



SANDY SPRINGS

GEORGIA

CITY COUNCIL

Rusty Paul, Mayor

John Paulson – District 1

Steve Soteres – District 2

Chris Burnett – District 3

Jody Reichel – District 4

Tibby DeJulio – District 5

Andy Bauman – District 6

Tuesday, December 21, 2021

Regular Meeting

6:00 p.m.

The December 21, 2021 City Council Meeting will be held in the Studio Theatre at Sandy Springs City Hall
(1 Galambos Way, Sandy Springs, GA 30328).

Live-stream:	Public Meeting Portal (CivicClerk): https://sandyspringsga.civicclerk.com Zoom Webinar: http://spr.gs/2021mcc3
Teleconference:	Phone: (646) 558-8656 Webinar ID: 818 0837 1065
Public Comment:	http://spr.gs/publiccomment

I. Call to Order - Mayor Rusty Paul

II. Roll Call and General Announcements - City Clerk

III. Pledge of Allegiance - Mayor Rusty Paul

IV. Public Comment

V. Approval of Meeting Agenda

VI. Consent Agenda

- A. **2021-337** Meeting Minutes
December 7, 2021 City Council Work Session
December 7, 2021 City Council Meeting
December 17, 2021 Special Called City Council Meeting

VII. Presentations

- A. **2021-338** Recognition of Outgoing Council Member Steve Soteres, District 2, and Council Member Chris Burnett, District 3
(Presented by Mayor Rusty Paul)

VIII. Public Hearing

Individuals with disabilities who require certain accommodations in order to allow them to observe and/or participate in a public meeting, or who have questions regarding the accessibility of the meeting or facilities should contact the City Clerk at 770-730-5600 promptly for assistance.

The City will make reasonable accommodations for those persons.
1 Galambos Way, Sandy Springs, Georgia 30328 • 770-730-5600 • SandySpringsGA.gov



SANDY SPRINGS

GEORGIA

- A. **2021-339** ABL # 8880 - Approval of Alcoholic Beverage License Application for 1820 Pony Express, LLC d/b/a BP Food Mart Corner – 5995 Roswell Rd Sandy Springs GA 30328. Applicant is 1820 Pony Express, LLC d/b/a BP Food Mart Corner; Sulaiman Sundrani for Package of Wine and Malt Beverages.
(Presented by Toni Jo Howard, Finance Director)
- B. **2021-340** ABL # 93760 - ABL # 93760 - Approval of Alcoholic Beverage License Application for Shiven Liquors 2, LLC d/b/a Sam's Liquors 2 – 6623 Roswell Road, Ste. 6A, Sandy Springs, GA 30328. Applicant is Shiven Liquors 2, LLC; Harnesh Ghanshyam Patel for Retail Package of Wine, Malt Beverages, and Distilled Spirits.
(Presented by Toni Jo Howard, Finance Director)
- C. **2021-341** Request for Mayor and City Council Consideration of Approval of a Budget Amendment for the Fiscal Year 2022 Fund Balance Utilization
(Presented by Toni Jo Howard, Finance Director)
- D. **2021-342** TA21-0005
Request for Mayor and City Council Consideration of Amendments to Section 105-19 State Minimum Standards Adopted of the Sandy Springs Code of Ordinances of the City of Sandy Springs; Section 1.2.1 Districts Established; Article 4 Corridor and Nodes; Division 6.6. Design Standards; Div 6.7. Height Bonus; Division 7.2 Allowed Use Table; and Section 11.6.2. Variances of the Development Code of the City of Sandy Springs
(Presented by Michele McIntosh-Ross, Planning & Zoning Manager)
- E. **2021-343** TA21-0006
Request for Mayor and City Council Consideration of Amendments to Division 9.6 Stormwater Management of the Sandy Springs Development Code
(Presented by Michele McIntosh-Ross, Planning & Zoning Manager)
- F. **2021-344** RZ21-0003
Request for Mayor and City Council Consideration of the Rezoning of the Property at 5920 Roswell Road From CS-3 (City Springs, 3 Stories Maximum Height) to CS-6 (City Springs, 6 Stories Maximum Height)
(Presented by Michele McIntosh-Ross, Planning & Zoning Manager)

IX. Unfinished Business

- A. **2021-332** Request for Mayor and City Council Consideration of the Acceptance of a Gift of an Easement and a Fee Simple Interest Upon a Certain Parcel of Land Known as 120 Northwood Drive, Sandy Springs, Located in Land Lot 90 of the 17th District, Fulton County, Georgia

Individuals with disabilities who require certain accommodations in order to allow them to observe and/or participate in a public meeting, or who have questions regarding the accessibility of the meeting or facilities should contact the City Clerk at 770-730-5600 promptly for assistance.

The City will make reasonable accommodations for those persons.

1 Galambos Way, Sandy Springs, Georgia 30328 • 770-730-5600 • SandySpringsGA.gov



SANDY SPRINGS

GEORGIA

(Presented by Dan Lee, City Attorney)

X. New Business

- A. **2021-345** Request for Mayor and City Council Consideration of a Resolution to Accept a Section 319(H) FY20 Grant from the Georgia Environmental Protection Division
(Presented by Catherine Mercier-Baggett, Sustainability Manager)
- B. **2021-346** Request for Mayor and City Council Consideration of a Project Agreement with the PATH Foundation for Design, Engineering, and Construction Management of Segment 2E of the Trail Master Plan
(Presented by Michael Perry, Director of Recreation and Parks)
- C. **2021-347** Request for Mayor and City Council Consideration of the Approval to Authorize Investment as Related to the Georgia Fund 1 Local Government Investment Pool
(Presented by Toni Jo Howard, Finance Director)
- D. **2021-348** Request for Mayor and City Council Consideration of the Approval and Authorization of the Execution of a Transmission Relocation Agreement By and Between the City of Sandy Springs and Georgia Power Company and to Authorize the Mayor to Execute the Agreement
(Presented by William H. Martin, Jr., AIA, Public Works Director)
- E. **2021-349** Request for Mayor and City Council Consideration of the Approval to Authorize a Third Amendment to the Existing Contract with Gresham Smith for Design Services for the TS-193 Hammond Drive Corridor Project to Provide for Increased Project Scope and Costs and to Authorize the Interim City Manager to Execute the Amendment
(Presented by William H. Martin, Jr., AIA, Public Works Director)
- F. **2021-350** Request for Mayor and City Council Consideration of the Approval of an Agreement Between the Fulton Perimeter Community Improvement District and the City of Sandy Springs for the Mount Vernon Highway Corridor Improvement Project
(Presented by William H. Martin, Jr., AIA, Public Works Director)
- G. **2021-351** Request for Mayor and City Council Consideration of the City of Sandy Springs' FY2022 Georgia Department of Transportation Local Maintenance & Improvement Grant Application
(Presented by William H. Martin, Jr., AIA, Public Works Director)
- H. **2021-352** Request for Mayor and City Council Consideration of the Acceptance of an Agreement to Purchase Fee Simple Right of Way and Temporary Construction

Individuals with disabilities who require certain accommodations in order to allow them to observe and/or participate in a public meeting, or who have questions regarding the accessibility of the meeting or facilities should contact the City Clerk at 770-730-5600 promptly for assistance.

The City will make reasonable accommodations for those persons.

1 Galambos Way, Sandy Springs, Georgia 30328 • 770-730-5600 • SandySpringsGA.gov



SANDY SPRINGS

GEORGIA

Easement on Property Located at 6292 Mt. Vernon Oaks Drive in Land Lots 35 and 36 of the 17th District, City of Sandy Springs (Tax ID# 17-0036-0001-063-9); TS-192 Mt. Vernon Highway Corridor Improvements Project

(Presented by William H. Martin, Jr., AIA, Public Works Director)

- I. **2021-353** Request for Mayor and City Council Consideration of Acceptance of an Agreement to Purchase Fee Simple Right of Way, Permanent Easement for Construction and Maintenance and Temporary Construction Easement on Property Located at 800 Mt. Vernon Highway in Land Lot 35 of the 17th District, City of Sandy Springs (Tax ID# 17-0035- LL-088-9); TS-192 Mt. Vernon Highway Corridor Improvements Project
(Presented by William H. Martin, Jr., AIA, Public Works Director)
- J. **2021-354** Request for Mayor and City Council Consideration of the Acceptance of an Agreement to Purchase Permanent Easement for Construction and Maintenance and Temporary Construction Easement on Properties Located at 700, 710 and 746 Mt. Vernon Highway in Land Lot 35 of the 17th District, City of Sandy Springs (Tax ID#'s 17-0035- LL-016-0; 17-0035- LL-014-5 and 17-0035- LL-013-7); TS-192 Mt. Vernon Highway Corridor Improvements Project
(Presented by William H. Martin, Jr., AIA, Public Works Director)
- K. **2021-355** Request for Mayor and City Council Consideration of the Acceptance of an Agreement to Purchase Fee Simple Right of Way and Temporary Construction Easement on Property Located at 6288 Mt. Vernon Oaks Drive in Land Lots 35 and 36 of the 17th District, City of Sandy Springs (Tax ID# 17-0036-0001-062-1); TS-192 Mt. Vernon Highway Corridor Improvements Project
(Presented by William H. Martin, Jr., AIA, Public Works Director)
- L. **2021-356** Request for Mayor and City Council Consideration of the Acceptance of a Settlement Offer for Certain Right-of-Way and Easements at 7700 Spalding Drive for the TS-166/F-1069-03/F-1058-01/F-1235-01 Spalding Drive Project (Winters Chapel Road to Holcomb Bridge Road/SR 140)
(Presented by Dan Lee, City Attorney)
- M. **2021-357** Request for Mayor and City Council Consideration of an Appointment of a Member to the Planning Commission to Fill the Unexpired Term of Kevin King (Robin Conklin)
(Presented by Mayor Rusty Paul)

XI. Reports

- A. **2021-358** Mayor and Council Report

Individuals with disabilities who require certain accommodations in order to allow them to observe and/or participate in a public meeting, or who have questions regarding the accessibility of the meeting or facilities should contact the City Clerk at 770-730-5600 promptly for assistance.

The City will make reasonable accommodations for those persons.

1 Galambos Way, Sandy Springs, Georgia 30328 • 770-730-5600 • SandySpringsGA.gov



SANDY SPRINGS

GEORGIA

B. 2021-359 Staff Reports

1. October 2021 Unaudited Financials

(Presented by Toni Jo Howard, Finance Director)

XII. Executive Session – Real Estate

XIII. Adjournment

Individuals with disabilities who require certain accommodations in order to allow them to observe and/or participate in a public meeting, or who have questions regarding the accessibility of the meeting or facilities should contact the City Clerk at 770-730-5600 promptly for assistance.
The City will make reasonable accommodations for those persons.
1 Galambos Way, Sandy Springs, Georgia 30328 • 770-730-5600 • SandySpringsGA.gov



SANDY SPRINGS

GEORGIA

**CITY OF SANDY SPRINGS
PUBLIC NOTICE
21-88806**

PLACE: City of Sandy Springs City Hall
1 Galambos Way
Sandy Springs, GA 30328

DATE & TIME: December 21, 2021
6:00 P.M.

PURPOSE: Alcoholic Beverage License Application
Package of wine & malt

APPLICANT: 1820 Pony Express, LLC
dba BP Food Mart Corner
5995 Roswell Rd
Sandy Springs, GA 30328



SANDY SPRINGS

GEORGIA

To: Dave Wells, Interim City Manager

From: Toni Jo Howard, Finance Director

Date: November 29, 2021 for Submission onto the December 21, 2021 City Council Meeting

Agenda Item: 88806 - Approval of Alcoholic Beverage License Application for 1820 Pony Express, LLC d/b/a BP Food Mart Corner – 5995 Roswell Rd Sandy Springs GA 30328

Applicant is 1820 Pony Express, LLC d/b/a BP Food Mart Corner; Sulaiman Sundrani for Package of Wine and Malt Beverages.

CMO (City Manager's Office) Recommendation:

Approve the application Package of Wine and Malt Beverages for 1820 Pony Express, LLC d/b/a BP Food Mart Corner – 5995 Roswell Rd Sandy Springs GA 30328

Background:

Applicant submitted a completed application on October 21, 2021. Applicant has passed the background investigation.

Discussion:

This is a Change of Ownership Package of Wine and Malt Beverages. The business is located on Roswell Rd NE.

Staff has reviewed this application and recommends approval.

Alternatives:

None

Financial Impact:

Revenue - \$2,000

Concurrent Review:

Melissa Barajas, Revenue Specialist



SANDY SPRINGS

CITY CLERK'S OFFICE

TO: David Wells, Interim City Manager
FROM: Nesa Thompson, Revenue Technician
DATE: December 1, 2021 Submission for the December 21, 2021 Meeting
ITEM: ABL # 93760 - Approval of Alcoholic Beverage License Application for Shiven Liquors 2, LLC d/b/a Sam's Liquors 2 – 6623 Roswell Road, Ste. 6A, Sandy Springs, GA 30328. Applicant is Shiven Liquors 2, LLC; Harnesh Ghanshyam Patel for Retail Package of Wine, Malt Beverages, and Distilled Spirits.

Recommendation:

Staff has reviewed this application and recommends approval.

Background:

Applicant submitted a completed application on November 2, 2021. Applicant has passed the background investigation.

Discussion:

This is a Change of Ownership for Retail Package of Wine, Malt Beverages, and Distilled Spirits. The business is located in the Abernathy Square Shopping Plaza at the intersection of Roswell Road and Abernathy Road NE.

Financial Impact:

Revenue - \$5,200

Alternatives:

None

Attachments:

1. public hearing letter - SHIVEN LIQUORS 2 LLC
2. final hearing letter- SHIVEN LIQUORS 2 LLC



SANDY SPRINGS

GEORGIA

**CITY OF SANDY SPRINGS
PUBLIC NOTICE
21-93760**

PLACE: City of Sandy Springs City Hall
1 Galambos Way
Sandy Springs, GA 30328

DATE & TIME: December 21, 2021
6:00 P.M.

PURPOSE: Alcoholic Beverage License Application
Package
Wine, Malt and Distilled Spirits

APPLICANT: Shiven Liquors 2, LLC
6623 Roswell Road, Ste. 6A
Sandy Springs, GA 30328



SANDY SPRINGS

GEORGIA

To: Dave Wells, City Manager

From: Toni Jo Howard, Finance Director

Date: December 1, 2021 for Submission onto the October 21, 2021 City Council Meeting

Agenda Item: 93760 - Approval of Alcoholic Beverage License Application for Shiven Liquors 2, LLC – 6623 Roswell Road, Ste. 6A, Sandy Springs, GA 30328

Applicant is Shiven Liquors 2, LLC; Harnesh Ghanshyam Patel for Consumption on the Premises of Wine, Malt Beverages, and Distilled Spirits.

CMO (City Manager's Office) Recommendation:

Approve the application for Retail Package of Wine, Malt Beverages, and Distilled Spirits for Shiven Liquors 2, LLC – 6623 Roswell Road, Ste. 6A, Sandy Springs, GA 30328

Background:

Applicant submitted a completed application on November 2, 2021. Applicant has passed the background investigation.

Discussion:

This is a Change of Ownership for Retail Package of Wine, Malt Beverages, and Distilled Spirits. The business is located in the Abernathy Square Shopping Plaza at the intersection of Roswell Road and Abernathy Road NE

Staff has reviewed this application and recommends approval.

Alternatives:

None

Financial Impact:

Revenue - \$5,200

Concurrent Review:

Nesa Thompson, Revenue Specialist

FY 2022 Fund Balance Utilization

Mayor and City Council Meeting
Public Hearing
December 21, 2021



SANDY SPRINGS™
GEORGIA

Fund Balance Capital Requests

FY21 Projected Fund Balance

FY21 Estimated Unassigned Fund Balance	\$67,349,843
Estimated Unassigned Required 25% of Revenues	(26,526,318)
Recommended FY23 Fleet and Infrastructure Maintenance Fund	(13,000,000)
Paving Budget Amendment (10/19/21)	(2,500,000)
Fire Salaries Budget Amendment (11/2/21)	(422,395)
Veterans Park Budget Amendment (11/16/21)	(1,200,000)
Projected Available Fund Balance after Budget Amendments	\$23,701,130

Fund Balance Capital Request Summary

Department	Requested
Police Department	\$770,000
Fire Department	\$815,000
Construction Project Management	\$1,250,000
Facilities	\$938,290
Public Works	\$4,644,555
Recreation and Parks	\$1,950,000
Information Technology	\$100,000
Community Development	\$500,000
Total	\$10,967,845

Recommended Capital Requests: Public Safety

Department	5-year CIP	Item	Requested
Police	Addition	SWAT Truck	\$500,000
Police	Addition	Flock Cameras (40)	\$120,000
Police	Addition	AED Replacements (100)	\$150,000
Fire	Addition	Admin Vehicles (5)	\$350,000
Fire	Addition	Radios (75)	\$465,000
Subtotal			\$1,585,000

Recommended Capital Requests: Construction Projects & Facilities

Department	5-year CIP	Item	Requested
CPM	Addition	Abernathy Site	\$1,000,000
CPM	Addition	City Green Band Stage	\$250,000
Facilities	Increase	Facilities Maintenance	\$938,290
Subtotal			\$2,188,290

Recommended Capital Requests: Public Works

Department	5-year CIP	Item	Requested
Public Works	Increase	Bridge Maintenance and Repair	\$720,000
Public Works	Addition	CC0006 Georgia Power Undergrounding	\$3,424,555
Public Works	Addition	T0069 PTD @ Windsor Fiber Connection Loop	\$200,000
Public Works	Increase	T2205 Mid-block Crossing/HAWK Signal	\$300,000
Subtotal			\$4,644,555

Recommended Capital Requests: Recreation & Parks

Department	5-year CIP	Item	Requested
Rec & Parks	FY 2026	Old Riverside Park Master Plan	\$100,000
Rec & Parks	Increase	Allen Road Park Master Plan	\$100,000
Rec & Parks	Addition	Hammond Park Facility Master Plan	\$100,000
Rec & Parks	Addition	Abernathy South Greenway Stream Bank Project Design	\$150,000
Rec & Parks	Increase	Morgan Falls Athletic Improvements Overhead Netting, Bleachers, Shade Structures	\$1,500,000
Subtotal			\$1,950,000

