Planning Commission
The Chambers at City Center
8534 Main St., Woodstock, GA
30188
(Main) 770.592.6000 (Fax) 770.926.1375
http://www.woodstockga.gov
***Hearing Assistance Available Upon Request**

AGENDA

Thursday, May 7, 2026

Planning Commission
7:00 PM

ITEM 1. CALL TO ORDER

ITEM 2. APPROVAL OF MINUTES

1. **Consideration of Approval to Adopt Planning Commission Meeting Minutes – April 2, 2026** (Maria Chang)

ITEM 3. PUBLIC HEARINGS

1. **Consideration of Z#170-26: 125 Lorraine Parkway (Public Hearing & Vote)** (Cameron Dunn)

   Staff recommends approval with conditions of a Rezoning, Conditional Use Permit, and and concurrent Variance requests to allow for the development of a 92,000 SF warehouse use off of Olde Rope Mill Park Road and Lorraine Parkway.

2. **Consideration of Z#168-26: Barnesdale Terrace Redevelopment (Public Hearing & Vote)** (Natalie Faustine)
   Staff recommends partial approval of Z#168-26, subject to staff conditions.

3. **Consideration of Z#169-26: 8261 Main Street (Public Hearing & Vote)** (Cameron Dunn)
   Staff recommends approval with conditions of Zoning Condition Amendment and concurrent Variance requests to a previously approved project (Z#162-24) at 8261 Main Street to allow for a development comprised of 9,000 SF of commercial space, 34 townhomes, and 2 condominium units at the corner of Dobbs Road and Main Street.

4. **Consideration of A#131-26: Faith Community Church (Public Hearing & Vote)** (Niwana Ray)

   Staff recommends City Council approve the Annexation, Rezoning, and Conditional Use Permit for the ± 5.87 acre addition to Faith Community Church, located at 291 & 295 Rope Mill Road (A#131-26).

5. **Consideration of CUP#095-26: 9845 Main St (Public Hearing & Vote)**

Staff recommends denial of CUP#095-26 and the concurrent variances.

6. **Consideration of V#221-26: Paragon, 9026 Main St (Public Hearing & Vote)** (Niwana Ray)
Staff recommends City Council approval of a variance to allow angled on-street parking rather than parallel at 9026 Main Street.

ITEM 4. PRESENTATIONS

ITEM 5. ANNOUNCEMENTS AND INFORMATIONAL ITEMS

1. **Planning Commission Update** (Melissa Sigmund)

ITEM 6. ADJOURNMENT

AGENDA ITEM NO. 2.1

Item Cover Page

PLANNING COMMISSION AGENDA ITEM REPORT

DATE:	May 7, 2026
SUBMITTED BY:	Maria Chang, Community Development
ITEM TYPE:	Approval of Minutes
AGENDA SECTION:	**APPROVAL OF MINUTES**
SUBJECT:	**Consideration of Approval to Adopt Planning Commission Meeting Minutes – April 2, 2026**

SUGGESTED ACTION:

ATTACHMENTS:
Planning Commission Minutes.pdf

Planning Commission

City of Woodstock, GA

The Chambers at City Center - 8534 Main Street

770 592-6000 (Main) 770 592-6002 (City Clerk) 770 926-1375 (Fax)

http://www.woodstockga.gov

~MINUTES~

Thursday, April 2, 2026

Planning Commission ~ 7:00 PM

Attendees: Commissioner Brandon Williams, Commissioner Chase Roth, Commissioner Paul Laney, Commissioner Gregg Smith, Commissioner Rob Hogan, Commissioner David Lundquist, Community Development Director Melissa Sigmund, Senior Planner Niwana Ray, Planner II Cameron Dunn, Planner I Natalie Faustine, Engineering Manager Janis Steinbrenner, Community Development Office Manager Maria Chang and Director of Economic Development Brian Stockton

Absent: Commissioner Ali Najafi

ITEM 1) CALLED TO ORDER

ITEM 2) APPROVAL OF MINUTES

2.1) Consideration of Approval to Adopt Planning Commission Meeting Minutes – March 5, 2026 (Maria Chang)

- Commissioner Paul Laney made a motion to approve the minutes as presented.
- Commissioner David Lundquist seconded the motion.
- Motion carried (6-0), with Commissioner Ali Najafi absent.

ITEM 3) PUBLIC HEARINGS

3.1) Consideration of Z#169-26: 8261 Main Street (Public Hearing & Vote) (Cameron Dunn)

Staff recommends Planning Commission table the case for one month, to be heard as a part of the May 7, 2026 agenda.

- Mr. Dunn, City staff, notified the Commission that the applicant requested a one month tabling to allow for site design changes and discussions with neighbors. Staff recommends tabling the item.

Open Public Hearing

No one signed up to speak.

Closed Public Hearing, to reopen in May.

- Commissioner David Lundquist made a motion to Table the item to May 7, 2026.
- Commissioner Chase Roth seconded the motion.
- Motion carried (6-0), with Commissioner Ali Najafi absent.

3.2) Consideration of Z#168-26: Barnesdale Terrace Redevelopment (Public Hearing & Vote) (Natalie Faustine)

Staff recommends Planning Commission table the case for one month, to be heard as part of the May 7, 2026, agenda.

- Ms. Faustine, City staff, notified the Commission that the applicant requested to Table for one month while the applicant works with Staff to put together a development agreement. Staff recommended tabling.

Open Public Hearing

- Courtney Morgan - 214 Napa Dr - A gentleman spoke for Courtney.
- Karin Welte – 302 Chardonnay Way – Signed up but did not speak.

Closed Public Hearing

- Commissioner Gregg Smith made a motion to Table the item to May 7, 2026.
- Commissioner Rob Hogan seconded the motion.
- Motion carried (6-0), with Commissioner Ali Najafi absent.

3.3) Consideration of V#219-25: 702 Ravenwood Drive -WITHDRAWN (Cameron Dunn)

The Applicant has withdrawn this application for Variance at 702 Ravenwood Drive. No public hearing on the item is required.

- No action taken.

3.4) Consideration of CUP#093-25: 706 Robin Court (Public Hearing & Vote) (Cameron Dunn)

Staff recommends approval with conditions of a Conditional Use Permit to allow for a development within the Downtown District on less than five acres with concurrent site Variances, subject to the staff-recommended conditions of approval.

This case was remanded back to the Planning Commission by City Council at their March 23 meeting to allow for analysis of an updated site plan provided by the Applicant.

- Mr. Dunn, City staff, presented the case to the Commission.
- Conditional Use Permit for residential development on less than five acres and concurrent varies (sidewalk supplemental zone and waiver of sidewalk along Robin Court frontage). Updated design reduced units from five to four, with one front-loaded off Robin Court and three rear-loaded off Brownlee Road. Staff changed recommendation from denial to approval with conditions, citing improved compatibility with Cardinal Woods neighborhood. Development Process Committee recommended approval 5-1 with conditions.
- Staff presented analysis, including small area plan condition for Brownlee Road edge properties.
- Applicant presented updated site plan, addressing prior concerns on intensity, setbacks, and neighborhood character. Requested minor revision to Condition 5 (front setback maximum, side setback per code).

Open Public Hearing

In Favor

- Matthew McCabe – 413 Falcon Ct
- Mike Daniel – 309 Cardinal Dr.
- Chris Rogers – 707 Robin Court

Closed Public Hearing

- Commissioner David Lundquist made a motion to approve the item with staff recommendations and to include the revised wording of Condition 5 at the applicant's request.

- Commissioner Gregg Smith seconded the motion.
- Motion carried (5-1), with Commissioner Brandon Williams in opposition and Commissioner Ali Najafi absent.

3.5) Consideration of V#220-25: 704 Robin Court (Public Hearing & Vote) (Cameron Dunn)

Staff recommends approval with conditions of a Conditional Use Permit (CUP) to allow for a development within the Downtown District on less than five acres with concurrent site Variances, subject to the staff recommended conditions of approval.

This case was remanded back to the Planning Commission by City Council at their March 23 meeting to allow for analysis of an updated site plan provided by the Applicant.

- Mr. Dunn, City staff, presented the case to the Commission.
- Conditional Use Permit for residential development on less than five acres, lot line adjustments (conservation easement on northern portion), and concurrent variances (increased supplemental zone and waiver of sidewalk along Robin Court). Updated design shifts lot lines for better stream butter compliance and natural area preservation.
- Staff presented technical zoning details.
- Development Process Committee recommended approval with condition. Staff recommended approval of the Conditional Use Permit and concurrent Variances, subject to the staff-recommended conditions. With conditions (identical suite to prior case, with Condition 5 revision (front setback maximum, side setback per code).
- Applicant presented the case to the Commission.

Open Public Hearing

In Favor

- Robert Hattersley – 610 Ravenwood Dr

Closed Public Hearing

- Commissioner Gregg Smith made a motion to approve the item with staff recommendations and to include the revised wording of Condition 5 at the applicant's request.
- Commissioner David Lundquist seconded the motion.
- Motion carried (6-0), with Commissioner Ali Najafi absent.

3.6) Consideration of Z#167-26 & CUP#94-26, Reagan & Ridgewalk - The Pitch (Public Hearing & Vote) (Melissa Sigmund)

Staff recommends approval of a Rezoning, Conditional Use Permit, and associated Variances for a ± 12.81 acre project located at the southeast corner of Reagan Street and Ridgewalk Parkway (Z#166-25, CUP#094-26). The application seeks to rezone the property from NC to GC-VMU and requests a Conditional Use Permit to allow multifamily rental units and to allow the residential units to be located on the ground floor of buildings within the development. Associated Variances are requested to the development standards of the LDO for the amounts and locations of provided parking.

- Ms. Sigmund, City staff, presented the case to the Commission.
- Rezoning from NC (Neighborhood Commercial) to GC-VMU (General Commercial-Mixed Use) with Ridgewalk Overlay District.
- Conditional Use Permit for multifamily rental and ground-floor residential, plus variances (rows of parking and off-site church parking).
- Proposed mixed-use development: 236 apartments, ~27,000 SF commercial/retail, soccer stadium (initial 1,200 seat, ultimate build-out considered). ~12.81 acres, Community Village Center.
- Staff recommended approval with extensive conditions, including development agreement with DDA and Georgia Impact Soccer Club within one year. Development Process Committee recommended approval 5-0.
- Staff presented a zoning comparison, comprehensive plan consistency analysis, housing policy ratios (including institutional ownership projected ~22% if approved), and recommended conditions.
- Applicant presented the case to the Commission.

- Presented the project vision as a family-friendly mixed-use “mini Battery” with soccer, retail, and multifamily.
- Traffic engineer Amy Turner (CROY) summarized the traffic study. City staff, Janis Steinbrenner, Engineering Manager confirmed review and coordination with GDOT on the diverging diamond interchange.

Open Public Hearing

In Opposition

- Christy Young – 714 Rising Moon Dr
- Stephen Sperry – 300 Carriage
- Patty Hudgins – 225 Floral Valley

Closed Public Hearing

- Commissioner Rob Hogan made a motion to approve the request with staff recommendations, including a modified Condition 13 (privacy fence) and a requirement that executed parking and pedestrian agreements with Woodstock City Church be completed prior to site plan approval.
- Commissioner Gregg Smith seconded the motion.
- Motion carried (4-2), with Commissioner Brandon Williams and Commissioner Chase Roth in opposition and Commissioner Ali Najafi absent.

3.7) Consideration of ZTA#020-26: Downtown/ Lot of Record – LDO Amendment (Public Hearing/Vote) (Melissa Sigmund)

Recommend City Council approval of a Zone Text Amendment that amends Chapter VII (Performance Zoning Standards) of the Land Development Ordinance to update Article III – General Information, Article IV – Zone District Performance Standards, Article V – Use Districts and Regulations, and Article VII – Downtown District Standards.

- Ms. Sigmund, City staff, presented the comprehensive updates to the Land Development Ordinance for downtown standards, including clarifications on lot of record exemptions for single-family homes, street classifications, subdivision requirements in existing neighborhoods, architectural standards, housing mix and material requirements to the Commission.
- The changes aim to simplify processes for individual homes while providing oversight for larger redevelopments.

Open Public Hearing

No one signed up to speak.

Closed Public Hearing

- Commissioner Chase Roth made a motion to approve.
- Commissioner Paul Laney seconded the motion.
- Motion carried (6-0), with Commissioner Ali Najafi absent.

ITEM 4) PRESENTATIONS

ITEM 5) ANNOUNCEMENTS AND INFORMATIONAL ITEMS

5.1) Planning Commission Update (Melissa Sigmund)

- Ms. Sigmund, City staff, provided updates on recent City Council actions, including waivers and approvals of other cases.
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ITEM 6) ADJOURNMENT

- Commissioner Brandon Williams adjourned the meeting at 9:28 p.m.

As approved this day, May 7, 2026.

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Maria Chang, Community Development, Office Manager

AGENDA ITEM NO. 3.1

Item Cover Page

PLANNING COMMISSION AGENDA ITEM REPORT

DATE:	May 7, 2026
SUBMITTED BY:	Cameron Dunn, Community Development
ITEM TYPE:	Presentation and Discussion Items
AGENDA SECTION:	**PUBLIC HEARINGS**
SUBJECT:	**Consideration of Z#170-26: 125 Lorraine Parkway (Public Hearing & Vote)**
SUGGESTED ACTION:	Staff recommends approval with conditions of a Rezoning, Conditional Use Permit, and and concurrent Variance requests to allow for the development of a 92,000 SF warehouse use off of Olde Rope Mill Park Road and Lorraine Parkway.

ATTACHMENTS:

PCSR Z#170-26.pdf
Attachment A.pdf
Attachment B.pdf
Attachment C.pdf
Attachment D.pdf
Attachment E.pdf
Attachment F.pdf
Attachment G.pdf

DATE: May 7, 2026

TO: Woodstock Planning Commission

FROM: Cameron Dunn, MPA, Planner II

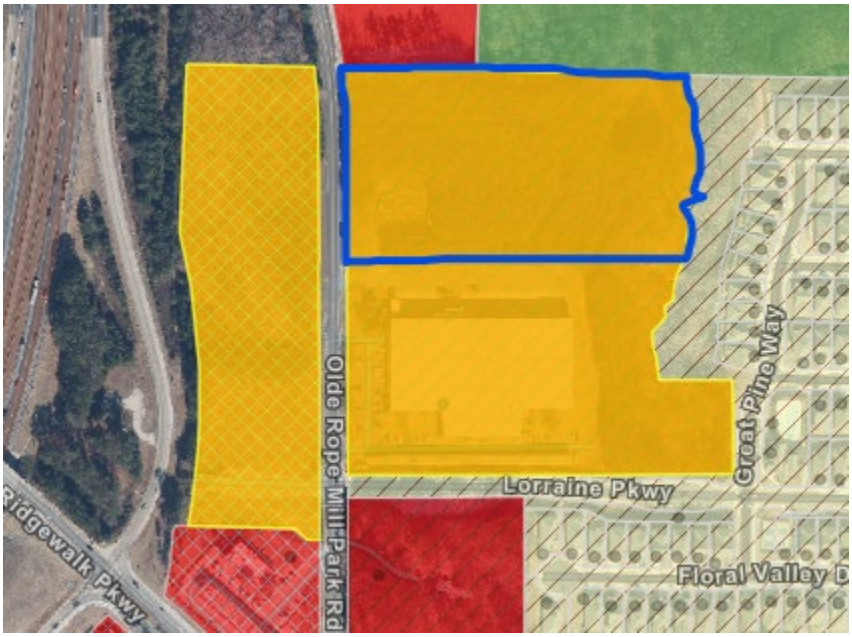
SUBJECT: 125 Lorraine Parkway
Project No. Z#170-26

RECOMMENDATION

Staff recommends approval with conditions of a Rezoning, Conditional Use Permit, and and concurrent Variance requests to allow for the development of a 92,000 SF warehouse use off of Olde Rope Mill Park Road and Lorraine Parkway.

EXECUTIVE SUMMARY

The Applicant, Parks Huff on behalf of Hickory Real Estate Partners, LLC, is requesting a Rezoning, Conditional Use Permit, and a concurrent Variance request to allow for an industrial warehouse development. The site, which includes tracts of land on both sides of Olde Rope Mill Park Road, totals 23.43 acres. The project development site, which is one tract on the northeastern corner of the parcel, is approximately 8.12 acres, outlined in blue on the image on the right.



BACKGROUND

Table 1 provides general information for the site.

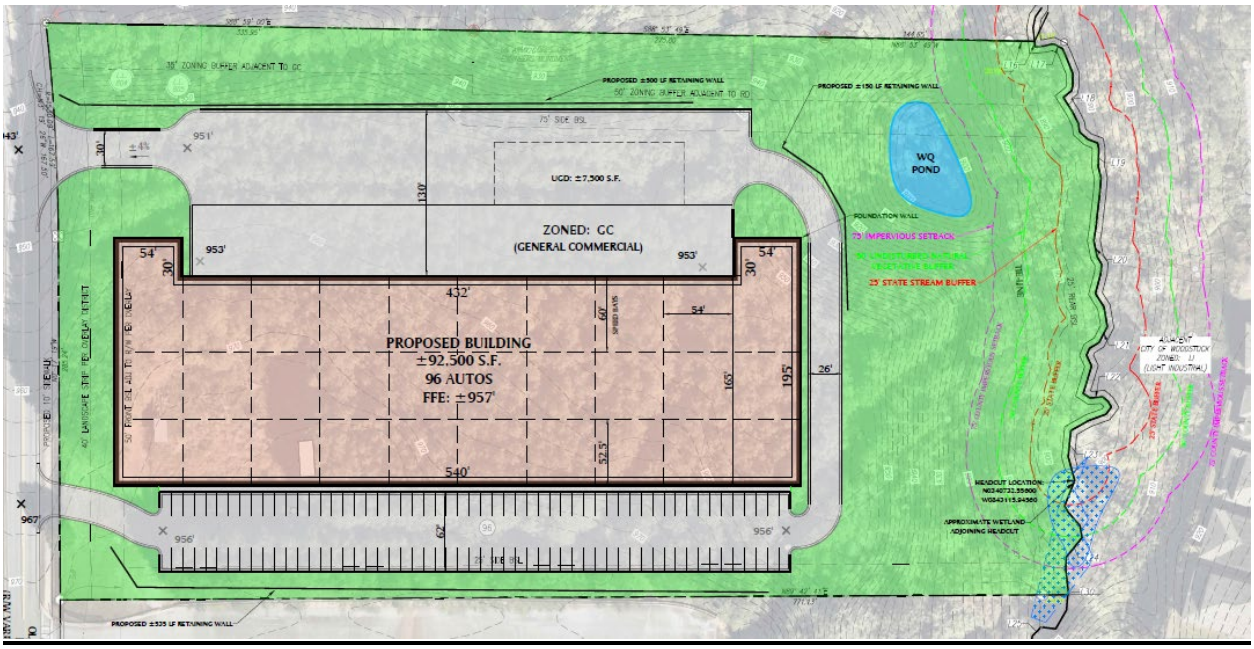
Table 1: General Property and Surrounding Land Use Information	
Address	125 Lorraine Parkway
Council Ward	1 (Johnson)
Tax ID #	15N10015
Site Acreage	23.43 ac (parcel), 8.12 ac (project site)
Future Development Map	Workplace Center
Current Zoning	GC (General Commercial) with Ridgewalk and Technology Park Overlay
Current Development	Undeveloped (western and northern portions) and Industrial building (southern portion)
Streets Information:	Olde Rope Mill Park Drive and Lorraine Parkway are managed by the City of Woodstock
Surrounding Neighborhood: North	GC: KIA dealership
South	GC with Tech Park Overlay: Cell Tower
East	LI with Tech Park Overlay: Glenhaven subdivision
West	Interstate 575

Additional information regarding the proposed project can be found in the public hearing application, provided as Attachment A.

PROJECT DESCRIPTION

The Applicant is requesting a rezoning, Conditional Use Permit, and concurrent Variance in order to develop an approximately 92,500 SF multi-tenant warehouse use on a roughly 8.12 acre tract of a larger, GC zoned parcel. The parcel has area on both sides of Olde Rope Mill Park Drive. Portions east of the roadway are zoned GC with Technology Park Overlay, and portions to the west of the roadway are zoned GC with Ridgewalk Overlay. The site would have two full-movement driveways onto Olde Rope Mill Park Drive, approximately 250 feet apart. The northern portion of the project site would host a truck bay with 20 stalls. The southern portion would host vehicular parking with 96 spaces. The building footprint is rectangular with dimensions of 496' by 165'. The Applicant-proposed elevations indicate that the exterior of the building will be tilt-up concrete panel construction. The site would be served by a combination of underground and ponded stormwater on the northern and northeastern portions of the site, respectively. The tract's eastern property line is defined by the center-line of a stream. The Applicant has set the building footprint back from the 75' stream buffer approximately 130', totaling an

approximate 200’ building setback from the western property line. The site plan is provided as Attachment B and is imbedded below.

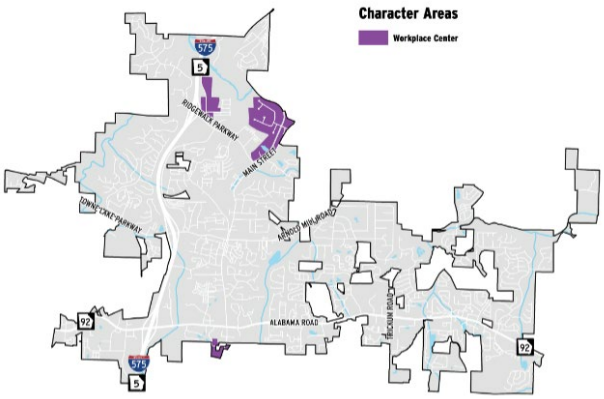


To accommodate the proposed project, the following entitlements are requested:

1) Rezoning from General Commercial with Technology Park and Ridgewalk Overlay to Light Industrial with Technology Park and Ridgewalk Overlay
2) Conditional Use Permit to allow Warehouse- Distribution Use in the LI zone.
3) Variance to LDO Section 7.890.5 to allow for an exterior material other than brick within the Technology Park Overlay.

ANALYSIS

Consistency with the 2023 Comprehensive Plan



The site is located within the Workplace Center Character Area. This area is meant to house mostly industrial uses, hosting primary land uses of large employment centers, warehousing and whole, manufacturing, or research facilities. The warehouse use proposed is consistent with the intensity and use expected of this Area within the Comprehensive Plan. Secondly, the Plan speaks about design characteristics that should accompany these types of uses when located adjacent to residential uses, prescribing adequate buffering between residential and nonresidential uses in order to mitigate noise

or light. On top of the natural buffer offered by the stream on site, the Applicant has further separated the proposed use from the rear property line, creating a buffer of around 200' between the building footprint and the adjacent residential uses within surrounding subdivisions.

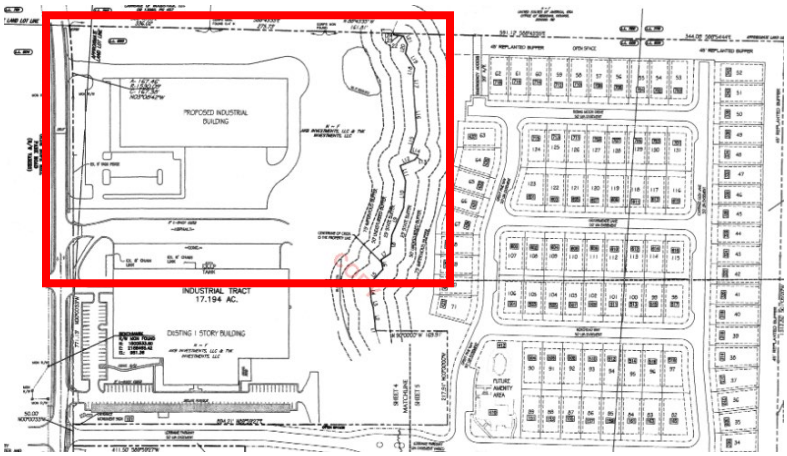
The proposed plan is in alignment with the tenets of the 2023 Comprehensive Plan in both land use and urban design.

Consistency with the Land Development Ordinance

Rezoning

The Applicant is requesting to rezone the subject property from General Commercial zoning to Light Industrial zoning to accommodate the proposed Warehouse use. As noted previously, the Comprehensive Plan supports this style of development in this location. Secondarily, there are surrounding land uses that make the property both an ideal candidate for rezoning and an ideal location for a Warehouse use. Olde Rope Mill Park Drive extends southward to the Ridgewalk Parkway corridor, and is the most proximal public right of way to the Interstate 575 corridor, allowing for quick access for shipping and freight trucks without heavily impacting public roadways further down the Ridgewalk Corridor towards the Main Street intersection. The property is currently zoned General Commercial, which offers a wider array of nonresidential uses than Light Industrial, but also typically comes with more traffic trips than light industrial uses that would burden the existing street network. While the current zoning would allow for more uses, the site is less suitable for retail commercial uses given the site's lack of visibility from the I-575 and Ridgewalk street corridors.

The parcel's underlying Technology Park zoning overlay designation is not proposed to change post-rezoning. The Technology Park Overlay calls for a combination of light industrial, technology oriented commercial, and a mixture of low, medium, and high-density residential uses. The LDO specifies that the Overlay District should target long-term clientele with particular emphasis on corporate campuses like the use proposed.



While the subject property is adjacent to residential uses, the Overlay district that is shared between the subject property and the adjacent residential subdivision explicitly allows for this style of use blending. This mixture of uses was also anticipated on previous platting documents, indicating that the subject tract was intended for an industrial

use when the land currently occupied by the Glenhaven subdivision was parceled off in 2021 for development.

Intensity of Use

When an industrial use is proposed adjacent to residential uses, considerations must be made regarding the impact that the proposed use might have on the surrounding area. The applicant has provided multiple exhibits that indicate the relatively small impact of the proposed use on adjacent properties. The first of which is a traffic trip generation report, prepared by Kimley-Horn and Associates and provided as Attachment C. The report operates on the assumption that all truck traffic would use the northern driveway, and all other vehicular traffic would utilize the southern driveway. The firm anticipates that over a 24-hour span, approximately 166 gross trips will be generated by the site, with 154 being expected on the southern (vehicular) driveway and 12 being expected on the northern (truck) driveway. For a roadway of this type, GDOT's Regulations for Driveway and Encroachment Control Manual states that any volume of under 200 trips per 24 hour period does not warrant a designated right-hand turn lane.

Table 5: Assessment for Turn Lanes
24-Hour Daily Volumes

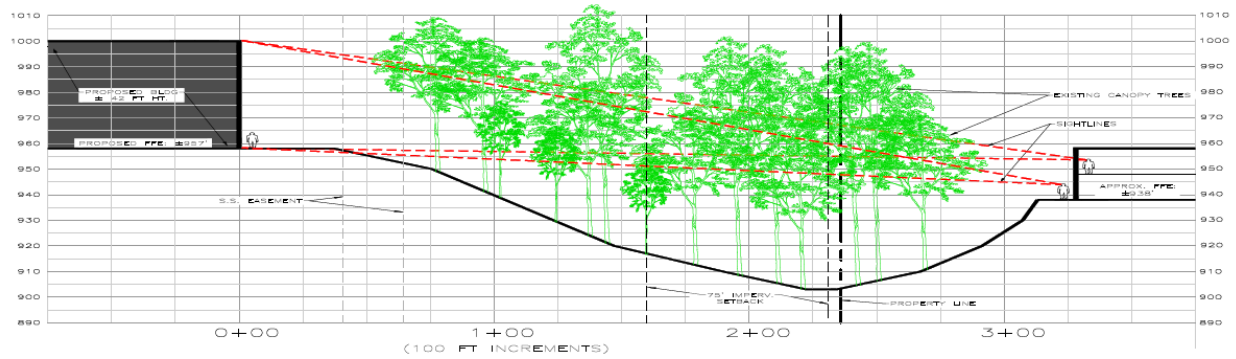
	Site Driveway A	Site Driveway B
	Right-Turn	
Projected Number of Turning Movements	154	12
Minimum Required for Turn Lane	200	200
Turn Lane Warranted?	**No**	**No**
	Left-Turn	
Projected Number of Turning Movements	0	0
Minimum Required for Turn Lane	300	300
Turn Lane Warranted?	**No**	**No**

Table 6: Project Trip Generation Summary

Land Use	Density	ITE Code	Daily Traffic		AM Peak Hour		PM Peak Hour	
			Enter	Exit	Enter	Exit	Enter	Exit
Light Industrial	**92,000 SF**	***110***	**166**	**166**	**38**	**6**	**11**	**34**
Hotel	220 rooms	*310*	642	642	46	43	67	65
Medical-Dental Office Building	85,000 SF	*720*	1,688	1,688	161	45	93	216
Shopping Plaza (40-150k) with Supermarket	66,122 SF	*821*	3,170	3,170	138	92	270	281

Additionally, the report concludes that the trip generation potential for the proposed light industrial use is much less when compared to other uses allowed within the General Commercial District, such as a hotel, medical office, or shopping center by multiple orders of magnitude.

The Applicant has also provided a sight line exhibit that visualizes the impact to the adjacent residential subdivision, provided as Attachment D. This exhibit indicates two main points: that the buffer between the proposed use and the existing residences is adequate to block most of the building from visibility, and that the topography as one approaches the stream along the property line decreases to further limit visibility.



Preliminary photometric plans have also been submitted by the Applicant that limit light trespass across the property line to the east. This has been provided as Attachment E.

Architecture

The Applicant has requested a Variance to allow for a different architectural expression than the one articulated within the LDO. The Technology Park Overlay calls for an articulation of brick or masonry frontages on newly constructed buildings. The Applicant has requested to utilize tilt-up concrete paneling instead of the brick proposed, citing adjacent nonresidential uses as justification for their request. The nonresidential buildings that are close to the subject property are the Kirk Rudy building to the south (zoned GC with Technology Park Overlay) and the KIA dealership to the north (zoned GC). The Kirk Rudy building was developed in 2002, prior to the establishment of the Technology Park Overlay. The KIA dealership is not subject to the requirements of the Overlay. Both of these buildings have architectural styles defined by mixtures of paneling and glasswork, and present a more modern style than the Overlay intends. The proposed renderings presented by the Applicant mimic the look of these buildings, articulating the concrete in such a way to mimic panels and providing façade breaks that create a less monolithic look for the proposed building. Proposed renderings, along with a materials exhibit, are provided as Attachment F. Given that development has occurred in the surrounding environs without the style intended by the Overlay, staff believes that mimicking the existing architectural style of the road corridor is acceptable.



PUBLIC INPUT

Public input for the public hearing has been provided in accordance with State and local law. On or around March 17, 2026, public notices were mailed to property owners within 800' of the project site. The notice informed them of the public input meeting, Planning Commission public hearing, and the City Council public hearing. Additionally, a public notice was published in the Cherokee Tribune on April 16, 2026.

On March 31, 2026, the Applicant hosted a public input meeting at the Chambers at City Center, located at 8534 Main Street, beginning at 7:00PM. This meeting is intended to give the Applicant an opportunity to explain the proposal and answer any questions the public might have about the project or public hearing process. The meeting was attended by residents of nearby residential subdivisions, and most of the conversation comprised of how the proposed development would impact the residents of the neighborhood. The Public Input Report, along with input received via email, are provided as Attachment G.

DEVELOPMENT PROCESS COMMITTEE RECOMMENDATION

The Development Process Committee met on April 8, 2026 to consider and vote on the proposed project. At this meeting, the DPC discussed how the property is ideally situated for an industrial use given its surrounding development and proximity to the interstate, but noted that conditions needed to be created to better curtail expected uses and impact on the residential subdivision. Ultimately, the DPC voted to recommend approval of the request, subject to conditions of approval. The proposed recommendation is as follows:

1) Approval of rezoning of parcel 15N10015 from General Commercial with Ridgewalk and Technology Park Overlay to Light Industrial with Ridgewalk and Technology Park Overlay.
2) Granting of a Conditional Use Permit to allow for a Warehouse-Distribution use in the Light Industrial zone.
3) Approval of a Variance to LDO Section 7.890.5 to allow for an exterior material other than brick within the Technology Park Overlay.

Subject to the following Conditions of Approval (COAs).

1) Prior to submittal of site plan application, the Applicant shall submit a subdivision plat with the City of Woodstock to parcel off the tract of land intended for development. This shall be recorded with Cherokee County Clerk of Court prior to LDP issuance.
2) Prior to submittal of site plan application, the applicant shall submit a full traffic impact study to the City for review and approval by the Development Process Committee. If traffic counts along Olde Rope Mill Park Road anticipate that infrastructure improvements are needed to accommodate the proposed use, then they will be reflected on any site planning documents submitted to the City.

3) Dumpsters shall not be located in any front yard or streetscape area and shall be screened if visible from the public right-of-way or property zoned for residential use.
4) Trash pickup shall be prohibited at the Project between the hours of 7:00 PM and 7:00 AM.
5) The Applicant shall install a ten-foot (10') wide multi-use path and landscaping consistent with the existing multi-use path and landscaping on the east side of Olde Rope Mill Park Road and north of the property. The new multi-use path shall be located within the right-of-way, adjacent to the 8.2-acre parcel where the Project is proposed.
6) Exterior lighting, constructed as part of the project, shall emit 0.0 footcandles of light, beginning at a point seventy-five (75') from the Eastern boundary line of the property, and less than 0.5 footcandles of light at all other boundary lines of the property.
7) Lighting located in the parking areas shall be LED full cut off fixtures and shall not exceed thirty feet (30') in height. Any decorative lighting fixtures shall complement the architectural design of the structure.
8) All pole-mounted outdoor lighting adjacent to adjacent residential property shall utilize scheduled dimmers and motion detectors to minimize light usage after regular business hours.
9) Seventy-five feet (75') of existing tree canopy shall remain as an undisturbed buffer on the eastern boundary line (the "Eastern Buffer"). If any of the Eastern Buffer has to be disturbed to accommodate construction, it shall be replanted in accordance with the City of Woodstock buffer requirements to establish a consistent visual screen at time of maturity.
10) The building shall be placed a minimum of two-hundred feet (200') from the eastern property line.
11) The Applicant shall install a forty-five (45') landscape strip in the front yard of the project. This landscape strip shall include willow oak plantings 40' on center, spaced to match the spacing of the KIA dealership to the north. The landscape strip shall begin at the back of the curb of Olde Rope Mill Park Road.
12) Owner shall erect and maintain in a conspicuous location at the driveway where trucks exit the Property to access the public right of way, an oversized traffic safety sign providing that no trucks exiting the Property may turn right to proceed north on Olde Rope Mill Park Road. The sign shall be MUTCD compliant. The final traffic safety verbiage shall be approved by the City of Woodstock City Engineer prior to erection and shall be installed prior to any certificate of occupancy being issued. This required signage shall not count toward the available allowance of signage authorized by the City of Woodstock sign code and/or the Land Development Code. The location of the signage shall be confirmed at site plan review.

13) Owner shall erect and maintain in a conspicuous location at the corner of Olde Rope Mill Park Road and Lorraine Parkway, an oversized traffic safety sign providing that no trucks exiting the Property may proceed east on Lorraine Parkway. The sign shall be MUTCD compliant. The final traffic safety verbiage shall be approved by the City of Woodstock City Engineer. prior to erection and shall be installed prior to any certificate of occupancy being issued. This required signage shall not count toward the available allowance of signage authorized by the City of Woodstock sign code and/or the Land Development Code. The location of the signage shall be confirmed at site plan review.
14) Truck traffic will not be permitted through the southern entrance to the Project, or the fire/life safety access road on the east side of the proposed building. This condition will be enforced with clear and conspicuous signage at the southern entrance to the property and both entrances to the fire/ life safety road. The fire access/life safety road shall be signed at both entrances to disallow parking or loading.
15) The following uses shall not be permitted as a part of the project:

- Adult Video/Novelty Shop
- Agricultural Business-Cooperation
- Amusement Park
- Assembly Hall, Auditorium, Civic Center
- Automotive Repair Facility - Major
- Automotive Repair Facility - Minor
- Automotive/Truck - Sales, Service, Parts, Rental
- Automotive/Truck - Salvage, Scrap Parts
- Bank, Financial Institution
- Bar/Tavern
- Billiard Parlor
- Bed and Breakfast Inn
- Boat Sales/Service/Repair
- Bodywork Therapy
- Bottled Gas/Storage/Distribution Center
- Bottling Plant
- Broadcast Station - With antenna
- Car Wash
- CBD & Tobacco Specialty Store
- Cemetery
- Cesspool Builder - Service
- Check Cashing/Title Pawn/Bail Bond
- Child/Day Care Center
- Church, Place of Worship
- Communication, Cellular, Microwave Tower
- Concrete/Paving - Batch Plant
- Consumer Fireworks Retail Sales Facility - Permanent
- Consumer Fireworks Retail Stands - Temporary

- Contractor Equipment/Material Storage
- Cryptocurrency Mining Operation
- Curio/Souvenir Shop
- Drive-In Theater
- Data Center
- Electric Substation
- Family Care Facility
- Funeral Home to include crematory use
- Gas/Fuel Station
- Go-Cart/Motorbike Track
- Golf Facility – Public or Private
- Gravel, Mineral Excavation and Processing
- Group Care Facility
- Hotel
- Innovator Space
- Instructional Studios
- Junk, Salvage Yard
- Kennel – Commercial
- Liquor, Package Store
- Meat Processing Facility
- Mobile Home Sales
- Museum
- Pawn Shop/Precious Metal, Gem Dealer
- Petroleum Products – Storage
- Produce Stand
- Recreational Vehicle – Sales, Service, Parts, Rental
- Restaurant – Fast Casual/Full Service
- Restaurant – With Drive-Thru
- Retail Store
- Sawmill, Lumberyard
- Schools – Private
- Self-Storage, Mini Warehouse
- Sexually Oriented Businesses
- Spa Establishment
- Storage Yard
- Tattoo Parlor/Body Piercing
- Tire Sales/Repair Shop
- Truck Terminal
- Waste Transfer Station

16) There shall be no portion of the subject property utilized for outside storage of junk vehicles, boats, recreational vehicles, vehicle sales, vehicle service or vehicle detailing. The storage of trash, junk, or refuse on the property (outside of approved Dumpster Enclosures) is prohibited.
17) The project shall adhere to the Light Industrial standards for Maximum Noise Level Limits as defined in Sec. 30-43 of the City of Woodstock Code of Ordinances.
18) The owner of the building, regardless of the building's occupancy status, shall be responsible for:
    - Maintaining cleanliness of the entire site by removing any trash, rubbish, or other debris from the premises;
    - Maintaining landscaping and replacing dead or damaged plants;

- Repair or replace building elements that are damaged, dilapidated, or in disrepair

19) The proposed building will be constructed with 'bump-outs' on either end of the truck court to attenuate any noise leaving the loading area of the building. The bump outs should conceal trucks at the docks from an eastern viewshed, either by extending the eastern bump out to 53' in length or installing a sound barrier.
20) Overnight truck idling (7:00 PM to 7:00 AM) will not be permitted.
21) No trucks shall be allowed to arrive or deliveries shall occur from the hours of 10:00 PM to 6:00 AM.
22) Exterior building elevations shall be substantially similar to 'Exhibit A' attached hereto. The finished materials along elevations shall be a textured concrete and not a textured paint finish. Final elevations shall be subject to the review and approval of the Development Process Committee.
23) The building shall be subdivided into a minimum of four tenant spaces. The building shall not be occupied by a single tenant. Any changes to this Condition of Approval shall be subject to the approval of the Development Process Committee.
24) No outdoor speakers shall be permitted on site.

CRITERIA FOR CONSIDERATION OF A REZONING REQUEST

Condition Amendments are considered legislative actions that change the relevant zoning ordinance to a previously approved site. Therefore, pursuant to LDO Section 11.215.2 (Zoning Standards), no rezoning request shall be authorized (or recommended for authorization) unless City Council evaluates the following criteria:

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

Property along the Olde Rope Mill Park Road frontage is entirely nonresidential, with a print manufacturing facility located directly to the south, and a car dealership located to the north. The subject tract being rezoned to permit a warehouse use is suitable based on existing development patterns.

b) Whether the zoning proposal will adversely impact the existing use or usability of the adjacent or nearby property;

The Applicant is utilizing a combination of natural features and site design in order to limit impact to surrounding properties. The stream buffer on the eastern portion of the site provides a natural buffer to adjacent residential properties, and the building footprint has been designed in such a way to further limit the building from

impacting the nearby subdivision. Photometric plans and sight line surveys submitted by the Applicant indicate that, while development will occur, no light trespass or large viewshed changes should occur. Secondarily, while the eastern property is residential in nature, its underlying zoning is the same as that of the proposed project: Light Industrial with Technology Park Overlay.

c) Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned;

The property is currently zoned General Commercial. While GC zoned properties have available to them a larger slate of nonresidential uses, there is concern about their viability in this location set off of the Ridgewalk Parkway Corridor.

d) Whether the zoning proposal will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools;

The Applicant has submitted third party traffic analysis of the development impact of their proposed buildout. This information suggests that the development would not require infrastructure improvements to Olde Rope Mill Park Road and that uses associated with the existing zoning would have more of an impact on the existing streets and transportation networks. Lastly, with the DDI interchange coming to the Ridgewalk Parkway and I-575 interchange, the impact and potential queue times that could be caused at the Olde Rope Mill Park and Ridgewalk Parkway interchange would be further reduced.

e) Whether the zoning proposal is in conformity with the policy and intent of the land use plan;

The large-scale industrial use that serves as an employment center adjacent to the interstate corridor is the intent and purpose of the Workplace Center Character Area, which the subject property is located within.

f) Whether there are other existing or changing conditions affecting the use and development of the property which give supporting grounds for either approval or disapproval of the zoning proposal.

The project as conditioned by staff reduces the amount of unsavory uses that could be allowed on the site, attempts to curtail truck traffic and deliveries to limited hours, and seeks to provide noise screening that would affirm the project's validity while being adjacent to a residential use within the same zone.

CITERIA FOR CONSIDERATION OF A CONDITIONAL USE PERMIT REQUEST

Pursuant to LDO Section 7.503 (Conditional Use Permit Criteria), the City Council must consider the following criteria prior to granting the entitlement:

a) Whether or not there will be a significant adverse effect on the surrounding area in which the proposed use will be located;

Multiple staff conditions on the project are in place to attempt to limit adverse impacts on the surrounding area, including a limit on delivery hours, limits on truck idling and outdoor storage, and limits on exterior lighting. Additionally, there are natural features present on site remaining undisturbed by the project design that allow for an undisturbed natural buffer that is larger than the code required minimum between the adjacent residential property.

b) Whether or not the use is otherwise compatible with the surrounding area;

The warehouse use as proposed is compatible with the existing uses along the Olde Rope Mill Park frontage, which is comprised of an additional light manufacturing use and a car dealership. Additionally, the underlying Technology Park zoning overlay is not intended to be altered by the Applicant as part of their rezoning request. This overlay calls for a wide array of uses and unique use mixtures that allow for adjacent residential and industrial uses like the one proposed.

c) Whether or not the use proposed will result in a nuisance as defined under State law;

Multiple considerations are made for light or sound trespass in Applicant provided supplements that help detail the project design. The natural buffer between the two properties would limit sight, the proposed lighting is full cutoff and conditioned to not infringe on existing property, and the proposed building has design features meant to limit noise from carrying onto residential properties. The use as conditioned and designed would not result in a nuisance.

d) Whether or not quiet enjoyment of surrounding property will be adversely affected;

While the property is undergoing development where there previously was none, the proposed changes to the area would not adversely affect the surrounding property. Conditions on the project limit nighttime activities on site, and natural features serve as a separation between the residential and nonresidential uses.

e) Whether or not property values of surrounding property will be adversely affected;

There is no indication that property values of surrounding property would be adversely affected by the proposed use.

f) Whether or not adequate provisions are made for parking and traffic considerations;

Based on the third party materials provided by Kimley-Horn and procured by the Applicant, the site is both adequately parked on the southside to deal with daily trips, adequately spaced on the north side to accommodate daily truck traffic, and has a traffic impact that would not require the applicant to install infrastructure improvements to Olde Rope Mill Park Drive. Warehouse uses typically produce less traffic than commercial uses of similar size, and the trip generation report of expected volume reflects this.

g) Whether or not the site or intensity of the use is appropriate;

The parcel is adequately sized and buffered to allow for a light industrial use as the one proposed. The intensity, despite being lesser than many of the uses that could be accommodated by the existing General Commercial zone, are properly conditioned to limit the intensity of the use.

h) Whether or not special or unique conditions created by the sue are consistent with the purpose, intent, and goals of the Comprehensive Plan;

The site is located in the Workplace Center Character Area. The Plan indicates that this type of light industrial development that serves as an employment area that is tucked away from the large commercial corridor is preferred in this area. The proposed development serves the goals of the 2023 Comprehensive Plan.

i) Whether or not adequate provisions are made regarding hours of operation;

As conditioned, many of the site activities that could cause noise trespass are limited to daytime hours, including deliveries, trash pickup, and truck idling on the premises.

j) Whether or not adequate controls and limits are placed on commercial and business deliveries;

As conditioned, adequate controls, signage, and limits on operating hours are considered for commercial and business deliveries.

k) Whether or not adequate landscape plans are incorporated to ensure appropriate transition between adjacent or nearby properties;

The site is proposed to match the existing streetscape present along Olde Rope Mill Park Road as one approaches the KIA dealership. Conditions of approval require street tree plantings consistent with the spacing of existing road frontage layouts. Secondly, the Applicant proposes to keep the rear portion of the property natural and wooded, allowing for a transition between the nonresidential use proposed and the existing residential use to the east of the project site.

l) Whether or not the public health, safety, welfare, or moral concerns of the surrounding neighborhood will be adversely affected;

There is no indication that the public health, safety, welfare, or moral concerns of the surrounding neighborhood would be adversely affected by the development. Residential development in the vicinity is on private, gated streets and the Applicant has consented to conditions that require signage to discourage truck traffic from permeating north into the park or east into the residential neighborhood.

m) Whether the application complies with any specific requirements set forth in this chapter for conditional use permit for particular types of uses;

No additional development regulations are required for the use proposed.

n) Whether the applicant has provided sufficient information to allow a full consideration of all relevant factors;

The Applicant has provided many supplemental attachments that allow for a full consideration of all factors relevant to the site.

o) Whether the conditional use requested emits or creates unusual odors which warrant use of an odor elimination/attenuation system as recommended by industry standards.

There is no indication that the condition use requested would emit or create unusual odors associated with other industrial uses like manufacturing.

CRITERIA FOR CONSIDERATION OF A VARIANCE REQUEST

Pursuant to LDO Section 11.216.2 (Variances), no Variance shall be authorized (or recommended for authorization) unless the City Council finds that all of the following conditions exist:

a) That special circumstances or conditions applying to the building or the land or the building and land in questions are peculiar to such a premises and do not apply generally to other lands or buildings in the vicinity;

The commercial and industrial buildings located within the vicinity are not architecturally treated with brick façade, given either their underlying zoning or the age of the development. By requiring the building to be developed in this manner, the lot is peculiar compared to its neighboring properties.

b) That the granting of the application is necessary for the preservation and enjoyment of a property right and not merely to serve as a convenience to the Applicant;

The size, bulk, and massing of the proposed building create practical difficulties in both construction timeline and material sourcing for a building of this size when compared to brickwork.

c) That the conditions from which relief or variance is sought did not result from willful action by the Applicant;

The conditions by which the Applicant is seeking relief did not result from their willful action, but rather from the development patterns around them. The site has been left undeveloped for many years while adjacent properties developed. As Ordinances were updated and architectural requirements were imbedded, a requirement that is not applicable to the nonconforming buildings in the vicinity is being applied to the new development.

d) That the authorizing of the variance will not impair an adequate supply of light and air to adjacent property or unreasonably increase the congestion of public streets, increase the danger or fire, imperil the public safety, unreasonably diminish or impair establish property values within the surrounding area, or in any other respect impair the health, safety, comfort, morals, or general welfare of any inhabitants of the City.

There is no indication that the granting of the Variance would impair light or air to adjacent properties, increase risk of fire of impair public safety, or diminish property values.

ATTACHMENTS

Attachment A: Public Hearing Application
Attachment B: Site Plan
Attachment C: Traffic Memorandum
Attachment D: Sight Line Exhibit
Attachment E: Proposed Photometric Plan
Attachment F: Renderings and Materials
Attachment G: Public Input

CITY OF WOODSTOCK
Application for Public Hearing

Important Notes:

1. Please check all information supplied on the following pages to ensure that all spaces are filled out accurately before signing this form. This page should be the first page of your completed application package.
2. All documents required as part of the application package shall be submitted at the same time as the application. Incomplete application packages **WILL NOT BE ACCEPTED.**
3. Please contact the Planning and Zoning Division of the Community Development Department at 770-592-6050 if you have any questions regarding the application package, this application or the public hearing process.

Contact Person: Parks F. Huff Phone: (770) 422-7016

Email: [redacted]

Applicant's Information:

Name: Hickory Real Estate Partners, LLC

Address: 2100 Powers Ferry Road SE Suite 110 Phone: [redacted]

City, State, Zip: Atlanta, GA 30339 Email: [redacted]

Property Owner's Information: ☐ same as above **Please attach a list if multiple property owners**

Name: AKB Investments, LLC and TVK Investments, LLC (see attached authorizations)

Address: _____ Phone: _____

City, State, Zip: _____ Email: _____

Requested Public Hearing (check all that apply):

- ☐ Annexation
- ☑ Rezoning
- ☐ Condition Amendment
- ☑ Variance
- ☑ Conditional Use Permit
- ☐ Comprehensive Plan Amendment
- ☐ Other: _____

STAFF USE ONLY:

Case: Z # 170 - 26

Received by: _____

Date Received: _____

Fee Paid: $ _____

Date Accepted: March 13, 2026

PUBLIC HEARING SCHEDULE:

Pre-Application Meeting: _____

Public Input Meeting: _____

DPC Meeting: April 1, 2026 @ 11:00 am

Planning Commission: May 7, 2026

City Council: May 18, 2026

CD1

RECEIVED 3/6/26

ATTACHMENT A2

Property Information:

Location: 125 Lorraine Parkway; subject property is bisected by Olde Rope Mill Park Rd

Parcel Identification Number(s) (PIN): 15-0805-0002 Total Acreage: 24.61*

Property Information: *Area to be disturbed is referred to as Tract 1 on the attached survey and legal description containing 8.2± acres

Location: 125 Lorraine Parkway; subject property is bisected by Olde Rope Mill Park Rd

Current Zoning: General Commercial; Technology Park Overlay Total Acreage: 24.61*

Tax Map #: 15 N 10 Parcel #: 015 Future Development Map Designation: Workplace Center

Adjacent Zonings: North GC and Rural District GC South GC & LI East LI West N/A (I-575)

Applicant's Request (Itemize the Proposal, including code sections for Variance requests):

Applicant propopses to rezone the subject property from GC to LI and is requesting variances to reduce the front setback and to allow tilt wall (non-brick) (LDO Article VII §7.890.5) as well as applying for a Conditional Use Permit for Warehouse/Distribution (LDO Article V §7.505.)

Proposed Use(s) of Property:

Warehouse (storage and distribution); potential tenants, uses and internal space allocations will be determined by future market conditions

Infrastructure Information: *If connecting to new/existing Water/Sewer is required, please fill out and submit the attached Water/Sewer Availability Inquiry.*

Is water available to this site? ☑ Yes ☐ No Jurisdiction: CCWSA (Water/Sewer Availability request attached)

How is sewage from this site to be managed?

CCWSA (Water/Sewer Availability request attached); also see CCWSA availability letter attached

Will this proposal result in an increase in school enrollment? ☐ Yes ☑ No

If yes, what is the projected increase? N/A students

Proposed Use(s)	# of units	Multiplier	Number of Students
Single Family (Detached) Home		0.725	
Multi Family (Attached) Home		0.287	

Traffic Generation:

If a traffic study is not required as part of this application, complete the following charts to estimate traffic generated by the proposal. Information for additional residential and all commercial/industrial development shall follow the summary of ITE Trip Generation Rates published in the Transportation Planning Handbook by the Institute of Transportation Engineers.*

What is the estimated number of trips generated? _____trips

Code	Land Use(s)	# of units*	Daily Trip Ends	Number of Trips
210	Single Family Home/ Townhome		9.57	
220	Apartment		6.63	

- A unit for residential purposes is equal to one residential unit. For commercial/industrial uses it is defined in the ITE table, but most often is equal to 1,000 square feet of floor area for the use specified.

*See attached traffic study memo from Kimley-Horn

Authorization:

Upon acceptance of the completed application package, the Community Development Department will notify the applicant of scheduled date, times, and locations of the public meetings/hearings. The applicant or a representative must be present to answer any questions that may be asked. In the event that an application is not complete, the case may be delayed or postponed at the discretion of the department.

This form is to be executed under oath. I, TJ Costen for Hickory Real Estate Partners, LLC, do solemnly swear and attest, subject to criminal penalties for false swearing, that the information provided in this Application for Public Hearing is true and correct and contains no misleading information.

This 4th day of March, 20 26.

Print Name TJ Costen for Hickory Real Estate Partners, LLC.

Applicant Signature _____

Consent to publish copyrighted documents on the City of Woodstock website:

If any of the documents submitted with this application are copyrighted, I hereby attest that I am the owner of this copyright and give my consent to allow these documents to be published on the City of Woodstock website (www.woodstockga.gov) for public access and for inclusion in all agenda materials published by the City of Woodstock.

This _____ day of _____, 20 ____.

Copyright Owner Print Name TJ Costen for Hickory Real Estate Partners, LLC

Copyright Owner Signature _____

Sworn to and Subscribed before me this: 4th day of March, 20 26.

Notary Signature: _____

(Notary Seal)

OFFICIAL SEAL
DARA TABB
NOTARY PUBLIC-GEORGIA
COBB COUNTY
My Comm. Expires Dec. 28, 2028

CD1

ATTACHMENT A4

City of Woodstock
Attn: Utility Billing
12453 HWY 92
Woodstock, GA 30188

770-592-6006

h2o@woodstockga.gov
Mon-Fri 8AM-5PM

Water and/or Sewer Availability by Site Inquiry

Service Type of Interest (Water,Sewer,Both): Both

Service Location (Address,Parcel #s): 125 Lorraine Parkway; 15-0805-0002

Type/Size/Configuration of Development Contemplated: Office/Warehouse (Light Industrial) Facility

Entity or Firm Name & Address: Hickory Real Estate Partners, LLC 2100 Powers Ferry Rd. SE Ste. 110 Atlanta, GA 30339

Contact Name Email & Cell #: Chase Westfall [redacted]

Inquiring party understands that information received in this process is based upon "best available information at this time" and is subject to change. Inquiring party agrees to communicate only with the designated Single Point-of-Contact or with personnel designated by that Single Point-of-Contact.

Date: 03/04/26 Signature:

TJ Costen for Hickory Real Estate Partners, LLC

Official Contact Information

Your official single point-of-contact for this inquiry is:

Jeremy Parker – Public Works Director
jparker@woodstockga.gov
770-592-6000 X1710

ATTACHMENT A5

Cherokee County Water & Sewerage Authority

November 19, 2025

RE: Water & Sewerage Availability (Tax Map 15N10, Parcel 015)

To Whom It May Concern:

Please be advised that Cherokee County Water & Sewerage Authority presently has a 10" water main on the East side of Olde Rope Mill Road West of the subject property. Also, there is a 10" water main on the North side of Lorraine Parkway South of the subject property.

Sewer is available on the subject property. The acquisitions of easements to manholes or lift stations will be the responsibility of the developer.

The capacity for Rose Creek Wastewater Treatment Facility is 6.0 MGD and the Authority is presently treating 3.5 MGD. The Fitzgerald Creek Treatment Facility is 11.5 MGD and the Authority is presently treating 5.0 MGD.

There is presently no moratorium for water or sewer connections on the Authority System. Sewer connections are available on first pay, first serve basis. However, plans for any development must be submitted and approved by the Authority prior to any water or sewer connection application being accepted for processing. Also, existing infrastructure, size and location, must be verified by developer/engineer/contractor prior to submittal to Cherokee County Water and Sewerage Authority.

If you have any questions, please don't hesitate to call me.

Sincerely,

Bradley M. Payne

Bradley M. Payne
Construction Office Supervisor

CC: Garry Hensley
Jody Henson
Keith Allen
Jeff Hooper

P. O. Box 5000 ~ Canton, Georgia 30114 ~ 770-479-1813

Application Package Checklist

You must include this checklist with your application package. All items must be submitted and checked off this list or your application will not be accepted.

Forms

- ☑ Application for Public Hearing Summary (Pg. 1,2, &3)
- ☑ Applicant Response Statement (Pg. 5, 6, &7) **(Submit one response page for EACH request)**
- ☑ Conflict of Interest Certification (Pg. 8)
- ☑ Disclosure Statement (Pg. 9)
- ☑ Authorization of Property Owner (Pg. 10) **(One form for EACH property owner)**
- ☑ Property Tax Verification (Pg. 11)
- ☑ Corporate Authorization Form (Pg. 12) **(if you are an attorney or representative signing on behalf of applicant)**
- ☑ Fee Calculator (Pg. 13) **(Payment is due at the time of application acceptance)**

Documents to be attached

- ☑ Vesting Deed(s) **(For EACH property. Can be obtained from the Cherokee Co. Deeds & Records Office)**
- ☑ Legal Description(s) **(For EACH property, often found on the vesting deed)**
- ☑ Boundary Survey
- ☑ Site Plan **(One 24x36 and one 11x17 copy)**
- ☑ Location Map **(Shows surrounding lot pattern and street network with subject property identified)**
- ☑ Annexation area map **(For annexation applications only, with pertinent distances identified)**
- ☑ Property Owner's Tax Receipt **(Can be obtained from the Cherokee Co. Tax Commissioner)**
- ☑ Existing Site Resources Map **(See application instructions for more info)**
- ☑ Future Development Map and Zoning Map with location identified **(Can be found on the GIS mapping portal page at woodstockga.gov)**
- ☑ Traffic Study **(required for residential development exceeding 200 dwelling units and non-residential developments exceeding 25,000 square feet only)**
- ☑ Public Input Plan **(use the template in the public input policy packet)**
- ☑ Public Input meeting notice letter **(use the template in the public input policy packet) (Letter will be approved upon application acceptance)**

If any item listed on this checklist does not apply to you, provide explanation below:

ATTACHMENT A7

APPLICANT RESPONSE STATEMENT ANNEXATIONS AND REZONINGS

The applicant finds that the following standards are relevant in balancing the interest in promoting the public health, safety, morality, or general welfare against the right to unrestricted use of property and shall govern the exercise of the zoning power.

If this application is in response to an annexation and/or rezoning, please respond to the following standards in the form of a written narrative:

1. Explain the intent of the requested zoning.

   The applicant proposes to rezone the Subject Property from GC to LI for a 92,000 sf office/warehouse (light industrial) facility.

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

   The Subject Property and proposed building include an existing manufacturing building of similar size and use.

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

   The zoning proposal will not adversely affect the existing use or usability of adjacent or nearby property.

4. Whether the property to be affected by a proposed zoning has a reasonable economic use as currently zoned.

   The existing manufacturing facility as well as the undeveloped portion of the Subject Property, specifically Tracts One and Three as depicted on the filed survey, has no reasonable economic use as currently zoned.

5. Whether the proposed zoning will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools.

The proposed development will not create an excessive or burdensome use of streets and other infrastructure. See the attached *Trip Generation and Traffic Engineering Opinion Memorandum* dated March 5, 2026 compiled by Kimley-Horn. The proposed use is less intense than other allowed uses under the proposed Light Industrial zoning and Technology Park Overlay.

6. Whether the proposed zoning is in conformity with the policy and interest of the land use

plan.

The property is designated as Workplace Center in the Comprehensive Plan. The proposal is consistent with this designation.

7. Whether there are other existing or changing conditions affecting the use and development of the property which give supporting grounds for either approved or disapproval of the proposed zoning.

The property and the Technology Parkway area remain undeveloped. This is an opportunity for the City to allow an economically viable development to attract jobs and businesses to an underused area of the City of Woodstock.

APPLICANT RESPONSE STATEMENT VARIANCES (Chapter VII, Article VI, Sec. 7.602-Buffer requirements)

The applicant finds that the following standards are relevant in balancing the interest in promoting public health, safety, morality, or general welfare against the right to unrestricted use of property and shall govern the exercise of the zoning power.

If this application is in response to a variance, please respond to the following standards in the form of a written narrative. In the case of concurrent variances, a response to the standards below should be provided for each variance requested.

1. Explain requested variance.

   The Applicant, Hickory Real Estate Partners, LLC, is requesting a variance from the City of Woodstock Land Development Code Chapter VII, Article VI, Sec. 7.620 to reduce the required minimum buffer from 50 feet to 40 feet.

2. There are exceptional and extraordinary conditions pertaining to the particular piece of property in question, due to its size, shape or topography.

   The subject property is similar in size, shape, and topography to the adjacent Kirk-Rudy building to the south. The Subject Property's topography is challenging as it contains riparian buffer(s) on the east side of the parcel.

3. The application of these regulations to this particular piece of property would create a practical difficulty or unnecessary hardship.

   As depicted on the filed site plan, the Applicant is proposing to construct an 92,000 sf industrial building on the property. Applying these regulations to this particular piece of property would create a practical difficulty and unnecessary hardship.

4. Such conditions are peculiar to the particular piece of property involved.

   The conditions that create the need for this variance are peculiar to this property. The Subject Property is challenging to develop because of stream buffer on the east side of the property and pre-existing topographical challenges.

5. A literal interpretation of this ordinance would deprive the applicants of any rights that others in the same district are allowed.

   The Applicant is applying to rezone the Subject Property from GC to LI. The Subject Property's current zoning, GC, allows for buildings of similar size and similar variances

have been granted in similar situations. The use of the proposed building is consistent with Light Industrial operations.

6. Relief, if granted, would not cause substantial detriment to the public good, or impair the purposes and intent of this ordinance.

   The variance would not be contrary to the public good, nor impair the purposes and intent of the ordinance.

7. Special circumstances or conditions applying to the building or land or building and land in question are peculiar to such premises and do not apply generally to other land or buildings in the vicinity.

   The conditions for this request are peculiar to this situation and do not apply to other land or buildings in the vicinity.

8. Granting of the application is necessary for the preservation and enjoyment of a property right and not merely to serve as a convenience to the applicant.

   Granting the variance will allow the development of light industrial buildings and uses within the existing Technology Parkway overlay. Developments, such as proposed by the Applicant, attract jobs to an underutilized area of the City within the allowable uses under the proposed zoning.

9. The condition from which relief or a variance is sought did not result from willful action by the applicant.

   The Subject Property is located in the Technology Park Overlay District. The Subject Property is located in the Technology Park Overlay District. The riparian streams and steep topography did not result from willful action by the applicant.

10. Authorizing the variance will not impair adequate supply of light and air to adjacent property or unreasonably increase the congestion of public streets, increase the danger of fire, imperil the public safety, unreasonably diminish or impair established property values within the surrounding areas or in any other respect impair the health, safety, comfort, morals or general welfare of the inhabitants of the City.

    Approval of the variance will not create a hazard, be detrimental to surrounding property values nor be contrary to the general welfare of the citizens of Woodstock.

APPLICANT RESPONSE STATEMENT VARIANCES (Chapter VII, Article VIII, Sec. 7.890-Architectural Standards)

The applicant finds that the following standards are relevant in balancing the interest in promoting public health, safety, morality, or general welfare against the right to unrestricted use of property and shall govern the exercise of the zoning power.

If this application is in response to a variance, please respond to the following standards in the form of a written narrative. In the case of concurrent variances, a response to the standards below should be provided for each variance requested.

1. Explain requested variance.

   The Applicant, Hickory Real Estate Partners, LLC, is requesting a variance from the City of Woodstock Land Development Code Chapter VII, Article VIII, Sec. 7.890 to eliminate the architectural requirement for three exterior sides to be faced with brick.

2. There are exceptional and extraordinary conditions pertaining to the particular piece of property in question, due to its size, shape or topography.

   The subject property is similar in size, shape, and topography to the adjacent Kirk-Rudy building to the south. The Subject Property's topography is challenging as it contains steep topography and riparian buffer(s) on the east side of the parcel.

3. The application of these regulations to this particular piece of property would create a practical difficulty or unnecessary hardship.

   As depicted on the filed site plan, the Applicant is proposing to construct an 92,000 sf industrial building on the property. Applying these regulations to this particular piece of property would create a practical difficulty and unnecessary hardship. The proposed architectural finishes are consistent with the Kirk-Rudy building's façade on the adjacent property to the south.

4. Such conditions are peculiar to the particular piece of property involved.

   The conditions that create the need for this variance are peculiar to this property. The Applicant's proposal to use an alternative façade is consistent with buildings of similar uses in the area.

5. A literal interpretation of this ordinance would deprive the applicants of any rights that others in the same district are allowed.

The Applicant is applying to rezone the Subject Property from GC to LI. The Subject Property's current zoning, GC, allows for buildings of similar size and similar variances have been granted in similar situations. The use of the proposed building and tilt wall construction are consistent with Light Industrial operations.

6. Relief, if granted, would not cause substantial detriment to the public good, or impair the purposes and intent of this ordinance.

   The variance would not be contrary to the public good, nor impair the purposes and intent of the ordinance.

7. Special circumstances or conditions applying to the building or land or building and land in question are peculiar to such premises and do not apply generally to other land or buildings in the vicinity.

   The conditions for this request are peculiar to this situation and do not apply to other land or buildings in the vicinity.

8. Granting of the application is necessary for the preservation and enjoyment of a property right and not merely to serve as a convenience to the applicant.

   Granting the variance will allow the development of light industrial buildings and uses within the existing Technology Parkway overlay. Developments, such as proposed by the Applicant, attract jobs to an underutilized area of the City within the allowable uses under the proposed zoning.

9. The condition from which relief or a variance is sought did not result from willful action by the applicant.

   The Subject Property is located in the Technology Park Overlay District. The riparian streams and steep topography did not result from willful action by the applicant.

10. Authorizing the variance will not impair adequate supply of light and air to adjacent property or unreasonably increase the congestion of public streets, increase the danger of fire, imperil the public safety, unreasonably diminish or impair established property values within the surrounding areas or in any other respect impair the health, safety, comfort, morals or general welfare of the inhabitants of the City.

    Approval of the variance will not create a hazard, be detrimental to surrounding property values nor be contrary to the general welfare of the citizens of Woodstock.

APPLICANT RESPONSE STATEMENT CONDITIONAL USE PERMITS Section 7.505

The applicant finds that the following standards are relevant in balancing the interest in promoting the public health, safety, morality, or general welfare against the right to unrestricted use of property and shall govern the exercise of the zoning power.

If this application is in response to a conditional use permit, please respond to the following standards in the form of a written narrative:

1. Explain requested conditional use permit.

   The applicant, Hickory Real Estate Partners, LLC, is requesting a Conditional Use Permit (CUP) pursuant to the City of Woodstock's Land Development Code 7.502 to allow warehouse/distribution use in the LI zoning district. The Subject Property currently consists of one 24.639 acre parcel (15N10 15). The Applicant proposes to subdivide the property and build an 92,000± warehouse on 8.2 acres as depicted on the proposed site plan. The Applicant intends to lease the building to multiple tenants consisting of 20,000 to 30,000 sf suites.

2. Whether or not there will be significant adverse effect on the surrounding area in which the proposed use will be located.

   There will not be significant adverse effect on the surrounding area in which the proposed use will be located. The Property is adjoined by properties to the south with active commercial and industrial uses. The Applicant's proposed use and requested variances will not create any adverse impacts, particularly any negative effects from the uses' commercial manner or hours of operation.

3. Whether or not the use is otherwise compatible with the surrounding area.

   The use is compatible with the surrounding area. The property to the south is home to Kirk-Rudy, a manufacturer of printing equipment. The property to the North is the home of Carriage Kia of Woodstock and to the east by the Glenhaven at Ridgewalk subdivision.

   "The Technology Park Overlay District calls for: a combination of light industrial, technology oriented commercial, office uses, and a mixture of low, medium and high density residential uses..." (LDO Ch. VII, Art. VIII § 7.83.2).

4. Whether or not the use proposed will result in a nuisance as defined under state law.

   The use proposed will not result in a nuisance as defined under state law.

5. Whether or not quiet enjoyment of surrounding property will be adversely effected.

   The quiet enjoyment of surrounding property owners will not be adversely affected. The

Applicant will make efforts to mitigate any impact upon contiguous property owners by complying with Woodstock's landscaping, buffer and setback requirements. The Applicant will implement Best Management Practices during land disturbing activities to minimize excessive soil erosion and sedimentation.

6. Whether or not property values of surrounding property will be adversely effected.

   The Applicant's proposal will not adversely affect the values of surrounding properties.

7. Whether or not adequate provisions are made for parking and traffic considerations.

   As depicted in the submitted site plan, the Applicant is proposing 96 (ninety-six) parking spaces for employees and visitors.

8. Whether or not the site or intensity of the use is appropriate.

   The Applicant's proposed use is suitable in view of the use and development of adjacent and nearby properties. Development in the Technology Parkway Overlay area has been stagnant over the years and the proposed development is adjacent to an existing industrial use.

9. Whether or not special or unique conditions created by the use are consistent with the purpose, intent and goals of the Comprehensive Town Plan.

   The Applicant's proposal complies with the intent of the City of Woodstock's Comprehensive Plan (updated on October 23, 2023) by providing a use consistent with the industrial and manufacturing uses north of Ridgewalk Parkway. The subject property is currently zoned GC and within the Workplace Center of the Comprehensive Plan and the Future Development Map.

10. Whether or not adequate provisions are made regarding hours of operation.

    The proposed use and requested variances will not create any adverse impacts, particularly any negative effects from the Light Industrial manner or hours of operation.

11. Whether or not adequate controls and limits are placed on commercial and business deliveries.

    Deliveries to the proposed warehouse will be commensurate with delivery schedules of other comparable light industrial businesses. Please see the attached traffic Trip Generation Memorandum.

12. Whether or not adequate landscape plans are incorporated to ensure appropriate transition between adjacent or nearby properties.

The Applicant will comply with the Land Development Code of the City of Woodstock regarding buffers, setbacks and landscaping to ensure appropriate transition between adjacent or nearby properties.

13. Whether or not the public health, safety, welfare or moral concerns of the surrounding neighborhood will be adversely affected.

    The proposal will not adversely affect the public health, safety, welfare, or moral concerns of the surrounding neighborhood. The proposal is consistent with the City of Woodstock's Comprehensive Plan (updated on October 23, 2023). In addition, the development will be attractively landscaped and will comply with the City of Woodstock's stormwater, landscaping, buffer and setback requirements.

14. Whether the application complies with any applicable specific requirements set forth in this chapter for conditional use permits for particular types of uses.

    The Application complies with all applicable specific requirements for a Conditional Use Permit to allow warehouse/distribution uses.

15. Whether the applicant has provided sufficient information to allow full consideration of all relevant factors.

    The Application and attachments comply with all specific requirements for a Conditional Use Permit. Should the Community Development Staff, Planning Commission, Mayor or members of the City Council have any questions or concerns regarding this Application, the Applicant remains open to dialogue regarding this proposal.

16. Whether the conditional use requested emits or creates unusual odors which would warrant use of an odor elimination/attenuation system as recommended by industry standards.

    The conditional use requested will not emit or create unusual odors which would warrant use of an odor elimination/attenuation system as recommended by industry standards.

17.

CONFLICT OF INTEREST CERTIFICATION

The undersigned below, making application for a zone change has complied with the O.C.G.A. § 36-67A, et. Seq., Conflict of Interest in Zoning Actions, and has submitted or attached the required information on the forms provided. Title 36 relates to disclosure of financial interests, campaign contributions, and penalties for violating O.C.G.A.

Signature of Applicant: _____ Date: 03/04/26

Print Name: TJ Costen for Hickory Real Estate Partners, LLC

Signature of Applicant's Attorney: _____ Date: _____

Print Name: See separate signature page Title: _____

Sworn to and Subscribed before me this: 4th day of March, 20 26.

Notary Signature: DTTabb

(Notary Seal)

OFFICIAL SEAL
DARA TABB
NOTARY PUBLIC-GEORGIA
COBB COUNTY
My Comm. Expires Dec. 28, 2028

DISCLOSURE STATEMENT

Nothing in Chapter 36 of OCGA shall be construed to prohibit a local government official from voting on a zoning decision when the local government is adopting a zoning ordinance for the first time or when a local government is voting upon a revision of the zoning ordinance initiated by the local government pursuant to a comprehensive plan as defined in Chapter 70 of this title.

☑ No, I have not made any campaign contribution to City Officials voting on this application exceeding $250 in the past two years.

☐ Yes, I have made campaign contributions to City Officials voting on this application exceeding $250 in the past two years.

To Whom: _____

Value of Contribution: _____

Date of Contribution: _____

Signature of Applicant: _____ Date: 03/04/26

Print Name: TJ Costen for Hickory Real Estate Partners, LLC

Sworn to and Subscribed before me this: 4th day of March, 20 26.

Notary Signature: _____

(Notary Seal)

OFFICIAL SEAL
DARA TABB
NOTARY PUBLIC-GEORGIA
COBB COUNTY
My Comm. Expires Dec. 28, 2028

ATTACHMENT A18

AUTHORIZATON OF PROPERTY OWNER

I, Andrea K. Blaesing, being duly sworn upon his/her oath, being of sound mind and legal age deposes and states; That he/she is the owner of the property which is subject matter of the attached application, as is shown in the records of Cherokee County/City of Woodstock, Georgia.

He/She authorizes the person named below to act as applicant in the pursuit of a request for:

- ☐ Annexation
- ☑ Rezoning
- ☑ Variance
- ☑ Conditional Use Permit
- ☐ Comprehensive Plan Amendment
- ☐ Other: _____

I hereby authorize the City of Woodstock staff, Mayor & City Council, and Planning Commission to inspect the premises which are subject of the application.

Applicant's Information:

Name: Hickory Real Estate Partners, LLC

Address: 2100 Powers Ferry Road SE Suite 110 Phone: (404) 458-8295

City, State, Zip: Atlanta, GA 30339 Fax: _____

Signature of Owner: Andrea K. Blaesing Date: 3/3/26

Print Name: Andrea K. Blaesing for AKB Investments, LLC

Sworn to and Subscribed before me this: 3rd day of March, 2026.

Notary Signature: _____

(Notary Seal)

NOTARY PUBLIC
WILLIAM BARRY
MY COMMISSION EXPIRES
February 4, 2030
MATTON COUNTY, GEORGIA

ATTACHMENT A19

CERTIFICATE REGARDING CORPORATE AUTHORITY TO PURSUE PUBLIC HEARING

1.

My name is Andrea K. Blaesing. I am the officer to whom the operating agreement has delegated the responsibility for authenticating records of the Titleholder, **AKB Investments, LLC, a Georgia Limited Liability Company** ("Titleholder"). I am of legal age and suffer from no disabilities which would affect my competence to give this Certificate which is being given on my own personal knowledge for use with respect to the Public Hearing Application regarding certain real property owned by the Titleholder located in the City of Woodstock, Georgia.

2.

In accordance with the requirements for completing a Public Hearing Application, I hereby attest on behalf of the Titleholder that I have reviewed the application and related documents which are being filed simultaneously therewith on behalf of the Applicant (collectively, the "Application") to which this Certificate is attached and hereby certify:

(a) That the officer or other representative of the Titleholder who executed the Application does in fact occupy the official position indicated, that the position that the signer occupies has the authority to execute the Application on behalf of the Titleholder, and that the signature of said officer or other representative is genuine; and

(b) That the execution of the Variance Application and the filing of the Application on behalf of the Applicant by the officer or other representative of the Applicant has been duly authorized by the Titleholder.

(signature appears on following page)

AKB Investments, LLC, a Georgia Limited Liability Company

By: Andrea K. Blaesing

Printed Name: Andrea K. Blaesing, Member

Date: 3/3/26

Signature of Notary Public

3/3/2026
Date

Notary Seal



ATTACHMENT A21

AUTHORIZATON OF PROPERTY OWNER

I, Christine S. Kirk, being duly sworn upon his/her oath, being of sound mind and legal age deposes and states; That he/she is the owner of the property which is subject matter of the attached application, as is shown in the records of Cherokee County/City of Woodstock, Georgia.

He/She authorizes the person named below to act as applicant in the pursuit of a request for:

- ☐ Annexation
- ☑ Rezoning
- ☑ Variance
- ☑ Conditional Use Permit
- ☐ Comprehensive Plan Amendment
- ☐ Other: _____

I hereby authorize the City of Woodstock staff, Mayor & City Council, and Planning Commission to inspect the premises which are subject of the application.

Applicant's Information:

Name: Hickory Real Estate Partners, LLC

Address: 2100 Powers Ferry Road SE Suite 110 Phone: [redacted]

City, State, Zip: Atlanta, GA 30339 Fax: _____

Signature of Owner: _____ Date: 3/4/2026

Print Name: Christine S. Kirk for TVK Investments, LLC

Sworn to and Subscribed before me this: 4th day of MARCH, 2026.

Notary Signature: _____

(Notary Seal)

JASON C. CHAMPION
NOTARY PUBLIC
Cherokee County
State of Georgia
My Comm. Expires November 14, 2029

ATTACHMENT A22

CERTIFICATE REGARDING CORPORATE AUTHORITY TO PURSUE PUBLIC HEARING

1.

My name is Christine S. Kirk. I am the officer to whom the operating agreement has delegated the responsibility for authenticating records of the Titleholder, **TVK Investments, LLC, a Georgia Limited Liability Company** ("Titleholder"). I am of legal age and suffer from no disabilities which would affect my competence to give this Certificate which is being given on my own personal knowledge for use with respect to the Public Hearing Application regarding certain real property owned by the Titleholder located in the City of Woodstock, Georgia.

2.

In accordance with the requirements for completing a Public Hearing Application, I hereby attest on behalf of the Titleholder that I have reviewed the application and related documents which are being filed simultaneously therewith on behalf of the Applicant (collectively, the "Application") to which this Certificate is attached and hereby certify:

(a) That the officer or other representative of the Titleholder who executed the Application does in fact occupy the official position indicated, that the position that the signer occupies has the authority to execute the Application on behalf of the Titleholder, and that the signature of said officer or other representative is genuine; and

(b) That the execution of the Variance Application and the filing of the Application on behalf of the Applicant by the officer or other representative of the Applicant has been duly authorized by the Titleholder.

(signature appears on following page)

TVK Investments, LLC, a Georgia Limited Liability Company

By: _____

Printed Name: Christine S. Kirk, Member

Date: 3/4/2026

_____
Signature of Notary Public

3/4/2026
Date



Notary Seal

PROPERTY TAX VERIFICATION

The undersigned below is authorized to make this application. The undersigned certifies that all City Taxes/ Cherokee County property taxes, billed to date for the parcel listed below have been paid in full the Tax Official of the City of Woodstock, Georgia. In no case shall an application or reapplication for rezoning be processed without such property verification.

*Note: A separate verification form must be completed for each tax parcel included in rezoning request.

Tax Map #: 15 N 10 Parcel #: 015

Signature of Applicant: _____ Date: 03/04/26

Print Name: T.J. Costen, Manager, Hickory Real Estate Partners, LLC

TAX OFFICIAL USE ONLY:

Payment of all property taxes billed to date for the above referenced parcel have been verified as paid current and confirmed by the signature below.

Signature of Tax Official: _____ Date: _____

Title: _____

CORPORATE AUTHORIZATION FORM

My name is TJ Costen (hereinafter "Representative"). I am the Representative for Hickory Real Estate Partners, LLC (the "Applicant Company") retained to handle the Public Hearing Application for the City of Woodstock for the property located 125 Lorraine Parkway. I am of legal age and suffer from no disabilities which would affect my competence to give this Certificate which is being given on my own personal knowledge for use with respect to the Applicant Company's Application to request variances pertaining to certain real property located in the City of Woodstock, Georgia.

In accordance with the requirements for completing a City of Woodstock Application for Public Hearing, I hereby attest that I have reviewed the Public Hearing application and related documents which are being filed simultaneously therewith on behalf of the Applicant Company (collectively, the "Public Hearing Application") to which this Certificate is attached and hereby certify:

(a) That the signature affixed to the Public Hearing Application is in fact the seal of the Representative or a true facsimile thereof; and

(b) That the Representative who executed the Public Hearing Application does in fact occupy the role indicated, that the role that the signer occupies has the authority to execute the Public Hearing Application on behalf of the Applicant Company, and that the signature of said Representative is genuine; and

(c) That the execution of the Public Hearing Application and the filing of the Public Hearing Application by the Representative is with the express permission of the Applicant Company.

(d) I designate Parks F. Huff and the law firm of Sams, Larkin & Huff, LLP to serve as my/our representative in this application.

Signature of Applicant: _____

TJ Costen for Hickory Real Estate Partners, LLC

Notary Signature: _____

Sworn and subscribed before me this 4th day of March, 2026.

(Notary Seal)

OFFICIAL SEAL
DARA TABB
NOTARY PUBLIC-GEORGIA
COBB COUNTY
My Comm. Expires Dec. 28, 2028

ATTACHMENT A26

Public Hearing Application Fee Calculator

Project Address: 125 Lorraine Parkway

City: Woodstock State: Georgia Zip: 30188

Total Acreage: 24.64 Parcel ID Number: 15-0805-0002

ANNEXATION APPLICATION

No Fee

REZONING APPLICATION

__ 0-19 acres	$750.00	$_____
__ 20-99 acres	$850.00	$850
__ 100 acres or greater	$1000.00 + $10.00/acre over 99 acres	$_____
__ Conditional Use Permit	$300.00	$300
__ Condition Amendment	$300.00	$_____
__ with Concurrent Variances	$100.00/variance	
	# of Variances ____ * $100.00 =	$_____

VARIANCE/ZONE TEXT AMENDMENT APPLICATIONS

__ Variances	$300.00 for first Variance + $100.00/additional variance	
	$300.00 + $100.00 per additional request (2) =	$400.00
__ Zone Text Amendment	$750.00	$_____

Total Fees Due: $1550.00

Payment is due at the time of Application acceptance. The City of Woodstock accepts cash, checks made out to the City of Woodstock, or credit cards using our Credit Card Authorization form.

