.8	95.8	18.8	74.1	100.7
LOS	B	D	A	F	B	A	E	F	B	E	F
Approach Delay (s/veh)		49.5			25.6			49.9			86.9
Approach LOS		D			C			D			F

Intersection Summary

Cycle Length: 200	
Actuated Cycle Length: 200	
Offset: 45 (23%), Referenced to phase 2:WBT and 6:EBTL, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay (s/veh): 45.2	Intersection LOS: D
Intersection Capacity Utilization 99.2%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 1: Brown Rd/Mountain Park Rd & SR 92 (Woodstock Rd)



HCM 7th Signalized Intersection Summary  
 1: Browen Rd/Mountain Park Rd & SR 92 (Woodstock Rd)

2a.No Build 2027 AM  
 01/15/2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	2684	120	139	1068	131	90	64	153	156	109	35
Future Volume (veh/h)	81	2684	120	139	1068	131	90	64	153	156	109	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	84	2796	0	145	1112	0	94	67	0	162	114	36
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	387	3162		161	3460		158	112		237	131	41
Arrive On Green	0.03	0.62	0.00	0.09	0.68	0.00	0.06	0.06	0.00	0.09	0.10	0.10
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	1870	1585	1781	1363	430
Grp Volume(v), veh/h	84	2796	0	145	1112	0	94	67	0	162	0	150
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	1870	1585	1781	0	1793
Q Serve(g_s), s	3.5	92.2	0.0	16.1	18.0	0.0	9.8	7.0	0.0	16.7	0.0	16.5
Cycle Q Clear(g_c), s	3.5	92.2	0.0	16.1	18.0	0.0	9.8	7.0	0.0	16.7	0.0	16.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.24
Lane Grp Cap(c), veh/h	387	3162		161	3460		158	112		237	0	172
V/C Ratio(X)	0.22	0.88		0.90	0.32		0.59	0.60		0.68	0.00	0.87
Avail Cap(c_a), veh/h	493	3162		164	3460		263	356		278	0	342
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.1	32.0	0.0	90.0	13.3	0.0	82.1	91.7	0.0	77.1	0.0	89.2
Incr Delay (d2), s/veh	0.3	4.0	0.0	42.1	0.2	0.0	3.5	7.1	0.0	5.5	0.0	17.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	37.5	0.0	9.3	6.9	0.0	4.7	3.6	0.0	8.1	0.0	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.3	36.1	0.0	132.1	13.5	0.0	85.7	98.8	0.0	82.5	0.0	106.3
LnGrp LOS	B	D		F	B		F	F		F		F
Approach Vol, veh/h		2880			1257			161				312
Approach Delay, s/veh		35.4			27.2			91.1				94.0
Approach LOS		D			C			F				F
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	142.6	25.5	18.9	24.7	130.9	18.3	26.1				
Change Period (Y+Rc), s	7.1	7.1	6.6	6.9	6.6	7.1	6.4	6.9				
Max Green Setting (Gmax), s	17.9	92.9	23.4	38.1	18.4	92.9	23.6	38.1				
Max Q Clear Time (g_c+I1), s	5.5	20.0	18.7	9.0	18.1	94.2	11.8	18.5				
Green Ext Time (p_c), s	0.1	20.8	0.1	0.3	0.0	0.0	0.1	0.6				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			39.1									
HCM 7th LOS			D									
<b>Notes</b>												
User approved pedestrian interval to be less than phase max green.												
Unsignalized Delay for [NBR, EBR, WBR] is excluded from calculations of the approach delay and intersection delay.												

Attachment: ZMCC-0126-000001\_1340 Woodstock Road\_Traffic Impact Study 011526 (2026-2 : Modification of Zoning Conditions - Bowen & 92,

HCM 7th TWSC  
2: Browen Rd & CVS Drwy

2a.No Build 2027 AM  
01/15/2026

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑	↑	↔
Traffic Vol, veh/h	9	2	4	306	370	7
Future Vol, veh/h	9	2	4	306	370	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	110	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	2	4	329	398	8

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	739	402	405	0	-	0
Stage 1	402	-	-	-	-	-
Stage 2	338	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	385	649	1153	-	-	-
Stage 1	676	-	-	-	-	-
Stage 2	723	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	383	649	1153	-	-	-
Mov Cap-2 Maneuver	383	-	-	-	-	-
Stage 1	673	-	-	-	-	-
Stage 2	723	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	13.95	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1153	-	414	-	-
HCM Lane V/C Ratio	0.004	-	0.029	-	-
HCM Ctrl Dly (s/v)	8.1	-	14	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Timings

2b.No Build 2027 PM

1: Browen Rd/Mountain Park Rd & SR 92 (Woodstock Rd)

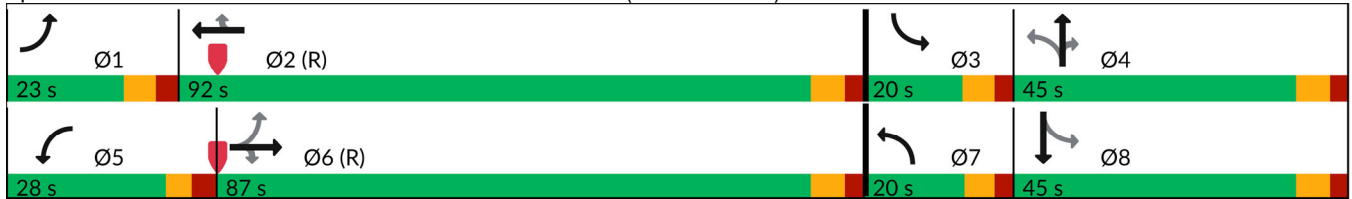
01/15/2026

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	128	1265	97	207	2374	177	144	133	181	201	141
Future Volume (vph)	128	1265	97	207	2374	177	144	133	181	201	141
Turn Type	pm+pt	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6		5	2		7	4		3	8
Permitted Phases	6		6			2	4		4	8	
Detector Phase	1	6	6	5	2	2	7	4	4	3	8
Switch Phase											
Minimum Initial (s)	6.0	12.0	12.0	6.0	12.0	12.0	6.0	10.0	10.0	6.0	8.0
Minimum Split (s)	15.0	32.5	32.5	15.0	32.5	32.5	15.0	44.9	44.9	15.0	42.5
Total Split (s)	23.0	87.0	87.0	28.0	92.0	92.0	20.0	45.0	45.0	20.0	45.0
Total Split (%)	12.8%	48.3%	48.3%	15.6%	51.1%	51.1%	11.1%	25.0%	25.0%	11.1%	25.0%
Yellow Time (s)	4.1	4.6	4.6	3.6	4.6	4.6	3.9	4.4	4.4	4.1	4.4
All-Red Time (s)	3.0	2.5	2.5	3.0	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.1	7.1	7.1	6.6	7.1	7.1	6.4	6.9	6.9	6.6	6.9
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None
Act Effct Green (s)	98.0	83.9	83.9	29.0	98.2	98.2	40.4	26.5	26.5	40.5	26.8
Actuated g/C Ratio	0.54	0.47	0.47	0.16	0.55	0.55	0.22	0.15	0.15	0.23	0.15
v/c Ratio	0.74	0.56	0.13	0.76	0.89	0.20	0.69	0.51	0.48	0.76	0.78
Control Delay (s/veh)	70.4	36.3	4.3	88.7	42.0	10.1	70.2	76.0	11.5	75.5	88.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	70.4	36.3	4.3	88.7	42.0	10.1	70.2	76.0	11.5	75.5	88.6
LOS	E	D	A	F	D	B	E	E	B	E	F
Approach Delay (s/veh)		37.2			43.5			48.7			82.1
Approach LOS		D			D			D			F

Intersection Summary

Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 44 (24%), Referenced to phase 2:WBT and 6:EBTL, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay (s/veh): 45.1	Intersection LOS: D
Intersection Capacity Utilization 95.5%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 1: Browen Rd/Mountain Park Rd & SR 92 (Woodstock Rd)



HCM 7th Signalized Intersection Summary  
 1: Browen Rd/Mountain Park Rd & SR 92 (Woodstock Rd)

2b.No Build 2027 PM  
 01/15/2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	1265	97	207	2374	177	144	133	181	201	141	63
Future Volume (veh/h)	128	1265	97	207	2374	177	144	133	181	201	141	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	133	1318	0	216	2473	0	150	139	0	209	147	66
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	153	2661		212	3010		193	251		254	164	74
Arrive On Green	0.05	0.52	0.00	0.12	0.59	0.00	0.08	0.13	0.00	0.07	0.13	0.13
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	1870	1585	1781	1223	549
Grp Volume(v), veh/h	133	1318	0	216	2473	0	150	139	0	209	0	213
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	1870	1585	1781	0	1772
Q Serve(g_s), s	6.5	30.0	0.0	21.4	69.4	0.0	13.1	12.5	0.0	13.4	0.0	21.3
Cycle Q Clear(g_c), s	6.5	30.0	0.0	21.4	69.4	0.0	13.1	12.5	0.0	13.4	0.0	21.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.31
Lane Grp Cap(c), veh/h	153	2661		212	3010		193	251		254	0	238
V/C Ratio(X)	0.87	0.50		1.02	0.82		0.78	0.55		0.82	0.00	0.89
Avail Cap(c_a), veh/h	225	2661		212	3010		193	396		254	0	375
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.9	27.8	0.0	79.3	29.4	0.0	62.8	72.9	0.0	68.1	0.0	76.7
Incr Delay (d2), s/veh	21.1	0.7	0.0	67.1	2.7	0.0	17.8	2.7	0.0	19.3	0.0	18.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	12.2	0.0	13.7	27.9	0.0	6.9	6.2	0.0	4.4	0.0	11.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.0	28.5	0.0	146.4	32.1	0.0	80.5	75.5	0.0	87.5	0.0	95.2
LnGrp LOS	E	C		F	C		F	E		F		F
Approach Vol, veh/h		1451			2689			289				422
Approach Delay, s/veh		31.5			41.3			78.1				91.4
Approach LOS		C			D			E				F
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.7	113.2	20.0	31.1	28.0	100.9	20.0	31.1				
Change Period (Y+Rc), s	7.1	7.1	6.6	6.9	6.6	7.1	6.4	6.9				
Max Green Setting (Gmax), s	15.9	84.9	13.4	38.1	21.4	79.9	13.6	38.1				
Max Q Clear Time (g_c+I1), s	8.5	71.4	15.4	14.5	23.4	32.0	15.1	23.3				
Green Ext Time (p_c), s	0.1	13.1	0.0	0.6	0.0	23.3	0.0	0.9				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			44.9									
HCM 7th LOS			D									
<b>Notes</b>												
Unsignalized Delay for [NBR, EBR, WBR] is excluded from calculations of the approach delay and intersection delay.												

Attachment: ZMCC-0126-000001\_1340 Woodstock Road\_Traffic Impact Study 011526 (2026-2 : Modification of Zoning Conditions - Bowen & 92,

HCM 7th TWSC  
2: Browen Rd & CVS Drwy

2b.No Build 2027 PM  
01/15/2026

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑	↑	
Traffic Vol, veh/h	49	12	10	494	431	25
Future Vol, veh/h	49	12	10	494	431	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	110	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	13	11	543	474	27

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1052	487	501	0	-	0
Stage 1	487	-	-	-	-	-
Stage 2	565	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	251	580	1063	-	-	-
Stage 1	618	-	-	-	-	-
Stage 2	569	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	248	580	1063	-	-	-
Mov Cap-2 Maneuver	248	-	-	-	-	-
Stage 1	611	-	-	-	-	-
Stage 2	569	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	21.88	0.17	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1063	-	280	-	-
HCM Lane V/C Ratio	0.01	-	0.24	-	-
HCM Ctrl Dly (s/v)	8.4	-	21.9	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.9	-	-

# FUTURE "BUILD" INTERSECTION ANALYSIS

Timings

3a.Build 2027 AM

1: Brown Rd/Mountain Park Rd & SR 92 (Woodstock Rd)

01/15/2026

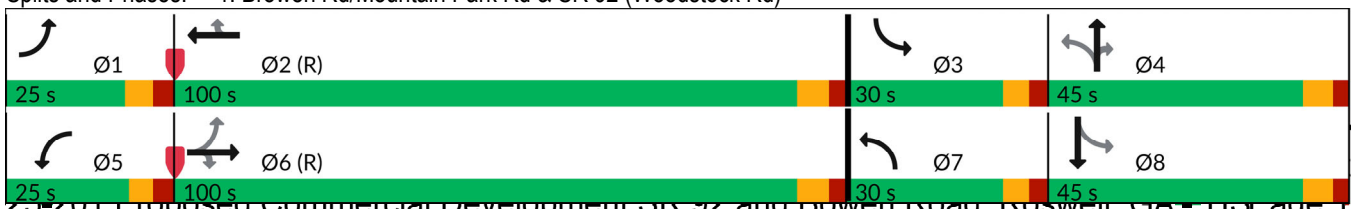


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑	↗	↘	↑	↗	↘	↗
Traffic Volume (vph)	81	2703	139	176	1068	131	115	71	153	161	114
Future Volume (vph)	81	2703	139	176	1068	131	115	71	153	161	114
Lane Group Flow (vph)	84	2816	145	183	1113	136	120	74	159	168	155
Turn Type	pm+pt	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6		5	2		7	4		3	8
Permitted Phases	6		6			2	4		4	8	
Detector Phase	1	6	6	5	2	2	7	4	4	3	8
Switch Phase											
Minimum Initial (s)	6.0	12.0	12.0	6.0	12.0	12.0	6.0	10.0	10.0	6.0	8.0
Minimum Split (s)	15.0	32.5	32.5	15.0	32.5	32.5	15.0	44.9	44.9	15.0	42.5
Total Split (s)	25.0	100.0	100.0	25.0	100.0	100.0	30.0	45.0	45.0	30.0	45.0
Total Split (%)	12.5%	50.0%	50.0%	12.5%	50.0%	50.0%	15.0%	22.5%	22.5%	15.0%	22.5%
Yellow Time (s)	4.1	4.6	4.6	3.6	4.6	4.6	3.9	4.4	4.4	4.1	4.4
All-Red Time (s)	3.0	2.5	2.5	3.0	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.1	7.1	7.1	6.6	7.1	7.1	6.4	6.9	6.9	6.6	6.9
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None
v/c Ratio	0.27	1.09	0.17	0.66	0.35	0.13	0.52	0.43	0.54	0.56	0.73
Control Delay (s/veh)	15.6	91.8	10.6	91.6	19.9	2.9	69.7	91.1	16.6	70.9	101.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.6	91.8	10.6	91.6	19.9	2.9	69.7	91.1	16.6	70.9	101.3
Queue Length 50th (ft)	35	~1597	34	244	265	0	139	100	0	201	203
Queue Length 95th (ft)	71	#1774	89	#367	365	38	192	156	80	263	288
Internal Link Dist (ft)		658			344			198			343
Turn Bay Length (ft)	400		190	295		300			125	220	
Base Capacity (vph)	389	2589	853	278	3157	1034	289	354	430	318	348
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	1.09	0.17	0.66	0.35	0.13	0.42	0.21	0.37	0.53	0.45

Intersection Summary

Cycle Length: 200  
 Actuated Cycle Length: 200  
 Offset: 45 (23%), Referenced to phase 2:WBT and 6:EBTL, Start of Green  
 Natural Cycle: 150  
 Control Type: Actuated-Coordinated  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 1: Brown Rd/Mountain Park Rd & SR 92 (Woodstock Rd)



25-2011 Proposed Commercial Development SR 92 and Bowen Road, Roswell, GA - Storage

Attachment: ZMCC-0126-000001\_1340 Woodstock Road\_Traffic Impact Study 011526 (2026-2 : Modification of Zoning Conditions - Bowen & 92,

HCM 7th Signalized Intersection Summary  
 1: Browen Rd/Mountain Park Rd & SR 92 (Woodstock Rd)

3a.Build 2027 AM  
 01/15/2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	2703	139	176	1068	131	115	71	153	161	114	35
Future Volume (veh/h)	81	2703	139	176	1068	131	115	71	153	161	114	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No				No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	84	2816	0	183	1112	0	120	74	0	168	119	36
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	377	3074		164	3380		181	137		255	136	41
Arrive On Green	0.03	0.60	0.00	0.09	0.66	0.00	0.07	0.07	0.00	0.10	0.10	0.10
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	1870	1585	1781	1378	417
Grp Volume(v), veh/h	84	2816	0	183	1112	0	120	74	0	168	0	155
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	1870	1585	1781	0	1795
Q Serve(g_s), s	3.6	97.9	0.0	18.4	18.8	0.0	12.3	7.6	0.0	17.2	0.0	17.0
Cycle Q Clear(g_c), s	3.6	97.9	0.0	18.4	18.8	0.0	12.3	7.6	0.0	17.2	0.0	17.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	377	3074		164	3380		181	137		255	0	177
V/C Ratio(X)	0.22	0.92		1.12	0.33		0.66	0.54		0.66	0.00	0.88
Avail Cap(c_a), veh/h	483	3074		164	3380		263	356		291	0	342
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.4	35.3	0.0	90.8	14.6	0.0	78.7	89.5	0.0	75.8	0.0	88.9
Incr Delay (d2), s/veh	0.3	5.6	0.0	105.0	0.3	0.0	4.1	4.7	0.0	4.5	0.0	17.0
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(50%),veh/ln	1.5	40.4	0.0	13.2	7.3	0.0	5.9	3.9	0.0	8.3	0.0	8.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.7	40.9	0.0	195.8	14.9	0.0	82.8	94.1	0.0	80.3	0.0	106.0
LnGrp LOS	B	D		F	B		F	F		F		F
Approach Vol, veh/h		2900			1295			194				323
Approach Delay, s/veh		40.1			40.5			87.1				92.6
Approach LOS		D			D			F				F
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	139.5	26.0	21.5	25.0	127.5	20.9	26.6				
Change Period (Y+Rc), s	7.1	7.1	6.6	6.9	6.6	7.1	6.4	6.9				
Max Green Setting (Gmax), s	17.9	92.9	23.4	38.1	18.4	92.9	23.6	38.1				
Max Q Clear Time (g_c+I1), s	5.6	20.8	19.2	9.6	20.4	99.9	14.3	19.0				
Green Ext Time (p_c), s	0.1	20.7	0.1	0.3	0.0	0.0	0.2	0.7				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			45.7									
HCM 7th LOS			D									
<b>Notes</b>												
User approved pedestrian interval to be less than phase max green.												
Unsignalized Delay for [NBR, EBR, WBR] is excluded from calculations of the approach delay and intersection delay.												

Attachment: ZMCC-0126-000001\_1340 Woodstock Road\_Traffic Impact Study 011526 (2026-2 : Modification of Zoning Conditions - Bowen & 92,

HCM 7th TWSC  
2: Browen Rd & CVS Drwy/Site Drwy 1

3a.Build 2027 AM  
01/15/2026

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕	↕	↕	↕	
Traffic Vol, veh/h	9	3	2	25	2	32	4	306	38	50	370	7
Future Vol, veh/h	9	3	2	25	2	32	4	306	38	50	370	7
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	-	-	110	-	100	120	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	3	2	27	2	34	4	329	41	54	398	8

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	848	888	402	845	851	329	405	0	0	370	0	0
Stage 1	509	509	-	338	338	-	-	-	-	-	-	-
Stage 2	339	378	-	507	513	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	281	283	649	283	297	712	1153	-	-	1189	-	-
Stage 1	547	538	-	677	641	-	-	-	-	-	-	-
Stage 2	676	615	-	548	536	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	253	269	649	265	283	712	1153	-	-	1189	-	-
Mov Cap-2 Maneuver	253	269	-	265	283	-	-	-	-	-	-	-
Stage 1	522	514	-	674	638	-	-	-	-	-	-	-
Stage 2	639	613	-	518	512	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	18.53		14.76		0.09		0.96	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1153	-	-	281	265	654	1189	-	-
HCM Lane V/C Ratio	0.004	-	-	0.054	0.101	0.056	0.045	-	-
HCM Ctrl Dly (s/v)	8.1	-	-	18.5	20.1	10.8	8.2	-	-
HCM Lane LOS	A	-	-	C	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.3	0.2	0.1	-	-

HCM 7th TWSC  
3: Site Drwy 2 RIRO & SR 92 (Woodstock Rd)

3a.Build 2027 AM  
01/15/2026

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑		↑↑↑		↑
Traffic Vol, veh/h	2997	35	0	1375	0	25
Future Vol, veh/h	2997	35	0	1375	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	150	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3258	38	0	1495	0	27
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	-	-	-	-	1629
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	0	0	-	0	78
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	78
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB	NB			
HCM Ctrl Dly, s/v	0	0	74.6			
HCM LOS						F
Minor Lane/Major Mvmt	NBLn1	EBT	WBT			
Capacity (veh/h)	78	-	-			
HCM Lane V/C Ratio	0.35	-	-			
HCM Ctrl Dly (s/v)	74.6	-	-			
HCM Lane LOS	F	-	-			
HCM 95th %tile Q(veh)	1.3	-	-			

Timings

3b.Build 2027 PM

1: Browen Rd/Mountain Park Rd & SR 92 (Woodstock Rd)

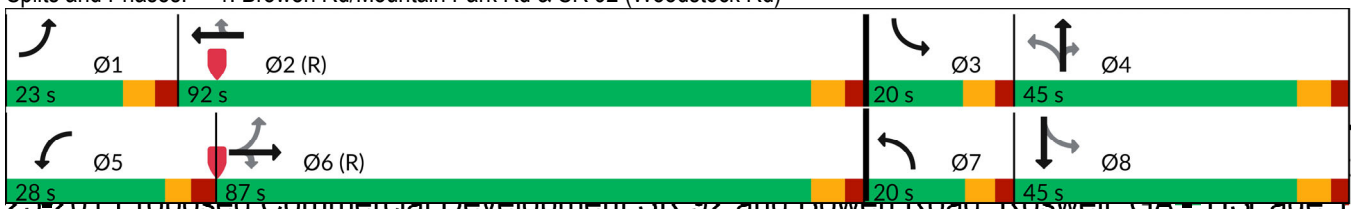
01/15/2026

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	128	1287	119	301	2324	177	243	145	181	207	147
Future Volume (vph)	128	1287	119	301	2324	177	243	145	181	207	147
Lane Group Flow (vph)	133	1341	124	314	2421	184	253	151	189	216	219
Turn Type	pm+pt	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6		5	2		7	4		3	8
Permitted Phases	6		6			2	4		4	8	
Detector Phase	1	6	6	5	2	2	7	4	4	3	8
Switch Phase											
Minimum Initial (s)	6.0	12.0	12.0	6.0	12.0	12.0	6.0	10.0	10.0	6.0	8.0
Minimum Split (s)	15.0	32.5	32.5	15.0	32.5	32.5	15.0	44.9	44.9	15.0	42.5
Total Split (s)	23.0	87.0	87.0	28.0	92.0	92.0	20.0	45.0	45.0	20.0	45.0
Total Split (%)	12.8%	48.3%	48.3%	15.6%	51.1%	51.1%	11.1%	25.0%	25.0%	11.1%	25.0%
Yellow Time (s)	4.1	4.6	4.6	3.6	4.6	4.6	3.9	4.4	4.4	4.1	4.4
All-Red Time (s)	3.0	2.5	2.5	3.0	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.1	7.1	7.1	6.6	7.1	7.1	6.4	6.9	6.9	6.6	6.9
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None
v/c Ratio	0.74	0.59	0.16	0.99	0.88	0.20	1.16	0.54	0.48	0.80	0.78
Control Delay (s/veh)	71.6	39.2	7.1	118.6	41.5	10.6	160.7	76.5	12.4	79.1	88.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	71.6	39.2	7.1	118.6	41.5	10.6	160.7	76.5	12.4	79.1	88.7
Queue Length 50th (ft)	109	460	12	397	956	46	~322	177	5	228	254
Queue Length 95th (ft)	190	511	57	#730	#1234	111	#397	249	84	302	345
Internal Link Dist (ft)		658			344			198			343
Turn Bay Length (ft)	400		190	295		300			125	220	
Base Capacity (vph)	205	2257	762	316	2756	907	219	394	480	271	385
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.59	0.16	0.99	0.88	0.20	1.16	0.38	0.39	0.80	0.57

Intersection Summary

Cycle Length: 180  
 Actuated Cycle Length: 180  
 Offset: 44 (24%), Referenced to phase 2:WBT and 6:EBTL, Start of Green  
 Natural Cycle: 150  
 Control Type: Actuated-Coordinated  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 1: Browen Rd/Mountain Park Rd & SR 92 (Woodstock Rd)



25-2011 Proposed Commercial Development SR 92 and Bowen Road, Roswell, GA - Storage

HCM 7th Signalized Intersection Summary  
 1: Browen Rd/Mountain Park Rd & SR 92 (Woodstock Rd)

3b.Build 2027 PM  
 01/15/2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	1287	119	301	2324	177	243	145	181	207	147	63
Future Volume (veh/h)	128	1287	119	301	2324	177	243	145	181	207	147	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	133	1341	0	314	2421	0	253	151	0	216	153	66
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	154	2645		212	2998		193	257		249	171	74
Arrive On Green	0.05	0.52	0.00	0.12	0.59	0.00	0.08	0.14	0.00	0.07	0.14	0.14
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	1870	1585	1781	1239	535
Grp Volume(v), veh/h	133	1341	0	314	2421	0	253	151	0	216	0	219
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	1870	1585	1781	0	1774
Q Serve(g_s), s	6.3	30.9	0.0	21.4	67.0	0.0	13.6	13.6	0.0	13.4	0.0	21.9
Cycle Q Clear(g_c), s	6.3	30.9	0.0	21.4	67.0	0.0	13.6	13.6	0.0	13.4	0.0	21.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.30
Lane Grp Cap(c), veh/h	154	2645		212	2998		193	257		249	0	244
V/C Ratio(X)	0.86	0.51		1.48	0.81		1.31	0.59		0.87	0.00	0.90
Avail Cap(c_a), veh/h	228	2645		212	2998		193	396		249	0	376
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.1	28.4	0.0	79.3	29.2	0.0	67.9	72.8	0.0	68.7	0.0	76.4
Incr Delay (d2), s/veh	19.4	0.7	0.0	240.8	2.5	0.0	170.9	3.0	0.0	26.0	0.0	19.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	12.6	0.0	23.9	26.9	0.0	11.5	6.8	0.0	5.2	0.0	11.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	57.5	29.1	0.0	320.1	31.6	0.0	238.8	75.8	0.0	94.7	0.0	95.6
LnGrp LOS	E	C		F	C		F	E		F		F
Approach Vol, veh/h		1474			2735			404				435
Approach Delay, s/veh		31.6			64.7			177.9				95.2
Approach LOS		C			E			F				F
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.6	112.8	20.0	31.7	28.0	100.3	20.0	31.7				
Change Period (Y+Rc), s	7.1	7.1	6.6	6.9	6.6	7.1	6.4	6.9				
Max Green Setting (Gmax), s	15.9	84.9	13.4	38.1	21.4	79.9	13.6	38.1				
Max Q Clear Time (g_c+I1), s	8.3	69.0	15.4	15.6	23.4	32.9	15.6	23.9				
Green Ext Time (p_c), s	0.2	15.3	0.0	0.7	0.0	23.7	0.0	0.9				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			66.8									
HCM 7th LOS			E									
<b>Notes</b>												
User approved pedestrian interval to be less than phase max green.												
Unsignalized Delay for [NBR, EBR, WBR] is excluded from calculations of the approach delay and intersection delay.												