Recommended Capital Requests: Additional Departments

Department	5-year CIP	Item	Requested
IT	Addition	Hardware Warranty Replacement	\$100,000
Comm Dev	Addition	The Next Ten 5-year Update	\$200,000
Comm Dev	Addition	Preliminary Process Improvements	\$300,000
Subtotal			\$600,000

Fund Balance Summary

Item	Amount
Projected Available Fund Balance	\$23,701,130
Capital Fund Balance Utilization Recommendation	(\$10,967,845)
PFA Balance for City Springs Project	\$4,900,000
PFA Utilization Recommendation	(\$1,500,000)
Remaining Balance	\$16,133,285

Allocation Options for Remaining \$16,133,285

Projects	Amount
Increase Unassigned Fund Balance to 30%	\$5,300,000
Additional Public Safety Structures	\$4,333,285
Trails Segment 2A	\$6,500,000

Alternative Options	Amount
River Valley Road Paving	\$365,000
Lake Forrest Slope Stabilization: Concrete Barrier Replacement	\$1,200,000

FY 2022 Adopted 5-year Capital Improvement Plan

FY 2022 5-year Capital Improvement Plan (1 of 3)

Department	Funding Source	Project	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
City Mgmt	General Fund	Organizational Leadership Development	37,500	37,500	-	-	-	75,000
IT	General Fund	Multi-Factor Authentication	15,000	-	-	-	-	15,000
IT	General Fund	Network Hardware Replacement	105,000	280,000	340,000	-	-	725,000
IT	General Fund	Netapp File Storage	-	200,000	-	-	-	200,000
Facilities	General Fund	Conference Room Technology	-	44,200	-	-	-	44,200
Facilities	General Fund	Electric Vehicle Charging Stations	75,738	-	-	-	-	75,738
Facilities	General Fund	Mt. Vernon Multi-Path Camera/Pole	16,000	-	-	-	-	16,000
Facilities	General Fund	HVAC Mini-Split for IT Servers at City Springs	30,000	-	-	-	-	30,000
Facilities	General Fund	HVAC Chiller Plant Mini-Split	20,000	-	-	-	-	20,000
Facilities	General Fund	City Springs FCA Implementation	-	120,400	-	-	4,000,000	4,120,400
Facilities	General Fund	Bluestone Updates	-	226,877	385,000	244,017	-	855,894
Facilities	General Fund	Facilities Maintenance	500,000	500,000	500,000	500,000	500,000	2,500,000
Facilities	Bonds	Fire Station 53 Additions	900,000	-	-	-	-	900,000
Gen Admin	General Fund	Pay and Comp Study Implementation	800,000	-	-	-	-	800,000
Police	General Fund	Quick Response Force Equipment Truck	-	-	250,000	-	-	250,000
Police	General Fund	Police Equipment	195,520	68,300	33,300	33,300	65,800	396,220
Police	General Fund	Police Records Management System	-	200,000	-	-	-	200,000
Police	General Fund	SSPD Replacement Motorola Radios	130,000	130,000	130,000	130,000	130,000	650,000
Pub Safety	Bonds	Public Safety HQ Buildout	-	30,195,000	-	-	-	30,195,000
Fire	General Fund	Firefighter Turn Out Gear	166,000	163,000	122,500	-	-	451,500
Fire	General Fund	Monitor Defibrillators	-	430,000	-	-	-	430,000
Fire	General Fund	Radio/MCT for Fire Trucks	35,800	21,000	-	-	-	56,800
Fire	General Fund	WestNew Alerting System Stations 51, 53, 54	-	180,000	-	-	-	180,000
Fire	General Fund	Fire Department Strategic Plan	25,000	25,000	-	-	-	50,000
Fire	Bonds	Design & Feasibility Study for Station 53 Expansion	15,000	-	-	-	-	15,000
Fire	General Fund	Small Tools for Training Center	-	111,450	-	-	-	111,450
Fire	Bonds	Station 55	5,000,000	-	-	-	-	5,000,000
Fire	General Fund	Station 51	-	-	10,500,000	-	-	10,500,000

FY 2022 5-year Capital Improvement Plan (2 of 3)

Department	Funding Source	Project	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
PW	Partial LMIG	Pavement Management Program	4,800,000	4,800,000	4,800,000	4,800,000	4,800,000	24,000,000
PW	General Fund	City Beautification Program	200,000	100,000	100,000	100,000	100,000	600,000
PW	General Fund	Guardrail Replacement Program	300,000	300,000	300,000	300,000	300,000	1,500,000
PW	General Fund	Bridge & Dam Maintenance	900,000	50,000	200,000	50,000	200,000	1,400,000
PW	Stormwater	Lake Forrest Dam	-	-	-	1,500,000	50,000	1,550,000
PW	Stormwater	Stormwater Capital Improvements	1,000,000	1,750,000	1,750,000	1,750,000	1,750,000	8,000,000
PW	Stormwater	Stormwater Repair & Maintenance	150,000	155,000	160,000	165,000	170,000	800,000
PW	General Fund	Capital Sidewalk Program	-	50,000	50,000	50,000	50,000	200,000
PW	General Fund	Intersection & Operational Imp	600,000	400,000	400,000	400,000	400,000	2,200,000
PW	General Fund	Traffic Management Program	625,000	500,000	500,000	500,000	500,000	2,625,000
PW	General Fund	Traffic Calming	25,000	25,000	25,000	25,000	25,000	125,000
PW	PCID	PTD/Lake Hearn Multimodal Intersection Improvements	1,100,000	4,125,000	-	-	-	5,225,000
PW	General Fund	I-285/Roswell Rd Innovative Intersection Study	150,000	-	-	-	-	150,000
PW	General Fund	SR 400 Multiuse Trail North Study	-	-	-	250,000	-	250,000
PW	General Fund	BRT at Roswell Rd Station Area Study	-	-	100,000	-	-	100,000
PW	General Fund	BRT Joint Feasibility Study	50,000	-	-	-	-	50,000
PW	General Fund	Roswell Rd Mid-Block Crossing (Prado - Northwood)	-	250,000	-	-	-	250,000
PW	Bonds	Public Safety Fiber Ring B Design Morgan Falls/Abernathy	200,000	500,000	-	-	-	700,000
PW	General Fund	Fiber Connection to Fire Station 3 Ring C	-	-	-	-	75,000	75,000
PW	General Fund	Transform 285/400 ATMS 3/4 11 SCOOT Intersections	-	150,000	520,000	-	-	670,000
PW	General Fund	Transit Signal Priority Upgrades	-	250,000	-	-	-	250,000
PW	General Fund	Roswell Rd Transit Streetscape Project	-	500,000	500,000	-	-	1,000,000
PW	Impact Fees	Roswell Rd Chattahoochee Pedestrian Bridge	200,000	100,000	-	-	-	300,000
PW	Impact Fees	Boylston Dr Streetscape/Int Realignment at Hammond Dr	-	1,060,000	-	-	-	1,060,000
PW	General Fund	SR 400 Multi-Use Trail	-	2,200,000	2,200,000	-	-	4,400,000
Fleet	General Fund	Fleet Electric Vehicles	240,000	-	-	-	-	240,000

FY 2022 5-year Capital Improvement Plan (3 of 3)

Department	Funding Source	Project	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Parks	General Fund	Veterans Park	-	4,150,000	-	-	-	4,150,000
Parks	General Fund	Veterans Park Art	-	450,000	-	-	-	450,000
Parks	General Fund	Trail Segment 2A P&E and Construction	2,500,000	3,250,000	-	-	-	5,750,000
Parks	General Fund	Trail Segment 2C P&E and Construction	-	-	4,500,000	6,100,000	-	10,600,000
Parks	General Fund	Trail ROW Acquisition	250,000	800,000	150,000	-	-	1,200,000
Parks	General Fund	Old Riverside Park Master Plan	-	-	-	-	100,000	100,000
Parks	General Fund	Morgan Falls Athletic Complex	-	200,000	200,000	125,000	750,000	1,275,000
Parks	General Fund	Hammond Park	-	250,000	-	750,000	-	1,000,000
Parks	General Fund	Sandy Springs Middle School IGA	110,000	-	-	-	-	110,000
Parks	General Fund	Ridgeview Middle School IGA	75,000	-	-	-	-	75,000
Parks	General Fund	Allen Road Park Master Plan	-	-	-	-	75,000	75,000
Parks	General Fund	Sandy Springs Tennis Center Courts	-	-	-	-	1,000,000	1,000,000
Parks	General Fund	Dunwoody Springs Elementary IGA	-	-	425,000	-	-	425,000
Parks	General Fund	Abernathy Tennis Courts	-	-	125,000	-	-	125,000
Parks	General Fund	Ridgeview Park	-	-	-	-	100,000	100,000
Parks	Partial Grants	Nancy Creek Stream Restoration	570,000	197,000	-	-	-	767,000
Parks	General Fund	Sustainability Plan/Policy	75,000	-	-	-	-	75,000
Parks	Tree Fund	Tree Fund Invasive Species Removal	30,000	30,000	30,000	30,000	30,000	150,000
Parks	Tree Fund	Tree Fund Trees Atlanta Partnership	80,000	80,000	80,000	80,000	80,000	400,000
Parks	Tree Fund	Tree Fund Capital Projects	139,000	100,000	100,000	100,000	100,000	539,000
Parks	Tree Fund	Tree Fund Surveys	30,000	-	6,250	-	-	36,250
Parks	Tree Fund	Tree Fund Maintenance	52,000	60,000	70,000	80,000	90,000	352,000
TOTAL			22,517,558	59,764,727	29,552,050	18,062,317	15,440,800	145,337,452

**STATE OF GEORGIA
COUNTY OF FULTON**

**ORDINANCE TO AUTHORIZE AMENDING THE CITY OF SANDY SPRINGS FY 2022
BUDGET**

WHEREAS, the City of Sandy Springs (“City”) adopted the FY22 budget;

WHEREAS, changes are needed to account for utilization of fund balance;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF SANDY SPRINGS, GEORGIA, that the FY 2022 budget is hereby amended as detailed on the attached Budget Amendment schedule.

APPROVED AND ADOPTED this the 21st day of December, 2021.

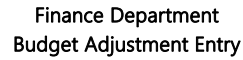
Approved:

Russell K. Paul, Mayor

Attest:

Raquel Gonzalez, City Clerk

(Seal)



Effective Date:	12/21/2021	Period:	6
Posting Date:		Fiscal Year:	2022

[illegible]



P&Z STAFF REPORT

Mayor & City Council Meeting, December 21, 2021

Case: **TA21-0005 – (North End)**
Staff Contact: Matthew Anspach (MAnspach@sandyspringsga.gov)
Report Date: December 6, 2021

PURPOSE

An Ordinance to amend the following City Code of Ordinances Section, Development Code Article, Divisions, and Sections:

Sec. 105-19. State Minimum Standards Adopted (City Code of Ordinances)
Sec. 1.2.1. Districts Established
Article 4. Corridors & Nodes
Div. 6.6. Design Standards
Div. 6.7. Height Bonus
Div. 7.2. Allowed Use Table
Sec. 11.6.2. Variances

RECOMMENDATION

Department of Community Development

Staff recommends **Approval** of **Text Amendment** TA21-0005.

Planning Commission

The Planning Commission voted to recommend **Approval** of **Text Amendment** TA21-0005 at their November 2021 meeting. Commissioner Settles motioned to recommend approval of the amendment. Commissioner Porter seconded the motion. The motion passed unanimously.

PROCESS

Planning Commission Hearing: November 17, 2021	Mayor and City Council Hearing: December 21, 2021
---	--

PROPOSED AMENDMENT(S)

(Text of the amendment is included as an attachment to this Staff Report)

BACKGROUND

In January 2018, the City Council adopted the redevelopment of the North End (area of Sandy Springs - Roswell Road Corridor north of Dalrymple Road) as a priority for the City. On July 25, 2018 there was a public visioning meeting at the Sherwood Event Hall in Sandy Springs' North End where approximately 270 citizens attended. On Thursday, Oct 18th, 2018, 150 people attended another public meeting where a discussion was had to plan for the future and share visions and goals for the North End Redevelopment.

In 2019, the City conducted a study via consulting firm TSW to develop conceptual designs for redevelopment scenarios focused on large, underutilized shopping center sites in the North End. The plan created conceptual scenarios for each site, including economic analysis and financial feasibility based upon market conditions. Implementation of the plan recommends City action in three key areas: policies, incentives, and Development Code changes.

The plan identified Development and Building Code barriers to redevelopment, including zoning, concrete and steel requirements, building heights, and ground-floor commercial requirements. The plan was developed to consider options to incentivize attainable housing, and single unit housing in any new redevelopment.

Based on the results from the aforementioned efforts, City staff prioritized the following factors to select the preferred scenario for each site to inform the proposed text amendments:

- Preferred scenarios should be financially feasible to encourage the potential for redevelopment; and
- Preferred scenarios should include the greatest opportunity for single unit development.

Following the priorities being laid out, visioning, and the creation of feasible conceptual designs for specific sites, the City undertook a campaign to continue obtaining considerable public input on the results which transpired. The following list provides a look at the Citizen Participation Process which was embarked upon in 2020 and 2021 until recently:

- *On March 5th, 2020 there was a public meeting, where the City's consultants (TSW) presented their preliminary findings for the aging commercial centers within the North End*
- *Focus Groups & Stakeholder Meetings (February-April 2020)*
- *Kick-Off Meeting (March 5, 2020) - 200 participants*
- *Virtual Pop-Up (June 2020) - 162 participants*
- *Weekly Virtual Activities for each Site (August - September 2020) - participation varied by site*
- *Following a multi-year planning and public input process, the City of Sandy Springs began to propose development code updates to guide future growth and implement the revitalization priorities articulated in the North End Revitalization Plan*
- *On November 4th, 2021, Staff held an open house at Lost Corners to provide the community with the opportunity to review the proposed Development Code changes and provide input*

- *On November 17, the Planning Commission voted unanimously to recommend approval of TA21-0005 at their November public hearing meeting*

The proposed text amendment, based off of considerable direction and oversight from Council, the recommendation of the Planning Commission, expertise of consultants, and the context and knowledge of the citizenry looks to create a new zoning district, North End Mixed Use (NEX-), tailored to sites of at least 8-acres located along Roswell Road north of Dalrymple.

The NEX- district establishes height bonuses for ground-floor retail and attainable housing (10% of multi-units affordable to those earning up to 80% of the Area Median Income). Unique to the NEX-district, 25% of the total number of units on site must be single unit (detached / attached (townhouse) cottage court, etc.).

The required percentage of single unit must be constructed before a Certificate of Occupancy will be issued for any multi-unit development. Additionally, the text amendments include an exemption for the NEX- district from the concrete and steel requirement.

The proposed text amendments do not modify the existing zoning of any property. Any rezoning effort would require a separate zoning map amendment process, including two community meetings, a Planning Commission public hearing, and a hearing before the Mayor and City Council.

DEPARTMENT OF COMMUNITY DEVELOPMENT RECOMMENDATION

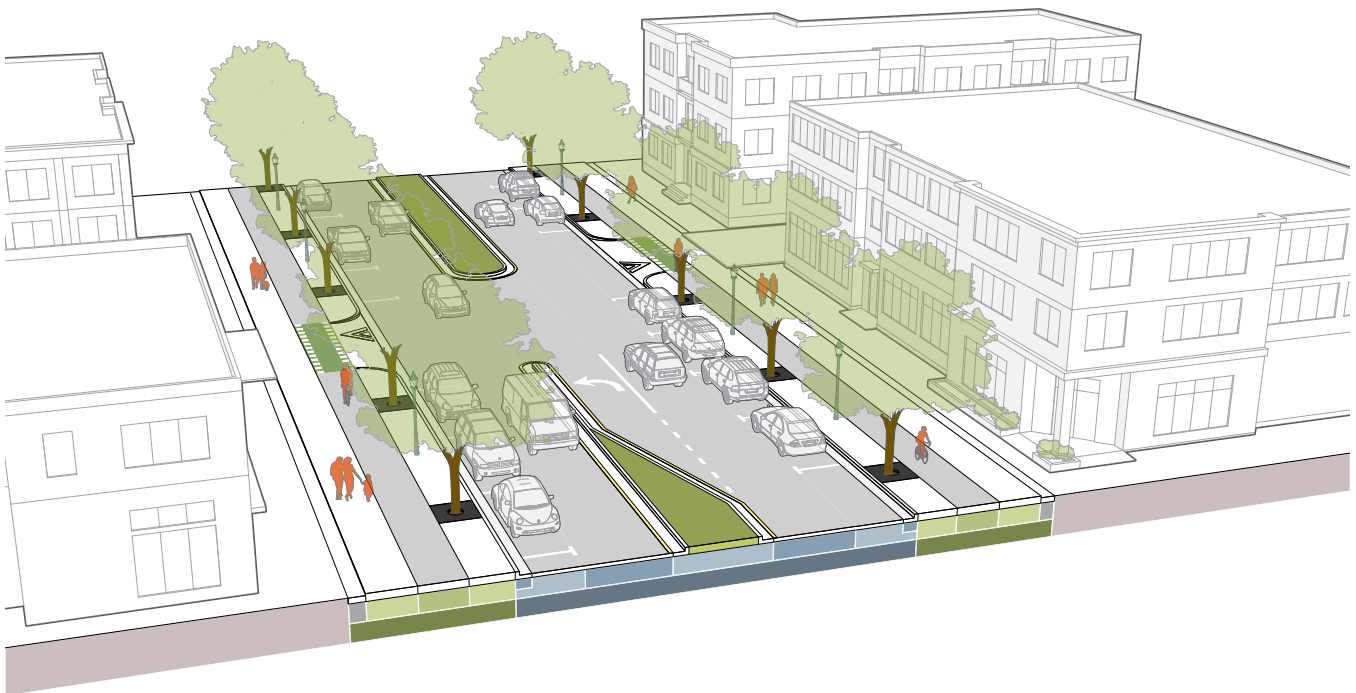
Following review, Staff recommends **Approval** of **Text Amendment** TA21-0005, An Ordinance to amend the following City Code of Ordinances Section, Development Code Article, Divisions, and Sections:

Sec. 105-19. State Minimum Standards Adopted (City Code of Ordinances)
 Sec. 1.2.1. Districts Established
 Article 4. Corridors & Nodes
 Div. 6.6. Design Standards
 Div. 6.7. Height Bonus
 Div. 7.2. Allowed Use Table
 Sec. 11.6.2. Variances



SANDY SPRINGS

GEORGIA



DEVELOPMENT CODE

NORTH END DISTRICTS

HEARING DRAFT

December 10, 2021

CONTENTS

Article 1. Introductory Provisions

Div. 1.2. Districts

Sec. 1.2.1. Districts Established. NEX-2

Article 4. Corridors & Nodes

Div. 4.1. District Intent Statements

Sec. 4.1.9. North End Mixed Use NEX-3

Div. 4.10. North End Mixed Use (NEX-5/6). NEX-4

Div. 4.11. North End Mixed Use (NEX-5/10/12) NEX-8

Div. 4.12. [Reserved]. NEX-11

Div. 4.13. [Reserved]. NEX-11

Div. 4.14. [Reserved]. NEX-11

Div. 4.15. Corridor & Node Frontages NEX-11

Article 6. Rules for All Districts

Div. 6.6. Design Standards

Sec. 6.6.1. Applicability NEX-12

Sec. 6.6.3. Construction Classification and
Building Height NEX-12

Div. 6.7. Height Bonus

Sec. 6.7.3. NEX- Districts NEX-13

Article 7. Use Provisions

Div. 7.2. Allowed Use Table NEX-15

Article 11. Use Provisions

Div. 11.6. Relief

Sec. 11.6.2. Variances NEX-19

ARTICLE 1. INTRODUCTORY PROVISIONS

Div. 1.2. Districts

Sec. 1.2.1. Districts Established

In order to carry out the purposes and intent of this Development Code, the City is divided into the following zoning districts, as established on the Official Zoning Map in Div. 1.3. These districts are intended to implement specific Character Areas established in the Comprehensive Plan, as set out in the table below.