Applicant: Hickory Real Estate Partner

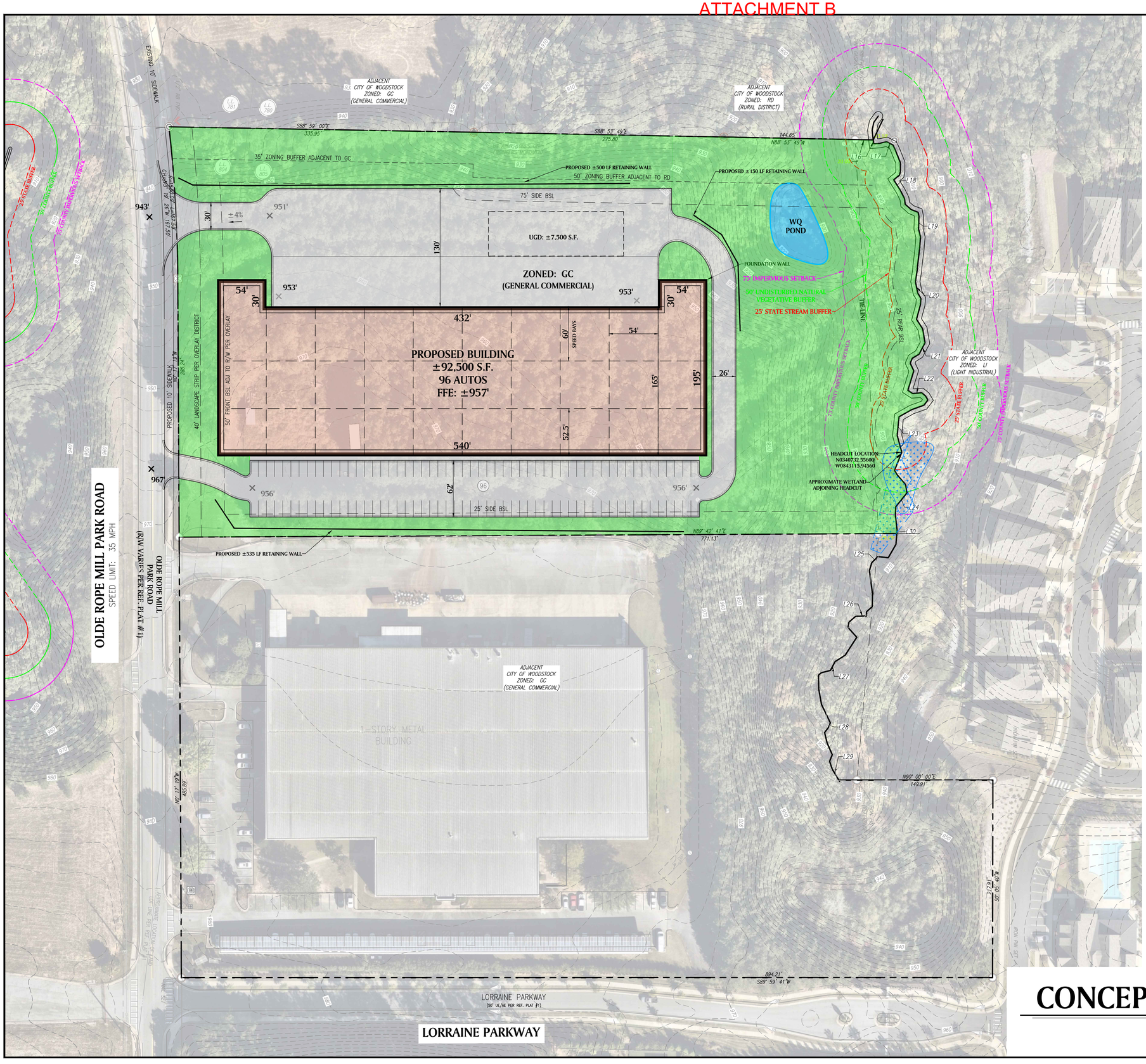
Applicant Email: [redacted]

Applicant Signature: TJ Costen for Hickory Real Estate Partners, LLC

STAFF USE ONLY:

Case: ____ # _____ Amount Confirmed by: _____ Date Paid: _____

Date Received: _____ Payment Received by: _____ Receipt Number: _____





VICINITY MAP

SCALE: NTS

SITE ANALYSIS

BUILDING A:	±92,500 S.F.
AUTO SPACES:	96 SPACES
TOTAL BUILDING AREA:	±92,500 S.F.
TOTAL SITE AREA:	±8.20 ACRES

EARTHWORK CALCULATIONS:

Cut volume (adjusted)	26,872.23 Cu. Yd.
Fill volume (adjusted)	26,841.20 Cu. Yd.
Net volume (adjusted)	31.03 Cu. Yd.<Cut>

PRELIMINARY SITE PLAN DISCLAIMER:

SITE PLAN IS BASED ON CLIENT PROVIDED INFORMATION POSSIBLY INCLUDING BUT NOT LIMITED TO THE FOLLOWING: TAX MAPS, USGS MAPS, GIS INFORMATION, SCANNED/DIGITAL BOUNDARY SURVEY, SCANNED/DIGITAL TOPOGRAPHICAL SURVEY, SCANNED/DIGITAL AS-BUILT PLAN, SCANNED/DIGITAL ALTA SURVEY, AND/OR PREVIOUS CONSTRUCTION PLANS BY PMW/OTHERS. ALL ZONING INFORMATION SHOWN IN THE TITLEBLOCK TO THE RIGHT HAS BEEN RESEARCHED BUT NOT VERIFIED WITH THE JURISDICTION.

SITE PLAN BOUNDARY AND EXISTING CONDITIONS ARE ONLY AS ACCURATE AS THE INFORMATION PROVIDED.

CONCEPTUAL SITE PLAN

0 25 50 100 200

SCALE: 1 = 50

PAULSON·MITCHELL·WISE
— CIVIL ENGINEERS & PLANNERS —
INFO@CIVILPMW.COM
770.650.7685
CIVILPMW.COM
85-A MILL STREET
SUITE 200
ROSWELL, GA 30075

PROJECT:

OLDE ROPE MILL PARK ROAD INDUSTRIAL

OLDE ROPE MILL PARK ROAD &
125 LORRAINE PARKWAY
CITY OF WOODSTOCK,
CHEROKEE COUNTY, GEORGIA

FOR:

HICKORY
Real Estate Partners

2100 POWERS FERRY ROAD SE,
SUITE 110
ATLANTA, GEORGIA 30339

JURISDICTION:	CITY OF WOODSTOCK
EX. ZONING:	GC (GENERAL COMMERCIAL)
OVERLAY DISTRICT:	TECHNOLOGY PARK OVERLAY
PR. ZONING:	LI (LIGHT INDUSTRIAL)
FRONT:	50' ADJ TO R/W (PER OVERLAY)
MAJOR SIDE:	25' FROM ZONING BUFFER
MINOR SIDE:	25'
REAR:	25'
LANDSCAPE STRIP:	40' FRONT PER OVERLAY
ZONING BUFFER:	GC: 35' | RD: 50"
STATE STREAM BUFFER:	25'
COUNTY STREAM BUFFER:	50' (UNDISTURBED)
CITY STREAM BUFFER:	75' (IMPERVIOUS)
PARKING REQ.:	0.5 PER 1,000 SF OF WAREHOUSE SPACE + 3.0 PER 1,000 SF OF OFFICE
STALL:	9' x 18'
LANDSCAPE ISLAND SPACING:	1 PER 8 SPACES
MAXIMUM IMPERVIOUS ALLOWED:	70%
MAXIMUM BUILDING COVERAGE:	__%
FLOOD PLAIN PRESENT (NO):	FEMA/CHEROKEE GIS
STREAMS PRESENT (NO):	FEMA/CHEROKEE GIS
WETLANDS PRESENT (NO):	CHEROKEE GIS
TOPOGRAPHY DATA:	NOAA | CHEROKEE GIS

03.31.2026

CONCEPTUAL
SITE PLAN

SHEET **CP-11**

Kimley»Horn

MEMORANDUM

To: Mr. Chase Westfall, ***Hickory Real Estate Partners, LLC***

From: Winnie Gobbel, P.E., PTOE, *Kimley-Horn and Associates*
John D. Walker, P.E., PTOE, *Kimley-Horn and Associates*

Date: March 5, 2026

RE: ***Olde Rope Mill Park Road Industrial – Trip Generation and Traffic Engineering Opinion Memorandum***
City of Woodstock, Cherokee County, Georgia

Kimley-Horn is pleased to provide this memorandum evaluating and comparing various trip generation uses for the *Olde Rope Mill Park Road Industrial* site located along Olde Rope Mill Park Road, north of Ridgewalk Parkway in the City of Woodstock, Georgia. While no traffic count data was collected, this memo does provide our traffic engineering opinion on trip generation, site access, and possible offsite improvements given other currently available traffic information.

PROJECT OVERVIEW

As currently envisioned, a new development is proposed on the east side of Olde Rope Mill Park Road. The development proposes constructing 92,000 SF of light industrial space. This space will consist of one building. Access to the site is provided at two (2) proposed full movement driveways located along Olde Rope Mill Park Road. The purpose of the traffic memo is to provide our opinion on the needed offsite improvements such as turn lanes as well as a curb cut analysis along Olde Rope Mill Park Road at Site Driveways A and B. The analysis will be based on GDOT standards and references to the City of Woodstock code of ordinances by evaluating the project trip generation associated with the proposed *Olde Rope Mill Park Road Industrial* development. The traffic memo will also provide an opinion on the possible improvements needed for the intersection of Ridgewalk Parkway at Olde Rope Mill Park Road.

A project site location map is illustrated on **Figure 1**. A project site aerial is shown on **Figure 2**.

EXISTING TRAFFIC CONDITIONS

Olde Rope Mill Park Road is a two-lane, undivided local roadway (per GDOT classification) with a posted speed limit of 35 mph. The total road width is 28 feet. There are no GDOT count stations along this roadway. Although there are no GDOT count stations, it is assumed that the ADT is less than 6,000 vehicles based on the limited number of developments along the roadway, restricted street connectivity, and available count data at the Ridgewalk Parkway/Interstate 575 interchange.

TRIP GENERATION, TRIP DISTRIBUTION, AND TRIP ASSIGNMENT

Traffic for the proposed development was calculated using equations contained in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition, 2025. The trip generation was calculated assuming 92,000 SF of Light Industrial (Land Use 110). **Table 1** summarizes the trip generation for the proposed development under full build-out.

Table 1: Project Trip Generation Summary (Proposed Development)

Land Use	Density	ITE Code	Daily Traffic		AM Peak Hour		PM Peak Hour	
			Enter	Exit	Enter	Exit	Enter	Exit
Light Industrial	92,000 SF	*110*	166	166	38	6	11	34
Warehousing Employee (Car) Trips			*154*	*154*	*37*	*6*	*11*	*33*
Warehousing Heavy Vehicle (Truck) Trips			*12*	*12*	*1*	*0*	*0*	*1*
Total Gross Trips			**166**	**166**	**38**	**6**	**11**	**34**

Note: No reductions for mixed-use, alternative mode, or pass-by were assumed.

The directional distribution and assignment of new project trips was based on a review of land uses and population densities in the area. It is assumed that Driveway A will be used as parking for employee vehicles and Driveway B will be used as a loading zone for trucks. **Table 2** shows the trip distribution for the proposed *Olde Rope Mill Park Road Industrial* development.

Table 2: Trip Distribution Entering Site Driveways

ITE Code	Land Use	Olde Rope Mill Park Road	
		Northbound	Southbound
Driveway A			
110	Light Industrial (Trucks)	0%	0%
110	Light Industrial (Cars)	100%	0%
Driveway B			
110	Light Industrial (Trucks)	100%	0%
110	Light Industrial (Cars)	0%	0%

Based on the trip generation from **Table 1** and the anticipated trip distribution, net new project trips were assigned to the study roadway network. **Figure 3** illustrates the Projected Project Trips for the AM and PM peak hours, these volumes were used within the analysis.

GDOT TURN LANE WARRANTS

GDOT does provide guidance on when turn lanes are warranted based on GDOT's *Regulations for Driveway and Encroachment Control Manual.* GDOT provides guidance on the minimum volumes requiring the construction of turn lanes, and the thresholds are provided for guidance and informational

purposes. Per GDOT's *Regulations for Driveway and Encroachment Control Manual*, a right-turn lane must be constructed if the daily turn volumes entering meet or exceed values shown in **Table 3** for right-turns.

Table 3: Minimum Entering Volumes Requiring Right-Turn Lanes

Posted Speed	2 Lanes on Main Road		More Than 2 Lanes on Main Road	
	ADT < 6,000	ADT ≥ 6,000	ADT < 10,000	ADT ≥ 10,000
≤ 35 MPH	**200 RTV/day**	100 RTV/day	200 RTV/day	100 RTV/day
40 – 50 MPH	150 RTV/day	75 RTV/day	150 RTV/day	75 RTV/day
55 – 60 MPH	100 RTV/day	50 RTV/day	100 RTV/day	50 RTV/day
≥ 65 MPH	Always	Always	Always	Always

Per GDOT's *Regulations for Driveway and Encroachment Control Manual*, a left-turn lane must be constructed if the daily turn volumes entering meet or exceed values shown in **Table 4** for left-turns.

Table 4: Minimum Entering Volumes Requiring Left-Turn Lanes

Posted Speed	2 Lanes on Main Road		More Than 2 Lanes on Main Road	
	ADT < 6,000	ADT ≥ 6,000	ADT < 10,000	ADT ≥ 10,000
≤ 35 MPH	**300 LTV/day**	200 LTV/day	400 LTV/day	300 LTV/day
40 – 50 MPH	250 LTV/day	175 LTV/day	325 LTV/day	250 LTV/day
≥ 55 MPH	200 LTV/day	150 LTV/day	250 LTV/day	200 LTV/day

For Olde Rope Mill Park Road, which is a two-lane road with a 35 MPH speed limit and ADT less than 6,000 vehicles per day, a right-turn lane is needed if there are at least 200 right-turning vehicles per day and a left-turn lane is needed if there are at least 300 left-turning vehicles per day.

ASSESSMENT FOR A TURN LANE

Based on the gross trips for daily traffic provided in **Table 1**, the number of turning movements at the site driveways were analyzed. **Table 5** summarizes the number of right-turns and left-turns at Site Driveways A and B.

Table 5: Assessment for Turn Lanes
24-Hour Daily Volumes

	Site Driveway A	Site Driveway B
	Right-Turn	
Projected Number of Turning Movements	154	12
Minimum Required for Turn Lane	200	200
Turn Lane Warranted?	**No**	**No**
	Left-Turn	
Projected Number of Turning Movements	0	0
Minimum Required for Turn Lane	300	300
Turn Lane Warranted?	**No**	**No**

Based on the projected daily traffic volumes, right-turn and left-turn lanes along Olde Rope Mill Park Road into Site Driveways A and B are not warranted, based on the GDOT standards.

GENERAL OPINION

Per City of Woodstock's Municipal Code Article V Section 7.513.10, "driveway arrangements shall conform to generally accepted geometric design-standards". Kimley-Horn's opinion is that the proposed curb cuts for the driveway layout are satisfactory based on Standard Detail 405 in the City's municipal code.

TRIP GENERATION COMPARISON

The *Olde Rope Mill Park Road Industrial* development is currently proposed to be 92,000 SF of Light Industrial space. **Table 6** shows the trip generation potential for various scenarios under the existing zoning and the proposed zoning. The current zoning is General Commercial (GC) and the proposed zoning is Light Industrial (LI).

Table 6: Project Trip Generation Summary

Land Use	Density	ITE Code	Daily Traffic		AM Peak Hour		PM Peak Hour	
			Enter	Exit	Enter	Exit	Enter	Exit
Light Industrial	**92,000 SF**	***110***	**166**	**166**	**38**	**6**	**11**	**34**
Hotel	220 rooms	*310*	642	642	46	43	67	65
Medical-Dental Office Building	85,000 SF	*720*	1,688	1,688	161	45	93	216
Shopping Plaza (40-150k) with Supermarket	66,122 SF	*821*	3,170	3,170	138	92	270	281

Note: No reductions for mixed-use, alternative mode, or pass-by were assumed.

The proposed *Olde Rope Mill Park Road Industrial* development will have a lower traffic impact than the alternative land uses permitted within the G.C. zoning district.

CONCLUSION AND RECOMMENDATIONS

The proposed *Olde Rope Mill Park Road Industrial* development is located along Olde Rope Mill Park Road, north of Ridgewalk Parkway in the City of Woodstock, Cherokee County, Georgia. As currently envisioned, the *Olde Rope Mill Park Road Industrial* development proposes constructing 92,000 SF of light industrial space. This space will consist of one building. Access to the site is provided at two (2) proposed full movement driveways located along the east side of Olde Rope Mill Park Road. It is assumed that Driveway A will be used as parking for employee vehicles and Driveway B will be used as a loading zone for trucks.

The purpose of the traffic memo is to determine whether offsite improvements are needed along Olde Rope Mill Park Road at Site Driveways A and B. Using project trip generation, a turn lane determination was performed. Based on the projected daily traffic volumes and GDOT turn lane warrant thresholds, neither a right-turn lane nor left-turn lane are warranted for Site Driveways A and B.

Additionally, this memo provided traffic engineering opinions on the proposed curb cuts for site access and possible offsite improvements that may be required. Kimley-Horn's opinion is that the proposed curb cuts for the driveway layout are satisfactory per the City's municipal code.

This memo also compared the trip generation of the proposed O*lde Rope Mill Park Road Industrial* development with alternative land uses. From a traffic generation perspective, the proposed O*lde Rope Mill Park Road Industrial* development will have a lower traffic impact than the alternative land uses.

I hope this information is helpful. Please contact me if you have any questions.

Sincerely,

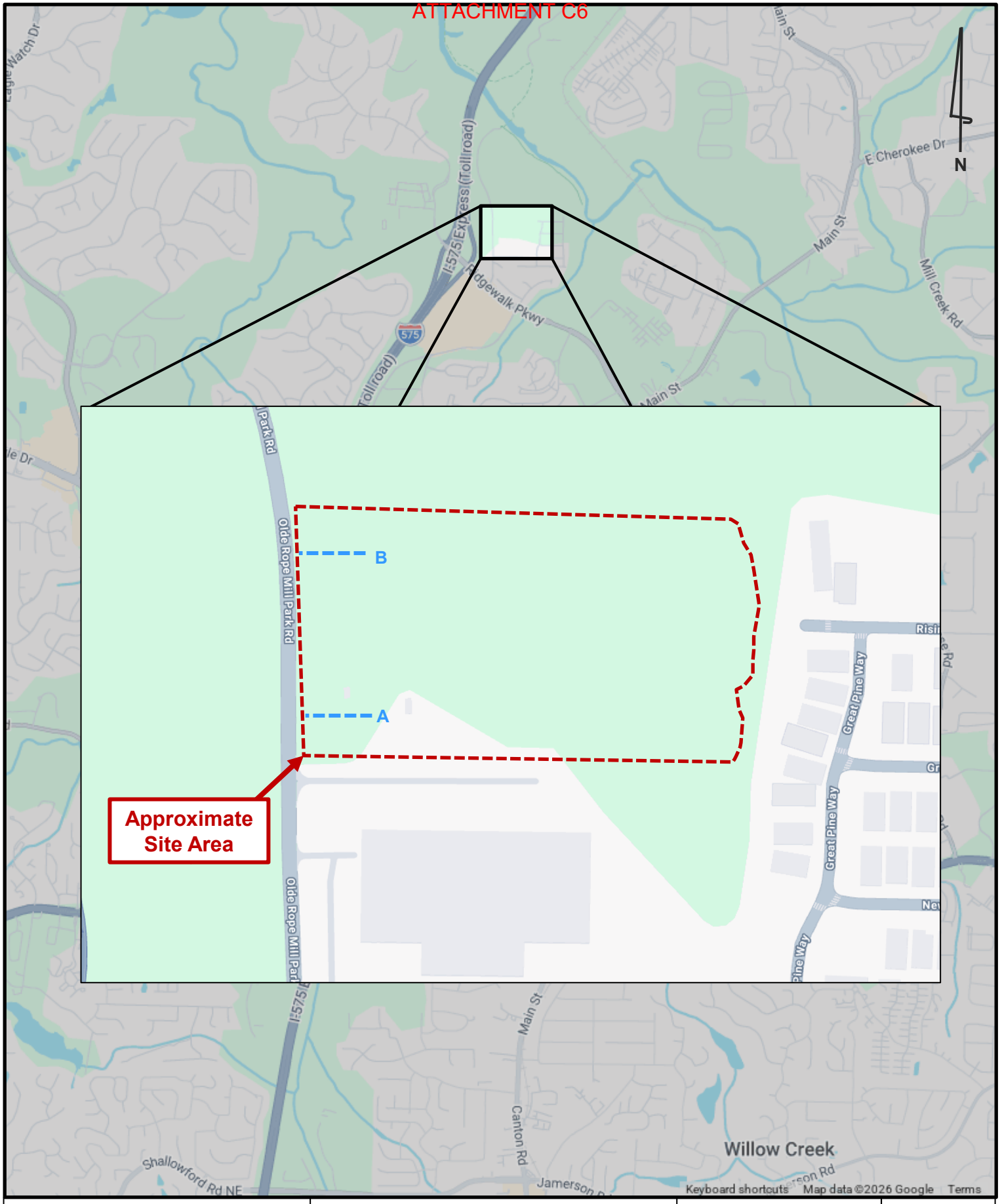
KIMLEY-HORN AND ASSOCIATES, INC.

Winnie Gobbel, P.E., PTOE
Project Engineer

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

Attachments:

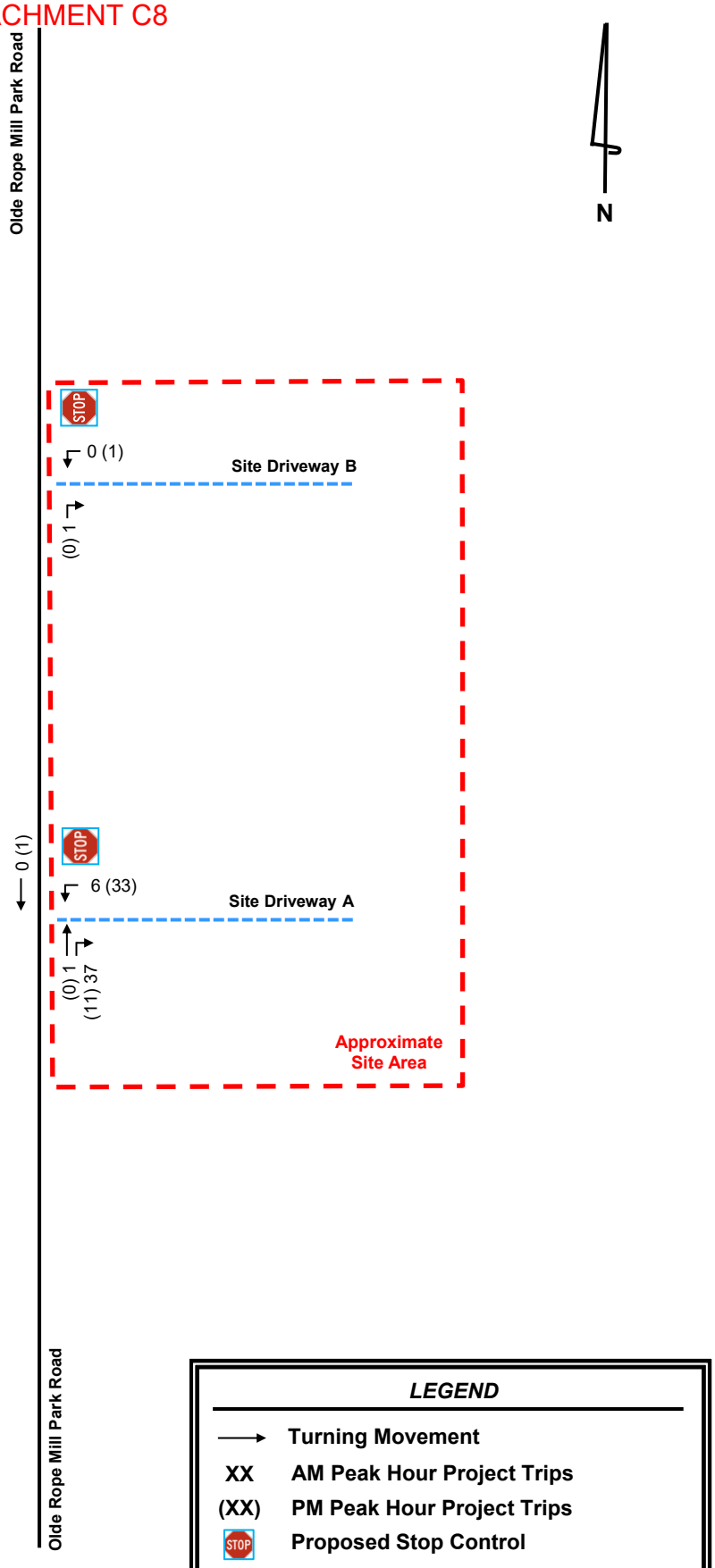
- Figure 1: Site Location Map
- Figure 2: Site Aerial
- Figure 3: Project Trips
- Site Plan



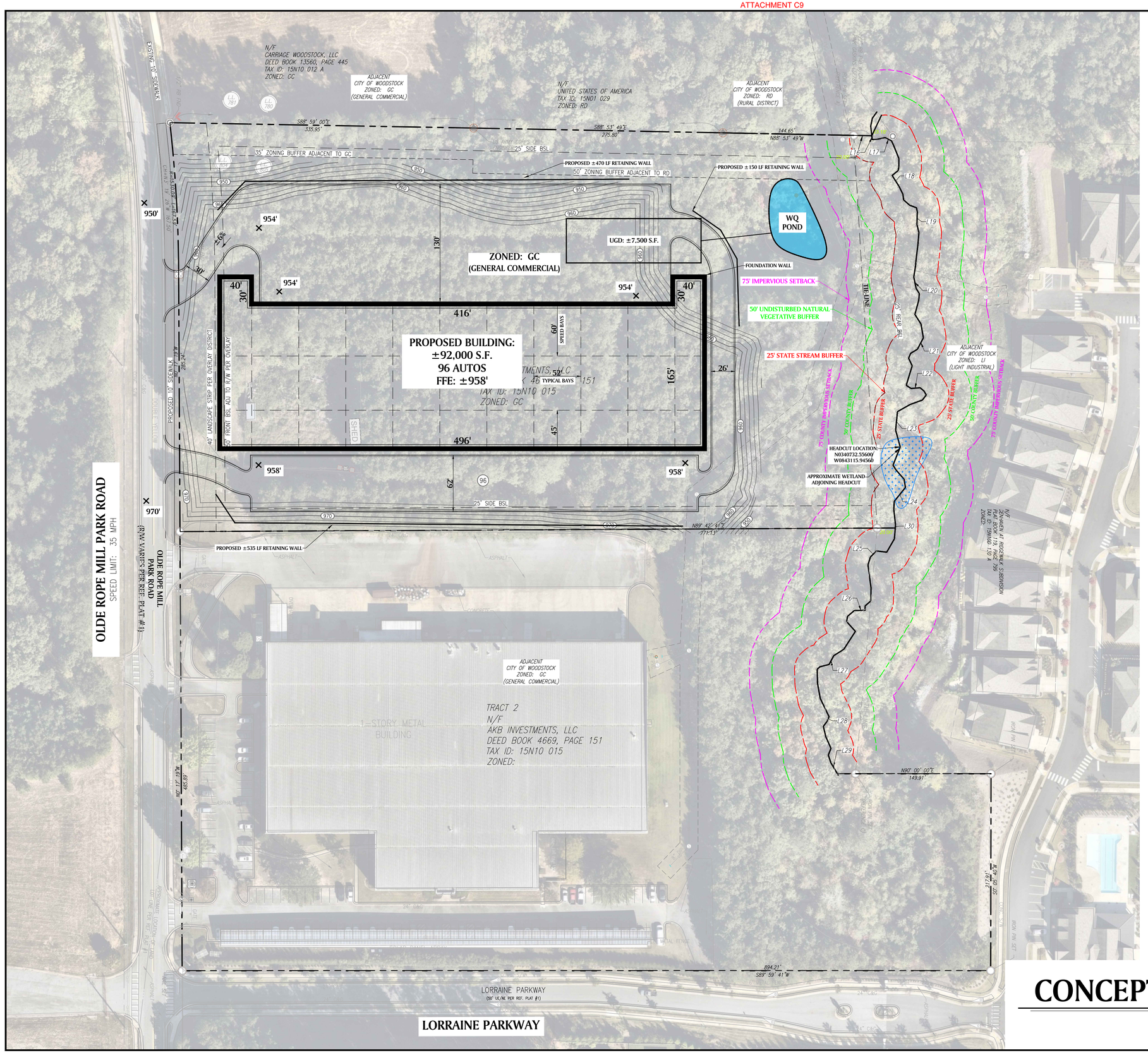
Kimley»Horn	**Olde Rope Mill Park Road Industrial** ***Trip Generation Memo***	**Site Location Map**	**Figure 1**
			Page 6



Kimley»Horn	**Olde Rope Mill Park Road Industrial** ***Trip Generation Memo***	**Site Aerial**	**Figure 2**


Olde Rope Mill Park Road
N
STOP
0 (1)
Site Driveway B
(0) 1
STOP
0 (1)
6 (33)
Site Driveway A
(0) 1
(11) 37
Approximate Site Area
Olde Rope Mill Park Road
LEGEND
Turning Movement
XX AM Peak Hour Project Trips
(XX) PM Peak Hour Project Trips
Proposed Stop Control

I:\2025\2025270\0 Preliminary\2025270 CP-10.dwg, ARCH FULL BLEED D (24.00 X 36.00 INCHES), SHOANE PAULSEN, DWG TO PDF.PC3, KENBROCK GREEN, March 3, 2026 11:54:36 AM





VICINITY MAP

SCALE: NTS

SITE ANALYSIS

BUILDING A:	±92,000 S.F.
AUTO SPACES:	96 SPACES
TOTAL BUILDING AREA:	±92,000 S.F.
TOTAL SITE AREA:	±8.20 ACRES

EARTHWORK CALCULATIONS:

Cut volume (adjusted)	**26,872.23 Cu. Yd.**
Fill volume (adjusted)	**26,841.20 Cu. Yd.**
Net volume (adjusted)	**31.03 Cu. Yd.<Cut>**

PRELIMINARY SITE PLAN DISCLAIMER:

SITE PLAN IS BASED ON CLIENT PROVIDED INFORMATION POSSIBLY INCLUDING BUT NOT LIMITED TO THE FOLLOWING: TAX MAPS, USGS MAPS, GIS INFORMATION, SCANNED/DIGITAL BOUNDARY SURVEY, SCANNED/DIGITAL TOPOGRAPHICAL SURVEY, SCANNED/DIGITAL AS-BUILT PLAN, SCANNED/DIGITAL ALTA SURVEY, AND/OR PREVIOUS CONSTRUCTION PLANS BY PMI/OTHERS. ALL ZONING INFORMATION SHOWN IN THE TITLEBLOCK TO THE RIGHT HAS BEEN RESEARCHED BUT NOT VERIFIED WITH THE JURISDICTION.

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CONCEPTUAL SITE PLAN

0 25 50 100 200

SCALE: 1 = 50

PAULSON·MITCHELL·WISE
— CIVIL ENGINEERS & PLANNERS —
85-A MILL STREET
SUITE 200
ROSWELL, GA 30075
INFO@CIVILPMW.COM
770.630.7685
CIVILPMW.COM

PROJECT:

OLDE ROPE MILL PARK ROAD INDUSTRIAL

OLDE ROPE MILL PARK ROAD &
125 LORRAINE PARKWAY
CITY OF WOODSTOCK,
CHEROKEE COUNTY, GEORGIA

FOR:

HICKORY
Real Estate Partners

2100 POWERS FERRY ROAD SE,
SUITE 110
ATLANTA, GEORGIA 30339

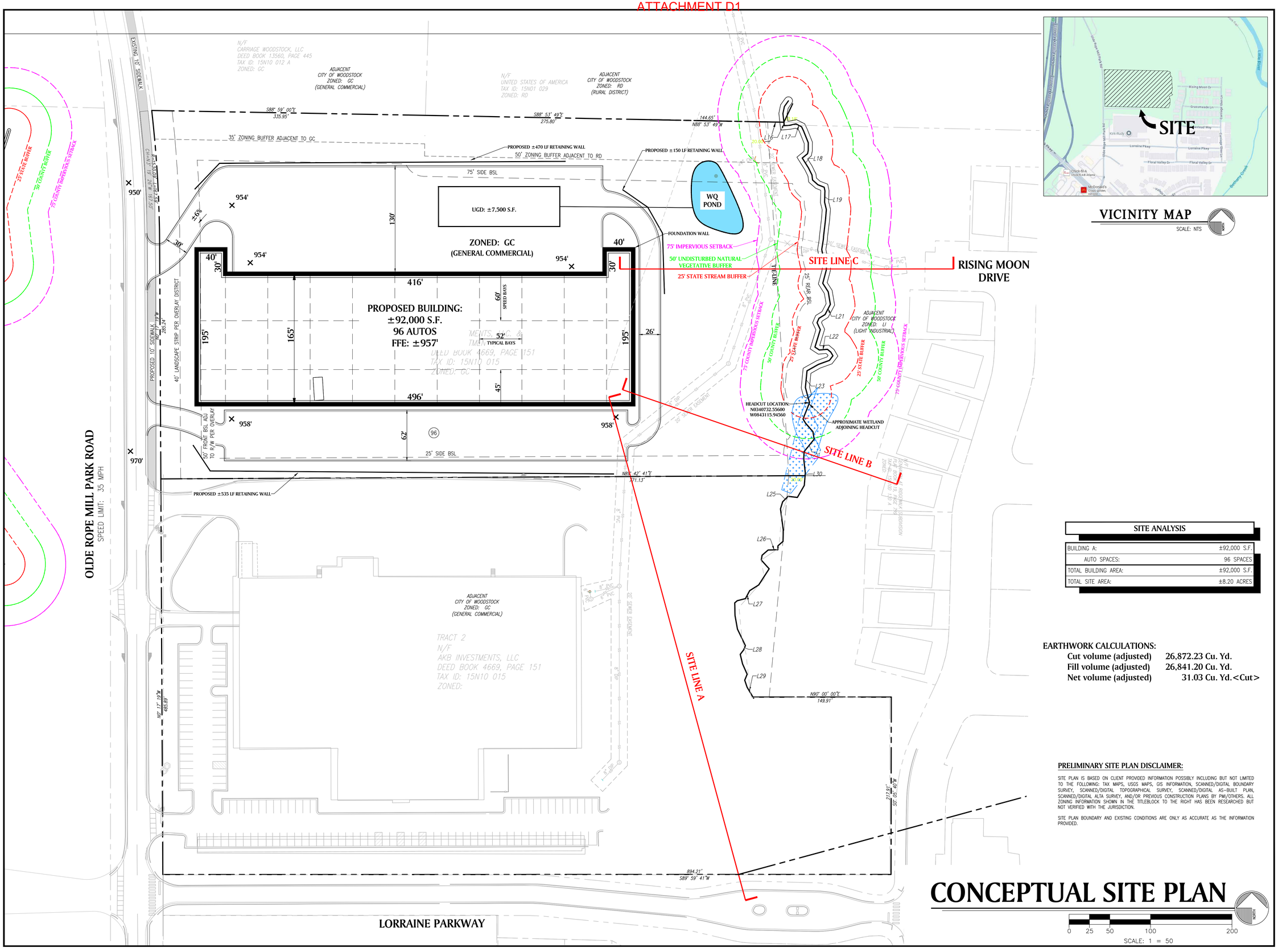
JURISDICTION:	CITY OF WOODSTOCK
EX. ZONING:	GC (GENERAL COMMERCIAL)
OVERLAY DISTRICT:	TECHNOLOGY PARK OVERLAY
PR. ZONING:	LI (LIGHT INDUSTRIAL)
FRONT:	10' FROM R/W (PER OVERLAY)
MAJOR SIDE:	25'
MINOR SIDE:	25'
REAR:	25'
LANDSCAPE STRIP:	40' FRONT PER OVERLAY
ZONING BUFFER:	GS: 35' | RD: 50'
STATE STREAM BUFFER:	25'
COUNTY STREAM BUFFER:	50' (UNDISTURBED)
CITY STREAM BUFFER:	75' (IMPERVIOUS)
PARKING REQ.:	0.5 PER 1,000 SF OF GROSS FLOOR AREA + 1 LOADING SPACE
STALL:	9' x 18'
LANDSCAPE ISLAND SPACING:	1 PER 8 SPACES
MAXIMUM IMPERVIOUS ALLOWED:	70%
MAXIMUM BUILDING COVERAGE:	__%
FLOOD PLAIN PRESENT (NO):	FEMA/CHEROKEE GIS
STREAMS PRESENT (NO):	FEMA/CHEROKEE GIS
WETLANDS PRESENT (NO):	CHEROKEE GIS
TOPOGRAPHY DATA:	NOAA | CHEROKEE GIS

2025270 CP-10.dwg 03.03.2026

CONCEPTUAL SITE PLAN

SHEET **CP-10**

ATTACHMENT D1



VICINITY MAP

SCALE: NTS

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TOTAL BUILDING AREA:	±92,000 S.F.
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EARTHWORK CALCULATIONS:

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CONCEPTUAL SITE PLAN

0 25 50 100 200

SCALE: 1 = 50

PAULSON·MITCHELL·WISE
— CIVIL ENGINEERS & PLANNERS —
INFO@CIVILPMW.COM
770.650.7685
CIVILPMW.COM
85-A MILL STREET
SUITE 200
ROSWELL, GA 30075

PROJECT:

OLDE ROPE MILL PARK ROAD INDUSTRIAL

OLDE ROPE MILL PARK ROAD &
125 LORRAINE PARKWAY
CITY OF WOODSTOCK,
CHEROKEE COUNTY, GEORGIA

FOR:

HICKORY
Real Estate Partners
2100 POWERS FERRY ROAD SE,
SUITE 110
ATLANTA, GEORGIA 30339

JURISDICTION:	CITY OF WOODSTOCK
EX. ZONING:	GC (GENERAL COMMERCIAL)
OVERLAY DISTRICT:	TECHNOLOGY PARK OVERLAY
PR. ZONING:	LI (LIGHT INDUSTRIAL)
FRONT:	50' ADJ TO R/W (PER OVERLAY)
MAJOR SIDE:	25' FROM ZONING BUFFER
MINOR SIDE:	25'
REAR:	25'
LANDSCAPE STRIP:	40' FRONT PER OVERLAY
ZONING BUFFER:	GC: 35' | RD: 50'
STATE STREAM BUFFER:	25'
COUNTY STREAM BUFFER:	50' (UNDISTURBED)
CITY STREAM BUFFER:	75' (IMPERVIOUS)
PARKING REQ.:	0.5 PER 1,000 SF OF WAREHOUSE SPACE + 3.0 PER 1,000 SF OF OFFICE
STALL:	9' x 18'
LANDSCAPE ISLAND SPACING:	1 PER 8 SPACES
MAXIMUM IMPERVIOUS ALLOWED:	70%
MAXIMUM BUILDING COVERAGE:	__%
FLOOD PLAIN PRESENT (NO):	FEMA/CHEROKEE GIS
STREAMS PRESENT (NO):	FEMA/CHEROKEE GIS
WETLANDS PRESENT (NO):	CHEROKEE GIS
TOPOGRAPHY DATA:	NOAA | CHEROKEE GIS

2026.03.12 – 03.17.2026
2025270 CP-10 – SIGHTLINE EXH.dwg

CONCEPTUAL SITE PLAN

SHEET **CP-10**

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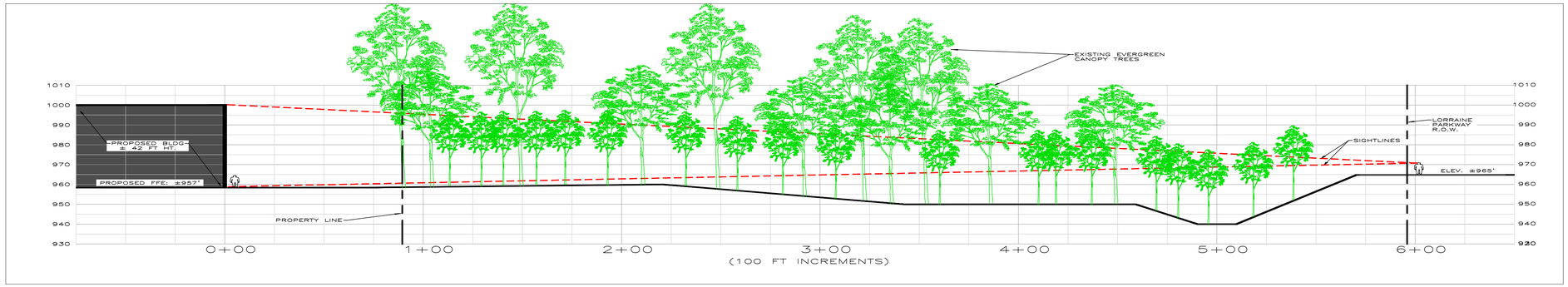

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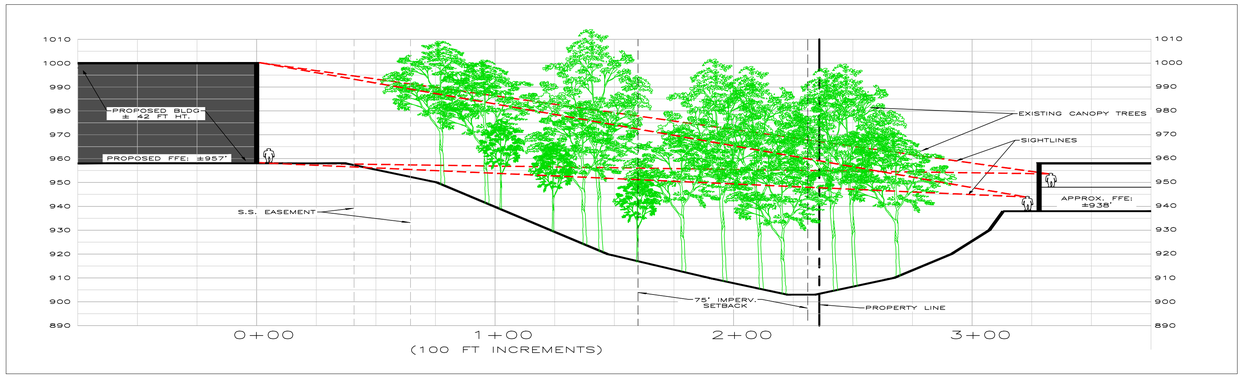
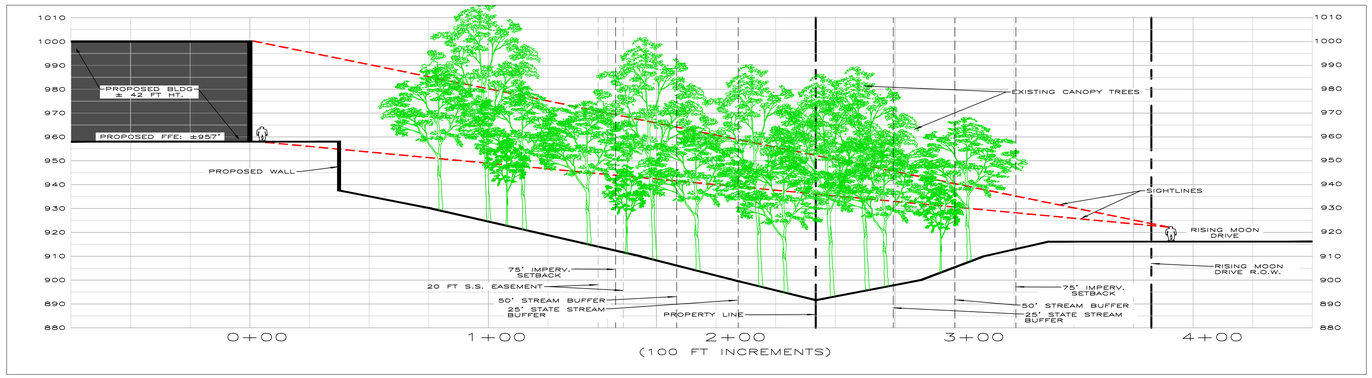
0 30' 60' VERTICAL SCALE: 1"=30'

SIGHT LINE A



SCALE
0 30' 60' HORIZONTAL SCALE: 1"=30'
0 30' 60' VERTICAL SCALE: 1"=30'

SIGHT LINE B



SCALE
0 30' 60' HORIZONTAL SCALE: 1"=30'
0 30' 60' VERTICAL SCALE: 1"=30'

SIGHT LINE C

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85-A MILL STREET
SUITE 200
ROSWELL, GA 30075
INFO@CIVILPMW.COM
770.650.7685
CIVILPMW.COM

PROJECT:

OLDE ROPE MILL PARK ROAD INDUSTRIAL

OLDE ROPE MILL PARK ROAD &
125 LORRAINE PARKWAY
CITY OF WOODSTOCK,
CHEROKEE COUNTY, GEORGIA

FOR:

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TOPOGRAPHY DATA:	NOAA | CHEROKEE GIS

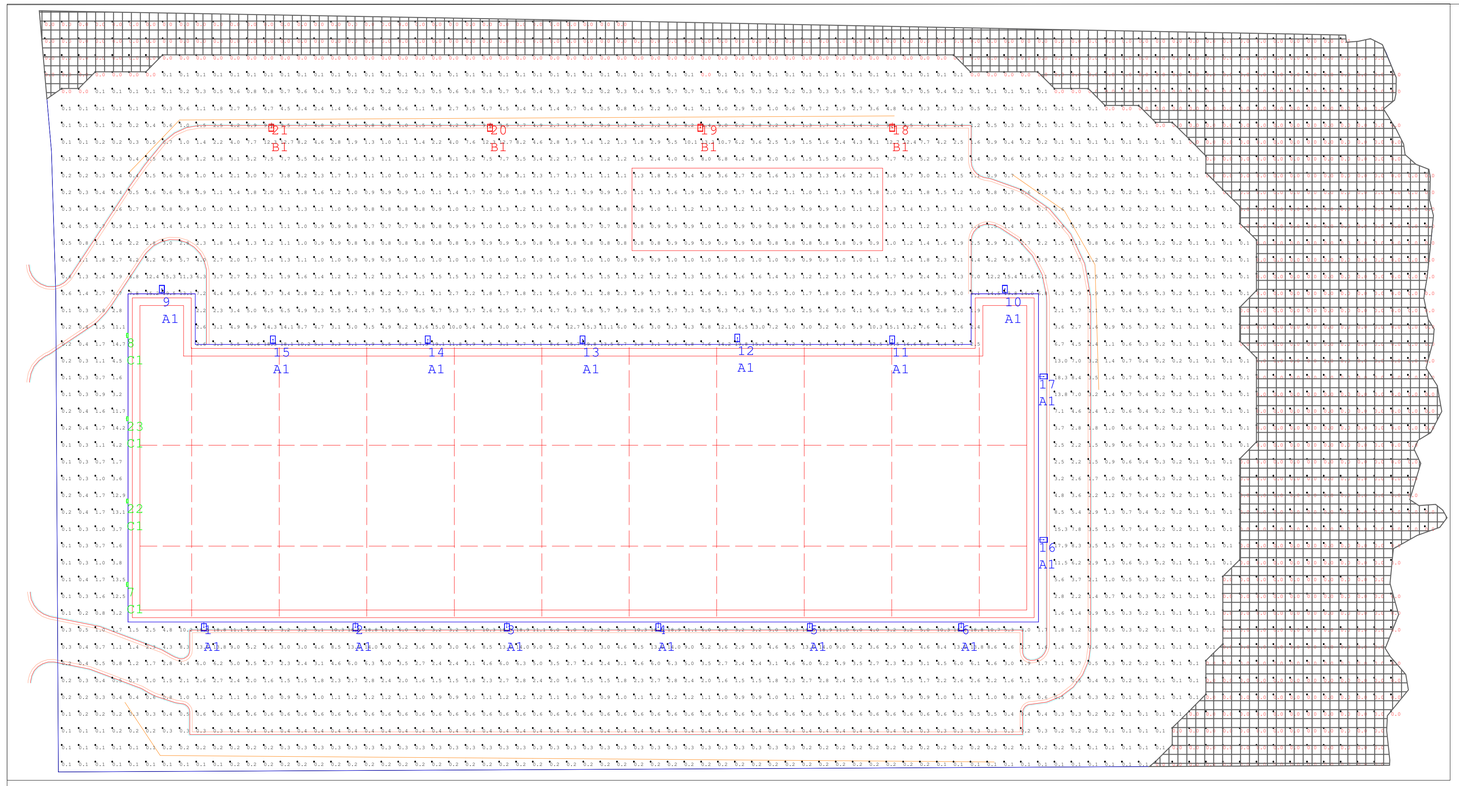
04.13.2026

2026.04.13 -
2025270 CP-10 -
SIGHTLINE EXH.dwg

SIGHTLINE EXHIBIT

SHEET **EXH-SL1**

ATTACHMENT E



Luminaire Location Summary		
LumNo	Label	Z
1	A1	20
2	A1	20
3	A1	20
4	A1	20
5	A1	20
6	A1	20
7	C1	12
8	C1	12
9	A1	20
10	A1	20
11	A1	20
12	A1	20
13	A1	20
14	A1	20
15	A1	20
16	A1	20
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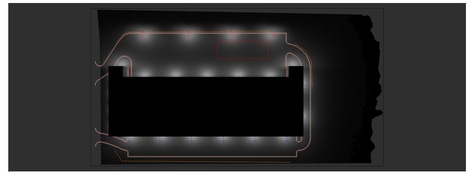
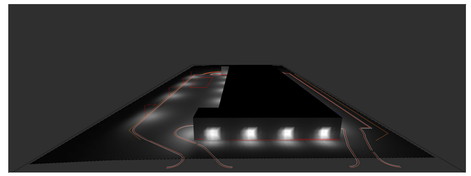
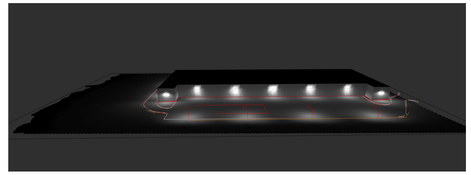
20	B1	20
21	B1	20
22	C1	12
23	C1	12





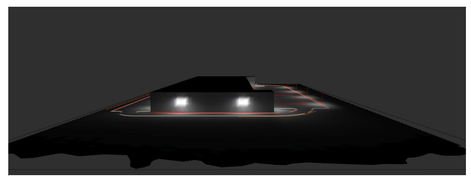


Luminaire Schedule

Symbol	Qty	Label	Arrangement	Description	LLF	Luminaire Lumens	Luminaire Watts	Total Watts
	4	C1	Single	EiKO WPA 80w 50K Wall Pack	0.950	11366	79.88	319.52
	4	B1	Single	EiKO AAL1 200w 50K T3 Pole Mount	0.950	31425	206.6	826.4
	15	A1	Single	EiKO AAL1 200w 50K T3 Wall Mount	0.950	31425	206.6	3099

Calculation Summary

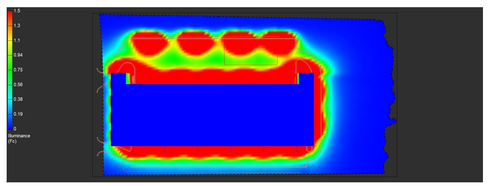
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Site	Illuminance	Fc	1.68	19.8	0.0	N.A.	N.A.

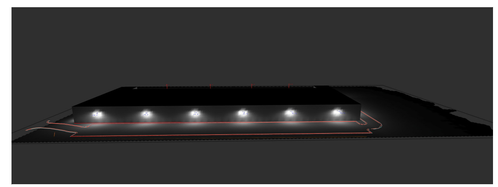


Notes:

Plan Notes:
Calculations at Ground Level (10' x 10' Grid Spacing). Refer to luminaire location summary for mounting heights of each fixture. Mounting heights indicated on luminaire location summary is a total A.F.G. height.

General Notes:
Due to changing lighting ordinances it is the contractors resposibility to submit the site photometrics & luminaire specs to the local inspector before ordering to ensure this plan complies with local lighting ordinances. This lighting design is based on information supplied by others. Changes in electrical supply, area geometry & objects within the lighted area may produce illumination values different from the predicted results shown on this layout. This layout is based on .IES files that were lab tested or computer generated.





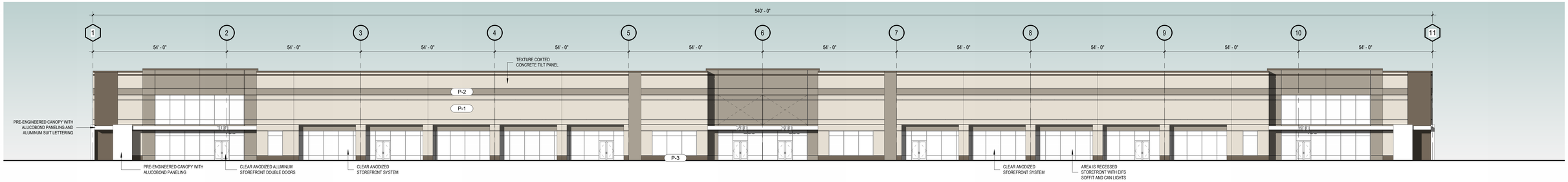
CAHABA SALES GROUP

Revisions			
#	Date	Comments	

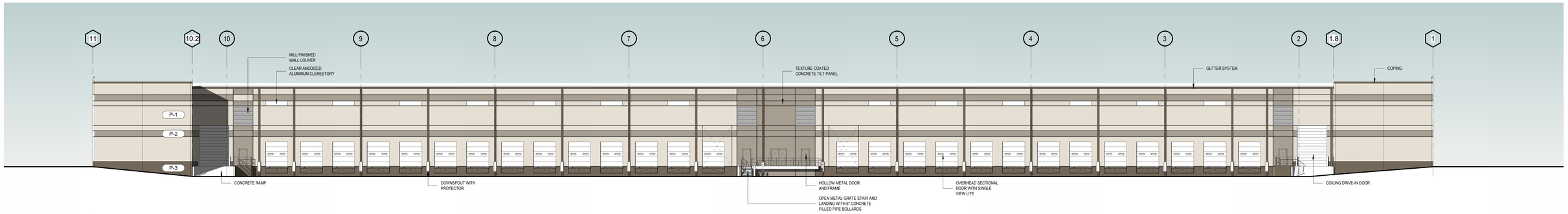
Drawn By: Brent M. Finley, LC
Checked By:
Date:3/26/2026
Scale:

125 Lorraine Pkwy

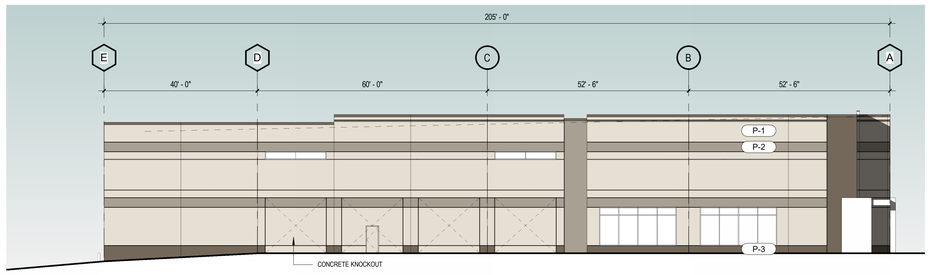
Lighting Layout



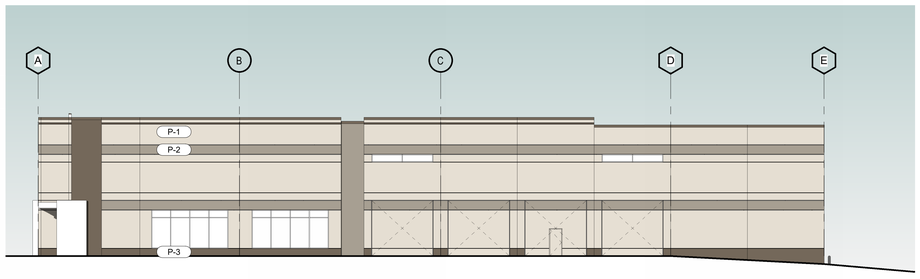
1 SK-001 PLAN SOUTH - ELEVATION
1/16" = 1'-0"



2 SK-001 PLAN - NORTH EVATION
1/16" = 1'-0"



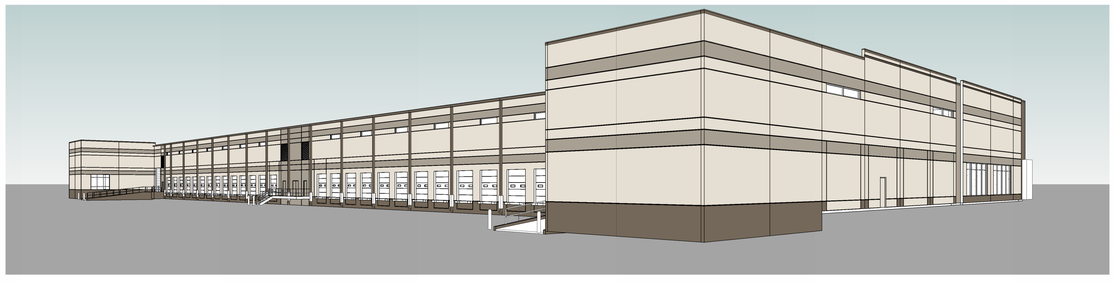
3 SK-001 PLAN WEST - ELEVATION
1/16" = 1'-0"



4 SK-001 PLAN EAST - ELEVATION
1/16" = 1'-0"



5 SK-001 ENTRY PERSPECTIVE



6 SK-001 DOCK PERSPECTIVE

SCHEMATIC DESIGN - ELEVATIONS

OLDE ROPE MILL SPEC

Development By HICKORY REAL ESTATE

WOODSTOCK, GEORGIA

30 MARCH 2026

2026163.00

RANDALL PAULSON architects

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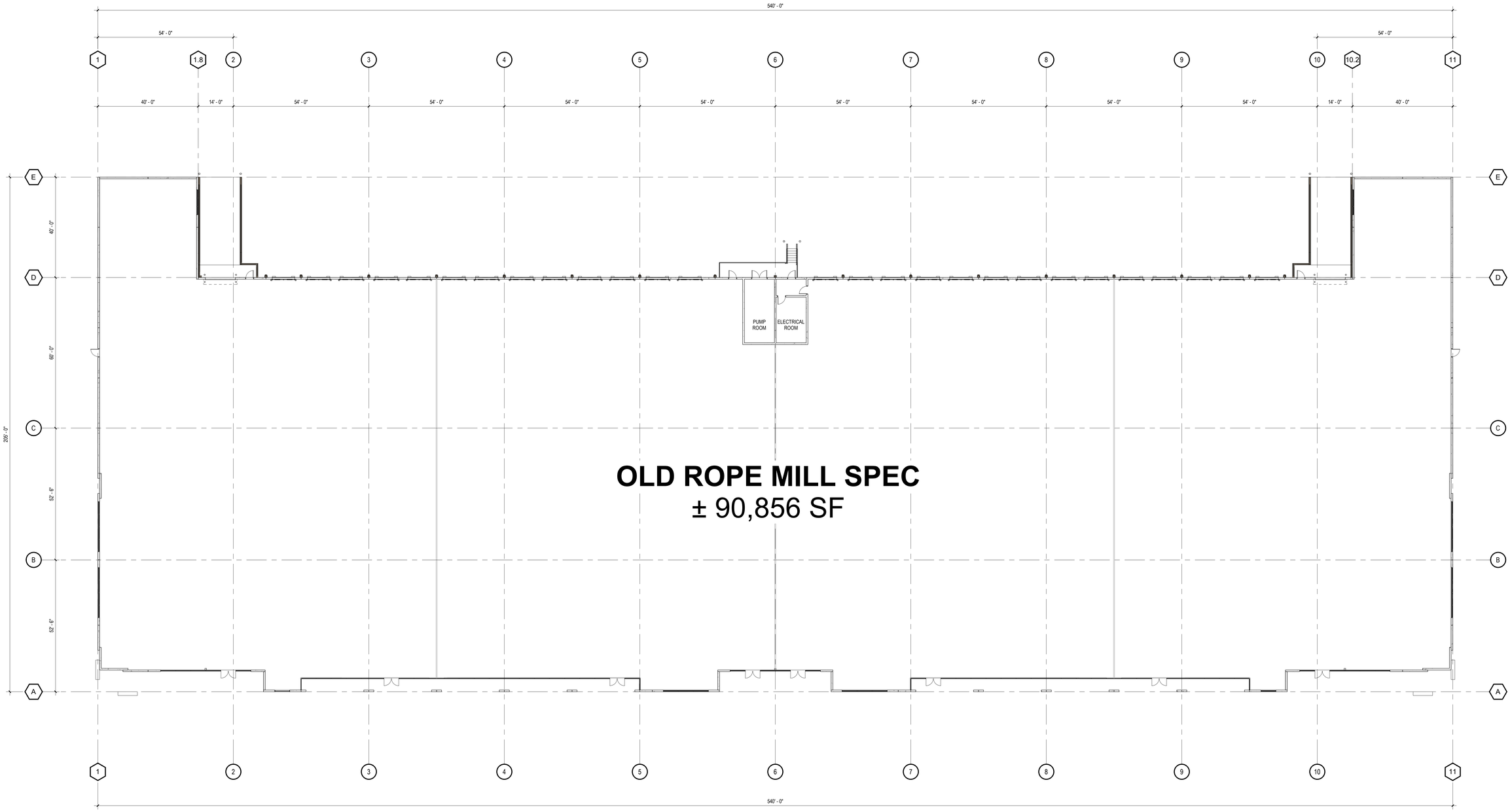

1 SK-002 OVERALL FLOOR PLAN
1/16" = 1'-0"

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ATTACHMENT F3



ATTACHMENT G1

PUBLIC INPUT REPORT: Case # Z#170-26

Applicant Name: Hickory Real Estate Partners, LLC

Phone #: __

Subject Property Address/Parcel #: 125 Lorraine Pkwy Parcel: 15N10015

Public Input Meeting date, time, location: 7 pm, 3/31/2026; Chambers @ City Center

I. Summary of concerns:

1) Traffic - Existing traffic problem. 2) Noise - Existing noise from the interstate and surrounding existing uses like Costco. Do not want to hear trucks. 3) Light pollution. 4) Concern about LI uses vs. GC uses.

II. How the applicant addressed concerns:

1) LI use will produce less traffic than most other commercial uses. 2) Using building design to limit noise pollution. 3) LED lighting and photometric plan. 4) LI uses will not produce noise or odors.

III. Concerns the applicant was unable or unwilling to address and why:

Applicant is willing to address neighbor concerns. However, the applicant cannot limit hours of operation that would limit potential end users.

IV. Concerns or topics of discussion unrelated to the proposal:

The neighbors are concerned about traffic congestion at the Ridgewalk intersection. They were not thrilled with any use but recognized the area was anticipated to be an industrial building. They could not identify a use they would prefer over the proposed use.

V. Agreements made by the applicant to property owners at the meeting:

The applicant agreed to take the HOA representatives on a tour of similar facilities and meet with the HOA in a meeting to discuss the project. The applicant is meeting with the HOA on April 20 for this follow up discussion.

Applicant's Signature: Parks Huff Digitally signed by Parks Huff Date: 2026.04.14 10:10:55 -04'00'

Applicant: Attach sign-in sheet(s) from the meeting and return with this form to your case manager by the date shown on the Public Hearing Schedule. Thank you!

From: Cameron Dunn
To: Planning
Cc: Michael Caldwell; Warren Johnson; David Potts; Tracy Collins; Brian Wolfe; Rob Usher; Colin Ake
Subject: RE: Olde Rope Mill rezoning
Date: Monday, April 13, 2026 9:20:58 AM
Attachments: image001.png

Marisue:

Good morning, and thank you for reaching out to provide public input on this case. I will add this to the digital casefile, and will provide it as part of the public input attachment that is given to both the Planning Commission and City Council as part of their agenda. This case will be heard by the Planning Commission on May 7, and City Council on May 18. Both of these meetings are held at the Chambers at City Center (8534 Main Street) at 7PM.

Best,

Cameron Dunn, MPA
City of Woodstock
Planner II

O) 770-592-6000 ex. 1601
12453 Highway 92, Woodstock, GA 30188
www.woodstockga.gov

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From: Marisue
Sent: Sunday, April 12, 2026 5:01 PM
To: Planning <planning@woodstockga.gov>
Cc: Michael Caldwell <mcaldwell@woodstockga.gov>; Warren Johnson <wjohnson@woodstockga.gov>; David Potts <dpotts@woodstockga.gov>; Tracy Collins <tcollins@woodstockga.gov>; Brian Wolfe <bwolfe@woodstockga.gov>; Rob Usher <rusher@woodstockga.gov>; Colin Ake <cake@woodstockga.gov>
Subject: Olde Rope Mill rezoning

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Dear Mayor Caldwell, Councilmembers, and Planning & Zoning Commission,

ATTACHMENT G3

I am a resident of Glenhaven at Ridgewalk. I am writing to express my concern about the proposed rezoning of the Olde Rope Mill parcel from Commercial to Light Industrial.

The facts are simple. The developer has no tenants under contract. Once construction begins, they will pursue any business that fits — warehouses, auto repair, Amazon delivery substations, light manufacturing. We will have little say over who our neighbors become. And once that door opens, it stays open. Rezoning this parcel sets a precedent for adjacent parcels on Olde Rope Mill to follow the same path.

Three things concern me most.

First, traffic. Ninety-six parking spots and twenty trucking docks do not describe a low-impact project. Combined with the stadium proposal at Reagan and Ridgewalk, the Olde Rope Mill development, and the exit 9 interchange work, our streets face real strain. No one appears to be evaluating the cumulative impact of these projects — or the construction overlap.

Second, hours of operation. Woodstock code is silent on this. Nothing prevents a warehouse distributor from running 24-hour shifts. That is not the neighborhood any of us chose.

Third, accountability. The code prohibits "excessive" noise, odors, and vibrations — but defines none of it. Vague standards protect no one. We need defined, enforceable limits before any approval moves forward.

I ask that you reject this rezoning or, at minimum, pause until these questions are answered with specificity. Our community deserves more than a traffic study built on unknown assumptions.

Thank you for your time and your service to Woodstock.

Warm Regards,

Marisue Atkinson
435 Great Pine Way
Woodstock, Ga

ATTACHMENT G4

From: Melissa Dike
To: Warren Johnson
Cc: Michael Caldwell; Planning
Subject: Rezoning to light industrial Olde Rope Mill
Date: Monday, April 20, 2026 7:50:08 PM

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I would like my objection to the rezoning request to be formally noted. As a senior resident living inside the city limits of Woodstock I am quite dissatisfied that this request has gone so far. Down the street is a beautiful park that has been touted for its beauty, bike baths and ability to put in canoes for residents to enjoy. I have read numerous stories on how the city of Woodstock cares about the development of parks and recreation for its citizens, so to say I am confused about the mixing of light industrial truck docks into this equation, is an understatement . Just don't get it. I guess we will know be navigating cyclists, folks with canoes and rafts, walkers to the park with some semi trucks. I am not sure where the vision for Woodstock city limit property has gotten so far off track, but it certainly has.

Just left the developers meeting with home owners, they are stating some ridiculous studies of like 6 trucks per day, while they are building a 20 truck docking building. This is blatantly understated.

Grossly disappointed with city management.

Melissa Dike

From: Michael Caldwell
To: Fred Fussell
Cc: Planning; Mayor and Council; Warren Johnson
Subject: Re: Z#170-26/125 Lorraine Pkwy
Date: Friday, April 24, 2026 2:28:03 PM
Attachments: Outlook-0ngsbyen.png

Thank you for taking the time to reach out and to share your thoughts on this case, Mr. and Mrs. Fussell!
I have included the Council on this response who I know will take your feedback into account during their deliberations, and staff will add your comments to the case record.

Thank you again. Go make it an outstanding weekend!

Mayor Michael Caldwell
City of Woodstock

O) 770-592-6000
C) 678-523-8570
12453 Highway 92, Woodstock, GA 30188
www.woodstockga.gov

From: Fred Fussell
Sent: Friday, April 24, 2026 2:25 PM
To: Planning <planning@woodstockga.gov>; Michael Caldwell <mcaldwell@woodstockga.gov>; Warren Johnson <wjohnson@woodstockga.gov>
Subject: Z#170-26/125 Lorraine Pkwy

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Dear Sirs and Madams,

Regarding the proposed zoning alteration, my wife and I have significant concern regarding the amount and type of traffic from the proposed business (es). Furthermore, the potential noise generation adjacent to our residential community is worrisome. Please consider this application very carefully. We live here.

Fred & Sheila Fussell

Sent: Monday, April 20, 2026 11:26:54 PM
To: Warren Johnson <wjohnson@woodstockga.gov>
Subject: Re: HOA Update: Glenhaven at Ridgewalk Actions Regarding Proposed Woodstock Development

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Warren,

Thanks for the reply. We had our community meeting tonight with the developer Hickory Real Estate Partners. Our clubhouse was packed with more than 70 of our homeowners attending. They asked many questions.

The Board and our committee researching and following this rezoning request have gathered important information that we'd like to share with the Planning Commission staff. Would you be able to get me in touch with the right person on the staff so we could arrange a meeting before the Planning Commission hearing on May 7?

Best,
Bob

_____
Robert Gettlin

Subject: Re: HOA Update: Glenhaven at Ridgewalk Actions Regarding Proposed ~~W~~oodstock Development

Thanks for your email, Bob. I have copied the Mayor and the rest of council as well as

our Community Development Director so she can make sure your comments are included as part of the record.

I appreciate your feedback on these cases.

Have a great week,
Warren

D. Warren Johnson
City of Woodstock
City Council, Ward 1

O) 770-592-6000
12453 Highway 92, Woodstock, GA 30188
www.woodstockga.gov

On Apr 17, 2026, at 11:29 AM, Robert Gettlin wrote:

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Hi Warren,

Thank you again for meeting with us on March 27. Since that meeting the Glenhaven HOA Board and our residents have been busy gathering information and keeping abreast of the rezoning applications and development proposals adjacent to our community and along Ridgewalk Parkway.

As our Ward 1 Councilmember we want to share a summary with you of our activities over the past three weeks:

- A number of our residents attended the April 2 Planning Commission meeting on the proposed soccer stadium and apartment complex on Ridgewalk Parkway. They

voiced their concerns about excessive traffic and the housing issues related to that project. We are following this matter as it moves to City Council. Some of our residents have already sent emails to council members and the planning commission expressing their personal concerns.

- Our top community concern and priority, however, is another development proposal — the application by Hickory Real Estate Partners, LLC to have a parcel on Olde Rope Mill Park Road rezoned from General Commercial to Light Industrial. This parcel (next to the Kirk-Rudy property) is located behind our community and could severely affect our residents and disrupt their quality of life. The developer is looking to build a warehouse-distribution facility with up to 20 bays that could accommodate tractor trailers. A large number of our residents attended the March 31 public input meeting on this project put on by the developer and their lawyer.

- This coming Monday, April 20, at 6:30pm the developer is meeting with our entire community in our clubhouse to answer questions about the rezoning and their proposed project. They have sent us a traffic study and we also have reviewed the formal application Hickory Real Estate Partners submitted to the City. We are very concerned that their submissions have virtually no information or even recognition of the traffic, noise, and other potential impacts on our Glenhaven community.

- In addition, the corner of Ridgewalk Parkway and Olde Rope Mill Park Road (where RaceTrac is located and across from the Outlet Mall) is an extremely tight turn into a two-lane road that leads to Olde Rope Mill Park. This corner is the ONLY access we have to enter and exit our neighborhood. We're concerned that very little thought, if any, has been given to the impact of tractor-trailer traffic on this particular intersection and road.

- Our Board has formed a six-person committee of Glenhaven residents to lead our community's effort in gathering information and staying on top of hearings and activities related to the Hickory Real Estate Partners and other projects. I want to be clear that we are not opposed to development. We are advocates for the right kind of development and growth that fits into the character and matches the lifestyle promoted by the City of Woodstock.

Again, we very much appreciate meeting with you and look forward to continuing the conversation as events move forward. We know that the Planning Commission is meeting on the May 7 on the Hickory Real Estate Partners application, and that it's scheduled to go before City Council on May 18.

All the best,
Bob Gettlin, President

Glehaven at Ridgewalk Homeowners Association, Inc.
Jeffery Abramsky I *John Ellrich* I *Bob Gettlin* I *Melissa Noebes* I *Christy Young*

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From: Cameron Dunn
To: Colin Ake;
Cc: Planning; Michael Caldwell; Warren Johnson; David Potts; Tracy Collins; Brian Wolfe; Rob Usher
Subject: RE: Case No.: Z#170-26, Location 125 Lorraine Parkway, Parcel 15N10 015. Application for Rezoning, Variances and Conditional Use Permit by Hickory Real Estate Partners
Date: Tuesday, April 7, 2026 9:06:51 AM
Attachments: image001.png

Wolfgang:

Thanks for reaching out, we appreciate you submitting public input for the case. I will add this email to our case file, and other emails like it will be bundled together for both the Planning Commission and City Council agendas for consideration. This case will be heard by the Planning Commission on May 7, and City Council on May 18. Both of these meetings are held at the Chambers at City Center (8534 Main Street) at 7PM.

If you have any follow up questions regarding the public hearing process, feel free to shoot us an email.

Best,

Cameron Dunn, MPA
City of Woodstock
Planner II

O) 770-592-6000 ex. 1601
12453 Highway 92, Woodstock, GA 30188
www.woodstockga.gov

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From: Colin Ake <cake@woodstockga.gov>
Sent: Sunday, April 5, 2026 9:16 AM
To: Wolfgang Hammer
Cc: Planning <planning@woodstockga.gov>; Michael Caldwell <mcaldwell@woodstockga.gov>; Warren Johnson <wjohnson@woodstockga.gov>; David Potts <dpotts@woodstockga.gov>; Tracy Collins <tcollins@woodstockga.gov>; Brian Wolfe <bwolfe@woodstockga.gov>; Rob Usher <rusher@woodstockga.gov>
Subject: Re: Case No.: Z#170-26, Location 125 Lorraine Parkway, Parcel 15N10 015. Application for Rezoning, Variances and Conditional Use Permit by Hickory Real Estate Partners

Wolfgang,

Welcome to Woodstock! Hope you're enjoying our fine city.

You may be aware that your current neighborhood was a new development and was the first residential development off of that portion of Olde Rope Mill Road only recently. In fact, the rest of that section of the road is currently zoned commercial. Your email seems to suggest that Commercial would not be desirable but you purchased your home in a neighborhood next to an undeveloped parcel zoned Commercial.

Most developments that are built out do have some temporary impact on neighboring communities but I assure you we have standard procedures during construction that help mitigate many of the concerns you've raised.

Whether or not the proposed development fits code / long term planning is a different question, but I am quite sure that if this moves forward (or if something else does) it won't significantly impact your neighborhood.

Have a great day!

Colin

Colin Ake
City Council - Ward 3
City of Woodstock, GA

Sent from my iPhone

> On Apr 4, 2026, at 2:25 PM, Wolfgang Hammer <whammer172@gmail.com> wrote:
>
> > **CAUTION:** This message originated outside of the City of Woodstock mail system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.
>
> Dear Members of the Woodstock Planning and Zoning Commission,
>
> My name is Wolfgang Hammer and I live at 227 Floral Valley Drive, Woodstock. This location is within the Glenhaven at Ridgewalk Community. Our home is near the proposed site and it would be negatively affected by the proposed development.
>
> Please allow me to bring to your attention some major concerns related to the proposal.
>
> My wife and I bought our house at Glenhaven in October 2022 because the community

represented exactly what we were looking for in our retirement years, i.e. a small, quiet enclave for older residents, with easy access. We are concerned that some of these qualities, particularly "quiet" and "easy access" would disappear.
Specifically we are concerned about

- Excessive dust, noise and traffic during construction
- Possibility of 24/7 operation and the noise and traffic which comes with such around-the- clock operation.
- We believe that the access into Glenhaven would be severely restricted by the expected additional traffic, some of it would be by large trucks. The intersection Ridgewalk/Olde Rope Mill/ I 575 and the access road to the Outlets is already congested very often.
- Other Industrial/Commercial developments may follow. This would change the entire character of the neighborhood from Residential to Industrial/Commercial, which is not desirable.

We would appreciate it if you would include our concerns into your consideration.

Sincerely

Wolfgang Hammer

ATTACHMENT G13

From: Cameron Dunn
To: Planning
Subject: RE: Rezoning on Old Rope Mill Road
Date: Tuesday, April 7, 2026 9:09:17 AM

Susan:

Thanks for reaching out, we appreciate you submitting public input for the case. I will add this email to our case file, and other emails like it will be bundled together for both the Planning Commission and City Council agendas for consideration. This case will be heard by the Planning Commission on May 7, and City Council on May 18. Both of these meetings are held at the Chambers at City Center (8534 Main Street) at 7PM.

Analysis on traffic generation for the proposed development will be considered by staff in our recommendation.

If you have any follow up questions regarding the public hearing process, feel free to shoot us an email.

Best,

Cameron Dunn, MPA
City of Woodstock
Planner II

O) 770-592-6000 ex. 1601
12453 Highway 92, Woodstock, GA 30188
www.woodstockga.gov
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-----Original Message-----
From: Susan Seeley
Sent: Sunday, April 5, 2026 4:10 PM
To: Planning <planning@woodstockga.gov>
Subject: Rezoning on Old Rope Mill Road

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To whom it may concern,
I, Susan Seeley, a resident of Glenhaven at Ridgewalk, am very concerned about the impact the rezoning in this area will have. I believe it will be very disruptive to this relatively quiet retirement community. Old Rope Mill road is already busy with park traffic and the very busy Kia dealership. I also believe it will have a negative impact on the wildlife in this area.
Have there truly been any studies on the amount of traffic disruption it will have on the already overburdened Ridgewalk Pkwy? Just having Sunday church services already require police assistance to get the extra traffic moving. With all of the proposed building just down Ridgeway Pkwy with a proposed sports stadium and now this project it's going to make a messy traffic situation much worse. Maybe having existing traffic problems a main consideration would be a much better way to proceed.
Regards,
Susan Seeley

Sent from my iPhone

From: Cameron Dunn
To: Planning
Cc: Michael Caldwell; Warren Johnson; David Potts; Colin Ake; Tracy Collins; glenhavenridgewalk@gmail.com
Subject: RE: Opposition to Proposed Light Industrial Rezoning for a Distribution Warehouse on Olde Rope Mill Road
Date: Tuesday, April 7, 2026 9:05:53 AM
Attachments: image001.png

Rich:

Thanks for reaching out, we appreciate you submitting public input for the case. I will add this email to our case file, and other emails like it will be bundled together for both the Planning Commission and City Council agendas for consideration. This case will be heard by the Planning Commission on May 7, and City Council on May 18. Both of these meetings are held at the Chambers at City Center (8534 Main Street) at 7PM.

If you have any follow up questions regarding the public hearing process, feel free to shoot us an email.

Best,

Cameron Dunn, MPA
City of Woodstock
Planner II

O) 770-592-6000 ex. 1601
12453 Highway 92, Woodstock, GA 30188
www.woodstockga.gov

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From: Rich Swartz
Sent: Saturday, April 4, 2026 2:47 PM
To: Planning <planning@woodstockga.gov>
Cc: Michael Caldwell <mcaldwell@woodstockga.gov>; Warren Johnson <wjohnson@woodstockga.gov>; David Potts <dpotts@woodstockga.gov>; Colin Ake <cake@woodstockga.gov>; Tracy Collins <tcollins@woodstockga.gov>; glenhavenridgewalk@gmail.com
Subject: Opposition to Proposed Light Industrial Rezoning for a Distribution Warehouse on Olde Rope Mill Road

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I am writing as a resident of the Glenhaven at Ridgewalk, 55+ active adult community to express my strong opposition to the proposed rezoning of the undeveloped parcel along Olde Rope Mill Road to light industrial and the construction of a new distribution warehouse with 20 loading bays and 96 parking spaces on this site.

Our neighborhood is highly vulnerable to increased traffic, noise, and visual impacts. Ridgewalk Parkway is already constrained during peak hours, and the addition of frequent tractor-trailer traffic traveling to and from a distribution warehouse would significantly worsen congestion, safety, and quality of life for residents, particularly in our 55+ active adult community. The existing character of this corridor is evolving into a vibrant, mixed-use, pedestrian-friendly environment that aligns with the city's vision for Woodstock, including the nearby mixed-use development with the minor-league women's soccer stadium, apartments, restaurants, and retail—often described as a "mini Battery" for Woodstock.

Further, additional projects planned in close proximity, including apartments, a Whole Foods, and complementary retail, reinforce a high-quality, amenity-rich, residential-led environment that is consistent with the city's stated goals of enhancing Woodstock as a desirable, walkable, and attractive community. In contrast, placing a light industrial distribution warehouse immediately just around the corner from the downtown area, adjacent to residential neighborhoods and existing high-end developments, is fundamentally incompatible with this vision and would create a jarring and inappropriate land-use conflict.

For these reasons, I respectfully urge the City Council to deny the proposed rezoning of this property from commercial to light industrial and to maintain the existing overlay zoning of Workplace Center. This conjures up a much more compatible vision with surrounding developments and the broader city plan than a dreaded distribution warehouse. I would appreciate the opportunity to speak at the appropriate public hearing or to provide additional comments if helpful.

Thank you for your time and consideration.

Sincerely,
Richard Swartz

From: Cameron Dunn
To: Planning
Cc: Michael Caldwell; Warren Johnson; David Potts; Tracy Collins; Brian Wolfe; Rob Usher; Colin Ake
Subject: RE: Formal Opposition and Request for Study Extension – Olde Rope Mill Park Road Rezoning (Case Z#170-26)
Date: Monday, April 20, 2026 2:32:00 PM
Attachments: image001.png

Mr. Szathmary:

Thank you for reaching out to provide public input on the case. We will add it to the digital casefile so that the Planning Commission and City Council have a chance to review it prior to their meetings. This case will appear before the Planning Commission on May 7, and before Council on May 18. Both meetings are at 7PM at the Chambers at City Center (8534 Main Street).

I'd also like to thank you for the detailed list of concerns provided to us. Considerations have been made regarding these items at the staff level, and the Development Process Committee is recommending conditions of approval on the project that require traffic studies prior to site plan submittal, limit disruption to traffic along both the Lorraine and Olde Rope Mill Park corridors, and mitigate light and noise trespass into Glenhaven at standards consistent with our Noise and Outdoor Lighting Ordinances.

I've also forwarded this email to the Applicant in the case, allowing them to take a look at the concerns so that they might address them at the Planning Commission meeting.

Thanks again,

Cameron Dunn, MPA
City of Woodstock
Planner II

O) 770-592-6000 ex. 1601
12453 Highway 92, Woodstock, GA 30188
www.woodstockga.gov

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From: Mike Szathmary
Sent: Thursday, April 16, 2026 10:47 AM **To:** Planning <planning@woodstockga.gov>
Cc: Michael Caldwell <mcaldwell@woodstockga.gov>; Warren Johnson <wjohnson@woodstockga.gov>; David Potts <dpotts@woodstockga.gov>; Tracy Collins

<tcollins@woodstockga.gov>; Brian Wolfe <bwolfe@woodstockga.gov>; Rob Usher <rusher@woodstockga.gov>; Colin Ake <cake@woodstockga.gov>
Subject: Formal Opposition and Request for Study Extension – Olde Rope Mill Park Road Rezoning (Case Z#170-26)

CAUTION: This message originated outside of the City of Woodstock mail system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.

Dear Mayor Caldwell, Members of the City Council, and Members of the Planning Commission,

I am a resident of Glenhaven at Ridgewalk and a 100% service-connected disabled veteran. My 92-year-old mother lives in my home and is dependent on timely emergency medical response. I am writing to formally oppose the proposed rezoning of the Olde Rope Mill Park Road parcel from General Commercial to Light Industrial (Case Z#170-26), and to respectfully request that the Commission decline to act on this application until a complete, code-compliant Traffic Impact Study and a thorough review of the application's legal sufficiencies have been conducted.

I recognize the City's interest in economic development. I write not in opposition to growth, but in support of a process that meets the legal and technical standards the City's own code demands — and that gives adequate weight to the safety of existing residents.

I. THE SUBMITTED TRAFFIC STUDY IS LEGALLY AND TECHNICALLY DEFICIENT

The document submitted by Kimley-Horn is titled a "Trip Generation and Traffic Engineering Opinion Memorandum" — not a Traffic Impact Study. The City of Woodstock requires a formal TIS for all non-residential developments exceeding 25,000 square feet. At 92,000 SF, this project is nearly four times that threshold. The distinction is not semantic; the submitted memorandum explicitly states that "no traffic count data was collected." Every calculation in that document — including the conclusion that no turn lanes are warranted — rests on assumed, unverified traffic volumes, not field measurements.

Further, the site plan clearly depicts 20 loading docks. Yet Kimley-Horn applied ITE Land Use Code 110 (generic Light Industrial), which projects only 1 truck trip during the PM peak hour for the entire facility. Georgia planning practice requires that a traffic study be based on the most intense use the site design can physically support. A 20-dock building is engineered for logistics-intensive operations far exceeding the generic ITE 110 rate. The study's truck trip projections are not credible on their face.

Finally, the Ridgewalk Parkway/Olde Rope Mill Road intersection — the only signalized access

point to this corridor — is not analyzed at all. The study discusses it in the introduction and never addresses it again.

II. EMERGENCY ACCESS TO GLENHAVEN IS A LIFE-SAFETY MATTER

I ask the Commission to consider a concern that no traffic model adequately captures: Glenhaven at Ridgewalk has a single point of ingress and egress. There is no secondary access.

As a 100% disabled veteran with a 92-year-old mother in my home, I depend on emergency medical response being able to reach my residence without delay. That is not a theoretical concern — it is a daily reality for our household and for many of our neighbors.

The Olde Rope Mill development does not exist in isolation. The Commission is being asked to approve it while the following projects are simultaneously underway or proposed in this same corridor:

— Construction activity at the Exit 9 interchange
— The proposed stadium development at Reagan Field near Ridgewalk Parkway
— Ongoing roadway improvements in the area

No cumulative traffic or emergency-access analysis has been performed for this combination of projects. The submitted memorandum evaluates this site in isolation and assigns 100% of project traffic to the northbound approach — ignoring the I-575 interchange to the south, which is the primary regional access point. If that assumption is wrong, the intersection impact and the emergency response time impact are both materially understated.

I respectfully ask: if an ambulance is delayed reaching my neighborhood because construction staging, truck traffic, or congestion has compromised the single entrance to Glenhaven, who bears responsibility for that outcome? That question deserves an answer before a vote is taken.

III. THE APPLICATION ITSELF CONTAINS MATERIAL DEFICIENCIES

Beyond the traffic study, a careful review of the application package reveals the following concerns:

1. The Property Tax Verification form was submitted with the Tax Official signature section entirely blank. The City's own code states that no rezoning application shall be processed without completed tax verification. This deficiency should have prevented acceptance of the application on March 13, 2026.