Attachment: ZMCC-0126-000001\_1340 Woodstock Road\_Traffic Impact Study 011526 (2026-2 : Modification of Zoning Conditions - Bowen & 92,

HCM 7th TWSC  
 2: Browen Rd & CVS Drwy/Site Drwy 1

3b.Build 2027 PM  
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Intersection												
Int Delay, s/veh	7.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕	↕	↕	↕	↕
Traffic Vol, veh/h	49	3	12	55	3	121	10	485	53	93	422	25
Future Vol, veh/h	49	3	12	55	3	121	10	485	53	93	422	25
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	-	-	110	-	100	120	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	54	3	13	60	3	133	11	533	58	102	464	27

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1238	1295	477	1225	1251	533	491	0	0	591	0	0
Stage 1	682	682	-	555	555	-	-	-	-	-	-	-
Stage 2	557	613	-	670	696	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	152	162	588	156	173	547	1072	-	-	984	-	-
Stage 1	440	450	-	516	513	-	-	-	-	-	-	-
Stage 2	515	483	-	447	443	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	100	144	588	132	153	547	1072	-	-	984	-	-
Mov Cap-2 Maneuver	100	144	-	132	153	-	-	-	-	-	-	-
Stage 1	394	403	-	511	508	-	-	-	-	-	-	-
Stage 2	383	478	-	388	397	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	69.79		26.42		0.15		1.56	
HCM LOS	F		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1072	-	-	121	132	515	984	-	-
HCM Lane V/C Ratio	0.01	-	-	0.582	0.457	0.265	0.104	-	-
HCM Ctrl Dly (s/v)	8.4	-	-	69.8	53.3	14.5	9.1	-	-
HCM Lane LOS	A	-	-	F	F	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	2.9	2.1	1.1	0.3	-	-

HCM 7th TWSC  
3: Site Drwy 2 RIRO & SR 92 (Woodstock Rd)

3b.Build 2027 PM  
01/15/2026

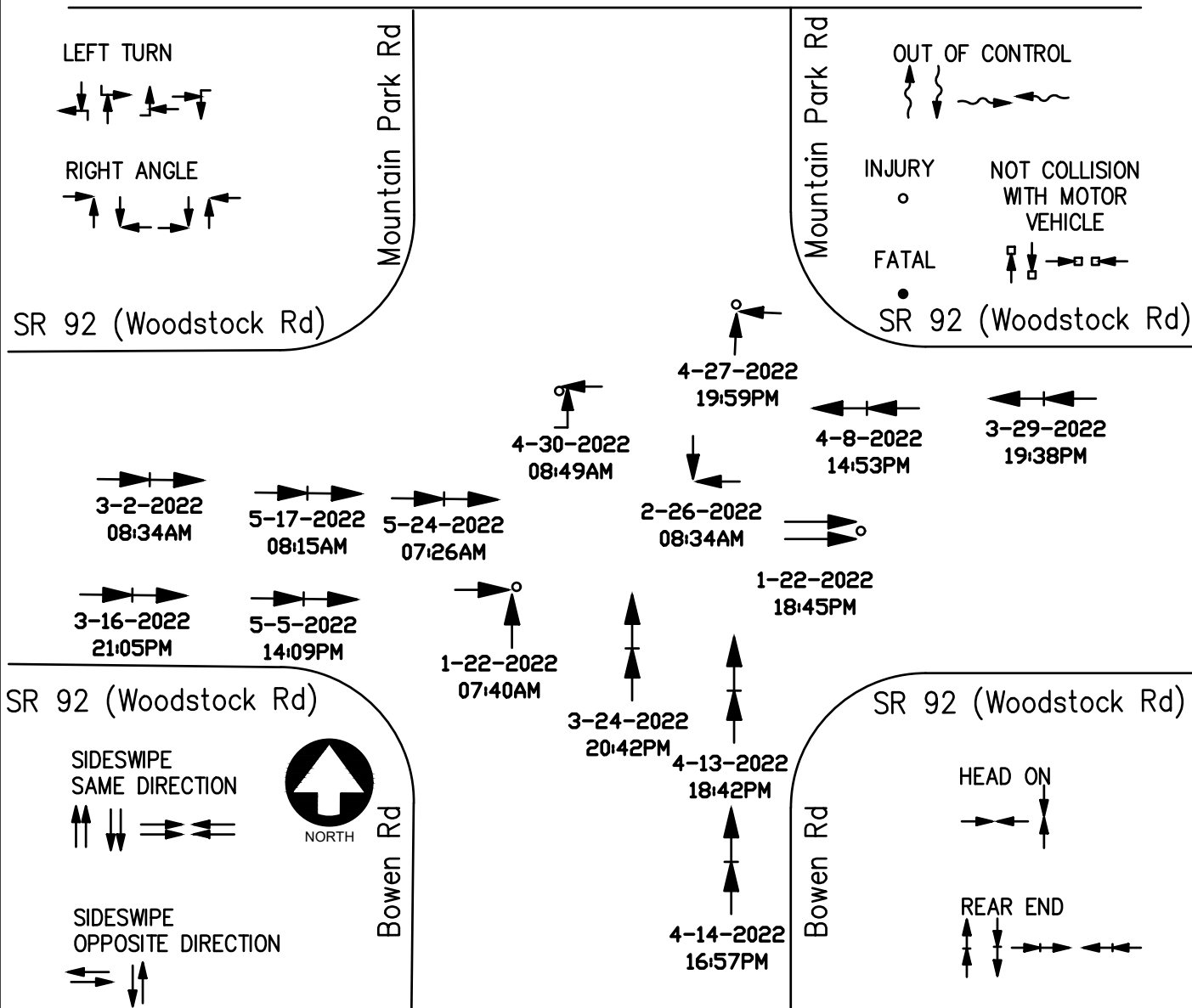
Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑		↑↑↑		↑
Traffic Vol, veh/h	1624	97	0	2802	0	78
Future Vol, veh/h	1624	97	0	2802	0	78
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	150	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1765	105	0	3046	0	85
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	-	-	-	-	883
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	0	0	-	0	248
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	248
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB	NB			
HCM Ctrl Dly, s/v	0	0	26.84			
HCM LOS						D
Minor Lane/Major Mvmt	NBLn1	EBT	WBT			
Capacity (veh/h)	248	-	-			
HCM Lane V/C Ratio	0.342	-	-			
HCM Ctrl Dly (s/v)	26.8	-	-			
HCM Lane LOS	D	-	-			
HCM 95th %tile Q(veh)	1.5	-	-			

# CRASH DIAGRAMS

AccidentNo	Date	Time	Route	IntersectingRoute	MannerOfCollision	U1MostHarmfulEvent	U2MostHarmfulEvent	Injuries	Fatalities	MappedLatDecimal	MappedLongDecimal	U1Factors	U1FirstHarmfulEvent
8399042	1/22/2022	18:45:00	HWY 92	BOWEN RD	Sideswipe-Same Direction	Motor Vehicle In Motion	Motor Vehicle In Motion	1	0	34.0616		-84.4009 No Contributing Factors	Motor Vehicle In Motion
8399044	1/22/2022	7:40:00	WOODSTOCK RD	BOWEN RD	Angle	Motor Vehicle In Motion	Motor Vehicle In Motion	1	0	34.06171		-84.40112 Disregard Other Traffic Contro	Motor Vehicle In Motion
8441703	2/26/2022	8:34:00	WOODSTOCK RD	BOWEN RD	Angle	Motor Vehicle In Motion	Motor Vehicle In Motion	0	0	34.06175		-84.40086 Disregard Stop Sign/Signal	Motor Vehicle In Motion
8444274	3/2/2022	8:34:00	HWY 92	BOWEN RD	Rear End	Motor Vehicle In Motion	Motor Vehicle In Motion	0	0	34.06175		-84.40109 Improper Backing	Motor Vehicle In Motion
8462123	3/16/2022	21:05:00	WOODSTOCK RD	BOWEN RD	Rear End	Motor Vehicle In Motion	Motor Vehicle In Motion	0	0	34.06173		-84.40132 Following too Close	Motor Vehicle In Motion
8473027	3/24/2022	20:42:00	BOWEN RD	WOODSTOCK RD	Rear End	Parked Motor Vehicle	Motor Vehicle In Motion	0	0	34.0616		-84.4011 Following too Close	Motor Vehicle In Motion
8477357	3/29/2022	19:38:00	WOODSTOCK RD	MOUNTAIN PARK RD	Rear End	Motor Vehicle In Motion	Motor Vehicle In Motion	0	0	34.0616		-84.3998 Inattentive or Other Distracti	Motor Vehicle In Motion
8493060	4/8/2022	14:53:00	WOODSTOCK RD	MOUNTAIN PARK RD	Rear End	Motor Vehicle In Motion	Motor Vehicle In Motion	0	0	34.06168		-84.40044 Following too Close	Motor Vehicle In Motion
8495977	4/13/2022	18:42:00	BOWEN RD	WOODSTOCK RD	Rear End	Motor Vehicle In Motion	Motor Vehicle In Motion	0	0	34.06162		-84.40107 Following too Close	Motor Vehicle In Motion
8498162	4/14/2022	16:57:00	BOWEN RD	WOODSTOCK RD	Rear End	Motor Vehicle In Motion	Motor Vehicle In Motion	0	0	34.06152		-84.40119 Following too Close	Motor Vehicle In Motion
8513165	4/27/2022	19:59:00	WOODSTOCK RD	MOUNTAIN PARK RD	Angle	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	34.06192		-84.40089 Disregard Stop Sign/Signal	Motor Vehicle In Motion
8518940	4/30/2022	8:49:00	BOWEN RD	WOODSTOCK RD	Angle	Motor Vehicle In Motion	Motor Vehicle In Motion	4	0	34.06187		-84.40103 Failed to Yield	Motor Vehicle In Motion
8524684	5/5/2022	14:09:00	WOODSTOCK RD	BOWEN RD	Rear End	Motor Vehicle In Motion	Motor Vehicle In Motion	0	0	34.06161		-84.4013 Following too Close	Motor Vehicle In Motion
8537974	5/17/2022	8:15:00	WOODSTOCK RD	BOWEN RD	Rear End	Motor Vehicle In Motion	Motor Vehicle In Motion	0	0	34.06182		-84.40145 Following too Close	Motor Vehicle In Motion
8547131	5/24/2022	7:26:00	WOODSTOCK RD	BOWEN RD	Rear End	Motor Vehicle In Motion	Motor Vehicle In Motion	0	0	34.06182		-84.4014 Following too Close	Motor Vehicle In Motion
8548052	5/24/2022	19:35:00	BOWEN RD	WOODSTOCK RD	Rear End	Motor Vehicle In Motion	Motor Vehicle In Motion	0	0	34.06161		-84.40107 Following too Close	Motor Vehicle In Motion
8550220	5/26/2022	9:22:00	WOODSTOCK RD	BOWEN RD	Rear End	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	34.06167		-84.40109 Following too Close	Motor Vehicle In Motion
8572988	6/13/2022	20:18:00	WOODSTOCK RD	MOUNTAIN PARK RD	Angle	Motor Vehicle In Motion	Motor Vehicle In Motion	0	0	34.06179		-84.40096 Disregard Other Traffic Contro	Motor Vehicle In Motion
8589375	6/17/2022	14:26:00	WOODSTOCK RD	BOWEN RD	Rear End	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	34.0617		-84.4012 Following too Close	Motor Vehicle In Motion
8600519	6/29/2022	15:58:00	WOODSTOCK RD	MOUNTAIN PARK RD	Rear End	Motor Vehicle In Motion	Motor Vehicle In Motion	0	0	34.0617		-84.40036 Following too Close	Motor Vehicle In Motion
8625277	7/22/2022	7:51:00	WOODSTOCK RD	BOWEN RD	Rear End	Motor Vehicle In Motion	Motor Vehicle In Motion	0	0	34.062		-84.4022	Motor Vehicle In Motion
8630972	7/22/2022	9:41:00	BOWEN RD	WOODSTOCK RD	Rear End	Motor Vehicle In Motion	Motor Vehicle In Motion	0	0	34.06161		-84.40111 Following too Close	Motor Vehicle In Motion
8682420	8/30/2022	7:52:00	WOODSTOCK RD	BOWEN RD	Rear End	Motor Vehicle In Motion	Motor Vehicle In Motion	0	0	34.06155		-84.40164 Following too Close	Motor Vehicle In Motion
8699019	9/11/2022	15:23:00	WOODSTOCK RD	BOWEN RD	Angle	Motor Vehicle In Motion	Motor Vehicle In Motion	1	0	34.06182		-84.40108 Failed to Yield	Motor Vehicle In Motion
8709514	9/21/2022	9:21:00	BOWEN RD	WOODSTOCK RD	Rear End	Motor Vehicle In Motion	Motor Vehicle In Motion	0	0	34.06145		-84.40121 Following too Close	Motor Vehicle In Motion
8710825	9/20/2022	20:34:00	WOODSTOCK RD	MOUNTAIN PARK RD	Not A Collision with Motor Vehicle	Motor Vehicle In Motion	Pedestrian	1	0	34.06167		-84.39962 Failed to Yield;Other - Details in Narrative	Motor Vehicle In Motion
8718018	9/26/2022	18:49:00	WOODSTOCK RD	MOUNTAIN PARK RD	Angle	Motor Vehicle In Motion	Motor Vehicle In Motion	0	0	34.06187		-84.40107 Failed to Yield	Motor Vehicle In Motion
8734507	10/10/2022	9:59:00	WOODSTOCK RD	MOUNTAIN PARK RD	Rear End	Motor Vehicle In Motion	Motor Vehicle In Motion	0	0	34.06		-84.401	Motor Vehicle In Motion
8739273	10/12/2022	8:00:00	WOODSTOCK RD	BOWEN RD	Sideswipe-Same Direction	Motor Vehicle In Motion	Motor Vehicle In Motion	0	0	34.06167		-84.40109 Changed Lanes Improperly	Motor Vehicle In Motion
8749831	10/21/2022	8:24:00	WOODSTOCK RD	BOWEN RD	Rear End	Motor Vehicle In Motion	Motor Vehicle In Motion	0	0	34.06167		-84.40109 Following too Close	Motor Vehicle In Motion
8788793	11/17/2022	16:41:00	WOODSTOCK RD	BOWEN RD	Rear End	Motor Vehicle In Motion	Motor Vehicle In Motion	0	0	34.06179		-84.40155 Following too Close	Motor Vehicle In Motion
8810616	12/5/2022	11:35:00	WOODSTOCK RD	BOWEN RD	Rear End	Motor Vehicle In Motion	Motor Vehicle In Motion	0	0	34.06175		-84.40078 Following too Close	Motor Vehicle In Motion
8811603	12/5/2022	18:12:00	WOODSTOCK RD	MOUNTAIN PARK RD	Rear End	Motor Vehicle In Motion	Motor Vehicle In Motion	0	0	34.0617		-84.4004 Following too Close	Motor Vehicle In Motion
8872935	1/23/2023	16:16:00	GA 92 WOODSTOCK RD	BOWEN RD	Rear End	Motor Vehicle In Motion	Motor Vehicle In Motion	0	0	34.06177		-84.40133 Following too Close	Motor Vehicle In Motion
8901295	2/16/2023	9:15:00	WOODSTOCK RD	BOWEN RD	Rear End	Motor Vehicle In Motion	Motor Vehicle In Motion	0	0	34.06169		-84.40111 Following too Close	Motor Vehicle In Motion
8916579	3/1/2023	20:45:00	WOODSTOCK RD	BOWEN RD	Angle	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	34.06183		-84.40096 Failed to Yield;Misjudged Clearance	Motor Vehicle In Motion
8924413	3/7/2023	19:13:00	BOWEN RD	HWY 92	Rear End	Motor Vehicle In Motion	Motor Vehicle In Motion	0	0	34.06155		-84.40117 Following too Close	Motor Vehicle In Motion
8938774	3/17/2023	19:53:00	WOODSTOCK RD	BOWEN RD	Rear End	Parked Motor Vehicle	Motor Vehicle In Motion	1	0	34.0617		-84.4013 Under the Influence (U.I.);Following too Close	Motor Vehicle In Motion
9009405	5/15/2023	20:59:00	WOODSTOCK RD	BOWEN RD	Angle	Motor Vehicle In Motion	Motor Vehicle In Motion	1	0	34.06173		-84.40109 Disregard Other Traffic Contro	Motor Vehicle In Motion
9039761	6/9/2023	10:05:00	BOWEN RD	WOODSTOCK RD	Rear End	Motor Vehicle In Motion	Motor Vehicle In Motion	0	0	34.0614		-84.4012 Following too Close	Motor Vehicle In Motion
9051248	6/21/2023	17:18:00	WOODSTOCK RD	BOWEN RD	Rear End	Motor Vehicle In Motion	Motor Vehicle In Motion	0	0	34.0617		-84.4011 Following too Close	Motor Vehicle In Motion
9077158	7/14/2023	12:54:00	BOWEN RD	WOODSTOCK RD	Rear End	Motor Vehicle In Motion	Motor Vehicle In Motion	1	0	34.06169		-84.40111 Under the Influence (U.I.);Following too Close;Driver Condition	Motor Vehicle In Motion
9118725	8/21/2023	15:19:00	WOODSTOCK RD	BOWEN RD	Rear End	Motor Vehicle In Motion	Motor Vehicle In Motion	0	0	34.06169		-84.40111 Following too Close	Motor Vehicle In Motion
9126353	8/25/2023	21:25:00	WOODSTOCK RD	BOWEN RD	Angle	Motor Vehicle In Motion	Motor Vehicle In Motion	1	0	34.061		-84.401 Failed to Yield	Motor Vehicle In Motion
9182063	10/11/2023	19:12:00	WOODSTOCK RD	BOWEN RD	Rear End	Motor Vehicle In Motion	Motor Vehicle In Motion	0	0	34.06176		-84.40134 Following too Close	Motor Vehicle In Motion
9218482	11/7/2023	11:37:00	WOODSTOCK RD	BOWEN RD	Rear End	Motor Vehicle In Motion	Motor Vehicle In Motion	0	0	34.061		-84.4023 Following too Close	Motor Vehicle In Motion
9232995	11/17/2023	10:07:00	WOODSTOCK RD	MOUNTAIN PARK RD	Rear End	Motor Vehicle In Motion	Motor Vehicle In Motion	0	0	34.06178		-84.40103 Following too Close;Other - Details in Narrative	Motor Vehicle In Motion
9243425	11/27/2023	9:11:00	HWY 92	BOWEN RD	Rear End	Motor Vehicle In Motion	Motor Vehicle In Motion	0	0	34.0618		-84.40133 Following too Close	Motor Vehicle In Motion
9266172	12/13/2023	11:14:00	MOUNTAIN PARK RD	WOODSTOCK RD	Rear End	Motor Vehicle In Motion	Motor Vehicle In Motion	1	0	34.06199		-84.4009 Following too Close	Motor Vehicle In Motion
9267669	12/13/2023	15:30:00	WOODSTOCK RD	BOWEN RD	Rear End	Motor Vehicle In Motion	Motor Vehicle In Motion	1	0	34.06181		-84.40147 Following too Close	Motor Vehicle In Motion
9298107	1/11/2024	5:45:00	BOWEN RD	WOODSTOCK RD	Angle	Motor Vehicle In Motion	Motor Vehicle In Motion	0	0	34.0616		-84.401 Disregard Police - Traffic Con	Motor Vehicle In Motion
9313373	1/25/2024	18:53:00	BOWEN ROAD	WOODSTOCK ROAD	Rear End	Motor Vehicle In Motion	Motor Vehicle In Motion	1	0	34.062		-84.401 Following too Close	Motor Vehicle In Motion
9398498	4/6/2024	16:54:00	WOODSTOCK RD	BOWEN RD	Angle	Motor Vehicle In Motion	Motor Vehicle In Motion	1	0	34.06161		-84.40089 Failed to Yield	Motor Vehicle In Motion
9409652	4/16/2024	12:38:00	WOODSTOCK RD	BOWEN RD	Sideswipe-Same Direction	Motor Vehicle In Motion	Motor Vehicle In Motion	0	0	34.061		-84.401 Changed Lanes Improperly	Motor Vehicle In Motion
9440424	5/10/2024	15:06:00	WOODSTOCK RD	MOUNTAIN PARK RD	Rear End	Motor Vehicle In Motion	Motor Vehicle In Motion	0	0	34.06182		-84.40126 Following too Close	Motor Vehicle In Motion
9445190	5/16/2024	11:05:00	WOODSTOCK RD	BOWEN RD	Rear End	Motor Vehicle In Motion	Motor Vehicle In Motion	0	0	34.06174		-84.40104 Following too Close	Motor Vehicle In Motion
9463814	5/30/2024	10:08:00	BOWEN RD	WOODSTOCK RD	Rear End	Motor Vehicle In Motion	Motor Vehicle In Motion	1	0	34.0615		-84.4011 Following too Close	Motor Vehicle In Motion
9512423	7/16/2024	21:45:00	MOUNTAIN PARK RD	WOODSTOCK RD	Rear End	Motor Vehicle In Motion	Motor Vehicle In Motion	0	0	34.061		-84.402 Following too Close	Motor Vehicle In Motion
9512424	7/16/2024	16:10:00	WOODSTOCK RD	MOUNTAIN PARK RD	Rear End	Motor Vehicle In Motion	Motor Vehicle In Motion	0	0	34.06192		-84.40089 Following too Close	Motor Vehicle In Motion
9630147	10/12/2024	13:45:00	HWY 92	MOUNTAIN PARK RD	Rear End	Motor Vehicle In Motion	Motor Vehicle In Motion	0	0	34.062		-84.4 Following too Close	Motor Vehicle In Motion
9655279	10/29/2024	15:28:00	WOODSTOCK RD	MOUNTAIN PARK RD	Sideswipe-Same Direction	Motor Vehicle In Motion	Motor Vehicle In Motion	1	0	34.06177		-84.40083 Changed Lanes Improperly	Motor Vehicle In Motion
9697310	11/29/2024	16:00:00	WOODSTOCK RD	MOUNTAIN PARK RD	Rear End	Motor Vehicle In Motion	Motor Vehicle In Motion	0	0	34.062		-84.401 Following too Close	Motor Vehicle In Motion
9771819	2/1/2025	5:07:00	WOODSTOCK RD	BOWEN RD	Not A Collision with Motor Vehicle	Curb	Curb	1	0	34.062		-84.401 Reaction to Object or Animal	Curb
9862058	4/14/2025	9:05:00	WOODSTOCK RD	BOWEN RD	Rear End	Motor Vehicle In Motion	Motor Vehicle In Motion	1	0	34.0618		-84.4014 Following too Close;Other - Details in Narrative	Motor Vehicle In Motion
9863478	4/21/2025	14:14:00	WOODSTOCK RD	BOWEN RD	Angle	Motor Vehicle In Motion	Motor Vehicle In Motion	0	0	34.06167		-84.39985 Changed Lanes Improperly	Motor Vehicle In Motion
9873658	4/29/2025	20:32:00	WOODSTOCK RD	BOWEN RD	Angle	Motor Vehicle In Motion	Motor Vehicle In Motion	1	0	34.0617		-84.40105 Disregard Other Traffic Contro	Motor Vehicle In Motion
9877278	5/2/2025	19:30:00	BOWEN RD	WOODSTOCK RD	Rear End	Motor Vehicle In Motion	Motor Vehicle In Motion	1	0	34.06181		-84.40096 Following too Close	Motor Vehicle In Motion
9943641	6/21/2025	22:04:00	WOODSTOCK RD	MOUNTAIN PARK RD	Rear End	Motor Vehicle In Motion	Motor Vehicle In Motion	0	0	34.0617		-84.4007 Following too Close	Motor Vehicle In Motion
9946671	6/25/2025	13:15:00	WOODSTOCK RD	MOUNTAIN PARK RD	Rear End	Motor Vehicle In Motion	Motor Vehicle In Motion	0	0	34.06185		-84.4013	Motor Vehicle In Motion
9959140	7/6/2025	9:56:00	BOWEN RD	WOODSTOCK RD	Rear End	Motor Vehicle In Motion	Motor Vehicle In Motion	0	0	34.061		-84.4 Following too Close	Motor Vehicle In Motion
9973596	7/16/2025	14:44:00	BOWEN RD	WOODSTOCK RD	Head On	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	34.06148		-84.40123 Improper Turn;Driver Lost Control - Speed Re	Motor Vehicle In Motion
9974961	7/17/2025	19:27:00	WOODSTOCK RD	MOUNTAIN PARK RD	Rear End	Motor Vehicle In Motion	Motor Vehicle In Motion	0	0	34.06185		-84.40128 Following too Close	Motor Vehicle In Motion
9981787	7/24/2025	12:45:00	MOUNTAIN PARK RD	WOODSTOCK RD	Rear End	Motor Vehicle In Motion	Motor Vehicle In Motion	0	0	34.062		-84.402 Following too Close	Motor Vehicle In Motion
10013262	8/20/2025	8:29:00	WOODSTOCK RD	BOWEN RD	Angle	Motor Vehicle In Motion	Motor Vehicle In Motion	0	0	34.061		-84.4 Disregard Stop Sign/Signal	Motor Vehicle In Motion
10019454	8/25/2025	13:10:00	WOODSTOCK RD	MOUNTAIN PARK RD	Rear End	Motor Vehicle In Motion	Motor Vehicle In Motion	1	0	34.062		-84.402 Following too Close	Motor Vehicle In Motion
10021493	8/26/2025	10:04:00	WOODSTOCK RD	MOUNTAIN PARK RD	Sideswipe-Same Direction	Motor Vehicle In Motion	Motor Vehicle In Motion	0	0	34.06205		-84.40199 Changed Lanes Improperly	Motor Vehicle In Motion
10036106	9/8/2025	20:52:00	BOWEN RD	WOODSTOCK RD	Rear End	Motor Vehicle In Motion	Motor Vehicle In Motion	1	0	34.06161		-84.40097 Following too Close	Motor Vehicle In Motion
10054947	9/23/2025	18:05:00	WOODSTOCK RD	BOWEN									