District		Planned Character
Protected Neighborhood Districts		
RE-	Residential Estate	Protected Neighborhood
RD-	Residential Detached	Protected Neighborhood
PK	Parks	Conservation Areas/Parks
CON	Conservation	Conservation Areas/Parks
Urban Neighborhood Districts		
RU-	Residential Urban	Urban Neighborhood
RT	Residential Townhouse	Urban Neighborhood, Powers Ferry
RM-	Residential Multi-unit	Urban Neighborhood, Powers Ferry
RX-	Residential Mixed Use	Urban Neighborhood, Powers Ferry
Corridor & Node Districts		
ON-	Office Neighborhood	Neighborhood Village
OX-	Office Mixed Use	Commercial/Mixed Use, Powers Ferry, Powers Ferry Village
CX-	Commercial Mixed Use	Commercial/Mixed Use, Powers Ferry, Powers Ferry Village
SX-	Shopfront Mixed Use	Mixed Use, Powers Ferry Village
TX-	Transit-Oriented	MARTA Transit-Oriented Development
CS-	City Springs	City Springs
IX-	Industrial Mixed Use	Commercial/Mixed Use
CC-	Commercial Corridor	Commercial/Mixed Use, Powers Ferry Village
NEX-	North End Mixed Use	Mixed Use
Perimeter Center Districts		
PR-	Perimeter Residential	Perimeter Center
PX-	Perimeter Mixed Use	Perimeter Center
PM-	Perimeter Medical	Medical Center

ARTICLE 4. CORRIDORS & NODES

Div. 4.1. District Intent Statements

The Corridor & Node districts are intended to allow enhancement of the City's major corridors and those mixed use nodes other than Perimeter Center. The corresponding Character Area Map categories for each zoning district are provided in Sec. 1.2.1.

...

Sec. 4.1.9. North End Mixed Use

The North End Mixed Use districts are intended for residential living in multi-unit residences, balanced with a minimum of 25% of all units provided as single unit residential. In buildings where multi-unit residences are provided, neighborhood-serving uses are allowed as an option on the ground floor. The NEX- Districts also allow for civic, open space and park uses. Where NEX- Districts abut Protected Neighborhood districts, a transition area is required. These districts have been crafted for sites of at least 8 acres in area that are located along Roswell Road north of Dalrymple, and are not intended to be applied in other portions of the City. The NEX- Districts include:

A. NEX-5/6: North End Mixed Use

5 stories max height without bonus;
6 stories max height with all residential, using affordable bonus; OR
6 stories max height with retail ground floor, using retail bonus.

B. NEX-5/10/12: North End Mixed Use

5 stories max height plus special allowance for 10 stories max height in rear of site without bonus;
12 stories max height with all residential, in rear of site using affordability bonus; OR
12 stories max height with retail ground floor, in rear of site using retail bonus.

Div. 4.10. North End Mixed Use (NEX-5/6)

SEC. 4.10.1. LOT PARAMETERS

<u>Lot</u>	
<u>Area</u>	
Single unit attached	1,250 SF min
Multi-unit	7,500 SF min
All other allowed uses	10,000 SF min
<u>Width</u>	
Single unit attached	16' min
Multi-unit	75' min
All other allowed uses	100' min
<u>Coverage</u>	
Lot coverage	70% max
Outdoor amenity space, total	15% min
Location at grade	10% min

SEC. 4.10.2. BUILDING PLACEMENT

Build-to Zone

Primary or primary internal street	5' min/30' max
% of building facade in primary internal street build-to zone	60% min
Side street	5' min/30' max
% of building facade in primary street or side street build-to zone	30% min

Side and Rear Building Setbacks

Side: common lot line/alley	5' min
Side: single unit attached, between abutting units	0' min
Rear: common lot line/alley	5' min
Abutting a Protected Neighborhood	see Div. 6.4

Parking Setbacks

Primary or primary internal street	20' min
Side street	10' min
Side: common lot line/alley	0' min
Rear: common lot line/alley	0' min
Abutting a Protected Neighborhood	see Div. 6.4

SEC. 4.10.3. HEIGHT AND MASS**SEC.4.10.4. ACTIVATION****Building Height**Single unit residential 3 stories/40' maxAll other uses without bonus 5 stories/65' maxAll other uses with bonus
for retail ground floor; OR
with bonus for affordable
housing 6 stories/80' maxAll uses within a transition
area 2 stories/24' maxRequired minimum height 2 stories min**Story Height**Ground floor elevation,
residential 2' min/5' maxGround floor elevation, retail
or
retail-ready 0' min/2' maxGround story, residential 11' minGround story, retail/retail-
ready 14' minUpper story 10' min**Building Mass**Street-facing building length 200' max**Transparency**Ground story, residential 30% minGround story, retail-ready 50% minUpper story 20% minBlank wall length 30' max**Pedestrian Access**Entrance facing primary or
primary internal street RequiredEntrance spacing along
primary or primary internal
street 100' max**Development Patterns Allowed**Cottage Court see Div. 6.3**Residential Units Required**Single unit residential
(% of total units) 25% min

Sec. 4.10.5. District Standards

A. Primary Internal Street

1. A continuous primary internal street must be established in any NEX- District. The street must connect to Roswell Road.
 - a. Where the development site faces only Roswell Road, the primary internal street must connect at two points, providing a loop road servicing the entire development.
 - b. Where the development site is a corner lot facing Roswell Road at an intersection with a collector or higher designated street, the primary internal street must connect through the site from Roswell Road to the intersecting street.
2. The ground floor of a multi-unit building facing a primary or internal primary street must be constructed to be retail-ready (built to meet or exceed the minimum requirements for ground floor elevation, ground story height, transparency, and entrance spacing required for a retail use). Retail-ready space is allowed to be occupied by any use allowed in the zoning district.

B. Phasing of Residential Construction

Where construction occurs in phases, each phase that includes multi-unit residential development must meet the following standards.

1. Each phase must maintain or exceed the required percentage of single unit residential required for the amount of multi-unit residential proposed.
2. Certificates of occupancy for any multi-unit residential may only be issued after the issuance of certificates of occupancy of the required percentage of single unit residential associated with the multi-unit residential.
3. No additional height associated with an affordable housing bonus is allowed prior to the construction of the necessary affordable housing units required to receive the bonus.

C. Structured Parking

1. Structured parking must not be visible from the adjacent primary or primary internal streets of the development.
2. No multi-unit building over 3 stories in height may be served by surface parking only. The Director may allow a split between surface and structured parking after consideration of the impact on stormwater management and availability of project open space.

Page Left Intentionally Blank

Div. 4.11. North End Mixed Use (NEX-5/10/12)

SEC.4.11.1. LOT PARAMETERS

<u>Lot</u>	
<u>Area</u>	
<u>Single unit attached</u>	<u>1,250 SF min</u>
<u>Multi-unit</u>	<u>7,500 SF min</u>
<u>All other allowed uses</u>	<u>10,000 SF min</u>
<u>Width</u>	
<u>Single unit attached</u>	<u>16' min</u>
<u>Multi-unit</u>	<u>75' min</u>
<u>All other allowed uses</u>	<u>100' min</u>
<u>Coverage</u>	
<u>Lot coverage</u>	<u>70% max</u>
<u>Outdoor amenity space</u>	<u>15% min</u>
<u>Location at grade</u>	<u>10% min</u>

SEC. 4.11.2. BUILDING PLACEMENT

Build-to Zone

Primary or primary internal street 5' min/30' max

% of building facade in primary or internal street build-to zone 60% min

Side street 5' min/30' max

% of building facade in side street build-to zone 30% min

Side and Rear Building Setbacks

Side: common lot line/alley 5' min

Side: single unit attached, between abutting units 0' min

Rear: common lot line/alley 5' min

Abutting a Protected Neighborhood see Div. 6.4

Parking Setbacks

Primary or internal street 20' min

Side street 10' min

Side: common lot line/alley 0' min

Rear: common lot line/alley 0' min

Abutting a Protected Neighborhood see Div. 6.4

SEC. 4.11.3. HEIGHT AND MASS**SEC. 4.11.4. ACTIVATION****Building Height**

Single unit residential	3 stories/40' max
-------------------------	-------------------

Within 400 feet of Roswell Road

All other allowed uses	5 stories/65' max
------------------------	-------------------

All other allowed uses with affordable housing bonus	6 stories/80' max
--	-------------------

Beyond 400 feet from Roswell Road

All other allowed uses	10 stories/140' max
If adjacent to RE- or RD-	10 stories/129' max

All other allowed uses with affordable housing bonus or retail bonus	12 stories/165' max
If adjacent to RE- or RD-	12 stories/154' max

All uses within a transition area	2 stories/24' max
-----------------------------------	-------------------

Required minimum height	2 stories min
-------------------------	---------------

Story Height

Ground floor elevation, residential	2' min/5' max
-------------------------------------	---------------

Ground floor elevation, retail or retail-ready	0' min/2' max
--	---------------

Ground story, residential	11' min
---------------------------	---------

Ground story, retail/retail-ready	14' min
-----------------------------------	---------

Upper story	10' min
-------------	---------

Building Mass

Street-facing building length	200' max
-------------------------------	----------

Transparency

Ground story, residential	30% min
---------------------------	---------

Ground story, retail-ready	50% min
----------------------------	---------

Upper story	20% min
-------------	---------

Blank wall length	30' max
-------------------	---------

Pedestrian Access

Entrance facing primary or internal street	Required
--	----------

Entrance spacing along primary or internal street	100' max
---	----------

Development Patterns Allowed

Cottage Court	see Div. 6.3
---------------	--------------

Residential Units Required

Single unit residential (% of total units)	25% min
--	---------

Sec. 4.11.5. District Standards

A. Primary Internal Street

1. A continuous primary internal street must be established in any NEX- District. The street must connect to Roswell Road.
 - a. Where the development site faces only Roswell Road, the primary internal street must connect at two points, providing a loop road servicing the entire development.
 - b. Where the development site is a corner lot facing Roswell Road at an intersection with a collector or higher designated street, the primary internal street must connect through the site from Roswell Road to the intersecting street.
2. The ground floor of a multi-unit building facing a primary or internal primary street must be constructed to be retail-ready (built to meet or exceed the minimum requirements for ground floor elevation, ground story height, transparency, and entrance spacing required for a retail use). Retail-ready space is allowed to be occupied by any use allowed in the zoning district.

B. Phasing of Residential Construction

Where construction occurs in phases, each phase that includes multi-unit residential development must meet the following standards.

1. Each phase must maintain or exceed the required percentage of single unit residential required for the amount of multi-unit residential proposed.
2. Certificates of occupancy for any multi-unit residential may only be issued after the issuance of certificates of occupancy of the required percentage of single unit residential associated with the multi-unit residential.
3. No additional height associated with an affordable housing bonus is allowed prior to the construction of the necessary affordable housing units required to receive the bonus.

C. Structured Parking

1. Structured parking must not be visible from the adjacent primary or primary internal streets of the development.
2. No multi-unit building over 3 stories in height may be served by surface parking only. The Director may allow a split between surface and structured parking after consideration of the impact on stormwater management and availability of project open space.

Div. 4.12. [Reserved]

Div. 4.13. [Reserved]

Div. 4.14. [Reserved]

Div. 4.~~11~~.15. Corridor & Node Frontages

ARTICLE 6. RULES FOR ALL DISTRICTS

Sec. 6.6.1. Applicability

A. ~~The design-standards of Sec. 6.6.2. this Division~~ apply to:

1. ~~All nonresidential buildings in Protected Neighborhoods;~~
2. ~~All buildings in RT, RM- and RX- Districts;~~
3. ~~All buildings in Corridors & Nodes districts except CC- and IX-; and~~
4. ~~All buildings in Perimeter Center districts.~~

B. ~~The standards of Sec. 6.6.3. apply to all buildings in every district except for buildings in the NEX- District~~

...

Sec. 6.6.3 Construction Classification and Building Height

A. The standards of this Sec. 6.6.3. apply to all buildings in every district except for buildings in the NEX- District.

B. Except as otherwise provided herein, for any zoning district in which buildings of more than three stories in height are allowed pursuant to this Development Code, any new building or structure designed or intended to be more than 3 stories in height in any respect and which individually or in aggregate with other principal buildings or structures on the same site exceeds 100,000 square feet of gross floor area (GFA), within the confined exterior walls of the structures whether occupiable or non-occupiable, shall, irrespective of any conflicting allowances or provisions of any other standard, code or ordinance having force and effect in the corporate limits of the City of Sandy Springs, Georgia, be of Type I or Type II construction defined in the International Building Code as adopted and amended from time to time by the State of Georgia. This regulation shall not be used to relax or reduce any requirement in the Allowable Building Heights and Areas table or any other section of the current adopted International Building Code or as amended from time to time by the State of Georgia.

Div. 6.7. Height Bonus

...

Sec. 6.7.3. NEX- Districts

A. Applicability

1. A height bonus is allowed in any eligible NEX- District, subject to the requirements of this Section. The total bonus height in stories (where allowed) is designated on the Official Zoning Map as follows.

<u>District</u>	<u>Base Height Without Bonus</u>	<u>Total Height with Retail Ground Floor Bonus</u>	<u>Total Height with Affordable Housing Bonus</u>
<u>NEX-5/6</u>	<u>5 stories/70'</u>	<u>--</u>	<u>6 stories, 85'</u>
<u>NEX-5/10/12</u>	<u>5 stories/70'</u>	<u>5 stories/70'</u>	<u>5 stories/70'</u>
<u>Base height</u>	<u>10 stories/140'</u>	<u>10 stories/140'</u>	<u>10 stories/140'</u>
<u>Special allowance in rear of site</u>	<u>--</u>	<u>12 stories/165'</u>	<u>12 stories/165'</u>
<u>Bonus height</u>			

2. A height bonus for retail ground floor may not be used in conjunction with an affordable housing height bonus to gain additional height.

B. Height Bonus System

1. Retail Ground Floor

A bonus will be provided in the NEX-5/6 and NEX-5/10/12 District, in trade for an active ground floor occupied by retail uses. The retail ground floor depth must be a minimum of 30 feet. One additional story in height is allowed in the NEX-5/6 District and 2 additional stories are allowed in the NEX-5/10/12 District. Additional design requirements are specified on the applicable zoning district pages. This bonus may not be used with an affordable housing bonus.

2. Affordable Housing

- a. A bonus will be provided in the NEX-5/6 and NEX-5/10/12 District, in trade for making 10% of all multi-unit residential affordable to those earning up to 80% of the Area Median Income (AMI), as calculated by the US Department of Housing and Urban Development using US Census data. The affordability requirement must extend a minimum of 30 years. The available height with bonus is defined in paragraph A. above. This bonus may not be used with a retail ground floor bonus. See also Sec. 6.6.5. Phasing of Residential Development.
- b. Unit sizes for affordable housing must match the unit sizes proposed for the entire building, as a percentage (for example, a building with 60% 2-bedroom market-rate units must include 60% 2-bedroom affordable units). The affordable units must include floor area that varies no more than 10% from the average floor area of similar floor plans for market rate units, and must contain similar appliances (for example, if a washer/dryer is included with market rate units, it must be included with the affordable units).

C. Process for Acquiring Additional Rights

Any allowed additional height may be granted by the Director, provided the requirements of this Section have been met.

D. Additional Requirements

No variances to outdoor amenity space or transition provisions may be granted in conjunction with a height bonus.