2. The proposed use is described inconsistently across the application — as "warehouse/distribution," "office/warehouse," and "light industrial" depending on which form you read. The Planning Commission cannot properly apply the Conditional Use Permit standards under LDO §7.505 without a clear, committed use description.

3. The application simultaneously argues that the property has "no reasonable economic use" under its current GC zoning (to support the rezoning), while also arguing that GC already permits buildings of similar size and similar variances (to support the variance requests). These positions are legally contradictory.

4. The application requests a CUP for a warehouse/distribution use adjacent to a residential subdivision, but provides no proposed conditions, no enforceable hours of operation, no noise or vibration standards, and no delivery schedule controls. Woodstock's code prohibits "excessive" noise, odors, and vibrations but does not define those terms. Vague standards are unenforceable standards.

5. The application acknowledges the 24.61-acre parcel will be subdivided, with only 8.2 acres developed under this application. No subdivision plat, lot split application, or analysis of the remainder parcel has been submitted. The Commission is being asked to approve a rezoning for a parcel that does not yet legally exist in its proposed form.

IV. REQUEST

I respectfully request that the Planning Commission take the following actions:

1. Decline to recommend approval of Case Z#170-26 at the May 7, 2026 hearing.

2. Direct the applicant to commission and submit a full, Level 3 Traffic Impact Study utilizing actual field counts at the Olde Rope Mill Road/Ridgewalk Parkway intersection, ITE rates appropriate to the most intense use the site design supports, and a cumulative impact analysis that accounts for concurrent development activity in the corridor.

3. Require the applicant to address the application deficiencies identified above, including the incomplete tax verification, the inconsistent use descriptions, and the absence of enforceable operational conditions.

4. Request that the City's Public Safety Director or Cherokee County Emergency Services provide a written assessment of emergency vehicle access to Glenhaven at Ridgewalk under construction and operational traffic conditions before this application advances.

This process has moved quickly. The application was received March 13, 2026 and is

scheduled for a Planning Commission vote on May 7 — less than eight weeks. The residents of Glenhaven deserve a process that is thorough, not fast. The legal and technical standards exist for a reason. I am asking that they be applied.

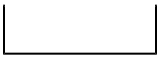
Thank you for your service to this community and for the time you have given to this letter.

Respectfully submitted,

--

Mike Szathmary

153 Lorraine Pkwy



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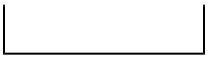


From: Cameron Dunn
To: Planning
Subject: RE: Concerns Impacting Community in Glenhaven at Ridgewalk
Date: Tuesday, April 7, 2026 9:11:41 AM
Attachments: image001.png

Dick:

Thanks for reaching out, we appreciate you submitting public input for the case. I will add this email to our case file for both the Old Rope Mill Park Dr and Ridgewalk/Reagan cases, and other emails like it will be bundled together for both the Planning Commission and City Council agendas for consideration. The Pitch case will be heard by the City Council on April 27. The Hickory Real Estate case will be heard by the Planning Commission on May 7 and City Council on May 18. Each of these meetings are held at the Chambers at City Center (8534 Main Street) at 7PM.

If you have any follow up questions regarding the public hearing process, feel free to shoot us an email.

Best,

Cameron Dunn, MPA
City of Woodstock
Planner II

O) 770-592-6000 ex. 1601
12453 Highway 92, Woodstock, GA 30188
www.woodstockga.gov

FRAUD WARNING: I will NEVER email wiring instructions to you and neither will any other staff members in the Community Development Department or the Planning Commission. Cyber criminals are sending emails with fake wiring instructions. Sometimes they may create an email address that looks similar to a City of Woodstock email address. These emails are convincing and sophisticated. Never wire money for development applications, processes, or public hearings.

From: Dick Wendling
Sent: Monday, April 6, 2026 11:54 AM
To: Planning <planning@woodstockga.gov>
Subject: Concerns Impacting Community in Glenhaven at Ridgewalk

CAUTION: This message originated outside of the City of Woodstock mail system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.

For Woodstock Planning & Zoning Commission,

I am a resident of Glenhaven living at 306 Carriage Glen Ln. I am writing to share my concerns regarding several proposed developments in Woodstock, specifically projects Z#167-26 (The Pitch) and Z#170-26 (Hickey Real Estate), as well as the rumored development east of Costco involving a grocery store and over 200 apartments.

Traffic congestion on Ridgewalk Parkway is already a significant challenge for local residents. The addition of more than 400 total apartments between The Pitch and the rumored Costco-adjacent project would severely exacerbate these traffic issues. Furthermore, I understand that Woodstock has already exceeded the 20% limit for apartment housing established in the city's strategic plans.

Additionally, I am concerned that the Hickey Real Estate project will introduce a significant volume of truck traffic onto Olde Rope Mill Road, further impacting our infrastructure.

I urge you to take a holistic view of how these projects collectively impact Ridgewalk Parkway and to adhere to the strategic goal of limiting apartment development to 20%.

Thank you for your time and consideration.

Best regards,

Dick Wendling

ATTACHMENT G23

From: Rick Young
To: Planning
Cc:
Subject: Comments on March 31, 2026 meeting Re: Case: Z#170-26
Date: Tuesday, April 21, 2026 3:42:41 PM

CAUTION: This message originated outside of the City of Woodstock mail system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.

I attended the public input meeting and also attended the meeting in the Glenhaven at Ridgewalk clubhouse with the developers and attorney.

The proposed building used as a distribution hub has the capability of far more than the 12 trucks stated in the proposal. My research indicates over 100 per day and as high as 200 per day, semis and box. I could support this project if there were reasonable limits to the truck volume included as one of the conditions of use that run with the land, not just the first owner.

At the higher volume the proposed building is capable of, the traffic impact on Old Rope Mill Road including leaving and returning off Ridgewalk Parkway would be unacceptable.

The zoning descriptions, including the impact of the “Tech” overlay, were not clear or thorough. It’s hard to develop an informed decision when you don’t have the full picture.

If the meeting on March 7th is just to change the zoning from GC to Light Industrial, that is acceptable to me. However, if it is also to approve this proposal and the conditional use permit, it is premature as the information presented is lacking. That decision should be postponed until the proposal; its impact and the conditional use restrictions are fully understood.

The meeting with the developers at our community clubhouse satisfied my concerns on noise, light and hours of operation. My major concern is the potential impact on traffic and safety if the building as proposed is used to its maximum capability.

Rick Young

714 Rising Moon Drive

Woodstock, GA 30188

ATTACHMENT G24

From: Mary Kash
To: Planning; Michael Caldwell; Warren Johnson; David Potts; Colin Ake; Tracy Collins; Brian Wolfe; rasher@woodstockga.gov
Subject: Olde Rope Mill warehouse zoning request
Date: Sunday, April 26, 2026 2:39:03 PM

CAUTION: This message originated outside of the City of Woodstock mail system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.

I am a resident at Glenhaven at Ridgewalk. I am from a residential real estate background in East Cobb. We moved to this quiet neighborhood tucked away from the main street to get a flat lot for medical reasons. We were well aware the mall was close by and the factory that never makes a sound. I am seriously concerned about the possibility of eighteen wheelers and box trucks. I know my neighbors will be making you aware of the noise and how the unbelievable traffic will have a huge impact. I am adding my concern about the ambience of the Woodstock area and what makes it a desirable place to live and visit. A warehouse and large trucks simply do not fit the pattern. I drive Woodstock Road and Main Street and I like the decisions you have made. Woodstock made the decision to allow a 55 and over community to be located here, please consider us and deny any possibility of a warehouse with big trucks. Thanking you in advance, Mary Kash

ATTACHMENT G25

From:
To: Planning
Subject: Firmly against rezoning of Olde Rope Mill!
Date: Friday, April 24, 2026 10:02:24 PM

CAUTION: This message originated outside of the City of Woodstock mail system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.

Dear Woodstock Planning & Zoning Commission,

I am Firmly against Rezoning of Olde Rope Mill!

Because we have notified that the intersection area traffic has been so horrible since we moved in Glenhaven at Ridgewalk Community. However, we have been advised that the state has a project to fix it in 2029. If that is true, any additional traffic should, at least, wait until the state's project is completed, not before.

In addition to the Traffic, we also have other concerns such as Noise, Lighting, Tree Protection etc. which have been already notified to the developers at the Community Meeting on April 20th 2026.

Please kindly stop or pause the **Rezoning of Olde Rope Mill!**

I am firmly against rezoning of Olde Rope Mill, and hope you, too!

Thanks & Regards,
Resident: Bo Yu

ATTACHMENT G26

From: Colin Ake
To: Planning
Subject: Fwd: Rezonning Old Rope Mill Rd
Date: Saturday, April 25, 2026 2:06:08 PM

Colin Ake
City Council - Ward 3
City of Woodstock, GA

Sent from my iPhone

Begin forwarded message:

From: dianelmann
Date: April 25, 2026 at 1:59:59 PM EDT
To: Colin Ake <cake@woodstockga.gov>
Subject: Rezonning Old Rope Mill Rd

CAUTION: This message originated outside of the City of Woodstock mail system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.

Mr. Ake:

As a homeowner in the Glenhaven 55+ community, I'm extremely concerned (and upset) by the proposed rezonning of our street. With a large, multi tenant construction including multiple bays for large trucks sharing Old Rope Mill Road, you will have virtually ensured depreciation of my property investment. We purchased this property specifically for the comfort of knowing that we have the park as a neighbor and therefore assured that the area will remain peaceful. We now learn that you are considering changing our zoning from commercial to light industrial. With a large project next door, including bays for semi trucks and a refusal (by the potential developer) to guarantee no middle of the night activity as well as a refusal to construct a sound/light barrier - you are helping to create a noisy, traffic logged, light glaring and unattractive street in what is presently a nice entry to Olde Rope Mill Park.

My family requests that you honor the zoning we relied on when we purchased our home and maintain an attractive, controlled development of this area that will suit both homeowners and appropriate commercial growth alike when this rezonning issue is submitted for your vote.

Thank you,

Paul and Diane Mann
Woodstock, GA 30188

Glenhaven at Ridgewalk Homeowners Association, Inc.
2230 Towne Lake Parkway
Building 500, Suite 110
Woodstock, GA 30188

April 29, 2026

City of Woodstock Planning Commission
Woodstock City Council Members
Mayor Caldwell
Via Email

Re: Case Z#170-26

Dear Members and Staff of the City of Woodstock Planning Commission, Woodstock City Council Members and Mayor Caldwell,

We are writing in regard to the application for a proposed re-zoning, conditional use permit and concurrent variances submitted by Hickory Real Estate Partners, LLC (the "Applicant") concerning property located at 125 Lorraine Parkway (Parcel No. 15N 10015, the "Property"), which is adjacent to our residential neighborhood known as Glenhaven at Ridgewalk (a 55+ community).

The purpose of this letter is to ensure that the City understands our concerns and to respectfully request a decision that aligns with the City of Woodstock's stated goals, related codes and policies. Rezoning and issuance of a Conditional Use Permit are permanent legislative actions that establish future land-use entitlements. The Applicant's request must be evaluated based on:

- Existing and documented infrastructure conditions,
- The most intensive reasonable use permitted by zoning,
- Respect for the reliance of current property owners on existing zoning and maintaining homeowner property values and quality of life,
- The understanding that future development may include additional distribution centers beyond the single facility proposed,
- Consistency with adopted plans, and
- Long-term environmental protection.

Nature of the Application and Proposed Development

The Applicant seeks to rezone the entire subject Property from General Commercial (GC) to Light Industrial (LI), then subdivide approximately 8.25 acres to enable construction of a single, approximately 92,000-square-foot industrial building (*Figure 1*). The Applicant has stated an intent to lease the building to multiple tenants in suites consisting of 20,000 – 30,000 sf, but is not willing to commit to multi-tenant usage (they have indicated to us in writing that they must reserve the right to lease the entire building to a single tenant). They are unable at this point to provide any indication of the names or business types of possible tenants. As proposed, the development includes:

- Two full-movement driveways on Olde Rope Mill Park Road,
- Approximately 96 parking spaces,
- Dedicated truck access and loading operations with 20 truck docks that can each accommodate 18-wheeled tractor-trailers,
- Extensive grading and retaining walls to accommodate topographic change,
- An underground stormwater detention system discharging to a downstream water-quality feature,
- Immediate adjacency to a forested stream buffer and an off-site wetland on HOA common property, and
- A forest buffer intended to screen the development from the existing Glenhaven at Ridgewalk single-family community.

The rezoning is foundational. Once approved, LI zoning would impact future uses of the undeveloped portions of the parcel, as well as possible changes to use of the portion of the Property currently used by Kirk-Rudy.

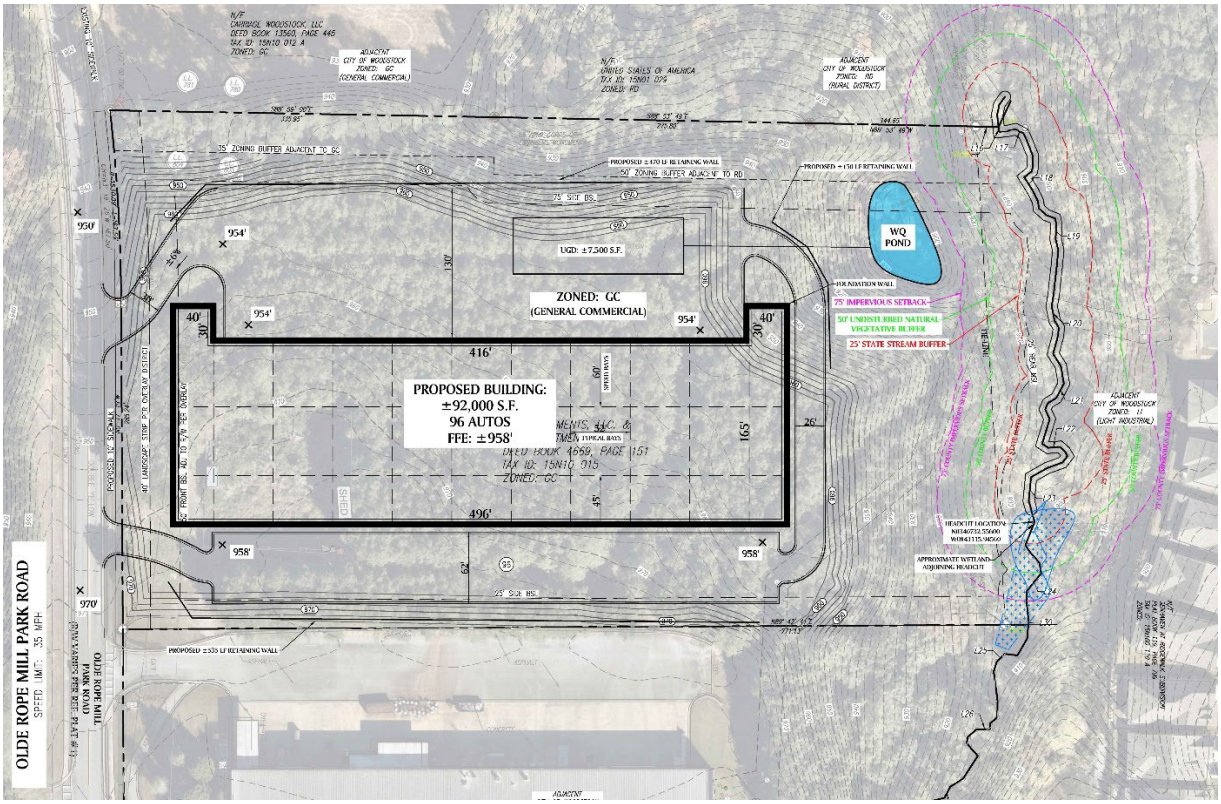


Figure 1 Proposed Development

Our community members have done extensive research into the Applicant's requests for rezoning, variances and a Conditional Use Permit, together with the supporting documents and compared them to the City of Woodstock's adopted policies and infrastructure conditions. Our review included zoning codes and overlays, the City of Woodstock Comprehensive Plan 2023 Update, information from GDOT regarding the I-575/Ridgewalk Parkway diverging diamond plan, and ITE traffic study information. We attended the public hearing presentation and Q&A on March 31st with the Applicant's representatives and accepted their offer to meet with our community members for further discussion and Q&A regarding the Project, which occurred on April 20th. We also accepted their offer to drive by developments similar to the Project along the I-575 corridor. Based on this review, we believe that the Application should be denied for the reasons enumerated below.

1. Transportation (Site and Road Capacity and Timing)

Existing Conditions

Current traffic infrastructure for the intersections serving the proposed development has been formally analyzed by GDOT with the following determinations:

- **LOS (Level of Service) F** at the I-575 ramp intersections, meaning traffic demand exceeds what the road can manage (*Figures 2 and 3*)
- **LOS E** at the Ridgewalk Parkway / Olde Rope Mill Park Road intersection, meaning the road operates at maximum capacity with no buffer (*Figure 4*).
- Regular queue spillback onto Olde Rope Mill Park Road and Woodstock Parkway.

These findings apply to both weekday and weekend peak hours.

These failing conditions are the basis for the GDOT diverging diamond interchange project currently in planning and design. LOS E/F conditions indicate no reserve capacity under accepted transportation planning standards. The proposed development would introduce both automobile and large truck traffic in an area that cannot support it before the GDOT project is completed (likely late 2029 per GDOT).

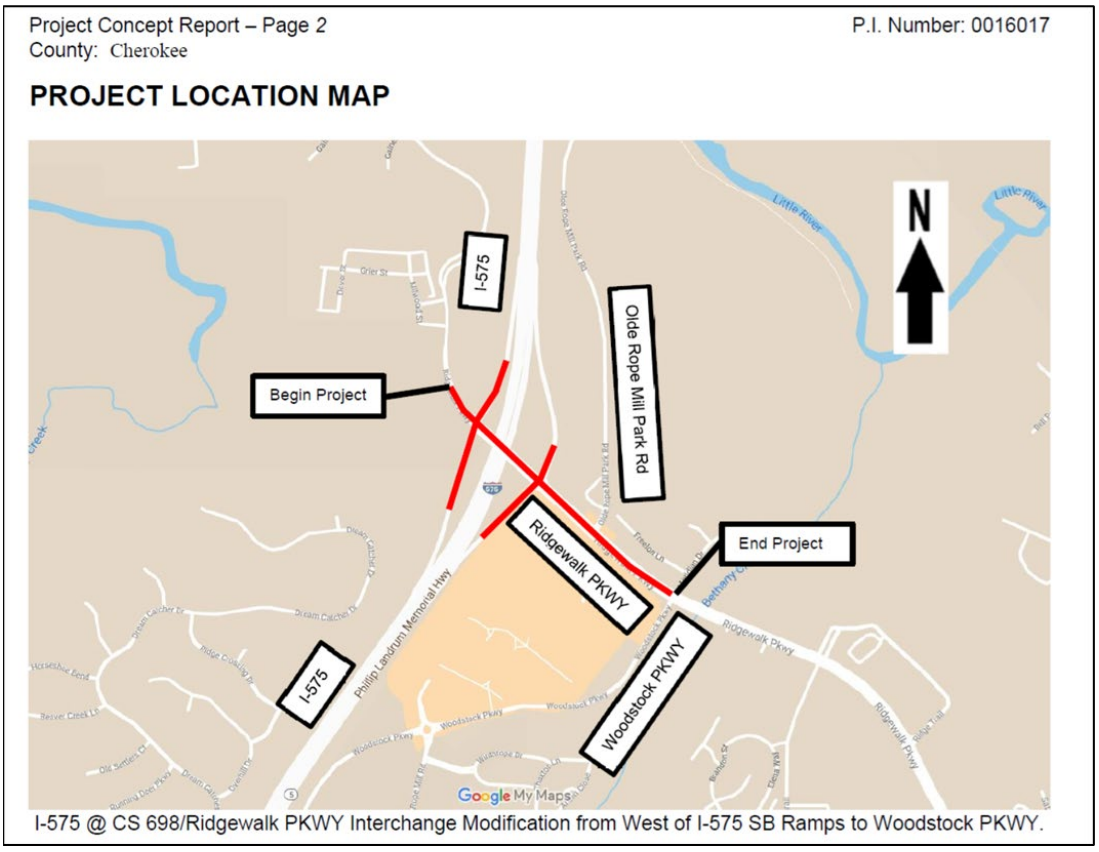


Figure 2 Proposed GDOT and the City's Interchange Modification

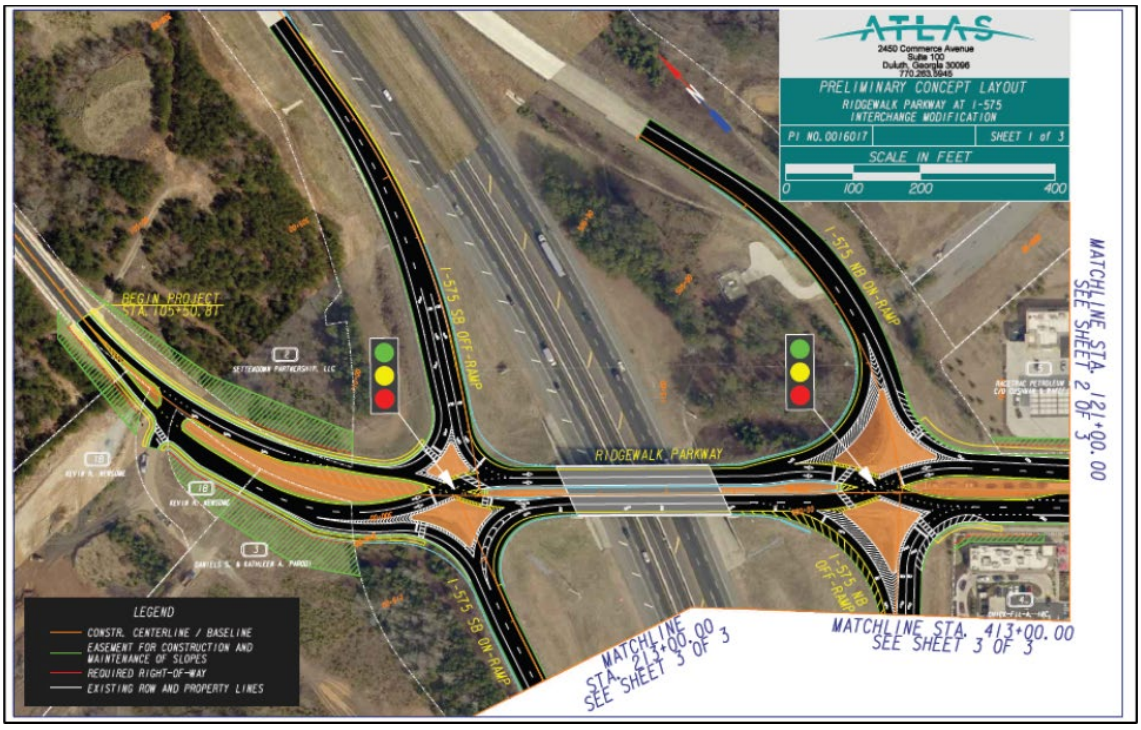


Figure 3 Proposed GADOT Diamond Configuration



Figure 4 Proposed GDOT Modification at the Olde Rope Mill Park Road Intersection

Impact of Proposal on Existing Conditions

The Applicant is relying at this time on a Trip Generation and Traffic Engineering Opinion Memorandum prepared by Kimley-Horn. The Memorandum assumes generic light industrial use of the property and concludes that Warehousing Heavy Vehicle Trips will average 12 per day. The Memorandum:

- Does not account for unknown tenant types (typical warehouse, moderate logistics, regional distribution, e-commerce/parcel)
- Does not account for easy highway access
- Does not account for the high number of truck docks
- Does not account for operating hours
- Does not evaluate intersection LOS (Level Of Service),
- Does not analyze queue spillback or cumulative impacts,
- Assumes traffic volumes without field verification, and
- Relies on ITE Code 110 rather than warehousing-appropriate categories such as ITE Code 150

The Institute of Transportation Engineers (ITE) recommends that planners and zoning boards use ITE's "worst-case scenario" data for a higher-intensity facility when tenants and operations are not yet defined. The Kimley-Horn report uses ITE numbers based on a best-case scenario and below the minimally credible use standard of 25 trucks/day. According to ITE, a defensible worst-case scenario for a building this size with easy highway access would assume 80-140+ trucks per day. Truck traffic of this sort typically follows peak usage patterns from 6-9AM and 3-6PM, which will significantly burden the already high peak traffic in the area.

Another important consideration is the high number of van accessible dock doors. This typically signals intended operational intensity even if not stated, similar to an e-commerce or parcel delivery station (eg. Amazon/UPS last mile). The ITE worst-case scenario does not include local delivery vehicles, which could reasonably add 100-300+ van trips per day under extended or 24-hour operations.

It is important to note that the 210-resident community of Glenhaven at Ridgewalk is limited to Olde Rope Mill Road as the sole access into and out of the neighborhood. In addition to the anticipated traffic burden, a traffic accident would not only prevent

residents from entering or exiting, it may also interfere with timely passage of emergency vehicles bringing live-saving services to the elderly population of this 55+ community.

The Memorandum evaluates only driveway access and turn-lane warrants. It is not a Traffic Impact Study and is insufficient for evaluating a conditional use permit for a warehouse distribution center that will operate on a constrained traffic network. With other developments under consideration by the City along the Ridgewalk Parkway corridor, overall traffic impacts cannot be underestimated.

We believe that the Application should not be considered until a comprehensive traffic study (including bicycle traffic associated with Olde Rope Mill Park) based on the full operating potential of the project has been submitted and evaluated, and then approval should likely be denied or deferred until completion of the diverging diamond interchange consistent with sound infrastructure sequencing principles.

2. Zoning and Comprehensive Plan Consistency

The site is currently zoned GC (general commercial) with a Technology Park overlay and lies within a Workplace Center designation under the City's Comprehensive Plan. (*Figures 5 & 6)*

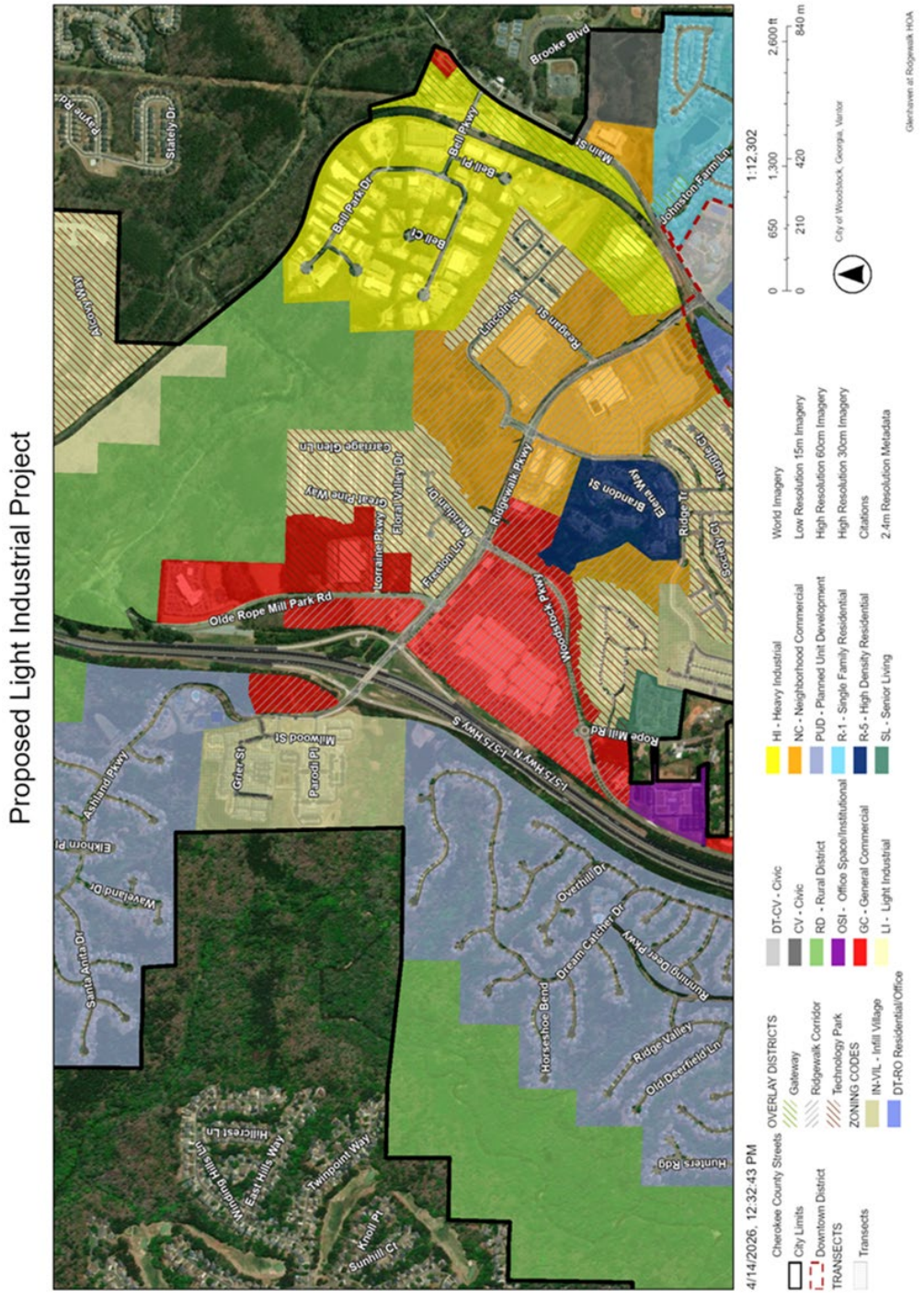


Figure 5 Current Zoning

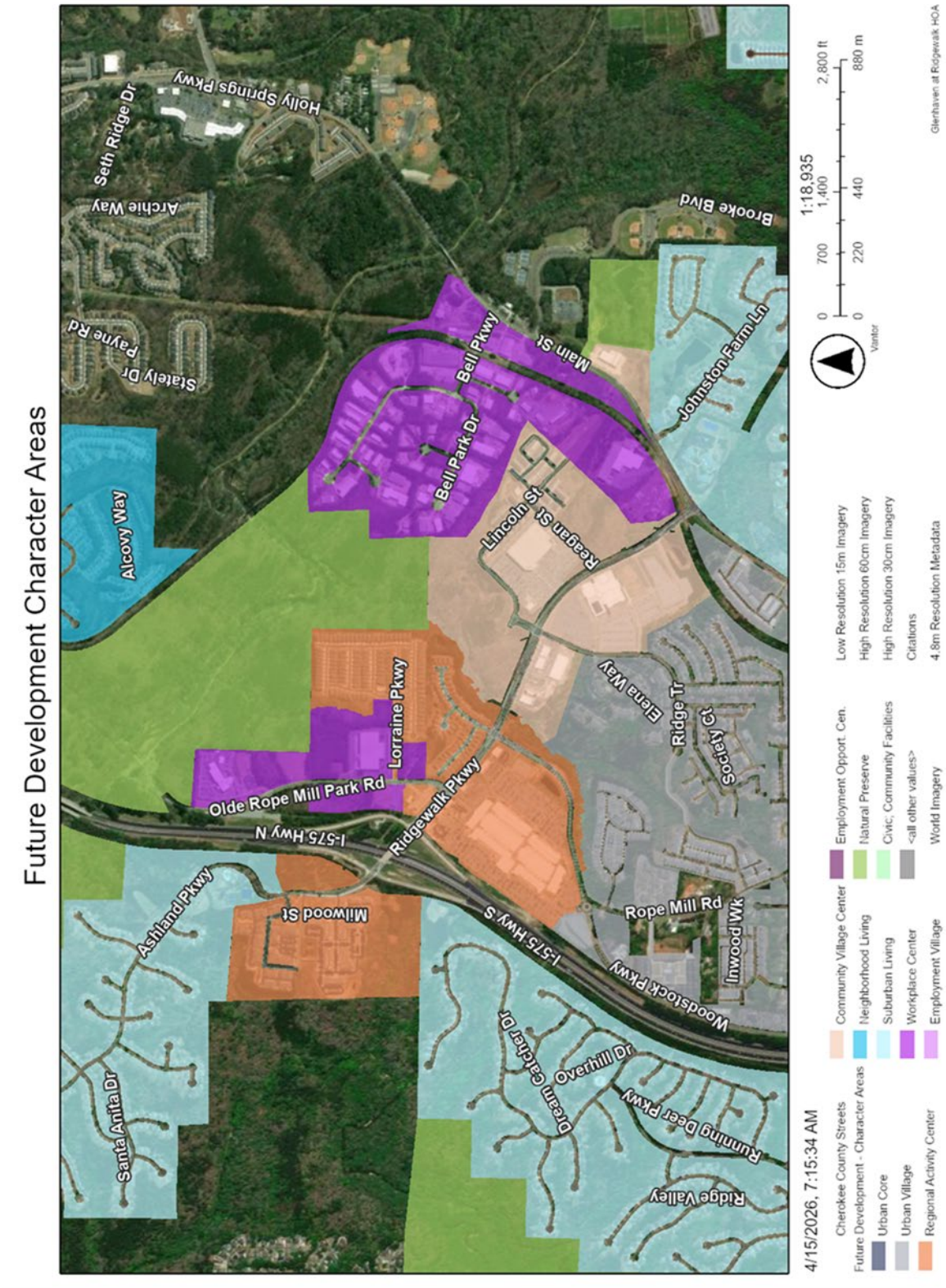


Figure 6 Future Development Character Areas

The legislative purpose of the Technology Park overlay calls for a combination of light industrial, technology oriented commercial, office use and a mixture of residential uses. It is further described as "intended to provide for mixed use options" and with an orientation "towards an exclusive office park environment." Although light industrial use is specifically included, it would seem that a light industrial use that is outside of the development standards was not contemplated (perhaps one reason why a warehouse distribution center is only permitted upon the grant of a conditional use permit). In our tour with the Applicant of similar warehouse distribution centers with office space along the I-575 corridor, we only found one instance (on Chastain Road) that was adjacent to a residential development. The rest of the buildings appeared to be located in industrial development areas.

Likewise, developments under the Workplace Center designation "should include aesthetic design of a higher-quality than typically expected of industrial buildings. The Applicant has requested a variance from the architectural requirements of the Technology Park overlay, relying on an argument that it will "match' the existing Kirk-Rudy building. Matching the Kirk-Rudy building will lead to the appearance that this area constitutes an industrial park, which seems to fall outside of the requirements of both the Technology Park Overlay district and the Workplace Center designation.

Property owners in the City of Woodstock should be able to rely on the zoning regulations and overlays in place at the time of their purchase. The property owners in our neighborhood clearly did not anticipate a warehouse distribution center being located on adjacent property. Section 7.886 of the Technology Park Overlay specifically prohibits **truck terminals** and **industrial parks**, both of which bear a close resemblance to the proposed development. The Overlay also provides that activities should be limited to "those not noxious to their neighbors." Activities that may prevent neighbors from getting a good night's sleep due to noise on the property could be considered harmful to an individual's health. The proposed rezoning represents a substantial qualitative change in land use, and maintaining General Commercial zoning does not deprive the current owners of reasonable or economically viable use. The GC designation, combined with the Technology Park Overlay, allows a broad range of options for development.

3. Noise and Operational Incompatibility

Warehouse distribution operations and related trucking generate noise (as well as objectionable odors) as an inherent and unavoidable component of their operation, much of it outside the building itself. These include:

- Tractor-trailer arrivals and departures,
- Idling diesel engines and air brake release,

- Backup alarms and safety warning systems,
- Loading dock operations, trailer impacts, and roll-up doors, and
- Forklift and yard equipment operations.

These noise sources include both continuous low-frequency sound (engine idling) and impulse noise (metal impacts, alarms), which are more perceptible and disruptive to nearby residential uses, particularly during early morning and evening hours.

Proximity to Residential Uses

Existing single-family residences are located within approximately 300 feet of the proposed development. At this distance, typical warehouse noise, particularly truck movements and loading activity, remains clearly audible and can exceed commonly accepted residential noise thresholds without mitigation.

Industry data indicates:

- Truck pass-by and docking events can generate 70–85 dBA at the source
- Idling trucks commonly produce 60–70 dBA
- Backup alarms can exceed 75–90 dBA

While sound attenuates with distance, these noise levels can still exceed acceptable residential standards **at 300 feet,** especially during peak activity or nighttime conditions.

Applicable Noise Standards

Widely accepted planning and public health standards for residential areas provide that:

- Daytime (7:00 AM – 10:00 PM): should not exceed 55–60 dBA
- Nighttime (10:00 PM – 7:00 AM): should not exceed 45–50 dBA

These thresholds are consistent with:

- U.S. EPA community noise guidance
- Common municipal noise ordinance standards

Without enforceable operational limits, typical warehouse and distribution activities have a high likelihood of exceeding these levels at nearby residential property lines.

Limits of Mitigation

Standard site design measures such as landscaping, fencing, and building placement and design (Applicant's design includes "bump-outs" at either end of the truck docks) may provide visual screening but limited acoustic benefit. Vegetation alone typically reduces noise by only a few decibels and does not effectively attenuate low-frequency engine noise, impulse sounds (e.g., trailer impacts), or elevated sound sources such as truck braking systems

Effective noise control would require operational restrictions in addition to physical buffering.

Need for Enforceable Controls

Unlike visual impacts, operational noise is unavoidable and it cannot be meaningfully mitigated without enforceable limits. Because limits on hours of operation, frequency of truck activity and noise are not explicitly regulated under GC or LI zoning codes, these issues would have to be addressed in a required Conditional Use Permit.

Given the proximity of residential uses, the proposed warehouse distribution operation presents a **structural and ongoing noise compatibility issue**. To achieve compatibility, any approval must include measurable noise limits and operational restrictions, some of which the Applicant has already objected to (such as a restriction on all truck activity overnight). Absent such controls, the proposed use is incompatible with adjacent residential development so the Application should be denied.

4. Environmental and Buffer Impacts

Forest Composition and Structure

The existing buffer consists of a typical Georgia Piedmont mixed forest of loblolly pine, tulip poplar, and mature oak species. These are full canopy forest trees generally ranging from approximately 80 to over 100 feet in height. While visually substantial, this type of forest does not function as a dense, continuous visual or physical barrier at ground level. Most canopy mass is elevated and the understory is relatively open, particularly in mature stands, limiting its effectiveness as a year-round screening buffer.

Grading and Secondary Tree Loss

The proposed site layout requires:

- Approximately 50 feet of grading beyond the construction area into the buffer area,
- Construction of retaining walls adjacent to forested slopes (*Figure 7*).

- A vertical drop of approximately 12 feet.

Such grading will eliminate all trees within the graded zone and potentially extend into the buffer zone. This causes predictable secondary tree loss well beyond the grading limits due to root severance, slope instability, and altered hydrology.

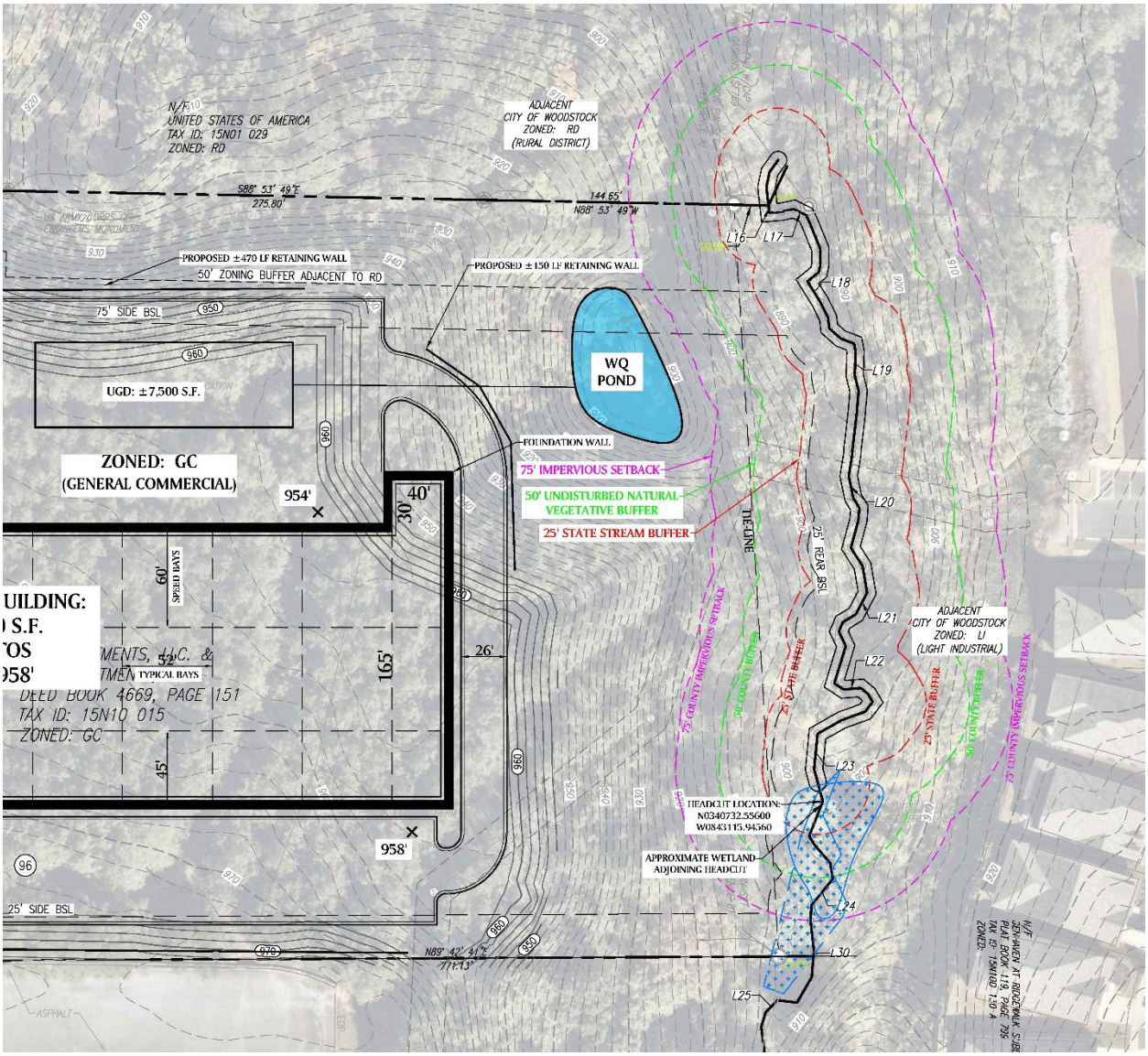


Figure 7 The Buffer Area Between Developments

The effective forest impact extends approximately 75 to 100 feet from the developed edge, far exceeding minimum buffer assumptions.

Degradation from Construction and Edge Effects

The buffer will not remain in its current condition if adjacent clearing and grading occur. Creation of a hard forest edge introduces well-documented edge effects including

increased wind exposure, soil disturbance, and loss of mutual root support. These changes result in predictable outcomes:

- Tree mortality and blowdown, particularly among loblolly pine and tulip poplar,
- Crown thinning, limb loss, and long-term canopy degradation, and
- Progressive loss of buffer density extending beyond the initial clearing limits.

Research supports the fact that these effects typically extend 50 to 150 feet into the forest, with the highest impact closest to the disturbance edge. As a result, the effective buffer width is reduced over time, and its screening and environmental function diminishes rather than remains stable. (Morgan, R, Jucker, T., New Phytologist, 2025, July 16)

Sight Lines and Noise Attenuation

The existing forest buffer does not provide dependable visual or acoustic separation. Due to the high canopy and relatively open understory, clear sight lines can exist beneath the canopy—especially during winter months when deciduous foliage is absent. Forest vegetation does not function as an effective noise barrier; sound from truck traffic, loading operations, and mechanical equipment passes through forested areas with minimal attenuation. Even dense vegetation typically reduces noise by only a few decibels—far below levels needed to mitigate industrial or logistics-related sound. Accordingly, the existing forest buffer should not be relied upon as a functional noise or visual mitigation measure. (*Figure 8*)

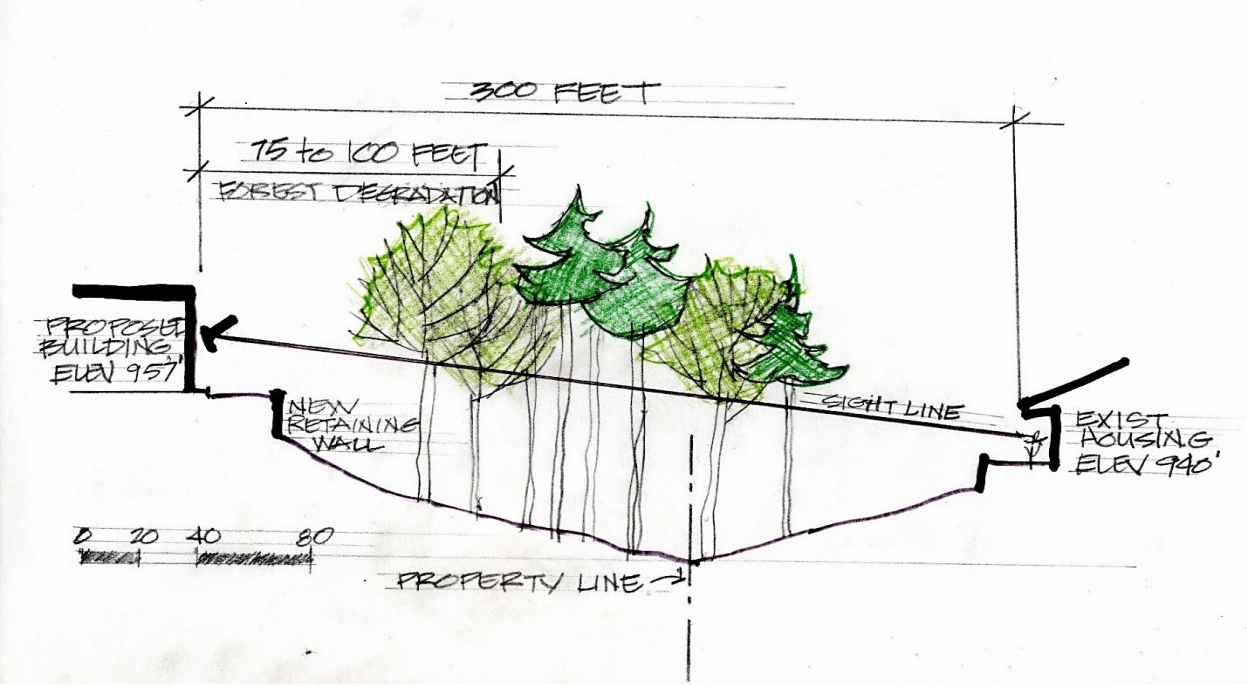


Figure 8 Sight-line illustration

Stream Corridor, Grading Impacts, and Wetlands Permitting

The site includes a forested stream corridor protected under Chapter XVII (Stream Buffer Protection) and Chapter IX (Tree Preservation and Replacement) of the Woodstock Land Development Code. The site is adjacent to Olde Rope Mill Park, which is owned and regulated by the U.S, Army Corps of Engineers ("USACE"). Much of the park is a wetlands. Wetlands permitting, primarily under Section 404 of the Clean Water Act regulates the discharge of dredged or fill material into U.S. waters and requires approval from the USACE. We have reviewed the Wetlands and Waters Delineation Report created by Atwell, LLC dated March 13, 2026 provided to us by the Applicant. The report concludes that this project **may** be subject to Section 404 of the Clean Water Act. The final determination of applicability must be made by the USACE and the EPA (Environmental Protection Agency). We are fortunate to have a USACE certified wetlands delineator in our community (Ronald E. Menze) who knows the park well and is certain that the wetlands are "Waters of the United States" (WOTUS) under the Clean Water Act, and therefore subject to the "Avoid/Minimize/Mitigate sequencing under the Act. We do not know whether the Applicant has yet engaged with the USACE to obtain a final designation or applied for a permit.

It is also our belief that the Applicant would be required to create a Storm Water Pollution Protection Plan (SWPPP) that will address the means, actions and monitoring of preventing pollution of the park and wetlands and obtain a SWPP permit from the State of Georgia. The City should require the Applicant to provide evidence that all applicable actions required by Federal and Georgia State laws have been taken and that any required Federal and State permits have been obtained prior to granting approval of this project.

Summary Conclusions and Recommendations

As development of the Ridgewalk Corridor continues, residents are appropriately questioning how much zoning, Comprehensive Plan analysis, and traffic review is really being done to protect residents who made purchasing decisions based on public documents. The Comprehensive Plan calls for compatible land use, and we do not believe that the Applicant's proposed use is compatible with adjacent residential properties.

Based on the known infrastructure inadequacy prior to GDOT completion of the I-575/Ridgewalk Parkway project, clear Comprehensive Plan inconsistency, the Overlay District's legislative purpose, permitted and prohibited use standards, site and design requirements, operational characteristics of warehouse distribution uses, and unavoidable noise and operational compatibility impacts, the proposed Application

presents foreseeable and avoidable conflicts that the City has both the authority and the planning justification to prevent.

We acknowledge and appreciate the fact that the Applicant and the City planners have listened to and attempted to mitigate some of our concerns through the terms of the Conditional Use Permit. However, when the implications of approval of the Application for the City and our residential neighborhood are viewed in their entirety, we believe that the Application should be denied.

We would be happy to discuss these concerns with you and answer any questions.

Sincerely,

Christy Young

Secretary, on behalf of the Board of Directors of the Glenhaven at Ridgewalk Homeowners Association, LLC

AGENDA ITEM NO. 3.2

Item Cover Page

PLANNING COMMISSION AGENDA ITEM REPORT

DATE:	May 7, 2026
SUBMITTED BY:	Natalie Faustine, Community Development
ITEM TYPE:	Presentation and Discussion Items
AGENDA SECTION:	**PUBLIC HEARINGS**
SUBJECT:	**Consideration of Z#168-26: Barnesdale Terrace Redevelopment (Public Hearing & Vote)**
SUGGESTED ACTION:	Staff recommends partial approval of Z#168-26, subject to staff conditions.

ATTACHMENTS:

FINAL PC SR Z168-26 - Barnesdale Terr Redevelopment.pdf
ATTACHMENT A - Site Plan.pdf
ATTACHMENT B - Barnesdale Zoning Exhibits v4.pdf
ATTACHMENT C - Responses to Criteria Questions.pdf
ATTACHMENT D - PUBLIC INPUT REPORT.pdf

DATE: May 7, 2026

TO: Woodstock Planning Commission

FROM: Natalie Faustine, MPA, Planner I

SUBJECT: Project No. Z#168-26
Barnesdale Terrace Redevelopment

RECOMMENDATION:

Staff recommends City Council approval of a Rezoning, Conditional Use Permit (CUP), and Variances to allow for the construction of a 113-unit single-family development on the south side of Barnesdale Terrace (Z#168-26).

EXECUTIVE SUMMARY

The applicant, Bryceson Mercer, on behalf of Toll Southeast LP Company, Inc., has requested a Rezoning, CUP, and five Variances to allow for the construction of a 113-unit single-family development, including 57 townhomes, 54 single-family detached homes, and two large-lot single-family homes. The ±12.83-acre site is an assemblage of five parcels on the south side of Barnesdale Terrace, currently zoned DT-LR (Downtown – Low-Density Residential).



Vicinity Map

BACKGROUND

Table 1 provides general property information for the project site and surrounding land use.

Table 1: General Property and Surrounding Land Use Information	
Address	115, 125, 135, and 145 Barnesdale Terrace
Council Ward	2 (David Potts)
Tax ID # (TIN)	92N06042, 92N06042A, 92N06041, 92N06042B, and 92N06042D
Parcel ID #	15-1093-0051, 15-1093-0052, 15-1092-0035, 15-1092-0039, and 15-1092-0081
Site Acreage	±12.83
Future Development Map	Urban Village
Current Zoning	DT-LR (Downtown – Low-Density Residential)
Current Development	Five single-family detached homes
Street Information	Barnesdale Terrace, Chandler Lane, Reeves Street, and Market Street are maintained by the City of Woodstock
Surrounding Neighborhood: North	DT-LR (Downtown – Low-Density Residential): Single-family DT-MR-A (Downtown – Medium-Density Residential): Single-family
South	DT-MR-A (Downtown – Medium-Density Residential: South on Main subdivision DT-RO (Downtown – Residential/Office): Adyn Park subdivision
East	DT-RO (Downtown – Residential/Office) with Historic Overlay: Paragon Accounting Office (under construction)
West	DT-LR (Downtown – Low-Density Residential): Creekwood Commons subdivision

Zoning History

No recent zoning history was found for the subject properties.

PROJECT DESCRIPTION

The Applicant proposes to redevelop an assemblage of five parcels totaling approximately 12.83 acres on the south side of Barnesdale Terrace. The site is currently developed with five detached single-family homes built between 1950 and 2005, and is zoned DT-LR (Downtown – Low-Density Residential). The Applicant intends to redevelop the property with a new residential community consisting of 113 single-family units. The overall layout is shown on the site plan shown below, and attached as Attachment A.



Site Plan

To accomplish this, the Applicant is requesting several entitlements. The first request is to rezone the parcels to DT-MR-A (Downtown – Medium-Density Residential) to accommodate the proposed density and lot sizes. The plan includes townhome units, which require a Conditional Use Permit (CUP). Five Variances are being requested from the Downtown District Standards, including reducing the sidewalk landscape zone in certain areas, allowing more than 60% encroachment into the supplemental zone throughout the development, allowing front-loaded units, permitting units oriented to open space rather than a street, and using reverse curb and gutter rather than header curb. Specific details of the requested variances are provided in the analysis section.

The new development would include a mix of housing types, including 57 townhomes, 54 single-family detached homes, and two large-lot single-family homes. The proposed townhomes are approximately 1,960 square feet in floor area, while the detached homes range from rougly 2,600 to 3,800 square feet in floor area, and the large lot units range from 3,200 to 3,600 square feet in floor area.

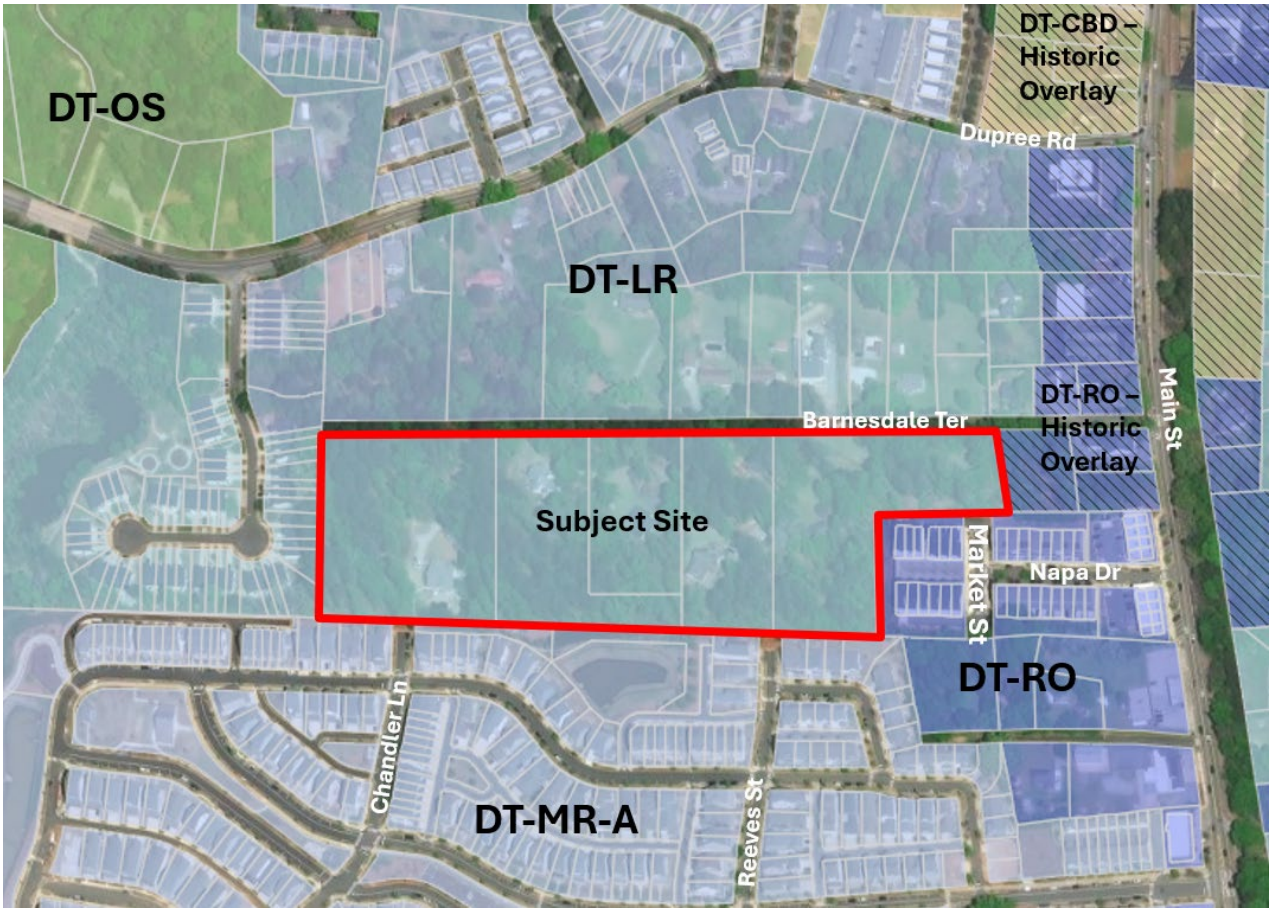
Primary access to the development would be provided from Barnesdale Terrace, which would be improved to meet the City's D-1 street standards on the south side of the road, including road widening, new curbs and sidewalks, and on-street parallel parking. Additional improvements to the north side of the road would occur based on minimum

access standards confirmed at the time of site plan review, as well as any additional improvements described in the associated Development Agreement for this proposal. As part of this Development Agreement, a City-proposed and developer-financed traffic signal will be installed at the intersection of Barnesdale Terrace and Main Street to support traffic generated by the new development.

Internal throughfares would consist of extensions of Chandler Street, Reeves Street, and Market Street, along with private alleys, all constructed in accordance with applicable street standards and reflecting the planned grid-street connections in the area. The proposed grid street connections are outlined in the City's grid street map as desirable future connections upon redevelopment of the area, intended to provide more routes of travel for residents of the proposed and surrounding developments by connecting to major roads such as Main Street and Highway 92.

ANALYSIS

The applicant's responses to the Criteria questions for the Rezoning, Conditional Use Permit, and associated Variances are included as Attachment C.



Zoning Map

Consistency with the Land Development Ordinance (LDO)

Rezoning

The Applicant requests rezoning from DT-LR to DT-MR-A. The DT-LR zone is intended for single-family residential homes developed on lots large enough to accommodate substantial yard space. However, the DT-MR-A zone is intended to serve both single and multi-family residential uses, with a smaller minimum lot size to allow for a higher density.

The rezoning request reflects a trend toward higher density in this area due to its proximity to downtown, as seen with surrounding newer developments. While this proposed project would have the highest density in the area at 8.81 units per acre, it is just under the maximum density of 9 units per acre for the DT-MR-A zone. Neighboring South on Main, which contains a mix of detached and attached single-family residences on a variety of lot sizes, as well as commercial buildings, is zoned DT-MR-A with a density of approximately 7.9 units per acre, and Adyn Park, which contains attached single-family residences and is zoned DT-RO with a density of 4.9 units per acre.

A traffic study is not required for a residential project of this size; however, since the rezoning would allow greater density, several infrastructure improvements are required to accommodate the increased traffic. This includes a new traffic signal at Barnesdale Terrace and Main Street, grid-street connections to reduce both vehicular and pedestrian traffic on Main Street, and the aforementioned improvements to Barnesdale Terrace.

Conditional Use Permit

The LDO states that any single-family attached product shall be allowed within the DT-MR-A zoning designation upon issuance of a CUP by the City Council. The request for a CUP in this case stems from the requirement that downtown residential redevelopment must include a variety of housing types. The proposed development satisfies this requirement by including three housing types: 57 single-family attached townhomes, 54 single-family detached homes, and 2 large-lot single-family detached homes. The proposed use is consistent with the intent of the DT-MR-A zoning designation, and the requested townhomes, in conjunction with the other proposed housing types, are consistent with the adjoining and surrounding residential communities.

Variances

The applicant has requested five Variances to the LDO requirements to support the project's design. The need for these variances is largely driven from the desire to accomplish grid street connectivity and design consistency. These Variance requests, along with the applicable LDO sections, are summarized in Table 2 on the next page.

Table 2: Summary of Entitlements Requested			
V#	**Code Section**	**Code Requirement**	**Request**
1	7.727.13	Rear alleys are required for garage access for townhouse, multi-family, and single-family residences. The first 10 feet behind the primary street façade must consist of habitable space.	Allow some front-loaded units and waive the habitable space requirement for these units.
2	7.726.4	Chandler Lane and Market Street are "D" Streets that require: • 7 ft landscape zone • 5 ft sidewalk clear zone • 8-20 ft supplemental zone	Allow reduction of the sidewalk landscape zone from 7 ft to 5 ft along the south side of Chandler Ln to align with the existing street. Allow reduction of the sidewalk landscape zone from 7 ft to 2 ft along Market St.
3	7.729.1(b)	Units may only front onto open space if a street borders the opposite side of the open space, and the pedestrian entrance must be visible from the street.	Allow some units to front onto open space without an intervening street.
4	7.726.11	Terraces, porches, stoops, and stairs may encroach no more than 60% into the sidewalk supplemental zone as long as there is 5 feet of supplemental zone clear of encroachments.	Allow more than 60% encroachment into the sidewalk supplemental zone without the required 5 feet clear.
5	7.726.3	All new and improved streets in the Downtown District must use header curb with no gutter and hood-and-grate storm drains.	Allow reverse curb and gutter rather than header curb.

The first variance request is intended to accommodate the units abutting the southern project boundary, where adding an alley behind the units for the rear-access required by code would not be feasible. If these front-loaded units are permitted as shown in the site plan and zoning exhibits, they would likely not meet the residential treatment standard, which requires the first 10 ft behind a street facade to contain habitable space. These front-loaded units are designed so that the garage is the part of the house closest to the right-of-way, with the front terrace following. This configuration makes it difficult for these units to adhere to the standard residential treatment.

The second variance request is intended to ensure that the new street extensions for Chandler Ln, Reeves St, and Market St blend in with their existing counterparts. As such, with the variance, the Chandler St extension would start with a 5 ft sidewalk landscape zone at its connection to the existing road and would gradually widen to the required 7 ft sidewalk landscape zone. Since the Market St extension is so short, there is not enough room to expand out for a larger, more compliant sidewalk landscape zone, so the request is for the entire extension to match the existing 2 ft sidewalk landscape zone.

The third variance request is to allow some of the townhome units to have a unique configuration, where vehicular access is provided through alleys in the rear of the units, while pedestrian access is provided through green space in front of the units. Although not code compliant, this is a unique design intended to provide variety in the site layout and prioritize connectivity.



Units Facing Open Space

The fourth variance request pertains to the streetscape requirements for streets with front-facing units. The LDO allows front terraces, porches, stoops, and stairs to extend into up to 60 percent of the sidewalk supplemental zone, provided an additional 5 ft is left clear. The proposed supplemental zone is 8 ft, which meets the minimum required. However, with an 8 ft supplemental zone, only 1.8 ft could be encroached upon while still keeping 5 ft clear. The applicant is requesting relief from this requirement to allow a 7 ft encroachment into the supplemental zone with 1 ft of clear space, stating that this is necessary to achieve the desired site design. Staff requested additional information from the applicant to illustrate the appearance and function of the shorter supplemental zones but did not receive sufficient documentation. Staff expressed concerns about the impact of potential grade changes on the design and the placement of utilities typically located in the supplemental zone.

Consistency with the 2023 Comprehensive Plan

The project site is located in the Urban Village Character Area, with a small portion extending into the neighboring Urban Core. The Urban Village serves as a transitional zone between the high-density Urban Core and the surrounding areas. Because it is bordered mainly by the Urban Core and the Regional Activity Center, a more intensive residential use is appropriate for the site. The area should be predominantly residential, with a mix of uses that support walkability for business owners and residents to meet daily needs on foot or by bicycle. The Comprehensive Plan also calls for well-maintained sidewalks, street

trees, and landscaping to support a pedestrian-friendly environment and to improve vehicular connectivity through grid-street connections.



Future Land Use Map

PUBLIC INPUT

Public notice for the public hearing has been provided in accordance with State and local law. On or around February 13, 2026, public notices were mailed to property owners within 800' of the project site. The notice informed them of the public input meeting, Planning Commission public hearing, and City Council public hearing. Additionally, a public notice was published in the local newspaper and signs were posted on the property a minimum of 15 days but not more than 45 days prior to the public hearing.

On February 26, 2026, the Applicant hosted a public input meeting at the Cherokee County Recreation Center (7545 Main St, Bldg. 200, Woodstock, GA 30188) beginning at 7:00 PM. The informal meeting is intended to give the Applicant an opportunity to explain the proposal and to answer any questions the public might have about the project or public hearing process. The meeting had 31 attendees, mostly from the neighboring communities, who expressed concerns about traffic, amenities, and stormwater. More comprehensive

details on the meeting and all public input received in writing are included in the Public Input Report (Attachment C).

DPC RECOMMENDATION

On March 4, 2026, the DPC met with the Applicant to learn more about the proposed project and requests. The DPC voted to recommend approval of the proposed Rezoning, Conditional Use Permit, and 4 of the 5 Variances, subject to the staff-recommended conditions of approval.

The proposed recommendation is as follows:

1. Approval of a rezoning of parcels 92N06042, 92N06042A, 92N06041, 92N06042B, and 92N06042D from DT-LR to DT-MR-A.
2. Conditional Use Permit is granted to allow attached single-family product.
3. Variance granted to LDO Section 7.726.4 to reduce the sidewalk landscape zone from 7 ft to 5 ft on Chandler Lane and from 7 ft to 2 ft on Market Street.
4. No recommendation given regarding Variance to LDO Section 7.726.4 to reduce the sidewalk supplemental zone to 1 foot on every street due to insufficient information.
5. Variance granted to LDO Section 7.727.13 to allow front-loaded units and remove the 10 ft habitable space requirement.
6. Variance granted to LDO 7.729.18 to allow residential units to front onto open space with no intervening streets.

Subject to the following conditions of approval:

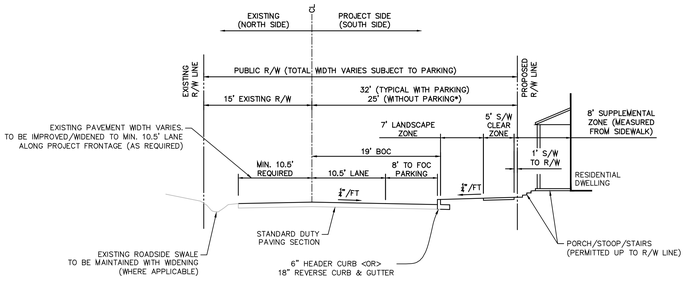
1. The Development shall develop and remain in substantial compliance with "Zoning Site Plan" prepared by Christopher Planning & Engineering, attached hereto as "Exhibit A."
2. Post-approval changes to the project that may impact the subdivision layout and/or design of the transportation network may be considered by the Development Process Committee.
3. The applicant shall enter into a Development Agreement with the City establishing the applicant’s obligation to install a traffic signal at the intersection of Barnesdale Terrace and Main Street, and to construct required roadway improvements along Barnesdale Terrace in accordance with the City code.
4. The Developer shall be responsible for completing all code-required road improvements to Barnesdale Terrace, including, but not limited to, construction of the full D1 street standards. This also includes installation of a traffic signal at the intersection of Barnesdale Terrace and Main Street, in accordance with City-engineered plans. In lieu of installing the traffic signal, the Developer may enter into a Development Agreement with the City Council.
5. The Barnesdale Terrace road improvements shall cease at the west side of its intersection with Chandler Ln. The Developer shall install an approved road termination improvement for Barnesdale Terrace, with final design to be approved at site plan review.

6. All road improvements required to be installed by the Developer shall be completed prior to final plat review unless otherwise described in an executed Development Agreement for this project.
7. The total number of residential units shall not exceed 113.
8. There shall be no more than 20% of the units allowed to be rental units at any time. This restriction shall be memorialized in the covenants for the development, provided to every home buyer, and shall be enforced by the Homeowner's Association.
9. All areas counted toward the open space criteria shall be maintained by the Homeowner's Association.
10. The amenity area shall include, at a minimum, a pool, and a dog park.

ATTACHMENTS

Attachment A - Site Plan
Attachment B - Zoning Exhibits
Attachment C - Applicant Response Statements
Attachment D - Public Input Report

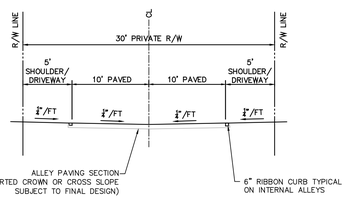
ATTACHMENT A



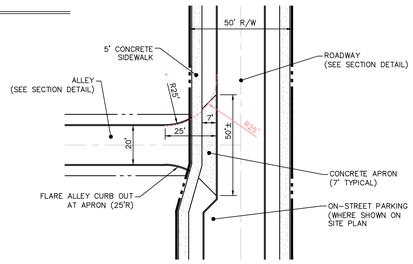
* REFER TO TYPICAL ROADWAY SECTION WITHOUT PARKING

BARNESDALE ROAD IMPROVEMENTS TO BE ALONG ENTIRE PROJECT FRONTAGE EXCEPT FOR PORTION OF ROAD WEST OF THE INTERSECTION WITH CHANDLER STREET.

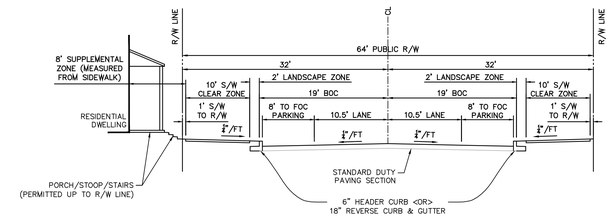
3 / Z.1 BARNESDALE TERRACE ROADWAY SECTION
SCALE: NONE



4 / Z.1 TYPICAL ALLEY SECTION
SCALE: NONE



5 / Z.1 TYPICAL ALLEY APRON
SCALE: 1" = 30'



1 / Z.1 MARKET STREET ROADWAY SECTION
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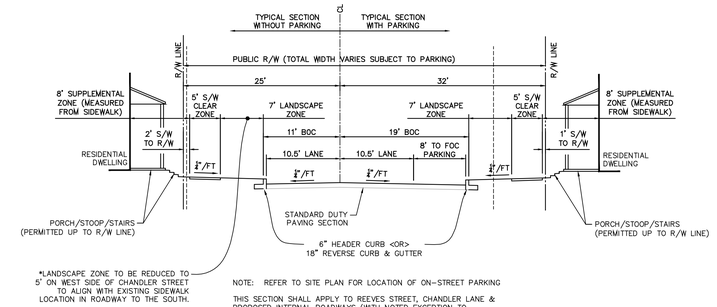


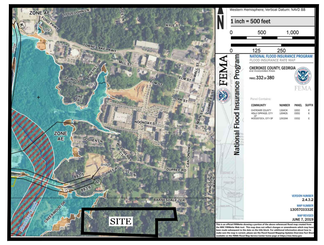
*LANDSCAPE ZONE TO BE REDUCED TO 5' ON WEST SIDE OF CHANDLER STREET TO ALIGN WITH EXISTING SIDEWALK LOCATION IN ROADWAY TO THE SOUTH.

LANDSCAPE ZONE TO INCREASE TO TYPICAL 7' NORTH OF PROPOSED ALLEY INTERSECTION.

NOTE: REFER TO SITE PLAN FOR LOCATION OF ON-STREET PARKING

THIS SECTION SHALL APPLY TO REEVES STREET, CHANDLER LANE & PROPOSED INTERNAL ROADWAYS (WITH NOTED EXCEPTION TO CHANDLER LANE AT CONNECTION TO EXISTING STUB FROM SOUTH).

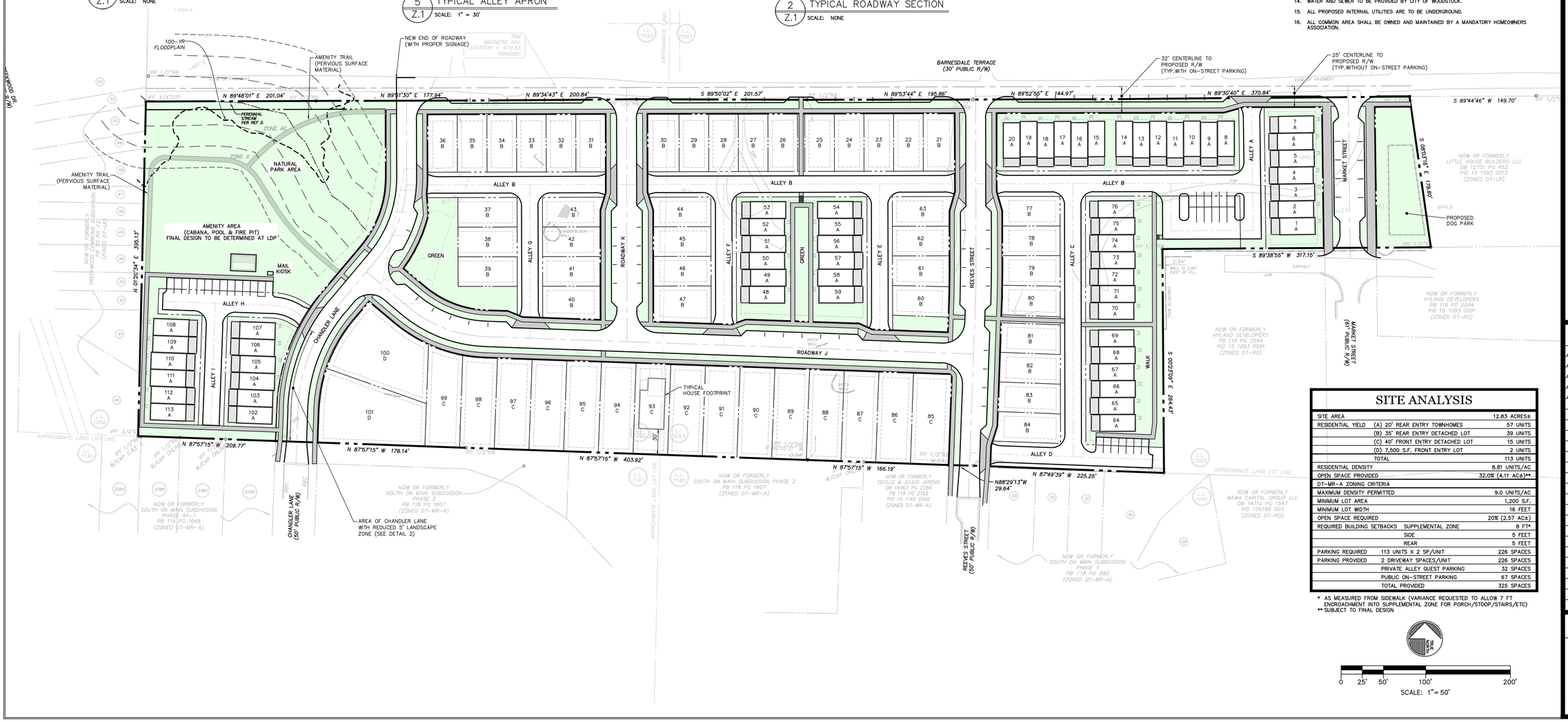
2 / Z.1 TYPICAL ROADWAY SECTION
SCALE: NONE



FEMA MAP
SCALE 1" = 1,000'



VICINITY MAP
SCALE 1" = 1,000'



GENERAL NOTES:

1. SURVEY INFORMATION TAKEN FROM SURVEY BY TSS AS PROVIDED BY CLIENT.
2. SUBJECT PROPERTY IS LOCATED OFF BARNESDALE TERRACE IN LAND LOTS 1092–1093, 1140–1141, 15TH DISTRICT, CITY OF WOODSTOCK, CHEROKEE COUNTY, GEORGIA.
3. TOTAL SITE AREA 12.83 ACRES± (SEE SITE ANALYSIS)
   TOTAL SITE DENSITY 8.81 UNITS/AC (SEE SITE ANALYSIS)
4. APPLICANT/DEVELOPER: TOLL BROTHERS
   2400 LAKEVIEW PARKWAY, SUITE 650
   ALPHARETTA, GA 30009
   CONTACT: MR. J.R. CROWE 678.699.1403
   jcrowe1@tollbrothers.com GSWCC #74061
5. ENGINEER: CHRISTOPHER PLANNING & ENGINEERING, INC.
   12460 CRABAPPLE ROAD, SUITE 202–612
   ALPHARETTA, GA 30004
   CONTACT: SOTIR J. CHRISTOPHER, P.E. 770.331.7303
   schristopher@christopherplanning.com
6. EXISTING ZONING: DT–LR
   PROPOSED ZONING: DT–MR
7. THESE ZONING PLANS ARE FOR A RESIDENTIAL SUBDIVISION CONTAINING 113 SINGLE FAMILY RESIDENTIAL UNITS (MIX OF DETACHED LOTS AND TOWNHOUSES). REFER TO SITE ANALYSIS TABLE.
8. PROPERTY IS SPARSELY WOODED WITH SEVERAL WOOD FRAME HOUSES WITH CORRESPONDING DRIVEWAYS EXIST ON–SITE.
9. ALL JURISDICTIONAL WETLANDS AND BUFFERED STATE WATERS ON OR WITHIN 200' OF SITE HAVE BEEN FIELD DELINEATED BY CORBLU ECOLOGY GROUP AND SURVEYED. SITE RECEIVING WATERS IS UNNAMED TRIBUTARY TO NOONDAY CREEK.
10. PROPOSED ROADWAYS TO BE PUBLIC & PROPOSED ALLEYS TO BE PRIVATE (REFER TO STREET SECTION DETAILS).
11. SIDEWALKS TO BE PROVIDED BOTH SIDES OF ALL PROPOSED ROADWAYS AS SHOWN ON PLAN & REPRESENTED IN STREET SECTION DETAILS.
12. STORMWATER MANAGEMENT TO BE PROVIDED IN ACCORDANCE WITH GEORGIA STORMWATER MANAGEMENT MANUAL.
13. A PORTION OF THE SITE IS LOCATED WITHIN A DELINEATED 100 YR FLOOD HAZARD AREA PER FIRM PANELS 13057C0332E (PANEL 332 OF 380) LAST REVISED JUNE 7, 2019.
14. WATER AND SEWER TO BE PROVIDED BY CITY OF WOODSTOCK.
15. ALL PROPOSED INTERNAL UTILITIES ARE TO BE UNDERGROUND.
16. ALL COMMON AREA SHALL BE OWNED AND MAINTAINED BY A MANDATORY HOMEOWNERS ASSOCIATION.