# Crash Diagram

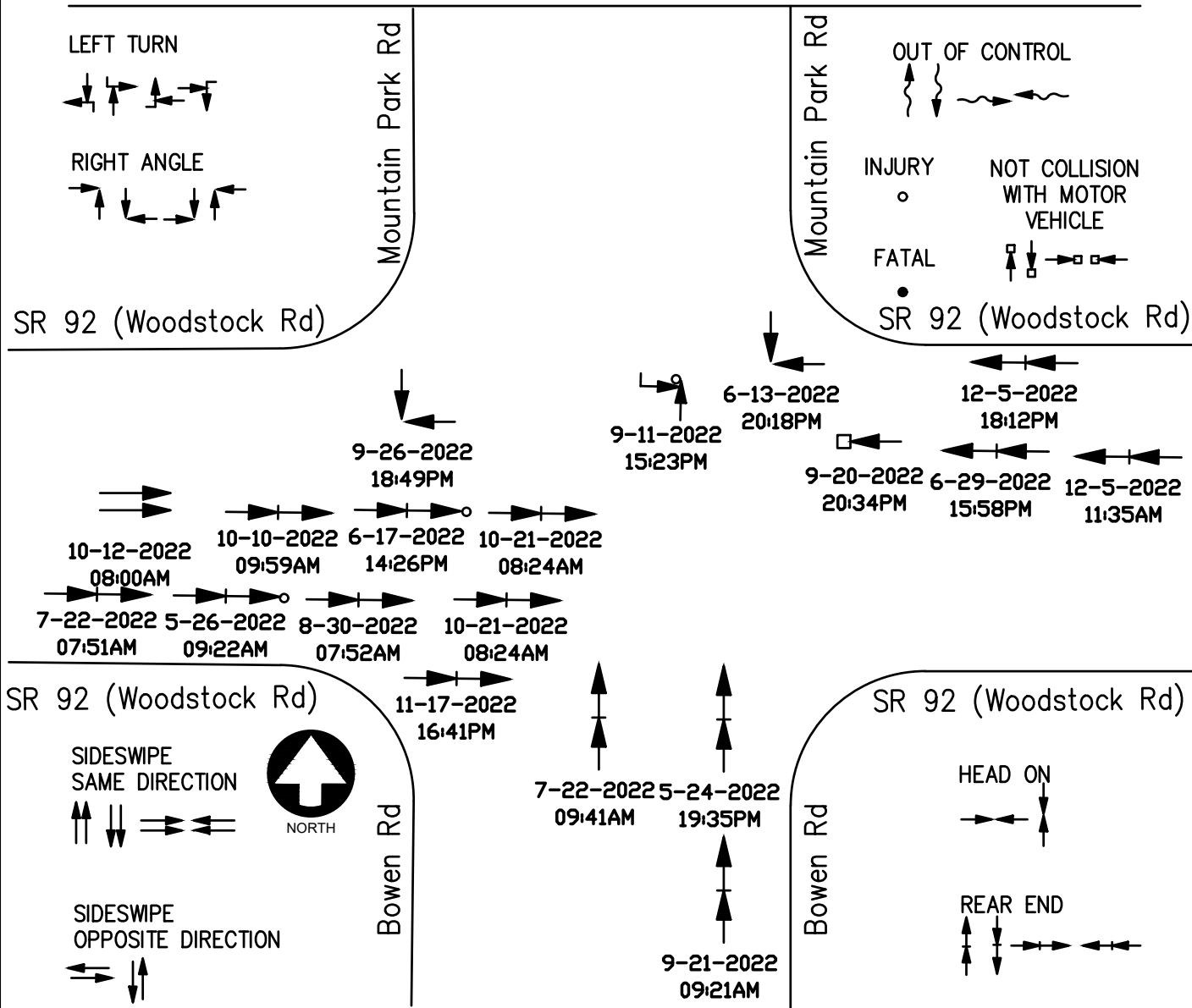
SR 92 (Woodstock Road) at Bowen Road/ Mountain Park Road - Year 2022 A



ROAD	ACC	TIME	ACC	TYPE ACC	ACC	ACCIDENT SEVERITY	ACC
DRY	14	0600-1000	6	SIDESWIPE	1	FATAL	0
WET	1	1000-1600	2	REAR END	10	NONFATAL	15
ICY	0	1600-1900	3	RT. ANGLE	3	PROP DAM.	0
TOTAL .....	15	1900-2400	4	LEFT TURN	1	TOTAL .....	15
		2400-0600	0	LST CONTROL	0		
<u>SEASON</u>	<u>ACC</u>	TOTAL .....	15	COMBINATION	0		
WINTER	3			HEAD ON	0		
(Dec-Feb)				TOTAL .....	15		
SPRING	12						
(Mar-May)							
SUMMER	0						
(June-Aug)							
FALL	0						
(Sept-Nov)							
TOTAL .....	15						

# Crash Diagram

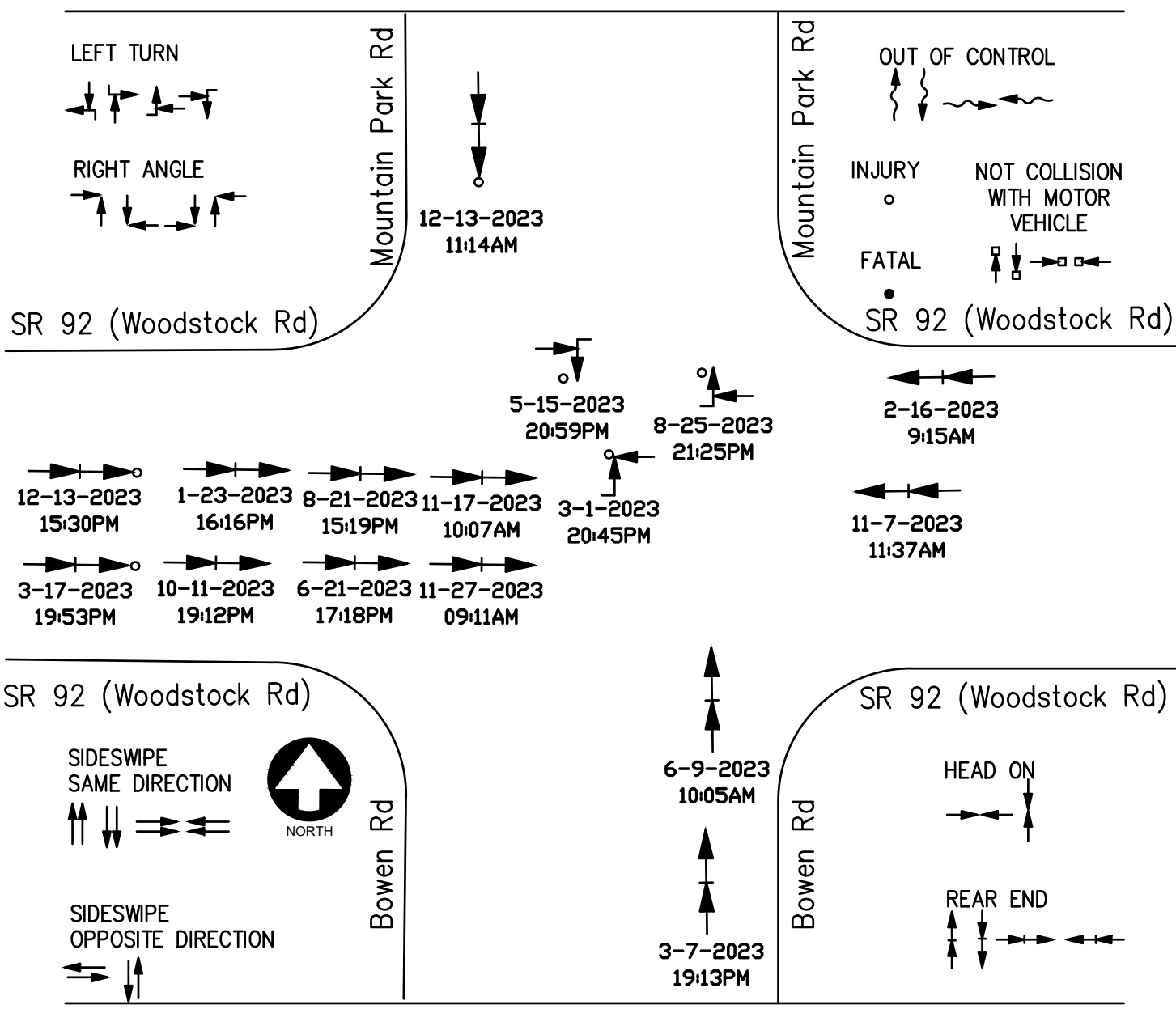
SR 92 (Woodstock Road) at Bowen Road/ Mountain Park Road - Year 2022 B



ROAD	ACC	TIME	ACC	TYPE	ACC	ACCIDENT SEVERITY	ACC
DRY	16	0600-1000	8	SIDESWIPE	1	FATAL	0
WET	2	1000-1600	4	REAR END	13	NONFATAL	18
ICY	0	1600-1900	3	RT. ANGLE	2	PROP DAM.	0
TOTAL .....	18	1900-2400	3	LEFT TURN	1	TOTAL .....	18
		2400-0600	0	LST CONTROL	1		
		TOTAL .....	18	COMBINATION	0		
SEASON	ACC			HEAD ON	0		
WINTER	2			TOTAL .....	18		
(Dec-Feb)							
SPRING	2						
(Mar-May)							
SUMMER	6						
(June-Aug)							
FALL	8						
(Sept-Nov)							
TOTAL .....	18						

# Crash Diagram

SR 92 (Woodstock Road) at Bowen Road/ Mountain Park Road - Year 2023

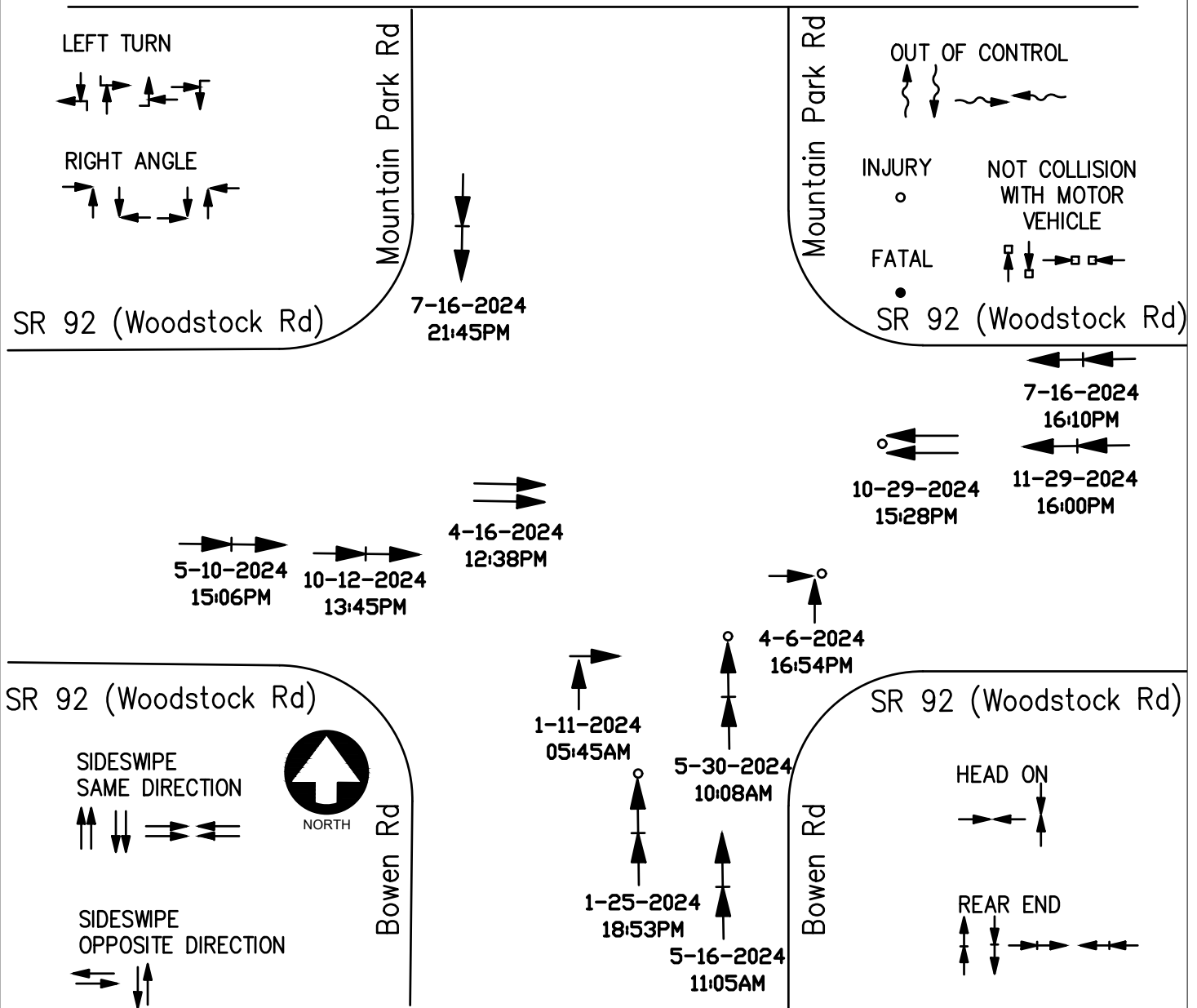


ROAD	ACC	TIME	ACC	TYPE	ACC	ACCIDENT SEVERITY	ACC
DRY	14	0600-1000	2	SIDESWIPE	0	FATAL	0
WET	3	1000-1600	5	REAR END	14	NONFATAL	17
ICY	0	1600-1900	4	RT. ANGLE	0	PROP DAM.	0
TOTAL .....	17	1900-2400	6	LEFT TURN	3	TOTAL .....	17
		2400-0600	0	LST CONTROL	0		
<b>SEASON</b>	<b>ACC</b>	<b>TOTAL .....</b>	<b>17</b>	COMBINATION	0		
WINTER	4			HEAD ON	0		
(Dec-Feb)				TOTAL .....	17		
SPRING	4						
(Mar-May)							
SUMMER	5						
(June-Aug)							
FALL	4						
(Sept-Nov)							
TOTAL .....	17						

Attachment: ZMCC-0126-000001\_1340 Woodstock Road\_Traffic Impact Study 011526 (2026-2 : Modification of Zoning Conditions - Bowen & 92,

# Crash Diagram

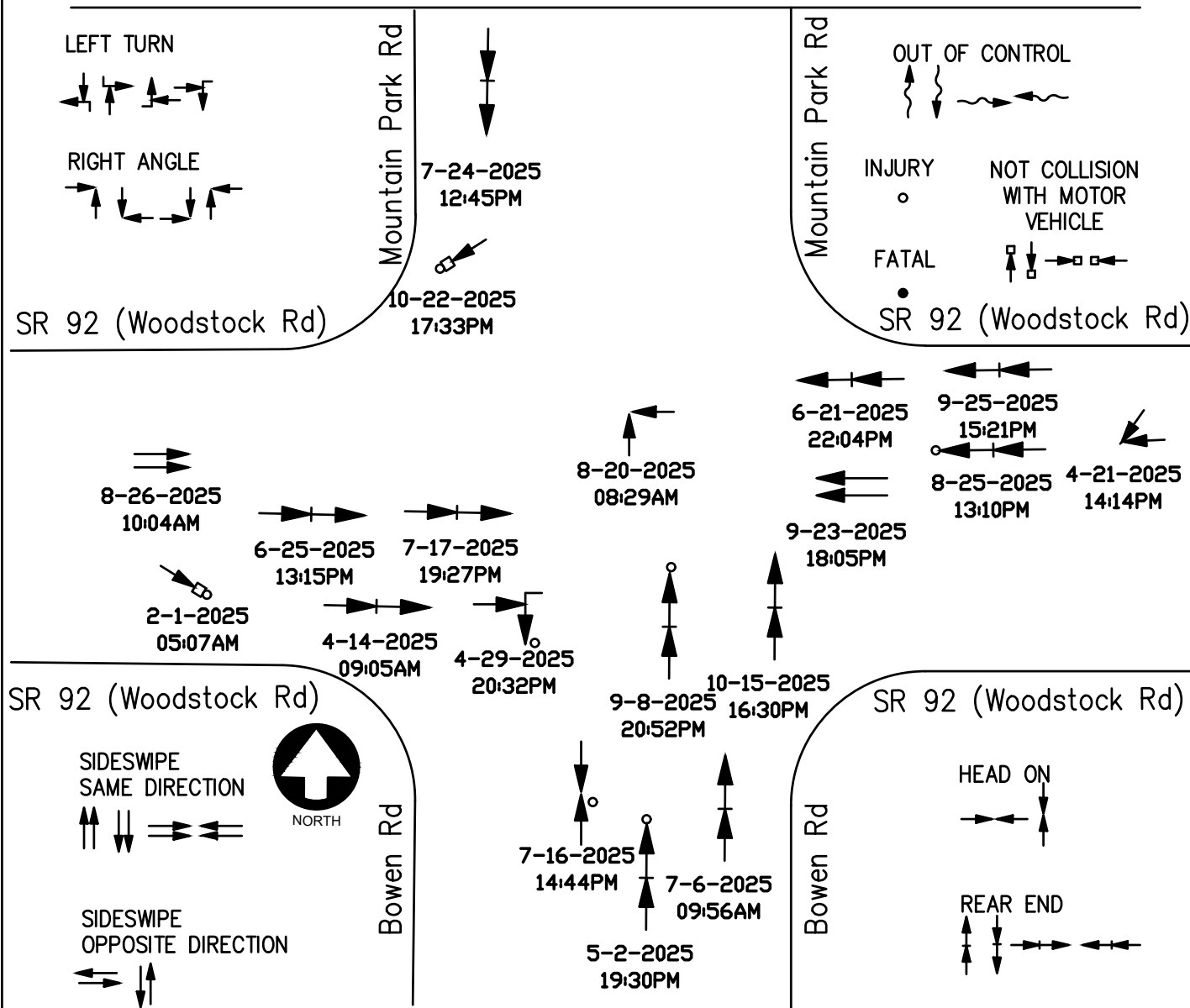
SR 92 (Woodstock Road) at Bowen Road/ Mountain Park Road - Year 2024