ARTICLE 7. USE PROVISIONS

Div. 7.2. Allowed Use Table

Allowed Use Table	Corridors & Nodes
Use Category: Specific Use	NEX-
Residential Uses	
Household Living	
Single unit detached	<u>P</u>
Single unit attached	<u>P</u>
Multi-unit	<u>P</u>
Live/work	<u>P</u>
Group Living, except as listed below:	<u>P</u>
Personal care home, up to 3 residents	<u>P</u>
Personal care home, 4 or more residents	<u>C</u>
Rehabilitation or Treatment Facility	<u>--</u>
Public and Civic Uses	
Civic	
College/university	<u>--</u>
Government facility	<u>P</u>
Library/museum	<u>P</u>
Place of Assembly	<u>P</u>
Place of worship	<u>P</u>
Prison/correctional facility	<u>--</u>
School, private (K-12)	<u>L</u>
School, public (K-12)	<u>P</u>
Recreation and Open Space	
Cemetery/mausoleum	<u>--</u>
Conservation area (up to 1 acre)	<u>P</u>
Conservation area (more than 1 acre)	<u>--</u>
Golf course	<u>--</u>
Recreational facility	<u>P</u>

KEY: **P** Permitted | **L** Limited Use | **C** Conditional Use Permit | **A** Administrative Use Permit | **--** Not Permitted

Allowed Use Table	Corridors & Nodes
Use Category: Specific Use	NEX-
Subdivision amenity	<u>P</u>
Public and Civic Uses (cont.)	
Utilities	
Minor utilities	<u>P</u>
Major utilities	<u>C</u>
Wireless Communications	
Alternative support antenna structure and roof-mounted antenna	<u>P</u>
Amateur radio antenna (up to 90 feet)	<u>P</u>
Amateur radio antenna (more than 90 feet)	<u>C</u>
Tower antenna	<u>C</u>
Commercial Uses	
Adult Establishment	--
Animal Care	
Animal care, indoor	<u>P</u>
Animal care, outdoor	--
Day Care	<u>P</u>
Medical, except as listed below:	<u>P</u>
Hospital	<u>C</u>
Office	<u>P</u>
Overnight Lodging	
Bed and Breakfast (up to 5 rooms)	<u>P</u>
Executive suites hotel	--
Boutique hotel (6 to 30 rooms)	<u>P</u>
Hotel (more than 30 rooms)	--
Parking, Commercial	<u>P</u>
Passenger Terminal	<u>P</u>
Personal Service	<u>P</u>
Restaurant	<u>P</u>
Retail, except as listed below:	<u>P</u>
Fireworks retail facility	--
Fuel pumps, gas station	--

Allowed Use Table	Corridors & Nodes
Use Category: Specific Use	NEX-
Vehicle Sales and Rental	
Minor vehicle sales and rental	--
Major vehicle sales and rental	--
Industrial Uses	
Artisanal	<u>P</u>
Heavy Industrial	--
Light Industrial/Manufacturing , except as listed below:	--
Micro-producer	<u>P</u>
Research and Development	<u>P</u>
Resource Extraction	--
Vehicle Service and Repair	
Minor vehicle service and repair	--
Major vehicle service and repair	--
Warehouse and Distribution, except as listed below:	--
Fireworks distributor	--
Self-service storage, mini-warehouse	<u>C</u>
Waste-Related Service, except as listed below:	--
Recycling processing center	--
Open Uses	
Agriculture	
Community garden	<u>P</u>
Composting	--
Plant nursery	--
Timber harvesting	--
Urban farm	<u>P</u>
Accessory Uses	
Amphitheater	<u>C</u>
Car wash	--
Drive-thru facility	--
Family day care home	--
Farmers market	<u>P</u>
Greenhouse, non-commercial	<u>P</u>

Allowed Use Table	Corridors & Nodes
Use Category: Specific Use	NEX-
Guest house	<u>P</u>
Home occupation	<u>P</u>
Home occupation (outdoor)	<u>P</u>
Horse stable, non-commercial	<u>--</u>
Kennel, residential	<u>--</u>
Livestock raising	<u>P</u>
Outdoor dining	<u>P</u>
Outdoor storage, minor	<u>--</u>
Outdoor storage, major	<u>--</u>
Poultry raising	<u>P</u>
Residential accessory structure	<u>P</u>
Short-term rental	<u>P</u>
Skywalk	<u>C</u>
Solar panels, wind turbines, rainwater collection systems	<u>P</u>
Swimming pool, multi-unit amenity	<u>P</u>
Unmanned retail structures	<u>P</u>
Temporary Uses	
Goat/sheep yard maintenance	<u>A</u>
Mobile Temporary Uses	
Cell on Wheels (COWs) Antenna	<u>A</u>
Mobile services	<u>A</u>
Other Temporary Uses	<u>A</u>
Temporary Structures	
Donation Bin or Trailer	<u>A</u>
Manufactured Home	<u>A</u>
Model Home	<u>P</u>
Other Temporary Structure	<u>A</u>
Temporary Fireworks Retail Sales	<u>A</u>
Temporary Office	<u>A</u>
Party House	<u>A</u>

ARTICLE 11. ADMINISTRATION

Div. 11.6. Relief

Sec. 11.6.2. Variances

...

B. Limitations

Variances are not allowed for any of the following:

3. Minimum lot area, minimum lot frontage on a street or minimum lot width at the time of subdivision (this does not include a nonconforming lot of record platted prior to the effective date of this Development Code — see Sec. 11.74.);
4. Building height;
5. Sign height, sign area allocation or individual sign area;
6. Fence, wall and building materials;
7. Standards for Conditional Use Permits;
1. Elimination of frontage improvement requirements; ~~and~~
2. Permitted or accessory uses; and
3. Construction classification and building height requirements provided in Sec. 6.6.3.

STATE OF GEORGIA
CITY OF SANDY SPRINGS

AN ORDINANCE OF THE MAYOR AND COUNCIL OF THE CITY OF SANDY SPRINGS, GEORGIA TO AMEND AN ORDINANCE TO AMEND THE FOLLOWING CITY CODE OF ORDINANCES SECTION, DEVELOPMENT CODE ARTICLE, DIVISIONS, AND SECTIONS: SEC. 105-19. STATE MINIMUM STANDARDS ADOPTED (CITY CODE OF ORDINANCES), SEC. 1.2.1. DISTRICTS ESTABLISHED, ARTICLE 4. CORRIDORS & NODES, DIV. 6.6. DESIGN STANDARDS, DIV. 6.7. HEIGHT BONUS, DIV. 7.2. ALLOWED USE TABLE, SEC. 11.6.2. VARIANCES OF THE SANDY SPRINGS DEVELOPMENT CODE AS FURTHER DESCRIBED BELOW; TO PROVIDE FOR AN EFFECTIVE DATE; AND FOR OTHER PURPOSES

WHEREAS, the City of Sandy Springs is charged with providing for the health, safety and welfare of the citizens of the City; and

WHEREAS, the City of Sandy Springs previously adopted and amended the Development Code and has identified text amendments necessary to the proper implementation of The Next Ten Comprehensive Plan; and

WHEREAS, the Mayor and City Council have conducted a properly-advertised Public Hearing prior to adoption of this Ordinance in accordance with the Zoning Procedures Act.

NOW THEREFORE, THE MAYOR AND COUNCIL FOR THE CITY OF SANDY SPRINGS HEREBY ORDAIN AS FOLLOWS:

SECTION I: The City of Sandy Springs Development Code is hereby amended by revising certain sections as follows:

Section	Text to be Adopted
SEC. 105-19. STATE MINIMUM STANDARDS ADOPTED (CITY CODE OF ORDINANCES)	(Deleted) (e)Construction classification and building height. Any new building or structure designed or intended to be more than three stories in height in any respect and which individually or in aggregate with other principal buildings or structures on the same site exceeds 100,000 square feet of gross floor area (GFA), within the confined exterior walls of the structures whether occupiable or non-occupiable, shall, irrespective of any conflicting allowances or provisions of any other standard, code or ordinance having force and effect in the corporate limits of the City of Sandy Springs, Georgia, be of Type I or Type II construction defined in chapter 6 of the 2012 International Building Code as amended by the State of Georgia. This regulation shall not be used to relax or reduce any requirement in Table 503, Allowable Building Heights and Areas, or any other section of the current adopted International Building Code.

SEC. 1.2.1.
DISTRICTS
ESTABLISHED

CONTENTS

Article 1. Introductory Provisions

Div. 1.2. Districts

Sec. 1.2.1. Districts Established. NEX-2

Article 4. Corridors & Nodes

Div. 4.1. District Intent Statements

Sec. 4.1.9. North End Mixed Use NEX-3

Div. 4.10. North End Mixed Use (NEX-5/6). NEX-4

Div. 4.11. North End Mixed Use (NEX-5/10/12) NEX-8

Div. 4.12. [Reserved]. NEX-11

Div. 4.13. [Reserved]. NEX-11

Div. 4.14. [Reserved]. NEX-11

Div. 4.15. Corridor & Node Frontages NEX-11

Article 6. Rules for All Districts

Div. 6.6. Design Standards

Sec. 6.6.1. Applicability NEX-12

Sec. 6.6.3. Construction Classification and
Building Height NEX-12

Div. 6.7. Height Bonus

Sec. 6.7.3. NEX- Districts NEX-13

Article 7. Use Provisions

Div. 7.2. Allowed Use Table NEX-15

Article 11. Use Provisions

Div. 11.6. Relief

Sec. 11.6.2. Variances NEX-19

ARTICLE 4.
CORRIDORS &
NODES

ARTICLE 4. CORRIDORS & NODES

Div. 4.1. District Intent Statements

The Corridor & Node districts are intended to allow enhancement of the City’s major corridors and those mixed use nodes other than Perimeter Center. The corresponding Character Area Map categories for each zoning district are provided in Sec. 1.2.1.

...

Sec. 4.1.9. North End Mixed Use

The North End Mixed Use districts are intended for residential living in multi-unit residences, balanced with a minimum of 25% of all units provided as single unit residential. In buildings where multi-unit residences are provided, neighborhood-serving uses are allowed as an option on the ground floor. The NEX- Districts also allow for civic, open space and park uses. Where NEX- Districts abut Protected Neighborhood districts, a transition area is required. These districts have been crafted for sites of at least 8 acres in area that are located along Roswell Road north of Dalrymple, and are not intended to be applied in other portions of the City. The NEX- Districts include:

- A. NEX-5/6: North End Mixed Use
5 stories max height without bonus;
6 stories max height with all residential, using affordable bonus; OR
6 stories max height with retail ground floor, using retail bonus.
- B. NEX-5/10/12: North End Mixed Use
5 stories max height plus special allowance for 10 stories max height in rear of site without bonus;
12 stories max height with all residential, in rear of site using affordability bonus; OR
12 stories max height with retail ground floor, in rear of site using retail bonus.

Div. 4.10. North End Mixed Use (NEX-5/6)

SEC. 4.10.1. LOT PARAMETERS

Lot

Area

Single unit attached 1,250 SF min

Multi-unit 7,500 SF min

All other allowed uses 10,000 SF min

Width

Single unit attached 16' min

Multi-unit 75' min

All other allowed uses 100' min

Coverage

Lot coverage 70% max

Outdoor amenity space, total 15% min

Location at grade 10% min

SEC. 4.10.2. BUILDING PLACEMENT

Build-to Zone

Primary or primary internal street 5' min/30' max

% of building facade in primary internal street build-to zone 60% min

Side street 5' min/30' max

% of building facade in primary street or side street build-to zone 30% min

Side and Rear Building Setbacks

Side: common lot line/alley 5' min

Side: single unit attached, between abutting units 0' min

Rear: common lot line/alley 5' min

Abutting a Protected Neighborhood see Div. 6.4

Parking Setbacks

Primary or primary internal street 20' min

Side street 10' min

Side: common lot line/alley 0' min

Rear: common lot line/alley 0' min

Abutting a Protected Neighborhood see Div. 6.4

SEC. 4.10.3. HEIGHT AND MASS**SEC. 4.10.4. ACTIVATION****Building Height**Single unit residential 3 stories/40' maxAll other uses without bonus 5 stories/65' maxAll other uses with bonus
for retail ground floor; OR
with bonus for affordable
housing 6 stories/80' maxAll uses within a transition
area 2 stories/24' maxRequired minimum height 2 stories min**Story Height**Ground floor elevation,
residential 2' min/5' maxGround floor elevation, retail
or
retail-ready 0' min/2' maxGround story, residential 11' minGround story, retail/retail-
ready 14' minUpper story 10' min**Building Mass**Street-facing building length 200' max**Transparency**Ground story, residential 30% minGround story, retail-ready 50% minUpper story 20% minBlank wall length 30' max**Pedestrian Access**Entrance facing primary or
primary internal street RequiredEntrance spacing along
primary or primary internal
street 100' max**Development Patterns Allowed**Cottage Court see Div. 6.3**Residential Units Required**Single unit residential
(% of total units) 25% min

Sec. 4.10.5. District Standards

A. Primary Internal Street

1. A continuous primary internal street must be established in any NEX- District. The street must connect to Roswell Road.
 - a. Where the development site faces only Roswell Road, the primary internal street must connect at two points, providing a loop road servicing the entire development.
 - b. Where the development site is a corner lot facing Roswell Road at an intersection with a collector or higher designated street, the primary internal street must connect through the site from Roswell Road to the intersecting street.
2. The ground floor of a multi-unit building facing a primary or internal primary street must be constructed to be retail-ready (built to meet or exceed the minimum requirements for ground floor elevation, ground story height, transparency, and entrance spacing required for a retail use). Retail-ready space is allowed to be occupied by any use allowed in the zoning district.

B. Phasing of Residential Construction

Where construction occurs in phases, each phase that includes multi-unit residential development must meet the following standards.

1. Each phase must maintain or exceed the required percentage of single unit residential required for the amount of multi-unit residential proposed.
2. Certificates of occupancy for any multi-unit residential may only be issued after the issuance of certificates of occupancy of the required percentage of single unit residential associated with the multi-unit residential.
3. No additional height associated with an affordable housing bonus is allowed prior to the construction of the necessary affordable housing units required to receive the bonus.

C. Structured Parking

1. Structured parking must not be visible from the adjacent primary or primary internal streets of the development.
2. No multi-unit building over 3 stories in height may be served by surface parking only. The Director may allow a split between surface and structured parking after consideration of the impact on stormwater management and availability of project open space.

Div. 4.11. North End Mixed Use (NEX-5/10/12)

SEC.4.11.1. LOT PARAMETERS

Lot

Area

Single unit attached 1,250 SF min

Multi-unit 7,500 SF min

All other allowed uses 10,000 SF min

Width

Single unit attached 16' min

Multi-unit 75' min

All other allowed uses 100' min

Coverage

Lot coverage 70% max

Outdoor amenity space 15% min

Location at grade 10% min

SEC. 4.11.2. BUILDING PLACEMENT

Build-to Zone

Primary or primary internal street 5' min/30' max

% of building facade in primary or internal street build-to zone 60% min

Side street 5' min/30' max

% of building facade in side street build-to zone 30% min

Side and Rear Building Setbacks

Side: common lot line/alley 5' min

Side: single unit attached, between abutting units 0' min

Rear: common lot line/alley 5' min

Abutting a Protected Neighborhood see Div. 6.4

Parking Setbacks

Primary or internal street 20' min

Side street 10' min

Side: common lot line/alley 0' min

Rear: common lot line/alley 0' min

Abutting a Protected Neighborhood see Div. 6.4

SEC. 4.11.3. HEIGHT AND MASS**SEC. 4.11.4. ACTIVATION****Building Height**Single unit residential 3 stories/40' maxWithin 400 feet of Roswell RoadAll other allowed uses 5 stories/65' maxAll other allowed uses with
affordable housing bonus 6 stories/80' maxBeyond 400 feet from Roswell RoadAll other allowed uses 10 stories/140' maxIf adjacent to RE- or RD- 10 stories/129' maxAll other allowed uses with
affordable housing bonus or
retail bonus 12 stories/165' maxIf adjacent to RE- or RD- 12 stories/154' maxAll uses within a transition
area 2 stories/24' maxRequired minimum height 2 stories min**Story Height**Ground floor elevation,
residential 2' min/5' maxGround floor elevation, retail
or retail-ready 0' min/2' maxGround story, residential 11' minGround story, retail/retail-
ready 14' minUpper story 10' min**Building Mass**Street-facing building length 200' max**Transparency**Ground story, residential 30% minGround story, retail-ready 50% minUpper story 20% minBlank wall length 30' max**Pedestrian Access**Entrance facing primary or
internal street RequiredEntrance spacing along
primary or internal street 100' max**Development Patterns Allowed**Cottage Court see Div. 6.3**Residential Units Required**Single unit residential
(% of total units) 25% min

Sec. 4.11.5. District Standards

A. Primary Internal Street

1. A continuous primary internal street must be established in any NEX- District. The street must connect to Roswell Road.
 - a. Where the development site faces only Roswell Road, the primary internal street must connect at two points, providing a loop road servicing the entire development.
 - b. Where the development site is a corner lot facing Roswell Road at an intersection with a collector or higher designated street, the primary internal street must connect through the site from Roswell Road to the intersecting street.
2. The ground floor of a multi-unit building facing a primary or internal primary street must be constructed to be retail-ready (built to meet or exceed the minimum requirements for ground floor elevation, ground story height, transparency, and entrance spacing required for a retail use). Retail-ready space is allowed to be occupied by any use allowed in the zoning district.

B. Phasing of Residential Construction

Where construction occurs in phases, each phase that includes multi-unit residential development must meet the following standards.

1. Each phase must maintain or exceed the required percentage of single unit residential required for the amount of multi-unit residential proposed.
2. Certificates of occupancy for any multi-unit residential may only be issued after the issuance of certificates of occupancy of the required percentage of single unit residential associated with the multi-unit residential.
3. No additional height associated with an affordable housing bonus is allowed prior to the construction of the necessary affordable housing units required to receive the bonus.

C. Structured Parking

1. Structured parking must not be visible from the adjacent primary or primary internal streets of the development.
2. No multi-unit building over 3 stories in height may be served by surface parking only. The Director may allow a split between surface and structured parking after consideration of the impact on stormwater management and availability of project open space.

Page 63 of 560

DIV. 6.7.
HEIGHT
BONUS

Div. 6.7. Height Bonus

Sec. 6.7.3. NEX- Districts

A. Applicability

1. A height bonus is allowed in any eligible NEX- District, subject to the requirements of this Section. The total bonus height in stories (where allowed) is designated on the Official Zoning Map as follows.

<u>District</u>	<u>Base Height Without Bonus</u>	<u>Total Height with Retail Ground Floor Bonus</u>	<u>Total Height with Affordable Housing Bonus</u>
<u>NEX-5/6</u>	<u>5 stories/70'</u>	<u>--</u>	<u>6 stories, 85'</u>
<u>NEX-5/10/12</u>	<u>5 stories/70'</u>	<u>5 stories/70'</u>	<u>5 stories/70'</u>
<u>Base height</u>	<u>10 stories/140'</u>	<u>10 stories/140'</u>	<u>10 stories/140'</u>
<u>Special allowance in rear of site</u>	<u>--</u>	<u>12 stories/165'</u>	<u>12 stories/165'</u>
<u>Bonus height</u>			

2. A height bonus for retail ground floor may not be used in conjunction with an affordable housing height bonus to gain additional height.