SITE ANALYSIS

SITE AREA		12.83 ACRES±
RESIDENTIAL YIELD	(A) 20' REAR ENTRY TOWNHOMES	57 UNITS
	(B) 35' REAR ENTRY DETACHED LOT	39 UNITS
	(C) 40' FRONT ENTRY DETACHED LOT	15 UNITS
	(D) 7,500 S.F. FRONT ENTRY LOT	2 UNITS
	TOTAL	113 UNITS
RESIDENTIAL DENSITY		8.81 UNITS/AC
OPEN SPACE PROVIDED		32.0% (4.11 AC±)**
DT–MR–A ZONING CRITERIA		
MAXIMUM DENSITY PERMITTED		9.0 UNITS/AC
MINIMUM LOT AREA		1,200 S.F.
MINIMUM LOT WIDTH		16 FEET
OPEN SPACE REQUIRED		20% (2.57 AC±)
REQUIRED BUILDING SETBACKS	SUPPLEMENTAL ZONE	8 FT*
	SIDE	5 FEET
	REAR	5 FEET
PARKING REQUIRED	113 UNITS X 2 SP/UNIT	226 SPACES
PARKING PROVIDED	2 DRIVEWAY SPACES/UNIT	226 SPACES
	PRIVATE ALLEY GUEST PARKING	32 SPACES
	PUBLIC ON–STREET PARKING	67 SPACES
	TOTAL PROVIDED	325 SPACES

* AS MEASURED FROM SIDEWALK (VARIANCE REQUESTED TO ALLOW 7 FT ENCROACHMENT INTO SUPPLEMENTAL ZONE FOR PORCH/STOOP/STAIRS/ETC)
** SUBJECT TO FINAL DESIGN

0 25' 50' 100' 200'
SCALE: 1"= 50'

CP&E
CHRISTOPHER PLANNING & ENGINEERING
GEORGIA REGISTERED No. 029696 PROFESSIONAL ENGINEER SOTIR J. CHRISTOPHER
4/24/2026
GSWCC LEVEL II CERTIFIED
DESIGN PROFESSIONAL #05744
(EXP. 03.21.2027)
12460 CRABAPPLE ROAD, SUITE 202–612
ALPHARETTA, GA 30004
PHONE 770.331.7303
schristopher@christopherplanning.com

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ZONING PLAN
FOR:

BARNESDALE TERRACE TRACT

LAND LOTS 1092–1093 & 1140–1141
15th DISTRICT
CITY OF WOODSTOCK
CHEROKEE COUNTY, GEORGIA

FOR:

Toll Brothers
AMERICA'S LUXURY HOME BUILDER

2400 LAKEVIEW PARKWAY
SUITE 650
ALPHARETTA, GA 30009

24 HR CONTACT:
J.R. CROWE (#74061)
678.699.1403
jcrowe1@tollbrothers.com

REVISIONS

1	03.04.2025	CLIENT COMMENTS
2	03.10.2026	CITY COMMENTS
3	03.12.2026	CITY COMMENTS
4	04.02.2026	CITY COMMENTS
5	04.24.2026	SUPPLEMENTAL ZONE REV

DATE6 FEBRUARY 5, 2026
CP&E DRAWING NO: 2025147z1.dwg

ZONING SITE PLAN

SHEET NO. Z.1

ATTACHMENT B

IRONWOOD DESIGNGROUP

BARNESDALE TERRACE

ZONING BOARDS

April 22nd, 2026

ATTACHMENT B



SCALE 1"=50'-0"

NORTH

IRON WOOD DG

124

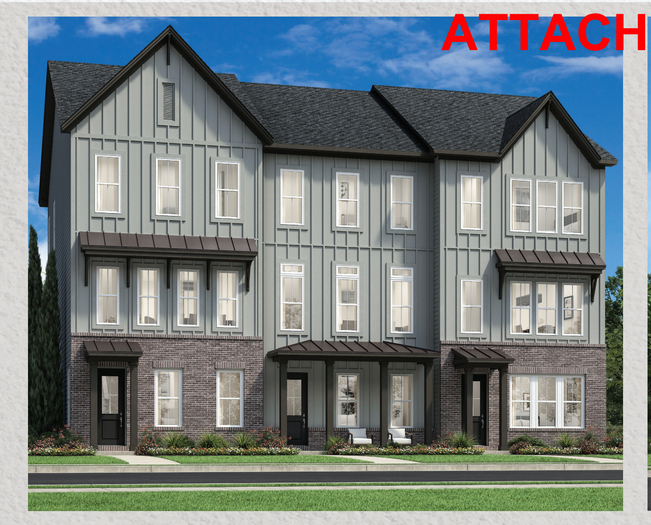
CONCEPTUAL SITE PLAN

Woodstock, GA
04/23/26

BARNESDALE TERRACE

Toll Brothers
AMERICA'S LUXURY HOME BUILDER®

ATTACHMENT B












IRON WOOD DG

ARCHITECTURAL MOOD BOARD

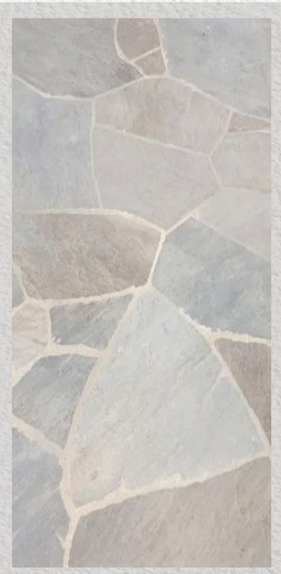
Woodstock, GA
04/23/26

BARNESDALE TERRACE

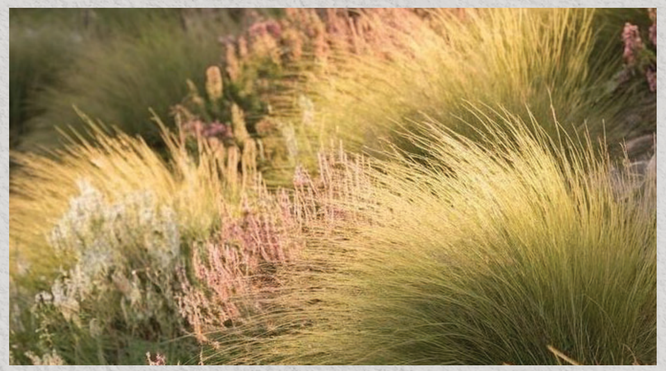
Toll Brothers
AMERICA'S LUXURY HOME BUILDER®

ATTACHMENT B



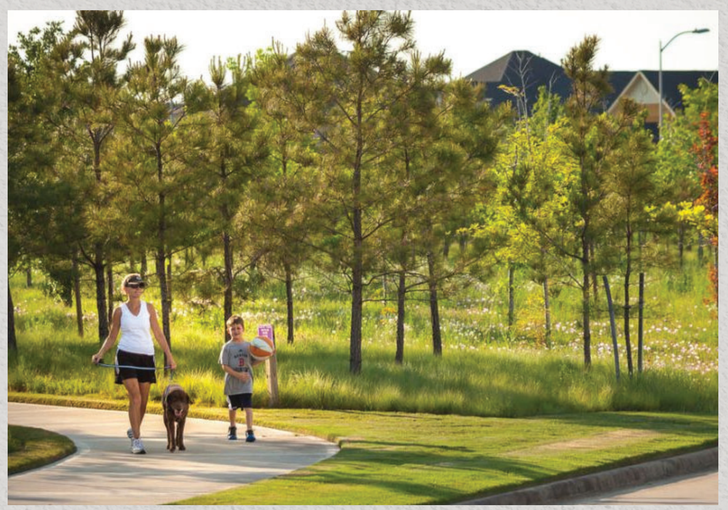














IRON WOOD DG

AMENITIES MOOD BOARD

Woodstock, GA
04/23/26

BARNESDALE TERRACE

Toll Brothers
AMERICA'S LUXURY HOME BUILDER®

ATTACHMENT B



SCALE 1"=50'-0"

NORTH

IRON WOOD DG

LANDSCAPE CONCEPT PLAN

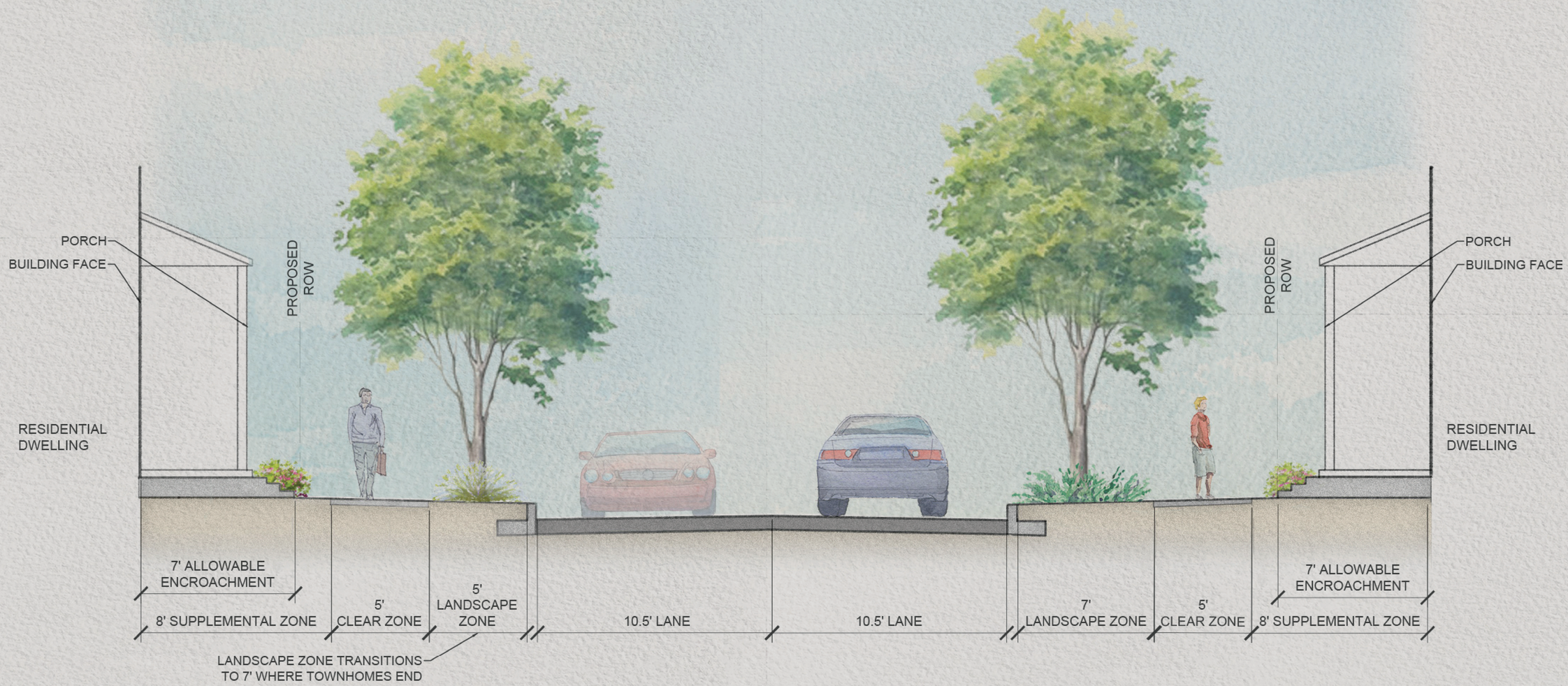
Woodstock, GA
04/23/26

BARNESDALE TERRACE

Toll Brothers
AMERICA'S LUXURY HOME BUILDER®

127

ATTACHMENT B



SCALE 2″=5′-0″

IRON WOOD · DG ·

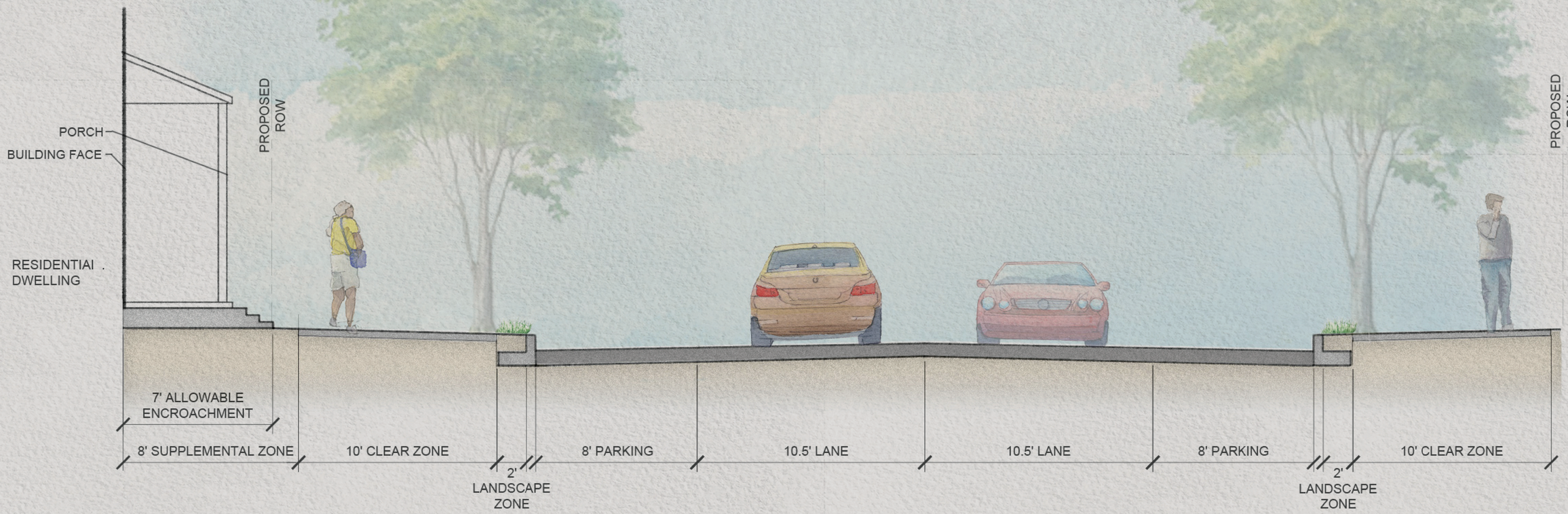
1 CHANDLER LANE SECTION

Woodstock, GA
04/23/26

BARNESDALE TERRACE

Toll Brothers
AMERICA'S LUXURY HOME BUILDER®

ATTACHMENT B



SCALE 2"=5'-0"

IRON WOOD DG

129

2 MARKET STREET SECTION

Woodstock, GA
04/23/26

BARNESDALE TERRACE

Toll Brothers
AMERICA'S LUXURY HOME BUILDER

ATTACHMENT B



SCALE 2″=5′-0″

IRON WOOD DG

150

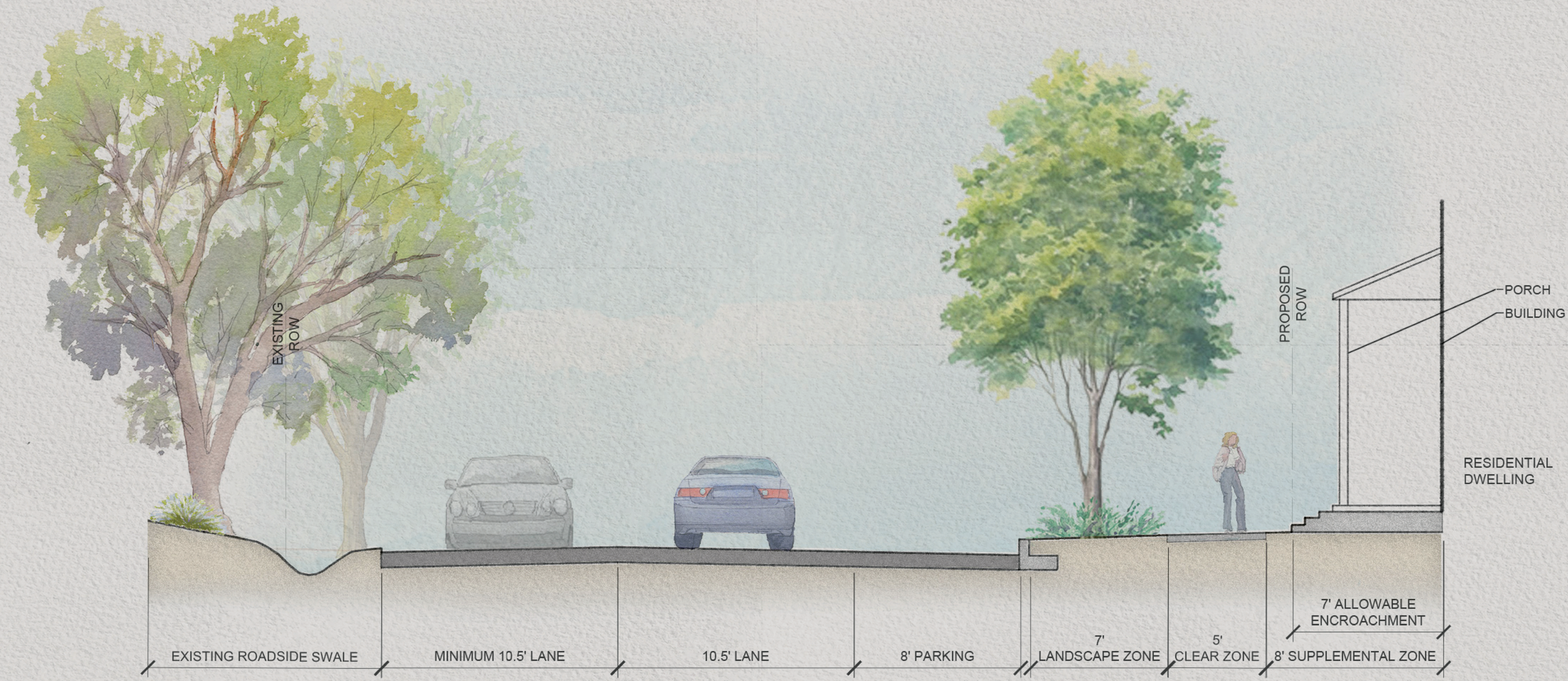
3 REEVES STREET SECTION

Woodstock, GA
04/23/26

BARNESDALE TERRACE

Toll Brothers
AMERICA'S LUXURY HOME BUILDER®

ATTACHMENT B



SCALE 2″=5′-0″

IRON WOOD DG

131

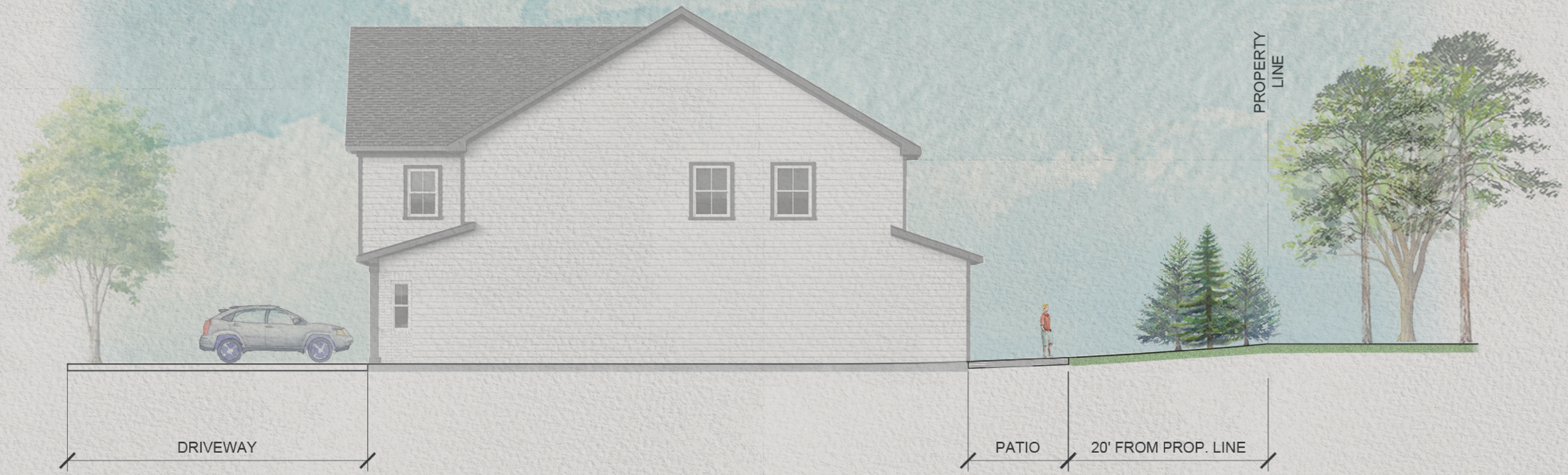
4 BARNESDALE TERRACE SECTION

Woodstock, GA
04/23/26

BARNESDALE TERRACE

Toll Brothers
AMERICA'S LUXURY HOME BUILDER®

ATTACHMENT B



SCALE 1"=5'-0"

5 LANDSCAPE BUFFER SECTION LOTS 85-99

Woodstock, GA
04/23/26

BARNESDALE TERRACE

Toll Brothers
AMERICA'S LUXURY HOME BUILDER®

ATTACHMENT B



SCALE: NTS

IRON WOOD DG

BARNESDALE TERRACE PERSPECTIVE

Woodstock, GA
04/23/26

BARNESDALE TERRACE

Toll Brothers
AMERICA'S LUXURY HOME BUILDER

ATTACHMENT C

(See Attached)

APPLICANT RESPONSE STATEMENT

ANNEXATIONS AND REZONINGS

The applicant finds that the following standards are relevant in balancing the interest in promoting the public health, safety, morality, or general welfare against the right to unrestricted use of property and shall govern the exercise of the zoning power.

If this application is in response to an annexation and/or rezoning, please respond to the following standards in the form of a written narrative:

1. Explain the intent of the requested zoning.

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

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

4. Whether the property to be affected by a proposed zoning has a reasonable economic use as currently zoned.

5. Whether the proposed zoning will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools.

6. Whether the proposed zoning is in conformity with the policy and interest of the land use plan.

7. Whether there are other existing or changing conditions affecting the use and development of the property which give supporting grounds for either approved or disapproval of the proposed zoning.

ATTACHMENT C

ATTACHMENT TO APPLICANT RESPONSE STATEMENT **(Annexations and Rezonings)**

1. The assemblage and development of approximately 12.83 acres for a single-family residential community, consisting of attached and detached residences.

2. The proposed rezoning to the DT-MR-A zoning category will permit development of the Property for a single-family residential community, combining both detached and attached residences into one community. The proposed community will contain fifty-six (56) attached residences and fifty-seven (57) detached residences, together with infrastructure, amenities, and open space area. The Property is currently zoned DT-LR and contains single-family residences on each of the individual parcels. Adjacent properties are zoned to DT-LR, DT-MR-A, and DT-RO zoning categories. Rezoning of the Subject Property to the DT-MR-A zoning category will allow for an activation and complementary use with neighborhoods to the west, east, and south. Thus, the proposed DT-MR-A zoning category will allow for a more suitable use of the Property, and one that is more compatible with the uses of adjacent and nearby properties.

3. The proposal will not adversely affect nearby properties. The proposed single-family residential community, consisting of both attached and detached residences, is compatible and consistent with the array of existing residential communities located in close proximity and adjacent to the proposed development.

4. The current DT-LR zoning category provides limited economic viability; however, the proposed DT-MR-A zoning category provides for the Property to be developed for a quality community, thus providing a more reasonable economic use for the Property.

5. The proposed rezoning will not have an excessive or burdensome impact on existing facilities and infrastructure and will have minimal impact on schools.

6. The proposed use is in conformity with the existing Urban Village land use designation.

7. Rezoning of the Property to the DT-MR-A zoning classification to allow for development of the project would allow for a better use than allowed under the current DT-LR and surrounding zoning categories. The community will be compatible and consistent with similar communities to the east, west, and south of the Property; while offering both detached and attached products within one community. There will be minimal impact on properties to the north (across Barnesdale Terrace) due to buffering and placement of access points. The community will feature pedestrian access to the City's Downtown area, and upgrades to Barnesdale Terrace; as well as, intersectional improvements and furthering the street grids desired by City goals in close proximity to Downtown. The proposed community will be of the highest quality and will be highly sought after for potential new residents into the City.

ATTACHMENT C

(See Attached)

APPLICANT RESPONSE STATEMENT VARIANCES

The applicant finds that the following standards are relevant in balancing the interest in promoting the public health, safety, morality, or general welfare against the right to unrestricted use of property and shall govern the exercise of the zoning power.

If this application is in response to a variance, please respond to the following standards in the form of a written narrative. In the case of concurrent variances, a response to the standards below should be provided for each variance requested.

1. Explain requested variance.

2. There are exceptional and extraordinary conditions pertaining to the particular piece of property in question, due to its size, shape or topography.

3. The application of these regulations to this particular piece of property would create a practical difficulty or unnecessary hardship.

4. Such conditions are peculiar to the particular piece of property involved.

5. A literal interpretation of this ordinance would deprive the applicants of any rights that others in the same district are allowed.

6. Relief, if granted, would not cause substantial detriment to the public good, or impair the purposes and intent of this ordinance.

7. Special circumstances or conditions applying to the building or land or building and land in question are peculiar to such premises and do not apply generally to other land or buildings in the vicinity.

8. Granting of the application is necessary for the preservation and enjoyment of a property right and not merely to serve as a convenience to the applicant.

9. The condition from which relief or a variance is sought did not result from willful action by the applicant

10. Authorizing the variance will not impair adequate supply of light and air to adjacent property or unreasonably increase the congestion of public streets, increase the danger of fire, imperil the public safety, unreasonably diminish or impair established property values within the surrounding areas or in any other respect impair the health, safety, comfort, morals or general welfare of the inhabitants of the City.

ATTACHMENT C

ATTACHMENT TO APPLICANT RESPONSE STATEMENT **(Variances)**
(Page One of Two)

As to Variance No. 1

1. The requested variance to allow front-loaded units is necessary in order to provide a variety and mixture of residential housing types; as well as, to prioritize connectivity and grid street layout between the adjoining residential community and Barnesdale Terrace.

2. The size, shape and topography of the Property limit the capability of development and the requested variance therefore becomes necessary to accomplish important goals of the City to create street uniformity, connectivity and grid street layout between the adjoining residential community and Barnesdale Terrace.

3. The application of the subject regulation creates significant practical difficulty and hardship as compliance would necessarily compromise or sacrifice accomplishing grid street and infrastructure connectivity; as well as, street uniformity between the adjoining residential community and Barnesdale Terrace.

4. The described conditions are unique and peculiar to the Property as the adjoining residential streets are designed and installed to provide for future grid street connectivity, consistency and street uniformity for and through the future development of the Property by connecting to Barnesdale Terrace along with Applicant proposed improvements along Barnesdale Terrace.

5. A literal interpretation of the subject ordinance deprives Applicant of rights other residential communities enjoy in the adjoining and surrounding area.

6. If approved, the requested variance results in no detriment to the public welfare and does not impair the purpose or intent of the subject ordinance as approval actually furthers the important City goals of providing for grid street connectivity and consistency in the downtown area.

7. Special circumstances and conditions apply to the Property as the adjoining residential streets are designed and installed to provide for future grid street connectivity, consistency and street uniformity for and through the future development of the Property by connecting to Barnesdale Terrace along with Applicant proposed improvements along Barnesdale Terrace.

8. Approval of the requested variance is necessary for the preservation and enjoyment of Applicant's property rights as the prior approval and design of the adjoining residential community was for the purpose of providing grid street connectivity to Barnesdale Terrace through the Property and therefore approval of the request is necessary to accomplish the City's intent and goals.

9. The requested variance is not the result of any action of Applicant; but rather, is the result of the prior approval and design of the adjoining residential community which was for the express purpose of providing grid street connectivity to Barnesdale Terrace through the Property and therefore approval of the request is necessary to accomplish the City's intent and goals.

ATTACHMENT C

ATTACHMENT TO APPLICANT RESPONSE STATEMENT **(Variances)**
(Page Two of Two)

As to Variance No. 1

10. Approval of the variance will not, in any form, fashion or substance impair the public welfare, good, or safety; nor impair the values or properties in the surrounding area. Rather, approval of the requested variance advances significant goals of the City to provide for grid street connectivity, street consistency, and overall aesthetics which serve to stabilize and enhance the public welfare and area property values.

ATTACHMENT C

ATTACHMENT TO APPLICANT RESPONSE STATEMENT **(Variances)**
(Page One of Two)

As to Variance No. 2

1. The purpose of the requested variance to reduce the landscape zone from 7 feet to 5 feet on the western side of Chandler Lane and reduce the landscape zone from 7 feet to 2 feet on Market Street allows the Applicant to create, design, and develop necessary grid street connectivity and street and landscaping uniformity with adjoining developments (South on Main and Adyn Park) and along Barnesdale Terrace. Furthermore, the landscape zone on the western side of Chandler Lane will increase to 7' as the road continues north towards Barnesdale Terrace.

2. The size, shape and topography of the Property limit the capability of development and the requested variance therefore becomes necessary to accomplish important goals of the City to create street uniformity, connectivity and grid street layout between the adjoining residential community and Barnesdale Terrace.

3. The application of the subject regulation creates significant practical difficulty and hardship as compliance would necessarily compromise or sacrifice accomplishing grid street and infrastructure connectivity; as well as, street uniformity between the adjoining residential community and Barnesdale Terrace.

4. The described conditions are unique and peculiar to the Property as the adjoining residential streets are designed and installed to provide for future grid street connectivity, consistency and street uniformity for and through the future development of the Property by connecting to Barnesdale Terrace along with Applicant proposed improvements along Barnesdale Terrace.

5. A literal interpretation of the subject ordinance deprives Applicant of rights other residential communities enjoy in the adjoining and surrounding area.

6. If approved, the requested variance results in no detriment to the public welfare and does not impair the purpose or intent of the subject ordinance as approval actually furthers the important City goals of providing for grid street connectivity and consistency in the downtown area.

7. Special circumstances and conditions apply to the Property as the adjoining residential streets are designed and installed to provide for future grid street connectivity, consistency and street uniformity for and through the future development of the Property by connecting to Barnesdale Terrace along with Applicant proposed improvements along Barnesdale Terrace.

8. Approval of the requested variance is necessary for the preservation and enjoyment of Applicant's property rights as the prior approval and design of the adjoining residential community was for the purpose of providing grid street connectivity to Barnesdale Terrace through the Property and therefore approval of the request is necessary to accomplish the City's intent and goals.

9. The requested variance is not the result of any action of Applicant; but rather, is the result of the prior approval and design of the adjoining residential community which was for the express purpose of

providing grid street connectivity to Barnesdale Terrace through the Property and therefore approval of the request is necessary to accomplish the City's intent and goals.

ATTACHMENT TO APPLICANT RESPONSE STATEMENT (Variances)
(Page Two of Two)

As to Variance No. 2

10. Approval of the variance will not, in any form, fashion or substance impair the public welfare, good, or safety; nor impair the values or properties in the surrounding area. Rather, approval of the requested variance advances significant goals of the City to provide for grid street connectivity, street consistency, and overall aesthetics which serve to stabilize and enhance the public welfare and area property values.

ATTACHMENT C

ATTACHMENT TO APPLICANT RESPONSE STATEMENT **(Variances)**
(Page One of Two)

As to Variance No. 3

1. The purpose of the requested variance to increase the minimum block size standards from 600 feet to 750 feet for the southern roadway is necessary to provide for grid street connectivity and to ensure existing and proposed infrastructure connectivity.

2. The size, shape and topography of the Property limit the capability of development and the requested variance therefore becomes necessary to accomplish important goals of the City to create street uniformity, connectivity and grid street layout between the adjoining residential community and Barnesdale Terrace.

3. The application of the subject regulation creates significant practical difficulty and hardship as compliance would necessarily compromise or sacrifice accomplishing grid street and infrastructure connectivity; as well as, street uniformity between the adjoining residential community and Barnesdale Terrace.

4. The described conditions are unique and peculiar to the Property as the adjoining residential streets are designed and installed to provide for future grid street connectivity, consistency and street uniformity for and through the future development of the Property by connecting to Barnesdale Terrace along with Applicant proposed improvements along Barnesdale Terrace.

5. A literal interpretation of the subject ordinance deprives Applicant of rights other residential communities enjoy in the adjoining and surrounding area.

6. If approved, the requested variance results in no detriment to the public welfare and does not impair the purpose or intent of the subject ordinance as approval actually furthers the important City goals of providing for grid street connectivity and consistency in the downtown area.

7. Special circumstances and conditions apply to the Property as the adjoining residential streets are designed and installed to provide for future grid street connectivity, consistency and street uniformity for and through the future development of the Property by connecting to Barnesdale Terrace along with Applicant proposed improvements along Barnesdale Terrace.

8. Approval of the requested variance is necessary for the preservation and enjoyment of Applicant's property rights as the prior approval and design of the adjoining residential community was for the purpose of providing grid street connectivity to Barnesdale Terrace through the Property and therefore approval of the request is necessary to accomplish the City's intent and goals.

9. The requested variance is not the result of any action of Applicant; but rather, is the result of the prior approval and design of the adjoining residential community which was for the express purpose of providing grid street connectivity to Barnesdale Terrace through the Property and therefore approval of the request is necessary to accomplish the City's intent and goals.

ATTACHMENT C

ATTACHMENT TO APPLICANT RESPONSE STATEMENT **(Variances)**
(Page Two of Two)

As to Variance No. 3

10. Approval of the variance will not, in any form, fashion or substance impair the public welfare, good, or safety; nor impair the values or properties in the surrounding area. Rather, approval of the requested variance advances significant goals of the City to provide for grid street connectivity, street consistency, and overall aesthetics which serve to stabilize and enhance the public welfare and area property values.

ATTACHMENT C

ATTACHMENT TO APPLICANT RESPONSE STATEMENT **(Variances)**
(Page One of Two)

As to Variance No. 4

1. The purpose of the requested variance to front homes onto open space without intervening street for units 48-59, 64-76, and108-113 is for the purpose of maximizing open space and prioritizing grid street connectivity.

2. The size, shape and topography of the Property limit the capability of development and the requested variance therefore becomes necessary to accomplish important goals of the City to create street uniformity, connectivity and grid street layout between the adjoining residential community and Barnesdale Terrace.

3. The application of the subject regulation creates significant practical difficulty and hardship as compliance would necessarily compromise or sacrifice accomplishing grid street and infrastructure connectivity; as well as, street uniformity between the adjoining residential community and Barnesdale Terrace.

4. The described conditions are unique and peculiar to the Property as the adjoining residential streets are designed and installed to provide for future grid street connectivity, consistency and street uniformity for and through the future development of the Property by connecting to Barnesdale Terrace along with Applicant proposed improvements along Barnesdale Terrace.

5. A literal interpretation of the subject ordinance deprives Applicant of rights other residential communities enjoy in the adjoining and surrounding area.

6. If approved, the requested variance results in no detriment to the public welfare and does not impair the purpose or intent of the subject ordinance as approval actually furthers the important City goals of providing for grid street connectivity and consistency in the downtown area.

7. Special circumstances and conditions apply to the Property as the adjoining residential streets are designed and installed to provide for future grid street connectivity, consistency and street uniformity for and through the future development of the Property by connecting to Barnesdale Terrace along with Applicant proposed improvements along Barnesdale Terrace.

8. Approval of the requested variance is necessary for the preservation and enjoyment of Applicant's property rights as the prior approval and design of the adjoining residential community was for the purpose of providing grid street connectivity to Barnesdale Terrace through the Property and therefore approval of the request is necessary to accomplish the City's intent and goals.

9. The requested variance is not the result of any action of Applicant; but rather, is the result of the prior approval and design of the adjoining residential community which was for the express purpose of providing grid street connectivity to Barnesdale Terrace through the Property and therefore approval of the request is necessary to accomplish the City's intent and goals.

ATTACHMENT C

ATTACHMENT TO APPLICANT RESPONSE STATEMENT **(Variances)**
(Page Two of Two)

As to Variance No. 4

10. Approval of the variance will not, in any form, fashion or substance impair the public welfare, good, or safety; nor impair the values or properties in the surrounding area. Rather, approval of the requested variance advances significant goals of the City to provide for grid street connectivity, street consistency, and overall aesthetics which serve to stabilize and enhance the public welfare and area property values.

ATTACHMENT C

ATTACHMENT TO APPLICANT RESPONSE STATEMENT **(Variances)**
(Page One of Two)

As to Variance No. 5

1. The purpose of the requested variance to reduce all supplemental zones to 1 foot for all streets is to create engagement with the proposed streets enhancing street uniformity with other nearby and adjacent communities such as South on Main, on-street parking, and grid street connectivity as such reduction simply allows for an increase in the allowable encroachments to accommodate front porches, stoops and stairs which enhance the overall quality of Applicant's proposed homes.

2. The size, shape and topography of the Property limit the capability of development and the requested variance therefore becomes necessary to accomplish important goals of the City to create street uniformity, connectivity and grid street layout between the adjoining residential community and Barnesdale Terrace.

3. The application of the subject regulation creates significant practical difficulty and hardship as compliance would necessarily compromise or sacrifice accomplishing grid street and infrastructure connectivity; as well as, street uniformity between the adjoining residential community and Barnesdale Terrace.

4. The described conditions are unique and peculiar to the Property as the adjoining residential streets are designed and installed to provide for future grid street connectivity, consistency and street uniformity for and through the future development of the Property by connecting to Barnesdale Terrace along with Applicant proposed improvements along Barnesdale Terrace.

5. A literal interpretation of the subject ordinance deprives Applicant of rights other residential communities enjoy in the adjoining and surrounding area.

6. If approved, the requested variance results in no detriment to the public welfare and does not impair the purpose or intent of the subject ordinance as approval actually furthers the important City goals of providing for grid street connectivity and consistency in the downtown area.

7. Special circumstances and conditions apply to the Property as the adjoining residential streets are designed and installed to provide for future grid street connectivity, consistency and street uniformity for and through the future development of the Property by connecting to Barnesdale Terrace along with Applicant proposed improvements along Barnesdale Terrace.

8. Approval of the requested variance is necessary for the preservation and enjoyment of Applicant's property rights as the prior approval and design of the adjoining residential community was for the purpose of providing grid street connectivity to Barnesdale Terrace through the Property and therefore approval of the request is necessary to accomplish the City's intent and goals.

9. The requested variance is not the result of any action of Applicant; but rather, is the result of the prior approval and design of the adjoining residential community which was for the express purpose of providing grid street connectivity to Barnesdale Terrace through the Property and therefore approval of the request is necessary to accomplish the City's intent and goals.

ATTACHMENT C

ATTACHMENT TO APPLICANT RESPONSE STATEMENT **(Variances)**
(Page Two of Two)

As to Variance No. 5

10. Approval of the variance will not, in any form, fashion or substance impair the public welfare, good, or safety; nor impair the values or properties in the surrounding area. Rather, approval of the requested variance advances significant goals of the City to provide for grid street connectivity, street consistency, and overall aesthetics which serve to stabilize and enhance the public welfare and area property values.

ATTACHMENT C

(See Attached)

APPLICANT RESPONSE STATEMENT CONDITIONAL USE PERMITS

The applicant finds that the following standards are relevant in balancing the interest in promoting the public health, safety, morality, or general welfare against the right to unrestricted use of property and shall govern the exercise of the zoning power.

If this application is in response to a conditional use permit, please respond to the following standards in the form of a written narrative:

1. Explain requested conditional use permit.
2. Whether or not there will be significant adverse effect on the surrounding area in which the proposed use will be located.
3. Whether or not the use is otherwise compatible with the surrounding area.
4. Whether or not the use proposed will result in a nuisance as defined under state law.
5. Whether or not quiet enjoyment of surrounding property will be adversely effected.
6. Whether or not property values of surrounding property will be adversely effected.
7. Whether or not adequate provisions are made for parking and traffic considerations.
8. Whether or not the site or intensity of the use is appropriate.
9. Whether or not special or unique conditions created by the use are consistent with the purpose, intent and goals of the Comprehensive Town Plan.
10. Whether or not adequate provisions are made regarding hours of operation.
11. Whether or not adequate controls and limits are placed on commercial and business deliveries.
12. Whether or not adequate landscape plans are incorporated to ensure appropriate transition between adjacent or nearby properties.
13. Whether or not the public health, safety, welfare or moral concerns of the surrounding neighborhood will be adversely affected.
14. Whether the application complies with any applicable specific requirements set forth in this chapter for conditional use permits for particular types of uses.
15. Whether the applicant has provided sufficient information to allow full consideration of all relevant factors.
16. Whether the conditional use requested emits or creates unusual odors which would warrant use of an odor elimination/attenuation system as recommended by industry standards.

ATTACHMENT C

ATTACHMENT TO APPLICANT RESPONSE STATEMENT **(Conditional Use Permits)**
(Page One of Two

1. The purpose of the requested CUP is to allow and permit the proposed development to include attached townhome units complementary to the detached homes also proposed. This mixture of residential unit types (detached, attached, rear-loaded, and front-loaded) is consistent with the applicable zoning requirements; as well as, with the mixture of residential unit types containing both detached and attached homes in adjacent communities.

2. There is no significant adverse effect on the surrounding area from the approval of the requested CUP as the mixture of residential unit types including detached and attached homes is consistent with the adjoining and surrounding residential communities.

3. The proposed attached homes are absolutely consistent with adjoining and surrounding communities which also include a mixture of detached and attached homes developed as part of the same community.

4. The proposed attached homes do not and cannot be considered a nuisance under state law.

5. Quiet enjoyment of surrounding properties will not be adversely affected by the proposed attached homes inasmuch as these same surrounding communities also include a mixture of detached and attached homes and therefore Applicant's proposal is entirely consistent with the existing and approved surrounding communities.

6. Surrounding property values will not be adversely affected and should actually be more stabilized or increased due to the proposed development since Applicant proposes to continue the same type of mixed residential development thereby redeveloping underutilized property.

7. Adequate provisions for parking and traffic have been included in the proposed site plan which contains adequate street parking; as well as, creating street uniformity and grid street connectivity which will serve to ease traffic congestion in the area.

8. The proposed development plan is appropriate in intensity given its consistency with adjoining and surrounding properties.

9. The proposed attached homes are entirely consistent with the purpose, intent and goals of the Comprehensive Town Plan by creating consistent residential development complementary to the non-residential uses of the downtown area while simultaneously ensuring a diversity of residential home types.

10. Not applicable to the request.

11. Not applicable to the request.

12. Adequate landscape plans are incorporated into the Applicant's development plans consistent with streetscape and landscape requirements of the City, and further, consistent with adjoining residential developments.

ATTACHMENT C

ATTACHMENT TO APPLICANT RESPONSE STATEMENT **(Conditional Use Permits)**
(Page Two of Two)

13. Approval of the requested CUP will not adversely affect the public welfare of the surrounding neighborhood; but rather, enhances the overall public good by development of a community consistent with the quality, development style, and standards of existing and previously approved residential communities located adjacent to, and in the area of, the property.

14. The application complies with all specific requirements for conditional use permits allowable for attached homes.

15. Applicant has provided all requested information by City Staff and further, has provided detailed plans demonstrating the consistency and complementary aspects of the proposal with adjoining and surrounding communities.

16. The proposed attached homes by their very nature do not emit or create unusual odors.

PUBLIC INPUT REPORT: Case No. Z#168-26

Applicant Name: Toll Southeast LP Company, Inc.
Phone No.: [redacted] **E-mail:** [redacted]

Applicant Representative: J. Kevin Moore, Esq.; Moore Ingram Johnson & Steele, LLP
Phone No.: [redacted] **E-mail:** [redacted]

Subject Property Address: 115, 125, 135, and 145 Barnesdale Terrace
Parcel Nos.: 92N06 041; 92N06 042; 92N06 042A; 92N06 042B; 92N06 042D

Public Input Meeting Date, Time, Location: Thursday, February 26, 2026; beginning at 7:00 p.m.
Cherokee Parks and Recreation Community Room
7545 Main Street, Building 200
Woodstock, Georgia 30188

I. Summary of Concerns:

Traffic and Street Connectivity. Numerous residents raised concerns about increased traffic in the neighborhoods and street connectivity between South on Main and Barnesdale, particularly with regard to the use of neighborhood streets as a cut-through to avoid main roads. The speed of motorists on neighborhood streets was also a concern, particularly by non-residents. The narrowness of the streets in South on Main makes it dangerous to speed, and the streets in Barnesdale will be the same width, leading to the same issue in the new neighborhood. Residents inquired whether any new traffic lights are guaranteed and what the timeline for those would be. A question also arose about whether a traffic study had been required.

Controlled Access. There was an inquiry as to whether the streets would become public and whether the neighborhood would have controlled access.

Parking and Trail Access. Concerns were raised that Barnesdale residents would park in South on Main for access to the Noonday Creek Trail. Some residents expressed interest in installing signs for restricted parking to prevent this.

Construction Traffic. Barnesdale Terrace is currently very narrow and may not be able to support construction traffic.

Facts About New Neighborhood. Residents asked questions about the size of the houses, the mix of products, and the price points of the different houses. They also asked for clarification about elevations and building materials and the anticipated timeline of development.

Sidewalks and Street Lighting. Residents expressed concerns about the sidewalks and lighting along the streets from the neighborhoods to downtown, suggesting that better lighting and more sidewalks would be beneficial to both Barnesdale residents and residents of surrounding neighborhoods. There are currently areas that are very dark, which is not good for pedestrians.

Amenities. One resident asked whether the pool amenity in Barnesdale was guaranteed. Her concern is that if the amenities in Barnesdale are not constructed, Barnesdale residents may use the amenities in South on Main instead.

Whether There is a Need for the Requested Variance. One resident does not see the justification for the variance requesting that 7 feet be "trimmed" to the supplemental zone and requested additional explanation.

Landscaping. Concerns were raised that the landscape plan would not be followed and about how the landscaping would be kept up after the turnover of the homeowners association from the Applicant to the homeowners. There was also an inquiry about the neighborhood's effect on the tree canopy with a concern about the need for shade.

Stormwater. Several residents inquired about the stormwater plan. Of particular concern is the runoff toward Noonday Creek, which is already significant.

Environmental Commitments. One resident inquired about whether the Applicant makes any voluntary environmental commitments (e.g., attraction of pollinators) above code.

How the New Neighborhood will Affect Existing Homes and Streets. Several residents pointed out their own homes on the adjacent property in the site plan and requested clarification as to how the grading and drainage would affect them. Others asked for clarification on the landscaping and distances between the houses.

II. How the Applicant Addressed Concerns:

Traffic and Street Connectivity. The Applicant has discussed speed tables and additional stop signs with the City for neighborhood streets in order to keep traffic slower within the neighborhoods. While the Code dictates the width of the roads, the Applicant has considered adding curves to some roads in order to slow drivers down. The Applicant also confirmed it had completed a trip generation report.

Controlled Access. The Applicant confirmed that both streets and parking would be public, so there would be no controlled access.

Construction Traffic. The Applicant will make improvements along Barnesdale Terrace, including dedicating right-of-way to the City and adding additional parallel parking from its property. The Applicant will also repair any damage to the street arising directly from its construction traffic. It also agreed to meet with the City's Public Works Department to discuss any mitigation requirements.

Facts About New Neighborhood. The Applicant explained the size of the homes to be constructed, the product mix and the reasons for that mix, and the price points of the various products. The Applicant also clarified the types of planned building materials. The Applicant explained its anticipated timeline of 6 months for issuance of the Land Disturbance Permit, 14-15 months for development, and a 3- year sale cycle.

Sidewalks and Street Lighting. The Applicant plans to install sidewalks and street lighting per Code requirements on its property. It also agreed that more sidewalks and better lighting would benefit the entire area.

Amenities. The Applicant plans to install amenities as shown on the Site Plan; however, until the development process is complete, the amenity programming will evolve throughout the design life cycle.

Whether There is a Need for the Requested Variance. The Applicant explained that the City has a plan for grid streets, which is part of the reason to request the variance. Furthermore, the Code permits some level of encroachment within the supplemental zone without a variance.

Landscaping. With regard to the Landscape Plan, the Applicant offered to make the Landscape Plan a zoning condition. The Applicant also offered to e-mail the approved Landscape Plan to everyone who signed in at the meeting.

The Applicant will turn the HOA over to the homeowners once approximately 90 percent of the homes are occupied. Landscaping is installed prior to turnover, and its maintenance will be a part of the covenants. Furthermore, the Applicant deficit-funds its HOAs so there will be funds immediately available for continuing to maintain all landscaping after the turnover.

With regard to the tree canopy, the Applicant confirmed that street trees will be installed as required by the Code.

Stormwater. The Applicant confirmed that it cannot increase the runoff into the creek by Code. The Applicant reinforces the design standards require reduced runoff protection and water quality.

Environmental Commitments. The Applicant plans for enhanced landscaping, but it does not have plans to make specific voluntary environmental commitments; however, the Applicant's plans typically include muhly grasses, hydrangeas, salvia grasses, and other pollinator and native species on a large scale.

How the New Neighborhood will Affect Existing Homes and Streets. The Applicant confirmed that there may be some grading to the streets to comply with slope requirements. The Applicant also confirmed that there would be no additional drainage onto other properties. For residents with questions about landscaping, the width of the landscaping will vary based on the location in the planned neighborhood, but the width of the landscaping and the types of vegetation that are planned for various locations were discussed.

III. Concerns the Applicant was Unable or Unwilling to Address and Why:

Traffic and Street Connectivity. The planned traffic light at Barnsdale Terrace and Main Street to address traffic concerns is a matter for the City. While the Applicant cannot guarantee that it will be installed or on what timeline, the Applicant understands that the City has SPLOST funds available for this anticipated traffic light. Traffic lights at other location are also matters for the City rather than the Applicant.

Residents would like to have access to Dupree from Barnesdale. However, the Applicant does not control the intervening property and cannot provide this connectivity. Any new right-of-way to provide this connectivity is a matter for the City; however, the Applicant will reasonably cooperate with the City to provide future connectivity.

Parking and Trail Access. Barnesdale has no direct access to Noonday Creek Trail, and the intervening property prevents the Applicant from providing such access. The Applicant cannot control the parking in South on Main.

Sidewalks and Street Lighting. The Applicant cannot install sidewalks and street lighting on neighboring properties. However, it agreed to bring concerns about lack of sidewalks and the need for better lighting to the City's attention.

Stormwater. At this time, the Applicant is unable to provide the final stormwater plan because its engineers are still analyzing the channel to determine the best plan for the basin. Discussions are currently ongoing with the City's stormwater engineer. The current plan is for underground stormwater basins beneath private streets, alleys, and common areas, but this plan is still being engineered at this time.

IV. Concerns or Topics of Discussion Unrelated to the Proposal:

- A new accounting firm is moving into a building nearby in downtown Woodstock. This may also affect the need for additional traffic lights.
- Aiden Park residents have been told before that they cannot have a traffic light at the entrance to their neighborhood because it is too close to other traffic lights.

V. Agreements Made by the Applicant to Property Owners at the Meeting:

Traffic and Street Connectivity. Applicant agrees to stipulate in the zoning conditions that all construction traffic will be through Barnesdale Terrace.

Landscaping. With regard to the Landscape Plan, the Applicant offered to make the Landscape Plan a zoning condition. The Applicant also offered to e-mail the approved Landscape Plan to everyone who signed in at the meeting.

Applicant's Signature: _____
Bryceson Mercer, Senior Land Entitlement Manager
Toll Southeast LP Company, Inc.

Applicant's Representative Signature: _____
J. Kevin Moore, Moore Ingram Johnson & Steele, LLP
Lesley M. Rowe, Moore Ingram Johnson & Steele, LLP
Attorneys for Applicant and Property Owners

Applicant: Attach sign-in sheet(s) from the meeting and return with this form to your case manager by the date shown on the Public Hearing Schedule. Thank you!

CASE # Z#168-26 Meeting Date February 26, 2026 Meeting Location Cherokee Parks and Recreation Community Room

PUBLIC INPUT MEETING SIGN-IN SHEET

Name	Address	Email or Phone
Brian+Yolanda Shelly	127 Dupree Rd, Woodstock GA 30188	[redacted]
Shannon Waitman	274 Dawson Dr. 30188	
Barbara Sobel	431 Reeves St. 30188	
Leo & Michelle Guibault	221 Napa Dr. Woodstock 30188	
JEFFREY + HEATHER STABLES	384 WINDSONG WAY	
John Higginbotham	280 Dawson Dr.	
MARK THOMPSON	431 CHANDLER LN 30188	
Brenda Travelstead	441 Reeves St 30188	
MARIA MOORE	217 Napa DR. Woodstock	
LISA DEVINE	219 NAPA DR WOODSTOCK	
Merrill Oakes	933 South ON Main St.	
Suzanne Littrel	143 Hubbard Rd Woodstock 30188	
CINDY Ross	803 Castile LN. (SOM)	
Joe Englert	206 Dawson Dr (SOM)	

CASE # Z#168-26 Meeting Date February 26, 2026 Meeting Location Cherokee Parks and Recreation Community Room

PUBLIC INPUT MEETING SIGN-IN SHEET

Name	Address	Email or Phone
Hazel Sisk	157 Creekwood Dr.	[redacted]
Aubry Blackstock	110 Barnesdale Terrace	
Lore Bull	165 creekwood Dr	
Regina Bolce	167 creekwood Dr	
Michael Sam Garrisch	142 Brighton Blvd.	
Javier + Kitty Soto	651 MARKET ST.	
Bobbi Cowart	309 Southpark Ln	
Cindy Meredith	312 Booth St.	
Joel Goldberg	172 Brighton Blvd	
Beth Johnston Hardy	8870 Main St	
Craig McDonald	439 Reeves St	
Courtney Morgan	214 Napa Dr	
Deborah Tidwell	214 Napa Dr.	
RANDY WELTE	302 CHARDONNAY WAY	

CASE # Z#168-26 Meeting Date February 26, 2026 Meeting Location Cherokee Parks and Recreation Community Room

PUBLIC INPUT MEETING SIGN-IN SHEET

Name	Address	Email or Phone
Vincent Green	148 Brighton BLVD Woodstock GA 30188	[redacted]
LARRY KAY	164 Brighton Blvd	
KerianneAnastasia	2002 Cottonwood Ln	

COMMENT CARD
Public Input Meeting

Date: 2/26/2026 Case #: _____

Name: Deborah Tidwell

Address: 214 Napa Drive

Phone: [redacted]

Email: [redacted]

Do you support the project?
☐ For ☐ Against ☐ With Conditions ☑ Undecided

Comments: Seems like a lot of traffic for Barnsdale Terrace Road. There needs to a traffic light on Main Street @ Barnsdale

Use back of this form for additional comments, if necessary.

How did you hear about this meeting?
☐ Social Media ☐ Newspaper ☐ Signs ☐ Word of Mouth ☑ Direct Mail

Were your questions answered by the applicant? ☐ Yes ☐ No

Do you understand the proposal after attending this meeting? ☑ Yes ☐ No

Please share your suggestions on improving the way these meetings are conducted:

Thank you for attending and providing your input!
Leave your completed comment card with the applicant or email it to planning@woodstockga.gov

COMMENT CARD
Public Input Meeting

Date: 2/26/26 Case #: _____

Name: Lore' Bill

Address: 165 Creekwood Dr Woodstock, GA

Phone: [redacted]

Email: [redacted]

Do you support the project?
☐ For ☒ Against ☐ With Conditions ☒ Undecided

Comments:
Concerned about more traffic on Main Street. My commute to Dupree Rd from Hwy 92 is already 30 min for less than a mile. w/ a new red light this impacts it.

Also very interested in Stormwater plan.

Use back of this form for additional comments, if necessary.

How did you hear about this meeting?
☐ Social Media ☐ Newspaper ☐ Signs ☐ Word of Mouth ☒ Direct Mail

Were your questions answered by the applicant? ☒ Yes ☐ No

Do you understand the proposal after attending this meeting? ☒ Yes ☐ No

Please share your suggestions on improving the way these meetings are conducted:
Great Job!

Thank you for attending and providing your input!
Leave your completed comment card with the applicant or email it to planning@woodstockga.gov

City of Woodstock

Adyn Park Home Owners Association

April 26th 2026

To Whom It May Concern:

Rezoning application Z#168-26

On behalf of the Adyn Park Homeowners Association Board, we write in support of rezoning application Z#168-26, subject to the following conditions:

1. The applicant agrees that Napa Drive and Market Street shall not be used as a construction access point for the proposed development.
2. The applicant agrees to install additional tree plantings along the southern boundary of the parking area at the terminus of "Alley A" to provide appropriate screening and preserve neighborhood aesthetics.

These conditions are important to help minimize disruption during construction and to maintain the character and visual buffer between the development and our community.

We appreciate your consideration of these requests and look forward to working collaboratively to ensure a positive outcome for both the applicant and neighboring residents.

Sincerely,

Lisa Devine
President, Adyn Park HOA
219 Napa Drive
Woodstock, GA 30188

PARAGON
ACCOUNTING & TAX
Solutions LLC

April 22, 2026

To whom it may concern:

I, John Drawdy, support the rezoning application Z#168-26.

This is to the west of my property at 105 Barnesdale Rd. Woodstock, GA 30188.

Best,

John Drawdy

111 Towne Lake Pkwy #110

Woodstock, GA 30188

AGENDA ITEM NO. 3.3

Item Cover Page

PLANNING COMMISSION AGENDA ITEM REPORT

DATE:	May 7, 2026
SUBMITTED BY:	Cameron Dunn, Community Development
ITEM TYPE:	Presentation and Discussion Items
AGENDA SECTION:	**PUBLIC HEARINGS**
SUBJECT:	**Consideration of Z#169-26: 8261 Main Street (Public Hearing & Vote)**
SUGGESTED ACTION:	Staff recommends approval with conditions of Zoning Condition Amendment and concurrent Variance requests to a previously approved project (Z#162-24) at 8261 Main Street to allow for a development comprised of 9,000 SF of commercial space, 34 townhomes, and 2 condominium units at the corner of Dobbs Road and Main Street.

ATTACHMENTS:

PCSR Z#169-26.pdf
Attachment A Previously Approved Ordinance.pdf
Attachment B Public Hearing Application.pdf
Attachment C Previous Conditions Document.pdf
Attachment D Previous Site Plan.pdf
Attachment E Updated Site Plan.pdf
Attachment F Trip Generation Report.pdf
Attachment G Kimley Horn Traffic Analysis.pdf
Attachment H Mini Roudabout Concept Design.pdf
Attachment I Public Input Report.pdf

DATE: May 7, 2026

TO: Woodstock Planning Commission

FROM: Cameron Dunn, MPA, Planner II

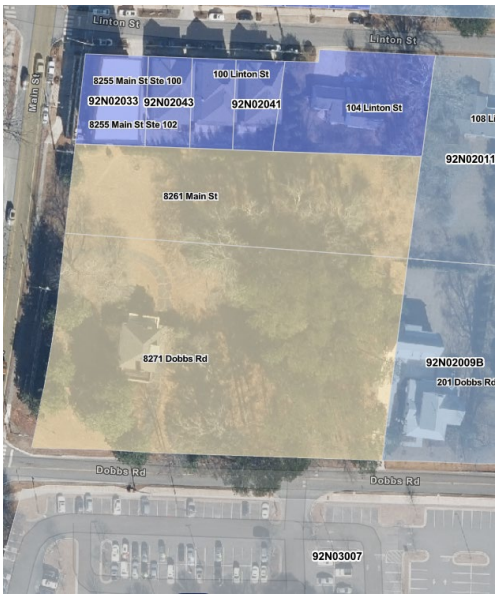
SUBJECT: 8261 Main Street
Project No. Z#169-26

RECOMMENDATION

Staff recommends approval with conditions of Zoning Condition Amendment and concurrent Variance requests to a previously approved project (Z#162-24) at 8261 Main Street to allow for a development comprised of 9,000 SF of commercial space, 34 townhomes, and 2 condominium units at the corner of Dobbs Road and Main Street.

EXECUTIVE SUMMARY

The Applicant, Dinesh Vudutha, is requesting a Zoning Condition Amendment and concurrent Variances to allow for a mixed-use development. The request would also nullify the need for some previously granted Variances. The project site is comprised of one parcel that was rezoned to DT-CBD (Downtown, Central Business District) in February 2025. The site totals 2.36 acres. Four Conditions of Approval (COAs) are requested to be removed from the project and two additional Variances are requested to support the proposed development. This would repeal and replace the previously approved Ordinance, attached as Attachment A.



BACKGROUND

Table 1 provides general information for the site.

Table 1: General Property and Surrounding Land Use Information	
Address	8261 Main Street
Council Ward	3 (Ake)
Tax ID #	92N02 009; 92N02 009 A
Site Acreage	2.36 acres
Future Development Map	Urban Village
Current Zoning	DT-CBD
Current Development	Undeveloped (Single Family Home, Demolished 2025)
Streets Information:	Main Street and Dobbs Road are owned by the City of Woodstock
Surrounding Neighborhood: North	DT-RO: Linton and Main subdivision
South	DT-CV: Chattahoochee Technical College
East	DT-VLR: Single Family Homes
West	DT-CBD (with Historic Overlay): Adair Marketplace; Single Family Homes

Additional information regarding the proposed project can be found in the public hearing application, provided as Attachment B.

Past Zoning History

The subject property underwent a Rezoning, Conditional Use Permit, and concurrent Variance case in 2024-2025 (Z#162-24). The entitlements and Conditions of Approval (COAs) that were granted by City Council in this case, are found in Attachment C, including a key on which entitlements are no longer applicable, which conditions are proposed to be amended, and which conditions may need to be amended pending planned infrastructure changes. Since the previous application has been approved, the vacant single-family home occupying the lot at 8271 Dobbs Road was demolished, and the two parcels have been combined via combination plat. No site plans have been submitted to the City for review.

PROJECT DESCRIPTION

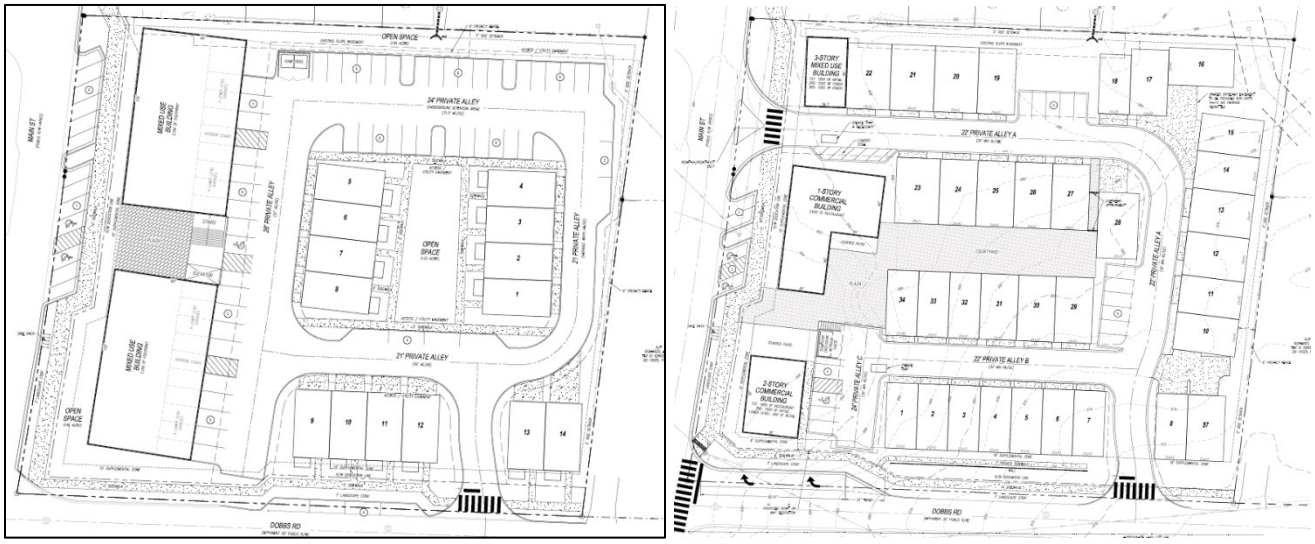
The previously approved project (Z#162-24) was a mixed-use project consisting of 14,300 SF of multi-tenant commercial space, 24 fee-simple condominium units, and 14 townhomes. The condominiums were located above the Main Street fronting commercial space (two four-story mixed-use buildings), and the townhomes were located to the rear of the property, fronting both onto Dobbs Road and the interior of the site. The sole access

point to the site was provided off of a private driveway off of Dobbs Road. The site was serviced by 118 parking spaces (a combination of off-street, on-street, tandem stall, and one- and two-car garages). This site plan is provided as Attachment D.

The updated site plan makes changes to the bulk, massing, and urban design of the project. The commercial square footage on site is reduced to 9,000 SF, the number of condominiums is reduced to two, and the number of townhomes is increased to 34. The Main Street frontage of the property is populated by three commercial buildings: a one-story building comprised of 3,600 SF of restaurant space; a two-story commercial building with spaces for restaurant, office, and retail and a three-story mixed-use building with a retail use on the bottom and two 1,000 SF condominiums on top. The orientation of the townhomes in the rear of the property has been reconfigured, placing the proposed development near the side and rear property lines fronting onto a private driveway, along with homes that front onto Dobbs Road and an interior courtyard. The road network of the interior has been changed. The proposed entrance off of Dobbs Road is located in the same place, but a second means of ingress/egress has been added off of Main Street on the northern side of the project. The site is serviced by 96 total parking spaces, with 11 on-street parking stalls, 17 surface spaces throughout the development, and 68 garage spaces for the townhomes. The updated site plan can be found as Attachment E.

	Original Approval	Proposed
Non-residential floor area	14,300 SF	9,000 SF
# of Condominiums	24	2
# of Townhomes	14	34
Total Dwelling Units	38	36
Density (du/ac)	16.1	15.25

Original Site Plan (left) versus Updated Site Plan (right)



The updated site plan decreases the total density of the project from 16.1 dwelling units per acre to 15.25du/ac. However, the level of impervious surface and lot coverage increases with the updated design, as housing density is not concentrated vertically on the Main Street frontage of the site in its current iteration.

To accommodate the updates to the proposed project, the following Condition Amendments and Variances are requested:

Condition Amendments Requested

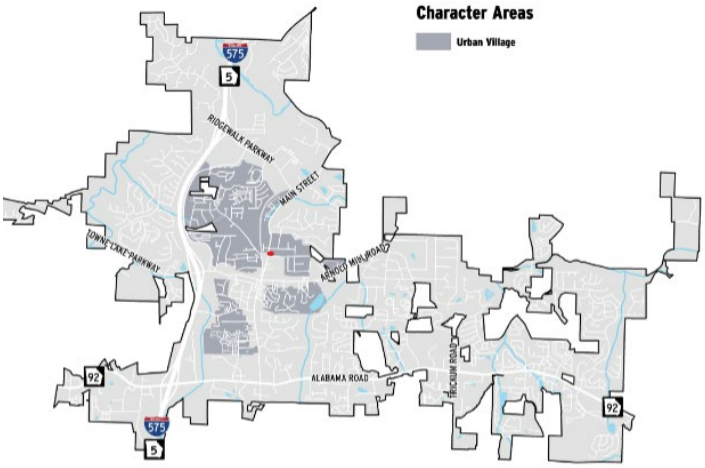
- Condition 1: The design of the project shall be substantially similar to site and architectural materials attached in Exhibits C and D (site plans and renderings) to this Ordinance. Any changes to the approved project shall be approved and reviewed for compliance by the Development Process Committee.
    - Request to be modified to reflect current site iteration by removing the corresponding Exhibits binding Applicant to previous site design
- Condition 12: The Applicant shall provide 86 parking spaces, which may be provided by any combination of covered parking, on-street parking, angled parking, or joint parking agreement. On-street spaces required to satisfy streetscape requirements along Main Street and Dobbs Road shall be provided regardless of any site reconfiguration.
    - Request to be modified to allow for additional parking spaces as indicated on updated plan set.
- Condition 17: The design professionals of record on the project shall be retained and consulted throughout the design until such time that building plans are approved by the City of Woodstock. Any changes to architect or engineer shall be approved by the Community Development Director.
    - Request to remove Condition.

Variances Requested

- Variance to LDO Section 7.727.3 to allow for access to be provided off of Main Street when access can be provided from a side street.
- Variance to LDO Section 7.726.6 to allow for the sidewalk clear zone to be reduced from 10’ to 8’ for a portion of the Main Street frontage.

ANALYSIS

Consistency with the 2023 Comprehensive Plan



The project site is located within the Urban Village Character Area. This area is meant to feature a mix of uses, including building types that accommodate local-serving retail spaces and townhome uses. Its intent is to provide spaces for business owners and residents that are accessible by either bike or foot. Similarly to the previous iteration of the design, the modern conception provides pedestrian connectivity to the existing trail system along Main Street and is adjacent to public parking lots. This reduces automobile trips and is aligned with the Development Strategies listed in the Comprehensive Plan. Additionally, the Comprehensive Plan calls for allowing the conversion of sites for more residential uses when appropriate, noting that higher-density development should be oriented towards the Urban Core. Going northbound on Main Street from the heart of Downtown, this parcel is the first parcel designated as Urban Village, meeting the intensity and use standards detailed in the Comprehensive Plan. Additionally, while the bulk and massing of the Main Street frontage has changed, the uses planned for the area are in alignment with the Comprehensive Plan, built to accommodate small-scale, street level commercial uses that incorporate residential density above.

The proposed changes to the plan are in alignment with the tenets of the 2023 Comprehensive Plan.

Consistency with the Land Development Ordinance

Condition Amendments

The Applicant has requested modifications to three Conditions of Approval that required site plan similarity to the previously approved plan, a certain number of parking spaces, and maintenance of the architect and engineer that designed the original project throughout its lifespan.

The updated design prompted substantial enough change to necessitate changing COAs on the project.

Density

The Applicant has reduced the number of residential dwellings on the lot from 38 units to 36 units, increasing the number of townhomes while decreasing the number of

condominiums. This decreases the total density of the site from 16.1 du/ac to 15.25 du/ac, both above the code-allowed maximum of 12 du/ac for a DT-CBD zoned parcel. Between the original submittal and the updated submittal, the LDO's requirements on density bonuses within the Downtown District have changed. Under the new provisions, the Applicant receives:

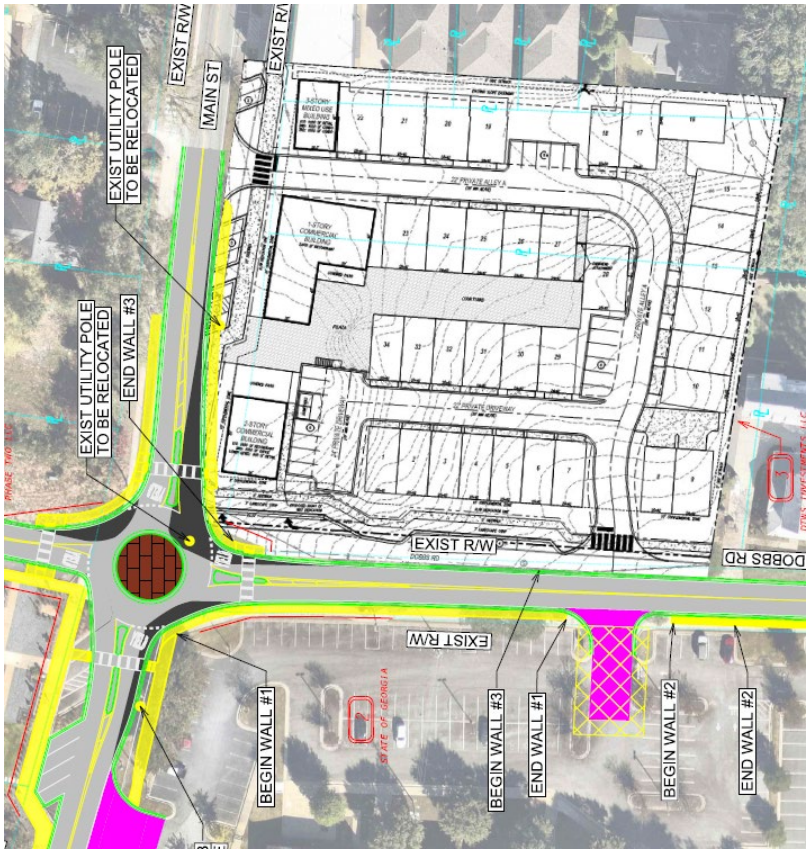
- A 2 du/ac increase for providing a vertical mixed-use structure
  - The vertical mixed-use structure is the three-story building on the northwest corner of the property
- A 0.1 du/ac increase per 1,000 SF of Open Space over the 20% minimum requirement
  - The Applicant is providing 7,274 SF above the 20% minimum requirement, granting them a 0.72 du/ac increase

This allows up to 14.72 du/ac by right (34 units). As a result, the applicant will need to either remove two units from the current design or achieve additional density bonus. Despite the decrease in density, lot coverage has increased in the updated version of the development. In previous iterations, there were planned greenspace areas between townhomes and a relatively large setback from the roadways or property lines for the proposed housing product. This was achievable because much of the site's density was concentrated in the front of the development as a part of the four-story mixed-use buildings. In the updated version, the residential density moves to the rear of the site, extending close to property lines where drive aisles were previously located. The underlying zoning of the project (DT-CBD) allows for this change, as the side and rear setbacks are zero feet. The updated COAs on the project attempt to mitigate this in order to meet Fire Department access requirements for the proposed townhomes.

In addition, the previous iteration featured a paved plaza between the mixed-use buildings and a shared green space between the townhomes. In the updated site design, the paved plaza extends from the Main Street frontage between the townhomes to a shared courtyard, as shown below. Both of these design iterations are acceptable uses of Open Space as defined by the Downtown District Standards.



Traffic Improvements



A large consideration of the previous zoning approval of the project was the way that traffic circulated at the Main Street and Dobbs Road intersection. During both the public input processes and the public hearings for the case, residents expressed concerns about the traffic the proposed development would cause, citing queue times at peak hours at the Dobbs Road interchange. As such, based on the trip generation memorandum provided by the Applicant (Attachment F) and public input, staff recommended and Council approved COAs on the original project that required that the Applicant dedicate right-of-way for a dedicated right-hand turn lane off of Dobbs Road onto Main Street, and gave the City the ability to enter into a Developer's Agreement in order to achieve this infrastructure improvement.

Since the original approval, City staff have contracted Kimley-Horn to perform traffic analysis on the intersection to determine insufficiencies that exist and recommend improvements. Their memorandum is provided as Attachment G. The report confirmed that signalization of the intersection is not warranted, even with the anticipated trip generation from the proposed development. Secondarily, while they recommended a designated right-hand turn lane, they also noted that its inclusion could cause safety concerns due to the existing grade of the roadway and limited sight distances. As a result of this analysis, the City is exploring the feasibility of providing a miniature roundabout at the intersection to improve queue times and reduce the noted safety risks from its current condition. A part of this project would include altering the grade of Dobbs Road to be safer and more manageable. A concept plan for the traffic circle is imbedded in the report and also provided as Attachment H.

Conditions of approval on the project have been altered to reflect this change should the City opt to pursue this transportation improvement instead of the designated right-hand turn lane. The Applicant has received road profile details and preliminary design documents to determine if changes to the Dobbs Road street frontage and site grading

would be required as a result of the proposed roadway improvement. The proposed changes require the developer to alter the streetscape frontage on Dobbs Road slightly, removing the parallel parking in anticipation of the infrastructure improvement and adding a private sidewalk within the supplemental zone to provide access to units 1-7. This design change is code compliant and anticipates the changing grade of the roadway that would be undertaken by the roundabout installation.

Access

Much concern was raised at the original public hearings regarding the amount of traffic that would be placed onto Dobbs Road as a result of the single mean of ingress/egress. One of the Variance requests stems from the Applicant proposing access to the site off of Main Street despite access being provided off of the secondary street, Dobbs Road. Concerns were raised amongst staff regarding how this change could cause harmful traffic impacts if traffic were to turn southbound (left) onto Main Street out of the private alley. Ultimately, it was decided that the proposed change should be recommended for approval based on two notions: fire access and staff conditions to mitigate the proposal.

In residential developments with over thirty units, City code requires that either the units be sprinklered or a second means of ingress/egress be provided. In this case, the townhome units would be required to be sprinkled because of their shared walls, but it is also recommended by the Fire Department that both means be achieved, specifically on sites with mixed-use development and commercial access. Secondarily, the Applicant has proposed the access point off of Main Street more than the GDOT-required 150' from another roadway, and they have already received permission under the previous Ordinance to alter the block size standards given the lot width and depth. Staff-proposed conditions of approval seek to mitigate any traffic issues that could be created by the proposed entrance by requiring that it be right-in, right-out and improved with a raised concrete median ("porkchop") to preclude left turn conditions out of the site onto Main Street. Additionally, this traffic recommendation was confirmed by Kimley-Horn as something that would further accommodate the roundabout, should it come into fruition.

Parking

While this project was undergoing its first public hearing process, changes to the Land Development Ordinance were being considered by Council that affect parking ratios within the DT-CBD and DT-RO zoning districts. These changes nullify nonresidential parking minimums in these zones, instead only requiring residential parking. The original site proposed 118 spaces, and the updated plan indicates 96 spaces. Staff originally conditioned the site to have 86 parking spaces based on the adjacent areas where public parking is provided for nonresidential uses and to limit surface parking. Much of the surface parking within the development has been removed given the updated residential layout.

PUBLIC INPUT

Public input for the public hearing has been provided in accordance with State and local law. On or around February 18, 2026, public notices were mailed to property owners within 800' of the project site. The notice informed them of the public input meeting, Planning Commission public hearing, and the City Council public hearing. Additionally, a public notice was published in the Cherokee Tribune on March 12 and 29, 2026.

On March 4, 2026, the Applicant hosted a public input meeting at the Chambers at City Center, located at 8534 Main Street, beginning at 7:00PM. This meeting is intended to give the Applicant an opportunity to explain the proposal and answer any questions the public might have about the project or public hearing process. There were around ten persons in attendance. Their comments focused on the change in bulk and massing along the Main Street frontage, the increase in intensity of development along the rear portion of the site, and traffic circulation in and around the Dobbs Road/ Main Street intersection, including the drive aisle into the proposed project off of Main Street. The public input report, along with emails received by City staff regarding the project, is provided as Attachment I.

DEVELOPMENT PROCESS COMMITTEE RECOMMENDATION

The Development Process Committee met on March 18, 2026, to consider and vote on the proposed project. At this meeting, the DPC discussed the proposed traffic improvements slated to be performed around the site, access within the townhome portion of the development, and fire department access requirements. Ultimately, the DPC voted to recommend approval of the Condition Amendment and Variance requests, subject to the staff-altered conditions of approval on the project. The proposed recommendation is as follows:

1) Change of conditions of approval as shown below.
2) No changes to the existing entitlement approvals as indicated in Project Z#162-24
3) Granting of Variance to LDO Section 7.726.6 to allow a reduction in the sidewalk width along Main Street from 10' to 8' at the northern portion of the site.
4) Granting of Variance to LDO Section 7.727.3 to allow for an entrance into the project off of Main Street.

The conditions of approval are listed below. Changes have been memorialized in *italics.*

Conditions of Approval

1) The design of the project shall be substantially similar to site materials *on plan Z100, dated April 23, 2026,* and attached to this Ordinance as Exhibit C. Any changes to the approved project shall be approved and reviewed by the Development Process Committee.
2) A maximum of 38 for sale dwelling units are permitted. Townhomes shall be fee simple. Condominiums shall be for sale. All units shall be equipped with separate

utility connection and a condominium map shall be recorded. *If it is proven at site plan review that the density bonuses sought do not accommodate the 38 maximum units, then a reduction shall occur to the appropriate unit count.*

3) No more than 10 percent of the residential units within the development may be rented by their owner. This restriction shall be memorialized in the covenants for the property, provided to every home buyer, and shall be enforced by the POA.
4) At site plan review, the Applicant shall provide CAD files to confirm the open space provided relative to the density bonus received. If the open space is less than required by the LDO, the Applicant shall be required to decrease their unit count accordingly.
5) The drive aisle into the site shall be oriented directly across from the existing Chattahoochee Technical College entrance on Dobbs Road.
6) *At the determination of the Capital Improvement Plan Administrator, the Applicant shall dedicate needed right-of-way for planned infrastructure improvements including but not limited to a right-hand turn land from Dobbs Road onto Main Street or a proposed roundabout as shown in Exhibit D. The right-of-way shall be dedicated at final plat.*
7) *At the City's discretion, the Applicant shall enter into a Developer's Agreement with the City for the development of planned infrastructure improvements for the roadway. If unneeded, this Condition of Approval may be nullified by a vote of the Development Process Committee.*
8) *The Sidewalk Supplemental Zone along Dobbs Road and Main Street shall be reduced commensurate with the right-of-way dedication for planned infrastructure improvements. The sidewalk clear zone may abut directly to the parallel parking spaces located along Dobbs Road. Open space calculations may be measured and calculated prior to any dedication of property by the Applicant.*
9) *The sidewalk along Main Street shall only reduce to eight-feet (8') in width in the area indicated on the site plan attached as Exhibit C to this Ordinance.*
10) The mixed-use buildings shall not exceed sixty-four feet (64') in height, as measured from the grade of Main Street. All rooftop utilities must be screened to the satisfaction of the Community Development Director
11) *All first floor spaces within commercial buildings shall be designed and constructed in anticipation of restaurant uses, including dedicated and reserved grease trap location with underground conduit installed and vent chases to the roof.*
12) The Applicant shall *provide up to 96 parking spaces*, which may be provided by any combination *of garage parking, on-street parking, surface parking, or joint parking agreement.* On-street spaces required to satisfy streetscape requirements along Main Street and Dobbs Road shall be provided regardless of any site reconfiguration.
13) Tandem parking spaces are prohibited. This will be confirmed during site plan

review.

14) Architectural elevations for the townhomes shall be provided to the City and approved by the Development Process Committee, with all the following features:
    a. Front facades shall have a majority brick and stone frontages, with a variety of finishes and types.
    b. There shall be at least 2 different townhome façade designs, with a variety of colors and accents
15) Residential balconies for the mixed-use buildings shall not project beyond the building façade.
16) Any public spaces, including the plaza along Main Street, shall be maintained by the Property Owner's Association, which shall, along with the POA for the townhomes, be a part of a Master Association for the overall development.
~~*17) The design professionals of record on the project shall be retained and consulted throughout the design until such time that building plans are approved by the City of Woodstock. Any changes to architect or engineer shall be approved by the Community Development Director.*~~
18) The proposed project shall comply with reversion standards as described in LDO Section 11.303.
~~*19) Demolition of the existing home at 8271 Dobbs Road shall occur by September 1, 2025. Prior to demolition, the structure shall be secured to the satisfaction of the Building official.*~~ *(Removed because it has already occurred)*
~~*20) Parcels 92N09 009 and 92N09 009A shall be combined via combination plat, submitted to the City no later than April 11, 2025.*~~ *(Removed because it has already occurred)*
21) Applicant shall demonstrate a plan for garbage pickup for the site at site plan review for both commercial and residential trash pickup to ensure truck fit and circulation. Dumpsters shall be provided in such a way to allow for ground level access from each of the commercial buildings or access from above via a trash chute. A dumpster shall be provided behind the northernmost mixed-use building as shown on the site plan attached as Exhibit C. The dumpster as shown on the preliminary site plan (Exhibit C) shall remain in its existing location on future site planning applications. Trash pickup times shall not occur between the hours of 10:00 PM and 6:00 AM.
22) The Applicant shall program the Open Space through potted planters, trees in tree grates, green architecture, or other means to be confirmed at site plan review.
23) At least ten feet (10') of clear space between the rear of units 9-15 and the eastern property line shall be maintained by the POA to allow fire access. The property line may be improved with a privacy fence (maximum 6'), but not in such a way that impedes Fire Department access or hose pull distances.

24) *On lots 9-15, no rear porches, rear balconies, or rooftop amenity areas shall be permitted.*
25) *The public walkway between units 27 and 28 shall meet minimum Fire Department access requirements. The property line for unit 28 shall extend all the way to the eastern wall of unit 27, and a public access easement shall be recorded for the area at time of final plat. The walkway shall not be gated. This shall be ensured by the POA. Unit 28 shall be constructed at the same time as units 23-27.*
26) *No driveway parking shall be allowed throughout the development. This shall be enforced by the POA.*
27) *The parking area between units 14-17 shall use any of the following means to achieve better circulation:*
    a. *Sawcut portions or provide driveway borders to allow for clear delineation of travel lanes for each of the units that share the driveway.*
    b. *Separate the driveways for lots 14-15 and lots 16-17.*
    c. *Submit a parking plan that indicates area for shared access easement and demonstrate how the easement shall be facilitated.*
28) *The private alley access off of Main Street shall be improved with a raised concrete island that is mountable, otherwise known as a porkchop, to allow for right-in, right-out traffic movements only.*
29) *Before final plat, the Applicant shall negotiate changing the boundaries of the slope easement on the northern side of the property. If the boundaries do not change, then the Applicant shall remove units 18-22 from the slope easement. No rear porches or balconies on these lots shall be allowed to encroach into the slope easement.*
30) *ADA parking shall be provided in proposed parking areas adjacent to the entrances of all retail suites.*
31) *For all flat roofed units, HVAC units shall be located on the roof and hidden behind a parapet. For gabled roof units, the HVAC may be located within common POA property. This encroachment into common area property shall be voted on by the Development Process Committee. This shall be reflected in the CC&Rs for the POA. If HVAC is located in front of residential units, it shall be sufficiently screened by landscaping.*
32) *Architecture for the commercial buildings fronting Main Street shall be substantially similar to the renderings provided and attached as Exhibit E.*

CRITERIA FOR CONSIDERATION OF A REZONING REQUEST

Condition Amendments are considered legislative actions that change the relevant zoning ordinance to a previously approved site. Therefore, pursuant to LDO Section 11.215.2

(Zoning Standards), no rezoning request shall be authorized (or recommended for authorization) unless City Council evaluates the following criteria:

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

All uses that are proposed in the changed design are allowed uses under the DT-CBD zoning district. Residential uses are proposed for those areas adjacent to existing residences. While the site decreases in density from its previous iteration, the lot coverage of the 2.36-acre site increases pushing the proposed development closer to the property lines with existing adjacent development off of Dobbs Road and Linton Street. The underlying zoning for this parcel allows a zero-lot line setback, but staff conditions on the project have attempted to increase this setback to increase fire safety and access. Additional conditions limit balconies immediately adjacent to the existing residences to the east, mitigating privacy or noise concerns for the existing residences. The uses and intensity, while differing from properties off Dobbs or Linton, are commensurate and expected for a Main Street fronting project at a prominent intersection.

b) Whether the zoning proposal will adversely impact the existing use or usability of the adjacent or nearby property;

There is little indication that the zoning proposal as amended would adversely impact the use or usability of nearby property. The site is increasing its intensity from its previous use (single family residence), but it being developed in such a manner that attempts to mitigate traffic impact, prepares for future infrastructure improvements, and provides adequate parking for programmed residential uses. Additionally, the project's access points do not extend north or east to adjacent parcels in such a way that would affect usability of the property.

c) Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned;

Both the updated and previous iteration of the project design have valid economic uses under the DT-CBD zoning district. This district is intended to accommodate the most intense uses in the City, both residential or nonresidential. The Condition Amendment request is necessary to support the project as updated based on changes to the bulk, massing, and inventory of housing typology present on the site.

d) Whether the zoning proposal will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools;

It is expected that the current iteration of the project design would have less traffic impacts on the existing transportation network than the previously approved version. There is a slight decrease in residential density, a decrease in commercial square footage, and a secondary mean of ingress/egress that would relieve trip generations onto Dobbs Road. Planned City infrastructure improvements, either through the development of a right-hand turn lane or roundabout at the Dobbs/Main intersection indicate that impacts provided by the project would be mitigated. While there will be an increase in daily trips from the currently vacant property to the proposed development, it is anticipated that it would not be burdensome. Potential waste collection concerns are addressed in conditions of approval on the proposed project. It is not expected to cause burden on schools in the area.

e) Whether the zoning proposal is in conformity with the policy and intent of the land use plan;

The slate of uses proposed and their orientation as updated are in line with the underlying Character Area described in the Comprehensive Plan. The plan provides connections for pedestrian connectivity both to the Downtown Core and commercial spaces further north on Main Street while placing increased capital on activated, intentional Open Spaces and less land area dedicated to surface parking. It is staff's opinion that are an improvement from the previous design. The uses proposed and their articulation meets the Urban Village through their descriptor (commercial serving and supporting adjacent residential) and intensity (intense residential areas closer to the Urban Core).

f) Whether there are other existing or changing conditions affecting the use and development of the property which give supporting grounds for either approval or disapproval of the zoning proposal.

The changing conditions on the project are much different from the original design in bulk, massing, and housing typology. Despite this difference, there are not supporting grounds to disapprove the project based on these updates. Staff concerns regarding the project have either been addressed by the Applicant or are accounted for in conditions of approval recommended for the project.

CRITERIA FOR CONSIDERATION OF A VARIANCE REQUEST

Pursuant to LDO Section 11.216.2 (Variances), no Variance shall be authorized (or recommended for authorization) unless the City Council finds that all of the following conditions exist:

a) That special circumstances or conditions applying to the building or the land or the building and land in questions are peculiar to such a premises and do not apply generally to other lands or buildings in the vicinity;

Due to the size of the parcel assemblage gathered in the project site for this case, there are special circumstances that would warrant granting of a Variance in this case. The site has no ability to provide access either to the north or the west of the property, and in order for circulation to meet minimum standards for fire access within a mixed-use development of this orientation, consideration of the request to vary from Downtown District Standards is warranted. For projects assembled on larger land areas, a request like the ones proposed may not be warranted, but in this case, the size of the parcel is a special circumstance.

b) That the granting of the application is necessary for the preservation and enjoyment of a property right and not merely to serve as a convenience to the Applicant;

Granting of the Variance is not necessary for the preservation of a property right, but it is also not solely serving as a convenience for the Applicant. The updated roadway design is based not only on the updated orientation of the site, but also predicated on the fact that previous design iterations would have created an outsized amount of trip generation on the D-type Dobbs Road rather than the more arterial A-type Main Street. The relief sought is consistent with the development portfolio pursued and allows for not just enjoyment of the subject property, but enhancement of the surrounding area.

c) That the conditions from which relief or variance is sought did not result from willful action by the Applicant;

The condition from which relief is sought resulted from a changed Applicant design, but was based on an inability to procure the means to develop the originally proposed plan for the site. The relief sought is more driven from the size and location of the project site along a prominent intersection rather than the design changes driven by the Applicant.

d) That the authorizing of the variance will not impair an adequate supply of light and air to adjacent property or unreasonably increase the congestion of public streets, increase the danger or fire, imperil the public safety, unreasonably diminish or impair establish property values within the surrounding area, or in any other respect impair the health, safety, comfort, morals, or general welfare of any inhabitants of the City.