ROAD	ACC	TIME	ACC	TYPE	ACC	ACCIDENT SEVERITY	ACC
DRY	11	0600-1000	0	SIDESWIPE	2	FATAL	0
WET	1	1000-1600	6	REAR END	8	NONFATAL	12
ICY	0	1600-1900	4	RT. ANGLE	2	PROP DAM.	0
TOTAL .....	12	1900-2400	1	LEFT TURN	0	TOTAL .....	12
		2400-0600	1	LST CONTROL	0		
<u>SEASON</u>	<u>ACC</u>	TOTAL .....	12	COMBINATION	0		
WINTER	2			HEAD ON	0		
(Dec-Feb)				TOTAL .....	12		
SPRING	5						
(Mar-May)							
SUMMER	2						
(June-Aug)							
FALL	3						
(Sept-Nov)							
TOTAL .....	12						

# Crash Diagram

SR 92 (Woodstock Road) at Bowen Road/ Mountain Park Road - Year 2025

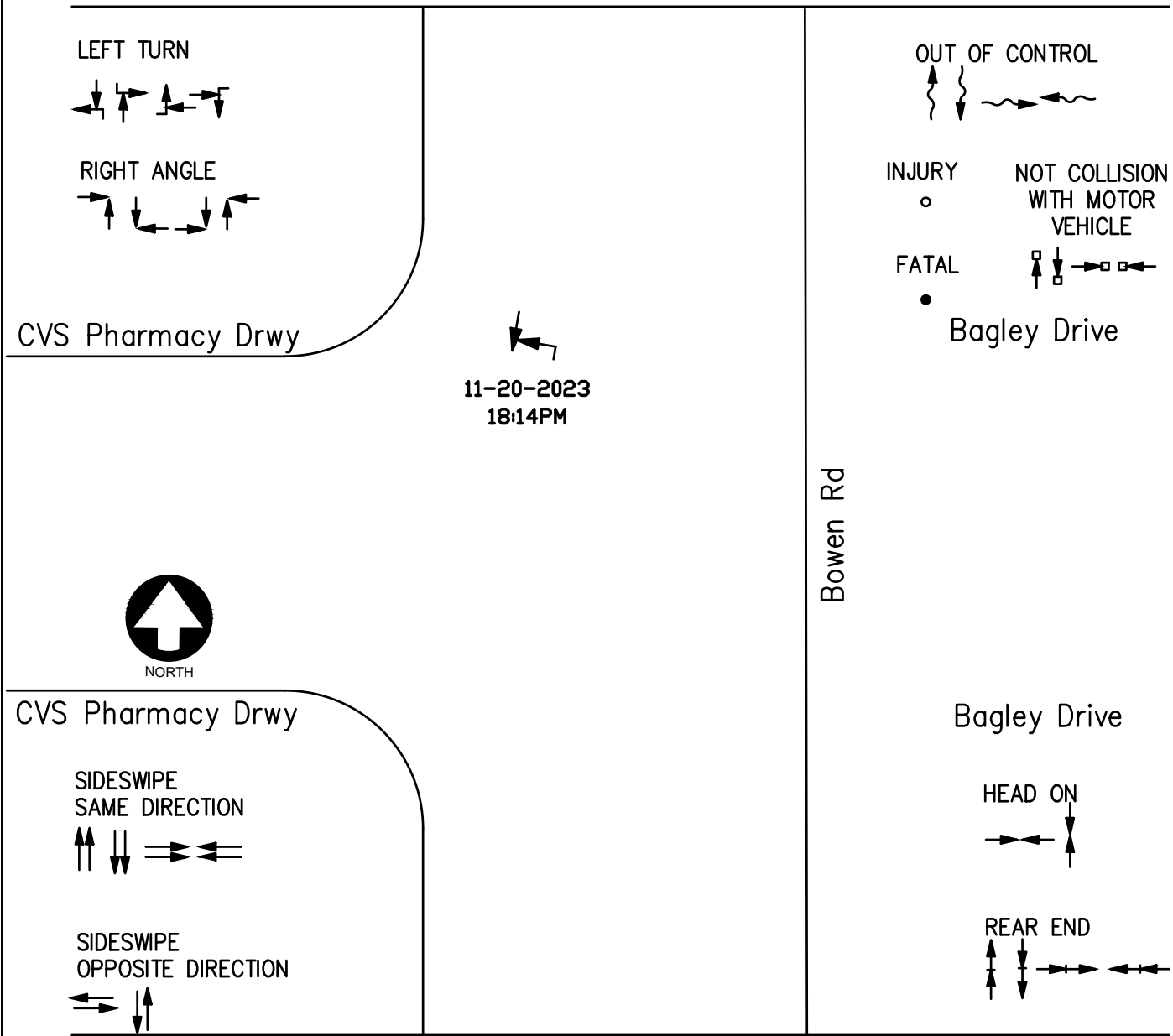


ROAD	ACC	TIME	ACC	TYPE	ACC	ACCIDENT SEVERITY	ACC
DRY	15	0600-1000	3	SIDESWIPE	2	FATAL	0
WET	4	1000-1600	7	REAR END	11	NONFATAL	19
ICY	0	1600-1900	3	RT. ANGLE	2	PROP DAM.	0
TOTAL .....	19	1900-2400	5	LEFT TURN	1	TOTAL .....	19
		2400-0600	1	LST CONTROL	2		
		TOTAL .....	19	COMBINATION	0		
<u>SEASON</u>	<u>ACC</u>			HEAD ON	1		
WINTER	1			TOTAL .....	19		
(Dec-Feb)							
SPRING	4						
(Mar-May)							
SUMMER	9						
(June-Aug)							
FALL	5						
(Sept-Nov)							
TOTAL .....	19						

AccidentNo	Date	Time	Route	IntersectingRoute	MannerOfCollision	U1MostHarmfulEvent	U2MostHarmfulEvent	Injuries	Fatalities	MappedLatDecimal	MappedLongDecimal	U1Factors	U1FirstHarmfulEvent
9237124	11/20/2023	18:14:00	BOWEN RD	WOODSTOCK RD	Angle	Motor Vehicle In Motion	Motor Vehicle In Motion	1	0	34.0611	-84.4015	Failed to Yield	Motor Vehicle In Motion
9813596	3/11/2025	18:37:00	BOWEN RD	WOODSTOCK RD	Sideswipe-Same Direction	Motor Vehicle In Motion	Motor Vehicle In Motion	0	0	34.06096	-84.40169	Improper Turn	Motor Vehicle In Motion

# Crash Diagram

Bowen Road at CVS Pharmacy Driveway - Year 2023

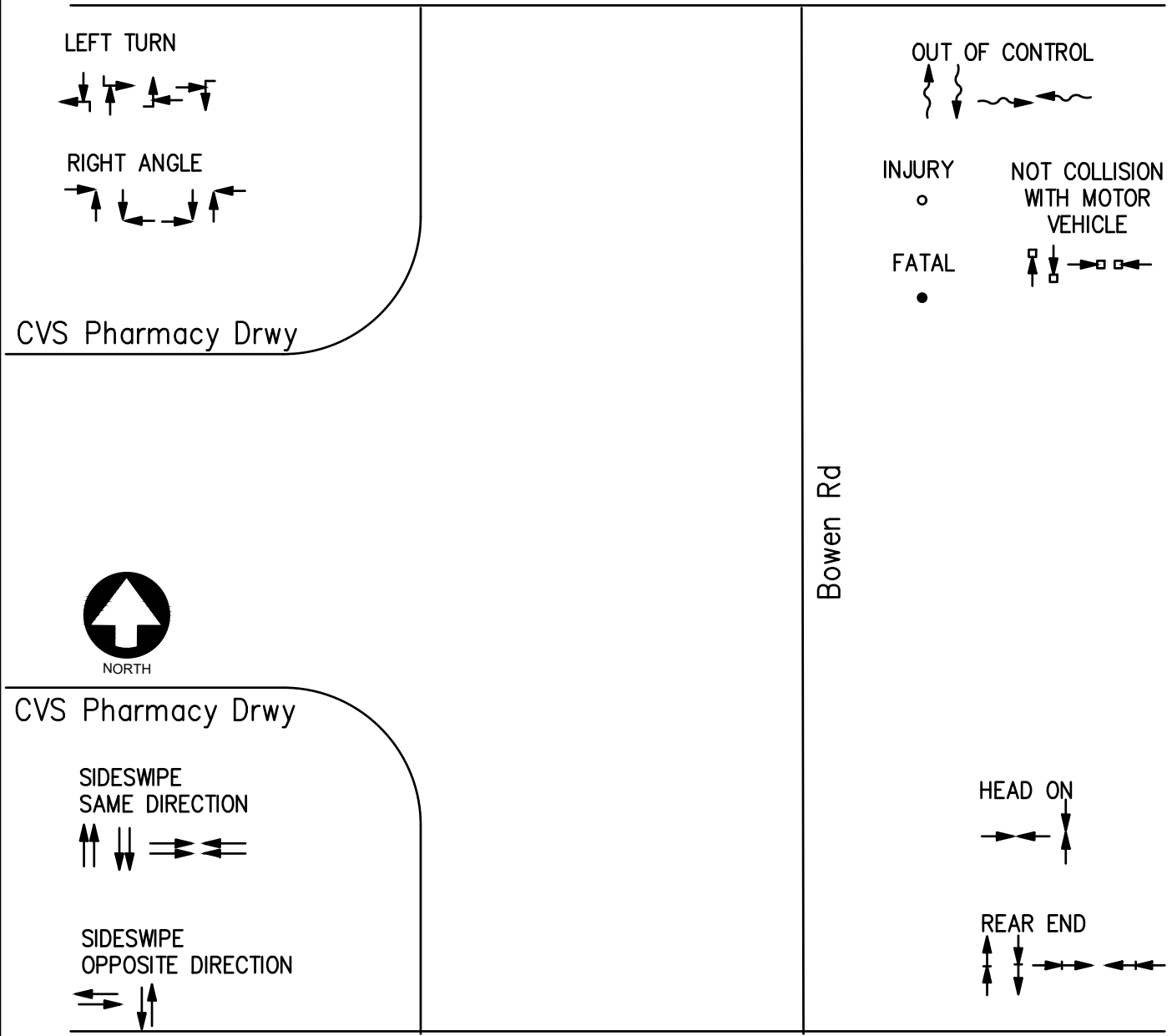


ROAD	ACC	TIME	ACC	TYPE	ACC	ACCIDENT SEVERITY	ACC
DRY	1	0600-1000	0	SIDESWIPE	0	FATAL	0
WET	0	1000-1600	0	REAR END	0	NONFATAL	1
ICY	0	1600-1900	1	RT. ANGLE	0	PROP DAM.	0
TOTAL .....	1	1900-2400	0	LEFT TURN	1	TOTAL .....	1
		2400-0600	0	LST CONTROL	0		
SEASON	ACC	TOTAL .....	1	COMBINATION	0		
WINTER	0			HEAD ON	0		
(Dec-Feb)				TOTAL .....	0		
SPRING	0						
(Mar-May)							
SUMMER	0						
(June-Aug)							
FALL	1						
(Sept-Nov)							
TOTAL .....	1						

Attachment: ZMCC-0126-000001\_1340 Woodstock Road\_Traffic Impact Study 011526 (2026-2 : Modification of Zoning Conditions - Bowen & 92,

# Crash Diagram

## Bowen Road at CVS Pharmacy Driveway - Year 2024

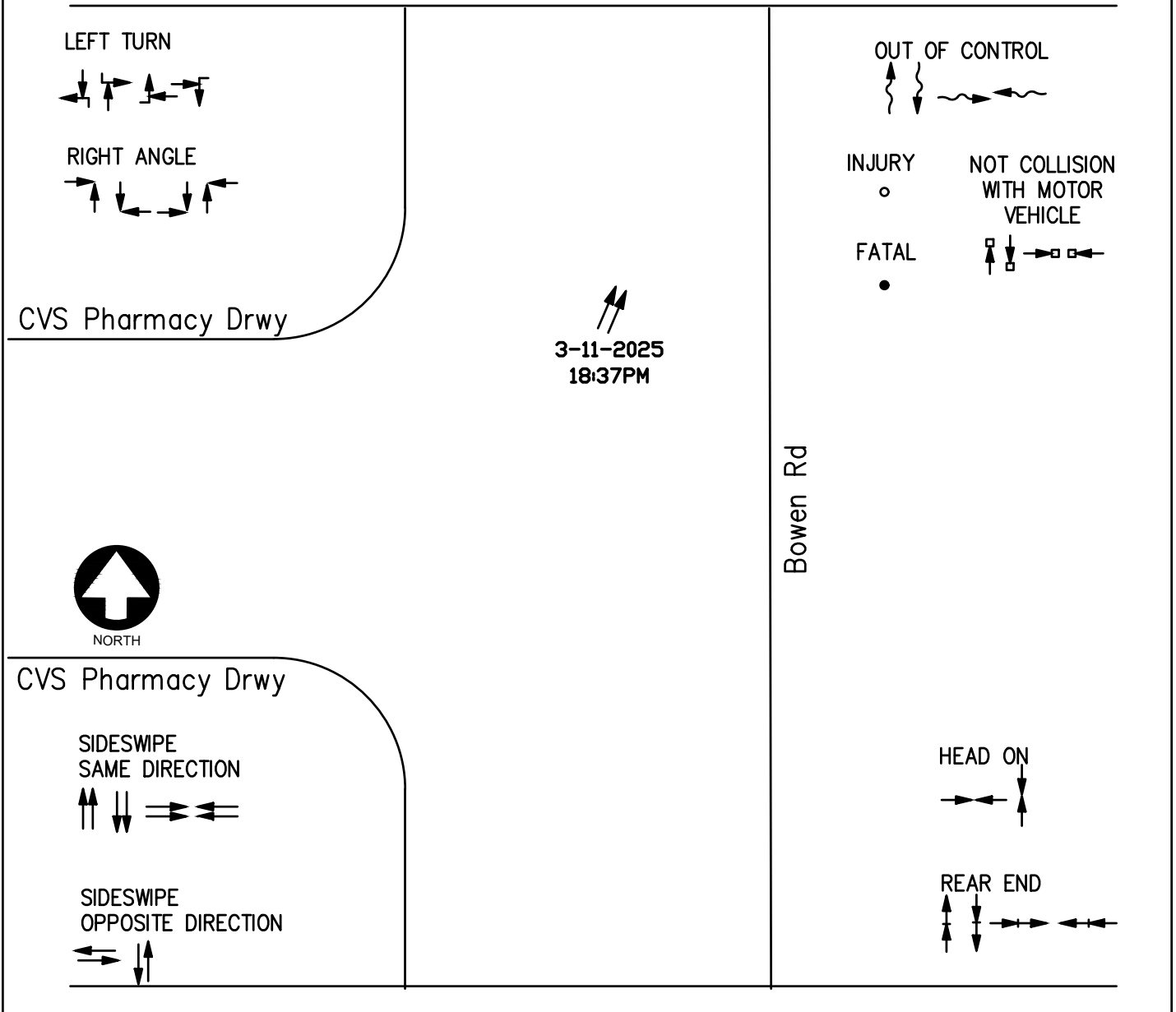


ROAD	ACC	TIME	ACC	TYPE	ACC	ACCIDENT SEVERITY	ACC
DRY	1	0600-1000	1	SIDESWIPE	0	FATAL	0
WET	0	1000-1600	0	REAR END	1	NONFATAL	0
ICY	0	1600-1900	0	RT. ANGLE	0	PROP DAM.	0
TOTAL .....	1	1900-2400	0	LEFT TURN	0	TOTAL .....	0
		2400-0600	0	LST CONTROL	0		
		TOTAL .....	1	COMBINATION	0		
<u>SEASON</u>	<u>ACC</u>			HEAD ON	0		
WINTER	1			TOTAL .....	1		
(Dec-Feb)							
SPRING	0						
(Mar-May)							
SUMMER	0						
(June-Aug)							
FALL	0						
(Sept-Nov)							
TOTAL .....	1						

Attachment: ZMCC-0126-000001\_1340 Woodstock Road\_Traffic Impact Study 011526 (2026-2 : Modification of Zoning Conditions - Bowen & 92,

# Crash Diagram

Bowen Road at CVS Pharmacy Driveway - Year 2025

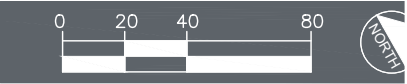
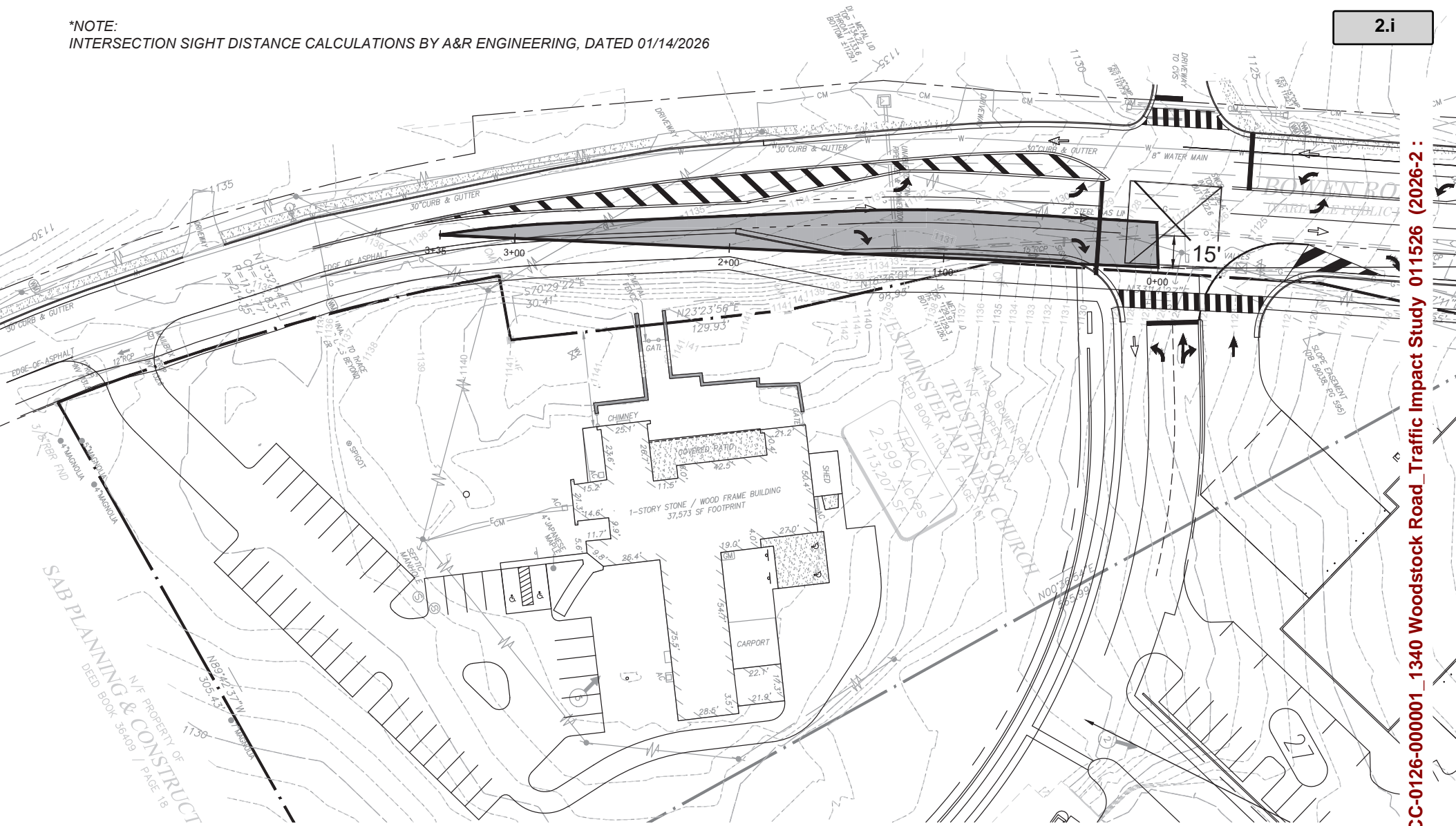


ROAD	ACC	TIME	ACC	TYPE	ACC	ACCIDENT SEVERITY	ACC
DRY	1	0600-1000	0	SIDESWIPE	1	FATAL	0
WET	0	1000-1600	0	REAR END	0	NONFATAL	1
ICY	0	1600-1900	1	RT. ANGLE	0	PROP DAM.	0
TOTAL .....	1	1900-2400	0	LEFT TURN	0	TOTAL .....	1
		2400-0600	0	LST CONTROL	0		
		TOTAL .....	1	COMBINATION	0		
<u>SEASON</u>	<u>ACC</u>			HEAD ON	0		
WINTER	0			TOTAL .....	1		
(Dec-Feb)							
SPRING	0						
(Mar-May)							
SUMMER	0						
(June-Aug)							
FALL	1						
(Sept-Nov)							
TOTAL .....	1						

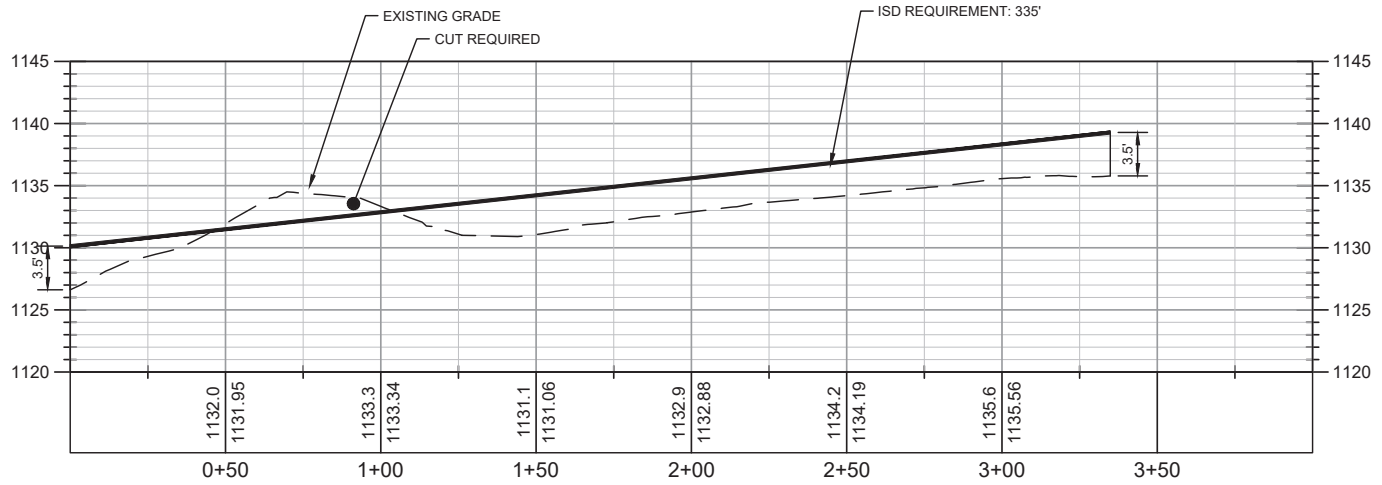
# SIGHT DISTANCE PROFILES

\*NOTE:  
INTERSECTION SIGHT DISTANCE CALCULATIONS BY A&R ENGINEERING, DATED 01/14/2026

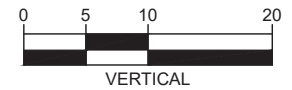
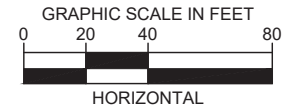
2.i

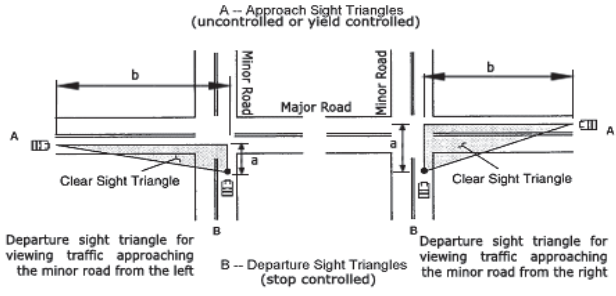


\*NOTE:  
 INTERSECTION SIGHT DISTANCE CALCULATIONS BY A&R ENGINEERING, DATED 01/14/2026



PROFILE VIEW  
 ISD Alignment





CASE B1 - Left Turn from the Minor Road (looking to the right)			
Unadjusted (level grade)		Adjusted (Sloped Driveway)	
437.3	Calculated	437.3	Calculated
440	Design	440	Design

35	design speed of major road (mph)
7.50	unadjusted gap time
1.00	adjustment to gap time for additional lanes
0.00	adjustment to gap time for median width
0.00	adjustment to gap time for minor approach grade
8.50	adjusted gap time
Passenger Car	Type of vehicle
3	Number of lanes crossed on Major Road (Enter "1" for a conventional two-lane road)
0	Median Width if not two-stage left turn (ft)
2%	Minor Road Approach Grade (if > 3%)

**CASE B2 - Right Turn from the Minor Road (looking to the left)**

Calculated	Design
334.4 ft	335 ft
35	design speed of major road (mph)
6.50	time gap for minor road vehicle to enter the major road
Passenger Car	Type of vehicle
1	Number of lanes crossed on Major Road (Enter "1" for a conventional two-lane road)
2%	Minor Road Approach Grade (if > 3%)

**CASE B3 - Crossing the Major Road from a Minor Road**

Calculated	Design
385.9 ft	390 ft
35	design speed of major road (mph)
7.50	time gap for minor road vehicle to enter the major road
Passenger Car	Type of vehicle
4	Number of lanes crossed on Major Road (Enter "2" for a conventional two-lane road)
0	Median Width if not two-stage left turn (ft)
2%	Minor Road Approach Grade (if > 3%)

If the divided highway median is wide enough to store the vehicle, with a clearance of 3' at both ends, no separate analysis for the departure sight triangle for left turns is needed on the minor road approach for the near roadway to the left. Sight for left turns should be provided from the median.