B. Height Bonus System

1. Retail Ground Floor

A bonus will be provided in the NEX-5/6 and NEX-5/10/12 District, in trade for an active ground floor occupied by retail uses. The retail ground floor depth must be a minimum of 30 feet. One additional story in height is allowed in the NEX-5/6 District and 2 additional stories are allowed in the NEX-5/10/12 District. Additional design requirements are specified on the applicable zoning district pages. This bonus may not be used with an affordable housing bonus.

2. Affordable Housing

- a. A bonus will be provided in the NEX-5/6 and NEX-5/10/12 District, in trade for making 10% of all multi-unit residential affordable to those earning up to 80% of the Area Median Income (AMI), as calculated by the US Department of Housing and Urban Development using US Census data. The affordability requirement must extend a minimum of 30 years. The available height with bonus is defined in paragraph A. above. This bonus may not be used with a retail ground floor bonus. See also Sec. 6.6.5. Phasing of Residential Development.
- b. Unit sizes for affordable housing must match the unit sizes proposed for the entire building, as a percentage (for example, a building with 60% 2-bedroom market-rate units must include 60% 2-bedroom affordable units). The affordable units must include floor area that varies no more than 10% from the average floor area of similar floor plans for market rate units, and must contain similar appliances (for example, if a washer/dryer is included with market rate units, it must be included with the affordable units).

C. Process for Acquiring Additional Rights

Any allowed additional height may be granted by the Director, provided the requirements of this Section have been met.

D. Additional Requirements

No variances to outdoor amenity space or transition provisions may be granted in conjunction with a height bonus.

**DIV. 7.2.
ALLOWED USE
TABLE**

ARTICLE 7. USE PROVISIONS

Div. 7.2. Allowed Use Table

Allowed Use Table	Corridors & Nodes
Use Category: Specific Use	NEX
Residential Uses	
Household Living	
Single unit detached	P
Single unit attached	P
Multi-unit	P
Live/work	P
Group Living, except as listed below:	P
Personal care home, up to 3 residents	P
Personal care home, 4 or more residents	C
Rehabilitation or Treatment Facility	--
Public and Civic Uses	
Civic	
College/university	--
Government facility	P
Library/museum	P
Place of Assembly	P
Place of worship	P
Prison/correctional facility	--
School, private (K-12)	L
School, public (K-12)	P
Recreation and Open Space	
Cemetery/mausoleum	--
Conservation area (up to 1 acre)	P
Conservation area (more than 1 acre)	--
Golf course	--
Recreational facility	P

KEY: P Permitted | L Limited Use | C Conditional Use Permit | A Administrative Use Permit | -- Not Permitted

Allowed Use Table		Corridors & Nodes
Use Category:	Specific Use	NEX
	Subdivision amenity	<u>P</u>
Public and Civic Uses (cont.)		
Utilities		
	Minor utilities	<u>P</u>
	Major utilities	<u>C</u>
Wireless Communications		
	Alternative support antenna structure and roof-mounted antenna	<u>P</u>
	Amateur radio antenna (up to 90 feet)	<u>P</u>
	Amateur radio antenna (more than 90 feet)	<u>C</u>
	Tower antenna	<u>C</u>
Commercial Uses		
	Adult Establishment	<u>--</u>
Animal Care		
	Animal care, indoor	<u>P</u>
	Animal care, outdoor	<u>--</u>
	Day Care	<u>P</u>
	Medical, except as listed below:	<u>P</u>
	Hospital	<u>C</u>
	Office	<u>P</u>
Overnight Lodging		
	Bed and Breakfast (up to 5 rooms)	<u>P</u>
	Executive suites hotel	<u>--</u>
	Boutique hotel (6 to 30 rooms)	<u>P</u>
	Hotel (more than 30 rooms)	<u>--</u>
	Parking, Commercial	<u>P</u>
	Passenger Terminal	<u>P</u>
	Personal Service	<u>P</u>
	Restaurant	<u>P</u>
	Retail, except as listed below:	<u>P</u>
	Fireworks retail facility	<u>--</u>
	Fuel pumps, gas station	<u>--</u>

Allowed Use Table		Corridors & Nodes
Use Category:	Specific Use	NEX
Vehicle Sales and Rental		
Minor vehicle sales and rental		--
Major vehicle sales and rental		--
Industrial Uses		
Artisanal		P
Heavy Industrial		--
Light Industrial/Manufacturing , except as listed below:		--
Micro-producer		P
Research and Development		P
Resource Extraction		--
Vehicle Service and Repair		
Minor vehicle service and repair		--
Major vehicle service and repair		--
Warehouse and Distribution, except as listed below:		--
Fireworks distributor		--
Self-service storage, mini-warehouse		C
Waste-Related Service, except as listed below:		--
Recycling processing center		--
Open Uses		
Agriculture		
Community garden		P
Composting		--
Plant nursery		--
Timber harvesting		--
Urban farm		P
Accessory Uses		
Amphitheater		C
Car wash		--
Drive-thru facility		--
Family day care home		--
Farmers market		P
Greenhouse, non-commercial		P

Allowed Use Table		Corridors & Nodes
Use Category:		NEX-
Specific Use		
Guest house		<u>P</u>
Home occupation		<u>P</u>
Home occupation (outdoor)		<u>P</u>
Horse stable, non-commercial		<u>--</u>
Kennel, residential		<u>--</u>
Livestock raising		<u>P</u>
Outdoor dining		<u>P</u>
Outdoor storage, minor		<u>--</u>
Outdoor storage, major		<u>--</u>
Poultry raising		<u>P</u>
Residential accessory structure		<u>P</u>
Short-term rental		<u>P</u>
Skywalk		<u>C</u>
Solar panels, wind turbines, rainwater collection systems		<u>P</u>
Swimming pool, multi-unit amenity		<u>P</u>
Unmanned retail structures		<u>P</u>
Temporary Uses		
Goat/sheep yard maintenance		<u>A</u>
Mobile Temporary Uses		
Cell on Wheels (COWs) Antenna		<u>A</u>
Mobile services		<u>A</u>
Other Temporary Uses		<u>A</u>
Temporary Structures		
Donation Bin or Trailer		<u>A</u>
Manufactured Home		<u>A</u>
Model Home		<u>P</u>
Other Temporary Structure		<u>A</u>
Temporary Fireworks Retail Sales		<u>A</u>
Temporary Office		<u>A</u>
Party House		<u>A</u>

**SEC. 11.6.2.
VARIANCES**

ARTICLE 11. ADMINISTRATION

Div. 11.6. Relief

Sec. 11.6.2. Variances

...

B. Limitations

Variances are not allowed for any of the following:

3. Minimum lot area, minimum lot frontage on a street or minimum lot width at the time of subdivision (this does not include a nonconforming lot of record platted prior to the effective date of this Development Code — see Sec. 11.7.4.);
4. Building height;
5. Sign height, sign area allocation or individual sign area;
6. Fence, wall and building materials;
7. Standards for Conditional Use Permits;
1. Elimination of frontage improvement requirements; ~~and~~
2. Permitted or accessory uses; and
3. Construction classification and building height requirements provided in Sec. 6.6.3.

SECTION II: It is the intention of the City Council and it is hereby ordained by the authority of the City Council that the provisions of this Ordinance shall become and be made a part of the City of Sandy Springs Development Code, and the codifier is authorized to make the specified deletions, insertions, additions, and to insert headings, article numbers and section numbers as and where appropriate.

SECTION IV: All ordinances or parts of ordinances in conflict with this Ordinance are hereby repealed to the extent of such conflict.

SECTION V: If any section, subsection, provisions, or clause of any part of this Ordinance shall be declared invalid or unconstitutional, or, if the provisions of any part of this Ordinance as applied to any particular situation or set of circumstances shall be declared invalid or unconstitutional, such invalidity shall not be construed to affect the portions of this Ordinance not so held to be invalid, or the application of this Ordinance to other circumstances not so held to be invalid. It is hereby declared as the intent of the City Council that this Ordinance would have been adopted in its current form without the invalid or unconstitutional provision contained therein.

SECTION VI: This Ordinance shall become effective immediately upon adoption.

APPROVED AND ADOPTED this the 21st day of December, 2021.

Approved:

Russell K. Paul, Mayor

Attest:

Raquel Gonzalez, City Clerk

(Seal)

Mayor & City Council

December 21, 2021



SANDY SPRINGS™
GEORGIA

TA21-0005

North End Mixed Use (NEX-)

STAFF RECOMMENDATION:
APPROVAL

PLANNING COMMISSION RECOMMENDATION:
APPROVAL

Purpose

- An Ordinance to amend the following City Code of Ordinances Section, Development Code Article, Divisions, and Sections:
 - Sec. 105-19. State Minimum Standards Adopted (City Code of Ordinances)
 - Sec. 1.2.1. Districts Established
 - Article 4. Corridors & Nodes
 - Div. 6.6. Design Standards
 - Div. 6.7. Height Bonus
 - Div. 7.2. Allowed Use Table
 - Sec. 11.6.2. Variances

Background

- North End Revitalization was added as a City Council Priority in 2018
- The City conducted a series of public meetings and online public engagement activities to discuss the future of the North End, including a study of four underutilized shopping centers
- Following the planning and public input process, staff developed recommendations for modifications to the Development Code to guide future growth and implement the revitalization priorities articulated in the North End Revitalization Plan

Key Considerations

- Establishes new zoning district (NEX-) designed for properties north of Dalrymple along Roswell Road
 - Assemblages of land no less than 8 acres
 - Mixed Use Character Area
- 25% of total number of units required to be “single unit” development
 - Construction phasing must include required percentage of single units for issuance of multi-unit certificate of occupancy
- Height bonuses available for developments that provide 10% of multi-unit residential affordable to those earning up to 80% of the Area Median Income
- District exempt from Type I and Type II construction classification requirements

Div. 4.10. and Div. 4.11.

- Establishes North End Mixed Use District
 - NEX-5/6 and NEX-5/10/12
- Zoning districts with a by-right height of:
 - 5 stories in NEX-5/6
 - 5 stories with special allowance for 10 stories (>400' from Roswell Road) in NEX-5/10/12
- Bonus heights available between 6 and 12 stories
 - Provide Ground Floor Retail; or
 - Provide 10% of multi-unit residential affordable to those earning up to 80% of the Area Median Income
- District standards established
 - Lot parameters, Building Placement, Height and Mass, & Activation

District & Design Standards

- Internal Streets
 - Roswell Road
 - Retail Ready
- Residential Phasing
 - Single Unit / Multi-Unit Construction Correlation
- Parking Structures – screening requirements
- Construction Classification
 - Code moved from City Code of Ordinances
 - NEX- would be exempt from the material requirement
 - Variances regarding construction classification are prohibited

Recommendations

- Staff recommends **Approval** of TA21-0005.
- The Planning Commission recommended **Approval** of TA21-0006.

Anspach, Matthew

From: Sottile, Ginger
Sent: Friday, November 5, 2021 10:49 AM
To: Joe Burton; COSS Planning and Zoning
Subject: RE: North End-River Springs Center (Loehmann's Plaza)

Mr. Burton:

Thank you for your comment. We will include this with our case files on this property.

Ginger Sottile

Ginger Sottile

Community Development Director
City of Sandy Springs

Phone: 770.206.1577

1 Galambos Way, Sandy Springs, Georgia 30328

SandySpringsGA.gov | Facebook.com/SandySpringsGA | Twitter.com/SandySpringsGA

City Springs - CitySprings.com | Facebook.com/CitySprings | Twitter.com/CitySprings | Instagram.com/VisitCitySprings

City Hall is located at 1 Galambos Way, Sandy Springs, Ga. 30328. The United States Postal Service (USPS) recognizes Sandy Springs as a legal mailing address. Residents and Businesses should use Sandy Springs in their mailing address. For business, to avoid confusion with adjacent cities and ensure proper sales tax application, please include "Sandy Springs" as the city in your business address and on websites.

This e-mail message (including any attachments) is for the sole use of the intended recipient(s) and may contain confidential and privileged information. If the reader of this message is not the intended recipient, you are hereby notified that any dissemination, distribution or copying of this message (including any attachments) is strictly prohibited. If you have received this message in error, please contact the sender and destroy all copies of the original message (including attachments). The City of Sandy Springs is a public entity subject to the Official Code of Georgia Annotated §§ 50-18-70 to 50-18-76 concerning public records. Email is covered under such laws and thus may be subject to disclosure.

From: Joe Burton [REDACTED]
Sent: Friday, November 5, 2021 10:17 AM
To: COSS Planning and Zoning <PZ@SandySpringsga.gov>
Subject: North End-River Springs Center (Loehmann's Plaza)

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

I favor option 3B. Please don't take the Huntcliff pond and pond house.

Thanks,

Joe Burton
Huntcliff resident
[REDACTED]

Anspach, Matthew

From: Jeffrey Harper [REDACTED]
Sent: Sunday, November 7, 2021 9:46 AM
To: COSS Planning and Zoning
Subject: North End Development

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

To Whom It May Concern:

I have some comments with respect to the proposed plans for redevelopment of now three (3) parcels in North Sandy Springs. My understanding is that the fourth parcel, "Big Lots" or whatever it was called, is now out of consideration by your group.

Full disclosure: I am a resident of Huntcliff, and have been for over thirty years.

I am in agreement that development needs to occur in North Sandy Springs, and that many of the ideas make sense. I am also a reasonable person and realize that any development must be financially feasible.

That said, there are a number of problems with the parcel referenced as "River Springs".

First, and perhaps trivially, where did this name come from? This parcel is not near the river, nor is it near a spring. It is in an existing residential area. Is this just marketing?

This is the only parcel that backs up to, and could have serious negative impacts, on an old, well-established (and well-taxed) neighborhood, a neighborhood that to some extent has long been a beacon of preservation in a fading area. Why risk damage to property values in one isolated area where they are still relatively good, but at risk?

It is also the only parcel that does not have direct frontal access to Roswell Road. If the goal is to prettify, and/or to better utilize, Roswell Road, why select a parcel that is not even on Roswell Road?

It is also a parcel that is bordered on three sides by nice and well-manicured residential and business neighborhoods (including well-maintained senior care facilities, single family homes, and townhomes, and an attractive mid-rise office complex), and on the fourth side by a group of established and well-run businesses. What this parcel needs, rather than razing and starting over, is better utilization of its existing facilities, and utilization by businesses that serve the immediate neighbors. (e.g., dry cleaners, a gym, medical facilities, and other service businesses, restaurants and other neighborhood gathering places, etc., rather than quick loan shops, tattoo parlors, and vape shops).

Finally, it appears that some significant portion of the advertised "green space" is not actually part of the parcel, but is part of our neighborhood. There is no reason to think that Huntcliff would want to give up its entrance, its ponds, and its amenities and attractive presentation, and even more so since they are many feet in elevation lower than the parcel in question.

Thank you for your efforts, and thank you for the opportunity to contribute.

Jeffrey C. Harper

Contingent Quantities Consulting, Inc.

Office Telephone: 770.640-9293 Home Telephone: 770.640-9359

Facsimile: 770.640-9270 Email: [REDACTED]

Anspach, Matthew

From: [REDACTED]
Sent: Tuesday, November 16, 2021 9:59 AM
To: COSS Planning and Zoning
Subject: Comments for Text Amendments North END - Planning Commission Nov. 17

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Planning Commission will make recommendations on altering the zoning ordinance just for the area north of Daryl Imple Rd. along Roswell Rd. – The North End. The issue with this plan is that it may end the requirement for steel and concrete to be used in housing over 3 stories. This regulation was employed for safety reason for the entire community. To now allow stick built multi-family housing on the North end with no concern for safety, you may ask “Why is the North End expendable when it comes to safety concerns?” I am also concerned about the process, these changes were placed on the website this week and a final vote by City council will take place in December. Where is the actually language to be altered and why is there no map for the defined area for the North End? The original zoning changes for the NEXT 10 zoning ordinance were to last 10 years and took over 18 months of community meetings to resolve. Why the rush when these are major changes affecting a large area of the city?

There is a Phase 2 of Housing Needs Assessment that the City was to complete. This Phase 2 report is an important piece of information to consider before pushing for these new recommendations. Let’s be thoughtful in recommending any changes and include the community on major shifts in policy. The Next 10 still has many years to be in place, significant changes are not necessary. Thanks again for your time and service.

Tochie Blad

From: [REDACTED]
Sent: Saturday, November 6, 2021 2:05 PM
To: COSS Planning and Zoning
Subject: North End Shopping Center Revitalization Plan and Development Code Amendments

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Good day! I live in the Huntcliff subdivision. The proposed plans for the North End Shopping Center Revitalization Plan and Development Code Amendments present huge problems in my opinion.

1. **Traffic** – Pre-pandemic, traffic backed up every day on Roswell Road and Dunwoody Place going into Roswell. There are only two ways across the River – Roswell Road and GA 400. At this time, to my knowledge, there are no plans to resolve this issue. Adding 1,000+ new housing units to this congested area will only make the problem worse since most of the new residents will most likely be commuting into the area and not work walking distance to the new units. I believe that these type of housing units will be aimed at people who own/use cars and not public transit as their primary form of transportation.
2. **Huntcliff Pond House and Retention Pond** – This land belongs to the Huntcliff Homeowners Association, not to the Shopping Center. It should not be part of any redevelopment plan for the River Springs Shopping Center.
3. **River Springs Shopping Center** – The proposed 6 level parking garage backs up to homes in the Huntcliff Subdivision. I can't imagine having a parking garage of that size above my home. I don't want it for my neighbors.
4. **Current Local Business and Restaurants** – North End residents currently must leave the area and go into downtown Sandy Springs, Roswell or Dunwoody to eat or shop in bigger retailers (e.g., Wal-Mart, Target). What is being done to protect the current successful businesses that have leases in the North End Shopping Centers such as Pro Nails and Emillos in River Springs? Will they be displaced in the current plans? If so, will they be able to afford to come back or will they lose these businesses and in some cases their life savings?
5. **Sales Tax Dollars** – Remember, every time I have to leave Sandy Springs to shop, you are losing our sales tax dollars.

I do not feel that the City employees are listening to us. I feel you are moving ahead with what the Mayor wants. I hope you finally listen to the resident's concerns.