The project as proposed had the ability to extend development all the way to the property lines under the zoning district it was granted in case Z#162-24. The recommended staff conditions force development on the eastern portion of the site to be, at minimum, ten feet from the property line to limit the effects of development on adjacent properties. While the development is expected to increase vehicular trips in the area, both existing infrastructure (nearby public parking lots) and planned infrastructure (intersection improvements) limit the negative impact on streets. It is not expected that the development would negatively impact property values nor impair the general welfare of the surrounding community. The site is currently vacant, and the Applicant wishes to develop it consistent with the intensity of a Main Street fronting property. It is different, but not in such a way that impairs the general welfare of the community.

ATTACHMENTS

Attachment A: Previous Approved Ordinance Z#162-24
Attachment B: Public Hearing Application
Attachment C: Previous Conditions Document
Attachment D: Previous Site Plan, Case Z#162-24
Attachment E: Updated Site Plan, Case Z#169-26
Attachment F: Trip Generation Report
Attachment G: Kimley Horn Traffic Analysis
Attachment H: Mini-Roundabout Concept Design
Attachment I: Public Input Report

CITY OF WOODSTOCK, GEORGIA
ORDINANCE NO. 2025-004

REZONING property consisting of parcels located in Land Lots 995 and 1022, in the 15th District, 2nd Section, Cherokee County, Georgia, tax map and parcel numbers 92N02 009 and 92N02 009A, consisting of ± 2.36 acres, as more particularly described in Exhibit "A" attached hereto and incorporated herein, located generally bounded by Main Street to the west and Dobbs Road to the south, from DT-RO (Downtown, Residential/Office) to DT-CBD (Downtown, Central Business District) and to allow Conditional Use Permits for Residential Single-Family Attached and to allow a residential development on less than five (5) acres, with conditions of zoning.

WHEREAS, the City of Woodstock (hereinafter sometimes referred to as the "City") is a municipality duly formed and existing pursuant to Georgia law; and

WHEREAS, the 1983 Constitution of the State of Georgia provides for the self-government of municipalities without the necessity of action by the General Assembly[1]; and

WHEREAS, the City of Woodstock, Georgia, has the legislative power to adopt clearly reasonable ordinances, resolutions, or regulations relating to its property, affairs, and local government for which no provision has been made by general law, and which are not inconsistent with the Constitution or any charter provision applicable thereto[2]; and

WHEREAS, the Mayor and Council of the City of Woodstock have determined that rezoning the above identified property would be in the best interest of the property owners of the area and of the citizens of the City of Woodstock; and

WHEREAS, said rezoning request application is and has been accessible to members of the public who are, or may be, affected by it, having been kept and maintained for public inspection during the normal business hours at Woodstock City Hall, and notice of intent to take action having been published in the Cherokee Tribune, a newspaper of general

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[1] Ga. Const., 1983, Article IX, Section 11, Paragraph II provides in pertinent part as follows:

> "The General Assembly may provide by law for the self-government of municipalities and to that end is expressly given the authority to delegate its power so that matters pertaining to the municipalities may be dealt with without the necessity of action by the General Assembly."

[2] **O.C.G.A.** §36-35-3(a) provides the following:

> "(a) The governing authority of each municipal corporation shall have legislative power to adopt clearly reasonable ordinances, resolutions, or regulations relating to its property, affairs, and local government for which no provision has been made by general law and which are not inconsistent with the Constitution or any charter provision applicable thereto. Any such charter provision shall remain in force and effect until amended or repealed as provided in subsection (b) of this Code section. This Code section, however, shall not restrict the authority of the General Assembly, by general law, to define this home rule power further or to broaden, limit, or otherwise regulate the exercise thereof. The General Assembly shall not pass any local law to appeal, modify or supersede any action taken by a municipal authority under this Code section, except as authorized under Code Section 36-36-6".

circulation within the territorial boundaries of the municipality of the City of Woodstock, for a period of at least (15) days prior to but not more than forty-five (45) days prior to the public hearing date; and

WHEREAS, in accordance with Section 11.215 of the Land Development Ordinance of the City of Woodstock, Georgia, the government authority of the City of Woodstock has read and evaluated the proposed rezoning request using the following criteria:

a) Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property; and
b) Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property; and
c) Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned; and
d) Whether the zoning proposal will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools; and
e) Whether the zoning proposal is in conformity with the policy and intent of the land use plan; and
f) Whether there are other existing or changing conditions affecting the use and development of the property which give supporting grounds for either approval or disapproval of the zoning proposal.

WHEREAS, in accordance with Section 7.503 of the Land Development Ordinance of the City of Woodstock, Georgia, the government authority of the City of Woodstock has read and evaluated the proposed Conditional Use Permit requests using the following criteria:

a) Whether or not there will be a significant adverse effect on the surrounding area in which the proposed use will be located.
b) Whether or not the use is otherwise compatible with the surrounding area.
c) Whether or not the use proposed will result in a nuisance as defined under State law.
d) Whether or not quiet enjoyment of surrounding property will be adversely affected.
e) Whether or not property values of surrounding property will be adversely affected.
f) Whether or not adequate provisions are made for parking and traffic considerations.
g) Whether or not the site or intensity of the use is appropriate.
h) Whether or not special or unique conditions created by the use are consistent with the purpose, intent and goals of the Comprehensive Town Plan.
i) Whether or not adequate provisions are made regarding hours of operation.
j) Whether or not adequate controls and limits are placed on commercial and business deliveries.
k) Whether or not adequate landscape plans are incorporated to ensure appropriate transition between adjacent or nearby properties.
l) Whether or not the public health, safety, welfare or moral concerns of the surrounding neighborhood will be adversely affected.

m) Whether the application complies with any applicable specific requirements set forth in this chapter for conditional use permits for particular types of uses.
n) Whether the applicant has provided sufficient information to allow a full consideration of all relevant factors.
o) Whether the conditional use requested emits or creates unusual odors which would warrant use of an odor elimination/attenuation system as recommended by industry standards.

WHEREAS, in accordance with Section 11.216 of the Land Development Ordinance of the City of Woodstock, Georgia, the government authority of the City of Woodstock has read and evaluated the proposed Variance requests using the following criteria:

a) That the special circumstances or conditions applying to the building or land or building and land in question are peculiar to such premises and do not apply generally to other land or buildings in the vicinity; and
b) That the granting of the application is necessary for the preservation and enjoyment of a property right and not merely to serve as a convenience to the applicant; and
c) That the condition from which relief or a variance is sought did not result from willful action by the applicant; and
d) That the authorizing of the variance will not impair an adequate supply of light and air to adjacent property or unreasonably increase the congestion of public streets, increase the danger of fire, imperil the public safety, unreasonably diminish or impair established property values within the surrounding areas or in any other respect impair the health, safety, comfort, morals or general welfare of the inhabitants of the City.

WHEREAS, The Mayor and Council of the City of Woodstock, using the criteria enumerated above, have determined that granting the rezoning request as set forth herein would be in the best interest of the property owners of the area and the citizens of Woodstock, Georgia; and

WHEREAS, The Mayor and Council of the City of Woodstock have heard and considered this request as a part of a noticed public hearing on December 16, 2024 and was tabled to allow the Applicant to respond to Council inquiries, and was removed from the table on February 10, 2025,

NOW THEREFORE, BE IT RESOLVED AND ORDAINED by the Mayor and Council of the City of Woodstock, Georgia that the aforesaid rezoning request shall now and hereafter be maintained for public inspection during the normal business hours at the City Hall under the custody of the City Clerk of the City of Woodstock; and

NOW THEREFORE, BE IT RESOLVED AND ORDAINED by the City of Woodstock, Georgia, by the lawful authority vested in them that the property more particularly described on Exhibit “A” attached hereto and made a part hereof by reference is hereby designated as zoning designation DT-CBD (Downtown, Central Business District) to allow

for the construction of a mixed-use development comprised of approximately 14,300 SF of commercial space and 38 residential units comprised of fee-simple condominiums and townhomes. Said rezoning is defined and regulated by the City of Woodstock Land Development Ordinance. The property more particularly described on Exhibit "A" is subject to the conditions of zoning set forth of Exhibit "B" attached hereto and made a part hereof by reference.

Date of Public Hearing: December 16, 2024

Advertisement: Cherokee Tribune, November 7, 2024

APPROVED, ADOPTED, AND ENACTED this 10th day of February 2025.

Michael Caldwell, Mayor
City of Woodstock, Georgia

Robyn Adams, City Clerk
City of Woodstock, Georgia

REVIEWED FOR LEGAL CONTENT
Russell A. Britt, City Attorney

EXHIBIT "A"
PROPERTY DESCRIPTION

8271 DOBBS ROAD

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEGINNING IN THE 15TH DISTRICT AND 2ND SECTION OF CHEROKEE COUNTY, GEORGIA, BEING IN THE CITY OF WOODSTOCK, GEORGIA, AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE CORNER OF STATE HIGHWAY NUMBER 5 (CANTON HIGHWAY) AND DOBBS ROAD, RUNNING EAST 350 FEET; THENCE NORTH 200 FEET; THENCE WEST 350 FEET TO STATE HIGHWAY NUMBER 5; THENCE ALONG SAID STATE HIGHWAY NUMBER 5 IN A SOUTHERLY DIRECTION 200 FEET TO THE POINT OF BEGINNING.

MEANING ANDINTENDING TO CONVEY THE SAME PREMISES DESCRIBED IN DEED TO W.B. ANDERSON TO KATIE H. ANDERSON, DATED JUNE 19, 1959, AND RECORDED AT DEED BOOK 51, PAGE 134, CHEROKEE COUNTY, GEORGIA RECORDS.

8261 MAIN STREET

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN THE CITY OF WOODSTOCK IN LAND LOT 995 OF THE 15TH DISTRICT, 2ND SECTION, CHEROKEE COUNTY, GEORGIA, RECORDS, AND DESCRIBED AS FOLLOWS:

BEGINNING 200 FEET NORTH OF DOBBS ROAD, RUNNING THENCE NORTH 100 FEET ALONG STATE HIGHWAY NUMBER 5, THENCE EAST 350 FEET FROM HIGHWAY DITCH LINE, THEN SOUTH 100 FEET, THENCE WEST 350 FEET TO THE STARTING POINT, BEING A LOT 100 FEET BY 350 FEET.

EXHIBIT "B"
CONDITIONS OF ZONING

The following entitlements are approved subject to the following conditions of approval.

1. Rezoning of parcels 92N09 009 and 92N09 009A from DT-RO to DT-CBD.
2. A Conditional Use Permit is granted to allow attached single-family housing product.
3. A Conditional Use Permit is granted to allow for a new residential development on a parcel assemblage less than 5 acres in size.
4. Variance is granted to LDO Section 7.726.4 to reduce the sidewalk supplemental zone requirement along Dobbs Road.
5. Variance is granted to LDO Section 7.727.2 to allow for a reduction in the minimum block size requirements.
6. Variance is granted to LDO Section 7.729.1(b) to allow for residential units to front onto Open Space.
7. Variance is granted to LDO Section 7.728.4 to allow for the main living spaces of the proposed townhomes to be located on the second floor.
8. Variance is granted to LDO Section 7.,730.2(b) to allow for a privacy fence to replace the required masonry wall when private alleys abut existing residential uses.

Subject to the following conditions of approval:

1) The design of the project shall be substantially similar to site and architectural materials attached in Exhibits C and D to this Ordinance. Any changes to the approved project shall be approved and reviewed for compliance by the Development Process Committee.
2) A maximum of 38 for sale dwelling units are permitted. Townhomes shall be fee simple. Condominiums shall be for sale. All units shall be equipped with separate utility connection and a condominium map shall be recorded.
3) No more than 10 percent of the residential units within the development may be rented by their owner. This restriction shall be memorialized in the covenants for the property, provided to every home buyer, and shall be enforced by the POA.
4) At site plan review, the Applicant shall provide CAD files to confirm the open space provided relative to the density bonus received. If the open space is less than required by the LDO, the Applicant shall be required to decrease their unit count accordingly.
5) The drive aisle into the site shall be oriented directly across from the existing Chattahoochee Technical College entrance on Dobbs Road.
6) Right-of-way shall be dedicated by the Applicant to the City for the construction of a dedicated right-hand turn lane from Dobbs Road onto Main Street as generally shown on the site plan attached as Exhibit C to this Ordinance. The right-of-way

dedication and dedicated turn lane design shall be subject to the approval of the City Engineer and/or the Public Works Department. Should land disturbance require the location of the existing utility pole to be changed, the Applicant shall bear full financial responsibility for its relocation.

7) At the City's discretion, the Applicant shall enter into a Developer's Agreement with the City for the development of the dedicated right-hand turn lane from Dobbs Road onto Main Street.
8) The Sidewalk Supplemental Zone along Dobbs Road shall be reduced commensurate with the right-of-way dedication for the right-hand turn lane onto Main Street. This reduction shall be subject to the approval of City Engineer and/or the Public Works Department.
9) Sidewalk provided along Main Street shall be ten feet (10') in width. Sidewalk along Dobbs Road shall be five feet (5') in width.
10) The mixed-use buildings shall not exceed sixty-four feet (64') in height, as measured from the grade of Main Street. All rooftop utilities must be screened to the satisfaction of the Community Development Director.
11) Commercial buildings shall be designed in anticipation of restaurant uses, including dedicated and reserved grease trap location(s) with underground conduit installed and vent chases to the roof.
12) The Applicant shall provide 86 parking spaces, which may be provided by any combination of covered parking, on-street parking, angled parking, or joint parking agreement. On-street spaces required to satisfy streetscape requirements along Main Street and Dobbs Road shall be provided regardless of any site reconfiguration.
13) Tandem parking spaces are prohibited. This will be confirmed during site plan review.
14) Architectural elevations for the townhomes shall be provided to the City and approved by the Development Process Committee, with all the following features:
    a. Front facades shall have a majority brick and stone frontages, with a variety of finishes and types.
    b. There shall be at least 2 different townhome façade designs, with a variety of colors and accents.
15) Residential balconies for the mixed-use buildings shall not project beyond the building façade.
16) Any public spaces, including the plaza along Main Street, shall be maintained by the Property Owner's Association, which shall, along with the POA for the townhomes, be a part of a Master Association for the overall development.
17) The design professionals of record on the project shall be retained and consulted throughout the design until such time that building plans are approved by the City

of Woodstock. Any changes to architect or engineer shall be approved by the Community Development Director.

18) The proposed project shall comply with reversion standards as described in LDO Section 11.303.
19) Demolition of the existing home at 8271 Dobbs Road shall occur by September 1, 2025. Prior to demolition, the structure shall be secured to the satisfaction of the Building Official.
20) Parcels 92N09 009 and 92N09 009A shall be combined via combination plat, submitted to the City no later than April 11, 2025.

These conditions of zoning are consented to and approved by the Applicant:
DINESH VUDUTHA

By: 

Print Name: Dinesh Vudutha OBO DTWS Investments LLC

Title: Managing Partner

DATE: 02/13/2024

EXHIBIT "C"
SITE PLAN

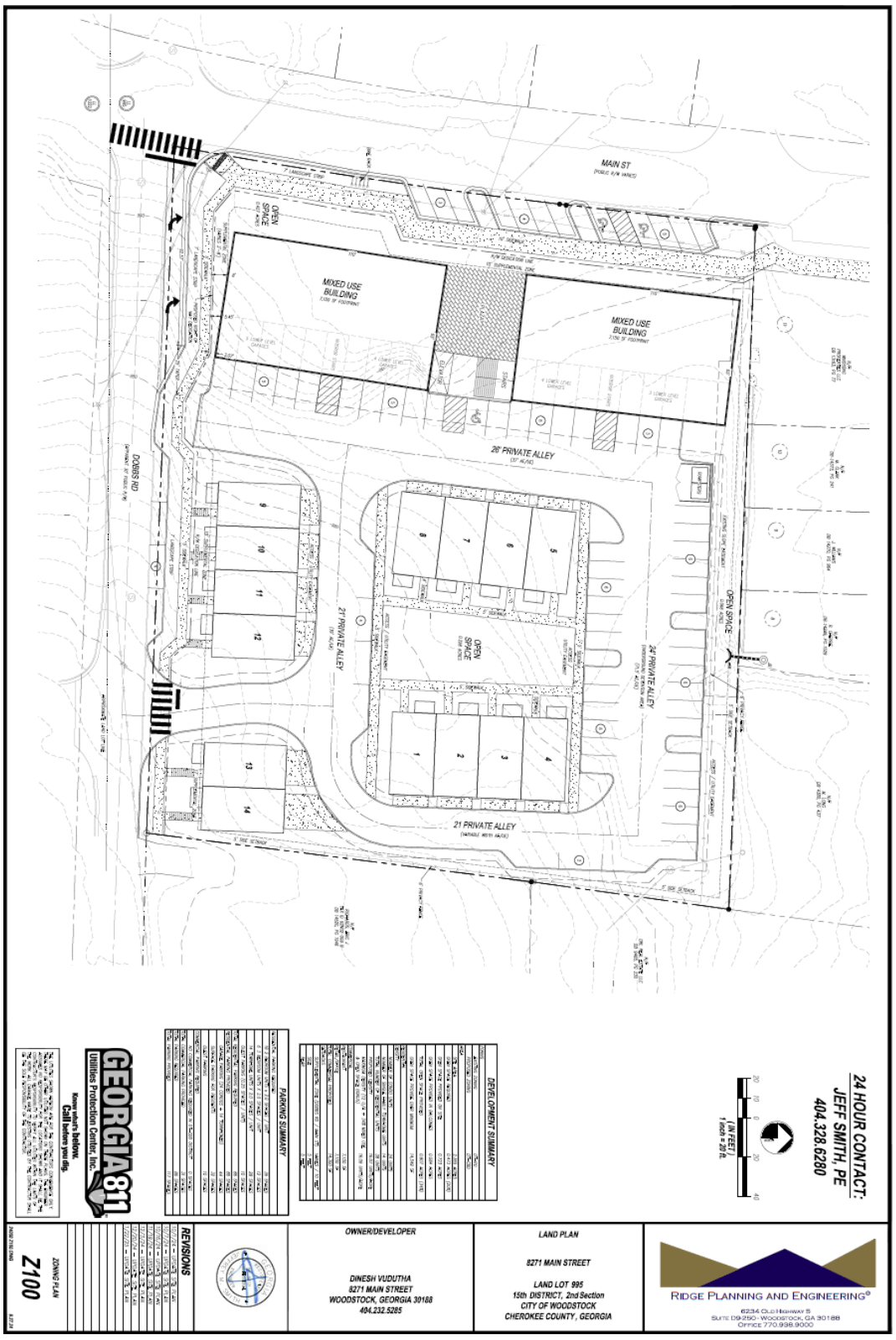


EXHIBIT "D"
ARCHITECTURAL ELEVATIONS



EXHIBIT "D"
ARCHITECTURAL ELEVATIONS





CITY OF WOODSTOCK
Application for Public Hearing

Important Notes:

1. Please check all information supplied on the following pages to ensure that all spaces are filled out accurately before signing this form. This page should be the first page of your completed application package.
2. All documents required as part of the application package shall be submitted at the same time as the application. Incomplete application packages **WILL NOT BE ACCEPTED.**
3. Please contact the Planning and Zoning Division of the Community Development Department at 770-592-6050 if you have any questions regarding the application package, this application or the public hearing process.

Contact Person: Dinesh Vudutha Phone: [redacted]

Email: [redacted]

Applicant's Information:

Name: Dinesh Vudutha

Address: 5015 Lake Forrest Dr Phone: [redacted]

City, State, Zip: Atlanta, GA, 30342 Email: [redacted]

Property Owner's Information: ☐ same as above **Please attach a list if multiple property owners**

Name: See the attached 'Exhibit A - Property & Owner Information'

Address: _____ Phone: _____

City, State, Zip: _____ Email: _____

Requested Public Hearing (check all that apply):

- ☐ Annexation
- ☐ Rezoning
- ☑ Condition Amendment
- ☑ Variance
- ☐ Conditional Use Permit
- ☐ Comprehensive Plan Amendment
- ☐ Other: _____

STAFF USE ONLY:

Case: Z # 169-26

Received by: _____

Date Received: _____

Fee Paid: $ _____

Date Accepted: February 16, 2026

PUBLIC HEARING SCHEDULE:

Pre-Application Meeting: _____

Public Input Meeting: _____

DPC Meeting: March 11, 2026 @ 10 am @ 11 am

Planning Commission: April 2, 2026

City Council: April 27, 2026

CD1

received 2-6-26 12:55 PM

Exhibit A – Property & Owner Information

Owner Information:

Name: DTWS Investments LLC

Address: 5015 Lake Forrest Dr, Atlanta, GA 30342

Phone: [redacted]

Email: [redacted]

Property Information:

Location: 8261 Main St, Woodstock, GA 30188

Current Zoning: DT-CBD

Tax Map #: 92 N 02

Parcel #: 009 & 009A

Future Development Map Designation: Urban Village

Adjacent Zonings - North: DT-RO South: DT-CV East: DT-VLR West: DT-CBD

(Note: Parcel 009 & 009A were combined and GIS is yet to record it)

Property Information:

Location: See the attached 'Exhibit A - Property & Owner Information'

Parcel Identification Number(s) (PIN): _____ Total Acreage: _____

Property Information:

Location: _____

Current Zoning: _____ Total Acreage: _____

Tax Map #: ____N____ Parcel #: _____ Future Development Map Designation: _____

Adjacent Zonings: North _____ South _____ East _____ West _____

Applicant's Request (Itemize the Proposal, including code sections for Variance requests):

See the attached 'Exhibit B - Entitlements Needed'

Proposed Use(s) of Property:

Mixed use development of 9000SF retail & restaurants, 2 multi family fee simple units, 34 single family attached units

Infrastructure Information: *If connecting to new/existing Water/Sewer is required, please fill out and submit the attached Water/Sewer Availability Inquiry.*

Is water available to this site? ☑ Yes ☐ No Jurisdiction: Cherokee

How is sewage from this site to be managed?

Connect to the existing sewer line

Will this proposal result in an increase in school enrollment? ☑ Yes ☐ No

If yes, what is the projected increase? _____ students

Proposed Use(s)	# of units	Multiplier	Number of Students
Single Family (Detached) Home		0.725	
Multi Family (Attached) Home	36	0.287	10.33

Exhibit B – Entitlements Needed

Applicant's Request (Itemize the proposal, including code sections for Variance Requests:

Remove entitlements from ordinance 2025-004

#4 : Variance to reduce the sidewalk supplemental zone along Dobbs Road

Change conditions from ordinance 2025-004

1: This condition would need to be removed or modified for current plan.

#12: Modify condition to allow for additional parking spaces

#17: This condition would need to be removed or modified to allow a new architect to work on the project

New Variances requested

1. Variance to allow for improvement of an existing driveway on Main Street when access can be provided from side street (7.727.3)
2. Variance to allow sidewalk along Main Street to be as narrow as 8' at the NW portion of the property. (This variance is required to fit the sidewalk between the existing power pole and property line to the north)

Traffic Generation:

If a traffic study is not required as part of this application, complete the following charts to estimate traffic generated by the proposal. Information for additional residential and all commercial/industrial development shall follow the summary of ITE Trip Generation Rates published in the Transportation Planning Handbook by the Institute of Transportation Engineers.

What is the estimated number of trips generated? 345 trips

Code	Land Use(s)	# of units*	Daily Trip Ends	Number of Trips
210	Single Family Home/ Townhome	36	9.57	344.52
220	Apartment		6.63	

- A unit for residential purposes is equal to one residential unit. For commercial/industrial uses it is defined in the ITE table, but most often is equal to 1,000 square feet of floor area for the use specified.

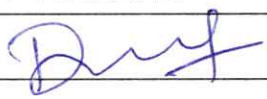
Authorization:

Upon acceptance of the completed application package, the Community Development Department will notify the applicant of scheduled date, times, and locations of the public meetings/hearings. The applicant or a representative must be present to answer any questions that may be asked. In the event that an application is not complete, the case may be delayed or postponed at the discretion of the department.

This form is to be executed under oath. I, Dinesh Vudutha, do solemnly swear and attest, subject to criminal penalties for false swearing, that the information provided in this Application for Public Hearing is true and correct and contains no misleading information.

This 5th day of Feburary, 20 26.

Print Name Dinesh Vudutha.

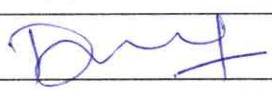
Applicant Signature 

Consent to publish copyrighted documents on the City of Woodstock website:

If any of the documents submitted with this application are copyrighted, I hereby attest that I am the owner of this copyright and give my consent to allow these documents to be published on the City of Woodstock website (www.woodstockga.gov) for public access and for inclusion in all agenda materials published by the City of Woodstock.

This 5th day of Feburary, 20 26.

Copyright Owner Print Name Dinesh Vudutha

Copyright Owner Signature 

Sworn to and Subscribed before me this: ____day of _____, 20_____.

Notary Signature: _____

(Notary Seal)

CD1

City of Woodstock
Attn: Utility Billing
12453 HWY 92
Woodstock, GA 30188

770-592-6006

h2o@woodstockga.gov
Mon-Fri 8AM-5PM

Water and/or Sewer Availability by Site Inquiry

Service Type of Interest (Water,Sewer,Both): Both

Service Location (Address,Parcel #s): 8261

Type/Size/Configuration of Development Contemplated: Mixed use development of 9000SF

Entity or Firm Name & Address: DTWS Investments LLC, 5015 Lake Forrest Dr, Atlanta, GA 30342

Contact Name Email & Cell #: dtwsinvestments@gmail.com & 404-232-5285

Inquiring party understands that information received in this process is based upon "best available information at this time" and is subject to change. Inquiring party agrees to communicate only with the designated Single Point-of-Contact or with personnel designated by that Single Point-of-Contact.

Date: 02/05/2026 Signature:

Official Contact Information

Your official single point-of-contact for this inquiry is:

Jeremy Parker – Public Works Director
jparker@woodstockga.gov
770-592-6000 X1710

Application Package Checklist

You must include this checklist with your application package. All items must be submitted and checked off this list or your application will not be accepted.

Forms

- [x] Application for Public Hearing Summary (Pg. 1,2, &3)
- [ ] Applicant Response Statement (Pg. 5, 6, &7) **(Submit one response page for EACH request)**
- [x] Conflict of Interest Certification (Pg. 8)
- [ ] Disclosure Statement (Pg. 9)
- [x] Authorization of Property Owner (Pg. 10) **(One form for EACH property owner)**
- [ ] Property Tax Verification (Pg. 11)
- [ ] Corporate Authorization Form (Pg. 12) **(if you are an attorney or representative signing on behalf of applicant)**
- [x] Fee Calculator (Pg. 13) **(Payment is due at the time of application acceptance)**

Documents to be attached

- [x] Vesting Deed(s) **(For EACH property. Can be obtained from the Cherokee Co. Deeds & Records Office)**
- [ ] Legal Description(s) **(For EACH property, often found on the vesting deed)**
- [x] Boundary Survey
- [ ] Site Plan **(One 24x36 and one 11x17 copy)**
- [x] Location Map **(Shows surrounding lot pattern and street network with subject property identified)**
- [ ] Annexation area map **(For annexation applications only, with pertinent distances identified)**
- [ ] Property Owner's Tax Receipt **(Can be obtained from the Cherokee Co. Tax Commissioner)**
- [x] Existing Site Resources Map **(See application instructions for more info)**
- [x] Future Development Map and Zoning Map with location identified **(Can be found on the GIS mapping portal page at woodstockga.gov)**
- [x] Traffic Study **(required for residential development exceeding 200 dwelling units and non-residential developments exceeding 25,000 square feet only)**
- [x] Public Input Plan **(use the template in the public input policy packet)**
- [x] Public Input meeting notice letter **(use the template in the public input policy packet) (Letter will be approved upon application acceptance)**

If any item listed on this checklist does not apply to you, provide explanation below:

All attachments with finalized versions will be submitted prior to DPC meeting.

APPLICANT RESPONSE STATEMENT ANNEXATIONS AND REZONINGS

The applicant finds that the following standards are relevant in balancing the interest in promoting the public health, safety, morality, or general welfare against the right to unrestricted use of property and shall govern the exercise of the zoning power.

If this application is in response to an annexation and/or rezoning, please respond to the following standards in the form of a written narrative:

1. Explain the intent of the requested zoning.

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

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

4. Whether the property to be affected by a proposed zoning has a reasonable economic use as currently zoned.

5. Whether the proposed zoning will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools.

6. Whether the proposed zoning is in conformity with the policy and interest of the land use plan.

7. Whether there are other existing or changing conditions affecting the use and development of the property which give supporting grounds for either approved or disapproval of the proposed zoning.

APPLICANT RESPONSE STATEMENT VARIANCES

The applicant finds that the following standards are relevant in balancing the interest in promoting the public health, safety, morality, or general welfare against the right to unrestricted use of property and shall govern the exercise of the zoning power.

If this application is in response to a variance, please respond to the following standards in the form of a written narrative. In the case of concurrent variances, a response to the standards below should be provided for each variance requested.

1. Explain requested variance. See the attached 'Exhibit C - Applicant Response Statement'
2. There are exceptional and extraordinary conditions pertaining to the particular piece of property in question, due to its size, shape or topography.
3. The application of these regulations to this particular piece of property would create a practical difficulty or unnecessary hardship.
4. Such conditions are peculiar to the particular piece of property involved.
5. A literal interpretation of this ordinance would deprive the applicants of any rights that others in the same district are allowed.
6. Relief, if granted, would not cause substantial detriment to the public good, or impair the purposes and intent of this ordinance.
7. Special circumstances or conditions applying to the building or land or building and land in question are peculiar to such premises and do not apply generally to other land or buildings in the vicinity.
8. Granting of the application is necessary for the preservation and enjoyment of a property right and not merely to serve as a convenience to the applicant.
9. The condition from which relief or a variance is sought did not result from willful action by the applicant
10. Authorizing the variance will not impair adequate supply of light and air to adjacent property or unreasonably increase the congestion of public streets, increase the danger of fire, imperil the public safety, unreasonably diminish or impair established property values within the surrounding areas or in any other respect impair the health, safety, comfort, morals or general welfare of the inhabitants of the City.

Applicant Response Statement – Variance 1

1. Variance to allow for improvement of an existing driveway on Main Street when access can be provided from side street.
2. There is an existing driveway on Main Street. By using it to connect with the Dobbs Rd entrance it will give a seamless access to the whole development.
3. Utilizing the existing driveway to connect to the Dobbs Rd entrance will not create a practical difficulty or unnecessary hardship. It will make the access seamless to the development.
4. Having multiple entrances to this size of a Mixed use development is not peculiar and specific to this property.
5. There are other developments in the area which have multiple entrances so it will not deprive from other applicants.
6. Granting this variance will not create a substantial detriment to the public good, as the improved existing driveway on Main Street will be designed to meet safety and operational standards.
7. The improvement supports orderly access, enhances site functionality, and remains consistent with the intent of the ordinance while accommodating the project's mixed-use nature.
8. The improvement supports safe circulation and active street frontage and is not merely a matter of convenience to the applicant.
9. The condition requiring relief is not the result of any willful action by the applicant. It is an existing site condition related to the property and current access configuration.
10. Granting this variance will not impair the health, safety, comfort, morals or general welfare.

Applicant Response Statement – Variance 2

1. Variance to allow sidewalk along Main Street to be as narrow as 8' at the NW portion of the property.
2. This variance is required to fit the sidewalk between the existing power pole and property line to the north.
3. This variance will only be required for few feet of the sidewalk and would not create any hardship and blend nicely with the neighboring sidewalk.
4. This is variance request is not peculiar to this property; similar condition might be existing in other locations where power pole is along the street sidewalks.
5. This variance is for a few feet of narrow sidewalk which might be needed in other location as well where power pole is along the street sidewalks so it will not deprive from other applicants.
6. Most of the sidewalk in this development would be the standard 10' then it will transition to 8' for few feet which continues to neighbor sidewalk. This will not be to be the detriment of public good.
7. This variance requirement is not pellicular to this development, this could be to other streets where there is existing utility pole.
8. This variance is required so existing pole need not be relocated for just few feet of smaller sidewalk. It is not for convenience of the applicant.
9. This variance required based on existing conditions and not due to willing action of the applicant.
10. Granting this variance will not impair the health, safety, comfort, morals or general welfare

APPLICANT RESPONSE STATEMENT CONDITIONAL USE PERMITS

The applicant finds that the following standards are relevant in balancing the interest in promoting the public health, safety, morality, or general welfare against the right to unrestricted use of property and shall govern the exercise of the zoning power.

If this application is in response to a conditional use permit, please respond to the following standards in the form of a written narrative:

1. Explain requested conditional use permit.
2. Whether or not there will be significant adverse effect on the surrounding area in which the proposed use will be located.
3. Whether or not the use is otherwise compatible with the surrounding area.
4. Whether or not the use proposed will result in a nuisance as defined under state law.
5. Whether or not quiet enjoyment of surrounding property will be adversely effected.
6. Whether or not property values of surrounding property will be adversely effected.
7. Whether or not adequate provisions are made for parking and traffic considerations.
8. Whether or not the site or intensity of the use is appropriate.
9. Whether or not special or unique conditions created by the use are consistent with the purpose, intent and goals of the Comprehensive Town Plan.
10. Whether or not adequate provisions are made regarding hours of operation.
11. Whether or not adequate controls and limits are placed on commercial and business deliveries.
12. Whether or not adequate landscape plans are incorporated to ensure appropriate transition between adjacent or nearby properties.
13. Whether or not the public health, safety, welfare or moral concerns of the surrounding neighborhood will be adversely affected.
14. Whether the application complies with any applicable specific requirements set forth in this chapter for conditional use permits for particular types of uses.
15. Whether the applicant has provided sufficient information to allow full consideration of all relevant factors.
16. Whether the conditional use requested emits or creates unusual odors which would warrant use of an odor elimination/attenuation system as recommended by industry standards.

17.

CONFLICT OF INTEREST CERTIFICATION

The undersigned below, making application for a zone change has complied with the O.C.G.A. § 36-67A, et. Seq., Conflict of Interest in Zoning Actions, and has submitted or attached the required information on the forms provided. Title 36 relates to disclosure of financial interests, campaign contributions, and penalties for violating O.C.G.A.

Signature of Applicant: _____ Date: 02/05/2026

Print Name: Dinesh Vudutha

Signature of Applicant's Attorney: _____ Date: _____

Print Name: _____ Title: _____

Sworn to and Subscribed before me this: 5th day of February, 2026.

Notary Signature: Tomica Williams

(Notary Seal) Tomica Williams
NOTARY PUBLIC
DeKalb County, GEORGIA
My Commission Expires 10/16/2026

DISCLOSURE STATEMENT

Nothing in Chapter 36 of OCGA shall be construed to prohibit a local government official from voting on a zoning decision when the local government is adopting a zoning ordinance for the first time or when a local government is voting upon a revision of the zoning ordinance initiated by the local government pursuant to a comprehensive plan as defined in Chapter 70 of this title.

☑ No, I have not made any campaign contribution to City Officials voting on this application exceeding $250 in the past two years.

☐ Yes, I have made campaign contributions to City Officials voting on this application exceeding $250 in the past two years.

To Whom: _____

Value of Contribution: _____

Date of Contribution: _____

Signature of Applicant: _____ Date: 02/05/2026

Print Name: Dinesh Vudutha

Sworn to and Subscribed before me this: 5th day of February, 2026.

Notary Signature: Tomica Williams

(Notary Seal) Tomica Williams
NOTARY PUBLIC
DeKalb County, GEORGIA
My Commission Expires 10/16/2026

AUTHORIZATON OF PROPERTY OWNER

I, Dinesh Vudutha, being duly sworn upon his/her oath, being of sound mind and legal age deposes and states; That he/she is the owner of the property which is subject matter of the attached application, as is shown in the records of Cherokee County/City of Woodstock, Georgia.

He/She authorizes the person named below to act as applicant in the pursuit of a request for:

- ☐ Annexation
- ☐ Rezoning
- ☑ Variance
- ☐ Conditional Use Permit
- ☐ Comprehensive Plan Amendment
- ☐ Other: _____

I hereby authorize the City of Woodstock staff, Mayor & City Council, and Planning Commission to inspect the premises which are subject of the application.

Applicant's Information:

Name: Dinesh Vudutha OBO DTWS Investments LLC

Address: [redacted] Phone: _____

City, State, Zip: Atlanta, GA 30342 Fax: _____

Signature of Owner: _____ Date: 02/05/2026

Print Name: DINESH VUDUTHA

Sworn to and Subscribed before me this: 5th day of February, 2026

Notary Signature: Tomica Williams

(Notary Seal) Tomica Williams
NOTARY PUBLIC
DeKalb County, GEORGIA
My Commission Expires 10/16/2026

PROPERTY TAX VERIFICATION

The undersigned below is authorized to make this application. The undersigned certifies that all City Taxes/ Cherokee County property taxes, billed to date for the parcel listed below have been paid in full the Tax Official of the City of Woodstock, Georgia. In no case shall an application or reapplication for rezoning be processed without such property verification.

*Note: A separate verification form must be completed for each tax parcel included in rezoning request.

Tax Map #: 92 N 02 Parcel #: 009 & 009A

Signature of Applicant: _____ Date: 02/05/2026

Print Name: Dinesh Vudutha

TAX OFFICIAL USE ONLY:

Payment of all property taxes billed to date for the above referenced parcel have been verified as paid current and confirmed by the signature below.

Signature of Tax Official: _____ Date: _____

Title: _____

CORPORATE AUTHORIZATION FORM

My name is _____ (hereinafter "Representative"). I am the Representative for _____ (the "Applicant Company") retained to handle the Public Hearing Application for the City of Woodstock for the property located _____. I am of legal age and suffer from no disabilities which would affect my competence to give this Certificate which is being given on my own personal knowledge for use with respect to the Applicant Company's Application to request variances pertaining to certain real property located in the City of Woodstock, Georgia.

In accordance with the requirements for completing a City of Woodstock Application for Public Hearing, I hereby attest that I have reviewed the Public Hearing application and related documents which are being filed simultaneously therewith on behalf of the Applicant Company (collectively, the "Public Hearing Application") to which this Certificate is attached and hereby certify:

(a) That the signature affixed to the Public Hearing Application is in fact the seal of the Representative or a true facsimile thereof; and

(b) That the Representative who executed the Public Hearing Application does in fact occupy the role indicated, that the role that the signer occupies has the authority to execute the Public Hearing Application on behalf of the Applicant Company, and that the signature of said Representative is genuine; and

(c) That the execution of the Public Hearing Application and the filing of the Public Hearing Application by the Representative is with the express permission of the Applicant Company.

Signature of Applicant: _____

Notary Signature: _____

Sworn and subscribed before me this _____ day of _____, _____.

(Notary Seal)

Public Hearing Application Fee Calculator

Project Address: 8261 Main St

City: Woodstock State: Georgia Zip: 30188

Total Acreage: 2.365 Parcel ID Number: 92 N 02 009 & 92 N 02 009A

ANNEXATION APPLICATION

No Fee

REZONING APPLICATION

__ 0-19 acres	$750.00	$_____
__ 20-99 acres	$850.00	$_____
__ 100 acres or greater	$1000.00 + $10.00/acre over 99 acres	$_____
__ Conditional Use Permit	$300.00	$_____
__ Condition Amendment	$300.00	$400
__ with Concurrent Variances	$100.00/variance	
	# of Variances ____ * $100.00 =	$_____

VARIANCE/ZONE TEXT AMENDMENT APPLICATIONS

__ Variances	$300.00 for first Variance + $100.00/additional variance	
	$300.00 + $100.00 per additional request (1) =	$400
__ Zone Text Amendment	$750.00	$_____

Total Fees Due: $800

Payment is due at the time of Application acceptance. The City of Woodstock accepts cash, checks made out to the City of Woodstock, or credit cards using our Credit Card Authorization form.

Applicant: Dinesh Vudutha

Applicant Email: [redacted] Phone: [redacted]

Applicant Signature: _____

STAFF USE ONLY:

Case: ____ # _____ Amount Confirmed by: _____ Date Paid: _____

Date Received: _____ Payment Received by: _____ Receipt Number: _____

ENTITLEMENT DOCUMENT FOR Z#162-24.

The following entitlements were granted by City Council, along with the following COAs. The entitlements that are nullified by the proposed development are *italicized.* The conditions that must be amended in order to develop the site as proposed are **bolded.** Additional conditions that must be amended to accommodate future City infrastructure projects are underlined. Staff commentary on the proposed changes are found in red as subsections under the affected entitlements or conditions.

Entitlements:

1) Rezoning of parcels 92N09 009 and 92N09 009A from DT-RO to DT-CBD.
2) A Conditional Use Permit is granted to allow attached single-family housing product.
3) A Conditional Use Permit is granted to allow for a new residential development on less than 5 acres in size.
4) *Variance is granted to LDO Section 7.726.4 to reduce the sidewalk supplemental zone along Dobbs Road.*
    a. Updated site design indicates that a minimum 8' sidewalk supplemental zone, as required off of D-type streets by the Land Development Ordinance, is shown along the entirety of the Dobbs Road frontage. Therefore, the above entitlement is no longer needed.
5) Variance is granted to LDO Section 7.727.2 to allow for a reduction in the minimum block size standards.
6) Variance is granted to LDO Section 7.729.1(b) to allow residential units to front onto open Space.
7) Variance is granted to LDO Section 7.728.4 to allow for the main living spaces of the proposed townhomes to be located on the second floor.
8) Variance is granted to LDO Section 7.730.2(b) to allow for a privacy fence to replace the required masonry wall when private alleys abut existing residential uses.

Conditions:

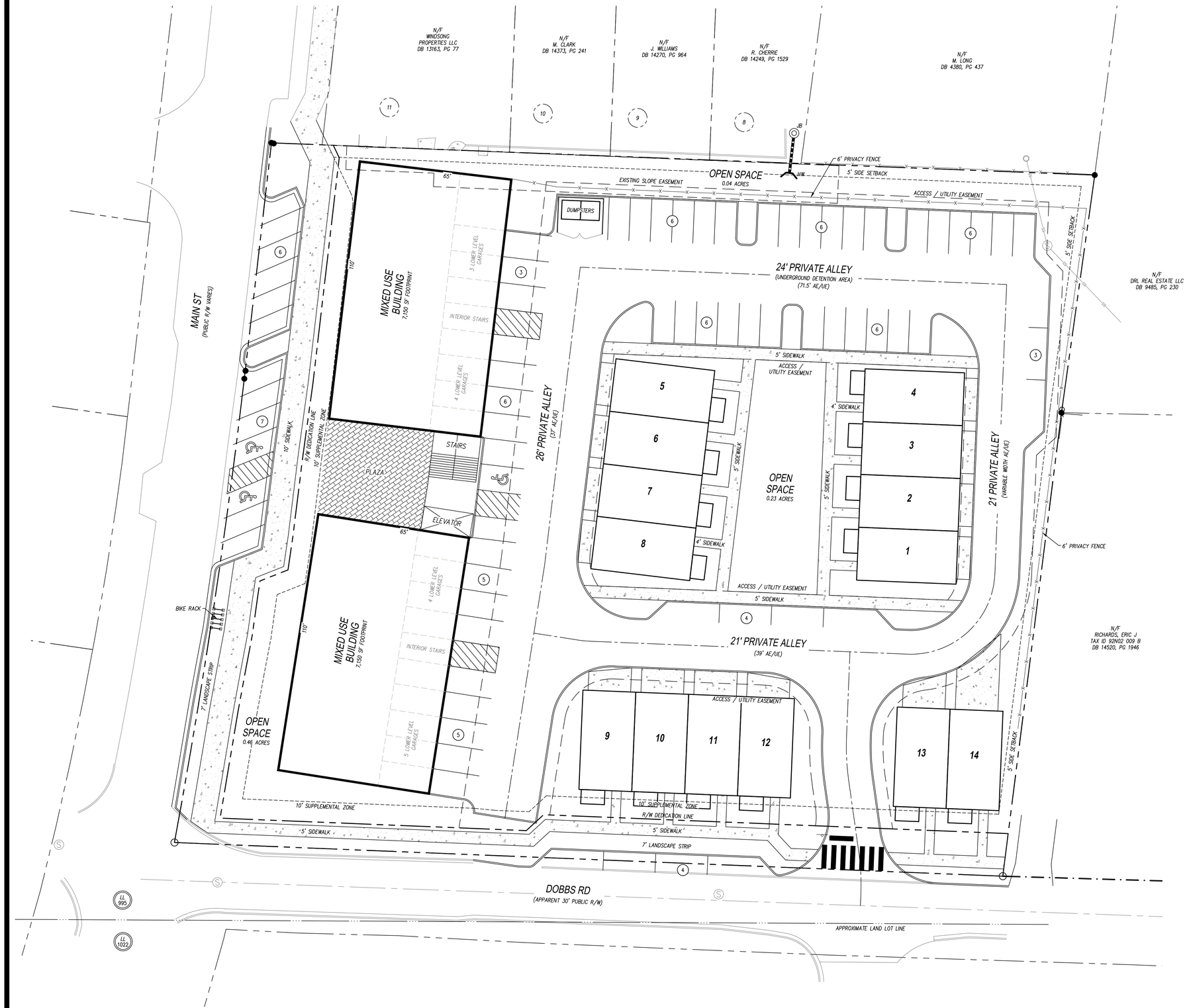
1) **The design of the project shall be substantially similar to site and architectural materials attached in Exhibits C and D to this Ordinance. Any changes to the approved project shall be approved and reviewed for compliance by the Development Process Committee.**
    a. The original site design are architectural materials have changed greatly from this project compared to its original conception. The original conception featured two, four-story mixed-use buildings along the Main Street frontage, with townhomes located behind. The updated design presents two commercial buildings (one- and two-stories) and one mixed-

use building (three-story) along the Main Street frontage and townhomes located behind. The townhomes are increased in number and are allocated along a differing street network than what was originally proposed.

2) A maximum of 38 for sale dwelling units are permitted. Tonwhomes shall be fee simple. Condominiums shall be for sale All units shall be equipped with separate utility connection and a condominium map shall be recorded.
3) No more than 10 percent of the residential units within the development may be rented by their owner. This restriction shall be memorialized in the covenants for the property, provided to every home buyer, and shall be enforced by the POA.
4) At site plan review, the Applicant shall provide CAD files to confirm the Open Space provide relative to the density bonus received. If the Open Space is less than required by the LDO, the Applicant shall be required to decrease their unit count accordingly.
5) The drive aisle into the site shall be oriented directly across from the existing Chattahoochee Technical College entrance on Dobbs Road.
6) Right-of-way shall be dedicated by the Applicant to the City for the construction of a dedicated right-hand turn land from Dobbs Road onto Main Street as generally shown on the site plan attached as Exhibit C to this Ordinance. This right of way dedication and dedicated turn lane design shall be subject to the approval of the City Engineer and/or the Public Works Department. Should land disturbance require the location of the existing utility pole to be changed, the Applicant shall bear full financial responsibility for its relocation.
    a. Future infrastructure plans for the Dobbs and Main intersection have pointed away from the addition of a right-hand turn lane, instead opting for a miniature roundabout that may need to change the verbiage located within this COA.
7) At the City's discretion, the Applicant shall enter into a Developer's Agreement with the City for the development of the dedicated right-hand turn lane from Dobbs Road onto Main Street.
    a. Similar to above, updated plans may change the verbiage of this COA.
8) The Sidewalk Supplemental zone along Dobbs Road shall be reduced commensurate with the right-of-way dedication for the right-hand turn lane onto Main Street. This reduction shall be subject to the approval of City Engineer and/or the Public Works Department.
    a. Similar to above, updated plans may change the verbiage of this COA.
9) **Sidewalk provided along Main Street shall be ten feet (10') in width. Sidewalk along Dobbs Road shall be five feet (5') in width.**
    a. Applicant is requesting a Variance to decrease the sidewalk width on the northwest corner of the site from 10' down to 8'. The condition would need to be changed should the Council approve the Variance.

10) The mixed-use buildings shall not exceed sixty-four feet (64') in height, as measured from the grade on Main Street. All rooftop utilities must be screened to the satisfaction of the Community Development Director.
11) Commercial buildings shall be designed in anticipation of restaurant uses, including dedicated and reserved great trap locations with underground conduit installed and vent chases to the roof.
12) **The Applicant shall provide 86 parking spaces, which may be provided by any combination of covered parking, on-street parking, angled parking, or joint parking agreement. On-street spaces required to satisfy streetscape requirements along Main Street and Dobbs Road shall be provided regardless of any site configuration.**
    a. The Applicant has changed the number of parking spaces to 96 spaces on the proposed plan. Eleven are on-street parking, seventeen are surface parking within the development, and sixty-eight are proposed as garage spaces within the townhomes. Only 81 parking spaces are required by code.
13) Tandem parking spaces are prohibited. This will be confirmed during site plan review.
14) Architectural elevations for the townhomes shall be provided to the City ad approved by the Development Process Committee, with all the following features:
    a. Front facades shall have a majority brick and stone frontages, with a variety of finishes and types.
    b. There shall be at least 2 different townhome façade designs, with a variety of colors and accents.
15) Residential balconies on the mixed-use buildings shall not project beyond the building façade.
16) Any public spaces, including the plaza along Main Street, shall be maintained by the Property Owner's Association, which shall, along with the POA for the townhomes, be a part of a Master Association for the overall development.
17) **The design professionals of record on the project shall be retained and consulted throughout the design until such time that building plans are approved by the City of Woodstock. Any changes to architect or engineer shall be approved by the Community Development Director.**
    a. The architect who developed the elevations for the previous iteration of the project is not attached to the project any longer.
18) The proposed project shall comply with reversion standards as described in LDO Section 11.303.
19) Demolition of the existing home at 8271 Dobbs Road shall occue by September 1, 2025. Prior to demolition, the structure shall be secured to the satisfaction of the Building official.

20) Parcels 92N09 009 and 92N09 009A shall be combined via combination plat, submitted to the City no later than April 11, 2025.



24 HOUR CONTACT:
JEFF SMITH, PE
404.328.6280

NORTH

20 10 0 20 40

(IN FEET)
1 inch = 20 ft.

DEVELOPMENT SUMMARY	
ZONING	
EXISTING ZONING	DT–RO
PROPOSED ZONING	DT–CBD
AREA	
SITE AREA	2.365 ACRES
OPEN SPACE REQUIRED	0.473 ACRES (20%)
OPEN SPACE PROVIDED ON SITE	0.729 ACRES
OPEN SPACE PROVIDED IN BALCONIES	0.065 ACRES
TOTAL OPEN SPACE PROVIDED	0.794 ACRES (37%)
OPEN SPACE PROVIDE OVER MINIMUM	14,000 SF
RESIDENTIAL	
DENSITY	
NUMBER OF CONDO UNITS	24 UNITS
NUMBER OF SINGLE FAMILY TOWNHOME UNITS	14 UNITS
TOTAL NUMBER OF RESIDENTIAL UNITS	38 UNITS
PROPOSED DENSITY	16.07 UNITS/ACRE
MAXIMUM DENSITY (12 U/A + 34% MIXED USE & OPEN SPACE BONUS)	16.08 UNITS/ACRE
COMMERCIAL	
RESTAURANT	7,150 SF
RETAIL/OFFICE	7,150 SF
TOTAL COMMERCIAL PROPOSED	14,300 SF
SETBACKS	
SUPPLEMENTAL ZONE (DOBBS RD / MAIN ST)	10 FEET / 10 FEET
SIDE	5 FEET
REAR	5 FEET

PARKING SUMMARY	
RESIDENTIAL PARKING REQUIRED	
18 2 BEDROOM UNITS X 2.0 SPACES / UNIT	36 SPACES
6 3 BEDROOM UNITS X 2.0 SPACES / UNIT	12 SPACES
14 TOWNHOME UNITS X 2.0 SPACES / UNIT	28 SPACES
GUEST PARKING (0.25 SPACES / UNIT)	10 SPACES
TOTAL RESIDENTIAL PARKING REQUIRED	86 SPACES
RESIDENTIAL PARKING PROVIDED	86 SPACES
GARAGE PARKING (24 CONDOS + 14 TOWNHOMES)	44 SPACES
SURFACE PARKING FOR RESIDENTS	32 SPACES
GUEST PARKING	10 SPACES
COMMERCIAL PARKING REQUIRED	
7,150 SF RESTAURANT (7 SPACES / 1,000 SF)	50.1 SPACES
7,150 SF RETAIL (3.33 SPACES / 1,000 SF)	23.8 SPACES
COMMERCIAL PARKING REQUIRED	74 SPACES
TOTAL COMMERCIAL PARKING PROVIDED	31 SPACES
TOTAL PARKING REQUIRED	160 SPACES
TOTAL PARKING PROVIDED	117 SPACES

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

THE UTILITIES SHOWN HEREON ARE FOR THE CONTRACTORS CONVENIENCE ONLY. THERE MAY BE OTHER UTILITIES NOT SHOWN ON THESE PLANS. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THE LOCATIONS SHOWN AND IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL UTILITIES WITHIN THE LIMITS OF THE WORK. ALL DAMAGE MADE TO EXISTING UTILITIES BY THE CONTRACTOR SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

RIDGE PLANNING AND ENGINEERING©
6234 OLD HIGHWAY 5
SUITE D9-250 · WOODSTOCK, GA 30188
OFFICE 770.938.9000

LAND PLAN

8271 MAIN STREET

LAND LOT 995
15th DISTRICT, 2nd Section
CITY OF WOODSTOCK
CHEROKEE COUNTY, GEORGIA

OWNER/DEVELOPER

DINESH VUDUTHA
8271 MAIN STREET
WOODSTOCK, GEORGIA 30188
404.232.5285

GEORGIA REGISTERED No. 34121 PROFESSIONAL ENGINEER JEFFEREY M. SMITH

REVISIONS

10/1/24 – UPDATE SITE PLAN
10/7/24 – UPDATE SITE PLAN
10/16/24 – UPDATE SITE PLAN
11/19/24 – UPDATE SITE PLAN
12/3/24 – UPDATE SITE PLAN

ZONING PLAN

Z100

24050 LP5.DWG 9.27.24

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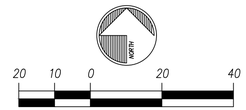
24 HOUR CONTACT:
JEFF SMITH, PE
404.328.6280



(IN FEET)
1 inch = 20 ft.

*STORMWATER MANAGEMENT TO BE PROVIDE UNDER ALLEYS

DEVELOPMENT SUMMARY	
ZONING	
EXISTING ZONING	DT-CBD
AREA	
SITE AREA	2.365 ACRES
OPEN SPACE REQUIRED	0.473 ACRES (20%)
OPEN SPACE PROVIDED ON SITE	0.640 ACRES
OPEN SPACE PROVIDED IN BALCONIES	0.000 ACRES
TOTAL OPEN SPACE PROVIDED	0.640 ACRES (27%)
OPEN SPACE PROVIDE OVER MINIMUM	7,274 SF
RESIDENTIAL	
DENSITY	
NUMBER OF SINGLE FAMILY TOWNHOME UNITS	34 UNITS
NUMBER OF CONDO UNITS	2 UNITS
PROPOSED DENSITY	15.22 UNITS/ACRE
MAXIMUM DENSITY (12 U/A + 27% MIXED USE & OPEN SPACE BONUS)	15.24 UNITS/ACRE
COMMERCIAL	
RESTAURANT	5,400 SF
RETAIL/OFFICE	3,600 SF
TOTAL COMMERCIAL PROPOSED	9,000 SF
SETBACKS	
SUPPLEMENTAL ZONE (DOBBS RD / MAIN ST)	8 FEET / 10 FEET
SIDE	5 FEET
REAR	5 FEET

PARKING SUMMARY	
RESIDENTIAL PARKING REQUIRED	
2 2 BEDROOM CONDO UNITS X 2.0 SPACES / UNIT	4 SPACES
34 TOWNHOME UNITS X 2.0 SPACES / UNIT	68 SPACES
GUEST PARKING (0.25 SPACES / UNIT)	9 SPACES
TOTAL RESIDENTIAL PARKING REQUIRED	81 SPACES
RESIDENTIAL PARKING PROVIDED	81 SPACES
GARAGE PARKING (34 TOWNHOMES)	68 SPACES
SURFACE PARKING FOR RESIDENTS	4 SPACES
GUEST PARKING	9 SPACES
COMMERCIAL PARKING REQUIRED	
NO COMMERCIAL PARKING REQUIRED IN DT-CBD DISTRICT	0 SPACES
TOTAL COMMERCIAL PARKING PROVIDED	6 SPACES
TOTAL PARKING REQUIRED	81 SPACES
TOTAL PARKING PROVIDED	87 SPACES

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LAND PLAN
8271 MAIN STREET
LAND LOT 995
15th DISTRICT, 2nd Section
CITY OF WOODSTOCK
CHEROKEE COUNTY, GEORGIA

OWNER/DEVELOPER
DINESH VUDUTHA
8271 MAIN STREET
WOODSTOCK, GEORGIA 30188
404.232.5285

REVISIONS

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10/7/24 – UPDATE SITE PLAN
10/16/24 – UPDATE SITE PLAN
11/19/24 – UPDATE SITE PLAN
12/3/24 – UPDATE SITE PLAN
12/20/24 – UPDATE SITE PLAN
2/24/26 – UPDATE SITE PLAN
3/11/26 – UPDATE SITE PLAN
4/23/26 – UPDATE SITE PLAN

ZONING PLAN

Z100

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ATTACHMENT F1

A&R Engineering, Inc.

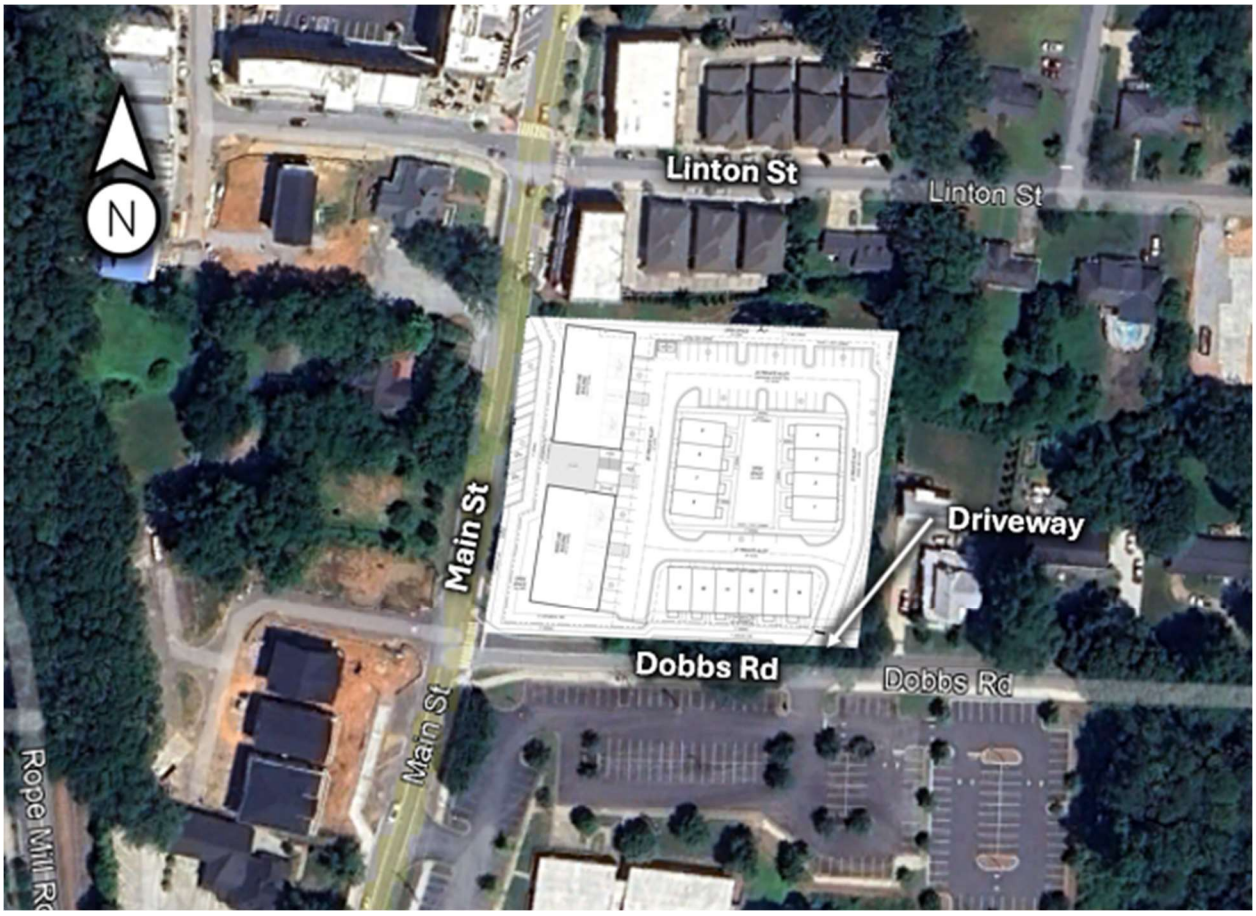


Memorandum

To: DTWS Investments
From: Abdul Amer, PE
Date: October 28, 2024
Subject: Trip Generation Memorandum for a proposed Mixed-Use Development At 8271 Main Street Woodstock, Georgia | A&R 24-207

The purpose of this memorandum is to estimate the trip generation that will result from the proposed mixed-use development at 8271 Main Street Woodstock, Georgia. The location of the development is shown below. The proposed development will consist of:

- 14 units of Single-Family Attached Housing
- 24 units of Multifamily Housing (Low-Rise)
- 7,150 SF of Strip Retail Plaza (<40k)
- 7,150 SF of High-Turnover (Sit-Down) Restaurant



The proposed development will have one full access driveway on Dobbs Road.

A&R Engineering, Inc.

METHODOLOGY

Trip generation estimates for the project were based on the rates and equations published in the 11th 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 referenced is based on the following ITE Land Uses: *215 – Single-Family Attached Housing, 220 – Multifamily Housing (Low-Rise)-Not Close to Rail Transit,822 – Strip Retail Plaza (<40k) and 932 – High-Turnover (Sit-Down) Restaurant.*

Land Use: 215 – Single-Family Attached Housing: This land use includes any single-family housing unit that shares a wall with an adjoining dwelling unit, whether the walls are for living space, a vehicle garage, or storage space. The ITE database for this land use includes duplexes (defined as a single structure with two distinct dwelling units, typically joined side-by-side and each with at least one outside entrance) and townhouses/rowhouses (defined as a single structure with three or more distinct dwelling units, joined side-by-side in a row and each with an outside entrance).

Land Use: 220 – Multifamily Housing (Low-Rise)-Not Close to Rail Transit: This land use includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have two or three floors (levels).

Land Use: 822 – Strip Retail Plaza (<40k): A strip retail plaza is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Each study site in this land use has less than 40,000 square feet of gross leasable area (GLA).

Land Use: 932 – High-Turnover (Sit-Down) Restaurant: This land use includes any fast-food restaurant that provides drive-through service only. The restaurant is typically housed in a very small building. It may provide a limited amount of outside seating at which there usually is no table service.

A&R Engineering, Inc.

TRIP GENERATION

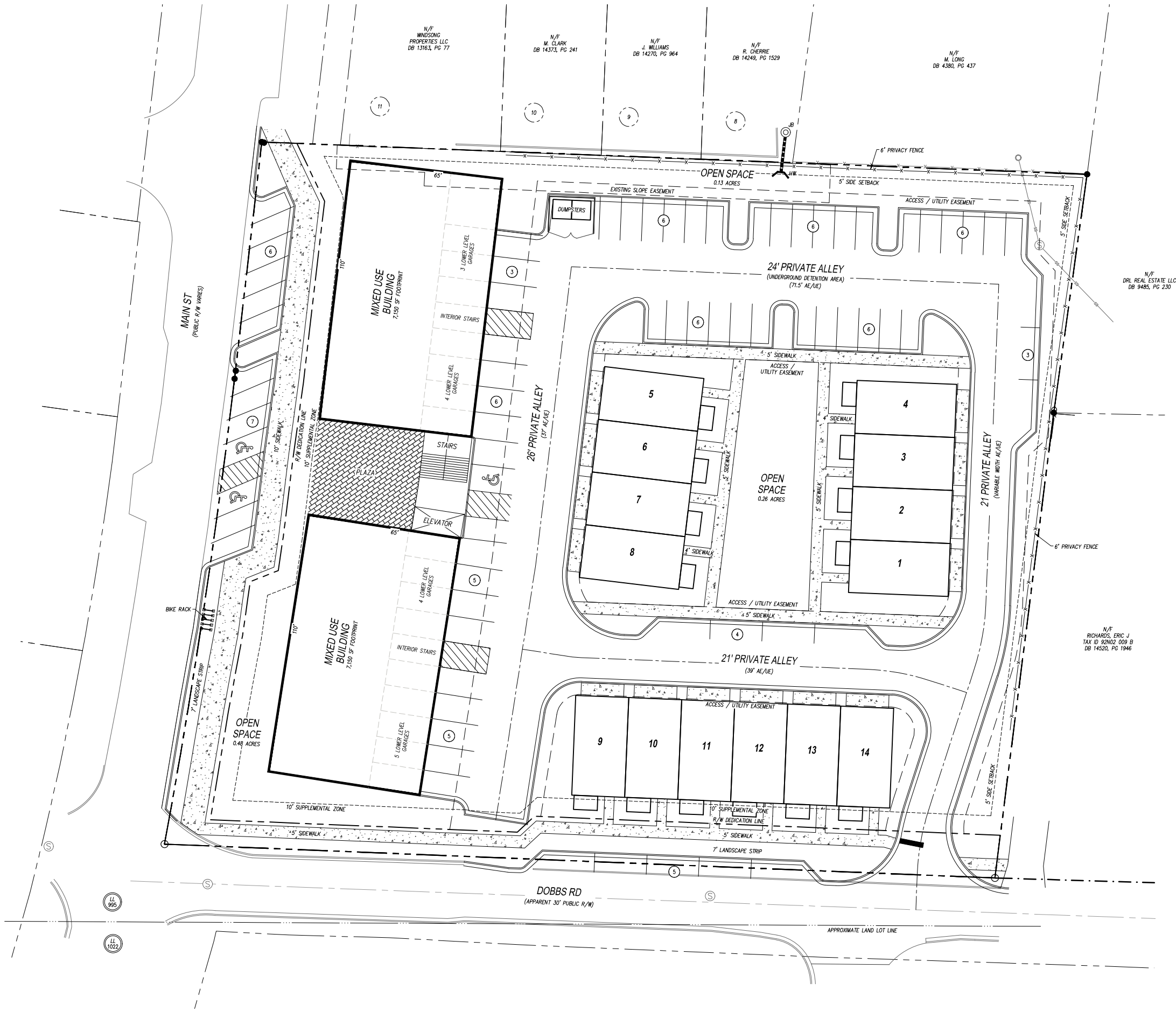
The results of the analysis for the proposed development are shown in Table 1, below.

TABLE 1 – TRIP GENERATION FOR PROPOSED DEVELOPMENT

Land Use	Size	AM Peak Hour			PM Peak Hour			24 Hour
		Enter	Exit	Total	Enter	Exit	Total	Two-way
ITE 215 - Single-Family Attached Housing *	14 units	2	5	7	5	3	8	56
mixed-use reduction		-1	-1	-2	-1	-1	-3	-20
ITE 220 - Multifamily Housing (Low-Rise)-Not Close to Rail Transit	24 units	7	23	30	19	12	31	229
mixed-use reduction		-2	-4	-6	-6	-5	-10	-81
ITE 822 - Strip Retail Plaza (<40k)	7,150 sf	14	9	23	31	30	61	531
mixed-use reduction		-2	-1	-3	-2	-3	-5	-41
ITE 932 - High-Turnover (Sit-Down) Restaurant	7,150 sf	38	30	68	39	26	65	766
mixed-use reduction		-3	-2	-5	-4	-4	-8	-60
Passby Trips (0%) 43%		0	0	0	-15	-9	-24	-240
Total without Reductions		**61**	**67**	**128**	**94**	**71**	**165**	**1,582**
Total with Reductions		**53**	**59**	**112**	**66**	**49**	**115**	**1,140**

*Average rate used for AM and PM peak hour and fitted curve was used for 24-hour two way for Land Use 215

Based on trip generation rates published in the Institute of Transportation Engineer's Trip Generation Manual, 11th edition, the proposed mixed-use development will generate 112 new external two-way trips in the AM peak hour, 115 new external two-way trips in the PM peak hour, and 1,140 new external two-way trips in a 24-hour duration.



24 HOUR CONTACT:
JEFF SMITH, PE
404.328.6280

20 10 0 20 40
(IN FEET)
1 inch = 20 ft.

DEVELOPMENT SUMMARY	
ZONING	
EXISTING ZONING	DT-RO
PROPOSED ZONING (*WITH VARIANCE)	DT-CBD
AREA	
SITE AREA	2.365 ACRES
OPEN SPACE REQUIRED	0.473 ACRES (20%)
OPEN SPACE PROVIDED	0.869 ACRES (36.7%)
OPEN SPACE OVER REQUIRED AREA	17,250 SF
RESIDENTIAL	
DENSITY	
NUMBER OF CONDO UNITS	24 UNITS
NUMBER OF SINGLE FAMILY TOWNHOME UNITS	14 UNITS
TOTAL NUMBER OF RESIDENTIAL UNITS	38 UNITS
PROPOSED DENSITY	16.07 UNITS/ACRE
MAXIMUM DENSITY (12 U/A + 20% MIXED USE BONUS + 17.25% OPEN SPACE BONUS)	16.47 UNITS/ACRE
COMMERCIAL	
RESTAURANT	7,150 SF
RETAIL/OFFICE	7,150 SF
TOTAL COMMERCIAL PROPOSED	14,300 SF
SETBACKS	
SUPPLEMENTAL ZONE (DOBBS RD / MAIN ST)	10 FEET / 10 FEET
SIDE	5 FEET
REAR	5 FEET

PARKING SUMMARY	
RESIDENTIAL PARKING REQUIRED	
18 2 BEDROOM UNITS x 2.0 SPACES / UNIT	36 SPACES
6 3 BEDROOM UNITS X 2.0 SPACES / UNIT	12 SPACES
14 TOWNHOME UNITS X 2.0 SPACES / UNIT	28 SPACES
GUEST PARKING (0.25 SPACES / UNIT)	10 SPACES
TOTAL RESIDENTIAL PARKING REQUIRED	86 SPACES
RESIDENTIAL PARKING PROVIDED	86 SPACES
GARAGE PARKING (24 CONDOS + 14 TOWNHOMES)	44 SPACES
SURFACE PARKING FOR RESIDENTS	32 SPACES
GUEST PARKING	10 SPACES
COMMERCIAL PARKING REQUIRED	
7,150 SF RESTAURANT (7 SPACES / 1,000 SF)	50.1 SPACES
7,150 SF RETAIL (3.33 SPACES / 1,000 SF)	23.8 SPACES
COMMERCIAL PARKING REQUIRED	74 SPACES
TOTAL COMMERCIAL PARKING PROVIDED	32 SPACES
TOTAL PARKING REQUIRED	160 SPACES
TOTAL PARKING PROVIDED	118 SPACES

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Kimley»Horn

To: Coty Thigpen, City of Woodstock

From: Adam Gomez, PE, Kimley-Horn and Associates, Inc.

Date: December 29, 2025

RE: Main Street at Dobbs Road – Traffic Engineering Study Review

Kimley-Horn (KH) was tasked by City of Woodstock to review the traffic engineering study performed by Metro Trafix LLC titled *Traffic Analysis Report Intersection of Main St and Dobbs Rd* dated April 2025. The following memo provides insight into the concern with the traffic study findings. **Exhibit 1** (attached) provides a redline copy of the Metro Trafix traffic study, illustrating concerns and inconsistencies. In addition, Kimley-Horn has provided recommendations for the City of Woodstock to consider at the intersection of Main Street and Dobbs Road.

Existing Deficiencies:

Overall, the traffic study performed by Metro Trafix provides elements to consider when evaluating existing intersection conditions and the effects of introducing a mixed-use development to a quadrant of the intersection. The overall impact of the mix-used development will introduce an increase to existing traffic patterns. The study identifies the increase of traffic appropriately but requires additional considerations for the existing deficiencies the intersection is currently dealing with.

The primary deficiencies the existing intersection is experiencing are:

1. Substandard Intersection Sight Distance from Dobbs Road to Main Street
2. Substandard vertical approach grade along Dobbs Road

The traffic study explains the definition of sight distance and the difference between intersection sight distance (ISD) and stopping sight distance (SSD). However, the study failed to properly calculate the existing ISD and design ISD based on the existing longitudinal grade of Dobbs Road. The study highlights that the existing longitudinal grade of Dobbs Road is 8.5%. The existing grade is a factor for ISD calculations according to AASHTO Green Book (2018 edition).

Per Table 9-6 of the AASHTO Green Book "for minor-road approach grades - if the approach grade is an upgrade that exceeds 3 percent, add 0.2 seconds for each percent grade by which the approach grade exceeds zero percent". In the case of Dobbs Road, the time gap coefficient should have been enhanced to consider an 8.5% approach upgrade, which would calculate to 7.5 seconds + (0.2 sec x 8.5%) = 9.2 seconds. The true ISD at 25 mph for B1 (left turn) is 338.1 feet ~ 340 feet. The delta between what was proposed in the traffic study is approximately 60 feet under the true calculated version based on the approach grade of Dobbs Road.

As for B2 (right turn), AAHSTO Green Book calculates to 6.5 seconds + (0.1 sec x 8.5%) = 7.35 seconds. The true ISD at 25 mph for B2 (right turns) is 270.11 feet ~ 271 feet. The traffic study by Metro Trafix did not consider the sight distance for B2.

Other areas the study failed to explain in the sight distance criteria is the evaluation of B1 (left turn from stop condition) and B2 (right turn from stop condition). These are two separate calculations that have separate criteria for determining design ISD.

In addition, the placement of the decision point in the study's existing conditions is incorrect. Based on AASHTO Green Book the decision point is 8 feet from stop bar for B1 calculations and 14.5 to 18 feet (preferred 18 feet) from edge of pavement for B2 calculations.

Kimley»Horn

Based on the stated sight criteria listed above, the existing intersection experiences sight deficiencies based on the existing trees that obstruct the driver's eyesight in both the south and north direction of Main Street. **Figure 1** and **Figure 2** below illustrate the sight constraints for the B1 and B2 conditions:



Figure 1: Dobbs Rd to Main (Looking Left SB)



Figure 2: Dobbs Rd to Main St (Looking Rt NB)

Traffic Analysis:

Kimley-Horn performed an independent HCS 7 capacity analysis for the intersection, using the same turning movement counts used to produce the Metro Trafix (MT) study. Exported HCS reports are included as an attachment to this document (Exhibit 2), Kimley-Horn's analysis determined the following results:

- Scenarios
    - AM Build – existing lane configuration and traffic control for AM Peak
    - PM Build – existing lane configuration and traffic control for PM Peak
    - PM Build w/ RT – PM Peak hour with right turn lane for Dobbs Road Westbound

Scenario	Intersection Delay (sec/veh)		Level of Service (LOS)		Queue (Feet)	
	KH	MT	KH	MT	KH	MT
AM Build	19.7	14.3	C	B	17.5	26
PM Build	158.8	35.2	F	E	215	103
PM Build w/ RT	101.6	27.9	F	D	147.5	72

Kimley-Horn utilized HCS 7's two way stop control (TWSC) scenario utilizing the turning movement counts produced from the Metro Trafix study, which integrated the existing counts with assumed trip generations. There is a large discrepancy between Kimley-Horn (KH) and Metro Trafix results that create cause for concern, primarily the PM build scenario, which is 4.5 times the delay anticipated by Metro Trafix analysis. Although different models were used to analyze the intersection, this large discrepancy requires re-evaluation with a third capacity analysis model.

The addition of a right turn lane on Dobbs Road (PM Build w/ RT) shows a large discrepancy in overall delay, along with double the anticipated queue, with the left/thru lane equating to 147.5 feet.

After review of the Synchro model exports provided by Metro Trafix's report, it was discovered the analysis did not account for the longitudinal grade percentage along Dobbs Road. This should be accounted for in the Synchro model to measure effects of delay impact.

Kimley»Horn

Recommendation:

Kimley-Horn agrees with Metro Trafix's findings that a signal is not warranted based on the current information, and that a right turn lane on Dobbs Road is warranted based on the anticipated trip generations the multi-use development will create. The right turn lane will provide a capacity benefit to the intersection but also creates additional safety concerns:

1. Pedestrian Crossing distance will increase with the inclusion of a right turn lane
2. The existing sight distance is deficient and the addition of a right turn lane for westbound Dobbs Road will hide southbound through movements, creating additional sight distance constraints when right turning vehicles begin to queue. This will likely increase angled crashes at the intersection.

Kimley-Horn recommends another model for capacity analysis to be performed by Metro Trafix to verify the capacity analysis. Due to the large discrepancy between Kimley-Horn's HCS 7 analysis and the traffic study findings, it justifies further evaluation to confirm level of service and expected delay.

In addition, Kimley-Horn recommends the City consider the following alternatives:

1. Remove existing sight constraints at the intersection by removing the southeast/northeast quadrant trees: and maintaining the existing lane configuration to preserve safety benefits.
    a. Consider installation of a right-turn-only lane with an acceleration lane along north-bound Main Street to merge and assist with the intersection sight distance.
    b. Maintain the existing lane configuration to preserve the safety benefits and avoid the additional sight distance with the introduction of a right turn lane. Once full occupancy of the multi-use development is obtained, re-evaluate the intersection capacity and overall safety to incorporate a right turn lane with acceleration lane.
2. Consider the developer provide Dobbs Road longitudinal grade improvements to remove the 8.5% grade. Level grades create driver comfortability and intersection efficiency.
3. Consider the developer provides a mini roundabout at the intersection.
    a. Although traffic volumes are relatively low for Dobbs Road, the total traffic with the addition of the trip generations warrants consideration for a roundabout.
    b. A roundabout will remove the current angled crashes identified from the six-year history.
    c. A roundabout will provide operational improvements and safety benefits for both pedestrians and vehicular traffic. In the attached HCS analysis packet (see attachments) an HCS 7 roundabout analysis was performed using the provided turning movement counts from the traffic study.
        i. Further analysis will be required for the consideration of a roundabout. Kimley-Horn recommends a network analysis be performed to confirm no additional network delay would occur between the existing roundabout at Haney Road and the signalized intersection of Main Street and Arnold Mill Road.
        ii. Additional feasibility into the roundabout geometry would be required to verify the extent of Dobbs Road longitudinal grade improvements. A roundabout would require the road to be raised to meet ADA compliance requirements (5% longitudinal grade for pedestrian crossings).

EXHIBIT 1:
KIMLEY-HORN COMMENTS ON METRO TRAFIX TRAFFIC STUDY

Traffic Analysis report

Intersection of Main St and Dobbs Rd



Metro Trafix
Insights ▪ Engineering ▪ Solutions

In association with:

CALCO ENGINEERING

Prepared by
Metro Trafix LLC
April 2025
metrotrafix.com

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Study does not provide projected traffic. Only provides existing traffic with anticipated trips generated.

OBJECTIVE OF THE STUDY

The main objective of this traffic study is to analyze the intersection of Main Street and Dobbs Road, located just north of downtown Woodstock in Cherokee County, GA. A mixed-use development has been proposed for the northeast quadrant of this intersection. In response, the City of Woodstock has requested a traffic analysis at the intersection.

This study evaluates both existing and projected future traffic conditions at the intersection, focusing on traffic signal justifications and an assessment of the need for a dedicated right-turn lane on Dobbs Road's approach to Main Street. The analysis considers traffic volumes, historical crash records, and other geometric and spatial contexts to justify potential improvements. Findings of this study will help guide decisions regarding signalization, lane modifications, and other enhancements to support safe and efficient traffic operations in the area.

INTRODUCTION AND EXISTING CONDITIONS

The study intersection of Main Street and Dobbs Road is currently a four-legged, minor approach stop-controlled- intersection. In mid-2024, a fourth leg was added on the west side to the T-intersection at the time, providing access to three residential properties via a shared driveway. **Figure 1** shows the location and geometry of the study intersection by the mixed-use development site relative to the adjacent roadway network with their speed limits

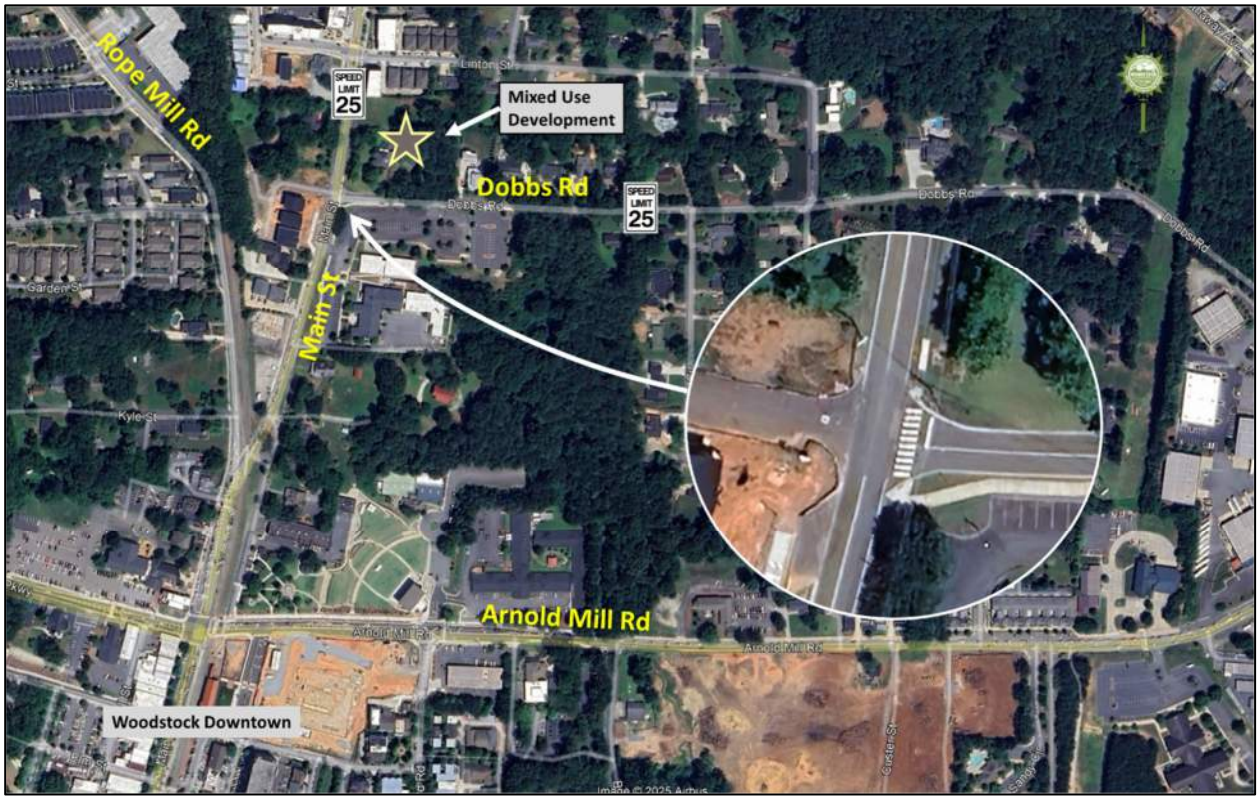


Figure 1. Study Intersection Location Relative to Adjacent Roadway Network and Land Usage

Pedestrian and multimodal infrastructure is present in the area, with a multi-use trail running along both sides of Main Street south of Dobbs Road. A marked crosswalk with ADA-compliant pedestrian ramps connects this trail to the sidewalk north of Dobbs Road, enhancing walkability and accessibility.

Over the past decade, the area surrounding the study intersection and downtown Woodstock has experienced significant growth, driven by the development of new residential subdivisions, retail and commercial establishments, and transportation infrastructure improvements. These enhancements have included the expansion of multimodal facilities and safety-focused upgrades to accommodate the increasing demand for mobility in the region.

According to the Georgia Department of Transportation's (GDOT) functional classification system, Main Street is designated as a minor arterial. This north-south corridor with a 25-mph speed limit within the study area runs parallel to I-575, extending from approximately one mile south of SR 92, where Canton Road transitions into Main Street, through downtown Woodstock and continues several miles north. Main Street serves as a connector for local traffic, providing both direct and indirect access to I-575 via local roadways.