When to check for crossing maneuver:  
 when it is the only legal maneuver  
 when crossing more than 6 lanes  
 when the far side of the intersection has steep grades

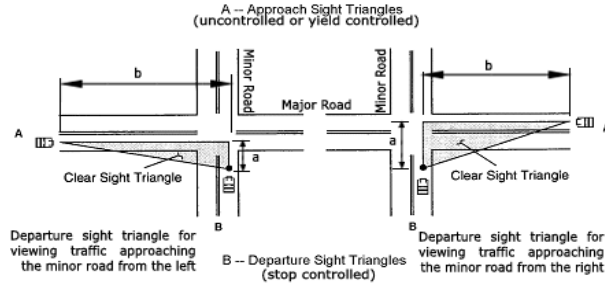
Where substantial volumes of heavy vehicles enter the major road, such as from a ramp terminal, the use of tabulated values for single-unit or combination trucks should be considered.

Case B1 - Gap Times	
7.5	Passenger Car
9.5	Single Unit Truck
11.5	Combination Truck

Case B2 - Gap Times	
6.5	Passenger Car
8.5	Single Unit Truck
10.5	Combination Truck

Case B3 - Gap Times	
6.5	Passenger Car
8.5	Single Unit Truck
10.5	Combination Truck

CASE F - Left Turn from the Major Road	
Calculated	Design
308.7 ft	310 ft
35	design speed of major road (mph)
6.0	time gap for minor road vehicle to enter the major road
Passenger Car	Type of vehicle
2	Number of lanes crossed on Major Road (Enter "1" for a conventional two-lane road)



CASE B1 - Left Turn from the Minor Road (looking to the right)			
Unadjusted (level grade)		Adjusted (Sloped Driveway)	
0.0	Calculated	0.0	Calculated
0	Design	0	Design
0	design speed of major road (mph)		
7.50	unadjusted gap time		
-0.50	adjustment to gap time for additional lanes		
0.00	adjustment to gap time for median width		
0.00	adjustment to gap time for minor approach grade		
7.00	adjusted gap time		
Passenger Car	Type of vehicle		
0	Number of lanes crossed on Major Road	(Enter "1" for a conventional two-lane road)	
0	Median Width if not two-stage left turn (ft)		
2%	Minor Road Approach Grade (if > 3%)		

**CASE B2 - Right Turn from the Minor Road (looking to the left)**

Calculated	Design
496.1 ft	500 ft
45	design speed of major road (mph)
7.50	time gap for minor road vehicle to enter the major road
Passenger Car	Type of vehicle
1	Number of lanes crossed on Major Road (Enter "1" for a conventional two-lane road)
2%	Minor Road Approach Grade (if > 3%)

**CASE B3 - Crossing the Major Road from a Minor Road**

Calculated	Design
0.0 ft	0 ft
0	design speed of major road (mph)
6.50	time gap for minor road vehicle to enter the major road
Passenger Car	Type of vehicle
2	Number of lanes crossed on Major Road (Enter "2" for a conventional two-lane road)
	Median Width if not two-stage left turn (ft)
	Minor Road Approach Grade (if > 3%)

If the divided highway median is wide enough to store the vehicle, with a clearance of 3' at both ends, no separate analysis for the departure sight triangle for left turns is needed on the minor road approach for the near roadway to the left. Sight for left turns should be provided from the median.

When to check for crossing maneuver:  
 when it is the only legal maneuver  
 when crossing more than 6 lanes  
 when the far side of the intersection has steep grades

Where substantial volumes of heavy vehicles enter the major road, such as from a ramp terminal, the use of tabulated values for single-unit or combination trucks should be considered.

Case B1 - Gap Times	
7.5	Passenger Car
9.5	Single Unit Truck
11.5	Combination Truck

Case B2 - Gap Times	
6.5	Passenger Car
8.5	Single Unit Truck
10.5	Combination Truck

Case B3 - Gap Times	
6.5	Passenger Car
8.5	Single Unit Truck
10.5	Combination Truck

# TRAFFIC VOLUME WORKSHEETS

**25-201 Proposed Retail Development at SR 92 and Bowen Road - Roswell, GA**  
**Traffic Volumes**

A&R Engineering  
 December 2025

**1.SR 92 @ Bowen Rd**  
**A.M. Peak Hour**

Condition	Bowen Road Northbound				Mountain Park Road Southbound				SR 92 (Woodstock Road) Eastbound				SR 92 (Woodstock Road) Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Existing 2025 Traffic Counts:	0	88	62	149	0	152	106	34	12	67	2611	117	3	132	1039	127
Growth Factor (%):	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
No-Build 2027 Volumes:	0	90	64	153	0	156	109	35	12	69	2684	120	3	136	1068	131
Total New Trips:	0	25	7	0	0	5	5	0	0	0	19	19	11	26	0	0
Pass-by Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2027 Traffic Volumes:	0	115	71	153	0	161	114	35	12	69	2703	139	14	162	1068	131
				339				310				2923				1375
				Tot				Tot				Tot				Tot

**P.M. Peak Hour**

Condition	Bowen Road Northbound				Mountain Park Road Southbound				SR 92 (Woodstock Road) Eastbound				SR 92 (Woodstock Road) Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Existing 2025 Traffic Counts:	0	140	129	176	0	196	137	61	32	92	1231	94	7	195	2309	172
Growth Factor (%):	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
No-Build 2027 Volumes:	0	144	133	181	0	201	141	63	33	95	1265	97	7	200	2374	177
Total New Trips:	0	46	12	0	0	6	6	0	0	0	22	22	13	31	0	0
Pass-by Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips:	0	53	0	0	0	0	0	0	0	0	0	0	25	25	-50	0
Future 2027 Traffic Volumes:	0	243	145	181	0	207	147	63	33	95	1287	119	45	256	2324	177
				569				417				1534				2802
				Tot				Tot				Tot				Tot

**25-201 Proposed Retail Development at SR 92 and Bowen Road - Roswell, GA**  
Traffic Volumes

2. Bowen Rd @ CSV-Site Drwy 1  
A.M. Peak Hour

Condition	Bowen Road Northbound					Bowen Road Southbound					CSV Pharmacy Driveway Eastbound					Site Driveway 1 Westbound				
	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
	Existing 2025 Traffic Counts:	0	4	298	0	302	0	0	360	7	367	0	9	0	2	11	0	0	0	0
Growth Factor (%):	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
No-Build 2027 Volumes:	0	4	306	0	310	0	0	370	7	377	0	9	0	2	11	0	0	0	0	0
Total New Trips:	0	0	0	38	38	0	50	0	0	50	0	0	3	0	3	0	25	2	32	59
Pass-by Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2027 Traffic Volumes:	0	4	306	38	348	0	50	370	7	427	0	9	3	2	14	0	25	2	32	59

P.M. Peak Hour

Condition	Bowen Road Northbound					Bowen Road Southbound					CSV Pharmacy Driveway Eastbound					Site Driveway 1 Westbound				
	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
	Existing 2025 Traffic Counts:	0	10	481	0	491	0	0	419	24	443	0	48	0	12	60	0	0	0	0
Growth Factor (%):	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
No-Build 2027 Volumes:	0	10	494	0	504	0	0	431	25	456	0	49	0	12	61	0	0	0	0	0
Total New Trips:	0	0	0	44	44	0	59	0	0	59	0	0	3	0	3	0	46	3	59	108
Pass-by Trips:	0	0	-9	9	0	0	9	-9	0	0	0	0	0	0	0	0	9	0	9	18
Diverted Trips:	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	0	0	0	0	0
Future 2027 Traffic Volumes:	0	10	485	53	548	0	93	422	25	540	0	49	3	12	64	0	55	3	121	179

**25-201 Proposed Retail Development at SR 92 and Bowen Road - Roswell, GA**  
**Traffic Volumes**

A&R Engineering  
 December 2025

**3.SR 92 @ Site Drwy 2 (RIRO)**  
**A.M. Peak Hour**

Condition	Site Driveway 2 (RIRO) Northbound				-				SR 92 (Woodstock Road) Eastbound				SR 92 (Woodstock Road) Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Existing 2025 Traffic Counts:	0	0	0	0	0	0	0	0	0	0	2915	0	0	0	1301	0
Growth Factor (%):	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
No-Build 2027 Volumes:	0	0	0	0	0	0	0	0	0	0	2997	0	0	0	1337	0
Total New Trips:	0	0	0	25	0	0	0	0	0	0	35	35	0	0	38	38
Pass-by Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2027 Traffic Volumes:	0	0	0	25	0	0	0	0	0	0	2997	35	0	0	1375	0

**P.M. Peak Hour**

Condition	Site Driveway 2 (RIRO) Northbound				-				SR 92 (Woodstock Road) Eastbound				SR 92 (Woodstock Road) Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Existing 2025 Traffic Counts:	0	0	0	0	0	0	0	0	0	0	1610	0	0	0	2683	0
Growth Factor (%):	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
No-Build 2027 Volumes:	0	0	0	0	0	0	0	0	0	0	1655	0	0	0	2758	0
Total New Trips:	0	0	0	46	0	0	0	0	0	0	41	41	0	0	44	44
Pass-by Trips:	0	0	0	32	0	0	0	0	0	0	-31	31	0	0	0	0
Diverted Trips:	0	0	0	0	0	0	0	0	0	0	0	25	0	0	0	0
Future 2027 Traffic Volumes:	0	0	0	78	0	0	0	0	0	0	1624	97	0	0	2802	0



**City of Roswell  
Meeting Minutes  
Mayor and Council  
Regular Meeting**

**Mayor Kurt Wilson  
Councilmember Christine Hall  
Councilmember G. Lee Hills  
Councilmember William Morthland  
Councilmember Mike Palermo  
Councilmember Peter Vanstrom**

<b>Monday, August 8, 2022</b>	<b>7:00 PM</b>	<b>City Hall - Council Chambers</b>
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**Welcome**

Mayor Kurt Wilson: Present, Councilmember Christine Hall: Present, Councilmember G. Lee Hills: Present, Councilmember William Morthland: Present, Councilmember Mike Palermo: Present, Councilmember Peter Vanstrom: Present.

**Invocation/Moment of Silence - Pastor Mirek Hufton - World Harvest Church**

**Pledge of Allegiance - Lt. Col. Mike Mizell - Army and President of Johns Creek Veterans Association**

**Mayor's Report**

**1. Reading of a Proclamation for the "Esteemed Veteran of Roswell" Award to Corporal Shawn Hanley.**

This Proclamation celebrates Corporal Shawn Hanley's service to our great community of Roswell, to his fellow service members and to our Country.

<b>RESULT:</b>	<b>PROCLAMATION READ</b>
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**Department Awards**

**2. Recognition of Chris Boyd in receiving the GAWP Elizabeth McEntire Award.**

Chris Boyd, the Roswell Water Utility Manager received the Elizabeth McEntire Award that recognizes excellent achievement in the direct operation of water supply, water treatment and/or water distribution system.

<b>RESULT:</b>	<b>RECOGNIZED</b>
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**Consent Agenda**

<b>RESULT:</b>	<b>CONSENT AGENDA APPROVED [UNANIMOUS]</b>
<b>MOVER:</b>	G. Lee Hills, Councilmember
<b>SECONDER:</b>	William Morthland, Councilmember
<b>IN FAVOR:</b>	Hall, Hills, Morthland, Palermo, Vanstrom

1. **Approval of the July 25, 2022 Mayor and Council Meeting Minutes.**  
*Administration*
2. **Approval for the Mayor and/or City Administrator to sign an Intergovernmental Agreement with the City of Milton for the TSPLOST II Cox Road Intersection Improvements project and approval of Budget Amendment 33642200-8-8-22.**  
*Transportation*  
The project consists of potential intersection improvements along Cox Road at Etris Road and King Road.
3. **Approval for the Mayor and/or City Administrator to sign an Intergovernmental Agreement with the City of Johns Creek for the TSPLOST II Nesbit Ferry Road project and approval of Budget Amendment 33642200-8-8-22 in amount of \$1,000,000.**  
*Transportation*  
The project consists of potential operational and intersection improvements, sidewalks, and a multi-use trail along Nesbit Ferry Road between Holcomb Bridge Road and Old Alabama Road.
4. **Approval for the Mayor and/or City Administrator to sign a task order in an amount not to exceed \$45,300 with the City's on-call consultant Vanasse Hangen Brustlin, Inc. (VHB) for the design of the SR 140 Landscaped Median Islands project.**  
*Transportation*  
The work includes the engineering and landscape design and construction plans/specifications for three landscaped median islands to be constructed on SR 140/Holcomb Bridge Road.
5. **Approval for the Mayor and/or City Administrator to sign a construction contract with BackBone Infrastructure, LLC for an intersection improvement at Old Roswell Road at Warsaw Road in an amount not to exceed \$923,627.47 and approval of Budget Amendment 23042102-8-8-22.**  
*Transportation*  
This project will improve traffic flow through new turn lanes and signal modifications; upgrade the existing sidewalk on the eastern side of Warsaw Road to match Alpharetta's recent improvement north of this intersection; and enhance the existing swales in front of Mimosa Elementary School to meet storm water requirements.

**Regular Agenda****Community Development Department - Liaison Councilmember Mike Palermo**

Department Head Jason Gaines

- 1. Approval of RZ 20215342 CIV (Civic and Institutional) to PV (Parkway Village) / CV 20215343 located at 1340 Woodstock Road & 11450 Bowen Road. (This item was deferred at both the June 13, 2022 and July 11, 2022 Mayor and Council meetings)**

*Resolution No. 2022-08-44*

The Rezoning from CIV (Civic and Institutional) to PV (Parkway Village) was approved with the following concurrent variance requests:

1. UDC Section 4.3.11 - to allow for the minimum percentage of the building along Bowen Road within the build-to-zone to be less than the required thirty-five (35) percent.
2. UDC Section 4.3.13 - to reduce the minimum percentage of the building within the build-to-zone along State Route 92 from 60% to 35.6%.
3. UDC Section 4.3.13 - to reduce the front setback along State Route 92 from fifty (50) feet to forty (40) feet.

The following concurrent variance requests were denied:

- UDC Section 2.2.9.C. placement of the drive-thru in the Build-To-Zone.
- UDC Section 4.3.13 to allow parking within the 50 foot parking setback along SR 92/Woodstock Road.
- UDC Section 10.2.6 to allow more than 8 parking spaces between islands in two locations

\*\*\*\*\*

The request was approved with the following conditions:

1. The owner/developer shall develop the property in substantial accordance with the site plan dated July 19, 2022. Square footage of uses are not guaranteed as reduction may be required due to staff comments during the development permitting process.
2. The owner/developer shall dedicate adequate roadway right-of-way located a minimum of 1-foot behind the proposed sidewalk required along the Bowen Road and SR 92/Woodstock Road property frontages as required by the Roswell Department of Transportation and the Georgia Department of Transportation.
3. The currently proposed driveway access on Bowen Road near the intersection of Bowen Road and State Route 92/Woodstock Road shall be right in / right out only.
4. The currently proposed driveway access on Bowen Road near the intersection of Bowen Road and State Route 92/Woodstock Road shall be designed to obstruct illegal left turns from the property onto southbound Bowen Road and must be approved by City of Roswell Transportation Department.
5. The owner/developer shall complete a preliminary and a final plat that will include the new property line boundaries and also the dedication of the right-of-way along Bowen Road and State Route 92/Woodstock Road. The final plat shall be recorded with Fulton County prior to the issuance of the first certificate of occupancy for the development.

6. The owner/developer shall install sidewalks to allow for pedestrian connectivity from the sidewalks along Bowen Road and State Route 92/Woodstock Road to the interior of the development.
7. There shall be a minimum 8-foot sidewalk on Bowen Road and SR 92/Woodstock Road frontages.
8. Provide 12,000 SF of additional outdoor amenity space to include a gazebo or pavilion and be centrally located in the project.

<b>RESULT:</b>	<b>APPROVED WITH CONDITIONS &amp; VARIANCES [UNANIMOUS]</b>
<b>MOVER:</b>	Mike Palermo, Councilmember
<b>SECONDER:</b>	Peter Vanstrom, Councilmember
<b>IN FAVOR:</b>	Hall, Hills, Morthland, Palermo, Vanstrom

**2. Approval of RZ 20220699/ CU 20220700 - 342, 334, & 0 Jones Drive - Rezone RS-12 (Single Family Suburban) & CIV (Civic) to RX (Residential Mixed Use) and a Conditional Use for Single Family Residential.**

*Resolution No. 2022-08-45*

Motion: Approve Rezoning RS-12 (Single Family Suburban) and CIV (Civic) to RX (Residential Mixed Use) and a Conditional Use for Single Family Residential with the following Conditions:

- a. The owner/developer shall develop the property in substantial accordance with the site plan dated "Received June 15, 2022". Square footage of uses are not guaranteed, as reduction may be required due to staff comments during the development permitting process.
- b. The Roswell Historic Preservation Commission shall review the parking development that supports the former church building at 330/340 Atlanta Street. The Historic Preservation Commission shall not review demolition of existing buildings or structures on the subject properties, nor shall the Historic Preservation Commission review the proposed single-family houses.
- c. The owner/developer shall submit a preliminary plat prior to issuance of the land disturbance permit.
- d. The owner/developer shall submit a final plat for approval by the Mayor and Council. The final plat must be approved and recorded prior to the issuance of a building permit for the single family homes.
- e. A Home Owner's Association will be created to include the five (5) single family house properties for the purpose of maintaining the shared driveway, retaining wall and private stormwater management system.

<b>RESULT:</b>	<b>APPROVED WITH CONDITIONS [UNANIMOUS]</b>
<b>MOVER:</b>	Mike Palermo, Councilmember
<b>SECONDER:</b>	William Morthland, Councilmember
<b>IN FAVOR:</b>	Hall, Hills, Morthland, Palermo, Vanstrom

3. **Approval of RC 20221699 - 340 Atlanta Street - 342,334, & 0 Jones Drive Issuance of a Metropolitan River Protection Act (MRPA) certificate within the Chattahoochee River corridor for construction of single-family homes.**

*Resolution No. 2022-08-46*

<b>RESULT:</b>	<b>APPROVED [UNANIMOUS]</b>
<b>MOVER:</b>	Mike Palermo, Councilmember
<b>SECONDER:</b>	G. Lee Hills, Councilmember
<b>IN FAVOR:</b>	Hall, Hills, Morthland, Palermo, Vanstrom

4. **Approval of a text amendment to the Unified Development Code (UDC) to Section 10.3, Signs and Section 14.2, Defined Terms. (First Reading)**

Motion: Approve First Reading with the following condition:

- a. Move Letter E in its entirety & Letter F, #1, "Single Family Residential District" from Section 10.3.22 to Section 10.3.1.6 under Letter K - "Signs Not Requiring a Permit."

<b>RESULT:</b>	<b>APPROVED ON 1ST READING WITH CONDITION [UNANIMOUS]</b>
	<b>Next: 8/22/2022 7:00 PM (Second Reading)</b>
<b>MOVER:</b>	Mike Palermo, Councilmember
<b>SECONDER:</b>	Christine Hall, Councilmember
<b>IN FAVOR:</b>	Hall, Hills, Morthland, Palermo, Vanstrom

5. **Approval of a text amendment to the Unified Development Code (UDC) to Section 9.7.20 - Parking, On-Site. (First Reading)**

Motion: Defer the First Reading to the August 22, 2022 Mayor and Council Meeting

<b>RESULT:</b>	<b>DEFERRED [UNANIMOUS]</b>
	<b>Next: 8/22/2022 7:00 PM</b>
<b>MOVER:</b>	Mike Palermo, Councilmember
<b>SECONDER:</b>	Peter Vanstrom, Councilmember
<b>IN FAVOR:</b>	Hall, Hills, Morthland, Palermo, Vanstrom

City Attorney's Report

6. Recommendation for Closure to Discuss Personnel, Litigation and Real Estate.

<b>RESULT:</b>	<b>APPROVED [UNANIMOUS]</b>
<b>MOVER:</b>	Mike Palermo, Councilmember
<b>SECONDER:</b>	G. Lee Hills, Councilmember
<b>IN FAVOR:</b>	Hall, Hills, Morthland, Palermo, Vanstrom

Adjournment

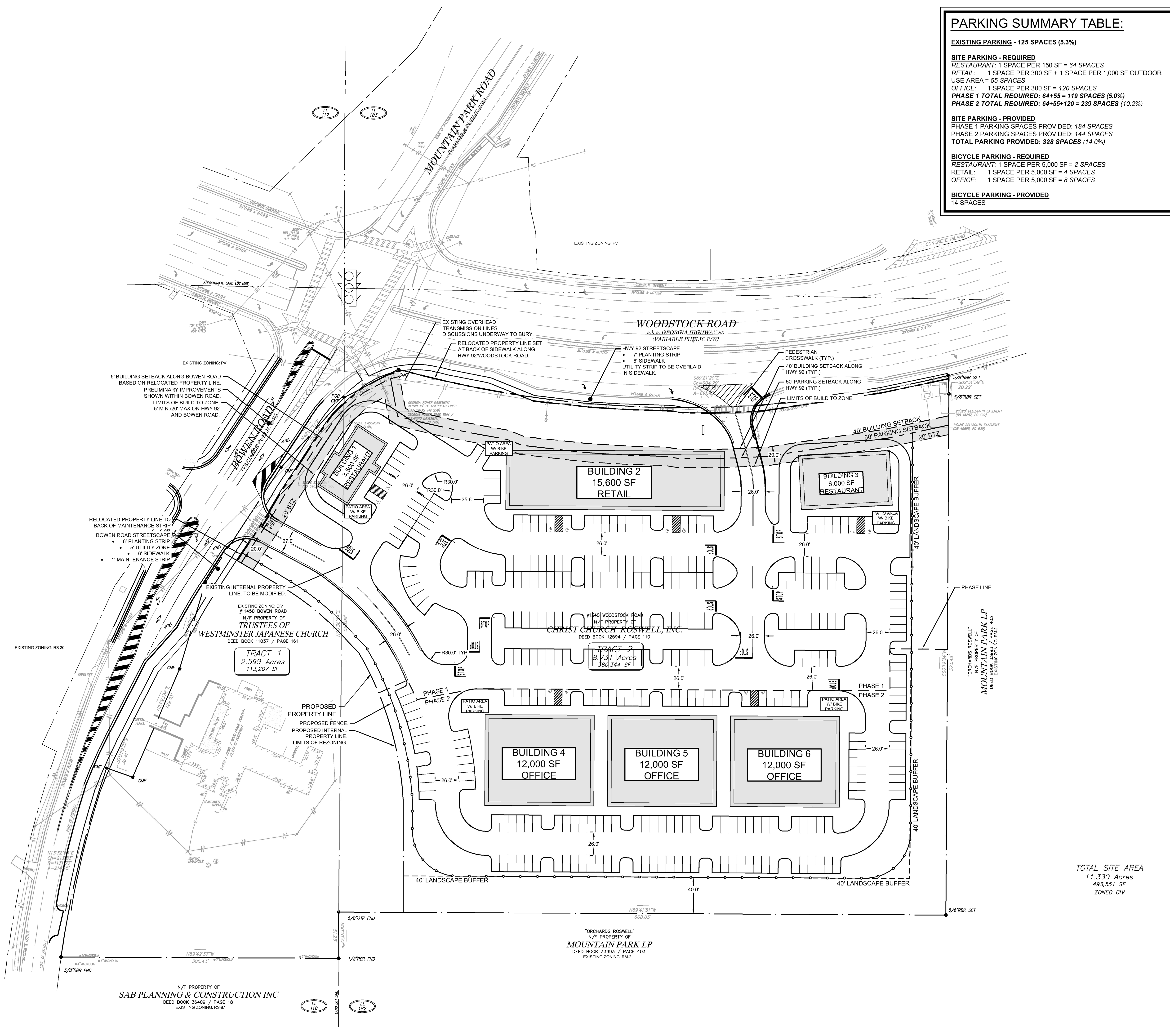
The meeting was adjourned at 11:50 PM

The August 8, 2022 Mayor and Council meeting minutes were approved on August 22, 2022.