Terri Heyman



SANDY SPRINGS

GEORGIA

North End Revitalization Development Code Amendments

Open House Comment Card

November 4, 2021

Name- *Please print responses*

Will Lance

Address

Email

[REDACTED]

I applied plans to redevelop these shopping centers in a mixed-use land efficient walker-friendly kind of style. I do however have a lot of fear that this zoning change proposal may be a trojan horse designed to make it legally possible for ~~the~~ the City of Sandy Springs to rid the area of all or most affordable housing currently ~~or~~ consisting of apartment units and to make it an enclave of only the rich elites. ^{Its very} disconcerting that the info cards do not even mention affordability nor define it.

Do you support the amendment changes? (Check your response)

☐ For

☐ Against

☐ Conditional

☐ Uncommitted

Were your questions answered by City staff?

☐ Yes

☐ No

Do you understand the proposed changes after attending this meeting?

☐ Yes

☒ No



SANDY SPRINGS

GEORGIA

North End Revitalization Development Code Amendments
Open House Comment Card
November 4, 2021

Name- *Please print responses*

Cliff & Joyce Goolsby

Address

9465 Huntcliff Trace SS 30350

Email

[REDACTED]

General Comment: Would like to see the cost differential for concrete and steel required vs. not required determined by the consulting firm study done for the city. Concerned that the removal of concrete and steel will negatively impact appearance, durability, and potential safety issues. Traffic control and safety.

River Springs: Left turn traffic exiting onto Roswell Rd. needs to be prevented without a red light to safely allow, i.e., only allow right turns to be made onto Roswell Rd. without a light (no left turns w/o a light.)

Do you support the amendment changes? (Check your response)

☐ For

☐ Against

☒ Conditional

☐ Uncommitted

Were your questions answered by City staff?

☒ Yes

☐ No

Do you understand the proposed changes after attending this meeting?

☒ Yes

☐ No



SANDY SPRINGS

GEORGIA

North End Revitalization Development Code Amendments

Open House Comment Card

November 4, 2021

Name- *Please print responses*

Theodore Davis III

Address

5230 Green Oak Court



I worry that there might not be adequate preparations to help businesses successfully relocate if needed. It especially might be problematic if the North River Village is not the first area redeveloped, as that is where much of the restaurant/retail area will seem to be concentrated.

^{new} Additionally, there needs to have something in place to have the parking and paved areas have permeable pavement to ease stormwater problems. Depending on the retail areas and their businesses, the parking areas should also allow for alternative uses as well on weekends, and streets such as small markets or festivals.

Do you support the amendment changes? (Check your response)

☒ For

☐ Against

☐ Conditional

☐ Uncommitted

Were your questions answered by City staff?

☐ Yes ☒ No

Do you understand the proposed changes after attending this meeting?

☒ Yes ☐ No

Additionally, when accounting for occupancy of business areas, don't forget to reach out to non profits & related as well



SANDY SPRINGS
GEORGIA

**North End Revitalization Development Code Amendments
Open House Comment Card
November 4, 2021**

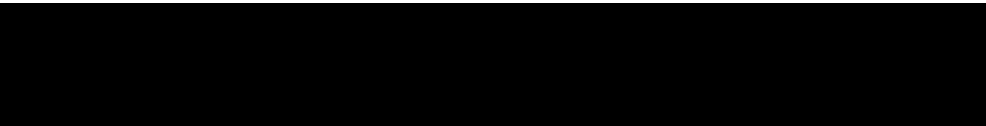
Name- *Please print responses*

Robert Cooper

Address

246 Summer Dr.

Email



Do you support the amendment changes? (Check your response)



For

☐ Against

☐ Conditional



Uncommitted

Were your questions answered by City staff?



Yes

☐ No

Do you understand the proposed changes after attending this meeting?



Yes

☐ No



SANDY SPRINGS
GEORGIA

North End Revitalization Development Code Amendments
Open House Comment Card
November 4, 2021

Name- *Please print responses*

John S

Address

Email

[Redacted]

I support removing concrete + steel requirement.

I think there should be more incentives
for owner occupied multi family housing. [scribbles]

Do you support the amendment changes? (Check your response)

☒ For ☐ Against ☐ Conditional ☐ Uncommitted

Were your questions answered by City staff?

☒ Yes ☐ No

Do you understand the proposed changes after attending this meeting?

☒ Yes ☐ No

Anspach, Matthew

From: Mary Baron [REDACTED]
Sent: Thursday, November 11, 2021 10:47 AM
To: COSS Planning and Zoning
Subject: North End Development Code Amendment - Comment

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

I attended the open house on November 4, regarding the North End Shopping Center Development Code Amendments. I have several concerns about the proposed plans.

1. None of the recommendations made by the Diversity and Inclusion Task Force Affordable Housing subcommittee seem to have been considered in these plans. For example, the D & I Task Force suggested that Phase 2 of the Housing Needs Assessment be completed before zoning changes are made. They also suggested using inclusionary zoning to bring much needed workforce housing to Sandy Springs. The Development Code amendments should be postponed until the D & I Task Force recommendations are fully considered by the City Council and Planning Commission and Phase 2 of the Housing Needs Assessment is completed.
2. Will the city do any impact studies of these plans to determine what effect they will have on the existing communities there? From what I saw, the housing proposed on the three sites will be expensive and may have a detrimental effect on some of the existing affordable housing in the neighboring area.
3. The plans included affordable housing requirements at 80% of AMI if the buildings exceeded a certain height. But there is no definition of what the AMI for this area is. This leaves open questions. Will the AMI be defined as the average for all of Sandy Springs or for just the north end? The AMI for the entire city is higher than for the north end and if used won't bring housing that's affordable for our workforce.

Since these changes are going to affect our city for many years to come I hope that the Planning Commission will not rush these changes through and will take the necessary time to evaluate how it will impact the community in the north end.

Thank you,

Mary Baron
Sandy Springs, GA

Sent from [Mail](#) for Windows



P&Z STAFF REPORT

Mayor & City Council Meeting, December 21, 2021

Case: **TA21-0006 – (Stormwater Management)**
Staff Contact: Ginger Sottile (GSottile@sandyspringsga.gov)
Report Date: December 6, 2021

PURPOSE

An Ordinance to amend the following Development Code Division:

Div. 9.6. Stormwater Management

RECOMMENDATION

Department of Community Development

Staff recommends **Approval** of **Text Amendment** TA21-0006.

Planning Commission

The Planning Commission voted to recommend **Approval** of **Text Amendment** TA21-0006 at their November 2021 meeting. Commissioner Settles motioned to recommend approval of the amendment. Commissioner Nichols seconded the motion. The motion passed unanimously.

PROCESS

Planning Commission Hearing:
November 17, 2021

Mayor and City Council Hearing:
December 21, 2021

PROPOSED AMENDMENT(S)

Sec. 9.6.3.A.3. Minimum Requirements

3. **Minimum Requirements** Except for repairs to existing stormwater facilities or stormwater facilities in the right-of-way, all developments and redevelopment activity, including single-family residential and those which are otherwise exempt from this Division, the following minimum requirements shall apply:
 - a. Lots and buildings shall be developed in a manner to ensure that stormwater exiting individual parcels or lots under post-development conditions does not adversely impact the adjacent parcels or lots as a result of concentrated flows, flooding, erosion or deposits of silt or sediment;

- b. The stormwater discharge from a downspout, cistern, or any water collection device shall be located no closer to a property line than ten feet and oriented so direction of flow is away from any downstream improvements. Discharge from any outlet must be dissipated, infiltrated or diverted such that flows will not be concentrated; and
- c. No person shall erect, construct, or otherwise permit any obstruction that prevents the natural or contained flow of water to or from any component of the stormwater system of the City unless such obstruction is allowed as a part of a permit approved pursuant to this Division.
- d. Lots and buildings shall be developed to provide Green Infrastructure / Low Impact Development best management practices. Single Family – Single Lot Development that is not part of a larger common development shall be exempt from this requirement.

Sec. 9.6.5.C. Permit Application Requirements

- C. Unless otherwise exempted by this Division, a permit application is accompanied by the following items in order to be considered:
- 1. Stormwater concept plan and consultation meeting certification in accordance with Sec. 9.6.7;
 - 2. Stormwater management plan in accordance with Sec. 9.6.8;
 - 3. Green Infrastructure Feasibility Form in accordance with Sec 9.6.7;
 - 3 4. Inspection and maintenance agreement in accordance with Sec. 9.6.8, if applicable;
 - 4 5. Performance bond, if applicable; and
 - 5 6. Permit application and plan review fees in accordance with Sec. 9.6.10.

Sec. 9.6.7. Stormwater Concept Plan

- B. Information to be submitted. To accomplish this goal, the following information is included in the concept plan that is submitted in advance of the meeting:
- 1. **Existing Conditions** Proposed site plans. Existing conditions and proposed site layout sketch plans which illustrate, at a minimum, existing and proposed topography; perennial and intermittent streams; mapping of predominant soils from soil surveys (when available); boundaries of existing predominant vegetation and proposed limits of clearing and grading; and location of existing and proposed roads, buildings, parking areas and other impervious surfaces.
 - 2. **Natural Resources Inventory** A written or graphic inventory of the natural resources at the site and surrounding area as it exists prior to the commencement of the project. This description should include a discussion of soil conditions, forest cover, topography, wetlands, and other native vegetative areas on the site, as well as the location and boundaries of other natural feature protection and conservation areas such as wetlands, lakes, ponds, floodplains, stream buffers and other setbacks (e.g., drinking water well setbacks, septic setbacks, etc.). Particular attention should be paid to environmentally sensitive features that provide particular opportunities or constraints for development.
 - 3. **Stormwater Management System Concept Plan** A written or graphic concept plan of the proposed post-development stormwater management system including: preliminary selection and location of proposed structural stormwater controls; location of existing and proposed conveyance systems such as grass channels, swales, and storm drains; flow paths; location of floodplain/floodway limits; relationship of site to upstream and

downstream properties and drainages; and preliminary location of proposed stream channel modifications, such as bridge or culvert crossings. Local watershed plans, the City greenspace protection plan (if applicable), and any relevant resource protection plans will be consulted in the discussion of the concept plan.

4. **Green Infrastructure Feasibility Form.** The standard City form will be provided with required documentation for Linear or Non-linear projects determining whether the installation of Green Infrastructure best management practices are feasible or infeasible for the proposed project based on soil infiltration rates, water table or bedrock conditions, setbacks, landmark trees, endangered species, brownfield site conditions, on-site contaminants, historic resources, steep slopes, utility conflicts or practicability hardships.

Sec. 9.6.12.A.1. Water Quality

1. **Water Quality/Runoff Reduction:** All stormwater runoff generated from a site shall provide runoff reduction of the first 1.2 inches of rainfall or shall be adequately treated for water quality before discharge. With the exception of single lot residential developments that are not part of a common development, this shall be accomplished by the use of Green Infrastructure Best Management Practices unless determined to be infeasible in accordance with Sec. 9.6.7.B.4. of this code.

It will be presumed that a stormwater management system complies with this requirement if it satisfies the stormwater reduction criteria in this section. However if any of the stormwater runoff volume generated by the first 1.2 inches of rainfall cannot be reduced or retained on site due to constraints such as a high water table, rock, low infiltration rates or the presence of a hotspot, the remaining volume shall be increased by a multiplier of 1.2 and shall be intercepted and treated in one or more stormwater management practices that provide at least an 80 percent reduction in total suspended solids loads in accordance with the following criteria:

- a. It is sized to treat the prescribed water quality treatment volume from the site, as defined in the Georgia Stormwater Management Manual;
- b. Appropriate structural stormwater controls or nonstructural practices are selected, designed, constructed or preserved, and maintained according to the specific criteria in the Georgia Stormwater Management Manual or constitutes an alternative practice responsibly designed and documented by the design professional to reproduce the intent of the Georgia Stormwater Management Manual; and
- c. Runoff from hotspot land uses and activities identified by the Department are adequately treated and addressed through the use of appropriate structural stormwater controls, nonstructural practices and pollution prevention practices.

BACKGROUND

Our current Municipal separate storm sewer system permit (MS4) requirements address Public non-linear projects and Public linear projects and does not address Private Developments (not including single family residential). GA EPD's review of current City policy indicates Private Development must be considered for Green Infrastructure.

This is a text proposed amendment to have the City's Development Code come into compliance with EPD's directive in 2017 to implement the revised MS4 policy by Feb 15, 2020, which we adopted March 2, 2021.

All of the requested Code Amendments have been in place (in practice) for this past year, these requested updates to our Code only seek to formalize and Codify what Community Development staff already has implemented.

For these reasons, Staff recommends that Div. 9.6 be amended, so as to maintain compliance with EPD's policy and regulatory requirements.

DEPARTMENT OF COMMUNITY DEVELOPMENT RECOMMENDATION
Following review, Staff recommends Approval of Text Amendment TA21-0006, An Ordinance to amend the following Development Code Division: Div. 9.6. Stormwater Management

Sec. 9.6.3.A.3. Minimum Requirements

3. **Minimum Requirements** Except for repairs to existing stormwater facilities or stormwater facilities in the right-of-way, all developments and redevelopment activity, including single-family residential and those which are otherwise exempt from this Division, the following minimum requirements shall apply:
 - a. Lots and buildings shall be developed in a manner to ensure that stormwater exiting individual parcels or lots under post-development conditions does not adversely impact the adjacent parcels or lots as a result of concentrated flows, flooding, erosion or deposits of silt or sediment;
 - b. The stormwater discharge from a downspout, cistern, or any water collection device shall be located no closer to a property line than ten feet and oriented so direction of flow is away from any downstream improvements. Discharge from any outlet must be dissipated, infiltrated or diverted such that flows will not be concentrated; and
 - c. No person shall erect, construct, or otherwise permit any obstruction that prevents the natural or contained flow of water to or from any component of the stormwater system of the City unless such obstruction is allowed as a part of a permit approved pursuant to this Division.
 - d. Lots and buildings shall be developed to provide Green Infrastructure / Low Impact Development best management practices. Single Family – Single Lot Development that is not part of a larger common development shall be exempt from this requirement.

Sec. 9.6.5.C. Permit Application Requirements

- C. Unless otherwise exempted by this Division, a permit application is accompanied by the following items in order to be considered:
1. Stormwater concept plan and consultation meeting certification in accordance with Sec. 9.6.7;
 2. Stormwater management plan in accordance with Sec. 9.6.8;
 3. [Green Infrastructure Feasibility Form in accordance with Sec 9.6.7;](#)
 - 3 4. Inspection and maintenance agreement in accordance with Sec. 9.6.8, if applicable;
 - 4 5. Performance bond, if applicable; and
 - 5 6. Permit application and plan review fees in accordance with Sec. 9.6.10.

Sec. 9.6.7. Stormwater Concept Plan

- B. Information to be submitted. To accomplish this goal, the following information is included in the concept plan that is submitted in advance of the meeting:
1. **Existing Conditions** Proposed site plans. Existing conditions and proposed site layout sketch plans which illustrate, at a minimum, existing and proposed topography; perennial and intermittent streams; mapping of predominant soils from soil surveys (when available); boundaries of existing predominant vegetation and proposed limits of clearing and grading; and location of existing and proposed roads, buildings, parking areas and other impervious surfaces.
 2. **Natural Resources Inventory** A written or graphic inventory of the natural resources at the site and surrounding area as it exists prior to the commencement of the project. This description should include a discussion of soil conditions, forest cover, topography, wetlands, and other native vegetative areas on the site, as well as the location and boundaries of other natural feature protection and conservation areas such as wetlands, lakes, ponds, floodplains, stream buffers and other setbacks (e.g., drinking water well setbacks, septic setbacks, etc.). Particular attention should be paid to environmentally sensitive features that provide particular opportunities or constraints for development.
 3. **Stormwater Management System Concept Plan** A written or graphic concept plan of the proposed post-development stormwater management system including: preliminary selection and location of proposed structural stormwater controls; location of existing and proposed conveyance systems such as grass channels, swales, and storm drains; flow paths; location of floodplain/floodway limits; relationship of site to upstream and downstream properties and drainages; and preliminary location of proposed stream channel modifications, such as bridge or culvert crossings. Local watershed plans, the City greenspace protection plan (if applicable), and any relevant resource protection plans will be consulted in the discussion of the concept plan.
 4. **Green Infrastructure Feasibility Form.** The standard City form will be provided with required documentation for Linear or Non-linear projects determining whether the installation of Green Infrastructure best management practices are feasible or infeasible for the proposed project based on soil infiltration rates, water table or bedrock conditions, setbacks, landmark trees, endangered species, brownfield site conditions, on-site contaminants, historic resources, steep slopes, utility conflicts or practicability hardships.

Sec. 9.6.12.A.1. Water Quality

1. **Water Quality/Runoff Reduction:** All stormwater runoff generated from a site shall provide runoff reduction of the first 1.2 inches of rainfall or shall be adequately treated for water quality before discharge. With the exception of single lot residential developments that are not part of a common development, this shall be accomplished by the use of Green Infrastructure Best Management Practices unless determined to be infeasible in accordance with Sec. 9.6.7.B.4. of this code.

It will be presumed that a stormwater management system complies with this requirement if it satisfies the stormwater reduction criteria in this section. However if any of the stormwater runoff volume generated by the first 1.2 inches of rainfall cannot be reduced or retained on site due to constraints such as a high water table, rock, low infiltration rates or the presence of a hotspot, the remaining volume shall be increased by a multiplier of 1.2 and shall be intercepted and treated in one or more stormwater management practices that provide at least an 80 percent reduction in total suspended solids loads in accordance with the following criteria:

- a. It is sized to treat the prescribed water quality treatment volume from the site, as defined in the Georgia Stormwater Management Manual;
- b. Appropriate structural stormwater controls or nonstructural practices are selected, designed, constructed or preserved, and maintained according to the specific criteria in the Georgia Stormwater Management Manual or constitutes an alternative practice responsibly designed and documented by the design professional to reproduce the intent of the Georgia Stormwater Management Manual; and
- c. Runoff from hotspot land uses and activities identified by the Department are adequately treated and addressed through the use of appropriate structural stormwater controls, nonstructural practices and pollution prevention practices.