Land use along Main Street near the study area is primarily residential north of Dobbs Road, and the area south of Dobbs Road consists of a mix of commercial and institutional uses. Notably, the Woodstock campus of Chattahoochee Technical College and Cherokee Office of Economic Development are both located in the southeast quadrant of the study intersection, contributing to traffic activity on both intersecting roads.

Dobbs Road is classified as a local roadway with a posted speed limit of 25 mph, connecting Main Street to the west with Arnold Mill Road to the east. Approximately 0.25 miles south of Dobbs Road, Main Street and Arnold Mill Road intersect in the heart of downtown Woodstock. This positioning allows Dobbs Road to function as an extended quadrant roadway, spanning approximately 0.5 miles, providing an alternative route for travelers seeking to bypass potentially congested areas near downtown. No trucks are permitted in Dobbs Rd but drivers may use Dobbs Road to avoid possible congestion and two traffic signals when traveling east toward Arnold Mill Road and onward to Roswell in Fulton County, GA, or vice versa.

The land use along Dobbs Road is mainly single-family residential, with driveways accessing the roadway. However, as it nears Arnold Mill Road, it transitions to a mix of commercial establishments. East of the study area, Dobbs Road intersects with two residential side streets, both of which are stop-controlled intersections.

The proposed mixed-use development, due to which this study was triggered, is located on the northeast quadrant of the intersection of Main St and Dobbs Rd with only one full-access driveway to Dobbs Rd, opposite the driveway for the parking lot of the Chattahoochee Technical College - Woodstock Campus. This development proposes to rezone two properties at this location from DT-RO (Downtown Residential Office) to DT-CBD (Downtown Central Business District). **Figure 2** shows the site plan of the proposed development bordering Main St to the west and Dobbs Rd to the south. The development consists of:

- 38 residential units (24 condos and 14 townhomes)
- 7,150 square feet (SF) commercial usage, and
- 7,150 SF retail/office usage.



Figure 2. Mixed-Used Development Site Plan

A couple site visits were conducted on Saturday 3/15/2025 and Wednesday 4/2/2025 to document the conditions in the study area. The existing sight distances were measured, and current site conditions were observed. Any factors potentially impacting safety and operations were identified and documented.

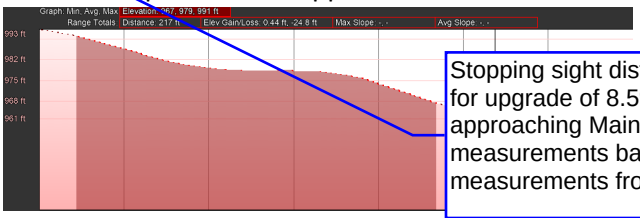
- **Sight Distance:**

  Intersection sight distance (ISD) refers to the distance along the main roadway that should be visible to a driver on the stop-controlled side street approaching the intersection, allowing them to make informed decisions on how to proceed based on potential conflicts. It ensures that drivers have adequate time and space to react safely to potential hazards at intersections. ISD is especially important for older drivers, whose cognitive and physical abilities may decline with age, making it essential to provide sufficient visibility to ensure safe navigation through intersections.

  Stopping Sight Distance (SSD) refers the minimum distance a driver needs to perceive a hazard, react, and stop the vehicle safely to avoid a collision. It combines the distance traveled during the driver's perception-reaction time and the braking distance, considering factors like speed, road conditions, and deceleration rate. SSD is important in traffic safety to ensure drivers have enough distance to stop for unexpected obstacles on their travel way.

  All sight distances for the study intersection are calculated in accordance with the AASHTO Green Book (2018 edition). The required ISD was determined along Main St at the intersection of Dobbs Rd based on the main road speed limit and measured in the field from the stop-controlled side street approach (Dobbs Rd). The design stopping sight distance and the intersection sight distance for the speed limits of 25 mph are 155 ft and 280 ft, respectively. **Figure 3** illustrates the available sight distance measurements for each of the stop-controlled approaches at this intersection.

Dobbs Road has substantial grade approaching the intersection. The provided ISD and SSD is based on standard conditions of 3% grade or lower. Based on GIS approach grade should have been applied in the sight distance calculation. Based on this study the grade of Dobbs Road is approximately 8.5%



Stopping sight distance does not account for upgrade of 8.5% on Dobbs Rd approaching Main St. Revise the proposed measurements based on appropriate measurements from AASHTO GB.

Disagree with visibility - from photo attached from streetview, trees and poles obstruct clear line of sight

Disagree with visibility - from photo attached from streetview, trees obstruct clear line of sight.



Based on AASHTO Case B1 (Left Turn) for ISD - the decision point (8' min from stop bar) is your vertex for your sight lines.

Based on AASHTO Case B2 (Right Turn) for ISD - the decision point (14.5' min preferred 18' from EOP) is your vertex for your sight lines.

e 3. Sight Distance Measurements

For the stop-controlled westbound (WB) traffic on Dobbs Rd approach the available sight distance was measured at 420 ft for the SB traffic and more than 500 ft past Innovation Way for the NB traffic, both of which meet the minimum requirements for stopping sight distance and ersection sight distance. **Figure 4** shows the view of the stopped vehicle at the Dobbs Rd proach to the left and right.

Disagree with trees causing clear line obstruction



Figure 4. Looking South (Top) and North (Bottom) from Dobbs Rd Approach at Main St

For the stop-controlled eastbound (EB) traffic on the private drive approach, the available sight distance was measured at approximately 180 feet for SB traffic and 450 feet for NB traffic. The minimum intersection sight distance requirement is not met when looking to the left (north), which raises safety concerns. Additionally, future visibility to the right (toward NB traffic) may be further reduced by the growth of newly planted trees at the southwest corner of the intersection. The recent addition of on-street parking along this segment of Main St could also obstruct sight

lines when vehicles are parked in this area. Furthermore, the stop bar on the private drive is set back significantly from the edge of the travel way due to the presence of a multi-use trail crosswalk, further limiting the driver's ability to see approaching traffic. **Figure 5** shows the view of the stopped vehicle at the private driveway approach to the left and right.



Figure 5. Looking South (Top) and North (Bottom) from Private Driveway Approach at Main St

In addition to the sight distance views presented in the figures above, **Figure 6** and **Figure 7** illustrates the approach views at the side streets of the study intersection. Dobbs Rd approach at Main St has an 8.5% upgrade slope at the stop bar, and from the photos it can be noticed that there is limited sight distance on the opposite approach traffic as well.



Figure 6. Looking East at the Private Dr Approach – Limited Sight Distance into Dobbs Rd Approach



Figure 7. Looking West at the Dobbs Rd Approach – Limited Sight Distance into Private Dr Approach

TRIP GENERATION AND DISTRIBUTION

The Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th edition, was used to quantify the impact of the proposed modifications in the site's usage on trip generation. Given the location of the development driveway on a local street, and to maintain a conservative approach in the signal warrant analysis, no reductions were applied to the estimated trips for pass-by traffic, diverted trips, internal capture associated with the mixed-use nature of the development, or alternative modes of transportation. All generated trips were treated as new trips introduced to the network.

Table 1 presents the areas designated for the proposed land uses along with estimated trip generation values. For the 7,150 square feet of combined retail and office space referenced earlier in the Introduction section, a conservative assumption was applied, allocating 75% of the space (5,363 SF) to retail, which typically generates higher trip volumes, and 25% (1,788 SF) to office use, which generates lower volumes. From the total trips projected to be generated by the development, it is further assumed that:

- 70% have an origin/destination that feeds into and out of the development from the west side of the driveway on Dobbs Rd and 30% from the east side. This is based on a judgement of the area context, potential trip destinations, and layout of the roadway network with a focus on access to major collectors and arterials in the area.
- The distribution of trips on the approach of Dobbs Rd at Main St was assumed to be 60% from the south (turning left to SB direction) and 40% from the north (turning right to NB direction). This assumption helps with estimating the Build traffic on Main St approaches for traffic signal warrants analysis. The peak hour trip generation details in **Table 1** are not utilized in the signal warrants analysis and are provided for information.

Table 1. Gross Trips Generated at the Site for the Proposed Land Uses

Land Use Description	Units	Weekday (vehicles/day)			AM Peak (vehicles/hour)			PM Peak (vehicles/hour)		
		Total	Entry	Exit	Total	Entry	Exit	Total	Entry	Exit
220: Residential – Multifamily Housing (Low-Rise)	24 units	**229**	115	114	**30**	7	23	**31**	19	12
215: Residential – Single-Family Attached	14 units	**101**	50	51	**7**	2	5	**8**	5	3
932: Restaurant – High Turnover (Sit Down)	7150 SF	**766**	383	383	**68**	38	30	**65**	39	26
822: Retail – Strip Plaza (<40k)	5363 SF	**456**	228	228	**19**	11	8	**50**	25	25
710: Office – General Office Building	1788 SF	**35**	18	17	**5**	5	0	**6**	1	5
Gross Site Trips		**1,587**	794	793	**129**	63	66	**160**	89	71

ATTACHMENT G13

why not use the volumes produced from the trip generation TMCs?

TRAFFIC SIGNAL WARRANT ANALYSIS

The Manual of Uniform Traffic Control Devices (MUTCD) is the established source for evaluating warrants for installing a traffic signal. Chapter 4C of the most recent edition of MUTCD (11th Edition), establishes nine traffic signal warrants that define minimum conditions under which signal installations may be justified. Installation of a traffic signal may improve the overall safety and/or operation of an intersection but should be considered only when deemed necessary by analysis combined with engineering judgement, after exploring less restrictive solutions. A signal warrant analysis was evaluated for the study intersection based on the available traffic volumes entered into the HCS2023 analysis model.

The traffic volumes that were provided by the City of Woodstock are the annual average daily traffic (AAHT) for each leg of the study intersection. The available traffic data provided for analysis is attached to this report in **Appendix A**. This study makes the following assumptions to prepare the available data for a signal warrant analysis and the details of estimating traffic volumes are presented in **Appendix B**:

- Half of the AAHT for any intersection leg was assumed to be the directional (approach) volume for each corresponding hour.
- Due to the limited sight distance on the side street approaches and the absence of any right-turn lane at the study intersection, all right-turning volume (included in the assumes approach volumes) are incorporated in the analysis.
- The hourly distribution of the AAHT is used to distribute the daily volumes generated by the development on Dobbs Rd approach at Main St throughout the 24 hours of the day.
- No traffic volume was considered for the EB approach of the private driveway due to no count availability.

A methodology developed by the Utah Department of Transportation (UDOT), as referenced in the NCHRP Report 457[1], suggests reducing the observed right-turn volume based on several factors. These factors include the volume of traffic on the major road conflicting with the right-turn movement, the number of traffic lanes serving the conflicting volume, and the geometry of the minor-road approach. This study considered UDOT's methodology as a reference to evaluate the potential reduction of the minor approach right-turn volume from the signal warrant analyses. Georgia Department of Transportation (GDOT) also supports this methodology when conducting signal warrants analysis when conditions meet the criteria for reducing right turn volumes. However, considering the existing geometric conditions, available sight distances, and the context of the area, minor approach right-turn volumes are not reduced from the analysis. Moreover, based on the provided counts along the study intersection's legs, extracting turning volumes is simply not possible. The following warrants were considered for the signal warrants analysis in this study:

- **Warrant 1**, also known as the 8-Hour Vehicular Volume signal warrant, is designed for use at locations where a significant volume of intersecting traffic is the main factor for considering the installation of a traffic control signal. It is also applicable where the traffic volume on a major street is so substantial that traffic on a minor intersecting street experiences excessive delay or conflict when entering or crossing the major street.
- **Warrant 2**, or the Four-Hour Vehicular Volume signal warrant, is intended for conditions where the volume of intersecting traffic is the primary reason for considering the installation of a traffic control signal.
- **Warrant 3**, or the Peak Hour signal warrant, is suitable for locations where conditions during at least one hour of an average day result in excessive delay for minor-street traffic when entering or crossing the major street.

[1] *Bonneson, James A., and Michael D. Fontaine. "Evaluating intersection improvements: an engineering study guide." (2001).*

- **Warrant 7**, or the Crash Experience signal warrant, is applicable when the severity and frequency of crashes are the main factors for considering the installation of a traffic control signal.

The signal warrants analysis in this study followed the standard MUTCD approach. The complete warrant analysis reports are included in **Appendix C**. The results of the signal warrant analysis (summarized in **Table 2)** indicate that none of the 8-hour, 4-hour, peak hour, or crash warrants (Warrants 1, 2, 3, and 7, respectively) are met. It should be noted that no reduction for right-turning traffic was applied in this analysis. However, even if right-turn volumes were known and excluded, the warrants still would not have been met.

Table 2. Signal Warrant Analysis Results at the Intersection of Main St and Dobbs Rd (No Right-Turn Reduction)

Warrant ID	1a	1b	2	3	7
Warrant Met	No	No	No	No	No

As part of the analysis for warrant 7, a crash analysis was also conducted to determine correctable crashes over the years. Crash data for the study area was extracted from the GDOT's Numetric platform database for the six years of 2018-2023. **Table 3** presents the details of the extracted data, totaling 14 crashes. Details of the crashes are provided in **Appendix D**.

The intersection of Main St at Dobbs Rd / Private Driveway currently operates as a minor-approach stop-controlled intersection. Based on the results of the signal warrant analysis and sound engineering judgment, a traffic signal is not justified for this intersection.

Table 3. Historical Annual Number of Crashes Categorized by Type and Severity

Manner of Collision	Crash Severity	2018	2019	2020	2021	2022	2023	Total
Angle	C	1						1
	O	2	3	2			1	8
	All	3	3	2			1	9
Sideswipe (Opposite Dir.)	O		1					1
Rear-End	O	1				1		2
Single Vehicle	O				1	1		2
Total	C	1						1
	O	3	4	2	1	2	1	13
	All	4	4	2	1	2	**1**	**14**
Average Crashes Per Year								**2.3**

Despite the relatively low number of crashes over the six years analyzed, the nature and circumstances of these crashes (64% angle crashes) suggest underlying risks that need attention.

Sight distance - ISD B1/B2 deficiencies

RIGHT-TURN LANE ANALYSIS

The need for a right-turn lane at the study intersection was evaluated using available traffic count data and projected trip generation from the proposed development, following the methodologies outlined in the GDOT Regulations for Driveway and Encroachment Control Manual. The development is expected to generate approximately 555 daily trips exiting the site via the westbound direction of Dobbs Rd toward Main St. This estimate represents 70% of the total 1,587 daily trips, divided evenly between entering and exiting volumes. Of the 555 westbound exiting trips, it was previously assumed that 60% (333 vpd) would turn left and 40% (222 vpd) would turn right at the intersection. This volume was compared to the GDOT

thresholds outlined in **Table 4**. The projected 222 vpd making right turns exceeds the minimum threshold of 100 vpd for a two-lane roadway with an AADT greater than 6,000 and a speed limit below 35 mph.

Using the same assumption that 40% of westbound traffic on Dobbs Rd turns right at Main St, the estimated existing traffic on Dobbs Rd would result in approximately 347 vpd (40% of the 1,735 AAHT, divided by two to represent the westbound direction). This existing volume also exceeds the GDOT threshold of 100 vpd for a right-turn lane. Based on this analysis, the installation of a right-turn lane is warranted in accordance with GDOT standards.

Existing sight distance concern w/ no right turn lane - enhanced sight distance concerns w/ right turn lane

Additional concern with increased pedestrian crossing with right turn lane - likely recommend a refuge for pedestrians paths to decrease

Table 4. Minimum Volume Requiring Right-Turn Lanes, per GDOT Driveway Manual Rev. 5.7

Posted Speed	2 Lane Routes		More than 2 Lanes on Main Roa	
	AADT		AADT	
	< 6,000	>=6,000	<10,000	>=10,000
35 MPH or Less	200 RTV a day	100 RTV a day	200 RTV a day	100 RTV a day
40 to 50 MPH	150 RTV a day	75 RTV a day	150 RTV a day	75 RTV a day
55 to 60 MPH	100 RTV a day	50 RTV a day	100 RTV a day	50 RTV a day
>= 65 MPH	Always	Always	Always	Always

In addition, a capacity analysis was conducted using the estimated traffic volumes, incorporating all assumptions used to extract turning movements during the AM and PM peak hours. To simplify the analysis, the background traffic growth (even a high rate of 1%) was considered negligi between 2025 and 2027, the assumed anticipated build year; therefore, developme were added directly to existing traffic volumes.

Appendix D is the Crash data - should be Appendix E

The methodology used in this study for evaluating traffic operations at the subject intersections is based on the criteria outlined in the Transportation Research Board's Highway Capacity Manual (HCM). The subject intersection geometry, turning movements, and control specifics were inputs to a traffic simulation model using Synchro 12 software incorporating HCM 7th methodology for the analyses. SimTraffic software was also used to evaluate the queue lengths based on the traffic input in the software. Detailed outputs of the analysis are provided in **Appendix D**.

The analysis results for the westbound approach on Dobbs Rd indicate a Level of Service (LOS) B during the AM peak hour with an average delay of 14 seconds per vehicle, and LOS E during the PM peak hour with a delay of 35 seconds per vehicle. A SimTraffic simulation was also performed, which showed a 95th percentile queue length of 50 feet in the AM peak and 103 feet in the PM peak.

When a dedicated right-turn lane was added in Syn percentile queue lengths were reduced to 72 feet traffic.

Based on quick HCS independent check - Build year AM = 19.7 sec/veh LOS C, Build year PM = 158.8 sec/veh LOS F, Build year PM with proposed right turn lane = 101.6 sec/veh LOS F

CONCLUSION

This study analyzed the existing conditions at the intersection of Main St and Dobbs Rd, located just north of, and potentially within, the Woodstock downtown area. Following a rezoning application for a proposed mixed-use development at the northeast corner of the intersection, the City of Woodstock requested a signal warrant analysis and an evaluation of the need for a right-turn lane on the westbound approach of Dobbs Rd.

Field conditions were evaluated, and available sight distances were reviewed. For the signal warrant and right-turn lane analyses, the study utilized the average annual hourly traffic (AAHT) count data for the intersection legs provided by the City. Estimated turning movement volumes were derived using a

combination of this data and engineering assumptions, and then supplemented with projected trip generation from the proposed development based on the ITE Trip Generation Manual. Historical crash data was retrieved from GDOT's Numetric platform and incorporated into the signal warrant evaluation.

The findings indicate that a traffic signal is not currently warranted based on volume-driven criteria. Although there are concerns such as limited sight distance, particularly along the newer EB approach, steep grades on the WB approach, and a history of correctible crashes at the intersection, Warrant 7 (crash-related) is not fully satisfied due to insufficient supporting volume. Therefore, the signal warrant is not met. However, the study recommends that the potential for future signalization be reevaluated a few years after the development is complete, based on observed crash trends and updated traffic data.

In contrast, the right-turn lane analysis supports the installation of a dedicated right-turn lane on the WB approach of Dobbs Road. This recommendation is supported by thresholds outlined in GDOT's Regulations for Driveway and Encroachment Control Manual as well as engineering judgment based on capacity and queuing analysis, which showed operational benefits from the addition of the lane.

Appendices

Appendix A

Provided Traffic Data as Annual Average Hourly Volume

ATTACHMENT G19

Dobbs & Main 3 - 03/17/2...

Boundary: Cherokee and Cobb Counties
Boundary Type: Polygon
Report Type: Daily
Date Range: 03/17/25 - 03/17/25

Collision Index

TRAFFIC VOLUME

Volume (AADT)

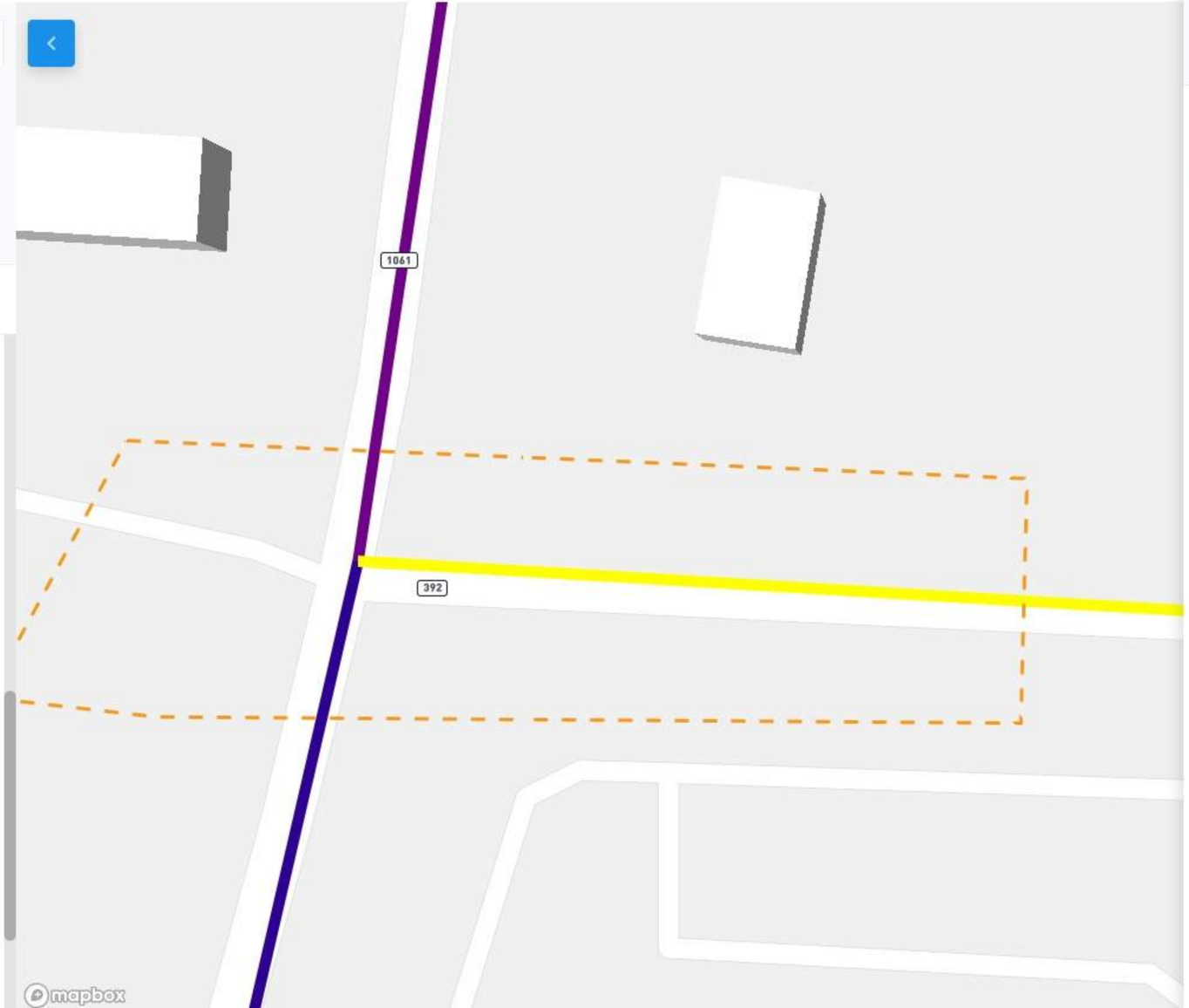
Vehicle Miles Traveled (VMT)

Volume (AAHT)

Quantifies the estimated typical hourly traffic volumes along a segment of road as Annual Average Hourly Traffic (AAHT).

TRAFFIC DELAY

Travel Time Index (TTI)



Analytics

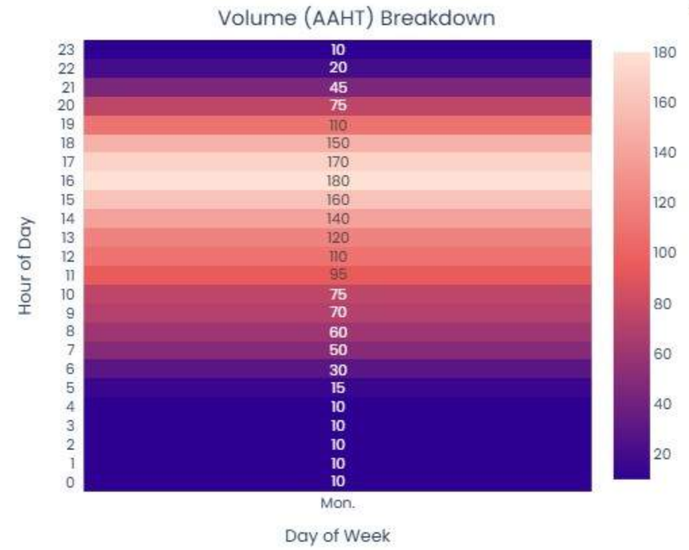
17 Mar 2025 | Hours: 00 - 01 | Dobbs Rd (1257212081)

Metrics | Details

Bookmark

10 vehicles

Volume (Annual Avg. Hourly Traffic)



ATTACHMENT G20

Dobbs & Main 3 - 03/17/2...

Boundary: Cherokee and Cobb Counties

Boundary Type: Polygon

Report Type: Daily

Date Range: 03/17/25 - 03/17/25

Collision Index

TRAFFIC VOLUME

Volume (AADT)

Vehicle Miles Traveled (VMT)

Volume (AAHT)

Quantifies the estimated typical hourly traffic volumes along a segment of road as Annual Average Hourly Traffic (AAHT).

TRAFFIC DELAY

Travel Time Index (TTI)



Analytics

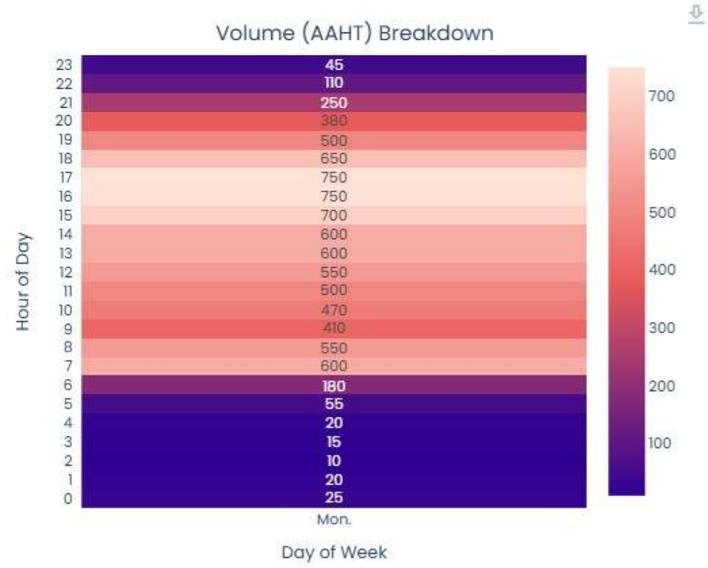
17 Mar 2025 | Hours: 00 - 01 | Main St (1257212088)

Metrics | Details

Bookmark

25 vehicles

Volume (Annual Avg. Hourly Traffic)



ATTACHMENT G21

Dobbs & Main 3 - 03/17/2...

Boundary: Cherokee and Cobb Counties

Boundary Type: Polygon

Report Type: Daily

Date Range: 03/17/25 - 03/17/25

Collision Index

TRAFFIC VOLUME

Volume (AADT)

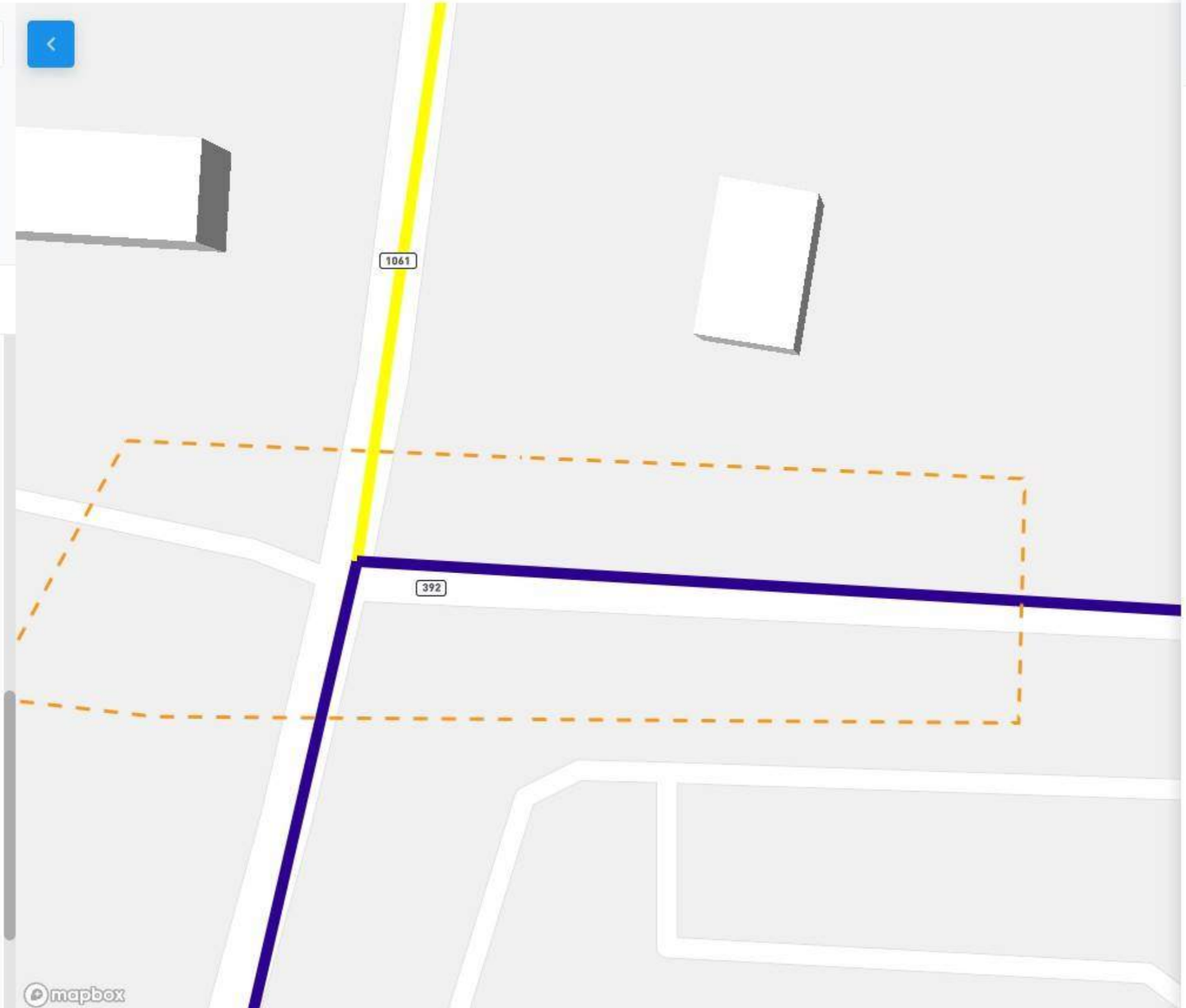
Vehicle Miles Traveled (VMT)

Volume (AAHT)

Quantifies the estimated typical hourly traffic volumes along a segment of road as Annual Average Hourly Traffic (AAHT).

TRAFFIC DELAY

Travel Time Index (TTI)



Analytics

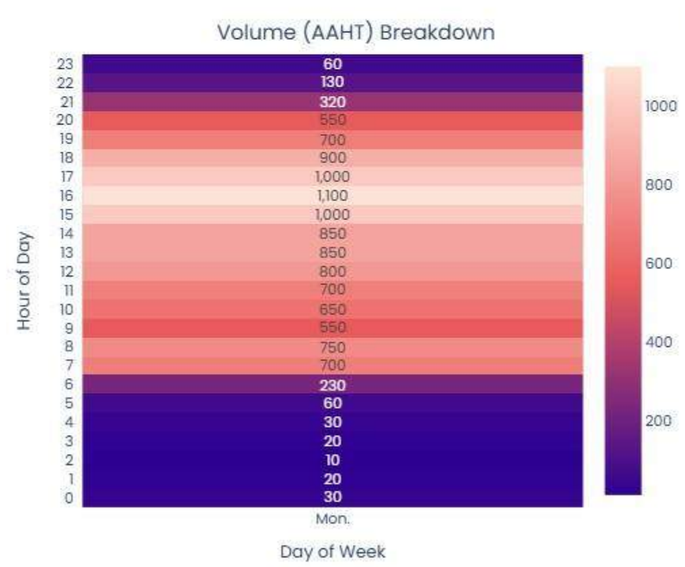
17 Mar 2025 | Hours: 00 - 01 | Main St (104492137)

Metrics | Details

Bookmark

30 vehicles

Volume (Annual Avg. Hourly Traffic)



Appendix B

Traffic Data Preparation for Signal Warrants and Capacity Analysis

ATTACHMENT G23

Monday AAHT Counts from UrbanSDK provided by City of Woodstock

Hour	Main St South Leg (NB)		Main St North Leg (SB)		Dobbs Rd East Leg (WB)		All AAHT
	AAHT	Approach	AAHT	Approach	AAHT	Approach	
12:00 AM - 01:00 AM	25	13	30	15	10	5	65
01:00 AM - 02:00 AM	20	10	20	10	10	5	50
02:00 AM - 03:00 AM	10	5	10	5	10	5	30
03:00 AM - 04:00 AM	15	8	20	10	10	5	45
04:00 AM - 05:00 AM	20	10	30	15	10	5	60
05:00 AM - 06:00 AM	55	28	60	30	15	8	130
06:00 AM - 07:00 AM	180	90	230	115	30	15	440
07:00 AM - 08:00 AM	600	300	700	350	50	25	1,350
08:00 AM - 09:00 AM	550	275	750	375	60	30	1,360
09:00 AM - 10:00 AM	410	205	550	275	70	35	1,030
10:00 AM - 11:00 AM	470	235	650	325	75	38	1,195
11:00 AM - 12:00 PM	500	250	700	350	95	48	1,295
12:00 PM - 01:00 PM	550	275	800	400	110	55	1,460
01:00 PM - 02:00 PM	600	300	850	425	120	60	1,570
02:00 PM - 03:00 PM	600	300	850	425	140	70	1,590
03:00 PM - 04:00 PM	700	350	1,000	500	160	80	1,860
04:00 PM - 05:00 PM	750	375	1,100	550	180	90	2,030
05:00 PM - 06:00 PM	750	375	1,000	500	170	85	1,920
06:00 PM - 07:00 PM	650	325	900	450	150	75	1,700
07:00 PM - 08:00 PM	500	250	700	350	110	55	1,310
08:00 PM - 09:00 PM	380	190	550	275	75	38	1,005
09:00 PM - 10:00 PM	250	125	320	160	45	23	615
10:00 PM - 11:00 PM	110	55	130	65	20	10	260
11:00 PM - 12:00 AM	45	23	60	30	10	5	115
Sum	8,740	4,370	12,010	6,005	1,735	868	22,485
						40%=	347
						60%=	521

Daily Trips Generated by the Development - 1,587 vpd

70% of 1587 = 1111

Daily % of AAHT on Dobbs Rd	AAHT	Approach
0.58%	6	3
0.58%	6	3
0.58%	6	3
0.58%	6	3
0.58%	6	3
0.86%	10	5
1.73%	19	10
2.88%	32	16
3.46%	38	19
4.03%	45	22
4.32%	48	24
5.48%	61	30
6.34%	70	35
6.92%	77	38
8.07%	90	45
9.22%	102	51
10.37%	115	58
9.80%	109	54
8.65%	96	48
6.34%	70	35
4.32%	48	24
2.59%	29	14
1.15%	13	6
0.58%	6	3
100.00%	1,111	555
		40%= 222
		60%= 333

ATTACHMENT G24

Build Counts Estimated based on Development Trip Generation

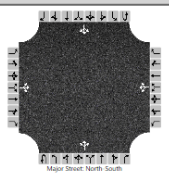
Hour	Main St South Leg (NB) Approach	Main St North Leg (SB) Approach	Dobbs Rd East Leg (WB) Approach
12:00 AM - 01:00 AM	14	16	8
01:00 AM - 02:00 AM	12	11	8
02:00 AM - 03:00 AM	7	6	8
03:00 AM - 04:00 AM	9	11	8
04:00 AM - 05:00 AM	12	16	8
05:00 AM - 06:00 AM	30	32	12
06:00 AM - 07:00 AM	96	119	25
07:00 AM - 08:00 AM	310	356	41
08:00 AM - 09:00 AM	287	383	49
09:00 AM - 10:00 AM	218	284	57
10:00 AM - 11:00 AM	249	335	62
11:00 AM - 12:00 PM	268	362	78
12:00 PM - 01:00 PM	296	414	90
01:00 PM - 02:00 PM	323	440	98
02:00 PM - 03:00 PM	327	443	115
03:00 PM - 04:00 PM	381	520	131
04:00 PM - 05:00 PM	410	573	148
05:00 PM - 06:00 PM	408	522	139
06:00 PM - 07:00 PM	354	469	123
07:00 PM - 08:00 PM	271	364	90
08:00 PM - 09:00 PM	204	285	62
09:00 PM - 10:00 PM	134	166	37
10:00 PM - 11:00 PM	59	68	16
11:00 PM - 12:00 AM	24	31	8
Sum	4,703	6,227	1,423
	333	222	555

Build Turning Movement Counts

Hour	Main St South Leg (NB)			Main St North Leg (SB)			Dobbs Rd East Leg (WB)		
	Approach	Thru	Right	Approach	Left	Thru	Approach	Left	Right
12:00 AM - 01:00 AM	14	13	2	16	3	14	8	5	3
01:00 AM - 02:00 AM	12	10	2	11	2	9	8	5	3
02:00 AM - 03:00 AM	7	5	2	6	2	5	8	5	3
03:00 AM - 04:00 AM	9	8	2	11	2	9	8	5	3
04:00 AM - 05:00 AM	12	10	2	16	3	14	8	5	3
05:00 AM - 06:00 AM	30	28	3	32	5	27	12	7	5
06:00 AM - 07:00 AM	96	90	6	119	15	104	25	15	10
07:00 AM - 08:00 AM	310	300	10	356	41	315	41	25	16
08:00 AM - 09:00 AM	287	275	12	383	45	338	49	30	20
09:00 AM - 10:00 AM	218	205	13	284	36	248	57	34	23
10:00 AM - 11:00 AM	249	235	14	335	42	293	62	37	25
11:00 AM - 12:00 PM	268	250	18	362	47	315	78	47	31
12:00 PM - 01:00 PM	296	275	21	414	54	360	90	54	36
01:00 PM - 02:00 PM	323	300	23	440	58	383	98	59	39
02:00 PM - 03:00 PM	327	300	27	443	60	383	115	69	46
03:00 PM - 04:00 PM	381	350	31	520	70	450	131	79	52
04:00 PM - 05:00 PM	410	375	35	573	78	495	148	89	59
05:00 PM - 06:00 PM	408	375	33	522	72	450	139	84	56
06:00 PM - 07:00 PM	354	325	29	469	64	405	123	74	49
07:00 PM - 08:00 PM	271	250	21	364	49	315	90	54	36
08:00 PM - 09:00 PM	204	190	14	285	37	248	62	37	25
09:00 PM - 10:00 PM	134	125	9	166	22	144	37	22	15
10:00 PM - 11:00 PM	59	55	4	68	9	59	16	10	7
11:00 PM - 12:00 AM	24	23	2	31	4	27	8	5	3
Sum	4,703	4,370	333	6,227	823	5,405	1,423	854	569

Note: 10% of existing traffic on Main St SB was assumed to turn left on Dobbs Rd to reach Arnold Mill Rd

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		0	0	0		89	0	59		0	375	35		78	495	0
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		0				8										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		8.72	8.12	7.02		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			0				161			0				85		
Capacity, c (veh/h)							148			1030				1115		
v/c Ratio							1.08			0.00				0.08		
95% Queue Length, Q_{95} (veh)							8.6			0.0				0.2		
Control Delay (s/veh)							158.8			8.5				8.5		
Level of Service (LOS)							F			A				A		
Approach Delay (s/veh)						158.8				0.0				2.0		
Approach LOS						F										

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HCS™ TWSC Version 7.8.5
TWSC1.xtw

Generated: 12/19/2025 3:18:33 PM

Based on PM volumes the intersection capacity is: w/o right turn lane on Dobbs - 158.8 sec/veh delay LOS F
w/ right turn lane on Dobbs - 101.6 sec/veh delay LOS F

Appendix C

Signal Warrants Analysis Report

ATTACHMENT G26

HCS Warrants Report

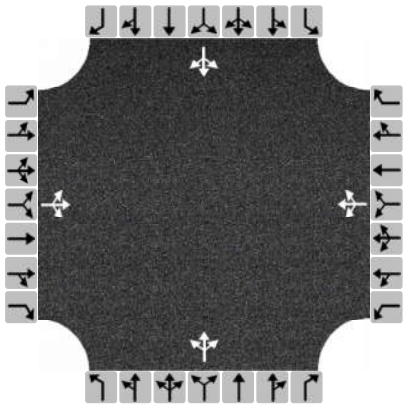
Project Information

Analyst	Metro Trafix	Date	4/23/2025
Agency	Cherokee County	Analysis Year	2025
Jurisdiction	City of Woodstock	Time Period Analyzed	7:00 AM - 7:00 PM
Units	U.S. Customary	MUTCD Method	MUTCD 11 (2023)
Project Description	Main St @ Dobbs Rd		

General

Major Street Direction	North-South	Population < 10,000	No
Starting Time Interval	7:00	Coordinated Signal System	No
Major Street Speed (mi/h)	25	Nearest Signal (ft)	1350
Adequate Trials of Crash Exp. Alt.	Yes		

Geometry and Traffic



Difference of 54 vehicles between 4-5 pm peak w/ trip generated volumes vs what is used in analysis.

Why not use the trip generated volumes during 4-5 PM peak?

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Number of Lanes, N	0	1	0	0	1	0	0	1	0	0	1	0
Lane Usage		LTR			LTR			LTR			LTR	
Vehicle Volumes Averages (veh/h)	0	0	0	0	94	0	0	319	0	0	425	0
Pedestrian median refuge available	No			No			No			No		
Pedestrian Averages (peds/h)										0		
Gap Averages (gaps/h)										0		
Delay Averages (s/veh)										0.0		
Delay Averages (veh-hrs)										0.0		

07:00 AM - 08:00 AM	310	300	10	356	41	315	41	25	16			
08:00 AM - 09:00 AM	287	275	12	383	45	338	49	30	20			
09:00 AM - 10:00 AM	218	205	13	284	36	248	57	34	23			
10:00 AM - 11:00 AM	249	235	14	335	42	293	62	37	25			
11:00 AM - 12:00 PM	268	250	18	362	47	315	78	47	31			
12:00 PM - 01:00 PM	296	275	21	414	54	360	90	54	36			
01:00 PM - 02:00 PM	323	300	23	440	58	383	98	59	39			
02:00 PM - 03:00 PM	327	300	27	443	60	383	115	69	46			
03:00 PM - 04:00 PM	381	350	31	520	70	450	131	79	52			
04:00 PM - 05:00 PM	410	375	35	573	78	495	148	89	59			
05:00 PM - 06:00 PM	408	375	33	522	72	450	139	84	56			
06:00 PM - 07:00 PM	354	325	29	469	64	405	123	74	49			

School Crossing and Roadw

Number of Students in Highest Hour	0	Two or More Major Routes	No
Number of Adequate Gaps in Period	0	Weekend Counts	No
Number of Minutes in Period	0	5-year Growth Factor (%)	0

Railroad Crossing

Grade Crossing Approach	None	Rail Traffic (trains/day)	4
Highest Volume Hour with Trains	Unknown	High Occupancy Buses (%)	0
Distance to Stop Line (ft)	-	Tractor-Trailer Trucks (%)	10

ATTACHMENT G27

Volume Summary

Hours	Major Volume (veh/h)	Minor Volume (veh/h)	Total Volume (veh/h)	Peds/h	Gaps/h	1A (100%)	1A (80%)	1B (100%)	1B (80%)	2 (100%)	3A (100%)	3B (80%)	4A (100%)	4B (100%)
7:00 - 8:00	666	41	707	0	0	No	No	No	No	No	No	No	No	No
8:00 - 9:00	670	49	719	0	0	No	No	No	No	No	No	No	No	No
9:00 - 10:00	502	57	559	0	0	No	No	No	No	No	No	No	No	No
10:00 - 11:00	584	62	646	0	0	No	No	No	No	No	No	No	No	No
11:00 - 12:00	630	78	708	0	0	No	No	No	Yes	No	No	No	No	No
12:00 - 13:00	710	90	800	0	0	No	No	No	Yes	No	No	No	No	No
13:00 - 14:00	763	98	861	0	0	No	No	Yes	Yes	No	No	No	No	No
14:00 - 15:00	770	115	885	0	0	No	No	Yes	Yes	No	No	No	No	No
15:00 - 16:00	901	131	1032	0	0	No	Yes	Yes	Yes	Yes	No	No	No	No
16:00 - 17:00	983	148	1131	0	0	No	Yes	Yes	Yes	Yes	No	No	No	No
17:00 - 18:00	930	139	1069	0	0	No	Yes	Yes	Yes	Yes	No	No	No	No
18:00 - 19:00	823	123	946	0	0	No	Yes	Yes	Yes	No	No	No	No	No
Total	8932	1131	10063	0	0	0	4	6	8	3	0	0	0	0

Pedestrian Volume

15th % pedestrian speed < 3.5 ft/s		Pedestrian refuge present?	NB		SB	

Hours	Major Street Vehicular Volume (veh/h)			Major Street Pedestrian Volume (ped/h)			4A (100%)	4B (100%)
	NB	SB	Total	NB	SB	Total		
7:00 - 8:00	310	356	666	0	0	0	No	No
8:00 - 9:00	287	383	670	0	0	0	No	No
9:00 - 10:00	218	284	502	0	0	0	No	No
10:00 - 11:00	249	335	584	0	0	0	No	No
11:00 - 12:00	268	362	630	0	0	0	No	No
12:00 - 13:00	296	414	710	0	0	0	No	No
13:00 - 14:00	323	440	763	0	0	0	No	No
14:00 - 15:00	327	443	770	0	0	0	No	No
15:00 - 16:00	381	520	901	0	0	0	No	No
16:00 - 17:00	410	573	983	0	0	0	No	No
17:00 - 18:00	408	522	930	0	0	0	No	No
18:00 - 19:00	354	469	823	0	0	0	No	No
Totals	3831	5101	8932	0	0	0	0	0

Warrants

Warrant 1: Eight-Hour Vehicular Volume	
A. Minimum Vehicular Volumes (Both major approaches --and-- more critical minor approach) --or--	
B. Interruption of Continuous Traffic (Both major approaches --and-- more critical minor approach) --or--	
80% Vehicular --and-- Interruption Volumes (Both major approaches --and-- more critical minor approach)	
Warrant 2: Four-Hour Vehicular Volume	
Four-Hour Vehicular Volume (Both major approaches --and-- more critical minor approach)	
Warrant 3: Peak Hour	
A. Peak-Hour Conditions (Minor delay -- and-- minor volume --and-- total volume) --or--	

ATTACHMENT G28

B. Peak-Hour Vehicular Volumes (Both major approaches --and-- one minor approach)	
Warrant 4: Pedestrian Volume	
A. Four Hour Volumes --or--	
B. Peak-Hour Volumes	
Warrant 5: School Crossing	
Gaps Same Period --and--	
Student Volumes	
Nearest Traffic Control Signal (optional)	✓
Warrant 6: Coordinated Signal System	
Degree of Platooning (Predominant direction or both directions)	
Warrant 7: Crash Experience	✓
A. Adequate trials of alternatives, observance and enforcement failed --and--	✓
B. Reported Crash History --and--	✓
B1. Angle Crashes and Pedestrian Crashes within a 1-year Period (All Severities)	
B2. Angle Crashes and Pedestrian Crashes within a 1-year Period (Fatal-and-Injury)	
B3. Angle Crashes and Pedestrian Crashes within a 3-year Period (All Severities)	✓
B4. Angle Crashes and Pedestrian Crashes within a 3-year Period (Fatal-and-Injury)	
C. 80% Volumes for Warrants 1A, 1B, --or-- 4 are satisfied	✓
Warrant 8: Roadway Network	
A. Weekday Volume (Peak hour total --and-- projected warrants 1, 2, or 3) --or--	
B. Weekend Volume (Five hours total)	
Warrant 9: Grade Crossing	
A. Grade Crossing within 140 ft --and--	
B. Peak-Hour Vehicular Volumes	

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Appendix D

Crash Data and Numetric Query Report

ATTACHMENT G30

Collision ID	Date and Time	KABCO Severity	Manner of Collision	Light Conditions	Surface Condition
4708276	1/17/2014 12:38	(O) No Injury	Angle Crash	Daylight	Dry
4855699	5/22/2014 11:50	(O) No Injury	Rear End	Daylight	Dry
4856341	5/15/2014 17:45	(B) Suspected Minor/Visible Injury	Angle Crash	Daylight	Dry
4972925	9/5/2014 7:12	(O) No Injury	Angle Crash	Dawn	Dry
5007440	10/3/2014 10:35	(O) No Injury	Sideswipe-Same Direction	Daylight	Wet
5267446	4/26/2015 16:00	(O) No Injury	Not a Collision with Motor Vehicle	Daylight	Dry
5275683	5/1/2015 16:40	(O) No Injury	Head On	Daylight	Dry
5436545	7/15/2015 16:26	(O) No Injury	Sideswipe-Opposite Direction	Daylight	Dry
5438978	9/10/2015 11:00	(O) No Injury	Angle Crash	Daylight	Dry
5667598	3/4/2016 17:25	(O) No Injury	Angle Crash	Daylight	Dry
5734398	4/27/2016 8:02	(O) No Injury	Rear End	Daylight	Dry
5839699	7/12/2016 17:16	(O) No Injury	Angle Crash	Daylight	Dry
5846248	7/21/2016 17:28	(O) No Injury	Angle Crash	Daylight	Wet
6037238	12/9/2016 18:00	(O) No Injury	Angle Crash	Dusk	Dry
6082960	1/17/2017 7:50	(O) No Injury	Rear End	Daylight	Dry
6102501	2/1/2017 16:45	(O) No Injury	Rear End	Daylight	Dry
6166917	3/21/2017 11:51	(O) No Injury	Angle Crash	Daylight	Dry
6333989	7/27/2017 18:21	(O) No Injury	Angle Crash	Daylight	Dry
6489155	11/27/2017 17:52	(O) No Injury	Angle Crash	Dark-Lighted	Dry
6575700	2/1/2018 18:34	(O) No Injury	Angle Crash	Dark-Lighted	Dry
6850072	8/22/2018 10:20	(O) No Injury	Angle Crash	Daylight	Dry
6872260	9/13/2018 9:14	(C) Possible Injury / Complaint	Angle Crash	Daylight	Dry
6960487	11/15/2018 18:10	(O) No Injury	Rear End	Dark-Lighted	Dry
7063761	1/27/2019 10:48	(O) No Injury	Angle Crash	Daylight	Dry
7114467	3/4/2019 15:58	(O) No Injury	Angle Crash	Daylight	Dry
7184523	4/23/2019 10:58	(O) No Injury	Angle Crash	Daylight	Dry
7199118	5/9/2019 7:30	(O) No Injury	Sideswipe-Opposite Direction	Daylight	Dry
7511029	1/9/2020 7:22	(O) No Injury	Angle Crash	Daylight	Dry
7747374	8/12/2020 9:06	(O) No Injury	Angle Crash	Daylight	Dry
8359199	11/22/2021 18:23	(O) No Injury	Not a Collision with Motor Vehicle	Dusk	Dry
8434335	2/22/2022 11:14	(O) No Injury	Rear End	Daylight	Wet
8568253	6/10/2022 13:53	(O) No Injury	Not a Collision with Motor Vehicle	Daylight	Dry
8987137	4/28/2023 7:33	(O) No Injury	Angle Crash	Daylight	Wet

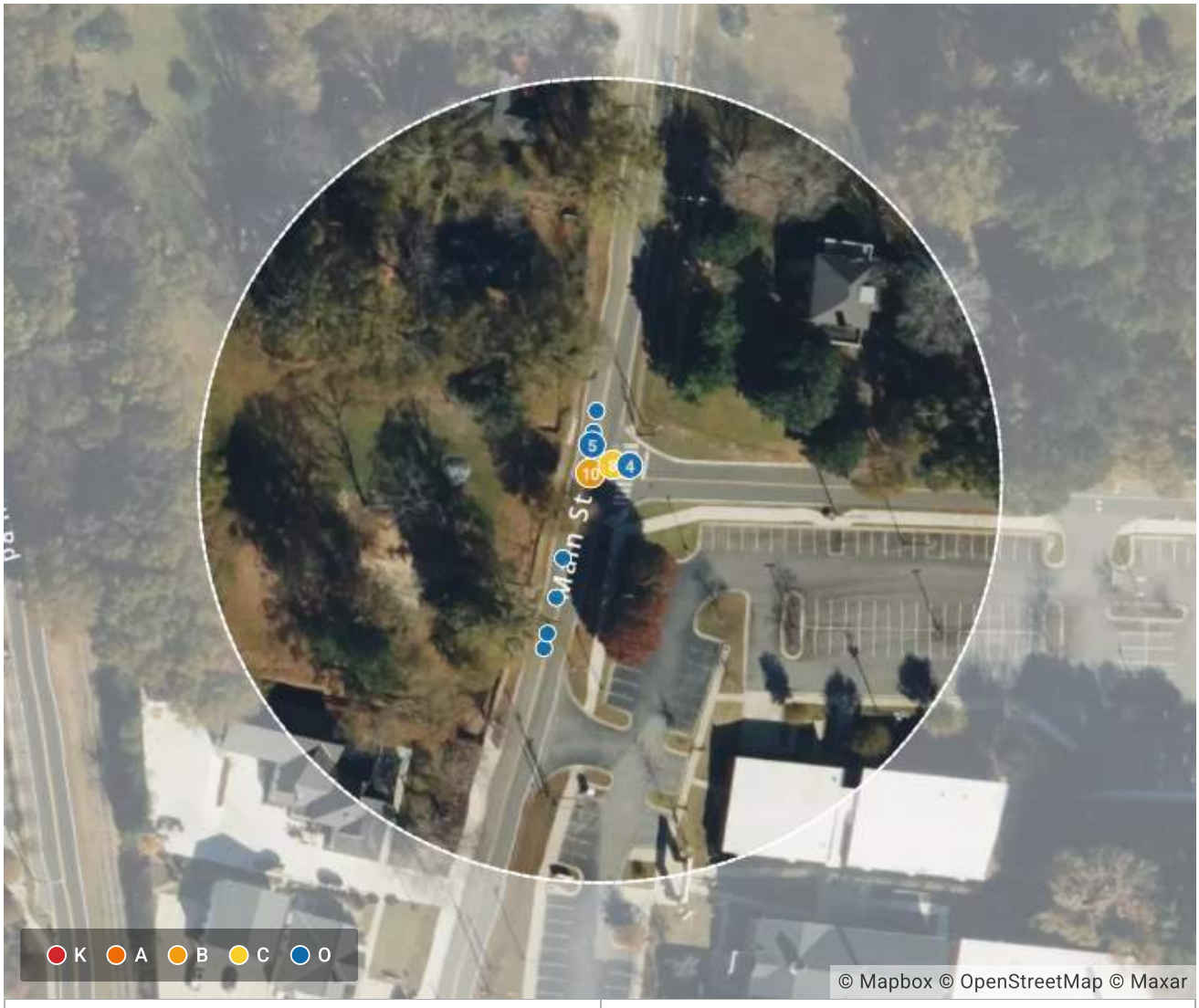
CRASH SUMMARY REPORT

Main @ Dobbs

Created on April 1, 2025
Created by Mojtaba Alemohammadi
Data extents: December 31, 2013 to December 31, 2023

Applied Filters

Shape: Circle | 250 ft



Total Crashes	33	Fatal Crashes	0

GDOT Summary	Collisions Dataset	
Intersection Related	31	93.94%
Distracted Driver (Confirmed)	6	18.18%
Distracted Driver (Suspected)	6	18.18%

Single Motor Vehicle Involved	3	9.09%
Large Truck Related	1	3.03%
+ 5 more	0	0%

KABCO Severity	Collisions Dataset	
(O) No Injury	31	93.94%
(B) Suspected Minor/Visible Injury	1	3.03%
(C) Possible Injury / Complaint	1	3.03%
+ 3 more	0	0%

Date and Time (Year)	Collisions Dataset	
2023	1	3.03%
2022	2	6.06%
2021	1	3.03%
2020	2	6.06%
2019	4	12.12%
2018	4	12.12%
2017	5	15.15%
2016	5	15.15%
+ 3 more	9	27.27%

Date and Time (Hour of Day)	Collisions Dataset	
6 am - 8 am	5	15.15%
8 am - 10 am	3	9.09%
10 am - 12 pm	8	24.24%
12 pm - 2 pm	2	6.06%
2 pm - 4 pm	1	3.03%
4 pm - 6 pm	9	27.27%
6 pm - 8 pm	5	15.15%
+ 5 more	0	0%

Manner of Collision (Crash Level)	Collisions Dataset	
Angle Crash	20	60.61%
Rear End	6	18.18%
Not a Collision with Motor Vehicle	3	9.09%
Sideswipe-Opposite Direction	2	6.06%
Head On	1	3.03%
Sideswipe-Same Direction	1	3.03%
+ 2 more	0	0%

Location at Impact (Crash Level)	Collisions Dataset	
On Roadway - Roadway Intersection	28	84.85%
On Roadway - Non-Intersection	4	12.12%
Off Roadway	1	3.03%
+ 14 more	0	0%

Most Harmful Event (Unit Vehicle)	Collisions Dataset	
Motor Vehicle in Motion	29	87.88%
Deer	2	6.06%
Other Post / Pole Support	1	3.03%
+ 35 more	0	0%

Operator/Pedestrian Contributing Factors (Unit Order)	Collisions Dataset	
Misjudged Clearance	2	6.06%
Reaction to Object or Animal	2	6.06%
+ 45 more	0	0%

Area: County	Collisions Dataset	
Cherokee	33	100.00%
+ 158 more	0	0%

Area: GDOT District (Crash Level)	Collisions Dataset	
D6	33	100.00%
+ 6 more	0	0%

SHSP Emphasis Area	Collisions Dataset	
Intersection Related	31	93.94%
Young Adult Driver (Age 20-24)	11	33.33%
Older Driver Related (55-64)	9	27.27%
Older Driver Related (65+)	7	21.21%
Distracted Driver (Confirmed)	6	18.18%
Distracted Driver (Suspected)	6	18.18%
Young Driver (Age 15-19)	5	15.15%
Secondary Crash	3	9.09%
+ 10 more	3	9.09%

First Harmful Event	Collisions Dataset	
Motor Vehicle in Motion	30	90.91%
Deer	2	6.06%

Other - Fixed Object	1	3.03%
+ 37 more	0	0%

Vehicle Type (Crash Level)	Collisions Dataset	
Passenger Car	27	81.82%
Sports Utility Vehicle (SUV)	19	57.58%
Pickup Truck	8	24.24%
Other	1	3.03%
Tractor/Trailer	1	3.03%
+ 19 more	0	0%

Roadway Contributing Factors	Collisions Dataset	
No Contributing Factors	28	84.85%
Traffic Congestion	3	9.09%
Road Surface Condition (wet, icy, snow, slush, etc.)	2	6.06%
+ 11 more	0	0%

Vehicle Contributing Factor (Crash Level)	Collisions Dataset	
No Known Defects	33	100.00%
+ 12 more	0	0%

Countermeasures All	Collisions Dataset	
Countermeasure: Intersection Crashes (vehicle)	7	21.21%
Countermeasure: Lighting Improvements (Intersection)	3	9.09%
Countermeasure: Wildlife Warning	2	6.06%
Countermeasure: Clear Roadside	1	3.03%
+ 7 more	0	0%

Appendix E

Synchro Analysis Report

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	30	20	275	12	45	338
Future Vol, veh/h	30	20	275	12	45	338
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	22	299	13	49	367

analysis should account for 8.5% grade along Dobbs.

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	771	305	0	0	312	0
Stage 1	305	-	-	-	-	-
Stage 2	465	-	-	-	-	-
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	369	734	-	-	1248	-
Stage 1	747	-	-	-	-	-
Stage 2	632	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	350	734	-	-	1248	-
Mov Cap-2 Maneuver	350	-	-	-	-	-
Stage 1	747	-	-	-	-	-
Stage 2	601	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	14.26	0	0.94
HCM LOS	B		

quick HCS independent check calculated 19.7 seconds of delay with a LOS C

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	443	211	-
HCM Lane V/C Ratio	-	-	0.123	0.039	-
HCM Control Delay (s/veh)	-	-	14.3	8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-

Queuing and Blocking Report
Baseline

04/23/2025

Intersection: 3:

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	60	71
Average Queue (ft)	26	12
95th Queue (ft)	50	43
Link Distance (ft)	680	478
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Intersection	
Int Delay, s/veh	5.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	89	59	375	35	78	495
Future Vol, veh/h	89	59	375	35	78	495
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	97	64	408	38	85	538

does not account for 8.5% grade

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1134	427	0	0	446	0
Stage 1	427	-	-	-	-	-
Stage 2	708	-	-	-	-	-
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	224	628	-	-	1115	-
Stage 1	658	-	-	-	-	-
Stage 2	489	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	200	628	-	-	1115	-
Mov Cap-2 Maneuver	200	-	-	-	-	-
Stage 1	658	-	-	-	-	-
Stage 2	436	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	35.19	0	1.16
HCM LOS	E		

quick HCS independent check calculated 158.8 seconds of delay with a LOS F

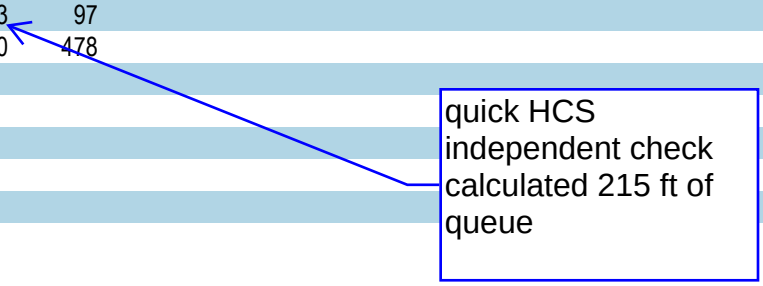
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	274	245	-
HCM Lane V/C Ratio	-	-	0.587	0.076	-
HCM Control Delay (s/veh)	-	-	35.2	8.5	0
HCM Lane LOS	-	-	E	A	A
HCM 95th %tile Q(veh)	-	-	3.4	0.2	-

Queuing and Blocking Report
Baseline

04/23/2025

Intersection: 3:

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	122	136
Average Queue (ft)	57	33
95th Queue (ft)	103	97
Link Distance (ft)	680	478
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		



Network Summary

Network wide Queuing Penalty: 0

Intersection	
Int Delay, s/veh	4.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	89	59	375	35	78	495
Future Vol, veh/h	89	59	375	35	78	495
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	150	-	-	-	-
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	97	64	408	38	85	538

does not account for 8.5% grade

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1134	427	0	0	446	0
Stage 1	427	-	-	-	-	-
Stage 2	708	-	-	-	-	-
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	224	628	-	-	1115	-
Stage 1	658	-	-	-	-	-
Stage 2	489	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	200	628	-	-	1115	-
Mov Cap-2 Maneuver	200	-	-	-	-	-
Stage 1	658	-	-	-	-	-
Stage 2	436	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	27.92	0	1.16
HCM LOS	D		

quick HCS independent check calculated 101.6 seconds of delay with a LOS F

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	200	628	245	-
HCM Lane V/C Ratio	-	-	0.484	0.102	0.076	-
HCM Control Delay (s/veh)	-	-	38.9	11.4	8.5	0
HCM Lane LOS	-	-	E	B	A	A
HCM 95th %tile Q(veh)	-	-	2.4	0.3	0.2	-

Queuing and Blocking Report
Baseline

04/23/2025

Intersection: 3:

Movement	WB	WB	NB	SB
Directions Served	L	R	TR	LT
Maximum Queue (ft)	90	64	8	151
Average Queue (ft)	39	32	0	33
95th Queue (ft)	72	53	4	102
Link Distance (ft)	679		465	466
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		150		
Storage Blk Time (%)				
Queuing Penalty (veh)				

10 ft of queue

Independent check from KH shows 147.5 ft of queue

Network Summary

Network wide Queuing Penalty: 0

Metro Trafix

Insights ▪ Engineering ▪ Solutions

metrotrafix.com

EXHIBIT 2:
KIMLEY-HORN HCS 7 ANALYSIS EXPORTS

AM PEAK BUILD

HCS7 Two-Way Stop-Control Report

ATTACHMENT G4

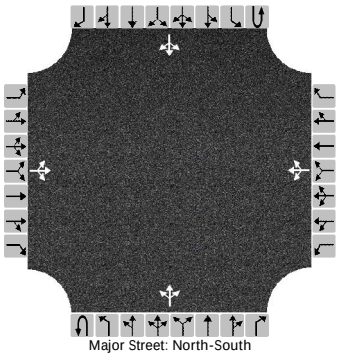
General Information

Analyst	Adam Gomez
Agency/Co.	KH
Date Performed	12/22/2025
Analysis Year	2025
Time Analyzed	
Intersection Orientation	North-South
Project Description	Main St at Dobbs

Site Information

Intersection	Main St at Dobbs Rd
Jurisdiction	City of Woodstock
East/West Street	Dobbs Rd
North/South Street	Main St
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		0	0	0		30	0	20		0	275	12		45	338	0
Percent Heavy Vehicles (%)		0	0	0		2	2	2		0				2		
Proportion Time Blocked																
Percent Grade (%)	0				8											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		8.72	8.12	7.02		4.10				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.52	4.02	3.32		2.20				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			0				54			0				49		
Capacity, c (veh/h)							298			1202				1248		
v/c Ratio							0.18			0.00				0.04		
95% Queue Length, Q_{95} (veh)							0.7			0.0				0.1		
Control Delay (s/veh)							19.7			8.0				8.0		
Level of Service (LOS)							C			A				A		
Approach Delay (s/veh)					19.7				0.0				1.3			
Approach LOS					C											

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PM PEAK BUILD

HCS7 Two-Way Stop-Control Report

ATTACHMENT G45

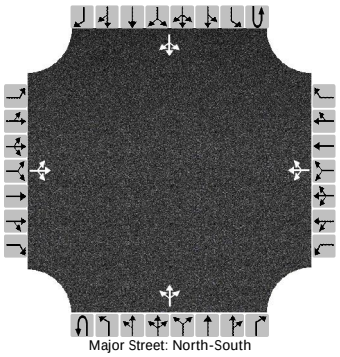
General Information

Analyst	Adam Gomez
Agency/Co.	KHA
Date Performed	12/22/2025
Analysis Year	2025
Time Analyzed	
Intersection Orientation	North-South
Project Description	Dobbs Rd and Main St

Site Information

Intersection	Main St and Dobbs Rd
Jurisdiction	City of Woodstock
East/West Street	Dobbs Rd
North/South Street	Main St
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		0	0	0		89	0	59		0	375	35		78	495	0
Percent Heavy Vehicles (%)		0	0	0		2	2	2		0				2		
Proportion Time Blocked																
Percent Grade (%)	0				8											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		8.72	8.12	7.02		4.10				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.52	4.02	3.32		2.20				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			0				161			0				85		
Capacity, c (veh/h)							148			1040				1115		
v/c Ratio							1.08			0.00				0.08		
95% Queue Length, Q_{95} (veh)							8.6			0.0				0.2		
Control Delay (s/veh)							158.8			8.5				8.5		
Level of Service (LOS)							F			A				A		
Approach Delay (s/veh)					158.8				0.0				2.0			
Approach LOS					F											

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AM PEAK RT WB
DOBBS RD BUILD

HCS7 Two-Way Stop-Control Report

ATTACHMENT G46

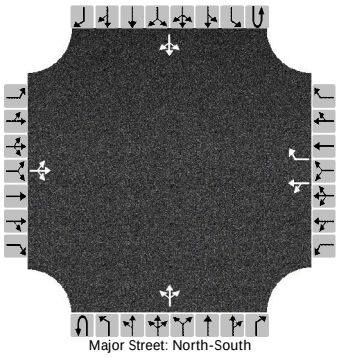
General Information

Analyst	Adam Gomez
Agency/Co.	KH
Date Performed	12/22/2025
Analysis Year	2025
Time Analyzed	
Intersection Orientation	North-South
Project Description	Main St at Dobbs

Site Information

Intersection	Main St at Dobbs Rd
Jurisdiction	City of Woodstock
East/West Street	Dobbs Rd
North/South Street	Main St
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	1	0	0	1	0	0	0	1	0
Configuration			LTR			LT		R			LTR				LTR	
Volume (veh/h)		0	0	0		30	0	20		0	275	12		45	338	0
Percent Heavy Vehicles (%)		0	0	0		2	2	2		0				2		
Proportion Time Blocked																
Percent Grade (%)	0				8											
Right Turn Channelized					No											
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		8.72	8.12	7.02		4.10				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.52	4.02	3.32		2.20				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			0			33		22		0				49		
Capacity, c (veh/h)						217		686		1202				1248		
v/c Ratio						0.15		0.03		0.00				0.04		
95% Queue Length, Q_{95} (veh)						0.5		0.1		0.0				0.1		
Control Delay (s/veh)						24.5		10.4		8.0				8.0		
Level of Service (LOS)						C		B		A				A		
Approach Delay (s/veh)					18.9				0.0				1.3			
Approach LOS					C											

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PM PEAK RT WB
DOBBS RD BUILD

HCS7 Two-Way Stop-Control Report

ATTACHMENT G17

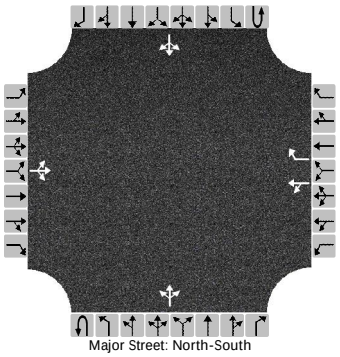
General Information

Analyst	Adam Gomez
Agency/Co.	KHA
Date Performed	12/22/2025
Analysis Year	2025
Time Analyzed	
Intersection Orientation	North-South
Project Description	Dobbs Rd and Main St

Site Information

Intersection	Main St and Dobbs Rd
Jurisdiction	City of Woodstock
East/West Street	Dobbs Rd
North/South Street	Main St
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	1	0	0	1	0	0	0	1	0
Configuration			LTR			LT		R			LTR				LTR	
Volume (veh/h)		0	0	0		89	0	59		0	375	35		78	495	0
Percent Heavy Vehicles (%)		0	0	0		2	2	2		0				2		
Proportion Time Blocked																
Percent Grade (%)	0				8											
Right Turn Channelized					No											
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		8.72	8.12	7.02		4.10				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.52	4.02	3.32		2.20				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			0			97		64		0				85		
Capacity, c (veh/h)						100		571		1040				1115		
v/c Ratio						0.97		0.11		0.00				0.08		
95% Queue Length, Q_{95} (veh)						5.9		0.4		0.0				0.2		
Control Delay (s/veh)						160.9		12.1		8.5				8.5		
Level of Service (LOS)						F		B		A				A		
Approach Delay (s/veh)					101.6				0.0				2.0			
Approach LOS					F											

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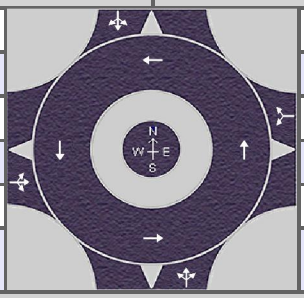
PM PEAK
ROUDNABOUT BUILD

ATTACHMENT G48

HCS7 Roundabouts Report

General Information

Analyst	Adam Gomez
Agency or Co.	
Date Performed	12/22/2025
Analysis Year	2025
Time Analyzed	
Project Description	



Site Information

Intersection	Main St at Dobbs
E/W Street Name	Dobbs
N/S Street Name	Main St
Analysis Time Period (hrs)	0.25
Peak Hour Factor	0.92
Jurisdiction	

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LR				LTR				LTR	
Volume (V), veh/h	0	0	0	0	0	89		59	0	0	375	35	0	78	495	0
Percent Heavy Vehicles, %	0	0	0	0	0	2		2	2	2	2	2	2	2	2	2
Flow Rate (v_{PCE}), pc/h	0	0	0	0	0	99		65	0	0	416	39	0	86	549	0
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway (s)		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		0			164			455			635	
Entry Volume, veh/h		0			161			446			623	
Circulating Flow (v_c), pc/h	734			416			86			99		
Exiting Flow (v_{ex}), pc/h	125			0			481			648		
Capacity (c_{pce}), pc/h		653			903			1264			1247	
Capacity (c), veh/h		653			885			1239			1223	
v/c Ratio (x)		0.00			0.18			0.36			0.51	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		5.5			5.9			6.3			8.5	
Lane LOS		A			A			A			A	
95% Queue, veh		0.0			0.7			1.7			3.0	
Approach Delay, s/veh				5.9			6.3			8.5		
Approach LOS				A			A			A		
Intersection Delay, s/veh | LOS	7.4						A					

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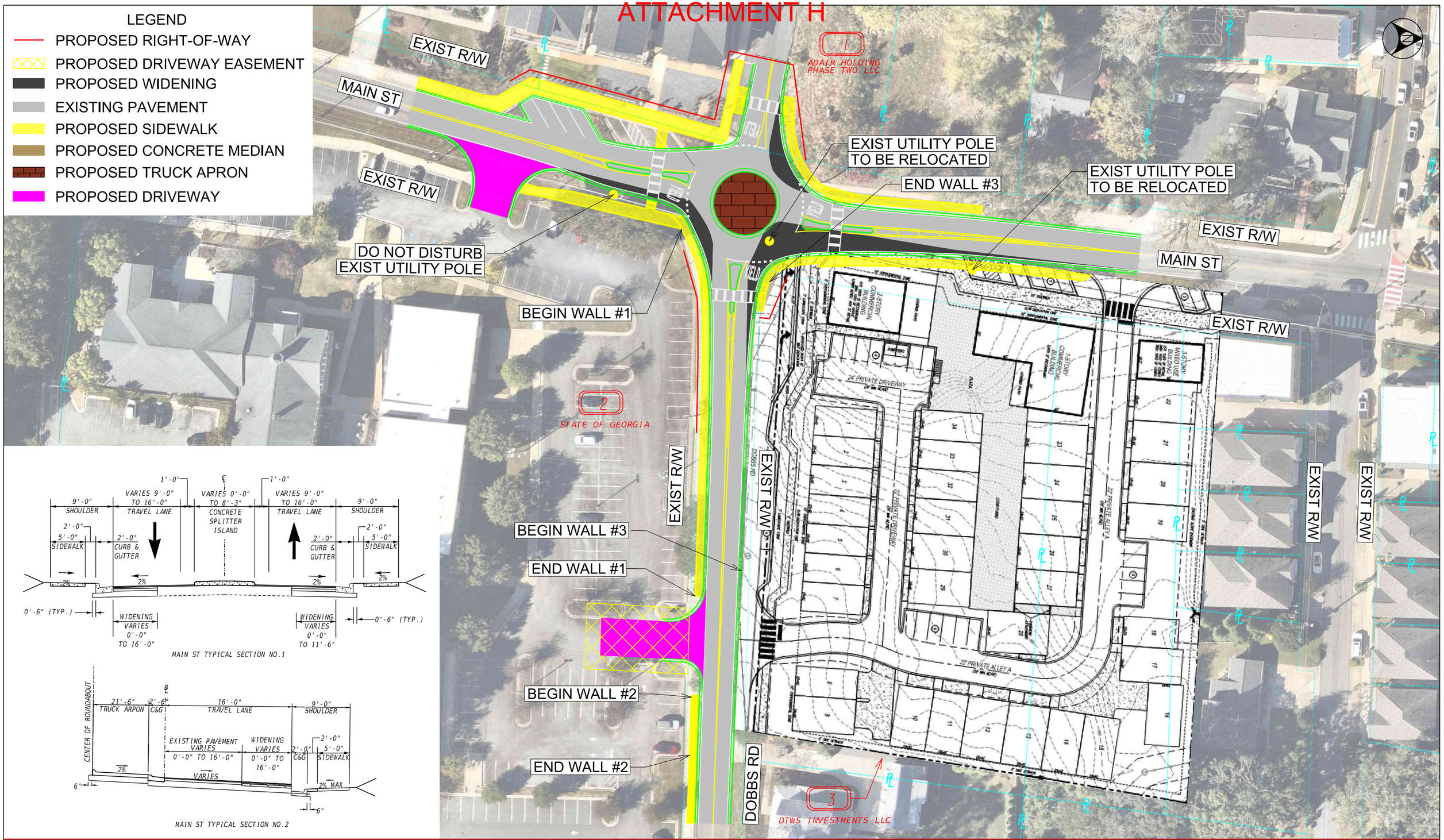
ATTACHMENT H

LEGEND

- PROPOSED RIGHT-OF-WAY
- PROPOSED DRIVEWAY EASEMENT
- PROPOSED WIDENING
- EXISTING PAVEMENT
- PROPOSED SIDEWALK
- PROPOSED CONCRETE MEDIAN
- PROPOSED TRUCK APRON
- PROPOSED DRIVEWAY



MAIN ST TYPICAL SECTION NO.1

MAIN ST TYPICAL SECTION NO.2

Kimley»Horn

DOBBS RD AT MAIN ST
CITY OF WOODSTOCK

80-FT ICD ROUNDABOUT CONCEPT LAYOUT

SCALE
0 60 120

EXHIBIT: 1.1.1

ATTACHMENT I1

PUBLIC INPUT REPORT: Case # Z#169-26

Applicant Name: Dinesh Vudutha

Phone #: [redacted] Email:

Subject Property Address/Parcel #: 8261 Main St, Woodstock, GA 30188

Public Input Meeting date, time, location: 03/04/2026, 7PM, The Chambers at City Center

I. Summary of concerns:

1) Entrance on Main St could create traffic concerns
2) Townhomes on south east corner could create privacy issues to the neighbor on Dobbs Rd

II. How the applicant addressed concerns:

1)Improvements to the existing driveway on Main St will provide convenient access for residents and help avoid congestion for emergency vehicles. The site plan will be reviewed with City staff, and alternative options will be considered if necessary
2) The townhomes located on the southeast corner comply with required setback limits. A privacy fence is planned along the north and southeast property boundaries, and additional privacy options will be evaluated as the project design progresses

III. Concerns the applicant was unable or unwilling to address and why:

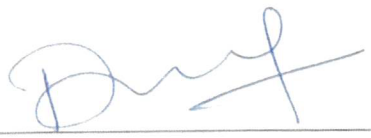
None

IV. Concerns or topics of discussion unrelated to the proposal:

None

V. Agreements made by the applicant to property owners at the meeting:

No Agreements have been made in the meeting.

Applicant's Signature: 

Applicant: Attach sign-in sheet(s) from the meeting and return with this form to your case manager by the date shown on the Public Hearing Schedule. Thank you!

ATTACHMENT I2

CASE # Z # 169-26 Meeting Date 3/4/2026 Meeting Location Chambers at city center

PUBLIC INPUT MEETING SIGN-IN SHEET

Name	Address	[redacted]
TED ZACH	140 PARKS CIR	
MARYAnne Moon	201 Dobbs Rd	
James Moon	↓ ↓ ↓	
Austin Moon		
David Faulkner		
Alec Davidson	60 Lynton St Vonesrau	
Austin		

ATTACHMENT I3

COMMENT CARD
Public Input Meeting

Date 03/04/2026 Case # _____

Name THEODORE ZACH

Address 140 PARKS CIR WOODSTOCK

Phone [redacted]

Email

Do you support the project?
☐ For ☑ Against ☐ With Conditions ☐ Undecided

Comments EGRESS / INGRESS FROM MAIN ST IS UNACCEPTABLE!

GREEN SPACE FROM APPROVED SITE PLAN HAS BEEN REDUCED RESULTING IN LACK OF AMENITY AND USE BY MOST RESIDENTIAL UNITS.

Use back of this form for additional comments, if necessary

How did you hear about this meeting?
☐ Social Media ☐ Newspaper ☐ Signs ☑ Word of Mouth ☐ Direct Mail

Were your questions answered by the applicant? ☐ Yes ☐ No

Do you understand the proposal after attending this meeting? ☐ Yes ☐ No

Please share your suggestions on improving the way these meetings are conducted
APPLICANT SHOULD NOT PRESENT WRONG (PREVIOUS APPROVED PLAN, CONFLICTING RENDERINGS DO NOT HELP PORTRAY THE DESIGN

Thank you for attending and providing your input!
Leave your completed comment card with the applicant or email it to planning@woodstockga.gov

COMMENT CARD
Public Input Meeting

Date March 4, 2026 Case # _____

Name Lindsay Faulkner

Address 221 Dobbs Road

Phone [redacted]

Email [redacted]

Do you support the project?

☐ For ☒ Against ☐ With Conditions ☐ Undecided

Comments I didn't support the original project nor do I support the revised plan. Both are far too dense. Growth is good but it should be controlled. Growth in Woodstock is totally out of control. Yes the revised plan is slightly less dense. But not enough to make a significant difference. Green space has disappeared. Parking is inconvenient Traffic in Woodstock is already Bad This is just going to make it so much worse *

Use back of this form for additional comments, if necessary

How did you hear about this meeting?

☐ Social Media ☐ Newspaper ☐ Signs ☐ Word of Mouth ☒ Direct Mail

Were your questions answered by the applicant? ☒ Yes ☐ No

Do you understand the proposal after attending this meeting? ☒ Yes ☐ No

Please share your suggestions on improving the way these meetings are conducted

Listen to long time residents and significantly reduce the Density

Thank you for attending and providing your input!
Leave your completed comment card with the applicant or email it to planning@woodstockga.gov

* Although I'm not happy with this — Overall I like the revised plan better

ATTACHMENT I5

From: Bill Brockman
To: Planning
Cc: dtwdinvestments@gmail.com
Subject: 8261 Main St
Date: Monday, February 23, 2026 1:21:02 PM

CAUTION: This message originated outside of the City of Woodstock mail system -- DO NOT CLICK on links or open attachments unless you are sure the content is safe.

We received the variance notice on the subject property and while we are not available for the public info session we are in favor of the revisions proposed. Elimination of the high density condos in the Main St facing buildings are more in character with the neighborhood. Would suggest that the proposed private alley on the Main St entrance be “right turn only” to alleviate the inevitable traffic feedback, particularly with the some day signaling of the Dobbs/Main and/or Linton/Main intersections. Bill and Monica Brockman 98 Linton St
Sent from my iPhone

From: Melissa Sigmund
To: Cameron Dunn
Cc: Niwana Ray
Subject: FW: Traffic Studies and Changes to the Dobbs/Main Street New Development Plan
Date: Tuesday, March 10, 2026 1:45:52 PM
Attachments: image001.png

For Dobbs & Main project records.

Melissa Sigmund
City of Woodstock
Director of Community Development

O) 770-592-6000 ext. 1600
C) 770-281-6698
12453 Highway 92, Woodstock, GA 30188
www.woodstockga.gov

FRAUD WARNING: I will NEVER email wiring instructions to you and neither will any other staff members in the Community Development Department or the Planning Commission. Cyber criminals are sending emails with fake wiring instructions. Sometimes they may create an email address that looks similar to a City of Woodstock email address. These emails are convincing and sophisticated. Never wire money for development applications, processes, or public hearings.

From: Michael Caldwell <mcaldwell@woodstockga.gov>
Sent: Tuesday, March 10, 2026 10:37 AM
To: Susan & John Reinhard
Cc: Mayor and Council <MayorandCouncil@woodstockga.gov>; Jeff Moon <jmoon@woodstockga.gov>; Coty Thigpen <cthigpen@woodstockga.gov>; Melissa Sigmund <msigmund@woodstockga.gov>
Subject: Re: Traffic Studies and Changes to the Dobbs/Main Street New Development Plan

Good morning John!

My apologies for the late response. I was traveling all last week in Canada with my wife to celebrate our 15th wedding anniversary. Back and catching up on email now.

Great timing on the ask about the traffic studies for Dobbs at Main Street and Arnold Mill. I just set the council agenda for next week's work session with staff this morning, and as part of the agenda we expect to have our consultants presenting on their findings for both intersections.

Regarding the Dobbs/main development, I have council and city management staff cc'd here to see your comments as well. Thank you very much for sharing them and I am confident they will take them into account as they move forward.

Go make it an outstanding week, sir!