  
 Marlee Press, City Clerk



Drawing name: K:\L.P. PRJ\013335004 - Rowwell Shopping Plaza\CAD\PlanSheets\C0-10 - REZONING SITE PLAN\_PV.dwg C2-10 SITE PLAN Dec 06, 2021 10:48am by: josh.reynolds



### PARKING SUMMARY TABLE:

**EXISTING PARKING - 125 SPACES (5.3%)**

**SITE PARKING - REQUIRED**  
 RESTAURANT: 1 SPACE PER 150 SF = 64 SPACES  
 RETAIL: 1 SPACE PER 300 SF + 1 SPACE PER 1,000 SF OUTDOOR USE AREA = 55 SPACES  
 OFFICE: 1 SPACE PER 300 SF = 120 SPACES  
**PHASE 1 TOTAL REQUIRED: 64+55 = 119 SPACES (5.0%)**  
**PHASE 2 TOTAL REQUIRED: 64+55+120 = 239 SPACES (10.2%)**

**SITE PARKING - PROVIDED**  
 PHASE 1 PARKING SPACES PROVIDED: 184 SPACES  
 PHASE 2 PARKING SPACES PROVIDED: 144 SPACES  
**TOTAL PARKING PROVIDED: 328 SPACES (14.0%)**

**BICYCLE PARKING - REQUIRED**  
 RESTAURANT: 1 SPACE PER 5,000 SF = 2 SPACES  
 RETAIL: 1 SPACE PER 5,000 SF = 4 SPACES  
 OFFICE: 1 SPACE PER 5,000 SF = 8 SPACES

**BICYCLE PARKING - PROVIDED**  
 14 SPACES

### DEVELOPMENT STATISTICS SUMMARY CHART:

**SITE INFORMATION:**

CURRENT ZONING:	CIV (CIVIC)
PROPOSED ZONING:	PV (PARKWAY VILLAGE)
TOTAL SITE AREA:	11.33 ACRES (493,551 SF)
AREA TO BE REZONED:	8.73 ACRES(380,344 SF)
LOT COVERAGE OF BUILDING AREA:	61,100 SF (16.1%)
RESTAURANT:	9,500 SF (2.5%)
OFFICE:	36,000 SF (9.5%)
RETAIL:	15,600 SF (4.1%)
REQUIRED LANDSCAPE AREA	15% (57,052 SF)
PROPOSED LANDSCAPE AREA	30.2% (115,000 SF)
PROPOSED IMPERVIOUS AREA:	265,000 SF (69.8%)
FLOODPLAIN AREA:	0 SF (0%)
REQUIRED OUTDOOR AMENITY SPACE	5% (19,018 SF)
PROPOSED OUTDOOR AMENITY SPACE	6.6% (25,000 SF)

**PARKING SETBACK**  
 FRONT (HWY 92) 50'

UNDEVELOPED AREA: 0 SF (0.0%)\*  
 \*ATTEMPTS WILL BE MADE DURING DESIGN TO LEAVE THE LANDSCAPE BUFFER TO THE SOUTH AND EAST IN AN UNDISTURBED CONDITION.

**BUILDING INFORMATION:**

MAXIMUM BUILDING HEIGHT	45 FT
PROPOSED BUILDING HEIGHT	25 FT
PROPOSED GROSS SF (NON-RESIDENTIAL)	61,100 SF

**BUILDING SETBACKS**  
 FRONT (HWY 92) 50'  
 SIDE (BOWEN ROAD) 5'  
 REAR 0'

**BUILD TO ZONE (BTZ)**  
 FRONT (HWY 92) 60%  
 SIDE (BOWEN ROAD) 35%

**REQUIRED BUILD TO ZONE LENGTH**  
 FRONT (HWY 92) 388 FT (60% OF 646 FT)  
 SIDE (BOWEN ROAD) 87 FT (35% OF 248 FT)

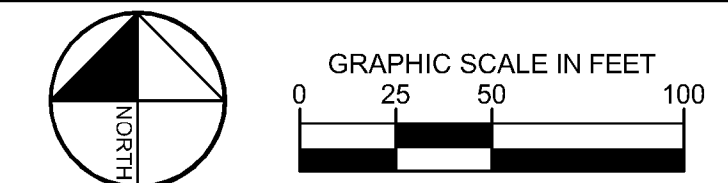
**PROVIDED BUILD TO ZONE LENGTH**  
 FRONT (HWY 92) 360 FT (55.7%)  
 SIDE (BOWEN ROAD) 0 FT (0%)

- ### SITE NOTES:
- EXISTING CONDITIONS SHOWN HEREON ARE FROM A SURVEY FILE PROVIDED BY GEOSURVEY, LTD., DATED 01/08/2021.
  - ALL DIMENSIONS ARE FROM FACE OF CURB TO FACE OF CURB UNLESS OTHERWISE NOTED.
  - SIDEWALK INSTALLED AGAINST BACK OF CURB SHALL BE INSTALLED PER THE PLAN AS MEASURED FROM THE BACK OF CURB.
  - ALL SIGNAGE AND STRIPING MUST MEET THE LATEST REQUIREMENTS SET FORTH BY MUTCD, GDOT, AND GEORGIA STATE CODE.
  - REQUIRED SETBACKS ALONG HWY 92 ARE BASED ON EXISTING PROPERTY LINES.
  - ANY PROPOSED RETAINING WALLS WILL BE LESS THAN 6-FEET IN HEIGHT.

- ### SITE LIGHTING NOTES:
- MAXIMUM FOOT-CANDLES AT THE PROPERTY LINE OR RIGHT-OF-WAY ABUTTING A RESIDENTIAL USE IS 1.0 FOOT-CANDLES
  - MAXIMUM FOOT-CANDLES AT THE PROPERTY LINE OR RIGHT-OF-WAY ABUTTING AN OFFICE, INSTITUTIONAL, COMMERCIAL, OR INDUSTRIAL USE IS 1.5 FOOT-CANDLES
  - OFF-STREET PARKING AREAS FOR THE PROPOSED COMMERCIAL USE TO HAVE A MINIMUM FOOT-CANDLE OF 2.0, AN AVERAGE FOOT-CANDLE OF 6.0, AND A MAXIMUM FOOT-CANDLE OF 12.0.

- ### REQUESTED VARIANCES:
- 2.2.9.C** - VARIANCE TO ALLOW THE PLACEMENT OF THE DRIVE-THRU WITHIN THE BUILD-TO-ZONE.
  - 4.3.11** - VARIANCE FOR THE MINIMUM PERCENTAGE OF BUILDING ALONG BOWEN ROAD WITHIN THE BUILD-TO-ZONE TO BE 0%, LESS THAN THE REQUIRED 35%.
  - 4.3.13** - VARIANCE TO REDUCE THE BUILDING SETBACK ALONG HIGHWAY 92 FROM 50-FEET TO 40-FEET.
  - 4.3.13** - VARIANCE FOR THE MINIMUM PERCENTAGE OF BUILDING ALONG HIGHWAY 92 WITHIN THE BUILD-TO-ZONE TO BE 55.7%, LESS THAN THE REQUIRED 60%.

TOTAL SITE AREA  
 11,330 Acres  
 493,551 SF  
 ZONED CIV



© 2021 KIMLEY-HORN AND ASSOCIATES, INC.  
 11720 AMBER PARK DRIVE, SUITE 600  
 ATLANTA, GA 30318  
 PHONE: (770) 619-4282  
 WWW.KIMLEY-HORN.COM

TRACKWEST PARTNERS

445 BISHOP STREET  
 ATLANTA, GA 30318  
 PHONE: 404.913.9131

BOWEN COMMERCIAL

1340 WOODSTOCK ROAD & 11450 BOWEN ROAD,  
 ROSWELL, GA 30075  
 LAND LOT 118 AND 182, 1st DISTRICT

PREPARED FOR

NO.	ISSUANCE AND REVISION DESCRIPTIONS	DATE	BY

PROJECT

GSWCC NO. 0000057727  
 (LEVEL II)  
 DRAWN BY JCR  
 DESIGNED BY JCR  
 REVIEWED BY JCR  
 DATE 12.06.2021  
 PROJECT NO. 013335004  
 TITLE

SHEET NUMBER

C0-10

Attachment: RZ20215342, 1340 Woodstock Road, Rezoning Resolution MCC Site Plan 080822 (2026-2: Modification of Zoning Conditions - Bowen & 92, 1340 Woodstock Rd)

# The Orchards of Roswell Homeowners Association

## Community Concerns: Proposed Development at 1340 Woodstock Road

### About Our Community

The Orchards of Roswell is a 24-year-old, gated Active Seniors community located on Village Lane. We are a compact neighborhood of **158 individual units** clustered in groups of four, with approximately **210 residents**, many in their older years. Our community directly borders the property proposed for development at the corner of Bowen Road and Highway 92. Sixteen of our homes face the L-shaped property line shared with the development parcel, each with a front door opening directly to it. The design decisions made now will have a significant and lasting impact on the quality of life for all our residents. This development, whatever its configuration, will be our new neighbor.

### Background & Our Engagement

Our community has been engaged in the development proposals for this property since the past owner, a Methodist Church, left. In the proposal just prior to the current one (2022), we not only signed an MOU with the developer but based on the promises in it, supported a change in zoning. Regarding the currently proposed development efforts, in June 2025, Councilwoman Hills described to us what was then in the works. We took that opportunity to present our areas of concern to Mayor Wilson and the City Council in follow-up writings. We attended and spoke at Council Meetings and have stayed in touch with City Staff since this action began. We appreciated and are relying on the reassurances given to us that there would be opportunity for our input to be heard and considered as development progressed.

We welcome today's opportunity to meet with Mayor Robichaux, responsible City Staff and SJC Ventures, the developer, to view the plans developed to date, and to continue the dialogue we believe is essential to an outcome that works for both the City and our neighborhood. We approach this process in good faith continuing our record of cooperation and with the intention of becoming a good neighbor. We appreciate the importance of carefully situating new development next to existing development, like our 24 year old neighborhood, that is expressed so clearly in Roswell's Unified Development Code & Design Guidelines and in "Roswell 2040". We believe these City documents provide common ground and a foundation for beneficial outcomes. We consider our neighborhood worthy of being treated with the same consideration as other Roswell residential neighborhoods facing the same circumstances.

### Our Request to the City and Developer

We respectfully ask the Mayor, Council and Developer to **consider the following Four Core Areas of Concern as essential design elements** — not optional considerations — for any development proposal on this parcel, and that they be included in the City's rubric for evaluating proposals at the committee and full council level.

### Our Four Core Areas of Concern

#### 1. Security

As a Senior Community, the safety and security of our residents is our highest priority. This new development with increased car and foot traffic and the change from the church as a neighbor to a mixed-use parcel raises legitimate concerns about intrusion and personal safety for The Orchards residents.

- We ask that the development plan explicitly address how increased activity adjacent to our property will be managed.
- Physical barriers (fencing, walls, or dense landscaping) should be a required element and designed not just for aesthetics but with security as a primary function.

## 2. Privacy

Residents, especially those along the shared boundary, must be able to continue enjoying their outdoor spaces without looking into parking lots or commercial buildings, and without being observed by strangers from next door.

- Site lines from both properties must not allow intrusive views. We should not be able to view them, they should not be able to view us.
- Setbacks, fencing, and dense landscaping buffers are not optional. They are essential and should be required elements.
- The character of a commercial or mixed-use development must not be allowed to visually or physically intrude on our quiet residential neighborhood.

## 3. Sound

Noise is an unavoidable consequence of new development, both during construction and once occupied. Sound mitigation needs to be specifically and substantively addressed, not treated as an afterthought.

- Sound mitigation should be an intentional and required element.
- A robust barrier between properties — whether solid fencing, a wall, or a densely landscaped berm — is critical to reducing sound transmission. The placement of delivery docks or trash containment areas require special consideration. Night or early morning deliveries are potentially very disruptive to sleep and a particular concern for those homes bordering the development.
- Mixed-use zoning implies more dense development. More people, cars, traffic and a fire station are all in the plans. The barrier between properties IS the mitigating feature.

## 4. Lighting

Light spill from commercial or high-density uses into adjacent residential properties is a well-documented quality-of-life issue. The nighttime character of our neighborhood, currently dark and residential, must be protected.

- All lighting on the development parcel should be directed inward and downward, with full shielding to prevent spillover.
- Lighting design (placement, height, shielding specifications) should be reviewed and approved as part of the development plan — not deferred.
- We ask that lighting standards consistent with residential adjacency requirements in the Unified Development Code be explicitly applied.

### Looking Forward

We are partners in this process. We are not opposed to thoughtful development — we are committed to ensuring it is done in a way that respects and protects the 210 residents who call The Orchards home and is successful for the city and our new neighbors. We may be reached at:

Dennis Bates  
Chair, 1340 Woodstock Committee  
dbateorchards@gmail.com

Jim Johnson  
President, Orchards Homeowners Association  
jim.orchardsboard@gmail.com





# Bowen & 92



# Bowen & 92



# Bowen & 92 Economic Development Analysis



# STRATEGIC PUBLIC-PRIVATE PARTNERSHIP

A COLLABORATIVE APPROACH.



**CITY OF ROSWELL**  
Owns property and transfers commercial portion to RDA



RDA conveys property for economic development purposes



**DEVELOPER**  
Developer acquires property for commercial redevelopment





**FIRE STATION LAND RETAINED**  
City retains land for Fire Station on Bowen & SR 92



**SUPPORTING ECONOMIC GROWTH**



**PROTECTING PUBLIC SAFETY**



**MAXIMIZING PUBLIC VALUE**



**IMPROVING QUALITY OF LIFE**










# BOWEN & 92: DELIVERING COMMUNITY BENEFIT



# ECONOMIC AND FISCAL BENEFITS

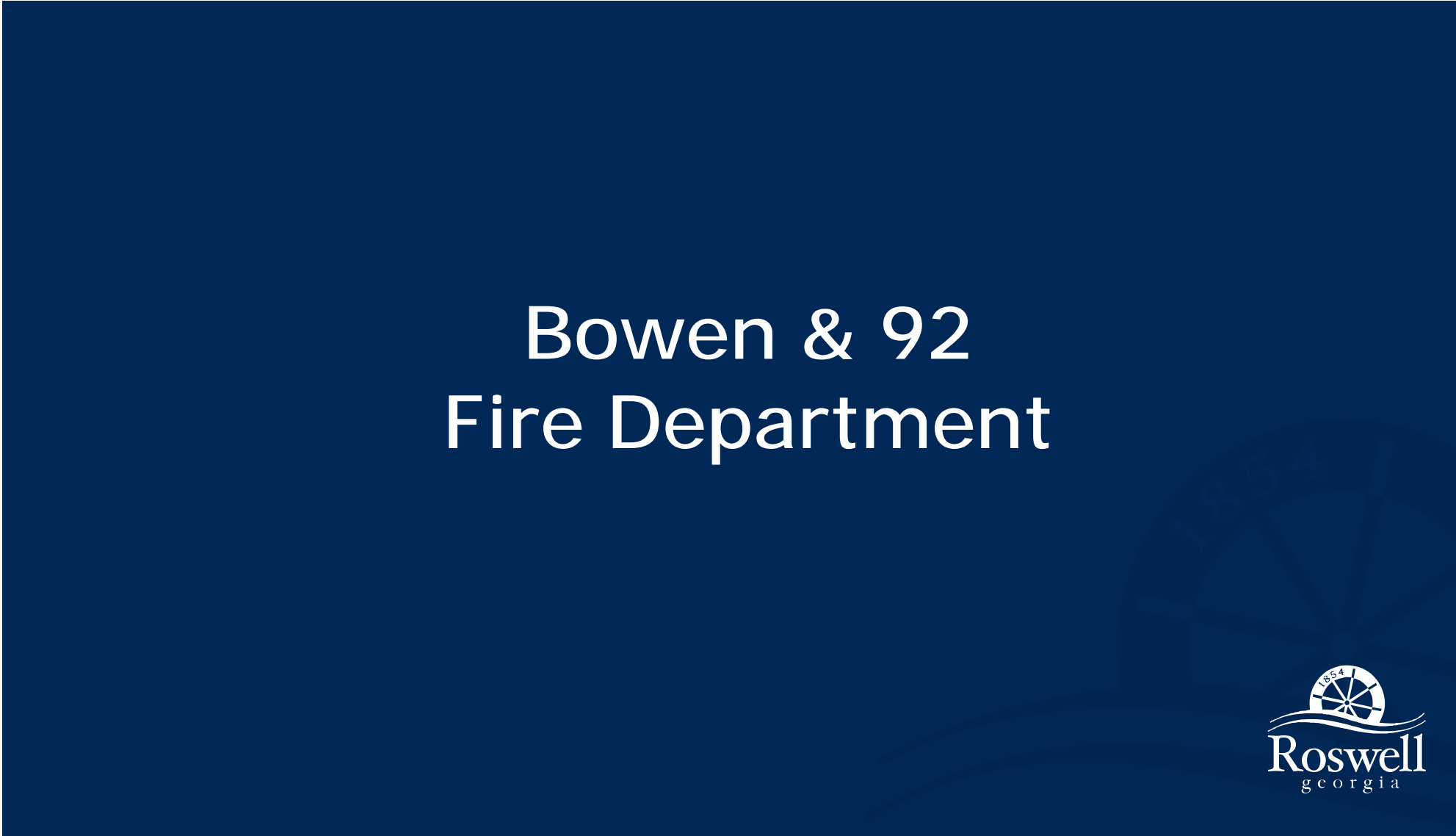
STRENGTHENING OUR COMMUNITY

PROPERTY TAX IMPACT		EST. SALES TAX IMPACT			EST. JOBS CREATED
 <b>\$348,757</b> TOTAL REAL PROPERTY TAXES (Roswell, Fulton County & Fulton County Schools)	 ROSWELL \$55,429	 <b>\$55,300</b> ROSWELL Annual Sales Tax Generation	 <b>\$906,555</b> FULTON COUNTY Annual Sales Tax Generation	 <b>\$1,208,740</b> GEORGIA Annual Sales Tax Generation	
	 FULTON COUNTY SCHOOLS \$191,968				<b>29</b> PERMANENT INDIRECT JOBS
	 FULTON COUNTY \$101,360				<b>81</b> CONSTRUCTION JOBS Supporting our local economy and community.

 <b>STRONG ECONOMIC IMPACT</b>	 <b>SIGNIFICANT FISCAL BENEFIT</b>	 <b>NO ABATEMENTS</b>	 <b>100% ON THE TAX ROLL</b>
---	---	--	---

All fiscal impacts are estimates based on projected full build-out / lease-up, occupancy, and sales performance.





# Bowen & 92 Fire Department



Attachment: Bowen 92 Combined Slides for 6.22.26\_FINAL (2026-2 : Modification of Zoning Conditions -

THE APPROACH

# A data-driven approach to station placement

The model combined multiple data layers and was validated against five years of incident data and the 2021 CPSM Gap Analysis.



### Population Density

Where Roswell residents live, work and gather.



### Address Points

Every individual home and business — over 45,000.



### Drive-Time Modeling

Real apparatus behavior — turning, braking, traffic.



### Five Years of Incidents

Where calls actually originate, hour by hour.

HOW WE GOT HERE

## Eight years of careful planning

This plan reflects nearly a decade of engineering, financial review, and community input.



THE BOTTOM LINE

# What this plan delivers for Roswell

*With smarter station placement and citywide traffic preemption, response improves dramatically — without building extra stations.*



# 2:08

minutes faster

Projected citywide travel-time improvement at peak traffic, 90th percentile.



# 20,158

more addresses

Homes & businesses brought within the 4-minute travel-time gold standard.



# 0

net new stations

Smarter placement of existing stations replaces a costly station-by-station rebuild.

# Bowen & 92 Planning & Zoning Analysis



# Request for Modification of Zoning Conditions with Concurrent Variances

Previously, a Rezoning of the site from Civic and Institutional (CIV) to Parkway Village (PV) with Concurrent Variances was approved on August 8, 2022

The new application proposes a new Site Plan with related Concurrent Variances to develop a new City of Roswell Fire Station, a retail development, and the reconfiguration of the church site with minor improvements

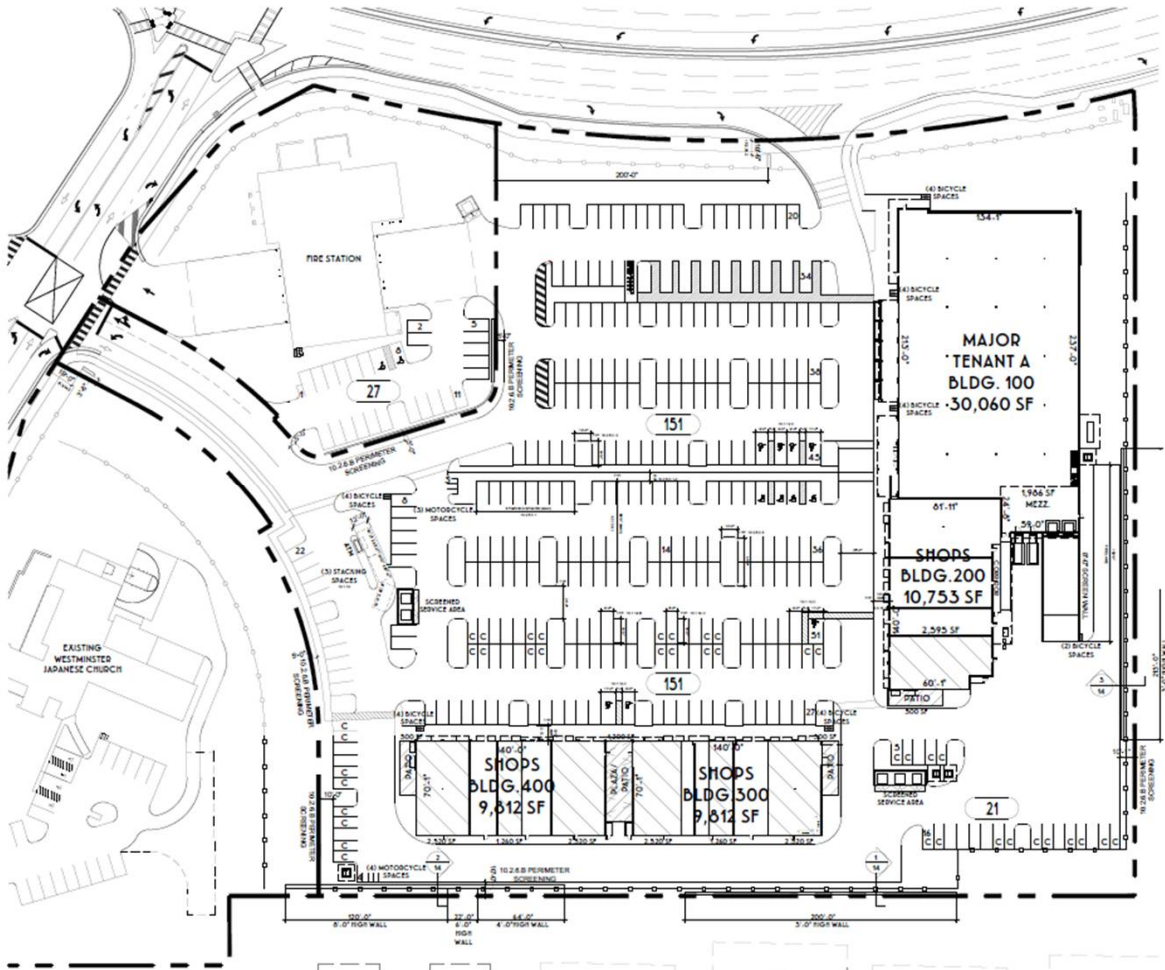
The application was submitted by SJC Ventures, as representative for Roswell Development Authority, SJC Ventures, and Westminster Japanese Church

The applicant is requesting:

1. All 8 previously approved Conditions of Approval be modified by removing the conditions approved;
2. Approval of the development as currently proposed in the newly submitted Site Plan;
3. Approval of 13 new Concurrent Variances; and
4. Approval of retaining walls over feet.