STATE OF GEORGIA
CITY OF SANDY SPRINGS

AN ORDINANCE OF THE MAYOR AND COUNCIL OF THE CITY OF SANDY SPRINGS, GEORGIA TO AMEND DIV. 9.6. STORMWATER MANAGEMENT OF THE SANDY SPRINGS DEVELOPMENT CODE AS FURTHER DESCRIBED BELOW; TO PROVIDE FOR AN EFFECTIVE DATE; AND FOR OTHER PURPOSES

WHEREAS, the City of Sandy Springs is charged with providing for the health, safety and welfare of the citizens of the City; and

WHEREAS, the City of Sandy Springs previously adopted and amended the Development Code and has identified text amendments necessary to the proper implementation of The Next Ten Comprehensive Plan; and

WHEREAS, the Mayor and City Council have conducted a properly-advertised Public Hearing prior to adoption of this Ordinance in accordance with the Zoning Procedures Act.

NOW THEREFORE, THE MAYOR AND COUNCIL FOR THE CITY OF SANDY SPRINGS HEREBY ORDAIN AS FOLLOWS:

SECTION I: The City of Sandy Springs Development Code is hereby amended by revising certain sections as follows:

Section	Text to be Adopted
Sec. 9.6.3.A.3. Minimum Requirements	3. Minimum Requirements Except for repairs to existing stormwater facilities or stormwater facilities in the right-of-way, all developments and redevelopment activity, including single-family residential and those which are otherwise exempt from this Division, the following minimum requirements shall apply: a. Lots and buildings shall be developed in a manner to ensure that stormwater exiting individual parcels or lots under post-development conditions does not adversely impact the adjacent parcels or lots as a result of concentrated flows, flooding, erosion or deposits of silt or sediment; b. The stormwater discharge from a downspout, cistern, or any water collection device shall be located no closer to a property line than ten feet and oriented so direction of flow is away from any downstream improvements. Discharge from any outlet must be dissipated, infiltrated or diverted such that flows will not be concentrated; and c. No person shall erect, construct, or otherwise permit any obstruction that prevents the natural or contained flow of water to or from any component of the stormwater system of the City unless such obstruction is allowed as a part of a permit approved pursuant to this Division. d. Lots and buildings shall be developed to provide Green Infrastructure / Low Impact Development best management practices. Single Family – Single Lot Development that is not part of a larger common development shall be exempt from this requirement.
Sec. 9.6.5.C. Permit	C. Unless otherwise exempted by this Division, a permit application is accompanied by the following items in order to be considered:

Application Requirements	1. Stormwater concept plan and consultation meeting certification in accordance with Sec. 9.6.7; 2. Stormwater management plan in accordance with Sec. 9.6.8; 3. Green Infrastructure Feasibility Form in accordance with Sec 9.6.7; 3 4. Inspection and maintenance agreement in accordance with Sec. 9.6.8, if applicable; 4 5. Performance bond, if applicable; and 5 6. Permit application and plan review fees in accordance with Sec. 9.6.10.
Sec. 9.6.7. Stormwater Concept Plan	B. Information to be submitted. To accomplish this goal, the following information is included in the concept plan that is submitted in advance of the meeting: 1. Existing Conditions Proposed site plans. Existing conditions and proposed site layout sketch plans which illustrate, at a minimum, existing and proposed topography; perennial and intermittent streams; mapping of predominant soils from soil surveys (when available); boundaries of existing predominant vegetation and proposed limits of clearing and grading; and location of existing and proposed roads, buildings, parking areas and other impervious surfaces. 2. Natural Resources Inventory A written or graphic inventory of the natural resources at the site and surrounding area as it exists prior to the commencement of the project. This description should include a discussion of soil conditions, forest cover, topography, wetlands, and other native vegetative areas on the site, as well as the location and boundaries of other natural feature protection and conservation areas such as wetlands, lakes, ponds, floodplains, stream buffers and other setbacks (e.g., drinking water well setbacks, septic setbacks, etc.). Particular attention should be paid to environmentally sensitive features that provide particular opportunities or constraints for development. 3. Stormwater Management System Concept Plan A written or graphic concept plan of the proposed post-development stormwater management system including: preliminary selection and location of proposed structural stormwater controls; location of existing and proposed conveyance systems such as grass channels, swales, and storm drains; flow paths; location of floodplain/floodway limits; relationship of site to upstream and downstream properties and drainages; and preliminary location of proposed stream channel modifications, such as bridge or culvert crossings. Local watershed plans, the City greenspace protection plan (if applicable), and any relevant resource protection plans will be consulted in the discussion of the concept plan. 4. Green Infrastructure Feasibility Form. The standard City form will be provided with required documentation for Linear or Non-linear projects determining whether the installation of Green Infrastructure best management practices are feasible or infeasible for the proposed project based on soil infiltration rates, water table or bedrock conditions, setbacks, landmark trees, endangered species, brownfield site conditions, on-site contaminants, historic resources, steep slopes, utility conflicts or practicability hardships.
Sec. 9.6.12.A.1. Water Quality	1. Water Quality/Runoff Reduction: All stormwater runoff generated from a site shall provide runoff reduction of the first 1.2 inches of rainfall or shall be adequately treated for water quality before discharge. With the exception of single lot residential developments that are not part of a common development, this shall be accomplished by the use of Green Infrastructure Best Management Practices unless determined to be infeasible in accordance with Sec. 9.6.7.B.4. of this code.

	It will be presumed that a stormwater management system complies with this requirement if it satisfies the stormwater reduction criteria in this section. However if any of the stormwater runoff volume generated by the first 1.2 inches of rainfall cannot be reduced or retained on site due to constraints such as a high water table, rock, low infiltration rates or the presence of a hotspot, the remaining volume shall be increased by a multiplier of 1.2 and shall be intercepted and treated in one or more stormwater management practices that provide at least an 80 percent reduction in total suspended solids loads in accordance with the following criteria: - It is sized to treat the prescribed water quality treatment volume from the site, as defined in the Georgia Stormwater Management Manual; - Appropriate structural stormwater controls or nonstructural practices are selected, designed, constructed or preserved, and maintained according to the specific criteria in the Georgia Stormwater Management Manual or constitutes an alternative practice responsibly designed and documented by the design professional to reproduce the intent of the Georgia Stormwater Management Manual; and - Runoff from hotspot land uses and activities identified by the Department are adequately treated and addressed through the use of appropriate structural stormwater controls, nonstructural practices and pollution prevention practices.
--	--

SECTION II: It is the intention of the City Council and it is hereby ordained by the authority of the City Council that the provisions of this Ordinance shall become and be made a part of the City of Sandy Springs Development Code, and the codifier is authorized to make the specified deletions, insertions, additions, and to insert headings, article numbers and section numbers as and where appropriate.

SECTION IV: All ordinances or parts of ordinances in conflict with this Ordinance are hereby repealed to the extent of such conflict.

SECTION V: If any section, subsection, provisions, or clause of any part of this Ordinance shall be declared invalid or unconstitutional, or, if the provisions of any part of this Ordinance as applied to any particular situation or set of circumstances shall be declared invalid or unconstitutional, such invalidity shall not be construed to affect the portions of this Ordinance not so held to be invalid, or the application of this Ordinance to other circumstances not so held to be invalid. It is hereby declared as the intent of the City Council that this Ordinance would have been adopted in its current form without the invalid or unconstitutional provision contained therein.

SECTION VI: This Ordinance shall become effective immediately upon adoption.

APPROVED AND ADOPTED this the 21st day of December, 2021.

Approved:

Russell K. Paul, Mayor

Attest:

Raquel Gonzalez, City Clerk

(Seal)

Mayor & City Council

December 21, 2021



SANDY SPRINGS™
GEORGIA

TA21-0006

Stormwater Management

STAFF RECOMMENDATION:
APPROVAL

PLANNING COMMISSION RECOMMENDATION:
APPROVAL

Purpose & Goal of Policy

- To meet the Municipal Separate Storm Sewer System (MS4) Permit requirements
 - Implementation of green infrastructure in projects that require stormwater management
- Next Step if Approved:
 - Submit approved policy to EPD

Text Amendment Overview

1. 9.6.3.A.3.d. Stormwater Standards Minimum Requirements

- Non-residential lots and buildings need BMPs that include green infrastructure / low impact development
- Single Family – Single lot development that is not part of a larger common development shall be exempt from this requirement

2. 9.6.5.C.3 Permit Application Requirements

- Require Green Infrastructure Feasibility Form for all non-residential projects

3. 9.6.7.B.4 Stormwater Concept Plan

- The standard form will be provided with required documentation for linear or non-linear projects to determine if the installation of green infrastructure best management practices are feasible or infeasible

4. 9.6.12.A.1 Performance Criteria

- Water Quality/Runoff Reduction: All stormwater runoff generated from a site shall provide runoff reduction of the first 1.2 inches of rainfall or shall be adequately treated for water quality before discharge.

Recommendation

- Staff recommends **Approval of Text Amendment TA21-0006.**
- The Planning Commission recommended **Approval of Text Amendment TA21-0006.**



SANDY SPRINGS™
GEORGIA



SANDY SPRINGS

GEORGIA

P&Z STAFF REPORT

Mayor & City Council Meeting, December 21, 2021

Case: **RZ21-0003 – 5920 Roswell Road**
Staff Contact: Matthew Anspach (MAnspach@SandySpringsga.gov)
Report Date: December 6, 2021

REQUEST

Request for a Zoning Map Amendment (Rezoning) from CS-3 (City Springs, 3 stories maximum height) to CS-6 (City Springs, 6 stories maximum height).

APPLICANT

Property Owner: Jamestown Parkside Shops LLP, a Delaware limited partnership	Petitioner: Jamestown Parkside Shops LLP, a Delaware limited partnership (contact: Eric Hines)	Representatives: Nathan (Pete) V. Hendrix III
--	--	--

SUMMARY

The Applicant requests a Zoning Map Amendment (Rezoning) of 5920 Roswell Road from the CS-3 District to the CS-6 District. The Applicant proposes in concept to redevelop the western portion of the property delineated in the provided legal description with mixed use development containing movie theatre, restaurants, office and multi-family uses. The concept also includes renovation to existing structures.

RECOMMENDATION

Department of Community Development

Staff recommends **Approval** of **Zoning Map Amendment (Rezoning)** RZ21-0003.

Planning Commission

The Planning Commission voted to recommend **Approval** of **Zoning Map Amendment (Rezoning)** RZ21-0003 at their November 2021 meeting. Commissioner Kelly motioned to recommend approval of the request. Commissioner Settles seconded the motion. The motion passed 5 to 1 with Commissioner Dave Nichols voting against.

MATERIALS SUBMITTED AND REVIEWED**Materials:**

1. "RZ21-0003_Parkside Application_10-18_Redacted", received October 18, 2021

Plans:

---Within Application---

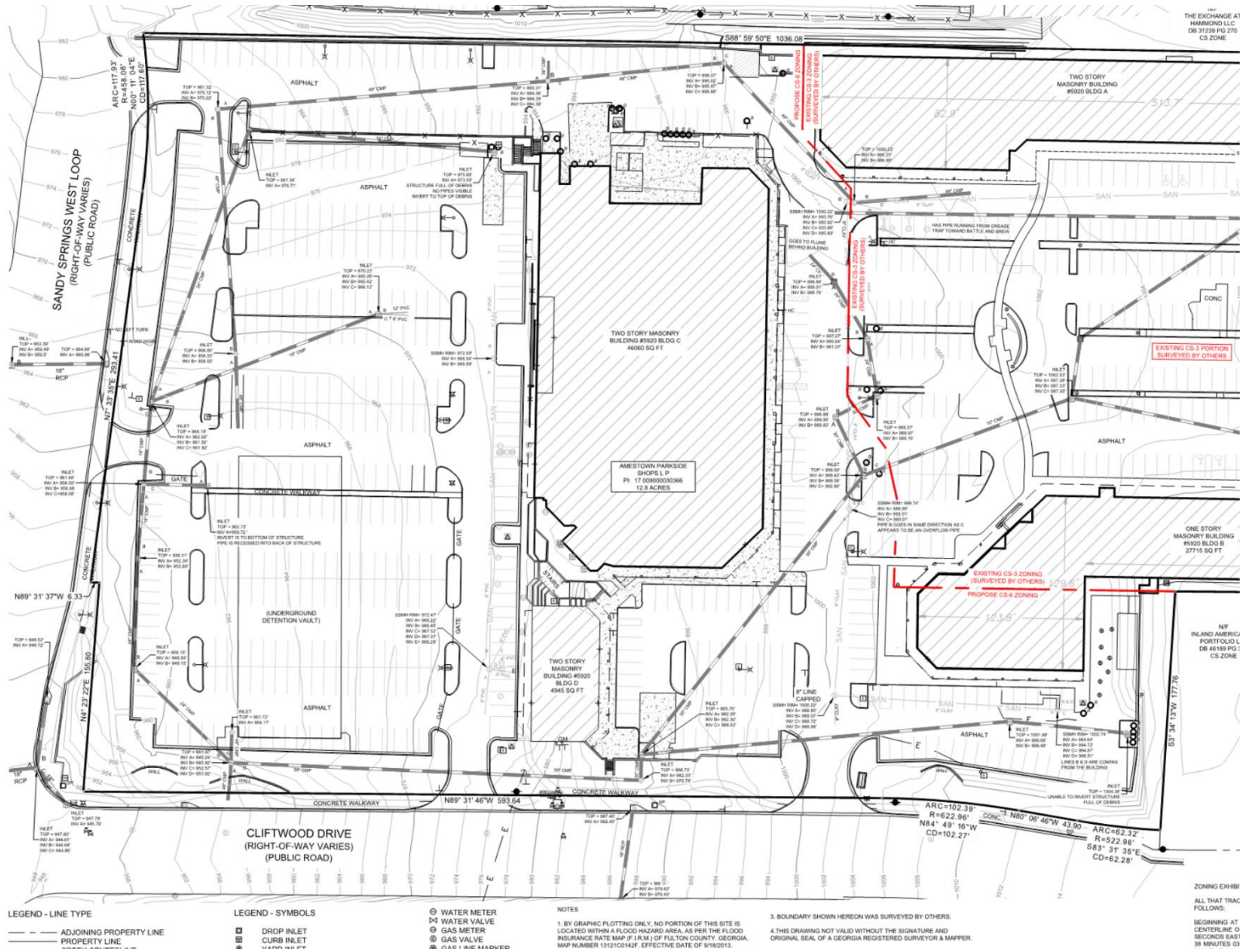
PROPERTY INFORMATION

Location:	5920 Roswell Road (Parcel # 17 009000030366)
Council District:	3 – Chris Burnett
Road frontage:	Approximately 567 feet of frontage on Sandy Springs Circle; Approximately 802 feet on Cliftwood Drive
Acreage:	Approximately 7.95 acres
Current Zoning: Existing Land Use:	CS-3 (City Springs, 3 stories maximum height) Movie Theater, Retail, Restaurants
Character Area:	City Springs

PROCESS

Initial Community Meeting (CMI): August 26, 2021	Second Community Meeting (CMII): October 4, 2021	Planning Commission Hearing: November 17, 2021	Mayor and City Council Hearing: December 21, 2021
---	---	---	--

EXISTING CONDITIONS SURVEY (received September 7, 2021) (full size Existing Conditions Survey in Package)
--



PROPOSED DEVELOPMENT

5920 Roswell Road is currently in the CS-3 District but the corresponding City Springs Character Area. Thus, no Comprehensive Plan Character Area Map Amendment is required prior to a Zoning Map Amendment (Rezoning) application.

The 7.95-acre subject property is currently developed with various retail, restaurant, and personal service businesses. A movie theater is also a major tenant in the development. According to the Fulton County Tax Assessors, the improvements were built in 1987. The Applicant states that it is their intention, "to displace 64,080 square feet of the retail recently located on the Property with 51,400 square feet of redeveloped retail," (the reduction in square footage largely being the big box retail not needing the same space) "together with 63,000 square feet of office use, together with five (5) townhouses, a building containing 23 condominiums and 190 apartment units projected to consist of one (1) and two (2) bedroom units, with footages to be determined. The townhouses and condominiums are intended to be "for sale" with the apartment units being for rent. As better market conditions develop the Applicant will have a more accurate understanding of the total mix of townhouses, condominiums, and apartments to be developed. A part of the intended redevelopment of the Property is the continued operation of the movie theatre on the Property known as "The Springs".

Also to be noted on the Site Plan submitted with the Application is the 0.6 acre parcel known as the Common Green area and the 0.4 acre roof top of green space located above the movie theatre. The Applicant sees this as an opportunity to "further the connectivity to and throughout the City Springs district with improved pedestrian and automobile access." Additionally, the applicant has made clear at various points throughout the process that it is their intent to work with any current tenants in the area of the project that is to be displaced and remodeled--- in a best effort attempt to ensure that they remain tenants under any future conditions.

To be clear, a development plan--- including a site plan, renderings, elevations, or other documents related to a project proposal is not required for a Zoning Map Amendment. The City policy is to limit the number of conditions to those deemed essential to the proper development and use of the subject property, and to the safety and quality of life of the community. Thus, the goal with Rezoning is to consider the appropriateness of the proposed change in regards to the potential allowed uses within the proposed zoning district, rather than the specifics of a future development.

In the case of this Rezoning request, the change is only in the permitted height---from three (3) stories to six (6) stories---not affecting the permitted uses. Particular consideration should be primarily focused on physical impacts to view sheds and increased density to the immediate and neighboring areas, especially as it pertains to the vision of the Next Ten Comprehensive Plan and City Center Master Plan.