Michael Caldwell
Mayor

Get Outlook for iOS

From: Susan & John Reinhard
Sent: Thursday, March 5, 2026 9:56 PM
To: Michael Caldwell <mcaldwell@woodstockga.gov>
Subject: Traffic Studies and Changes to the Dobbs/Main Street New Development Plan

CAUTION: This message originated outside of the City of Woodstock mail system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.

Mr. Mayor,

Please provide an update on the traffic light studies for the intersections of Main Street/Dobbs and Dobbs/Arnold Mill. The new development at Dobbs and Main Street will make traffic much worse.

Also, I read from the recent planning meeting that the developer did not present the original plan with the approved changes to show alongside the revised plan with the requested changes. If this is so, this is sloppy or deceptive. The developer has made a lot of late changes in this revised plan, which, in my opinion, shows he is either sloppy, inept, or deceptive, as it seems he did not do a thorough job on the first plan or deliberately left some changes off as he deemed it easier to ask for them later. Appears to be a bait and switch. I suggest that your planning staff ask the developer for his last 3 developments that he presented, especially those in other counties. A quick call to those City planning groups would show if this is an intentional tactic that this developer uses in getting projects approved. In my opinion, all his changes should be denied. Residents and Council need to be able to rely on the developer's good faith and expertise during the extensive planning approval process. A few late minor changes are OK, but not several major ones. Asking for major changes after the original plan approval undermines the integrity and trust of the public planning approval process. This action is unfair to residents as it will reduce opposition to the late changes, as residents assume the matter is settled or burned out from the original planning approval process. Since construction has already started, the City and developer have more at stake now, so denying the changes is harder to do. Therefore, at this late stage, when construction has started, input from residents is greatly reduced for this revised plan. I read that only a few residents showed up for this recent planning review meeting. Far fewer than showed up for the original planning approval process. However, most neighbors are still concerned about the impact of this development on their quality of life. That has not changed from when the plan was first approved, with so many changes. This developer was granted an extensive amount of zoning exemptions in the original planning approval process. At this late stage, this latest action by the Developer shows bad faith. It should not be tolerated.

Please share my thoughts on this developer's plan changes with the council

and the planning department. They need to consider preserving the public trust in the planning approval process.

Thank you.

John Reinhard.

ATTACHMENT I9

From: Melissa Sigmund
To: Cameron Dunn
Subject: FW: Traffic Studies and Changes to the Dobbs/Main Street New Development Plan
Date: Wednesday, April 1, 2026 2:55:55 PM
Attachments: Outlook-wqtn4fid.png

For the project file.

Melissa Sigmund
City of Woodstock
Director of Community Development

O) 770-592-6000 ext. 1600
C) 770-281-6698
12453 Highway 92, Woodstock, GA 30188
www.woodstockga.gov

FRAUD WARNING: I will NEVER email wiring instructions to you and neither will any other staff members in the Community Development Department or the Planning Commission. Cyber criminals are sending emails with fake wiring instructions. Sometimes they may create an email address that looks similar to a City of Woodstock email address. These emails are convincing and sophisticated. Never wire money for development applications, processes, or public hearings.

From: Susan & John Reinhard
Sent: Wednesday, April 1, 2026 2:25 PM
To: Michael Caldwell <mcaldwell@woodstockga.gov>
Cc: Jeff Moon <jmoon@woodstockga.gov>; Coty Thigpen <cthigpen@woodstockga.gov>; Melissa Sigmund <msigmund@woodstockga.gov>
Subject: Re: Traffic Studies and Changes to the Dobbs/Main Street New Development Plan

CAUTION: This message originated outside of the City of Woodstock mail system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.

Mr. Mayor, one important thing I forgot to mention is that Linton has no sidewalks, while Dobbs does. A traffic light on the Linton intersection forces more traffic onto Linton, mainly to make left turns onto Main Street. The additional traffic increases the danger to pedestrians using Linton. A traffic light on the Dobbs intersection does not affect pedestrian safety. Please pass on to the City Council. Thank you.

John Reinhard P.E.

On Thursday, March 19, 2026 at 02:33:04 PM EDT, Michael Caldwell <mcaldwell@woodstockga.gov> wrote:

I will certainly share, sir. Go make it an outstanding week!
Michael

Mayor Michael Caldwell
City of Woodstock

O) 770-592-6000
C) 678-523-8570
12453 Highway 92, Woodstock, GA 30188
www.woodstockga.gov

From: Susan & John Reinhard **Sent:** Thursday, March 19, 2026 2:29 PM
To: Michael Caldwell <mcaldwell@woodstockga.gov>
Cc: Jeff Moon <jmoon@woodstockga.gov>; Coty Thigpen <cthigpen@woodstockga.gov>; Melissa Sigmund <msigmund@woodstockga.gov>
Subject: Re: Traffic Studies and Changes to the Dobbs/Main Street New Development Plan

CAUTION: This message originated outside of the City of Woodstock mail system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.

Mr. Mayor. One point I wanted to make was that the people in the big white house next to the new Dobbs/Mainstreet development bought it relying on the integrity and accuracy of the council-approved development. No changes to the plan should be allowed that affect the value of their property or the quality of their life. Please share with the council members.

John Reinhard P.E.

On Tuesday, March 10, 2026 at 02:59:29 PM EDT, Michael Caldwell <mcaldwell@woodstockga.gov> wrote:

Thank you, John! I'm including staff for visibility on this as well.
Go make it an outstanding week!

Michael

Mayor Michael Caldwell
City of Woodstock

O) 770-592-6000
C) 678-523-8570
12453 Highway 92, Woodstock, GA 30188
www.woodstockga.gov

From: Susan & John Reinhard
Sent: Tuesday, March 10, 2026 11:32 AM
To: Michael Caldwell <mcaldwell@woodstockga.gov>
Subject: Re: Traffic Studies and Changes to the Dobbs/Main Street New Development Plan

CAUTION: This message originated outside of the City of Woodstock mail system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.

Mr. Mayor.

Apologies for the string of emails, but I wanted to flag a safety concern at the Linton intersection. A properly designed intersection provides clear sight lines of oncoming traffic, allowing drivers to check oncoming traffic before entering the intersection. Somebody running a red light is always a concern. The Dobbs intersection allows a clear view for both right and left turns, but the Linton intersection has parked cars that obscure the more distant part of Main Street when making a left turn. It would not provide sufficient warning of somebody speeding. Thank you again for your prompt response and great customer service from you and your staff. A shout-out to your Building Department and Zoning staff for a prompt and helpful response to my recent questions on a shed I am adding. Knowledge and promptness on my concerns and questions have always been the case.

Thank you.

John Reinhard.

On Tuesday, March 10, 2026 at 11:15:28 AM EDT, Susan & John Reinhard wrote:

Sorry, please pass this to the City Council and involved staff.

On Thursday, March 5, 2026 at 09:55:57 PM EST, Susan & John Reinhard wrote:

Mr. Mayor,

Please provide an update on the traffic light studies for the intersections of Main Street/Dobbs and Dobbs/Arnold Mill. The new development at Dobbs and Main Street will make traffic much worse.

Also, I read from the recent planning meeting that the developer did not present the original plan with the approved changes to show alongside the revised plan with the requested changes. If this is so, this is sloppy or deceptive. The developer has made a lot of late changes in this revised plan, which, in my opinion, shows he is either sloppy, inept, or deceptive, as it seems he did not do a thorough job on the first plan or deliberately left some changes off as he deemed it easier to ask for them later. Appears to be a bait and switch. I suggest that your planning staff ask the developer for his last 3 developments that he presented, especially those in other counties. A quick call to those City planning groups would show if this is an intentional tactic that this developer uses in getting projects approved. In my opinion, all his changes should be denied. Residents and Council need to be able to rely on the developer's good faith and expertise during the extensive planning approval process. A few late minor changes are OK, but not several major ones. Asking for major changes after the original plan approval undermines the integrity and trust of the public planning approval process. This action is unfair to residents as it will reduce opposition to the late changes, as residents assume the matter is settled or burned out from the original planning approval process. Since construction has already started, the City and developer have more at stake now, so denying the changes is harder to do. Therefore, at this late stage, when construction has started, input from residents is greatly reduced for this revised plan. I read that only a few residents showed up for this recent planning review meeting. Far fewer than showed up for the original planning approval process. However, most neighbors are still concerned about the impact of this development on their quality of life. That has not changed from when the plan was first approved, with so many changes. This developer was granted an extensive amount of zoning exemptions in the original planning approval process. At this late stage, this latest action by the Developer shows bad faith. It should not be tolerated.

Please share my thoughts on this developer's plan changes with the council and the planning department. They need to consider preserving the public trust in the planning approval process.

Thank you.

John Reinhard.

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AGENDA ITEM NO. 3.4

Item Cover Page

PLANNING COMMISSION AGENDA ITEM REPORT

DATE:	May 7, 2026
SUBMITTED BY:	Niwana Ray, Community Development
ITEM TYPE:	Ordinance 1st or 2nd Reading
AGENDA SECTION:	**PUBLIC HEARINGS**
SUBJECT:	**Consideration of A#131-26: Faith Community Church (Public Hearing & Vote)**
SUGGESTED ACTION:	Staff recommends City Council approve the Annexation, Rezoning, and Conditional Use Permit for the ± 5.87 acre addition to Faith Community Church, located at 291 & 295 Rope Mill Road (A#131-26).

ATTACHMENTS:

A131-26 Staff Report 2026-05-07 PC.pdf
ATT A Applicant Response Statements.pdf
ATT B Proposed Site Plan.pdf
ATT C County Response Packet.pdf
ATT D A131 PI Report_Redacted.pdf
ATT E Rope Mill RW Plan.pdf

DATE: May 7, 2026

TO: Woodstock Planning Commission

FROM: Niwana Ray, AICP, Senior Planner

SUBJECT: Project No. A#131-26 Faith Community Church, Rope Mill Road

---

RECOMMENDATION:

Staff recommends City Council approve the Annexation, Rezoning, and Conditional Use Permit for the ± 5.87 acre addition to Faith Community Church, located at 291 & 295 Rope Mill Road (A#131-26).

EXECUTIVE SUMMARY

The Applicant, Richard Goff on behalf of Faith Community Church, Incorporated, has submitted an application to annex two parcels and rezone from Cherokee County R-40 (Single-Family Residential) and NC (Neighborhood Commercial) to City of Woodstock OSI (Office Space/Institutional). A Conditional Use Permit (CUP) is requested, which would allow the expansion of the existing use. Faith plans to build additional buildings and expand programming on their campus in the future.

The site plan showing Faith Community's proposed future expansion, along with other supporting information, can be found in Attachments A-E.



BACKGROUND

Table 1 provides general property information for the Project site and surrounding land use.

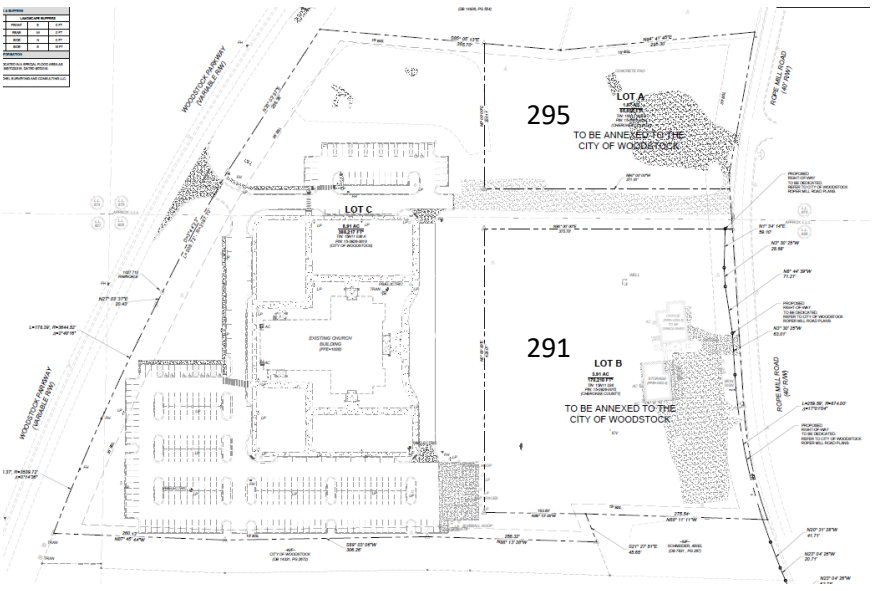
General Property and Surrounding Land Use Information	
Address	291 and 295 Rope Mill Road
Council Ward	6 (Usher) – *upon annexation*
Tax ID #	15N11 038 and 15N11 038B
Site Acreage	± 5.87 acres
Future Development Map	Urban Village
Current Zoning	County R-40 (Single-Family Residential) and Neighborhood Commercial (NC)
Current Development	295 is vacant, 291 serves Never Alone
Streets Information	Rope Mill is maintained by City of Woodstock
Surrounding Neighborhood:	
North	GC (Holiday Inn, vacant parcel, roundabout)
South	OSI, County R-40
East	SL-C (Camelia Place), County R-40
West	OSI (Faith Community), Woodstock Pkwy

Past Zoning History
No previous City of Woodstock zoning history was found for the subject parcels.

Faith Community Church at 1100 Woodstock Pkwy (TIN 15N11 038A) was annexed into the City of Woodstock in 2018 (A#093-18).

PROJECT DESCRIPTION

The Applicant is seeking to annex and rezone two parcels on the west side of Rope Mill Road, totaling ± 5.87 acres. The parcels would be incorporated into the Faith Community Church campus.



The northern parcel at 295 Rope Mill (15N11 038B) is approximately 2 acres and is currently undeveloped. It is zoned County R40.

The southern parcel at 291 Rope Mill (15N11 038), is approximately 4 acres and is

zoned County NC (Neighborhood Commercial). The organization Never Alone operates out of several buildings on this parcel, providing food assistance to the community.

The parcels would be rezoned from County NC and R-40 to City OSI (Office Space/ Institutional), matching the remainder of the Faith Community campus. The applicant has not indicated immediate development plans, but does have plans to expand in the future, adding buildings and additional programming. See Attachment B, which shows desired future building locations.

Access to the parcels would be provided from Rope Mill Road on the eastern parcel frontage and Faith's existing campus entrance on Woodstock Parkway. The City has plans to add an 8' wide trail segment along Rope Mill Road.

ANALYSIS

To accommodate the proposed project, several entitlements are requested in this application:

1. Annexation of parcels 15N11 038 and 15N11 038B into the City of Woodstock. Assignment of a Future Land Use designation is also required.
2. Rezone parcels to OSI (Office Space/Institutional).
3. Conditional Use Permit to expand Church/Place of Worship use.

Annexation Policy & Growth Boundary Agreement (GBA) Consistency

The City Council has an Annexation Policy (CMP#700-0001) and a Growth Boundary Agreement (adopted by City and County in 2022). The Annexation Policy provides several priorities, including incorporating areas surrounded by the City and already receiving City services. The proposed annexation would close part of an unincorporated "island" that exists along Rope Mill Road.

The parcels included in this annexation and rezoning request are within in the adopted Growth Boundary Agreement (GBA) with Cherokee County. The County Board of Commissioners expressed no objections to the proposed annexation. Their response is provided in Attachment C.

Land Development Ordinance (LDO) Consistency

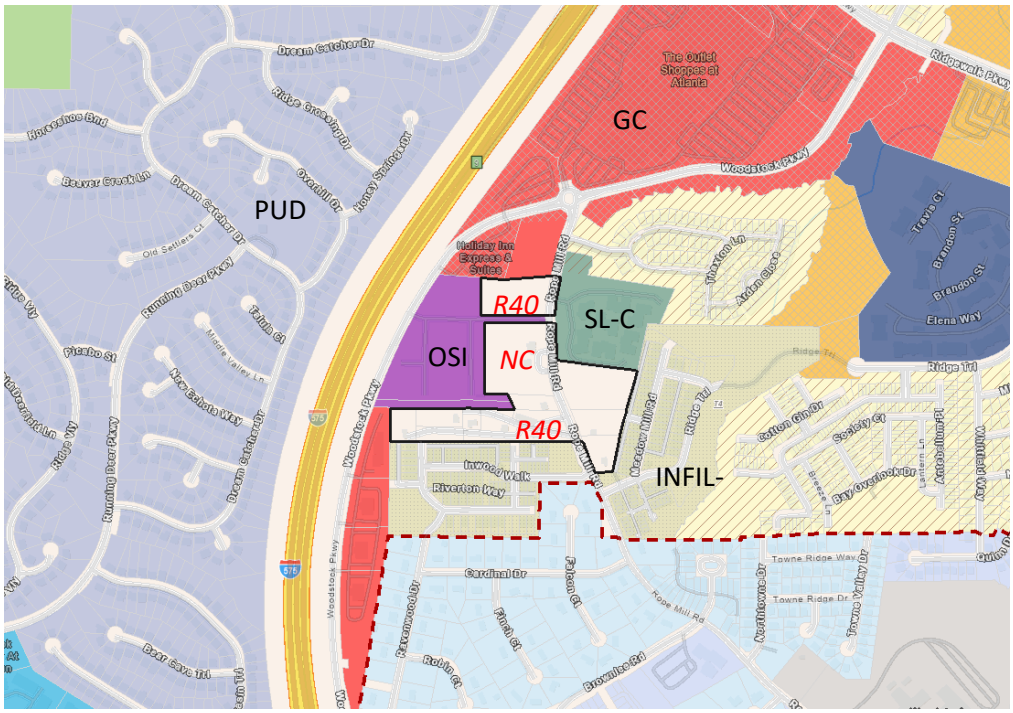
The applicant seeks to rezone the two parcels from County R40 (15N11 038B) and NC (15N11 038) to City OSI (Office Space/Institutional). This zoning designation matches the rest of the Faith Community Campus on Woodstock Parkway/Rope Mill Road. A church/place of worship use is appropriate for the zoning district.

2023 Comprehensive Plan Consistency

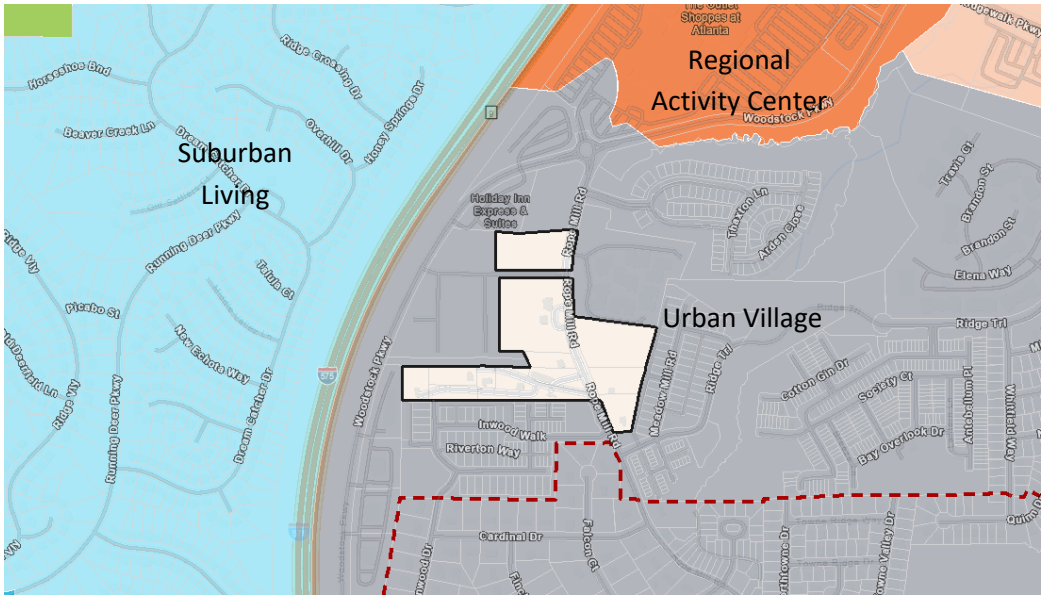
The Cherokee County Future Land Use Map identifies these parcels as Urban Core. Urban Core translates to the City's Community Village Center character area. However, to allow

for continuity between the proposed project, the existing development, and surrounding character area, the City has proposed Urban Village as the Land Use Designation for the subject parcels. This character area emphasizes walkability with a focus on the pedestrian realm. The project, if built-out as envisioned, will include civic spaces and internal pedestrian ways, along with architectural detailed buildings.

Zoning Map



Future Development Map



PUBLIC INPUT

Public notice for the public hearing has been provided in accordance with State and local law. On or around March 6, 2026, public notices were mailed to property owners within 800' of the project site. The notice informed them of the public input meeting, Planning Commission public hearing, and City Council public hearing. Additionally, a public notice was published in the local newspaper and signs were posted on the property a minimum of 15 days but not more than 45 days prior to the public hearing.

On March 31, 2026, the Applicant hosted a public input meeting at Faith Community Church, 1100 Woodstock Parkway, beginning at 7:00 PM. The informal meeting is intended to allow the Applicant to explain the proposal and to answer any questions the public might have about the project or public hearing process. The meeting was well attended by approximately 10 people who attend the church. The Public Input Report and correspondence relating to this project are included as Attachment D.

DPC RECOMMENDATION

The Development Process Committee (DPC) met with the Applicant on April 1, 2026, to discuss the project. On April 8, 2026, the DPC met again and voted (5-0) to recommend approval of the annexation, rezoning, and CUP requests, with the conditions of approval detailed below.

Recommendation:

1. Approve annexation of parcels 15N11 038 and 15N11 038B and rezone to City OSI (Office Space/Institutional).
2. Approve Conditional Use Permit for Church/Place of Worship use.

Conditions of Zoning:

1. Development shall develop and remain in substantial compliance with the conceptual plan prepared by Ingenium dated December 5, 2025, attached hereto as Exhibit "C", and hereinafter referred to as "Site Plan". Where the zoning code conflicts with the substantial compliance requirement, the zoning code will be enforced – except where explicit variance or administrative relief has been granted in writing by Mayor and City Council or the DPC. The aforementioned notwithstanding, each site plan submitted to the City for review shall comply with all adopted fire safety requirements.

   If amendments or modifications to the development are requested by the developer:

   a) Upon the written request of the Developer, the Community Development Director shall determine at their sole discretion: (1) whether the requested amendment or modification is minor; and (2) whether the requested amendment or modification is consistent with the approved project. If the Director finds that it is both minor and consistent, the amendment shall be determined to be an "Administrative Amendment," subject to review and approval by the DPC.

No administrative amendment will be effective until after thirty (30) days' notice to the City Council and posting in the same manner as agendas. If any member of the City Council requests consideration of such amendment within the 30-day notice period, then the administrative amendment will not be effective unless there is a final determination by the City Council approving it. In the event Council requests consideration of an administrative amendment, staff will agendize the matter for Council discussion and consideration.

b) Any written request by the Developer for an amendment that is determined by the Community Development Director to be either: (1) not minor, or (2) inconsistent with the approved project, shall be determined not to be an Administrative Amendment and shall be subject to review by the City Council.

c) If applicant disagrees with decision by Community Development Director, applicant may appeal said decision to City Council in accordance with LDO section 10.162.

2. All campus parcels shall be consolidated under one combination plat to be approved by the City prior to site plan submittal. The applicant shall submit the plat to the Cherokee County Clerk of Superior Court to be recorded prior to the issuance of an LDP for the first building.
3. All buildings must be maintained under same ownership to qualify as accessory uses to Church/Place of Worship use.
4. The original stormwater exemption found in ordinance A#093-18 applies to buildings and improvements constructed prior to this ordinance.
5. A site plan shall be submitted within 5 years of CUP approval. Once a site plan has been approved for the first phase of construction, the CUP is vested for the entire master plan.
6. Applicant shall have a traffic study prepared and submitted at such time that a site plan is submitted for review with next phase of construction.
7. With first site plan applicable to the CUP, applicant shall provide a full master tree plan and campus plan, to include defined grading.
8. Any future phases not immediately developed shall be stabilized and maintained.
9. No parking shall be allowed on non-paved surfaces without formal approval.
10. Applicant agrees to install 8' wide trail/sidewalk along Rope Mill as described in city plans, including dedication of any necessary right of way. A compliant sidewalk/trail segment shall be shown along frontage from north to south parcel lines at first site plan submittal.
11. A year-round, opaque buffer shall be provided in the 15' setback against parcel 15N11 035 to the south.
12. Anticipate any grease traps and/or dumpster drains for future buildings. No service for any dumpster drain or grease trap shall occur between the hours of 10:00 pm and 6:00 am.

ATTACHMENTS

Attachment A - Applicant Response Statements
Attachment B - Proposed Future Building Plan
Attachment C - Cherokee County Annexation Response
Attachment D - Public Input Report
Attachment E - Rope Mill Road Right of Way Plans (2 sheets)

APPLICANT RESPONSE STATEMENT - ANNEXATIONS AND REZONINGS

The applicant finds that the following standards are relevant in balancing the interest in promoting public health, safety, morality, or general welfare against the right to unrestricted use of property and shall govern the exercise of the zoning power.

If this application is in response to an annexation and/or rezoning, please respond to the following standards in the form of a written narrative:

1. Explain the intent of the requested zoning.

   The applicant is seeking Annexation to the City of Woodstock with the intended Zoning of Office Space Institutional Zoning to accommodate the expansion of the existing Faith Community Church on the adjacent parcel to the west.

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

   The use of a church is a conditionally approved use for the Office Space Institutional Zoning District. Furthermore, the adjacent property to the west of the two parcels is currently zoned as Office Space Institutional Zoning District, and the current use is a church. It is anticipated that the zoning proposal will provide a cohesive addition to the adjacent properties.

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

   The zoning proposal is not anticipated to adversely affect the existing use of the adjacent properties. The adjacent property to the west of the two parcels is currently zoned as Office Space Institutional Zoning District, and the current use is a church. The adjacent property to the north is zoned General Commercial (City of Woodstock Zoning), and it is currently vacant. The adjacent property to the south is zoned R40 (Cherokee County Zoning), and the current use is the Rope Mill Baptist Church. Therefore, it is not anticipated that the zoning proposal will adversely impact the adjacent properties.

4. Whether the property to be affected by a proposed zoning has a reasonable economic use as currently zoned.

   The existing zoning district of NC (Cherokee County) restricts the use of Religious Institutions, and with the intention to expand Faith Community Church, it is not feasible due to the current zoning. With the annexation to the City of Woodstock, the rezoning to the Office Space Institutional Zoning District and the request of the conditional use permit, the use of a church would be allowed.

5. Whether the proposed zoning will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools.

   It is not anticipated that the proposed use as a Church would cause excessive or burdensome use of the existing streets, transportation facilities, utilities or schools. The master site plan has been designed to anticipate any increase in vehicular traffic by providing sufficient parking space, ensuring interparcel connectivity, and preserving driveway connectivity to Rope Mill Road. The proposed use is not a residential use, and it is not anticipated that there will be a permanent increase in vehicular traffic due to residential growth.

6. Whether the proposed zoning is in conformity with the policy and interest of the land use plan.

   Per the 2023 City of Woodstock Comprehensive Plan, the site is located in the "Urban Village" area which is to serve as a transition area by providing a mix of uses in order to encourage an "in-town city neighborhood." The proposed zoning of Office Space Institutional Zoning District conforms with the intent of the "Urban Village" and overall City of Woodstock land use plan.

7. Whether there are other existing or changing conditions affecting the use and development of the property which give supporting grounds for either approved or disapproval of the proposed zoning.

   It is not anticipated that the proposed use as a Church would negatively impact the development of the property. Given the existing Faith Community Church on the adjacent parcel and the existing roads to the Faith Community Church, granting the proposed zoning to allow the expansion of the Faith Community Church will encourage the continuous and cohesive development of the property.

APPLICANT RESPONSE STATEMENT CONDITIONAL USE PERMITS

The applicant finds that the following standards are relevant in balancing the interest in promoting the public health, safety, morality, or general welfare against the right to unrestricted use of property and shall govern the exercise of the zoning power.

If this application is in response to a conditional use permit, please respond to the following standards in the form of a written narrative:

1. Explain requested conditional use permit.

   The proposed zoning of Office Space Institutional Zoning District allows the use of a church, place of worship, given the conditional use permit. Faith Community Church is an existing church on the adjacent parcel to the west and intends to expand on the proposed property.

2. Whether or not there will be significant adverse effect on the surrounding area in which the proposed use will be located.

   There is not any anticipated significant adverse effect impact on the surrounding areas of the proposed use of the church.

3. Whether or not the use is otherwise compatible with the surrounding area.

   The adjacent parcel to the west is the existing Faith Community Church, and the parcel to the south is the Roper Mill Baptist Church. The adjacent parcel to the north is currently vacant. The proposed use of the expansion of the Faith Community Church is compatible with the surrounding areas.

4. Whether or not the use proposed will result in a nuisance as defined under state law.

   The proposed use will not result in a nuisance.

5. Whether or not quiet enjoyment of surrounding property will be adversely affected.

   The proposed use will not adversely affect the quiet enjoyment of surrounding property.

6. Whether or not property values of surrounding property will be adversely affected.

   It is not anticipated that the proposed use of the church will adversely affect the property values of the surrounding areas.

7. Whether or not adequate provisions are made for parking and traffic considerations.

   The proposed site plan has provided adequate parking spaces, interconnectivity to the existing Faith Community Church, and preservation of access to Roper Mill Road. The proposed site plan has been designed to consider the parking and traffic impacts by providing sufficient provisions.

8. Whether or not the site or intensity of the use is appropriate

   Based on the Zoning District of the Office Space/Institutional, the proposed use of the church (place of worship) is an appropriate use given the conditional permit request. It is not a prohibited use of the proposed zoning of Office Space/Institutional.

9. Whether or not special or unique conditions created by the use are consistent with the purpose, intent and goals of the Comprehensive Town Plan.

   The proposed use of the church is consistent with the City of Woodstock Comprehensive Town Plan.

10. Whether or not adequate provisions are made regarding hours of operation.

    The proposed use of the church will conduct reasonable hours of operation, and the site plan layout is not anticipated to impact the adjacent properties during the hours of operation.

11. Whether or not adequate controls and limits are placed on commercial and business deliveries.

    The proposed use of the church will not impact the commercial or business deliveries of nearby uses.

12. Whether or not adequate landscape plans are incorporated to ensure appropriate transition between adjacent or nearby properties.

    The proposed site plan respects the landscape buffers and setbacks to allow the transition between adjacent properties.

13. Whether or not the public health, safety, welfare or moral concerns of the surrounding neighborhood will be adversely affected.

    The proposed use of the church is not anticipated to adversely impact the public health, safety, welfare, or moral concerns of the surrounding neighborhood.

14. Whether the application complies with any applicable specific requirements set forth in this chapter for conditional use permits for particular types of uses.

    There are no specific requirements set forth in the City of Woodstock Zoning Ordinance that would be applicable to the proposed use of the church. The current request for a conditional use permit is in alignment with the existing use of the adjacent parcel and the intent of the dedication and master plan.

15. Whether the applicant has provided sufficient information to allow full consideration of all relevant factors.

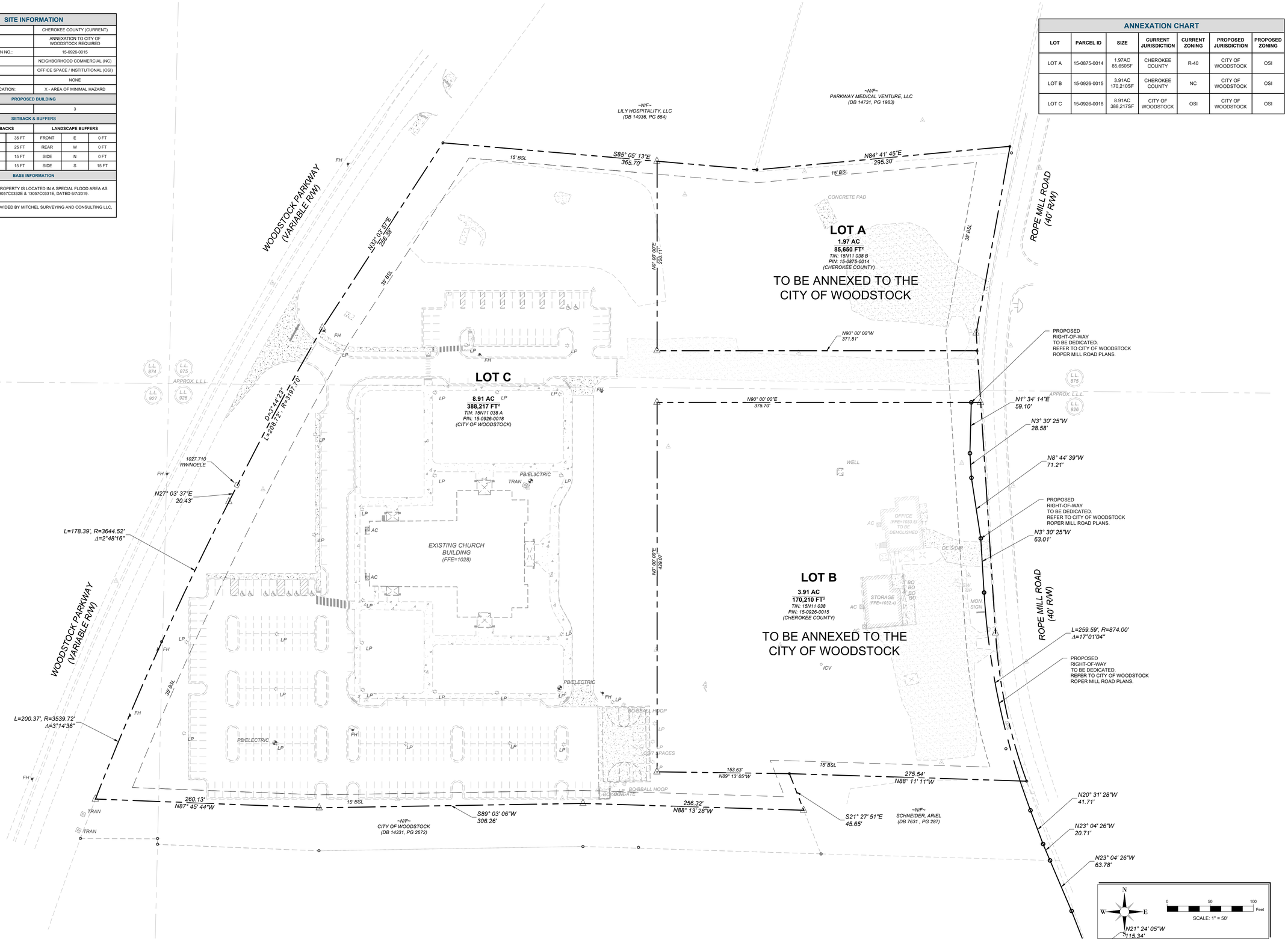
    Faith Community Church has thoughtfully considered all relevant factors of the existing property and believes that the expansion of the church will allow the cohesive development of the site without adversely impacting the community.

16. Whether the conditional use requested emits or creates unusual odors which would warrant use of an odor elimination/attenuation system as recommended by industry standards.

    The request for the conditional use for the allowance of a church is not anticipated to create any unusual odors; therefore, there is no need for an odor elimination system.

SITE INFORMATION					
JURISDICTION:			CHEROKEE COUNTY (CURRENT)		
			ANNEXATION TO CITY OF WOODSTOCK REQUIRED		
PARCEL IDENTIFICATION NO.:			15-0926-0015		
CURRENT ZONING:			NEIGHBORHOOD COMMERCIAL (NC)		
PROPOSED ZONING:			OFFICE SPACE / INSTITUTIONAL (OSI)		
OVERLAY DISTRICT			NONE		
FLOOD ZONE CLASSIFICATION:			X - AREA OF MINIMAL HAZARD		
PROPOSED BUILDING					
NUMBER OF STORIES =			3		
SETBACK & BUFFERS					
BUILDING SETBACKS			**LANDSCAPE BUFFERS**		
FRONT	E	35 FT	FRONT	E	0 FT
REAR	W	25 FT	REAR	W	0 FT
SIDE	N	15 FT	SIDE	N	0 FT
SIDE	S	15 FT	SIDE	S	15 FT
BASE INFORMATION					
NO PORTION OF THIS PROPERTY IS LOCATED IN A SPECIAL FLOOD AREA AS PER F.I.R.M. MAP NO. 13057C0332E & 13057C0331E, DATED 6/7/2019.					
BASE CONDITIONS PROVIDED BY MITCHEL SURVEYING AND CONSULTING LLC, DATED 09/02/2025					

ANNEXATION CHART						
LOT	PARCEL ID	SIZE	CURRENT JURISDICTION	CURRENT ZONING	PROPOSED JURISDICTION	PROPOSED ZONING
LOT A	15-0875-0014	1.97AC 85,650SF	CHEROKEE COUNTY	R-40	CITY OF WOODSTOCK	OSI
LOT B	15-0926-0015	3.91AC 170,210SF	CHEROKEE COUNTY	NC	CITY OF WOODSTOCK	OSI
LOT C	15-0926-0018	8.91AC 388,217SF	CITY OF WOODSTOCK	OSI	CITY OF WOODSTOCK	OSI



INGENIUM ENTERPRISES, INC.
5995 PARKWAY NORTH BLVD.
SUITE B
CUMMING, GEORGIA 30040
PHONE: (770) 437-8850

GA CERT. OF AUTHORITY #PEF006172

INGENIUM PROJECT:	250028
PROJECT PM:	JN
PROJECT RE:	AB
ISSUE DATE:	12/05/2025
DWG NAME:	250028 C03 - ANNEXATION EXHIBIT.DWG

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CLIENT:

PLACE SERVICES, INC.
201 GATEWAY DRIVE
CANTON, GA 30115
PHONE: 305-281-3480

FAITH COMMUNITY CHURCH
PHASE II BUILDING 200
1100 WOODSTOCK PKWY
WOODSTOCK, GA 30188

REV.	DATE	DESCRIPTION

THIS ITEM HAS BEEN ELECTRONICALLY SIGNED AND SEALED BY NAME, PE ON THE DATE ADJACENT TO THE SEAL ON THE COVER SHEET (C01.0) USING A SHA AUTHENTICATION CODE.

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SEAL

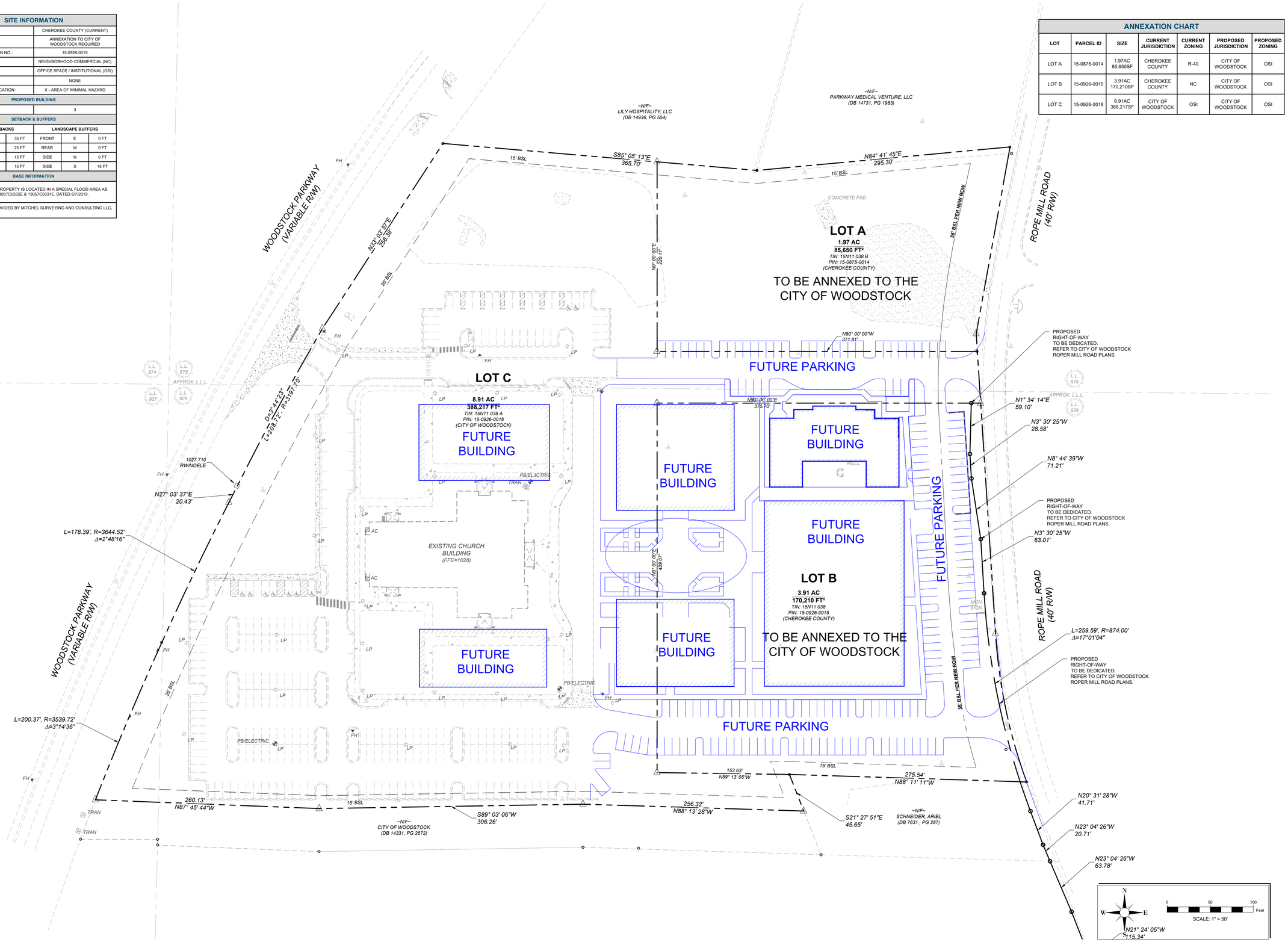
SHEET NAME
OVERALL CURRENT CONDITIONS PLAN

SHEET NUMBER
C03.0

ANNEXATION PLAN

SITE INFORMATION					
JURISDICTION:			CHEROKEE COUNTY (CURRENT)		
			ANNEXATION TO CITY OF WOODSTOCK REQUIRED		
PARCEL IDENTIFICATION NO.:			15-0926-0015		
CURRENT ZONING:			NEIGHBORHOOD COMMERCIAL (NC)		
PROPOSED ZONING:			OFFICE SPACE / INSTITUTIONAL (OSI)		
OVERLAY DISTRICT			NONE		
FLOOD ZONE CLASSIFICATION:			X - AREA OF MINIMAL HAZARD		
PROPOSED BUILDING					
NUMBER OF STORIES =			3		
SETBACK & BUFFERS					
BUILDING SETBACKS			**LANDSCAPE BUFFERS**		
FRONT	E	35 FT	FRONT	E	0 FT
REAR	W	25 FT	REAR	W	0 FT
SIDE	N	15 FT	SIDE	N	0 FT
SIDE	S	15 FT	SIDE	S	15 FT
BASE INFORMATION					
NO PORTION OF THIS PROPERTY IS LOCATED IN A SPECIAL FLOOD AREA AS PER F.I.R.M. MAP NO. 13057C0332E & 13057C0331E, DATED 6/7/2019.					
BASE CONDITIONS PROVIDED BY MITCHEL SURVEYING AND CONSULTING LLC, DATED 09/02/2025					

ANNEXATION CHART						
LOT	PARCEL ID	SIZE	CURRENT JURISDICTION	CURRENT ZONING	PROPOSED JURISDICTION	PROPOSED ZONING
LOT A	15-0875-0014	1.97AC 85,650SF	CHEROKEE COUNTY	R-40	CITY OF WOODSTOCK	OSI
LOT B	15-0926-0015	3.91AC 170,210SF	CHEROKEE COUNTY	NC	CITY OF WOODSTOCK	OSI
LOT C	15-0926-0018	8.91AC 388,217SF	CITY OF WOODSTOCK	OSI	CITY OF WOODSTOCK	OSI



INGENIUM ENTERPRISES, INC.
5995 PARKWAY NORTH BLVD.
SUITE B
CUMMING, GEORGIA 30040
PHONE: (770) 437-8850

GA CERT. OF AUTHORITY #PEF006172

INGENIUM PROJECT:	250028
PROJECT PM:	JN
PROJECT RE:	AB
ISSUE DATE:	12/05/2025
DWG NAME:	250028 C03 - ANNEXATION EXHIBIT.DWG

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PHONE: 305-281-3480

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PHASE II BUILDING 200
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SEAL

SHEET NAME
OVERALL FUTURE CONDITIONS PLAN

SHEET NUMBER
C03.1

ANNEXATION PLAN

ATTACHMENT C1

Cherokee County
1831
GEORGIA
PLANNING AND ZONING

March 25, 2026

Melissa Sigmund
Community Development Director
Woodstock City Hall
12453 Highway 92
Woodstock, GA 30188

RE: A#131-26 – 291 and 295 Rope Mill Road

Dear Ms. Sigmund:

The annexation case A#131-26 was on the agenda of the regular meeting of the Cherokee County Board of Commissioners on March 17, 2026. The applicant is requesting to annex and rezone two parcels totaling 5.87.+/- acres (15N11 038, 15N11 038B) along Rope Mill Road. The applicant is requesting to rezone from R-40 and NC (Cherokee County) to OSI Office Space/Institutional (City of Woodstock). The applicant indicated that there will be a future expansion of the church campus and facilities.

The Board of Commissioners voted unanimously (5-0) to express that they have no objections to the proposed annexation. The staff analysis is included as an attachment and provides further details.

Sincerely,

Catherine Long

Catherine Long
Planning Division Manager

ATTACHMENT C2

STAFF REVIEW AND ANALYSIS OF ANNEXATION REQUEST

FINAL 03/2026

Per O.C.G.A. § 36-3613 (set forth in full at the end of this document for your ease of reference), a land use objection can be made by majority vote of the Board of Commissioners in the event of a material increase in burden upon the County which is quantifiable and otherwise meets the requirements of the statute. In order for a land use objection to be considered timely, it must be completed in time for the BOC to vote upon it in open session and served upon the annexing municipality within 45 days of receipt of notice of annexation via statutory overnight delivery or certified mail, return receipt requested.

City	Woodstock
Case Number A#131-26	Applicant Faith Community Church, Inc.
Receipt of Certified Annexation Notice	02/20/2026
Woodstock Planning Commission	05/07/2026
End of 45-day review period	04/05/2026
Woodstock City Council Decision	05/18/2026

Staff is requested to review the application for annexation and provide a response to the following questions.

		Yes	No
Is the property to be annexed contiguous to city jurisdictional boundary?		X	
Future Development Map designation	Urban Core		
Surrounding / Contiguous City Future Development Map	Urban Village		
Surrounding County Future Development Map	Urban Core		
Does this annexation create an “island” of unincorporated land?			X

1) If the application is granted will there be a material increase in burden upon the County directly related to:

	Yes	No
a) the proposed change in zoning or land use?		X
b) the proposed increase in density?		X
c) infrastructure demands related to the proposed change in zoning or land use?		X

2) Will delivery of services be affected by the annexation?	Yes	No
		X

If the answer to (2) is yes, is the affect on delivery of services directly related to a) the proposed change in zoning or land use? b) the proposed increase in density? c) infrastructure demands related to the proposed change in zoning or land use?	

Note: Delivery of services may not be a basis for a valid objection but may be used in support of a valid objection if directly related to one or more of the subjects enumerated in items (a), (b), and/or (c) of Section 1 above.

	Yes	No
3) If there is a material increase in burden caused by items (a), (b), and/or (c) of Section 1 above, can your department provide evidence of any financial impact?		X
If the answer to (3) is yes, please provide the evidence		

	Yes	No
4) Does the proposed change in zoning or land use result in a substantial change in the intensity of the allowable use of the property or a change to a significantly different allowable use?		X
If the answer to (4) is no, does the proposed change in zoning or land use result in:	Yes	No
a) a use which significantly increases the net cost of infrastructure?		X
b) a use which significantly diminishes the value or useful life of a capital outlay project, as such term is defined in O.C.G.A. 48-8-110, which is furnished by the county to the area to be annexed?		X
If the answer to 4(a) or 4(b) is yes, then:	Yes	No

c) Does the proposed change in zoning or land use differ substantially from the existing uses suggested for the property by the county's comprehensive land use plan?

d) Does the proposed change in zoning or land use differ substantially from the existing uses permitted for the property pursuant to the county's zoning ordinance or its land use ordinances?

Comments:

Planning and Zoning

- The subject properties are within the Growth Boundary.
- The subject properties are within a preexisting island; the annexation would address the island by shrinking the island.

Transportation

- Driveways will be permitted by the City.

Fire and Emergency Services

- All permits will be approved by the City.

O.C.G.A. § 36-36-113. Reasons for objection to annexation

(a) The county governing authority may by majority vote object to the annexation because of a material increase in burden upon the county directly related to any one or more of the following:

(1) The proposed change in zoning or land use;

(2) Proposed increase in density; and

(3) Infrastructure demands related to the proposed change in zoning or land use.

(b) Delivery of services may not be a basis for a valid objection but may be used in support of a valid objection if directly related to one or more of the subjects enumerated in paragraphs (1), (2), and (3) of subsection (a) of this Code section.

(c) The objection provided for in subsection (a) of this Code section shall document the nature of the objection specifically providing evidence of any financial impact forming the basis of the objection and shall be delivered to the municipal governing authority by certified mail or statutory overnight delivery to be received not later than the end of the thirtieth calendar day following receipt of the notice provided for in Code Section 36-36-111.

(d) In order for an objection pursuant to this Code section to be valid, the proposed change in zoning or land use must:

(1) Result in:

(A) A substantial change in the intensity of the allowable use of the property or a change to a significantly different allowable use; or

(B) A use which significantly increases the net cost of infrastructure or significantly diminishes the value or useful life of a capital outlay project, as such term is defined in Code Section 48-8-110, which is furnished by the county to the area to be annexed; and

(2) Differ substantially from the existing uses suggested for the property by the county's comprehensive land use plan or permitted for the property pursuant to the county's zoning ordinance or its land use ordinances.

PUBLIC INPUT REPORT: Case # A #131-26

Applicant Name: Faith Community Church

Phone #: 770 516 1996 Email: [redacted]

Subject Property Address/Parcel #: _____

Public Input Meeting date, time, location: 3/31/2026 7:00 pm Faith Community Church

I. Summary of concerns:
applicant shared concerns about misinformation regarding the future status of Never Alone Food Pantry.

II. How the applicant addressed concerns:
Applicant explained historical, long term relationship between church and Never Alone and affirmed commitment to work with Never Alone.

III. Concerns the applicant was unable or unwilling to address and why:
none

IV. Concerns or topics of discussion unrelated to the proposal:
Discussion concerning amount of access the new building would bring for the public coming to the primary church building. Discussion about types of "shops" that might be included. Discussion about beverages to be served at possible event venue.

V. Agreements made by the applicant to property owners at the meeting:
None.

Applicant's Signature: [signature]

Applicant: Attach sign-in sheet(s) from the meeting and return with this form to your case manager by the date shown on the Public Hearing Schedule. Thank you!

CASE # A #131-26 Meeting Date 3/31/2026 Meeting Location FCC
1100 Woodstock Parkway

PUBLIC INPUT MEETING SIGN-IN SHEET

Name	Address	Email or Phone
Jonathan Cummings	330 Davis Ln Woodstock Ga	[redacted]
Ronnie Smith	523 Augusta Dr. Canton, GA	
Ray Turner	1483 Scarlet Trl Kennesaw GA	
Meagan Davenport	735 Market St #1301. Woodstock	
Susie Thomas	121 CARRAGAS DR WOODSTOCK	
Quentin St. Thomas	" " " "	
Lee Parker	132 Glen Mill Way Woodstock	
Lesa Parker	" "	
Shane Koehler	126 Copper Ridge Dr. Woodstock	
Tara Koehler	" " "	
Sharon Kinyon	417 Falcon CT Wdst	
BRIAN IRBY	301 Hillpine Dr. Woodstock	
Stephen Kinyon	417 Falcon Ct., Woodstock	

ATTACHMENT E1

BEGIN R/W ACQUISITION
ROPE MILL ROAD
STA. 11+05.34
N 1496561.2740
E 2187198.7998

N 18°55'19.6" W
N 30°02'44.4" W
N 23°04'25.8" W
Curve #1
Curve #2
Curve #3
Rope Mill Road
N 1496902.6692
E 2187051.0352

DE10014 STA 11+05.34 30.00
DE10015 STA 12+79.19 30.00
DE10016 STA 14+10.35 30.00
DE10017 STA 13+39.83 -30.31
DE10018 STA 13+61.40 -24.00
DE10019 STA 13+88.96 -24.00
DE10020 STA 13+43.33 -40.00
DE10021 STA 13+99.22 -40.00
DE10022 STA 14+78.16 -24.00
DE10023 STA 15+41.94 -24.00
DE10024 STA 15+49.41 -40.00
DE10025 STA 16+00.00 30.00
DE10030 STA 15+62.65 -24.00

STA 13+70.00 -50.00
STA 13+70.00 -40.19
STA 14+05.60 -50.00
STA 14+75.00 -50.00
STA 14+75.00 -40.00
STA 15+10.00 -50.00
STA 15+10.00 -40.00

P.C. 11+50.92
P.T. 13+06.23
P.C. 13+33.24
P.T. 14+78.16
P.C. 15+62.65
MATCH LINE - STA 16+00 SEE SHEET 60-0003

EXIST R/W
REQD R/W
TESMT
Inwood Walk
ASPHALT DRIVE
SIDEWALK
GRAVEL
CONCRETE PADS FOR PARK BENCHES (TYP)
ROPE MILL BAPTIST CHURCH SIGN
CONCRETE DRIVE
DIRT DRIVE
LANDSCAPING
MAILBOX
DITCH LINE
RIP/RAP
ICV
18"CMP>
18"RCP>
I.E.=1039.52
I.E.=1038.29
I.E.=1035.42
I.E.=1034.54
I.E.=1032.06
I.E.=1031.16

N/F
INWOOD NEIGHBORHOOD ASSOCIATION, INC.
100 INWOOD WALK

3
N/F
BETTY G. WORLEY,
AKA BETTY G. DARBY
202 ROPE MILL RD
SEE SHEET 60-0004 FOR DATA TABLE

4
N/F
ROPE MILL BAPTIST CHURCH
N/A
SEE SHEET 60-0004 FOR DATA TABLE

5
N/F
ROL REAL ESTATE, LLC
284 ROPE MILL RD
SEE SHEET 60-0004 FOR DATA TABLE

2
N/F
R & L REAL ESTATE, LLC
282 ROPE MILL RD
SEE SHEET 60-0004 FOR DATA TABLE

1
N/F
R & I REAL ESTATE, LLC
278 ROPE MILL RD
SEE SHEET 60-0004 FOR DATA TABLE

N/F
STANLEY MARTIN COMPANIES LLC
100 MEADOW MILL RD

APPROX. LAND LOT LINE L.L. 926 L.L. 925

Rope Mill Road Curve# 1	Rope Mill Road Curve# 2	Rope Mill Road Curve# 3
PI Sta= 12+28.82	PI Sta= 14+05.73	PI Sta= 17+09.22
N= 1496668.1624	N= 1496835.9756	N= 1497115.2472
E= 2187136.9741	E= 2187079.4464	E= 2186960.4776
DELTA= 11°07'24.7" (RT)	DELTA= 04°09'06.2" (LT)	DELTA= 19°34'01.1" (RT)
D= 07°09'43.10"	D= 02°51'53.24"	D= 06°44'26.45"
T= 77.90	T= 72.49	T= 146.57
L= 155.31	L= 144.92	L= 290.28
R= 800.00	R= 2000.00	R= 850.00
E= 3.78	E= 1.31	E= 12.54

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
REQ'D LIMIT OF ACCESS
REQ'D LIMIT OF ACCESS & R/W
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA (SEE ERIT TABLE)

CALCO ENGINEERING

SCALE IN FEET
0 20 40 80

REVISION DATES

RIGHT OF WAY PLAN
ROPE MILL ROAD
STORMWATER IMPROVEMENTS

CHECKED:		DATE:	DRAWING No.
BACKCHECKED:		DATE:	60-0002
CORRECTED:		DATE:	
VERIFIED:		DATE:	

10/23/2015 GPLN

ATTACHMENT E2

CITY OF WOODSTOCK, GA | P.I. No. N/A

6
N/F
ARIEL SCHNEIDER
285 ROPE MILL RD
SEE SHEET 60-0005 FOR DATA TABLE

7
N/F
ROPE MILL LAND ACQUISITION, LLC
291 ROPE MILL RD
SEE SHEET 60-0005 FOR DATA TABLE

N/F
FAITH COMMUNITY CHURCH, INCORPORATED
1100 I-575 HWY N

APPROX. LAND LOT LINE L.L. 926 L.L. 875

MATCH LINE - STA 16+00 SEE SHEET 60-0002

STA 16+15.00 -38.87
STA 16+15.00 -50.00
STA 16+47.00 -50.00
DE10032 STA 16+43.83 -40.00
STA 16+70.00 -50.00
STA 16+70.00 -38.71
DE10031 STA 16+38.30 -24.00
DE10038 STA 17+50.00 -40.00
STA 17+80.00 -50.00
STA 17+80.00 -38.70
STA 18+15.00 -50.00
STA 18+15.00 -38.60
DE10039 STA 18+50.00 -40.00
STA 18+70.00 -60.00
STA 18+70.00 -42.00
DE10033 STA 18+52.93 -24.00
STA 19+30.00 -60.00
STA 19+30.00 -48.00
DE10034 STA 19+18.90 -24.00
DE10040 STA 19+50.00 -50.00
DE10035 STA 19+89.81 -30.50
DE10036 STA 20+18.39 -30.50
DE10041 STA 20+50.00 -50.00
DE10042 STA 20+76.04 -40.00
DE10037 STA 20+75.79 -25.40

16+00 17+00 18+00 19+00 20+00 21+00

ASPHALT DRIVE | MAILBOX | DITCH LINE | I.E.=1026.96 | EXIST R/W | REQD R/W | CONCRETE DRIVE | NEVER ALONE FOOD PANTRY SIGN | FLAG POLE | GRAVEL | TESMT | 24"RCP | Curve #3 | Rope Mill Road | N 1497261.5409 | E 2186951.5123 | N 03°30'24.7" W | I.E.=1027.49 | RIP/RAP | DITCH LINE | I.E. BURIED | DIRT DRIVE | BARB WIRE FENCE | EXIST R/W | SIDEWALK | Curve #4 | DIRT DRIVE

STA 16+50.00 36.86
STA 16+50.00 50.00
STA 16+15.00 32.37
STA 16+15.00 50.00
DE10027 STA 18+09.38 25.79
DE10026 STA 18+05.67 40.00
DE10028 STA 17+98.81 65.00
DE10029 STA 18+21.13 65.00
PESMT

P.T. 18+52.93
P.C. 20+34.13

END R/W ACQUISITION
ROPE MILL ROAD
STA. 20+75.79
N 1497484.0210
E 2186938.8436

5
N/F
ROL REAL ESTATE, LLC
284 ROPE MILL RD
SEE SHEET 60-0004 FOR DATA TABLE

8
N/F
GREAT OAKS NURSING HOME INC.
105 ROPE MILL RD

Rope Mill Road	
Curve#	3
PI Sta#	17+09.22
N#	1497115.2472
E#	2186960.4776
DELTA#	19°34'01.1" (RT)
D#	06°44'26.45"
T#	146.57
L#	290.28
R#	850.00
E#	12.54

Rope Mill Road	
Curve#	4
PI Sta#	21+60.15
N#	1497568.1845
E#	2186932.7202
DELTA#	15°56'30.4" (RT)
D#	06°21'58.31"
T#	126.02
L#	250.41
R#	900.00
E#	8.78

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
REQ'D LIMIT OF ACCESS
REQ'D LIMIT OF ACCESS & R/W
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA (SEE ERIT TABLE)

CALCO ENGINEERING

SCALE IN FEET
0 20 40 80

REVISION DATES

RIGHT OF WAY PLAN
ROPE MILL ROAD
STORMWATER IMPROVEMENTS

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		60-0003
CORRECTED:		DATE:		
VERIFIED:		DATE:		

AGENDA ITEM NO. 3.5

Item Cover Page

PLANNING COMMISSION AGENDA ITEM REPORT

DATE:	May 7, 2026
SUBMITTED BY:	Natalie Faustine, Community Development
ITEM TYPE:	Presentation and Discussion Items
AGENDA SECTION:	**PUBLIC HEARINGS**
SUBJECT:	**Consideration of CUP#095-26: 9845 Main St (Public Hearing & Vote)**
SUGGESTED ACTION:	Staff recommends denial of CUP#095-26 and the concurrent variances.

ATTACHMENTS:

FINAL PC SR CUP#095-26 - 9845 Main St Gas Station.pdf
ATTACHMENT A - Site Plan.pdf
ATTACHMENT B - CUP095-26 Responses to Criteria Questions.pdf
ATTACHMENT C - Environmental Report.pdf
ATTACHMENT D - 5MileRadius_GasStations_20260416.pdf
ATTACHMENT E - Public Input Report_Redacted.pdf

DATE: May 7, 2026

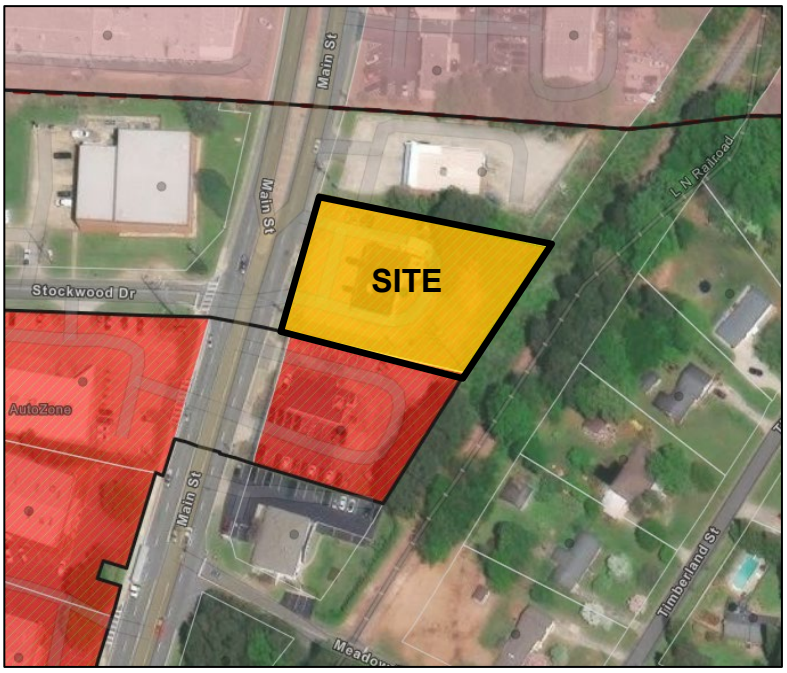
TO: Woodstock Planning Commission

FROM: Natalie Faustine, MPA. Planner I

SUBJECT: Project No. CUP#095-26
9845 Main St Gas Station Development

RECOMMENDATION:

Staff recommends denial of a Conditional Use Permit (CUP) for a "Gas/Fuel Station" at 9845 Main Street and concurrent variances.



Vicinity Map

EXECUTIVE SUMMARY

The Applicant, Tejas Patel, has requested a Conditional Use Permit (CUP) to operate a "Gas/Fuel Station" at 9845 Main Street. The project site is located just south of the intersection of Highway 92 and Main Street. The proposed use would require redevelopment of the site, including a new ±4,000 SF retail building and the installation of fuel tanks, pumps, and a canopy.

More details about the project are included below. Attachment A contains the proposed site plan, and Attachment B shows the applicant's responses to the criteria questions.

BACKGROUND

Table 1 provides general property information for the Project site and surrounding land use.

Table 1: General Property and Surrounding Land Use Information	
Address	9845 Main Street
Council Ward	2 – Potts
Tax ID # (TIN)	15N18A087
Parcel ID #	15-1238-0003
Site Acreage	± 0.84
Proposed Use	Gas/Fuel Station with ±4,000 SF convenience store
Future Development Map	Workplace Center
Current Zoning	GC (General Commercial) with Gateway Overlay
Current Development	Retail
Streets Information	Main Street is a City-owned street.
Surrounding Neighborhood: North	GC
South	County R-20
East	County GC
West	GC

Zoning History

The City annexed this parcel in 2016 to correct a possible mapping error. For at least 15 years, the property owner, the County, and the City all believed it was already within the city limits.

Business History

According to the applicant-provided environmental reports, provided as Attachment C, a Shell gas station operated on this site from 1977 to 1998. Three underground fuel tanks were installed in March of 1977. The tanks held only gasoline, and no diesel. The fuel tanks were last used in December of 1998, with the tanks being removed from the site shortly after. After the underground fuel tanks were removed, it seems the site was monitored for a few years as the paperwork went through to ensure the site was not contaminated. The case appears to have been officially closed in 2002. The site then became a multi-tenant commercial building with Carol's Cleaner and FoodMart as tenants. Carol's Cleaner closed in 2021, and a tire shop opened in its place.

PROJECT DESCRIPTION

The Applicant, Tejas Patel, has requested a CUP to operate a "Gas/Fuel Station" business at 9845 Main Street. The ± 0.84-acre subject property is currently improved with an existing ± 3,321 SF multi-tenant business space with two retail suites. A tire shop, Ortiz Tires LLC, and a convenience store, FoodMart, are currently operating out of the units. According to

the applicant-provided environmental report, the site was previously a gas station, but has not operated as one for over 20 years.

The applicant proposes installing underground fuel tanks for four new fuel pumps, along with a canopy to cover them, as is typical for gas stations. Additionally, the applicant proposes demolishing the existing building to construct a new, larger retail suite. The new building would be 4,000 SF, approximately 680 SF larger than the existing one, and set farther back on the site to accommodate the gas pumps, the drive aisles, and parking. Two variances are requested: one to reduce the front setback from 40 feet to 20 feet, and another to allow 12 parking spaces instead of the required 16.

Access to the site is provided by an existing driveway that the applicant is proposing as a one-way entrance from Main Street, with a separate existing driveway proposed for exiting the site. Vehicles traveling north on Main Street can enter the site directly by turning right, while southbound drivers must cross two northbound lanes to access the entrance. No turn lane exists here, and no new turn lane is proposed for this project.

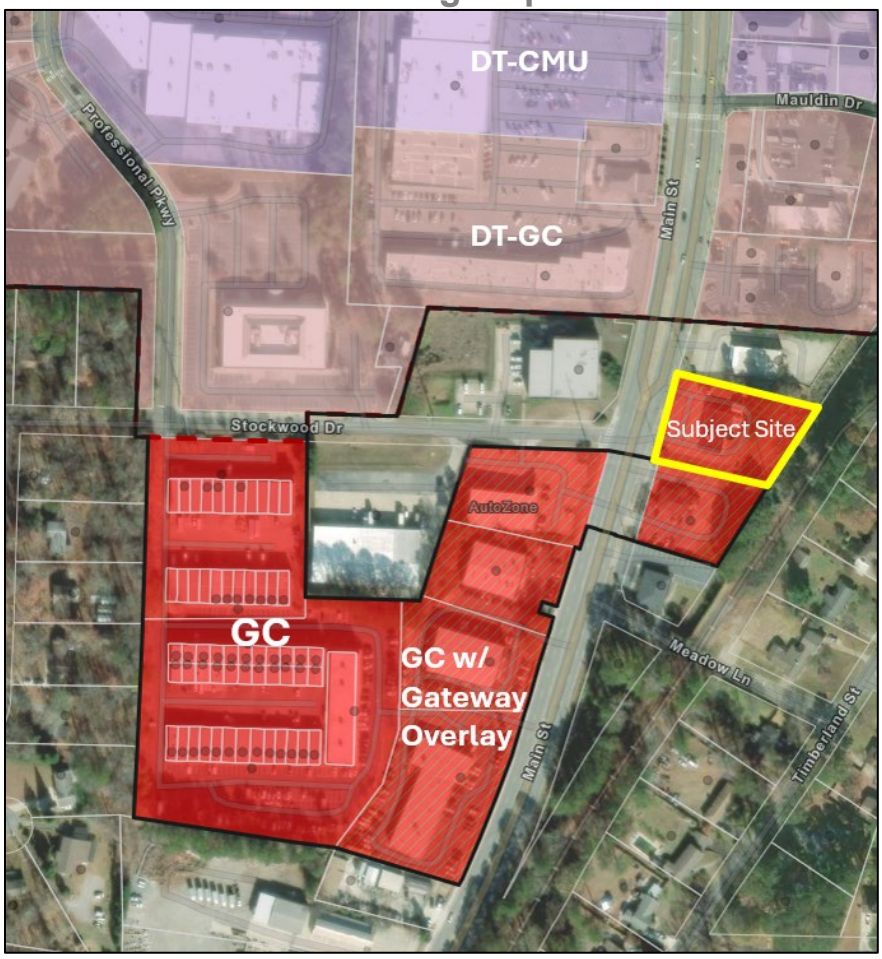
Due to the limited size of the site, most internal circulation is limited to one-way drive aisles. The only two-way drive aisle is located between the proposed gas pumps and adjacent parking spaces. The site does not include a designated loading area, which is a site development requirement, so merchandise deliveries would need to occur within this two-way drive aisle.

ANALYSIS

Consistency with the Land Development Ordinance (LDO)

The GC (General Commercial) zoning district is intended for a mix of uses compatible with regional-serving and highway-oriented developments. The Gateway Overlay is intended to guide the style and quality of development along major throughfares. In addition to the requested variances, the site plan does not demonstrate that the project meets the Gateway Overlay's basic landscaping and screening requirements. Required streetscape plantings, a consistent landscaped buffer along the frontage, and screening of parking and service areas are not provided. Because the site is already very constrained, it is unclear whether these elements could be added without further relief from the code. Auto-centric uses, such as gas stations, require a CUP, allowing staff, the Planning Commission, and the City Council to review these proposed uses to ensure they are consistent with the zoning and appropriate for the area.

Zoning Map



Conditional Use Permit

The site presents significant size constraints that limit its ability to accommodate the proposed use and configuration, including gas pump islands/canopy, convenience store, parking, loading, and vehicular circulation. While the site may have been appropriate as a gas station over 20 years ago, the proposed development is not consistent with current development requirements or with the Comprehensive Plan Land Use Designation.

The addition of gas pumps at this location, particularly given the site's limited access and lack of a dedicated turn lane, could create challenges for safe access. Although the ingress and egress points would remain the same, trip-generation rates published in the ITE Trip Generation Manual indicate that a larger convenience mart with fuel pumps is expected to generate substantially more vehicle trips per square foot than the existing tire store and convenience mart. This could lead to additional traffic impacts. Furthermore, limited onsite circulation and the lack of a designated loading zone could further impede traffic flow within the property and at its access points, especially during peak business hours.

Variances

The Applicant is requesting two variances from the LDO to accommodate the site design. The first request is to reduce the front setback from 40 feet to 20 feet. Without this variance, the Applicant claims they would not be able to fit the gas pumps, canopy, and necessary drive aisles due to the site size and existing power easement. Staff requested documentation verifying the infeasibility of the design without the variance, given the site constraints, but did not receive sufficient evidence.

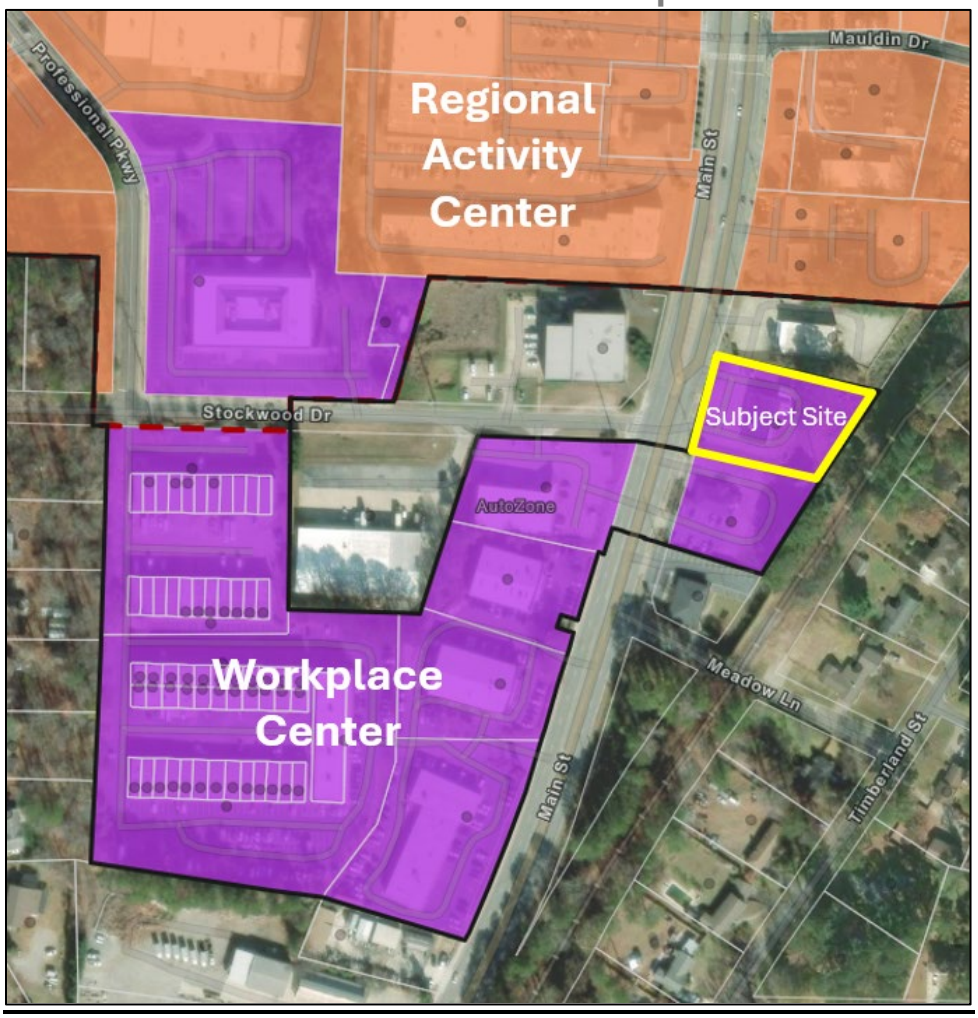
The second variance requested is from the parking requirements. The minimum parking requirements for gas stations with convenience stores are 4 parking spaces per 1,000 SF of gross floor area. The convenience store that is proposed for this project is 4,000 SF, so the minimum required number of parking spaces is 16. However, they are requesting approval for a minimum of 12 parking spaces due to site constraints.

Consistency with the 2023 Comprehensive Plan

The 2023 Comprehensive Plan identifies this site as being within the “Workplace Center.” The Workplace Center character area calls for a variety of employment opportunities and services that add diversity to the City’s tax base. These areas should be tucked away from view along major throughfares, or landscaped and screened to limit their visual impact on the surrounding area. The Workplace Center’s primary land use is proposed to be industrial, including uses such as warehousing and wholesale, manufacturing, research facilities, and professional and corporate offices.

The proposed project does not align with the Comprehensive Plan’s vision for this character area in a few ways. A gas station use in this location is not aligned with the primary land use envisioned for this character area, as described above, A gas station use would not add diversity to the City’s tax base, as there are 18 within City limits and 37 outside City limits within a 5-mile radius. In total, there are 55 gas stations within a 5-mile radius of this site. A map identifying all gas stations within a 5-mile radius is included in Attachment D.. Additionally, given the parcel’s size and site constraints, there is no practical way to screen the development from view to limit its visual impact.

Future Land Use Map



PUBLIC INPUT

Public notice for the public hearing has been provided in accordance with State and local law. On or around April 1, 2026, public notices were mailed to property owners within 800' of the project site. The notice informed them of the public input meeting, Planning Commission public hearing, and City Council public hearing. Additionally, a public notice was published in the local newspaper and signs were posted on the property a minimum of 15 days but not more than 45 days prior to the public hearing.

On April 7, 2026, the Applicant hosted a public input meeting at the Chambers at City Center beginning at 7:00 PM. The informal meeting is intended to give the Applicant an opportunity to explain the proposal and to answer any questions the public might have about the project or public hearing process. The meeting had three attendees from the residential neighborhood on the other side of the railroad, who expressed concerns about whether there would be proper fencing and screening behind the building. The public input report is included in Attachment E.

DEVELOPMENT PROCESS COMMITTEE RECOMMENDATION

On April 8, 2026, the Development Process Committee (DPC) met to consider the proposed request. The DPC discussed the parcel's history, as well as the proposed changes to the site. Given the significant challenges related to site constraints, traffic safety, lack of consistency with the Comprehensive Plan, and the required variances, staff does not support the approval of the requested Conditional Use Permit and related variances. These issues collectively indicate that the proposed gas station is not suitable for this location and do not meet the City's current needs or development goals.

The DPC voted (6-0) to recommend denial of the Conditional Use Permit for a gas/fuel station at 9845 Main St and subsequent requested variances.

ATTACHMENTS

Attachment A - Site Plan
Attachment B - Responses to Criteria Questions
Attachment C - Environmental Report
Attachment D - Map of Surrounding Gas Stations
Attachment E - Public Input Report

ATTACHMENT A

EMAIL FROM:
February 26, 2026

MELISSA SIGMUND
CITY OF WOODSTOCK
DIRECTOR OF COMMUNITY DEVELOPMENT

ALL BUILDINGS, INCLUDING GAS CANOPIES MUST MEET
SETBACK REQUIREMENTS FOR THE GC ZONING DISTRICT:

FRONT: 40

SIDE: 15

REAR: 30

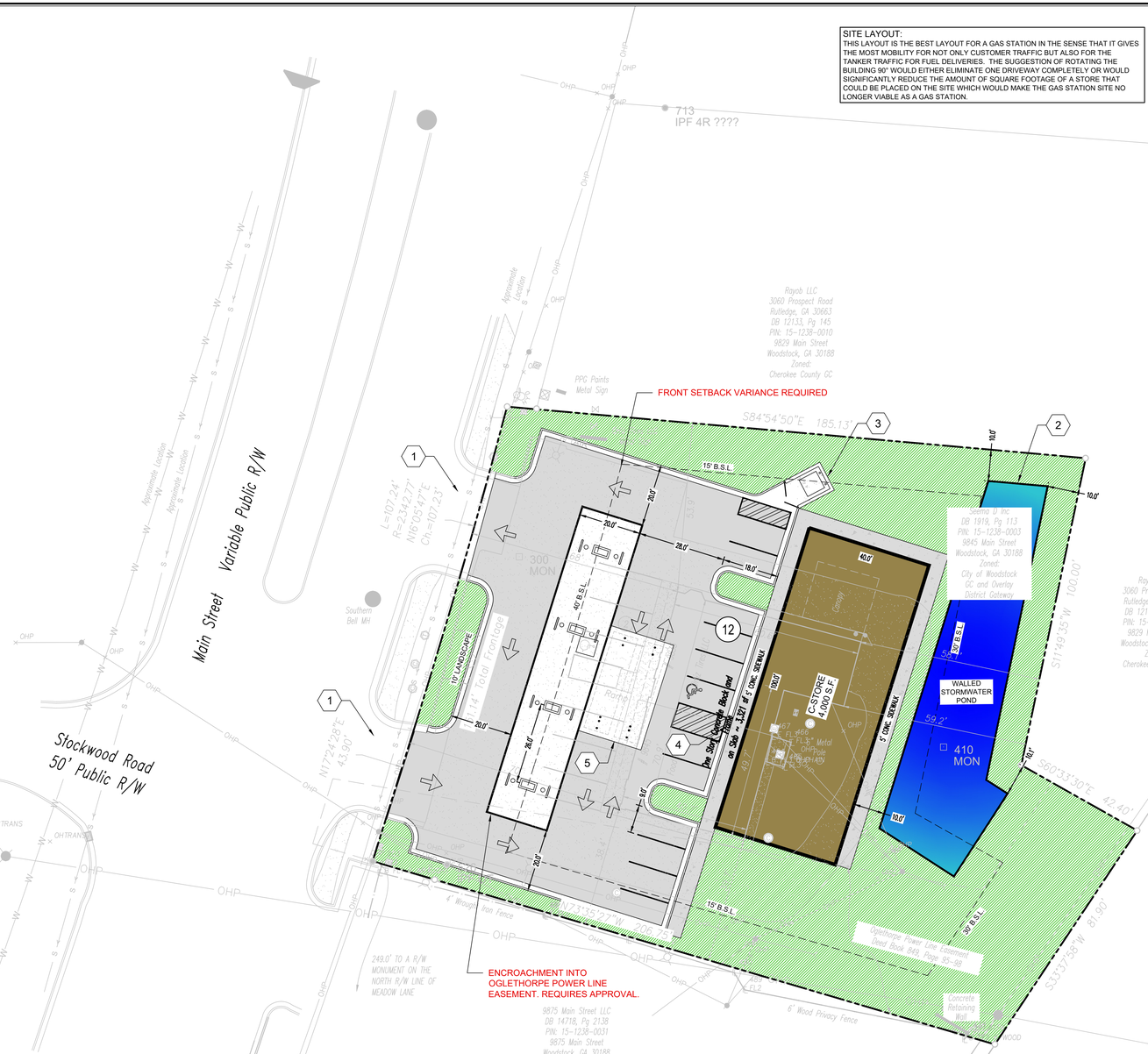
SITE LAYOUT:
THIS LAYOUT IS THE BEST LAYOUT FOR A GAS STATION IN THE SENSE THAT IT GIVES THE MOST MOBILITY FOR NOT ONLY CUSTOMER TRAFFIC BUT ALSO FOR THE TANKER TRAFFIC FOR FUEL DELIVERIES. THE SUGGESTION OF ROTATING THE BUILDING 90° WOULD EITHER ELIMINATE ONE DRIVEWAY COMPLETELY OR WOULD SIGNIFICANTLY REDUCE THE AMOUNT OF SQUARE FOOTAGE OF A STORE THAT COULD BE PLACED ON THE SITE WHICH WOULD MAKE THE GAS STATION SITE NO LONGER VIABLE AS A GAS STATION.

20 10 0 20 40 60
SCALE IN FEET
1" = 20'

PARKING REQUIREMENT:
GAS STATION, INCLUDING CONVENIENCE STORE 4 SPACES PER 1,000 S.F.

4000 S.F. / 1000 S.F. x 4 = 16 SPACES REQUIRED

12 SPACES PROVIDED (INCLUDING 1 ADA) *
* VARIANCE REQUIRED FOR PARKING REDUCTION



KEY NOTE LEGEND:

1. RE-USE EXISTING DRIVEWAYS (REQUIRES G.D.O.T. APPROVAL)
2. WALLED STORMWATER POND (REQUIRES DESIGN BY STRUCTURAL ENGINEER)
3. DUMPSTER ENCLOSURE
4. A.D.A. RAMP
   A.D.A. SIGN "VAN ACCESSIBLE", MOUNTED TO BUILDING
   A.D.A. SYMBOL & SPACE STRIPING
5. APPROX. LOCATION OF UNDERGROUND FUEL STORAGE TANKS

HARRIS GRAY, LLC
ENGINEERS • SURVEYORS • PLANNERS
CERTIFICATE OF AUTHORIZATION NO. PEF006540
824 THIRD AVENUE • WEST POINT, GEORGIA 31833
PHONE: (706) 645 - 0865

CONVENIENCE STORE
9845 MAIN STREET
CONCEPT PLAN

DATE	04-01-26
DRAWN BY	JAM
CHKD BY	JSH
FILE NAME	CONCEPT V3.DWG
JOB NO.	GA260025

GEORGIA REGISTERED 4456 PROFESSIONAL ENGINEER JOHN SCOTT HARRIS
PRELIMINARY 3/31/26
GSWCC LEVEL II # 4456
EXP. 03-27-2027

SHT. 01 OF 01

ATTACHMENT B

APPLICANT RESPONSE STATEMENT CONDITIONAL USE PERMITS

The applicant finds that the following standards are relevant in balancing the interest in promoting the public health, safety, morality, or general welfare against the right to unrestricted use of property and shall govern the exercise of the zoning power.

If this application is in response to a conditional use permit, please respond to the following standards in the form of a written narrative:

1. Explain requested conditional use permit.

To return to the original use of the site as a convenience store with fuel.

2. Whether or not there will be significant adverse effect on the surrounding area in which the proposed use will be located.

NO adverse effect is anticipated.

3. Whether or not the use is otherwise compatible with the surrounding area.

The use of the Property is compatible with the commercial nature of the businesses in the area

4. Whether or not the use proposed will result in a nuisance as defined under state law.

The Proposed use will not result in a nuisance.

5. Whether or not quiet enjoyment of surrounding property will be adversely effected.

Quiet enjoyment of the surrounding Property will not be adversely effected.

6. Whether or not property values of surrounding property will be adversely effected.

The surrounding Property values will not be adversely effected.