# Bowen & 92



# Church Property

No Variances Requested



**PROPOSED CONDITIONS**

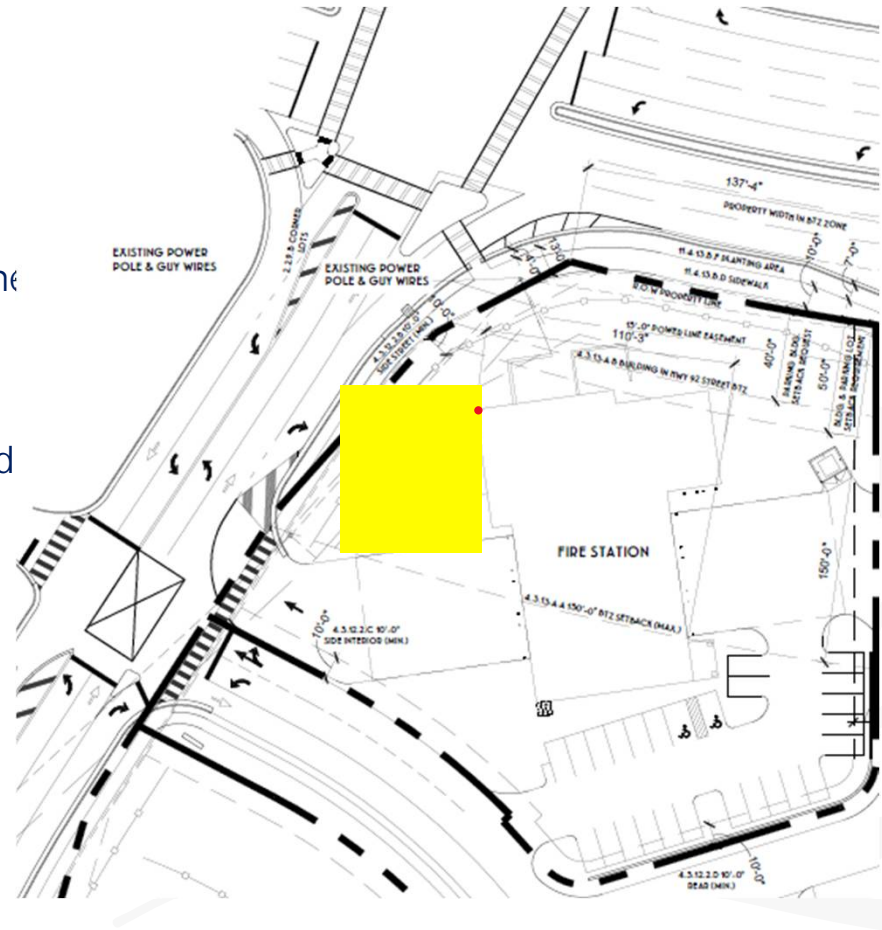
# Fire Station Property

## VariANCES Requested

### UDC 2.2.9.B. - Build-to Zone, Corner Lots

Request to increase the "Build-to-Zone" regulations that require a building façade on a corner lot to be placed within the first 30' of the lot measured from the street, Bowen Road.

This will place the proposed Fire Station approximately 45' from Bowen Road, 15' further back from Bowen Road than required.



# Fire Station Property

## Variances Requested

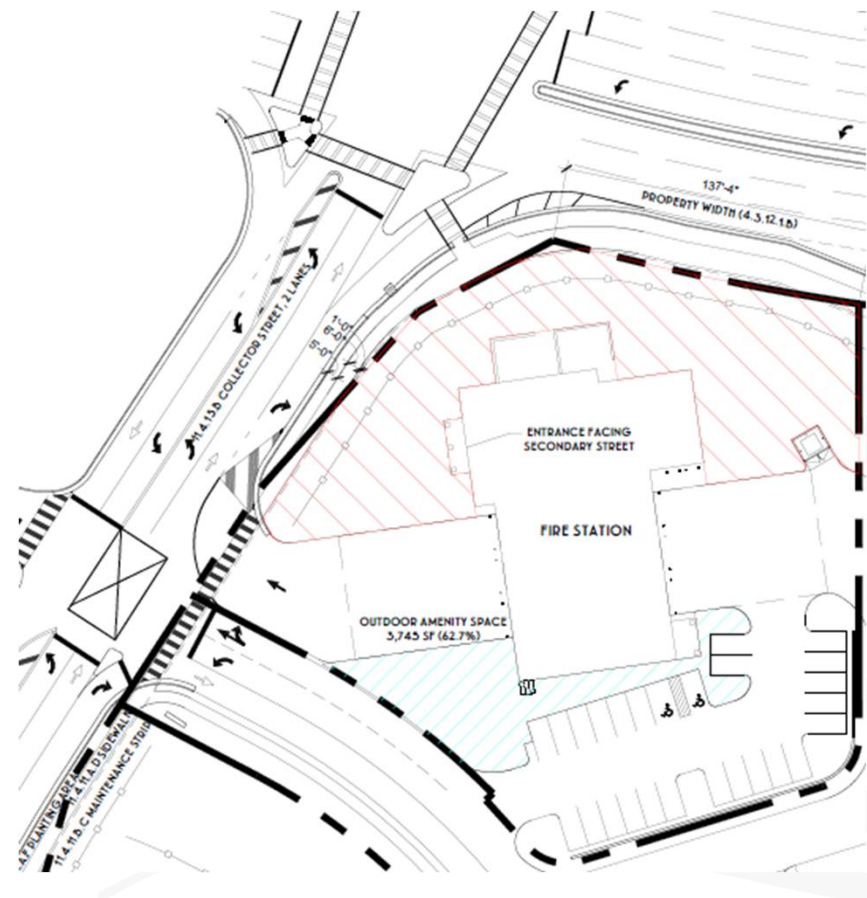
### UDC 4.3.12.1.C. Civic Building, Lot Parameters, Landscape Open Space

The applicant is requesting to reduce the required Landscape open space required for a Civic Building in the PV zoning district from the required 30% to 27%.

This is a reduction of 1,270 SF.



- LANDSCAPE OPEN SPACE (4.3.12.1.C)
- OUTDOOR AMENITY SPACE (4.3.12.1.D)



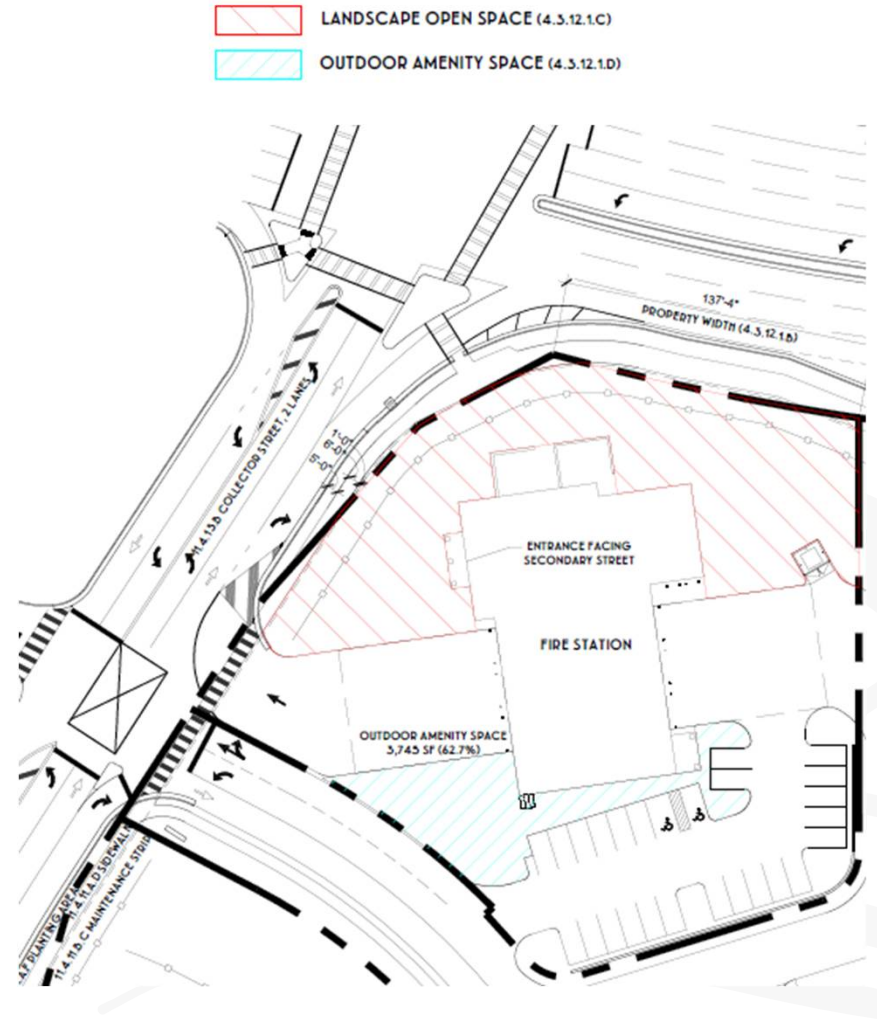
# Fire Station Property

## Variances Requested

### UDC 4.3.12.1.D. Civic Building, Lot Parameters, Outdoor Amenity Space

The applicant is requesting to reduce the required Outdoor amenity space required for a Civic Building in the PV zoning district from the required 10% to 8%.

This is a reduction of 1,005 SF.



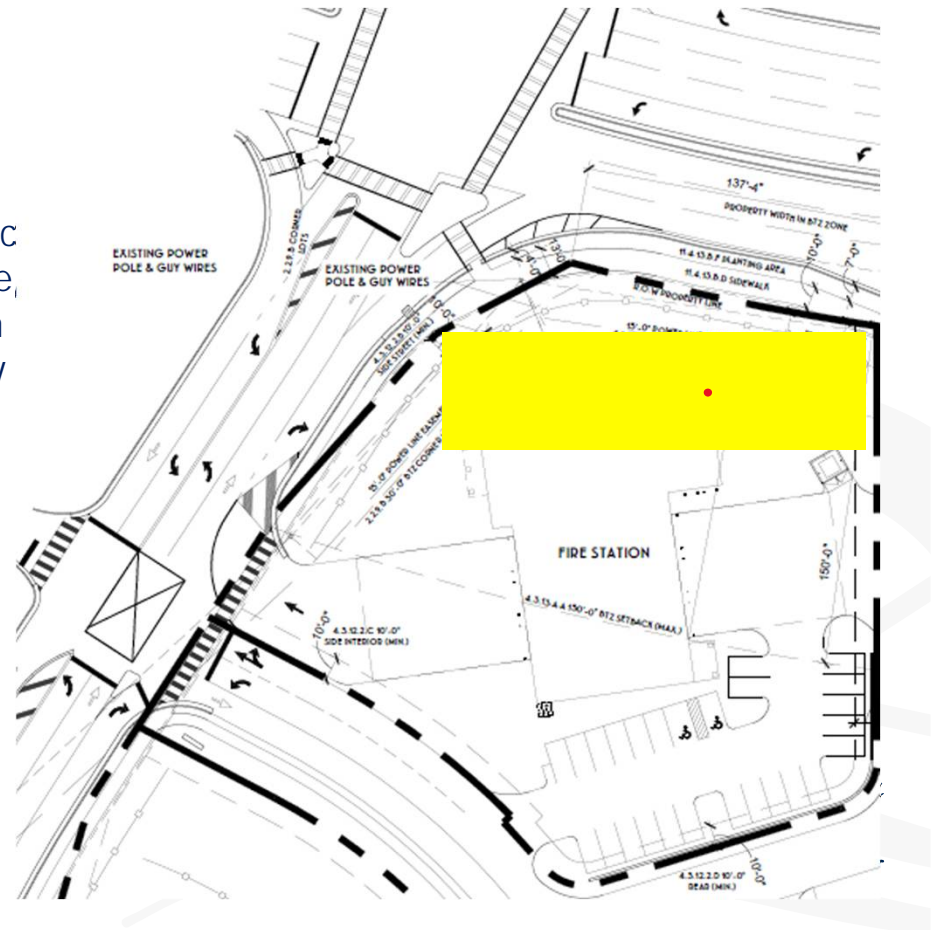
# Fire Station Property

Variances Requested

## UDC 4.3.13.A.A. – Additional Rules in the PV- District, Additional Setbacks

The applicant is requesting to reduce the Building setback regulations that require a building in the Parkway Village, PV, zoning district to be set back a minimum of 50' from Hwy 92 to place the proposed Fire Station 40' from Hwy

This is a 10' reduction of the Additional Setback regulations, specific to the PV district.



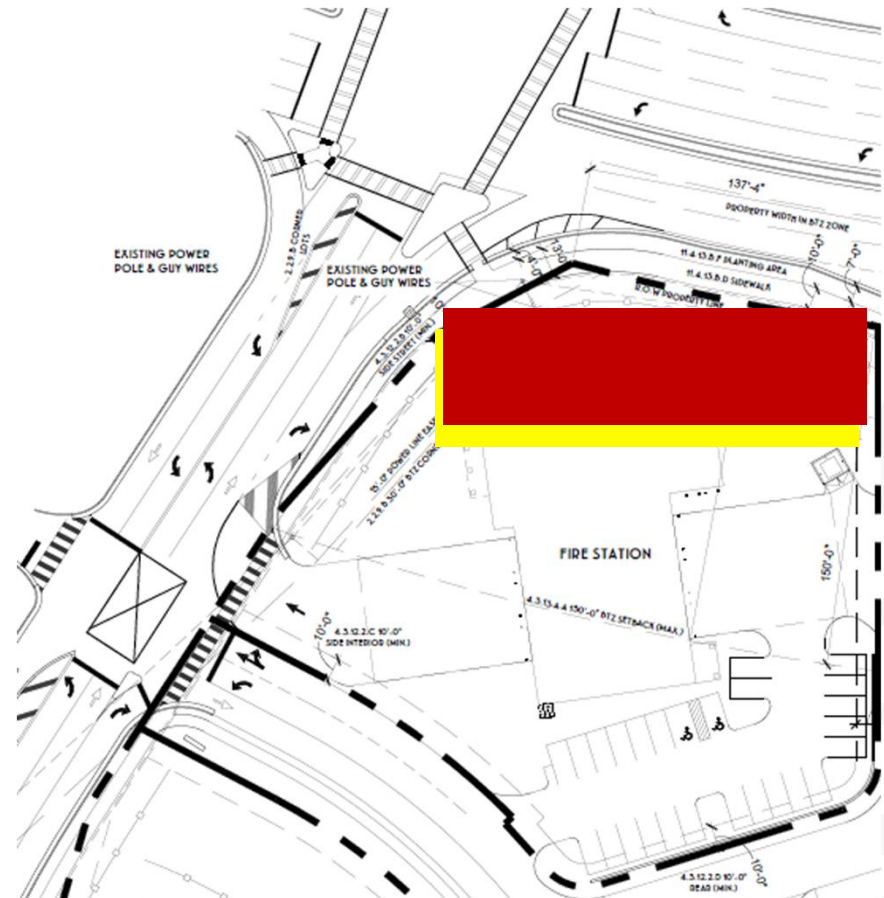
# Fire Station Property

## Variances Requested

**UDC 4.3.13.A.C. Parking setback from Hwy 92 (min) of 50'.**

The applicant is requesting reduce the Parking setback regulations that require a parking lot to be setback a minimum of 50' from Hwy 92 to place a proposed Parking lot 40' from Hwy 92.

This is a 10' reduction of the Additional Setback regulations, specific to the PV district.



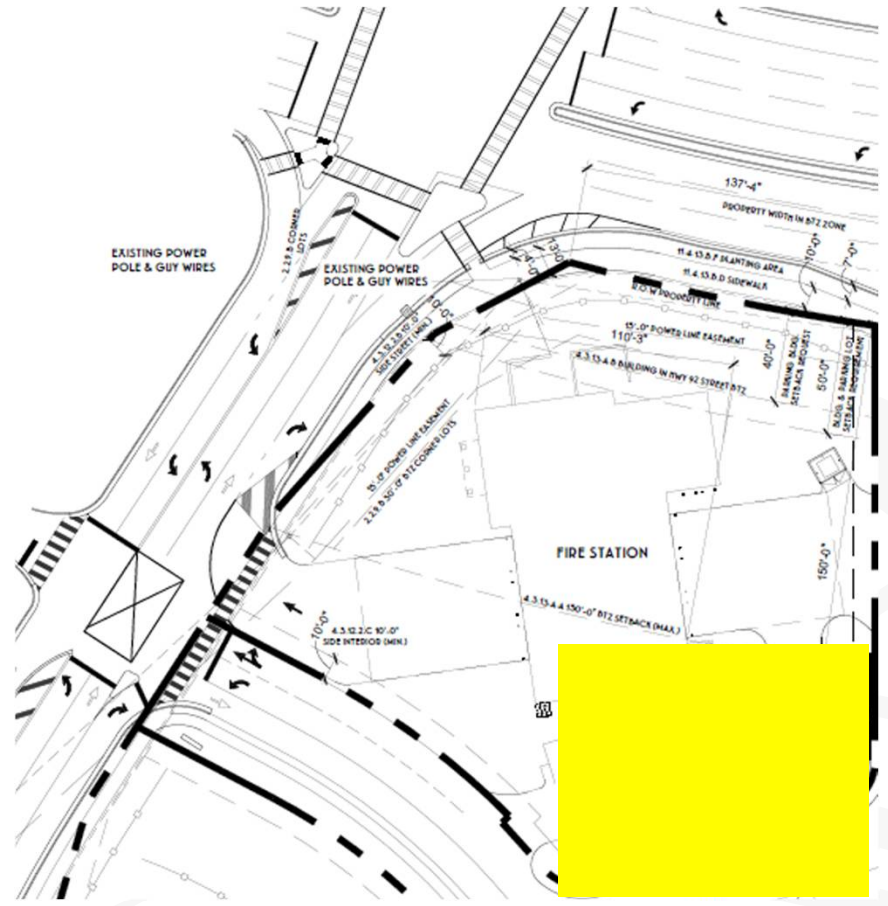
# Fire Station Property

Variations Requested

## UDC 10.2.6.B. – Parking Lot Landscaping, Perimeter Screening

The applicant is requesting to reduce the required parking lot perimeter screening regulations from the required 5' to 0'.

This is a reduction of 5' to eliminate this requirement. The applicant proposes to provide a 6' screening wall as an alternative to the required 5' perimeter screening plantings.





# Retail Property

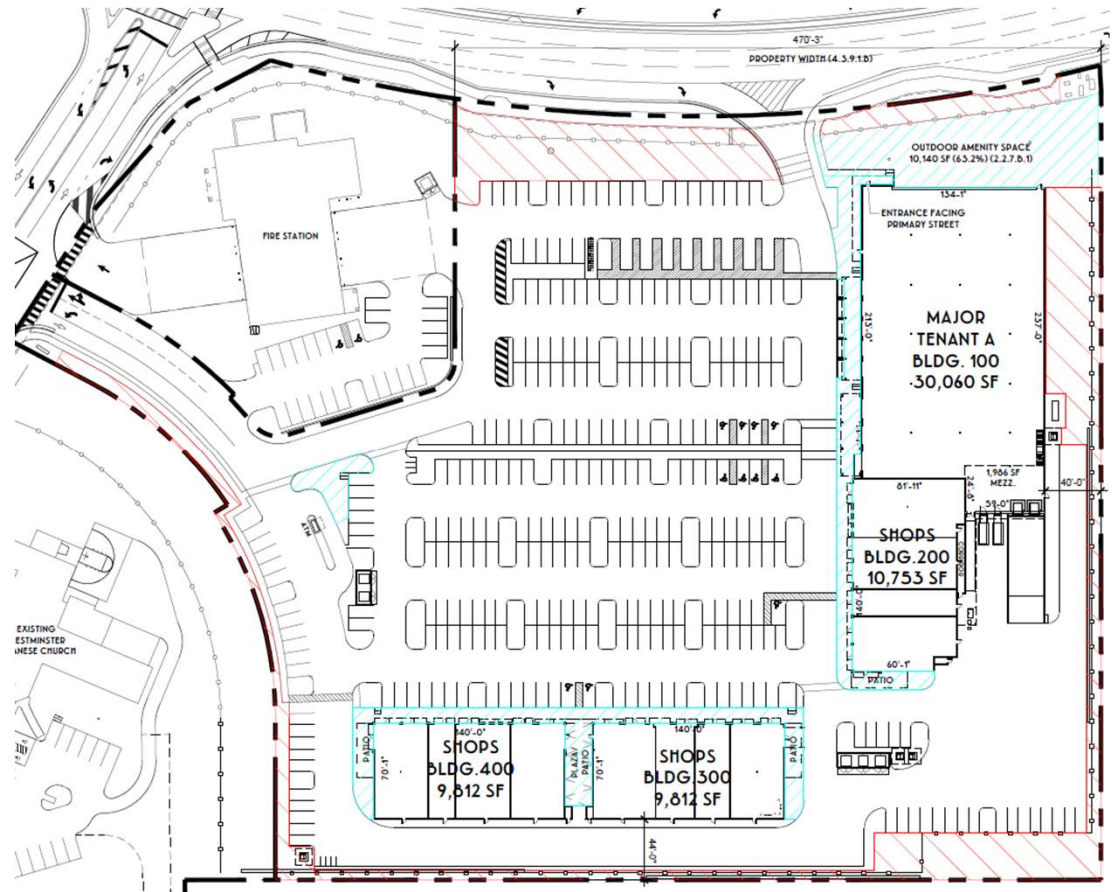
## VariANCES Requested

### UDC 4.3.9.1.C. Single-Story Shopfront, Lot Parameters, Landscape Open Space

The applicant is requesting to reduce the required Landscape Open Space required for a Single-Story shopfront in the PV zoning district from the required 35% to 10%.

This is a reduction of 79,275 SF.

-  LANDSCAPE OPEN SPACE (4.3.12.1.C)
-  OUTDOOR AMENITY SPACE (4.3.12.1.D)



# Retail Property

## VariANCES Requested

### UDC 4.3.9.3.A. Single-Story Shopfront. Building Height, (max)

The applicant is requesting to increase the required Building Height maximum Regulation required for a Single-Story shopfront in the PV zoning district from the required 24' to 35'.

This is an increase of 11'.



1 BUILDING 100 - FRONT ELEVATION - WEST  
44.10 1/2" = 1'-0"



2 BUILDING 100 - LEFT ELEVATION - NORTH  
44.10 1/2" = 1'-0"



3 TYPICAL SHOPS - FRONT ELEVATION - WEST  
44.11 1/2" = 1'-0"

# Retail Property

## Variances Requested

### UDC 4.3.9.4.A. Single-Story Shopfront. Transparency, Ground story, primary/side street (min)

The applicant is requesting to reduce the required Ground story Transparency Regulation required for a Single-Story shopfront in the PV zoning district from the required 60% to 30% facing Woodstock Road.

This is a decrease of 30%.



# Retail Property

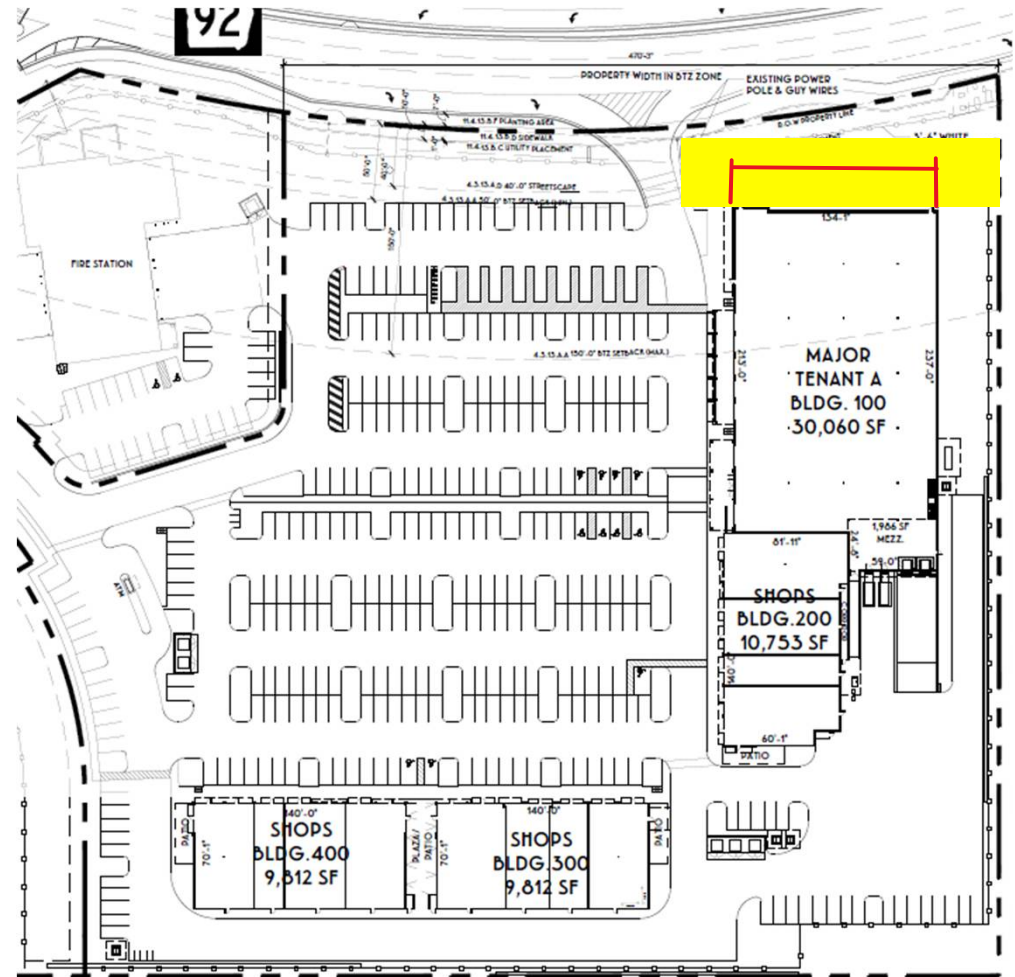
## VariANCES Requested

### UDC 4.3.13.A.B. – Additional Rules in the PV- District, Additional Setbacks, Building in Hwy 92 street BTZ (min % of lot width)

The applicant is requesting to reduce the Build-to-Zone, BTZ, regulation from the required 60% to approximately 32%.

This regulation requires a building in the Parkway Village, PV, zoning district to be placed adjacent to road frontage with the building covering at least 60% of the lot width.

This is a 120' reduction of the BTZ regulations.



Attachment: Bowen 92 Combined Slides for 6.22.26\_FINAL (2026-2 : Modification of Zoning Conditions -

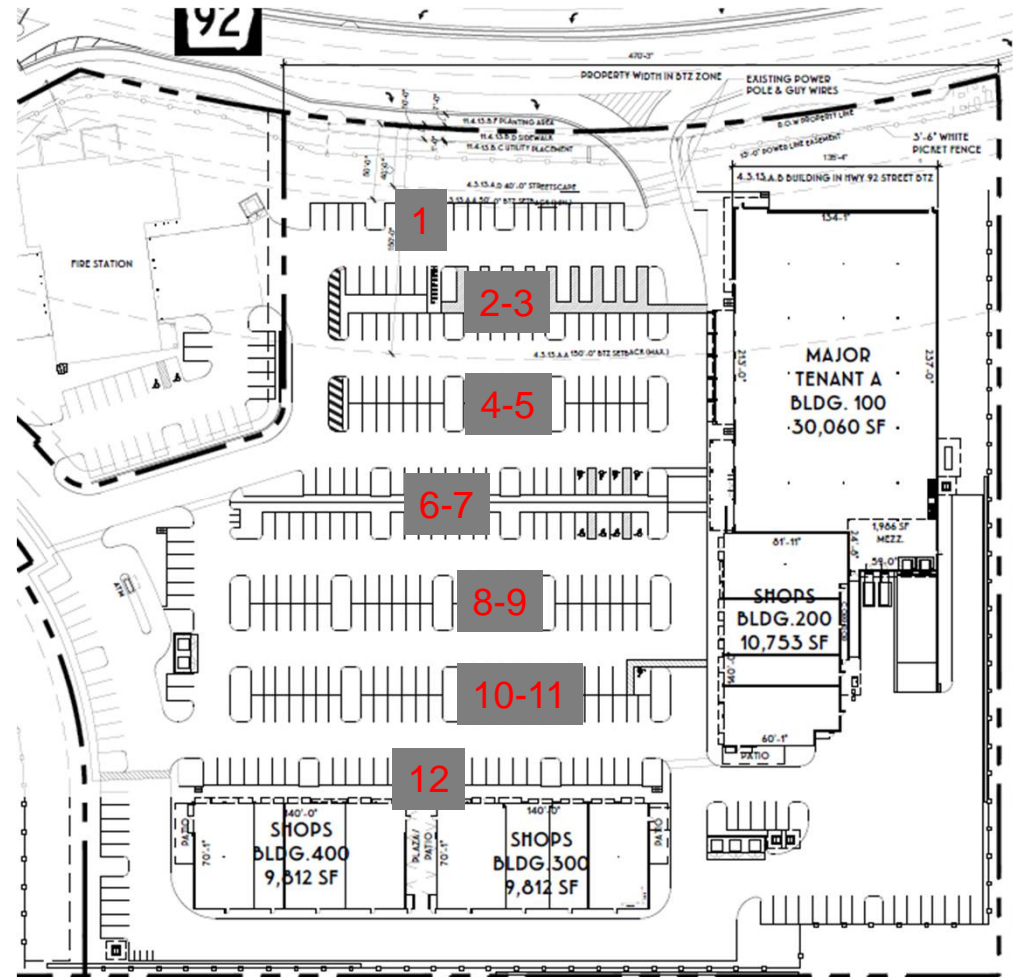
# Retail Property

## VariANCES Requested

### UDC 4.3.9.4.F. Single-Story Shopfront Activation in PV

When abutting Highway 92, a maximum of 2 bays of on-site parking with single drive aisle between the building and required streetscape is allowed. The applicant is requesting to increase the number of allowed parking bays from 2 to 12.

This is an increase of 10 parking bays.



Attachment: Bowen 92 Combined Slides for 6.22.26\_FINAL (2026-2) : Modification of Zoning Conditions -

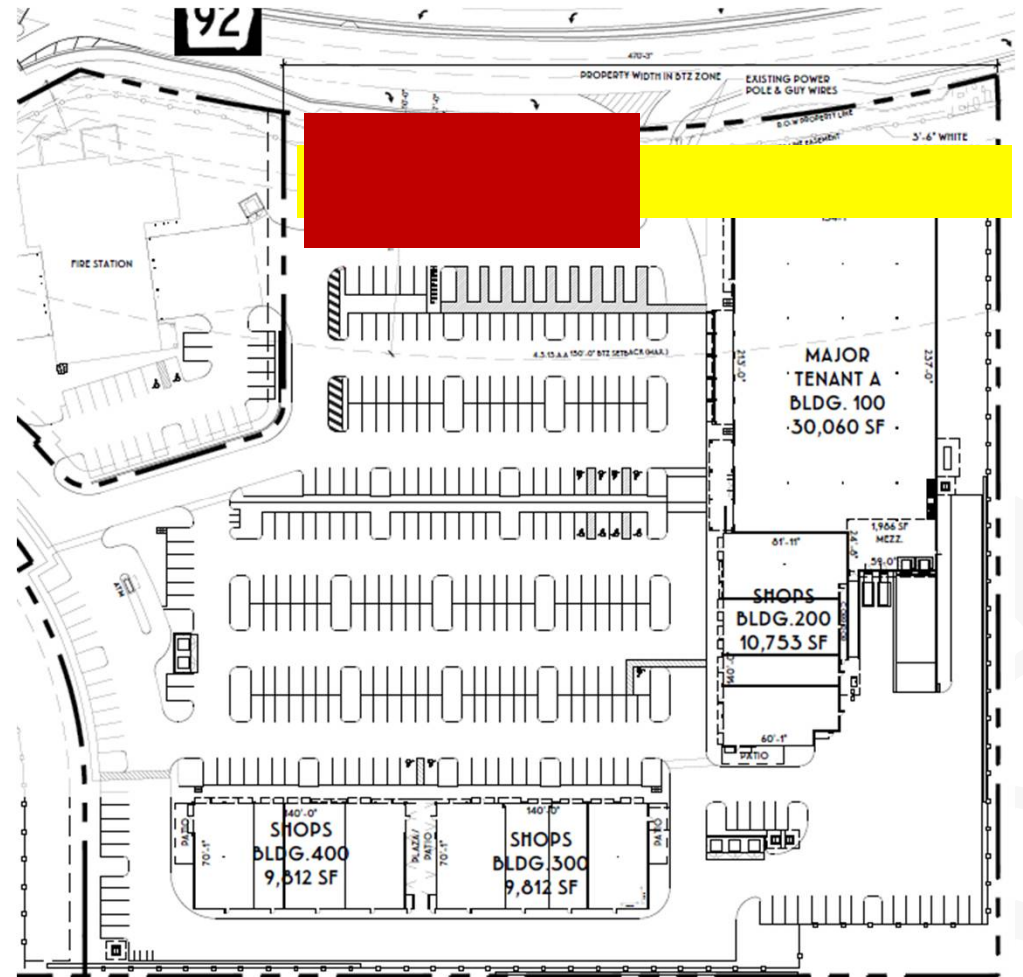
# Retail Property

## VariANCES Requested

### UDC 4.3.13.A.C. Parking setback from Hwy 92 in PV

The applicant is requesting to reduce the Parking setback regulations that require a parking lot to be setback a minimum of 50' from Hwy 92 to place a proposed parking lot 40' from Hwy 92.

This is a 10' reduction of the Additional Setback regulations.



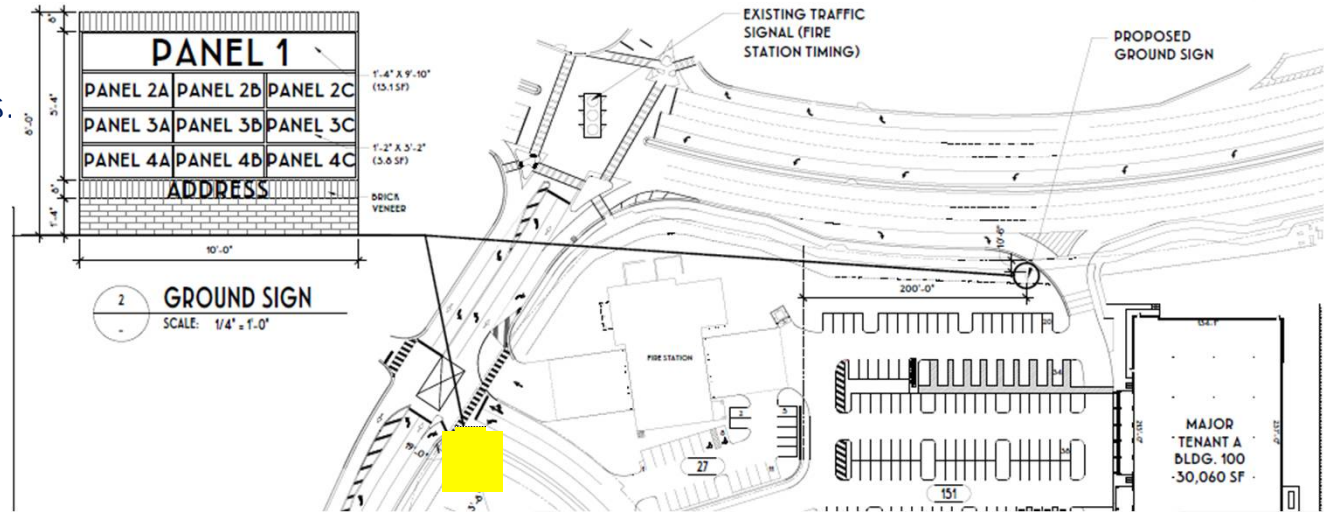
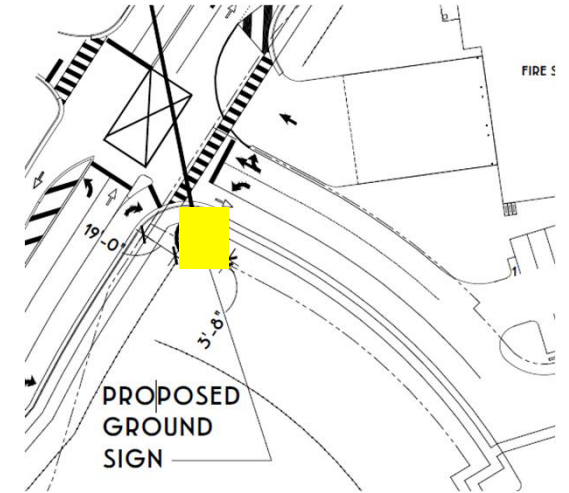
# Retail Property

## Variances Requested

### UDC 10.3.34.2. – Ground Sign Setback

The applicant is requesting to reduce the Ground Sign setback regulation that requires a ground sign to be set back at least 10' from the front lot line and 15' from a side lot line to allow a ground Sign on the Retail Property at the Bowen Road entrance/exit location to be located 3'8" from the side property line.

This is a 6'4" reduction of the Ground Sign Setback regulations.



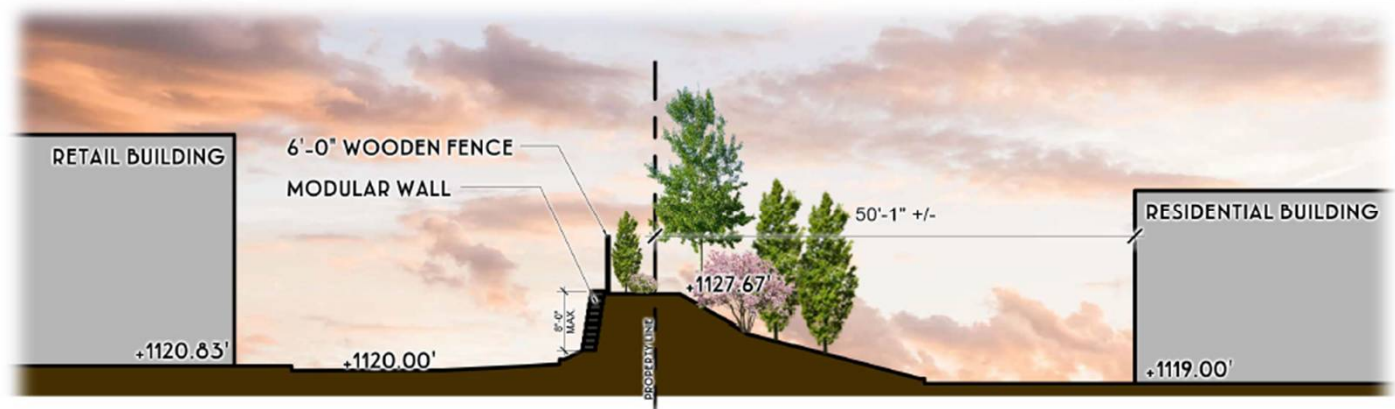
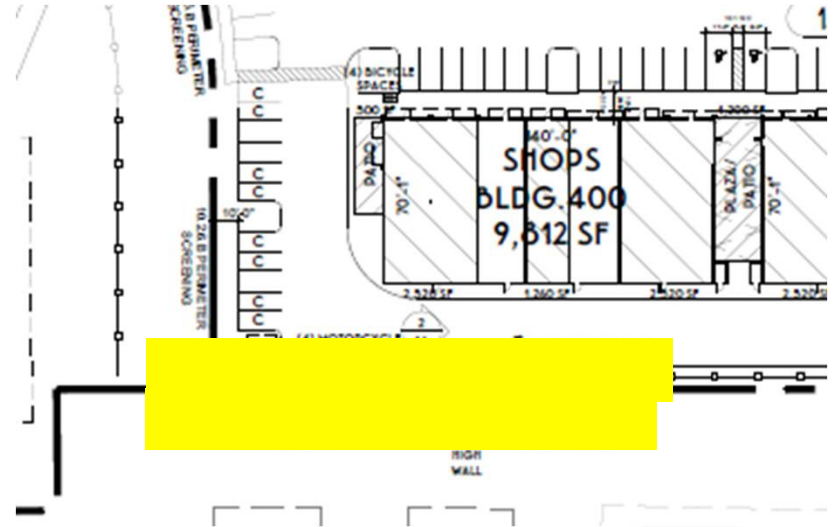
# Retail Property

Retaining Wall over 6' High

## UDC 10.5.2.C – Retaining Walls, General Standards

The applicant is proposing Retaining Walls along the south Property line of the retail parcels, ranging in height from 3' to 8'.

All retaining walls over 6' to be approved by Mayor and Council.



2  
-  
SITE SECTION  
SCALE: 1'-0" = 1/16"

## Request for Modification of Zoning Conditions with Concurrent Variances

Based on the analysis of this case, the Community Development Department recommends **approval of case ZMCC-0126-000001 with Concurrent Variances**, the Modification of the Zoning Conditions related to the 2022 Rezoning case, RZ20215342, with the following conditions of approval:

1. Deletion of conditions of approval for RZ20215342, previously approved on August 8, 2022;
2. The owner/developer shall develop the property in substantial accordance with the site plan packet dated May 22, 2026. Square footage of uses are not guaranteed as reduction may be required to meet code regulations during the development permitting process;
3. Approval of concurrent variances as requested in the variance justification letter dated May 4, 2026; and
4. Approval of a retaining wall over 6 feet that is proposed for the southern property line, not to exceed 8' in height.



# QUESTIONS





## City of Roswell

Mayor and Council

### AGENDA ITEM REPORT

ID # - 10505

**MEETING DATE:** June 22, 2026

**DEPARTMENT:** Community Development

**ITEM TYPE:** Moratorium

**Approval of a Resolution to extend the previous temporary emergency moratorium on establishment of new data centers in the City of Roswell, by an additional 90 days.**

**Item Summary:**

This is an extension of the temporary emergency moratorium on the establishment of new data centers in the City of Roswell in order to review the Unified Development Code for possible amendment or revision relating to data centers to consider and develop, as necessary, zoning and land use standards related to data centers, such as regulations to address the significant use of utilities and potential environmental issues. The extension of the moratorium will last for an additional 90 days through and including September 20, 2026.

**Committee or Staff Recommendation:**

Staff recommends approval of the extension to the temporary emergency moratorium for Data Center Uses.

**Financial Impact:**

NA

**Recommended Motion:**

Motion to approve a Resolution to extend the previous temporary emergency moratorium on establishment of new data centers in the City of Roswell, by an additional 90 days in order to amend the Unified Development Code (UDC).

**Presented by:**

David Davidson, City Attorney

STATE OF GEORGIA  
FULTON COUNTY

June 22nd, 2026

**RESOLUTION EXTENDING A TEMPORARY EMERGENCY MORATORIUM  
ON THE ESTABLISHMENT OF NEW DATA CENTERS IN THE CITY OF ROSWELL,  
GEORGIA BY AN ADDITIONAL 90 DAYS; AND FOR OTHER LAWFUL PURPOSES**

WHEREAS, in accordance with the powers laid out in its Charter, as amended, the City of Roswell is empowered to “adopt land use plans and exercise the power of zoning,” “exercise the police power for the public safety and well-being of the citizens of the City of Roswell,” and “define, regulate and prohibit any act, practice, conduct or use of property which is detrimental to the health, sanitation, cleanliness, welfare and safety of the inhabitants of the City of Roswell”; and

WHEREAS, throughout the State of Georgia, there has been a significant increase in the planning, development, and construction of server centers, which are also commonly known as data centers; and

WHEREAS, the Mayor and City Council previously adopted a ninety (90) day moratorium on new data centers in the City of Roswell and passed a ninety (90) day extension of said moratorium in order to make amendments to the Roswell Unified Development Code; and

WHEREAS, the City of Roswell, has issued said moratorium was enacted to maintain the status quo while the Community Development Department of the City of Roswell considers and develops, as necessary, zoning and land use standards related to data centers for recommendation to the Mayor and City Council of the City of Roswell; and

WHEREAS, the Community Development Department of the City of Roswell is continuing to refine definitions and work towards a recommendation to the Mayor and City Council of the City of Roswell for land use standards relating to data centers and intends to present such findings in June of 2026; and

WHEREAS, the Mayor and Council have determined it to be in the immediate interest of the citizens of Roswell and of immediate concern to the health, safety and welfare of the public to maintain the status quo until the City of Roswell can enact said amendments to the City of Roswell Unified Development Code related to data centers;

NOW, THEREFORE, BE IT RESOLVED by the Mayor and Council of the City of Roswell that to accomplish the foregoing, the previous ninety (90) day temporary moratorium is extended by an additional (90) days and the temporary moratorium imposed herein shall continue through and including September 20, 2026 at 12:00pm post meridiem, although said moratorium may conclude earlier upon the occurrence of any of the following: (i) an affirmative act by a majority of a quorum of the Mayor and Council of the City of Roswell, terminating the temporary moratorium; or (ii) amendments to the Unified Development Code of the City of Roswell, addressing the data center issues that are described in the preamble of this ordinance, become effective in accordance with local and state law.

Resolution No. \_\_\_\_\_

**THE ABOVE RESOLUTION WAS READ AND APPROVED** by the Mayor and Council of the City of Roswell, Georgia on the 22 day of June, 2026.

Approved:

\_\_\_\_\_  
Mary Robichaux, Mayor

Attest:

\_\_\_\_\_  
Nancy Saviano Long, City Clerk

(SEAL)

Attachment: Resolution extending previous 90-day temporary emergency moratorium on establishment of new data centers by an additional 90



## City of Roswell

Mayor and Council

### AGENDA ITEM REPORT

ID # - 10504

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**MEETING DATE:** June 22, 2026  
**DEPARTMENT:** City Attorney's Report  
**ITEM TYPE:** Closure

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**Recommendation to go into Closure at 5:30 PM on Monday, July 13, 2026 to Discuss Personnel, Litigation and/or Real Estate.**

**Item Summary:**

Recommendation to go into Closure at 5:30 PM on Monday, July 13, 2026 to Discuss Personnel, Litigation and/or Real Estate.

**Presented by:**

David Davidson, City Attorney