7. Whether or not adequate provisions are made for parking and traffic considerations.

we will have ample Parking. final use is for right in / right out

8. Whether or not the site or intensity of the use is appropriate.

This is a return to the original use.

9. Whether or not special or unique conditions created by the use are consistent with the purpose, intent and goals of the Comprehensive Town Plan.

The use is consistent and will not impact the Comprehensive Town Plan.

10. Whether or not adequate provisions are made regarding hours of operation.

Hours of operations will be consistent with the similar businesses in the area.

11. Whether or not adequate controls and limits are placed on commercial and business deliveries.

Majority of the deliveries are expected during traditional business hours.

12. Whether or not adequate landscape plans are incorporated to ensure appropriate transition between adjacent or nearby properties.

Landscaping will be enhanced to beautify the Property and the surrounding area(s).

13. Whether or not the public health, safety, welfare or moral concerns of the surrounding neighborhood will be adversely affected.

The health, safety, welfare or moral concerns of the neighborhood behind the Property will not be adversely effected.

14. Whether the application complies with any applicable specific requirements set forth in this chapter for conditional use permits for particular types of uses.

Required Conditions will be met.

15. Whether the applicant has provided sufficient information to allow full consideration of all relevant factors.

Sufficient information has been Provided with the application.

16. Whether the conditional use requested emits or creates unusual odors which would warrant use of an odor elimination/attenuation system as recommended by industry standards.

The use will follow all State guidelines

ATTACHMENT B

APPLICANT RESPONSE STATEMENT VARIANCES

The applicant finds that the following standards are relevant in balancing the interest in promoting the public health, safety, morality, or general welfare against the right to unrestricted use of property and shall govern the exercise of the zoning power.

If this application is in response to a variance, please respond to the following standards in the form of a written narrative. In the case of concurrent variances, a response to the standards below should be provided for each variance requested.

1. Explain requested variance. We are requesting a variance for the front Set Back from 40ft to 20ft and a variance for parking reduction of two spots.
2. There are exceptional and extraordinary conditions pertaining to the particular piece of property in question, due to its size, shape or topography. Yes so by reducing the front Set Back, it will help the cars maneuver around the property easily
3. The application of these regulations to this particular piece of property would create a practical difficulty or unnecessary hardship. It would not create particular difficulty or unnecessary hardship
4. Such conditions are peculiar to the particular piece of property involved. Such conditions are not peculiar to the particular piece of property
5. A literal interpretation of this ordinance would deprive the applicants of any rights that others in the same district are allowed. A literal interpretation of this ordinance would not Deprive applicant of any rights that others in the same district.
6. Relief, if granted, would not cause substantial detriment to the public good, or impair the purposes and intent of this ordinance. CORRECT
7. Special circumstances or conditions applying to the building or land or building and land in question are peculiar to such premises and do not apply generally to other land or buildings in the vicinity. CORRECT
8. Granting of the application is necessary for the preservation and enjoyment of a property right and not merely to serve as a convenience to the applicant. Granting of the Variances would be a huge Convenience to the Customers by helping them move around property with ease.
9. The condition from which relief or a variance is sought did not result from willful action by the applicant CORRECT
10. Authorizing the variance will not impair adequate supply of light and air to adjacent property or unreasonably increase the congestion of public streets, increase the danger of fire, imperil the public safety, unreasonably diminish or impair established property values within the surrounding areas or in any other respect impair the health, safety, comfort, morals or general welfare of the inhabitants of the City.

Authorizing the variance will not impair adequate Supply of light and air to adjacent properties nor will it increase congestion or increase the danger of fire or imperil public safety or impair surrounding propeity values.

ATTACHMENT C

Facility ID: 0-280009 CLOSURE REPORT FORM (GUST-9)

Complete this form and provide documentation to substantiate information as outlined in the Underground Storage Tank (UST) Closure Guidance Document (GUST-9). Use a separate form for each tank excavation.

1. GENERAL - A. UST OWNER: SEEMA, Inc.

Address: 9845 South Main Street Woodstock Georgia 30188

Name: Dave Mukesh **Phone:** 770 / 516-4440

I hereby certify that the information in this Closure Report and all the attachments is true, accurate and complete, and the Closure Report satisfies all criteria and requirements of Rule 391-3-15-.09 of the Georgia Rules for Underground Storage Tank Management.

Signature (of owner listed under "name" above): [signature] **Date:** 12/11/02

B. REMOVAL CONTRACTOR: Technical Services Company

Address: P O Box 671106 Marietta, GA 30066

Name: Richard Andersen **Phone:** 770 / 591-2009

I hereby certify that I have performed or supervised the work detailed in this report, and have examined and am familiar with the information submitted in this and all attached documents. The submitted information is, to the best of my knowledge, true, accurate, complete, and in accordance with the Georgia Rules for Underground Storage Tank Management, revised November, 2001.

Signature (of same contractor listed under "name"): [signature] **Date:** 12/10/02

C. UST Site Facility Name: Former Shell Food Mart **Facility I.D.#** 0-280009

Address: 9845 South Main Street Woodstock Georgia Cherokee County

2. TANKS AND PIPING CLOSURE DATA

A. LIST USTs THAT HAVE BEEN CLOSED (Use the same tank ID# as on the 7530-1)

TANK ID#	1	2	3		
Product	gasoline	gasoline	gasoline		
Size (gals)	10,000	10,000	10,000		
How Closed	X Removed ___ In Place	X Removed ___ In Place	X Removed ___ In Place	___ Removed ___ In Place	___ Removed ___ In Place
Date Last Used	Dec-98	Dec-98	Dec-98		
Date Closed	Nov 8, 02	Nov 8, 02	Nov 8,02		

LIST ANY USTS STILL IN USE AT THE FACILITY (Use same tank ID numbers as on 7530):

TANK ID#					
Product					
Size (gals)					

B. PIPING: How was Piping closed? X Removed* ___ Emptied, capped, left in place

___ Emptied, filled with inert material

*** Piping was closed in 1999 when dispenser island was removed by others.**

ATTACHMENT C

3. SAMPLING AND ANALYTICAL

A. Soil/Groundwater Sampling:
requirements and all samples must be collected in accordance with current EPA-approved sampling procedures.
Attach description of soil sampling procedures used.

4. TANK EXCAVATION SAMPLES

If the size (capacity in gallons) of the tank is:	Less than 1,050	1,050-12,500	More than 12,501
Then the quantity of samples required per tank is:	1	2	2 per tank plus one sample per additional 10,000 gals

A. Based on the total number of USTs closed as reported on this form, the total number of tank excavation samples taken for this site was:	**6**
B. Over-excavation must be performed up to six feet below and to the sides of the UST in some situations (see guidance document). Take one sample every 30 linnear feet along the base of the side walls (within 1 foot of the bottom of the excavation) and one sample per 200 square feet along the bottome of the excavated area. Enter the total number of over-excavation samples for this site here:	**NA**
C. Site-specific Hydrogeology: 1) Was groundwater encountered? ____ yes _X_ no 2) If encountered, at what depth:	**NA**
D. If Table B Threshold Levels are being used, how far is the nearest drinking water well or point of withdrawal for drinking water?	**> 3-miles**
E. Groundwater conditions: If greater than one foot of groundwater covers more than 50% of the base of the excavation, a groundwater sample may be taken in lieu of soil samples from the base of the excavation. Soil samples must still be taken every 30 linear feet along the side walls at the soil-water interface. Enter total number of soil-water interface samples for this site here:	**NA**

5. SITE MAP: (Attach to report): The map must be to scale OR, as a minimum, distances to/between the tank pit area, piping trenches, dispenser islands, sewer/water/other utility lines (or other preferential pathways), roads and main building/store must be accurately indicated. It must also include a north (N) directional arrow. Tank Ids must correspond to EPA Form 7530-1 and sample locations with sample numbers and depths must also be shown. Sample numbers must correspond to attached laboratory analytical data. Although not mandatory, photos may be attached to help clarify the UST system.

ATTACHMENT C

6. PIPING EXCAVATION SAMPLES			
a. PIPING TRENCH		**b. DISPENSER ISLAND**	
If the distance from the tank excavation to the dispenser island is:	Then the number of samples for the piping excavation should be	If the length of the dispenser island is:	Then the number of samples for the dispenser sialnds should be:
less than 25 ft	0*	25 ft or less	1 per dispenser island
25 ft or more	25% of all fittings and one sample per 25 feet**	More than 25 feet	1 per 25 ft of each continuous dispenser island.

* Although no piping samples would be required, dispenser island samples would be required. Exception: If the dispneser/dispenser island is directly above the tank excavation, no piping samples and no dispenser island samples would be required.

** This includes all fittings (couplings, ells, flex hoses, etc.) between the tank and the dispenser island. Do not count fittings at the tank excavation and the islands. For straight piping runs, estimate 20 feet between couplings.

Note: Over-excavation of the piping trench is also permitted in some circumstances up to four feet below and to the sides of the pipe; however, total number of samples is still based on the above.

c. Based on the above, the total quantity of samples for the piping excavation, including piping trenches and dispenser islands for the site was:	**NA**
7. EXCAVATED SOIL a. Sampling: Based on one sample per 200 cubic yards of excavated soil, the total number of excavated soil samples:	**1**
b. Disposition of Contaminated Soil: ___ Not applicable ___ Disposed at EPD approved Facility - manifests attached _X_ Less than threshold levels - returned to excavation pit ___ To be treated on-site (CAP-A will be submitted)	**Volume of Soil Excavated*: 25-tons**

* Less than 6 feet from USTs and 4 feet from piping/dispenser islands.

ATTACHMENT C

8. CLOSURE SUMMARY **NOTE:** A CAP-A was prepared in 1999, NFAR received 9/20/01.

A. Conclusions

____ **Clean Closure, No Further Action Required because analytical results indicate one of the conditions marked below:**

____ BTEX, PAHs and TPH are below detection limits (BDL) in the soil.

____ BTEX and PAHs are BDL in the soil and TPH and BTEX are vertically delineated to BDL above the groundwater table.

____ BTEX and PAHs are above detection limits in soil but below Table A Threshold levels and TPH and BTEX in soil is vertically delineated to BDL above the groundwater table.

____ BTEX and PAHs are above detection limits but below Table B Threshold levels, a water supply survey indicates there are no potential receptors within the applicable radii, and BTEX and TPH in soil is vertically delineated to BDL above the groundwater table.

____ BTEX and PAHs are less than Table A Threshold Levels and BTEX or TPH is not vertically delineated to BDL above the groundwater table because groundwater is encountered in the boring or the excavation, and the water sample does not contain BTEX or PAHs above Federal or State Maximum Contaminant Levels (MCLs).

____ BTEX and PAHs are less than Table B Threshold Levels and BTEX or TPH is not vertically delineated to BDL above the groundwater table because groundwater is encountered in the boring or excavation, and the water sample does not contain BTEX or PAHs above In Stream Water Quality Standards, and the water supply survey indicates that there are no water supplies within the applicable radii.

____ **Soil or groundwater contamination exists in excess of the levels specified in the above situations and this closure report is being submitted within a certified CAP-Part A.**

B. Regulated Substance Released: Whenever free product is encountered and/or analytical results indicate that BTEX, PAH, or TPH contamination is present in the soil and/or groundwater and the conditions for "clean closure" have not been met, a release must be reported to EPD via telephone or fax by the next business day explaining what has been found and what steps were taken to eliminate any hazardous conditions and prevent the spread of contamination. If contamination was present, but the conditions for "clean closure" were met, please report the release by submittal of this closure report. If conditions for "clean closure" were not met, please indicate here what substance was released:

____ Gasoline ____ Diesel ____ Kerosene

____ Used Oil ____ Other (Name): _____

Date reported to EPD: **NOTE:** A CAP-A was prepared in 1999, NFAR received 9/20/01.

ATTACHMENT C

Technical Services Company

Former Shell Food Mart
9845 Main Street
Woodstock, Cherokee County, Georgia
Facility ID: 0-280009

TABLE 5A: UST SYSTEM CLOSURE - SOIL ANALYTICAL RESULTS
(Volatile Organic Compounds)

Sample Number	Depth (ft)	Date Sampled	Benzene (mg/kg)	Toluene (mg/kg)	Ethyl - benzene (mg/kg)	Xylenes (mg/kg)	Total BTEX (mg/kg)	TPH-GRO (mg/kg)	TPH-DRO (mg/kg)
S-1	18-ft	11-6-02	ND	0.065	0.023	0.184	0.272	ND	
S-2	18-ft	11-6-02	ND	ND	ND	ND	ND	ND	
S-3	18-ft	11-7-02	1.04	56.5	57.9	487	602.44	2750	
S-4	18-ft	11-7-02	ND	ND	ND	0.01	0.01	ND	
S-5	18-ft	11-7-02	0.824	58.9	53.8	607	720.524	4564	
S-6	18-ft	11-7-02	ND	ND	ND	ND	ND	ND	
SP-1	----	11-7-02	ND	ND	ND	ND	ND	ND	
							0		
							0		
							0		
							0		
Applicable Standard			11.3	500	140	700			

ATTACHMENT C

Georgia Department of Natural Resources
Environmental Protection Division
Underground Storage Tank Management Program
4244 International Parkway, Suite 104, Atlanta, Georgia 30354
Lonice Barrett, Commissioner
Harold F. Reheis, Director
(404) 362-2687

September 20, 2001

Mr. Lee Starnes
Golden Gallon, LLC
P.O. Box 181600
Chattanooga, Tennessee 37416

SUBJECT: **Corrective Action Plan (CAP)-Part A**
No Further Action Required:
Golden Gallon #79
619 South Main Street
Woodstock, Cherokee County, GA
Facility ID: 0280009 *1

Dear Mr. Starnes:

The Georgia Underground Storage Tank Management Program (USTMP) has received your consultant's letter, dated October 14, 1999, that forwarded a properly certified CAP-Part A. S&ME prepared the latest monitoring report.

Based on current requirements of the Georgia Underground Storage Tank Act, the Georgia Rules for Underground Storage Tank Management (GUST Rules) and the data submitted, the USTMP has determined that **no further action is required for the referenced release.**

However, further corrective action may be required if mandated through more stringent State or Federal statutory or regulatory changes. Additional measures may also be required if existing or future drinking water systems or surface water bodies within two miles of the site are impacted by any dissolved contamination resulting from this release, or if previously unidentified soil contamination, dissolved contamination or free product are identified as originating from this site.

Please submit a Completion Report and Certification, documenting that the associated monitoring wells have been properly abandoned, by **October 29, 2001**. No later than thirty (30) days after submission of the Completion Report, please submit your final claim for reimbursement from the GUST Trust Fund. If you have any questions, please contact me at (404) 362-4522.

Sincerely,

D. Humphris

David Humphris
Geologist
Corrective Action Unit I

DDH:0280009nfar

cc: Robert York, S&ME, Kennesaw
Richard W. Swanson, GA EPD

File (CA): Cherokee, 0280009

ATTACHMENT C

APPENDIX

Site Location Maps

Site Drawing

Owner / Operator Affidavit

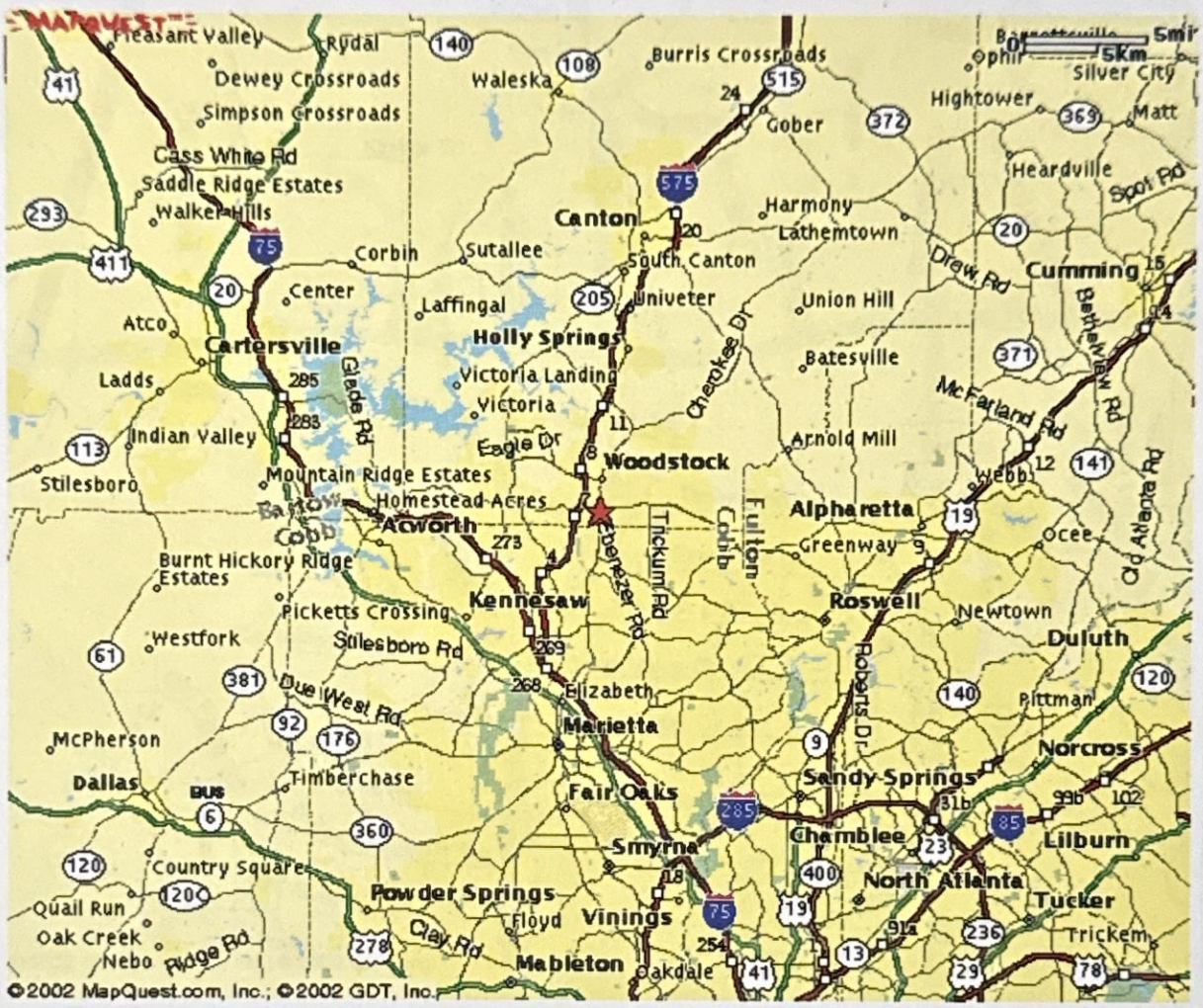
Water Well Survey

Laboratory Reports

Chain of Custody Documents

Underground Storage Tank Notification Form
(EPA Form 7530.1; GUST 42)

ATTACHMENT C

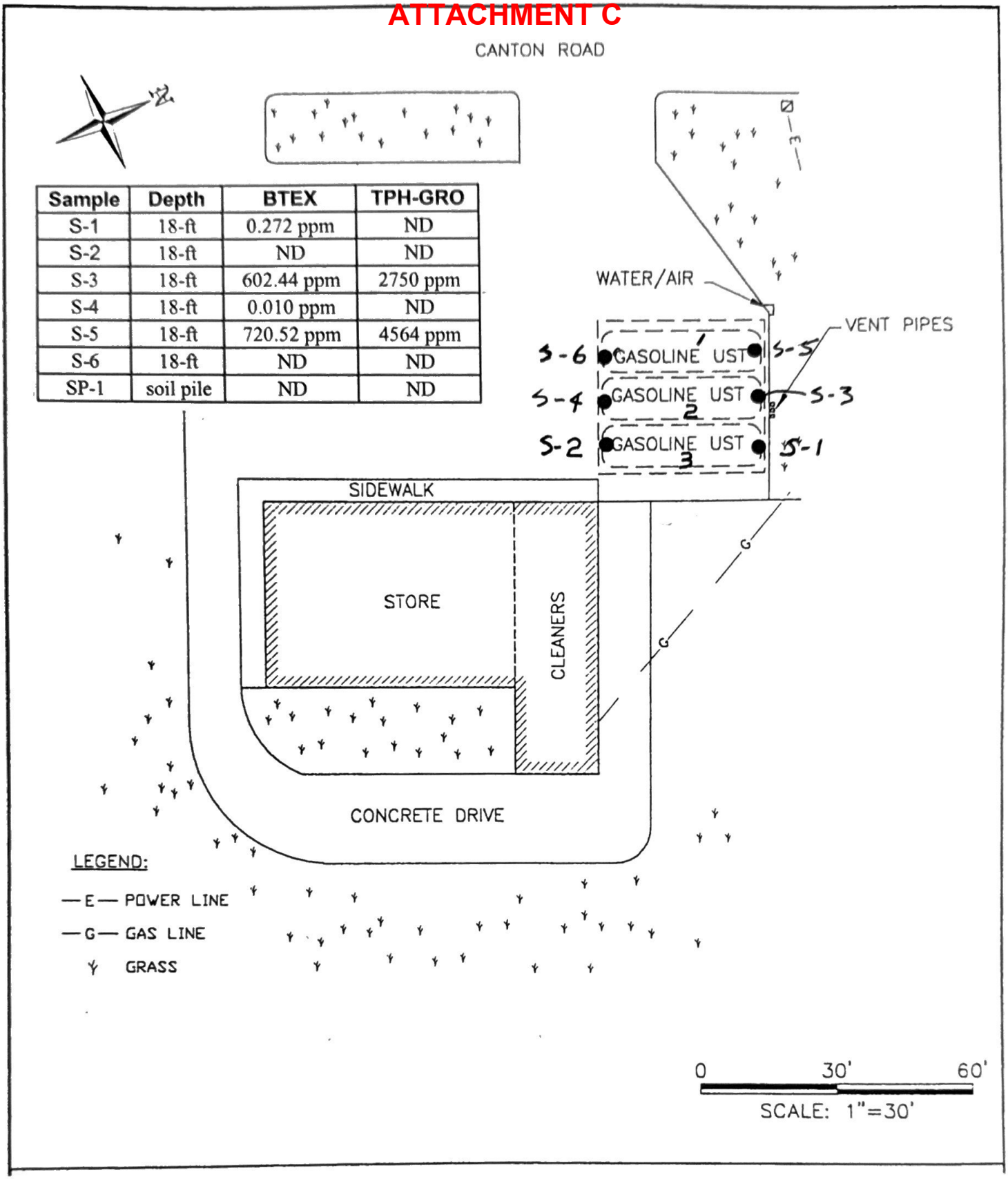


Source: Mapquest Maps

Scale: As Noted

Technical Services Company Post Office Box 671106 Marietta, Georgia 30066 770 / 591-2009	**Figure 1: Site Location Map** Former Shell Food Mart 9845 Main Street Woodstock, Cherokee County, Georgia

ATTACHMENT C



Sample	Depth	BTEX	TPH-GRO
S-1	18-ft	0.272 ppm	ND
S-2	18-ft	ND	ND
S-3	18-ft	602.44 ppm	2750 ppm
S-4	18-ft	0.010 ppm	ND
S-5	18-ft	720.52 ppm	4564 ppm
S-6	18-ft	ND	ND
SP-1	soil pile	ND	ND

Source: Field Notes, 1999 CAP-Part A

Scale: 1" = 30'

Technical Services Company Post Office Box 671106 Marietta, Georgia 30066 770 / 591-2009	**Figure 2: Site Drawing with Sample Locations** Former Shell Food Mart 9845 Main Street Woodstock, Cherokee County, Georgia	

ATTACHMENT C

Owner / Operator Affidavit

State of Georgia

Cherokee County

Personally appeared before me, the undersigned attesting Authority in and for said State and County, the following deponent, who being first duly sworn, on oath deposes and says as follows:

1. That I am the owner / operator, or authorized agent thereof, of the following facility:

Facility Name:	Former Shell Food Mart
Address:	9845 South Main Street Woodstock, Georgia; Cherokee County
Facility ID:	0-280009

2. That as owner / operator, or authorized agent thereof, of the facility from _____ until the present time, I have knowledge that *only gasoline* has been stored in and sold from the current or prior Underground Storage Tanks (USTs) on site. I also have knowledge that diesel fuel, fuel oil, used oil, or other petroleum hydrocarbons other than gasoline, have never been stored in and sold from the current or prior Underground Storage Tanks (USTs) on site.

Signature: _____
Dave Mukesh

Title: President

Company: SEEMA, Inc.

Sworn to and subscribed before me this

13 day of December, 19 2002

Linda W Allison
Notary Public

Notary Public, Cobb County, Georgia
My Commission Expires July 19, 2003

SECTION 2.0
LOCAL WATER RESOURCES

2.1 Drinking Water Systems

A water supply systems survey was performed by *Associated* in June 1994. The purpose of the survey was to identify private water supply wells located within a 1/2-mile radius from the site and public water supply withdrawal points located within a 3-mile radius from the site. The following sections summarize the results of the survey.

2.1.1 Private Water Supply Wells

A visual inspection of the 1/2-mile radius from the site did not reveal the presence of private wells.

2.1.2 Public Water Supply Withdrawal Points

The main water supplier for the 3-mile area around the site is the Ball Ground Filter Plant. The Ball Ground Filter Plant draws its water supply from Lake Allatoona and the Etowah River. The withdrawal point is located approximately 8 to 9 miles northwest of the site. Public withdrawal points were not found within the 3-mile radius from the site.

2.2 Surface Waters

The nearest surface body of water is an unnamed Rubes Creek tributary, located approximately 400 ft east-northeast and downgradient of the site. Rubes Creek is located approximately 2,000 ft east of the site. These and other surface bodies of water near the site are shown on Figure A94279-1.

ATTACHMENT C

ESN SOUTHEAST | ENVIRONMENTAL SERVICES NETWORK

Case Narrative

Client Information:

Client: **Technical Services Co.**
PO Box 671106
Marietta, GA 30066
Project Mgr: R. Andersen

Client Project Information:

Project: Carol's Cleaners
Project No.: 22816-1
Collected by: R. Andersen

Laboratory Project Information:

Lab Number: 021082-1
Date Collected: 11/6-7/02
Date Received: 11/8/02

Case Summary:

1) Samples were received in good condition and between 0 and 4°C.
2) Samples were analyzed following current EPA Methodologies and the standards of NELAP.
3) No QA/QC problems were encountered during the analysis of the samples.

Data Approved by: _____ Date: 12/9/02
Phillip Hathcock
Laboratory Manager

ESN Southeast is certified/approved to conduct environmental analytical testing in the following states:
California #2121, Florida #990184, Tennessee, Alabama, Georgia.
ESN Southeast adheres to the standards set forth by the National Environmental Laboratory Accreditation Program (NELAP).

3600-C Kennesaw N. Ind. Pkwy. ■ Kennesaw, GA 30144 ■ 770-919-0805 ■ Fax 770-919-0806

ESN SOUTHEAST | ENVIRONMENTAL SERVICES NETWORK

CERTIFICATE OF ANALYSIS

Volatile Organic Compounds by GC/MS
EPA Method 8260B

Client Information:

Client:	**Technical Services Co.**
	PO Box 671106
	Marietta, GA 30066
Project Mgr:	R. Anderson

Laboratory Information:

Lab Number:	021082-1
Date Collected:	11/6-7/02
Date Received:	11/8/02
Date Analyzed:	11/17/02

Project Information:

Project:	Carol's Cleaners
Project No.:	22816-1
Collected by:	R. Andersen

Sample Information:

Sample Matrix:	Soil

SAMPLE ID	Benzene mg/Kg	Toluene mg/Kg	Ethylbenzene mg/Kg	Xylenes (Total) mg/Kg	Surr. Rec (%)	Data Qual.
Method Blank	ND	ND	ND	ND	124	
S-1	ND	0.065	0.023	0.184	123	
S-2*	ND	ND	ND	ND	126	
S-3	1.04	56.5	57.9	487	103	
S-4	ND	ND	ND	0.010	134	
S-5	0.824	58.9	53.8	607	110	
S-6	ND	ND	ND	ND	130	
SP-1	ND	ND	ND	ND	129	
PQL	0.005	0.005	0.005	0.010		

DATA QUALIFIERS:

***PQL** - Practical Quantitation Limit
****Results** listed as **'ND'** were NOT DETECTED at or above the listed PQL.

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ATTACHMENT C

ESN SOUTHEAST | ENVIRONMENTAL SERVICES NETWORK

CERTIFICATE OF ANALYSIS

Gasoline Range Organics by GC/FID
EPA Method 8015B

Client Information:

Client:	**Technical Services Co.**
	PO Box 671106
	Marietta, GA 30066
Project Mgr:	R. Andersen

Laboratory Information:

Lab Number:	021082-1
Date Collected:	11/6-7/02
Date Received:	11/8/02
Date Analyzed:	11/15/02

Project Information:

Project:	Carol's Cleaners
Project No.:	22816-1
Collected by:	R. Andersen

Sample Information:

Sample Matrix:	Soil

SAMPLE ID	PQL* mg/kg	RESULTS mg/kg	SURROGATE RECOVERY (%)	DATA QUAL
Method Blank	5.0	ND	120	
S-1	5.0	ND	73	
S-2	5.0	ND	71	
S-3	5.0	2750	94	
S-4	5.0	ND	129	
S-5	5.0	4565	184	
S-6	5.0	ND	69	
SP-1	5.0	ND	72	

DATA QUALIFIERS:

***PQL** - Practical Quantitation Limit
****Results** listed as **'ND'** were NOT DETECTED at or above the listed PQL.

3600-C Kennesaw N. Ind. Pkwy. ■ Kennesaw, GA 30144 ■ 770-919-0805 ■ Fax 770-919-0806

ATTACHMENT C

SOUTHEAST ENVIRONMENTAL SERVICES NETWORK

3600-C Kennesaw N. Ind. Pkwy. ■ Kennesaw, GA 30144 ■ 770-919-0805 ■ Fax 770-919-0806

CHAIN-OF-CUSTODY RECORD

CLIENT: Tech Snug Co.
ADDRESS: PO Box 671106
CITY: Marietta STATE: GA ZIP: 30066
PHONE: 770/591-7009 FAX: 770/592-0674
CLIENT PROJECT #: 22816-1 PROJECT MANAGER: TM Anderson

DATE: 11-8-02 PAGE 1 OF 1
ESN PROJECT #: 021082-1
LOCATION: Carol's Cleaners
COLLECTOR: TM Anderson DATE OF COLLECTION 11-6-02 11-7-02

Sample Number	Depth	Time	Date	Sample Type	Container	ANALYSES: BTEX 8021B	VOA 8021B	VOA 624/8260B	Semi Vol 625/8270C	TPH 8015B (gasoline)	TPH 8015B (diesel)	TPH 8015B (g & d)	PAH 610/8100	PEST/PCBs8081	FIELD NOTES	Total Number Of Containers	Laboratory Note Number
S-1	18'	PM	11-6-02	So:1	Method	X			X						10845	3	
S-2	18'	"	"		5035	X			X						46		
S-3	18'	PM	11-7-02			X			X						47		
S-4	18'					X			X						48		
S-5	18'					X			X						49		
S-6	18'					X			X						50		
SP-1	—					X			X						51		

RELINQUISHED BY: (Signature)	DATE/TIME	RECEIVED BY: (Signature)	DATE/TIME
TM Anderson	11/8/02 1:25	Daniel Hatfield	11/8/02 1:25
RELINQUISHED BY: (Signature)	DATE/TIME	RECEIVED BY: (Signature)	DATE/TIME

SAMPLE DISPOSAL INSTRUCTIONS

❑ ESN DISPOSAL @ $2.00 each ❑ Return ❑ Pickup

SAMPLE RECEIPT	
TOTAL NUMBER OF CONTAINERS	
CHAIN OF CUSTODY SEALS Y/N/NA	
SEALS INTACT? Y/N/NA	
RECEIVED GOOD CON./COLD	
NOTES:	

LABORATORY NOTES:

ATTACHMENT C

ESN SOUTHEAST
ENVIRONMENTAL SERVICES NETWORK

ESN SOUTHEAST
3600-C Kennesaw N. Ind. Pkwy. • Kennesaw, GA 30144
Tel: 770-919-0805 • Fax: 770-919-0806
Mobile & Fixed Base Laboratory(s) - Direct Push Services

SAMPLE RECEIPT / CHECK-IN RECORD

Date/Time Received: 11/8/02 1:25 — Shipped Via: _____ Airbill #: _____

Client: Tech Srvc Co — Client Project: Carol's Cleaners

ESN Project Number: 021082-1 — ESN Cooler(s): (Y) N Mixed

ESN Control Number: _____ — Matrix: (Soil) Water VaporTec SoilGas

Cooler #	1				
Temp (°C)	4°C				

(Note with "N.P." if temperature blank is Not Present . . . note temperature on Narrative Report)

	Yes	No	N/A
1. Custody seal(s) on shipping container . . .			
Present?		1	✓
Intact?		3	✓
2. Custody seal(s) on bottles . . .			
Present?		1	✓
Intact?		3	
3. Chain of Custody Form . . .			
Present?	✓	2	
Agrees with bottle types and number received?	✓	2	
Agrees with labels on bottles?	✓	2	
Agrees with Bid/Contract . . .			
Number of samples?	✓		
Phase of samples?	✓		
Analysis requested?	✓		
Signed with date and time?	✓		
4. Trip Blank Present?		✓ 1	
5. Containers broken or leaking?	✓ 3		
6. Headspace in Containers (waters only)?	1	✓	
7. Samples preserved? (with: Ice Acid $Na_2S_2O_3$ Other: Met, H_2O)	✓	3	
8. Short holding times? *please define specific parameters below in comments section*		✓	
9. Sampled four or more days prior to receipt?	3	✓	
10. Sample volume appears sufficient?	✓	2	

11. Comments: S-6 Water vial broken.

Custodian Signature/Date/Time: [signature] 11/8/02 16:45

[1] Note on Narrative [2] Notify Client PM [3] Notify Client PM and Note on Narrative

Original: ESN Files *Copy: Return with Final Report*

ATTACHMENT C

STATE OF GEORGIA
NOTIFICATION DATA FOR UNDERGROUND STORAGE TANK

Part I: Facility Data

state use only

CILITY ID NUMBER: 0-280009

IAL DATE RECEIVED: 03-24-1986

TE AMENDED LAST: 06-14-2001

IFICATION TYPE: [ ] New [X] Amended [ ] Closure

HIP OF TANK(S):

OWNER'S ID: 8768 Number of Active Tanks: 3

Company Name: SEEMA, Inc.
Contact Person's Name: DAVE MUKESH
Mailing Address: 9845 MAIN STREET
City: WOODSTOCK State: GA Zip Code: 30188
Phone: (~~404~~) 770 516-4440 County: CHEROKEE

WNER TYPE: [ ] Federal [ ] State [ ] Local [X] Commercial [ ] Private

PERATOR OF TANK(S):

Company Name: former owner 5
Contact Person's Name:
Street Address:
City: State: Zip Code:
Phone: County:

CATION OF TANK(S):

Company Name: FORMER SHELL FOOD MART
Contact Person's Name:
Street Address: 9845 MAIN STREET
City: WOODSTOCK State: GA Zip Code: 30188
County: CHEROKEE Latitude: : : Longitude: : :
Phone: (404) 516-4440

ACILITY TYPE(S):

[X] Gas Station	[ ] Local Government	[ ] Contractor
[ ] Petroleum Dist	[ ] State Government	[ ] Truck/Transport
[ ] Air Taxi (Airport)	[ ] Fed Non-Military	[ ] Utilities
[ ] Aircraft Owner	[ ] Fed Military	[ ] Farm
[ ] Auto Dealership	[ ] Commercial	[ ] Residential
[ ] Railroad	[ ] Industrial	[ ] Other
[ ] Hospital	[ ] Educational	

ATTACHMENT C

STATE OF GEORGIA
NOTIFICATION DATA FOR UNDERGROUND STORAGE TANK

Part I: Facility Data

NCIAL RESPONSIBILITY: FACILITY ID NUMBER: 0-280009

[X] I meet the financial responsibility requirements of §12-13-9 Official Code of Georgia Annotated by providing or participating in one of the following financial assurance mechanisms.

rimary Financial Responsibility Mechanism: (check one):

[X] GUST Trust Fund	[ ] Insurance
[ ] Surety Bond	[ ] Guarantee
[ ] Letter of Credit	[ ] Trust Fund (other than GUST)
[ ] Risk Retention Group	[ ] Other Method
[ ] Self-Insured	[ ] None

If a primary coverage mechanism other than GUST Trust Fund is checked, provide the following information pursuant to GUST Rule 391-15-.12 (1):

Financial Responsibility Provider (Primary):

Name:
Address:

Mechanism Id Number:

Mechanism Anniversary Date:

eductible Financial Responsibility, if any: (check one)

NOTE: If your primary Financial Responsibility Mechanism is provided through participation in GUST Trust Fund by payment of Environmental Assurance Fees, as required under GUST Rule 391-3-15-.13, you must also check one of the following boxes indicating how coverage for the GUST Trust Fund $10,000 deductible is being provided.

If your primary Financial Responsibility Mechanism is other than GUST Trust Fund and it has deductible, you must also check one of the following boxes indicating how coverage for the deductible is being provided.

[ ] Surety Bond	[ ] Insurance
[ ] Letter of Credit	[ ] Guarantee
[ ] Risk Retention Group	[ ] Trust Fund (other than GUST)
[X] Self-Insured	[ ] Other Method

Provide the name and address of Financial Responsibility Provider for deductible pursuant to GUST Rule 391-15-.12 (1):

inancial Responsibility Provider (Deductible):

Name:
Address:

Mechanism Id Number:

Mechanism Anniversary Date:

ATTACHMENT C

STATE OF GEORGIA
NOTIFICATION DATA FOR UNDERGROUND STORAGE TANK

Part II: Tank Data

FACILITY ID	0-280009	0-280009	0-280009		
TANK ID	1	2	3		
Status of Tank					
Currently In Use					
Temp. Out of Use					
Perm. Out of Use	X	X	X		
Date of Installation	03-26-1977	03-26-1977	03-26-1977		
Age	24	24	24		
Est. Total Capacity	10,000	10,000	10,000		
Material of Construction					
Asphalt or Bare Steel					
Cath. Protected Steel	X	X	X		
Date Impress Current					
Date Galvanic System					
Epoxy Coated Steel	X	X	X		
Composite					
Fiberglass Reinf. Plas.					
Date Lined Interior					
Double Walled					
Poly. Tank Jacket					
Concrete					
Excavation Liner					
Unknown					
Other, explanation					
Piping Material					
Bare Steel					
Galvanized Steel	X	X	X		
Fiberglass					
Copper					
Cathodically Protected	X	X	X		
Double Walled					
Secondary Containment					
Unknown					
Other, explanation					
Date Piping Installed					
Piping Type					
Suction: No Valve					
Suction: Valve					
Pressure	X	X	X		
Gravity Fed					
Date Piping Repaired					
Substance Stored in Tank					
Gasoline	X	X	X		
Diesel					
Gasohol					
Kerosene					
Heating Oil					
Used Oil					
Propane					
Empty					
Other, explanation					

ATTACHMENT C

STATE OF GEORGIA
NOTIFICATION DATA FOR UNDERGROUND STORAGE TANK

Part II: Tank Data

FACILITY ID	0-280009		0-280009		0-280009		
TANK ID	1		2		3		
Substance Stored in Tank							
Hazardous Substance							
CERCLA Name							
CAS Number							
Mixture							
Mixture, Specification							
Tanks Out of Use/Chg. Ser.	Tank	Piping	Tank	Piping	Tank	Piping	
Est. Date Last Used	1998		1998		1998		Note: Piping Removed 1999 by others.
Est. Date Closed	11-8-02		11-8-02		11-8-02		
Removed from Ground	X	X	X	X	X	X	
Closed in Ground							
Filled with Inert Mat.							
Change in Service							
Site Assessment Compl.	✓		✓		✓		
Leak Detected	NO		NO		NO		
Installation							
Certified by Mfg							
Certified by Imple Agn.							
Inspected by Engineer							
Checklists Completed							
Another Allowed Method							
Method Description							
Release Detection	Tank	Piping	Tank	Piping	Tank	Piping	
Tank Tightness Testing							
Inventory Controls							
SIR							
Automatic Tank Gauging	X	X	X	X	X	X	
Inter. Mon./Double Wall							
Groundwater Monitoring							
Manual Tank Gauging							
Vapor Monitoring							
Inter. Mon./Sec. Cont.							
Auto. Line Leak Detect.							
Line Tightness Testing							
Other Method							
Other Description							
Spill and Overfill							
Date Overfill Device	12-23-1998		12-23-1998		12-23-1998		
Date Spill Device	08-02-1994		08-02-1994		08-02-1994		
Installer Certification							
Name							
Position							
Company							
Date							

STATE OF GEORGIA

NOTIFICATION DATA FOR UNDERGROUND STORAGE TANK

ATTACHMENT C

Part III: Certifications

OATH OF INSTALLATION:

I certify the information concerning installation of the UST system, release detection, and spill/overflow protection specified in Part II-Tank Data is true to the best of my belief and knowledge.

Installer: _____ Company

_____ Company Address

_____ Authorized Representative

_____ Signature _____ Date

_____ Title

_____ Telephone Number (include Area Code)

CERTIFICATION: I certify under penalty of law that I have personally examined and am familiar with the information submitted in this and all attached documents, and that based on my inquiry of those individuals immediately responsible for obtaining the information, I believe that the submitted information is true, accurate, and complete.

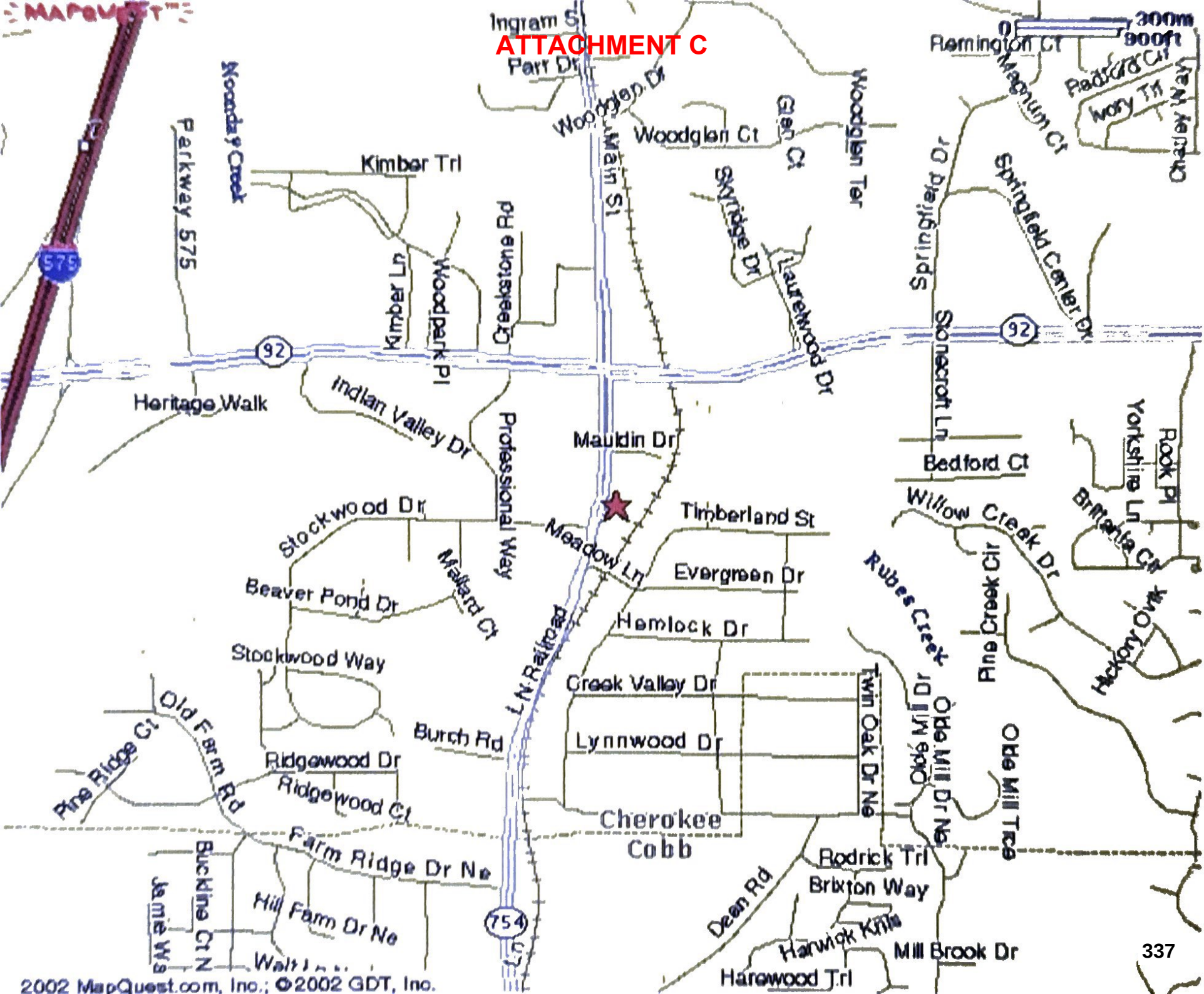
Owner: DAVE MUKESH _____ President; SEEMA, INC

Owner Name _____ Title

X _____ X 12/10/02

Owner's Signature _____ Date

END OF REPORT


ATTACHMENT C
Ingram St
Parr Dr
Woodglen Dr
Woodglen Ct
Glen Ct
Woodglen Ter
Main St
Kimber Trl
Kimber Ln
Woodpark Pl
Creekstone Ct
Professional Way
Skyridge Dr
Laurelwood Dr
Springfield Dr
Springfield Center Dr
Remington Ct
Magnum Ct
Redford Ct
Ivory Trl
Parkway 575
Heritage Walk
Indian Valley Dr
Mauldin Dr
Stonecroft Ln
Bedford Ct
Willow Creek Dr
Yorkshire Ln
Rook Pl
Brittania Ct
Timberland St
Meadow Ln
Evergreen Dr
Hemlock Dr
Stockwood Dr
Beaver Pond Dr
Mallard Ct
Stockwood Way
Old Farm Rd
Pine Ridge Ct
Burch Rd
Ridgewood Dr
Ridgewood Ct
Farm Ridge Dr Ne
Buckline Ct N
Hill Farm Dr Ne
L N Railroad
Creek Valley Dr
Lynnwood Dr
Cherokee
Cobb
Twin Oak Dr Ne
Rubes Creek Dr
Pine Creek Cir
Olde Mill Dr Ne
Olde Mill Trce
Hickory Oak
Dean Rd
Rodrick Trl
Brixton Way
Harwick Knls
Mill Brook Dr
Harewood Trl
75
92
754
0
300m
900ft
2002 MapQuest.com, Inc.; ©2002 GDT, Inc.

CITY OF
WOODSTOCK
GEORGIA

Gas Stations (5 Mile Radius around 9845 Main St)

Within City Limits: 18 + Outside City Limits: 37

TOTAL: 55

Data Source Credited to Google Maps. Exported 4/8/2026

This map was compiled from various sources. The City of Woodstock assumes no responsibility to errors or omissions contained within this map. No warranties or representations are expressed or implied in fact or in law. Produced by the City of Woodstock GIS Department 4/16/2026

9845 Main St

N
W E
S

0 0.5 1 2 Miles

PUBLIC INPUT REPORT: Case # CUP#095-26

Applicant Name: TEJAS PATEL

Phone #: [redacted] **Email:** [redacted]

Subject Property Address/Parcel #: 9845 main street, woodstock GA

Public Input Meeting date, time, location: City chambers 8534 main st woodstock GA 30188

I. Summary of concerns: Three people attended the meeting their primary concern was fence behind the Subject property & if there could be any bright light facing their houses in the Back

II. How the applicant addressed concerns: Their concerns were addressed with the applicant agreeing to have fence and make sure do bright light facing their properties

III. Concerns the applicant was unable or unwilling to address and why: —

IV. Concerns or topics of discussion unrelated to the proposal: —

V. Agreements made by the applicant to property owners at the meeting: —

Applicant's Signature: _____

Applicant: Attach sign-in sheet(s) from the meeting and return with this form to your case manager by the date shown on the Public Hearing Schedule. Thank you!

ATTACHMENT E

CASE # CUP# 095-26 9845 Meeting Date 04/07/26 Meeting Location 8534 Main St Woodstock 30188 GA

PUBLIC INPUT MEETING SIGN-IN SHEET

Name	Address	Email or Phone
LAWRENCE WHITE	137 TIMBERLAND STREET	[redacted]
Eugenia A. Smith	139 Timberland St. Woodstock, GA 30188	[redacted]
Carolyn Mitchell	14 Timberland St. Woodstock, GA 30188	[redacted]

ATTACHMENT E

COMMENT CARD
Public Input Meeting

Date: 4/7/2026 Case #: _____

Name: LAWRENCE WHITE

Address: 87 TIMBERLAND ST.

Phone: WOODSTOCK, GA. 30188

Email: [redacted]

Do you support the project?

☑ For ☐ Against ☐ With Conditions ☐ Undecided

Comments: MOST CONCERNED FOR FENCING SEPERATING FROM RAILROAD

Use back of this form for additional comments, if necessary

How did you hear about this meeting?

☐ Social Media ☐ Newspaper ☐ Signs ☐ Word of Mouth ☒ Direct Mail

Were your questions answered by the applicant? ☒ Yes ☐ No

Do you understand the proposal after attending this meeting? ☑ Yes ☐ No

Please share your suggestions on improving the way these meetings are conducted:

LIKED THE INFORMALITY

Thank you for attending and providing your input!
Leave your completed comment card with the applicant or email it to planning@woodstockga.gov

ATTACHMENT E

COMMENT CARD
Public Input Meeting

Date: 4/2/26 Case #: _____

Name: Carolyn Mitchell

Address: 14 Timberland St. Woodstock,

Phone: [redacted]

Email: [redacted]

Do you support the project?

☐ For ☐ Against ☑ With Conditions ☐ Undecided

Comments: Fence Lighting

Use back of this form for additional comments, if necessary.

How did you hear about this meeting?

☐ Social Media ☐ Newspaper ☐ Signs ☐ Word of Mouth ☑ Direct Mail

Were your questions answered by the applicant? ☑ Yes ☐ No

Do you understand the proposal after attending this meeting? ☑ Yes ☐ No

Please share your suggestions on improving the way these meetings are conducted:

Thank you for attending and providing your input!
Leave your completed comment card with the applicant or email it to planning@woodstockga.gov

ATTACHMENT E

COMMENT CARD
Public Input Meeting

Date: 4/7/2024 Case #: _____

Name: Virginia A. Smith

Address: 139 Timberland St. Woodstock, GA 30188

Phone: [redacted]

Email: [redacted]

Do you support the project?
☐ For ☐ Against ☑ With Conditions ☐ Undecided

Comments:

Fence & lighting concerns only

Use back of this form for additional comments, if necessary

How did you hear about this meeting?
☐ Social Media ☐ Newspaper ☐ Signs ☐ Word of Mouth ☑ Direct Mail

Were your questions answered by the applicant? ☑ Yes ☐ No

Do you understand the proposal after attending this meeting? ☑ Yes ☐ No

Please share your suggestions on improving the way these meetings are conducted:

Thank you for attending and providing your input!
Leave your completed comment card with the applicant or email it to planning@woodstockga.gov

AGENDA ITEM NO. 3.6

Item Cover Page

PLANNING COMMISSION AGENDA ITEM REPORT

DATE:	May 7, 2026
SUBMITTED BY:	Niwana Ray, Community Development
ITEM TYPE:	Presentation and Discussion Items
AGENDA SECTION:	**PUBLIC HEARINGS**
SUBJECT:	**Consideration of V#221-26: Paragon, 9026 Main St (Public Hearing & Vote)**
SUGGESTED ACTION:	Staff recommends City Council approval of a variance to allow angled on-street parking rather than parallel at 9026 Main Street.

ATTACHMENTS:

V221-26 Staff Report 2026-05-07 PC.pdf
Att A Applicant response Paragon.pdf
Att B SITE PLAN 12-18-25 Paragon Accounting.pdf

DATE: May 7, 2026

TO: Woodstock Planning Commission

FROM: Niwana Ray, AICP
Senior Planner

SUBJECT: Project V#221-26
Paragon Accounting & Tax Solutions, 9026 Main St

RECOMMENDATION

Staff recommends City Council approve a variance to allow angled on-street parking for the project located at 9026 Main Street and 105 Barnesdale Terrace (V#221-26).

EXECUTIVE SUMMARY

Parks Huff, on behalf of Paragon Accounting & Tax Solutions, LLC, has submitted an application requesting a variance to eliminate the parallel parking requirement along Main Street. Paragon Accounting & Tax Solutions is planning to construct a new office location at 9026 Main Street. If the variance is approved, the Applicant will provide angled on-street parking spaces instead, matching the existing on-street parking provided with nearby developments.

Additional information can be found in Table 1 below.





BACKGROUND

Table 1 provides general property information for the project site and the surrounding land uses.

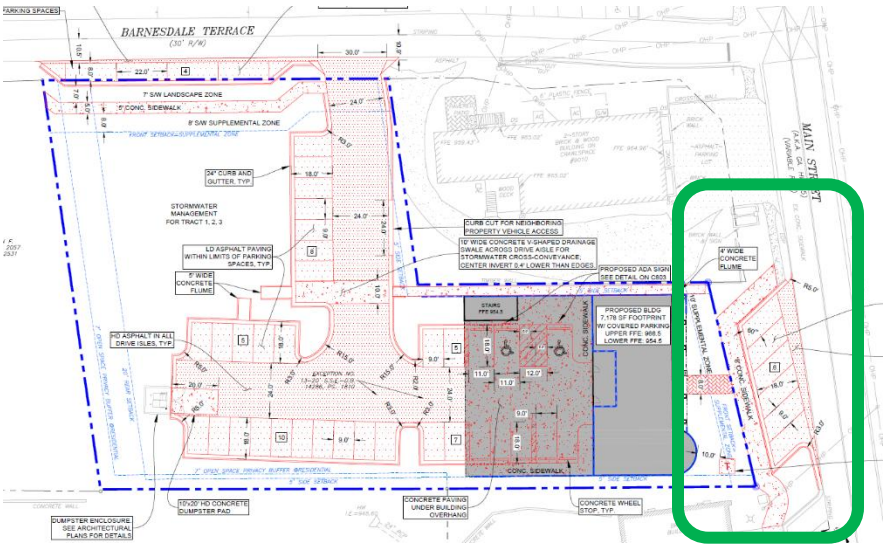
Table 1: General Property and Surrounding Land Use Information	
Address	9026 Main Street and 105 Barnesdale Terrace
Council Ward	2 – Potts
Tax ID # (TIN)	92N06 043C and 92N06 043
Parcel ID #	15-1093-0011 and 15-1093-0013
Site Acreage	± 0.9 acres
Building/Tenant Space	± 14,000 sf office (proposed)
Future Development Map	Urban Core
Current Zoning	DT-RO (Downtown-Residential/Office) with Historic Overlay
Current Development	Vacant, undeveloped
Streets Information:	Public, maintained by the City
Surrounding Neighborhood:	
North	DT-RO w/HO, DT-LR
South	DT-RO (Adyn Park)
East	Main Street, Railroad, DT-RO w/HO
West	DT-LR

Past Zoning History

No zoning history was found for the project site.

PROJECT DESCRIPTION

The subject property is located along Main Street, just south of Barnesdale Terrace and adjacent to the Adyn Park development. The ±0.9 acre site is zoned DT-RO (Downtown-Residential/Office) with Historic Overlay and is vacant and undeveloped. The Applicant, Paragon Accounting & Tax Solutions, plans to construct and occupy a ±7,180sf office on the property and provide a mix of on-street angled parking on Main Street and a surface parking lot behind the building to serve clients and employees, as shown on the proposed site plan below.



The applicant's site plan showed six (6) angled parking spaces to match the on-street spaces that exist along Main Street in front of Adyn Park and South on Main. During site plan review, however, city staff identified that parallel parking – instead of angled – is required per section 7.726 of the Land Development Ordinance (LDO) and the Downtown Street Standards

found in the Council Policy Manual. Adyn Park and South on Main both received variances to allow angled instead of parallel spaces along their Main Street frontages. At staff's request, Paragon applied for a similar variance in order to maintain continuity along the Main Street corridor.

Example of on-street parking at Adyn Park:



Example of on-street parking at South on Main:



ANALYSIS

The Applicant's request is to provide angled on-street parking along Main Street in front of their future development rather than parallel parking spaces. The variance request was submitted at the direction of city staff.

Consistency with the Land Development Ordinance

The Downtown Street Standards found in the LDO identify locations where on-street parking is to be provided. The requested variance would not remove the on-street parking requirement altogether but is appropriate in order to maintain a consistent streetscape along Main Street.

PUBLIC INPUT

The public input meeting requirement was waived by City Council at their meeting on March 9, 2026. Public notice was published in the Cherokee Tribune and signs were posted on the property a minimum of 15 days but no more than 45 days prior to the public hearing.

DPC RECOMMENDATION

The Development Process Committee (DPC) voted 6-0 on April 1, 2026, to recommend approval of the variance.

ATTACHMENTS

ATTACHMENT A: Applicant Response Statements

ATTACHMENT B: Proposed Site Plan

APPLICANT RESPONSE STATEMENT VARIANCES (Chapter VII, Article VII, Sec. 7.726 - Street and Sidewalk Area Requirements)

The applicant finds that the following standards are relevant in balancing the interest in promoting public health, safety, morality, or general welfare against the right to unrestricted use of property and shall govern the exercise of the zoning power.

If this application is in response to a variance, please respond to the following standards in the form of a written narrative. In the case of concurrent variances, a response to the standards below should be provided for each variance requested.

1. Explain requested variance.

   The Applicant, Paragon Accounting & Tax Solutions, LLC, is requesting a variance from the City of Woodstock Land Development Code Chapter VII, Article VII, Sec. 7.726 to eliminate the parallel parking requirement on Main Street per the Downtown Design Policy Standards.

2. There are exceptional and extraordinary conditions pertaining to the particular piece of property in question, due to its size, shape or topography.

   The subject property is similar in size, shape, topography and style of many of the buildings that are zoned Residential Office on the west side of Main Street where angled parking is allowed.

3. The application of these regulations to this particular piece of property would create a practical difficulty or unnecessary hardship.

   As depicted on the filed site plan, the Applicant is proposing to construct six (6) angled parking spaces in front of a proposed commercial building to be located at 9026 Main Street. Applying these regulations to this particular piece of property would create a practical difficulty and unnecessary hardship.

4. Such conditions are peculiar to the particular piece of property involved.

   The conditions that create the need for this variance are peculiar to this property. The Applicant's request to use angled parking is similar to other commercial and mixed-use buildings along the west side of Main Street.

5. A literal interpretation of this ordinance would deprive the applicants of any rights that others in the same district are allowed.

Angled parking is currently being used by many of the new buildings on Main Street as the result of variances being granted by the City. The Applicant's intent is to replicate the current angled parking used by newer buildings south of the Subject Property towards South on Main.

6. Relief, if granted, would not cause substantial detriment to the public good, or impair the purposes and intent of this ordinance.

   The variance would not be contrary to the public good, nor impair the purposes and intent of the ordinance.

7. Special circumstances or conditions applying to the building or land or building and land in question are peculiar to such premises and do not apply generally to other land or buildings in the vicinity.

   The conditions for this request are peculiar to this situation and do not apply to other land or buildings in the vicinity.

8. Granting of the application is necessary for the preservation and enjoyment of a property right and not merely to serve as a convenience to the applicant.

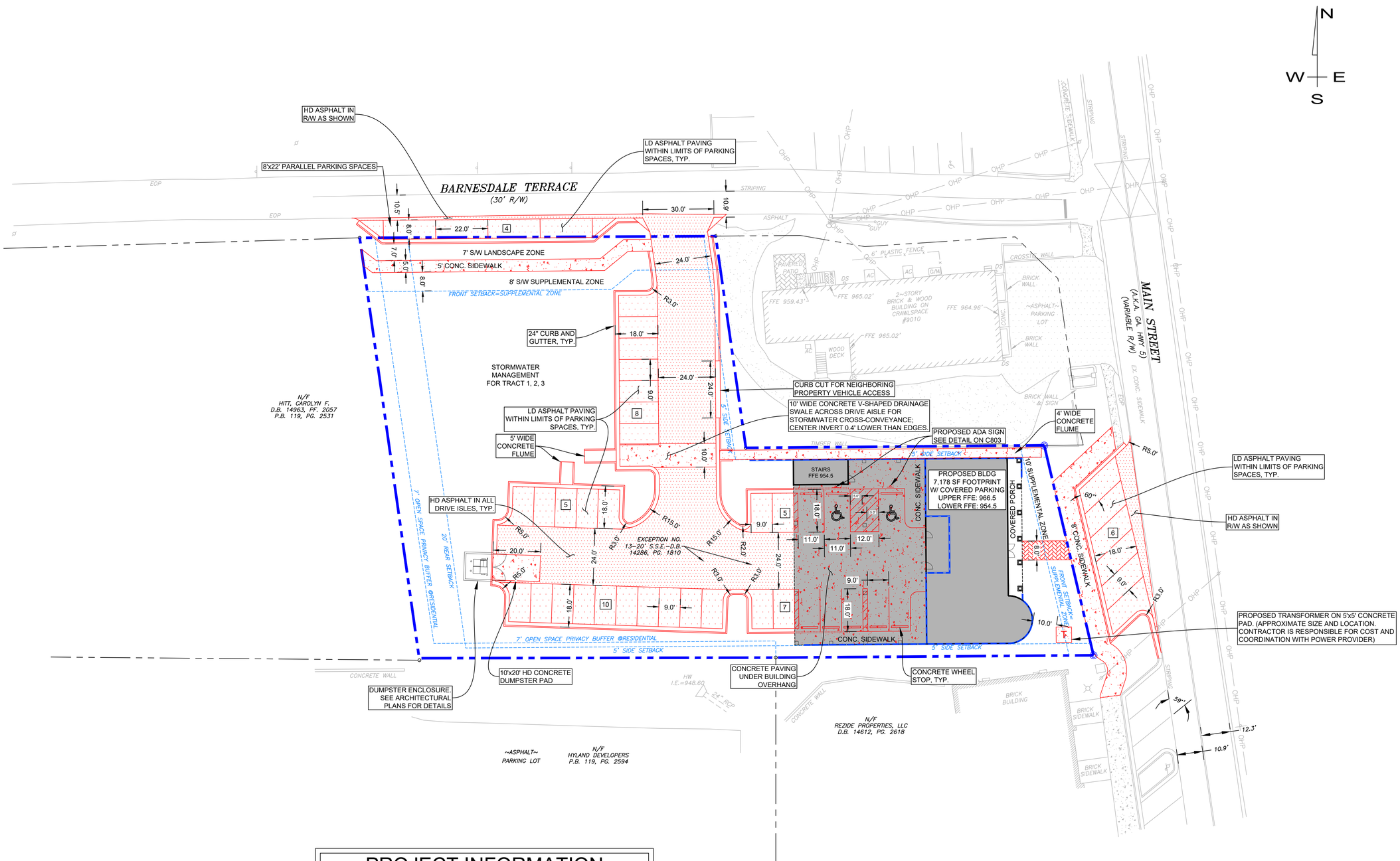
   Granting the variance will allow a continuation of the style of building(s) and streetscape currently used on Main Street. Similar variances have been approved to allow angled parking in the Downtown Residential/Office zoning district.

9. The condition from which relief or a variance is sought did not result from willful action by the applicant.

   The Subject Property is located in the Residential/Office zoning designation in the Historic Overlay. The Subject Property is undeveloped and the street standards were implemented by the City.

10. Authorizing the variance will not impair adequate supply of light and air to adjacent property or unreasonably increase the congestion of public streets, increase the danger of fire, imperil the public safety, unreasonably diminish or impair established property values within the surrounding areas or in any other respect impair the health, safety, comfort, morals or general welfare of the inhabitants of the City.

    Approval of the variance will not create a hazard, be detrimental to surrounding property values nor be contrary to the general welfare of the citizens of Woodstock.



PROJECT INFORMATION	
ZONING	DT-RO W/ HISTORIC OVERLAY
SETBACKS	FRONT=S/W SUPPLEMENTAL ZONE, REAR 20', SIDE 5'
BUFFERS	LANDSCAPE 7' @ RESIDENTIAL
OVERALL SITE AREA	0.87 ACRES

OPEN SPACE CALCULATIONS:
LOT SIZE: 13,352 SF
REQUIRED R/W: 419
13,352 - 419 SF= 12,933 SF
REQ'D OPEN SPACE: 12,933 *20%=2,587 SF
PROVIDED OPEN SPACE: 4,707SF (36.4%)

PARKING CALCULATIONS:
BUILDING SIZE: 14,000 SF
PARKING SPACES PROVIDED: 35
14,000 SF / 46.6 SPACES= 1/300 SF
PER CODE, CANNOT EXCEED 1/300 SF
CALCS DONT INCLUDE 10 STREET SPACES

24 HOUR CONTACT:
ROBERT FRENCH
904-608-7612

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GEORGIA REGISTERED No. PE050231 PROFESSIONAL ENGINEER JORDANE LOCKE
12-16-25

REVISIONS

No.	DATE	DESCRIPTION
-	-	-

0 20 40 Feet

CLIENT:
MOELLER PURCELL
105825 OLD ALABAMA RD
CONNECTOR, SUITE 100
ALPHARETTA, GA 30022
CONTACT: ANDY NICHOLS
770-441-2066
ANDY@MOELLERPURCELL.COM

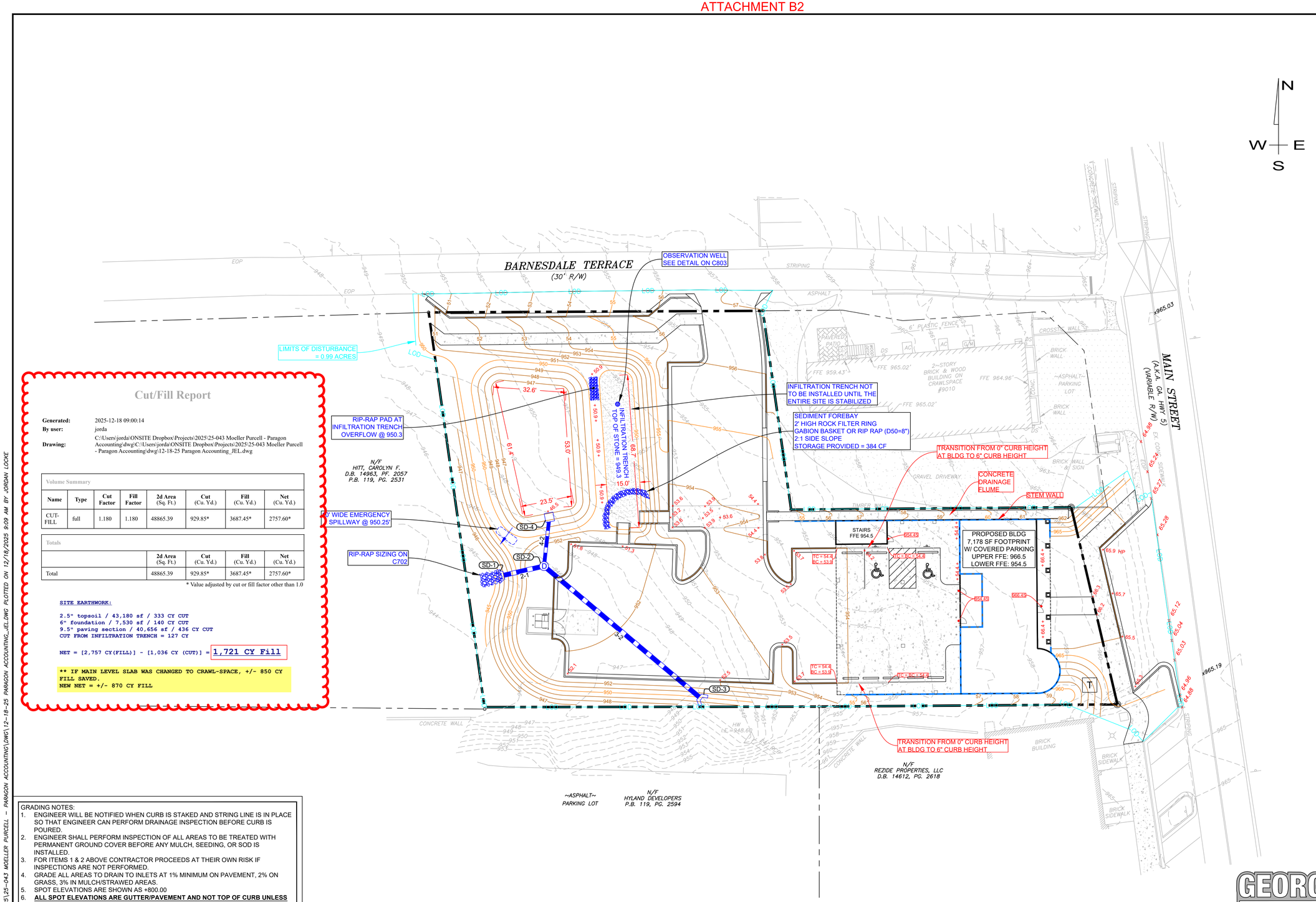
PARAGON ACCOUNTING
9026 MAIN ST +
105 BARNESDALE TERRACE
PIN: 15-1093-011 + 15-1093-0013
LL 1093 / 15TH DISTRICT
CITY OF WOODSTOCK
CHEROKEE COUNTY, GA

SITE PLAN

DATE: DECEMBER 16, 2025
PROJECT: 25-043

SHEET: C 401

C:\USERS\JORDA\ONSITE DROPBOX\PROJECTS\2025\25-043 MOELLER PURCELL - PARAGON ACCOUNTING\DWG\12-18-25 PARAGON ACCOUNTING_JEL.DWG PLOTTED ON 12/18/2025 9:09 AM BY JORDAN LOCKE



Cut/Fill Report

Generated: 2025-12-18 09:00:14
By user: jorda
Drawing: C:\Users\jorda\ONSITE Dropbox\Projects\2025\25-043 Moeller Purcell - Paragon Accounting\dwg\C:\Users\jorda\ONSITE Dropbox\Projects\2025\25-043 Moeller Purcell - Paragon Accounting\dwg\12-18-25 Paragon Accounting_JEL.dwg

Volume Summary

Name	Type	Cut Factor	Fill Factor	2d Area (Sq. Ft.)	Cut (Cu. Yd.)	Fill (Cu. Yd.)	Net (Cu. Yd.)
CUT-FILL	full	1.180	1.180	48865.39	929.85*	3687.45*	2757.60*

Totals

	2d Area (Sq. Ft.)	Cut (Cu. Yd.)	Fill (Cu. Yd.)	Net (Cu. Yd.)
Total	48865.39	929.85*	3687.45*	2757.60*

* Value adjusted by cut or fill factor other than 1.0

SITE EARTHWORK:

2.5" topsoil / 43,180 sf / 333 CY CUT
6" foundation / 7,530 sf / 140 CY CUT
9.5" paving section / 40,656 sf / 436 CY CUT
CUT FROM INFILTRATION TRENCH = 127 CY

NET = [2,757 CY(FILL)] - [1,036 CY (CUT)] = **1,721 CY Fill**

** IF MAIN LEVEL SLAB WAS CHANGED TO CRAWL-SPACE, +/- 850 CY FILL SAVED.
NEW NET = +/- 870 CY FILL

GRADING NOTES:
1. ENGINEER WILL BE NOTIFIED WHEN CURB IS STAKED AND STRING LINE IS IN PLACE SO THAT ENGINEER CAN PERFORM DRAINAGE INSPECTION BEFORE CURB IS POURED.
2. ENGINEER SHALL PERFORM INSPECTION OF ALL AREAS TO BE TREATED WITH PERMANENT GROUND COVER BEFORE ANY MULCH, SEEDING, OR SOD IS INSTALLED.
3. FOR ITEMS 1 & 2 ABOVE CONTRACTOR PROCEEDS AT THEIR OWN RISK IF INSPECTIONS ARE NOT PERFORMED.
4. GRADE ALL AREAS TO DRAIN TO INLETS AT 1% MINIMUM ON PAVEMENT, 2% ON GRASS, 3% IN MULCH/STRAWED AREAS.
5. SPOT ELEVATIONS ARE SHOWN AS +800.00
6. **ALL SPOT ELEVATIONS ARE GUTTER/PAVEMENT AND NOT TOP OF CURB UNLESS NOTED**
7. FINISHED GRADE IN LANDSCAPED AREAS (TOP OF MULCH, ETC.) SHALL NOT BE LESS THAN 8" BELOW FINISHED FLOOR ELEVATION.
8. ALL PROPOSED CURB HEIGHT TO BE 6" UNLESS SPECIFICALLY NOTED.
9. ALL CURB TO BE 24" UNLESS OTHERWISE NOTED.
10. OWNERS REPRESENTATIVE OR CIVIL ENGINEER SHALL BE PRESENT AT PROOF ROLL OF SUB GRADE AND/OR GAB (IF APPLICABLE).
11. SIDEWALK AT ENTRY POINTS TO BUILDING SHALL BE 0.5" BELOW FFE MAX., TYP.

SURVEY NOTE:
EXISTING CONDITIONS BASED OF A GROUND RUN TOPOGRAPHIC SURVEY PREPARED BY PRISTINE LAND SERVICES, DATED 10-03-2025 . THE BASIS OF BEARING FOR THIS SURVEY IS NAD83. THE VERTICAL DATUM IS NAVD88. ONSITE CIVIL GROUP LLC TAKES NO LIABILITY FOR THE ACCURACY OF THIS SURVEY. CONTRACTORS AND SUB-CONTRACTORS A RESPONSIBLE FOR VERIFICATION OF FIELD CONDITIONS.

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ONSITE CIVIL GROUP
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PHONE: 678-605-3347
WWW.ONSITECIVIL.COM
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GEORGIA REGISTERED No. PE005231 PROFESSIONAL ENGINEER JORDANE LOCKE
12-16-25

REVISIONS

No.	DATE	DESCRIPTION
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105825 OLD ALABAMA RD
CONNECTOR, SUITE 100
ALPHARETTA, GA 30022
CONTACT: ANDY NICHOLS
770-441-2060
ANDY@MOELLERPURCELL.COM

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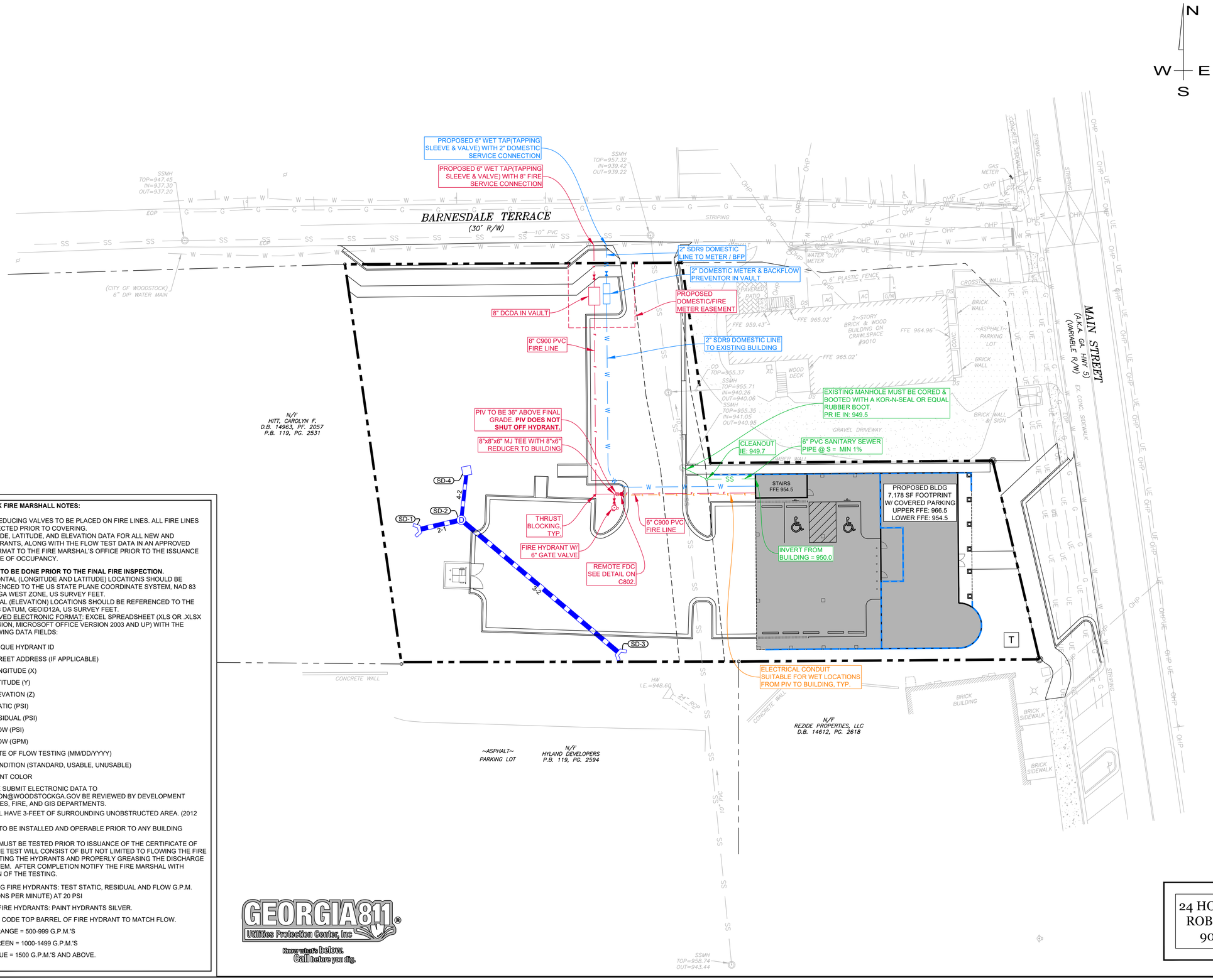
9026 MAIN ST +
105 BARNESDALE TERRACE
PIN: 15-1093-011 + 15-1093-0013
LL 1093 / 15TH DISTRICT
CITY OF WOODSTOCK
CHEROKEE COUNTY, GA

GRADING AND DRAINAGE PLAN

DATE: DECEMBER 16, 2025
PROJECT: 25-043

SHEET: C 501

C:\USERS\JORDA\ONSITE DROPBOX\PROJECTS\2025\25-043 MOELLER PURCELL - PARAGON ACCOUNTING\DWG\12-18-25 PARAGON ACCOUNTING_JEL.DWG PLOTTED ON 12/18/2025 9:09 AM BY JORDAN LOCKE



CITY OF WOODSTOCK FIRE MARSHALL NOTES:

1. NO PRESSURE REDUCING VALVES TO BE PLACED ON FIRE LINES. ALL FIRE LINES ARE TO BE INSPECTED PRIOR TO COVERING.
2. SUBMIT LONGITUDE, LATITUDE, AND ELEVATION DATA FOR ALL NEW AND RELOCATED HYDRANTS, ALONG WITH THE FLOW TEST DATA IN AN APPROVED ELECTRONIC FORMAT TO THE FIRE MARSHAL'S OFFICE PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY.
   - **THIS IS TO BE DONE PRIOR TO THE FINAL FIRE INSPECTION.**
   - HORIZONTAL (LONGITUDE AND LATITUDE) LOCATIONS SHOULD BE REFERENCED TO THE US STATE PLANE COORDINATE SYSTEM, NAD 83 (2011), GA WEST ZONE, US SURVEY FEET.
   - VERTICAL (ELEVATION) LOCATIONS SHOULD BE REFERENCED TO THE NAVD88 DATUM, GEOID12A, US SURVEY FEET.
   - APPROVED ELECTRONIC FORMAT: EXCEL SPREADSHEET (XLS OR .XLSX EXTENSION, MICROSOFT OFFICE VERSION 2003 AND UP) WITH THE FOLLOWING DATA FIELDS:
     - UNIQUE HYDRANT ID
     - STREET ADDRESS (IF APPLICABLE)
     - LONGITUDE (X)
     - LATITUDE (Y)
     - ELEVATION (Z)
     - STATIC (PSI)
     - RESIDUAL (PSI)
     - FLOW (PSI)
     - FLOW (GPM)
     - DATE OF FLOW TESTING (MM/DD/YYYY)
     - CONDITION (STANDARD, USABLE, UNUSABLE)
     - PAINT COLOR
   - PLEASE SUBMIT ELECTRONIC DATA TO BSTILSON@WOODSTOCKGA.GOV BE REVIEWED BY DEVELOPMENT SERVICES, FIRE, AND GIS DEPARTMENTS.
3. HYDRANTS SHALL HAVE 3-FEET OF SURROUNDING UNOBSTRUCTED AREA. (2012 IFC)
4. FIRE HYDRANTS TO BE INSTALLED AND OPERABLE PRIOR TO ANY BUILDING CONSTRUCTION.
5. FIRE HYDRANTS MUST BE TESTED PRIOR TO ISSUANCE OF THE CERTIFICATE OF OCCUPANCY. THE TEST WILL CONSIST OF BUT NOT LIMITED TO FLOWING THE FIRE HYDRANTS, PAINTING THE HYDRANTS AND PROPERLY GREASING THE DISCHARGE OUTLETS AND STEM. AFTER COMPLETION NOTIFY THE FIRE MARSHAL WITH DOCUMENTATION OF THE TESTING.
   - TESTING FIRE HYDRANTS: TEST STATIC, RESIDUAL AND FLOW G.P.M. (GALLONS PER MINUTE) AT 20 PSI
   - PAINT FIRE HYDRANTS: PAINT HYDRANTS SILVER.
   - COLOR CODE TOP BARREL OF FIRE HYDRANT TO MATCH FLOW.
     - ORANGE = 500-999 G.P.M.'S
     - GREEN = 1000-1499 G.P.M.'S
     - BLUE = 1500 G.P.M.'S AND ABOVE.

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12-16-25

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PIN: 15-1093-011 + 15-1093-0013
LL 1093 / 15TH DISTRICT
CITY OF WOODSTOCK
CHEROKEE COUNTY, GA

UTILITY PLAN

DATE: DECEMBER 16, 2025
PROJECT: 25-043

SHEET: C 601

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MEMO

DATE: May 7, 2026
TO: Woodstock Planning Commission
FROM: Melissa Sigmund, Community Development Director
RE: Planning Commission Monthly Update

On April 13, 2026, the City Council acted on the following items:

Change to Site Plan for CUP#083-24 -Woodpark Place

The request is for approval of a change to site plan for CUP#083-24 for Woodpark Place. This CUP was approved by Council on October 24, 2024. It included a condition of approval that modifications to the site plan not deemed minor or consistent with the site plan included in the CUP by the Community Development Director, shall be subject to Council review. The proposed modified site plan is being brought before the Council for conceptual approval. City Council voted unanimously to approve the concept (6-0). The plans will continue in the technical plan review process to ensure compliance with all applicable standards and requirements.

On April 27, 2026, the City Council acted on the following items:

CUP#093-25: 706 Robin Court
The request is for a Conditional Use Permit to allow for a development within the Downtown District on less than five acres with a concurrent Variance for site development standards.
City Council voted unanimously approve the request (5-0).

V#220-25 704 Robin Court
The request is for a Conditional Use Permit to allow for a development within the Downtown District on less than five acres with a concurrent Variance for site development standards and concurrent variance to allow an increase sidewalk supplemental zone for the development of a single family home at 704 Robin Court. City Council voted unanimously to approve the request (5-0).

Z#167-26 & CUP#94-26, Reagan & Ridgewalk - The Pitch
The request is for approval of a Zone Map Amendment, Conditional Use Permit (CUP), and Variances to allow for the construction of a ± 12.81 acre mixed-use development located at the southeast corner of Reagan Street and Ridgewalk Parkway that would include up approximately 26,000 sf of commercial uses, a soccer stadium for semi-professional/professional soccer teams, and a maximum of 236 multi-family rental units. The application seeks to rezone the property from NC to GC-VMU and requests a Conditional Use Permit to allow multi-family rental units and to allow the residential units to be located on the ground floor of buildings within the development. Associated Variances are requested to the development standards of the LDO for the amounts and locations of provided parking. City Council voted unanimously to table the case to a date uncertain to allow the applicant time to provide additional information (5-0).

ZTA#020-26: Lot of Record/Downtown LDO Amendment
The request for approval of a Zone Text Amendment that amends Chapter VII (Performance Zoning Standards) of the Land Development Ordinance to update Article III – General Information, Article IV – Zone District Performance Standards, Article V – Use Districts and Regulations, and Article VII – Downtown District Standards. City Council voted unanimously to approve the request (5-0).