The images on the following pages show the existing conditions of and around the western portion of 5920 Roswell Road (more photos are available in the applicant application):



Northwestern entrance to property facing and from Sandy Springs Circle



View of the current movie theater / parking lot from northwest corner at Sandy Springs Circle entrance



Looking north from Cliftwood Drive, toward the movie theater



Looking south from subject property to neighboring properties off of Cliftwood Drive

View of service area to the left of the theater entrance, facing northeast



View of entrance off of Cliftwood Drive to eastern portion of subject property



View of entrance off of Cliftwood Drive to eastern portion of subject property

(All photographs by COSS Planning Staff, November 10, 2021---Or via Google Streetview)

EXISTING ZONING AND LAND USES OF PROPERTY IN THE VICINITY			
Location relative to subject property	Zoning / Land use	Address(es)	Land area (acres) (approximate)
Northwest / North	RT-3 / Single Unit Attached (Townhomes)	Reddington Place (Townhouse Community)	5.18
Northwest / North	CS-3 / Single Unit Attached (Townhomes)	Hammond Heights (Townhouse Community)	4.00
North / Northeast	CS-3 / Personal Service, Restaurant, Retail	5980 Roswell Road (Hammond Crossing)	12.56
East	CS-3 / Personal Service, Restaurant, Retail	5920 Roswell Road (remainder of Parkside Shops)	4.87
East / Southeast	CS-3 / Office, Personal Service, Retail, Restaurant	Various	Various
South	CS-6 / Office, Multi-Unit Residential, Retail, Restaurant	185 Cliftwood Drive	3.67
South / Southwest	CS-6 / Office	135-145 Cliftwood Drive	0.84
West	RE-2 / School, Public K-12	5920 Sandy Springs Circle	15.13
PROPOSED DEVELOPMENT			
--	CS-3 / Movie Theater, Restaurant, Retail	5920 Roswell Road	7.95

AERIAL IMAGE



ZONING MAP



CHARACTER AREA MAP



ZONING MAP AMENDMENT (REZONING) CONSIDERATIONS

Per Sec. 11.3.6.C. of the Development Code, the following list of approval criteria for a Zoning Map Amendment (Rezoning) provides guidance for making decisions on approval:

1. *The Zoning Map Amendment corrects an error or meets the challenge of some changing condition, trend or fact.*

Finding: The proposed Zoning Map Amendment does not correct an error. City Springs (CS-) is intended for and envisioned “as a unique, vibrant, and walkable district that serves as a civic/cultural center for Sandy Springs and a focal point for community activity and identity.” (pg. 118, *Next Ten*) Rezoning to a six (6) story zoning district would improve the feasibility of a portion of land within the City Center Master Plan that was considered to be a “lower (but potential for improvement)” parcel in the Near Term Mixed-use Redevelopment Feasibility map (Exhibit 17). The City Center Master Plan also envisioned a large greenspace or park and nearly identical grid network in the portion of the subject property as has been proposed by the applicant.

The greenspace as proposed, and development overall are a part of national trend toward mixed use with a significant open space, lifestyle, and gathering space component in addition to the various commercial, residential, and office anchors. Allowing flexibility in the height of some of the buildings that could be proposed on site does create more realistic opportunity for other portions of the site to be more recreational. The current allowance, three (3) stories, makes feasibility of a development to dedicate significant space to ground level recreation minimal.

2. *The Zoning Map Amendment substantially conforms with the Comprehensive Plan.*

Finding: The proposed Zoning Map Amendment substantially conforms with The Next Ten Comprehensive Plan. The Next Ten prioritizes economic development, green space realization; and particularly in the City Springs district---a conglomeration of compact, walkable, mixed-use spaces, interconnected centers, destinations, and unique places; further, a balanced community, consisting of increased supply of housing and housing choices, and ultimately an overall quality of place.

It is Staff’s view that Rezoning the property to increase “air rights” for what is the southwest City Center corner or gateway would increase the viability for a unique and vibrant recreational mixed use area---similar to what was anticipated in the City Center Master Plan. Thus, the proposed Rezoning is consistent with the vision of The Next Ten.

3. *The Zoning Map Amendment substantially conforms with the stated purpose and intent of this Development Code.*

Finding: The proposed Zoning Map Amendment conforms with the purpose and intent of the Development Code. The purpose of the Development Code is to guide the City’s future growth in alignment with the vision set forth by The Next Ten. The Development Code was created to “strive(s) for a balance between maintaining the quality of existing neighborhoods and creating urban, mixed-use, walkable, neighborhood-friendly development that contributes to a high quality public realm” all of which the proposed Rezoning would do.

4. *The Zoning Map Amendment will reinforce the existing or planned character of the area.*

Finding: The proposed Zoning Map Amendment will reinforce the existing and planned character of the area. Existing across the street to the south, are 3 parcels of CS-6. Additionally, in the City Center Master Plan, the property was envisioned to have a park and an improved street grid. As proposed both of these elements would be a reality.

5. *The subject property is appropriate for the development allowed in the proposed district and the use and development of adjacent properties.*

Finding: The subject property is appropriate for allowed uses in CS-, including office, retail, restaurants, townhouses, multi-unit residential. This area contains a mix of zoning districts and uses including CS-3, CS-6, Urban Neighborhoods, and an elementary school.

6. *There are substantial reasons why the property must not be used according to the existing zoning.*

Finding: The property would largely match the existing zoning requirements, partially; with the only difference being the height allowance. The current height allowance for this property would make feasibility unlikely if the plan for the City Center were to be executed to include development of an at-grade park or greenspace. As proposed, the park space exceeds the minimum required via the City's Outdoor Amenity Space ordinance. Allowing an increase in vertical development expands opportunities for the flexibility need to execute development of recreational outdoor spaces that are viable and legitimate community gathering spaces.

7. *There is a need for the proposed use at the proposed location.*

Finding: The Next Ten Comprehensive Plan advises to "Refer to the City Center Master Plan and 10-year LCI Update for more-detailed development plans, design guidelines and implementation strategies" for guidance on the City Springs district's development over time. Based on the vision for the City Center, outlined in the City Center Master Plan, which also includes the park or greenspace character, there is a need for the proposed use (City Springs) and requested height to help make feasible the significant dedication of non-revenue generating space at the proposed location. The Applicant requests a Zoning Map Amendment (Rezoning) from CS-3 to CS-6 which would increase viability through development flexibility.

The redevelopment of the site could serve as a significant step in the process to realizing the improved City Center street grid, as Development Code requirements would necessitate streetscape improvements along existing streets as well as including portions of the property to be improved as new streets. Based on review from the City Center Master Plan, the proposed Rezoning would help to provide the building height flexibility needed for a uniquely interconnected and compact, recreational and mixed-use development.

8. *The City and other service providers will be able to provide sufficient public facilities and services including schools, roads, recreation facilities, wastewater treatment, water supply and stormwater facilities, police, fire and emergency medical services, while maintaining sufficient levels of service to existing development.*

Finding: Staff does not anticipate substantial changes in the ability of the City and other service providers to provide sufficient public facilities and services and to maintain sufficient levels of service to existing development. A traffic study was preemptively provided by the applicant, and did not indicate any adverse effects or burdens on current traffic infrastructure. Further, various Staff comments in this report seem to indicate that the Rezoning and proposed project could be a catalyst for high-level traffic flow plan for a large segment of what is the City Center.

9. *The Zoning Map Amendment will not significantly impact the natural environment, including air, water, noise, stormwater management, wildlife and vegetation.*

Finding: The proposed Zoning Map Amendment would not likely impact the natural environment more than it is currently impacted. The Applicant proposes only to repurpose the existing impervious surfaces. It should be noted that stormwater and canopy regulations currently in existence would certainly improve the current infrastructure for the long term.

10. *The Zoning Map Amendment will not have a significant adverse impact on property in the vicinity of the subject property.*

Finding: Staff does not anticipate that the proposed Zoning Map Amendment would have a substantial adverse impact on properties in the vicinity of the subject property. In fact, it is Staff's belief that the proposed zoning change would increase the likelihood that the property development would match the vision found in both the City Center Master Plan and the Next Ten to ensure quality gathering spaces easily accessible for pedestrian traffic.

COMMENTS FROM OTHER PARTIES

Sandy Springs City Architect:

It would be in keeping with both other existing developments in the area and would advance the goals of our plans.

I do not think it should move forward without a master street plan for the entire 25+ acres Jamestown owns at that location, though. A street plan would not require them to designate any of the yet-to-be-redeveloped portions of the property other than the quadrant in question for any future use but it would provide a framework for improved circulation for all modes in our (emerging) downtown...I think this Rezoning should be predicated on providing a street plan acceptable to the City.

I would also say that such a street plan should include proposals to correct the property's overbuilt bounding streets, Cliftwood, Sandy Springs Circle and Hammond.

Sandy Springs Transportation Engineer:

For redevelopment, there should be an overall street network plan that meets the intent of the City Center Master Plan to provide a street grid suitable for low-speed traffic, walking, and bicycling and provide ample on-site circulation. In addition, the potential for new public street connections between two existing public streets should be considered.

Sandy Springs City Engineer:

1. The developer shall incorporate Streetscape and Block Face standards for the underlying zoning district within the development.
2. The developer shall provide improvements or modifications required for existing roadway systems, which may include coordination with Public Works and Community Development to determine the proper road configuration along the project frontage.

Sandy Springs Chief Environmental Compliance Officer:

No comment provided.

Sandy Springs Arborist:

No comment provided.

Sandy Springs Sustainability Manager:

No comment provided.

Sandy Springs Building Official:

Need to require a little more in the master plan for the entire site to determine block design and traffic flow. The closer you get to I-285, the more congested traffic gets so a serious look into that needs to be considered.

Sandy Springs Fire Marshal:

We have no issues with the Rezoning and feel it's a good use for the space and keeps with other developments around it. As always the applicant will need to be aware of all applicable code requirements and city ordinances as they progress through their planning stages. Of particular concern for us here is access for apparatus and building types, though admittedly this is more of a concern for permitting.

MARTA:

No comment provided.

Fulton County Schools:

No comment provided.

Fulton County Board of Health:

No comment provided.

Fulton County Public Services and Utilities:

No comment provided.

PUBLIC PARTICIPATIONCommunity Meeting I

There were approximately 29 in-person and virtual attendees, including the Applicant team and the President of the Sandy Springs Council of Neighborhoods (SSCN) at the Initial Community Meeting on August 26, 2021, held both in person and virtually. Questions and topics discussed included the proposed project, similar projects done by the Applicant, traffic generation, current tenant plans, the proposed construction phasing, etc.

Community Meeting II

There were approximately 18 in-person and virtual attendees, including the Applicant team and the President of SSCN at the Second Community Meeting on October 04, 2021, held both in person and virtually. Questions and topics discussed included the proposed project, current tenant's future, target rents, public restrooms, construction phasing, etc.

Correspondence Received

No comments were received at the time of this report.

DEPARTMENT OF COMMUNITY DEVELOPMENT RECOMMENDATION
Following review, and based on the findings, Staff recommends Approval of Zoning Map Amendment (Rezoning) RZ21-0003, request for a Zoning Map Amendment (Rezoning) from CS-3 (City Springs, 3 stories maximum height) to CS-6 (City Springs, 6 stories maximum height).

Anspach, Matthew

From: Sandy Springs GIS
Sent: Thursday, December 9, 2021 3:00 PM
To: Planning and Zoning Public Comments
Subject: There Is A New Comment For Zoning Case RZ21-0003

Case ID: RZ21-0003

Time Submitted: 20211209193625.063000

Citizen Name: Ronda Smith

Citizen Email: president@sandyspringscouncil.org

Citizen Phone:

Citizen Address: 76 Long Island Place

Comment: Council of Neighborhoods has been actively engaged with this request for rezoning having attended the Community meetings and met with the applicant to discuss some finer points of the proposal. Since a key precept of the Council of Neighborhoods mission statement is to “share knowledge, identify common issues, achieve common goals, unify the community and encourage healthy, responsible development.” it was important for SSCN to understand the project’s potential impact on the community and the benefits it will bring. This Jamestown application fits that element of the mission statement for healthy, responsible development that also meets the goals of the comprehensive plan for the City Springs District. It will be an integral and value add part of the future development of the entire District. They provide detail in the conceptual site plan that was concisely presented to the public and lays out a mix of uses, engaging spaces, and green spaces. All this is a posture towards responsible development. We would hope that fully engineered, this project as presented in the application will be a case of what you see is what you will get. I am certain the nearby neighborhood residents that attended the community meetings and engaged with the applicant and city staff at length about the proposal, want exactly the same thing. Clearly Jamestown Properties understands the value of this mix of uses and what it will return for them on this 8 acre site as a component of their prime total contiguous 25 acre stakehold in the City Springs District. If other Jamestown mixed use products are an indication of their ultimate goals this should be what is expected and ultimately returned for the public. Based on their prior projects this will be a tremendous addition and benefit to the businesses and residents of Sandy Springs. Council of neighborhoods asks City Council to support Staff’s recommendation for Approval.

This e-mail message (including any attachments) is for the sole use of the intended recipient(s) and may contain confidential and privileged information. If the reader of this message is not the intended recipient, you are hereby notified that any dissemination, distribution or copying of this message (including any attachments) is strictly prohibited. If you have received this message in error, please contact the sender and destroy all copies of the original message (including attachments). The City of Sandy Springs is a public entity subject to the Official Code of Georgia Annotated §§ 50-18-70 to 50-18-76 concerning public records. Email is covered under such laws and thus may be subject to disclosure.

Received

October 18, 2021, 3:20 PM



SANDY SPRINGS™
GEORGIA

Case No.: **RZ21-0003**Planner's initials:

APPLICATION

ZONING MAP AMENDMENT (REZONING) & CONDITIONAL USE PERMIT

☒ ZONING MAP AMENDMENT - OR - ☐ CONDITIONAL USE PERMIT

Application Checklist:

Page No.	Item	Completed/ Included in Submittal
2	Project Information Sheet	☒
3-6	Detailed Process and Instructions	N/A
7	Application Form	☒
8-10	Authorization and Disclosure Forms	☒
11	Letter of Intent	☒
11	Zoning Impact Analysis	☒ or N/A ☐
11-12	Conditional Use Analysis	☒ or N/A ☐
12	Traffic Impact Study	☒ or N/A ☐
12	Development of Regional Impact	☐ or N/A ☒
12	Chattahoochee River Corridor Certificate	☐ or N/A ☒
12-13	8½" x 11" copy of Survey	☒
12-13	8½" x 11" copy of Site Plan	☒ or N/A ☐
12-13	11" x 17" copy of Survey	☒
12-13	11" x 17" copy of Site Plan	☒ or N/A ☐
12-13	Two (2) full-scale copies of Survey	☒
12-13	Two (2) full-scale copies of Site Plan	☒ or N/A ☐
12	8½" x 11" copy of Legal Description (must be in Word format)	☒
	11" x 17" copy of Elevations and/or Sections	☒ or N/A ☐
14	Meeting Schedule	N/A
15	Fee Schedule	N/A
15	Fee Payment	☒
16	Sign Specifications	N/A
17	Sign-In Sheet Template	N/A
4	Summary of and Sign-In Sheet Completed at CMI	☒
	All documents in electronic form (email)	☒

The Director reserves the right to request additional information deemed necessary to analyze the request. Incomplete applications will not be accepted.

Planner's initials:



SANDY SPRINGS™

GEORGIA

Case No.: RZ21-0003

Planner's initials: *AB*

PROJECT INFORMATION SHEET

PROPERTY	Address(es): <u>5920</u> 5920 Roswell Road, Sandy Springs, Georgia 30328-Western Portion	
	Parcel Tax ID(s): 17 009000030366	
	Total acreage: northerly 6.45 acres	Council District: Three (3)
	Current zoning: CS-3 <u>7.95</u>	Current use: Retail, Theatre & Restaurants
	Character Area: City Springs	

APPLICATION	Purpose of the Application: <u>Rezoned to CS-6</u>	
	Check all that apply:	
	☒ Zoning Map Amendment (Rezoning)	☐ Conditional Use Permit
	Detailed request: Intended mixed use development containing movie theatre, restaurants, office and multi-family as more particularly shown on the Site Plan to be submitted	
	Petitioner: Jamestown Parkside Shops LLP, a delaware limited partnership	
	Petitioner's address: Ponce City Market, 675 Ponce de Leon Avenue, NE, 7th Floor Atlanta, Georgia 30308	
Phone: (404) 709-0137		Email: Eric.Hines@JamestownLP.com

OWNER	Property owner: Jamestown Parkside Shops LLP, a Delaware limited partnership	
	Owner's address: Ponce City Market 675 Ponce de Leon Avenue, NE, 7th Floor, Atlanta, GA. 30308	
	Phone: (404) 709-0137	Email: Eric.Hines @JamestownLP.com
	Signature (authorizing initiation of the process): <i>EP</i>	
	If the property is under contract, provide a copy of the contract Eric Hines-Senior Vice President Asset Management	

- TO BE FILLED OUT BY P&Z STAFF -

Pre-Application Meeting date: <u>8/2/21</u>	Anticipated Application date: <u>9/7/21</u>
CMI date, time, and location: Thursday, August 26, 2021, 6:00 PM, The Springs Cinema & Taphouse, 5920 Roswell Road, C103, Sandy Springs, Georgia 30328	
ADDITIONAL INFORMATION NEEDED:	
SUBMITTAL ITEMS WAIVED BY DIRECTOR:	



SANDY SPRINGS™
GEORGIA

Case No.: RZ21-0003

Planner's initials:

APPLICATION FORM

APPLICATION	Purpose of the Application: Rezone the Property from CS-3 to CS-6	
	Check all that apply:	
	☒ Zoning Map Amendment (Rezoning)	☐ Conditional Use Permit
	Detailed request: 51,400 square feet of redeveloped retail	
	63,000 square feet of office use	
	(5) townhomes, 23 condominiums and 190 multi-family units	
	retention of the existing movie theatre	

COMMUNITY MEETING REPORT	Date and location of CMI: The Springs movie theatre on Sandy Springs Circle	
	Beginning time: 6:00 p.m.	End time: 8:15 p.m.
	Summary of concerns discussed: See Summary attached hereto	
	Does the Application address the concerns discussed at the CMI? ☒ Yes ☐ No	
	Explain: As noted on the Summary attached hereto	

- TO BE FILLED OUT BY P&Z STAFF -

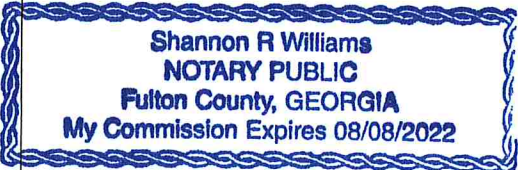
Application date: September 7, 2021	Tentative Planning Commission date: 11/17/21
CMII date and time: 10/4/2021	Tentative Mayor and City Council date: 12/21/21
OFFICIAL REQUEST (FOR PUBLICATION):	



SANDY SPRINGS™
GEORGIA

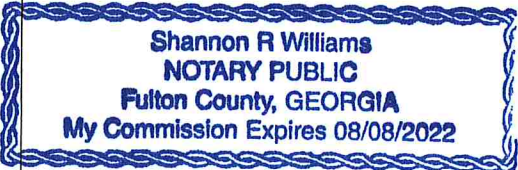
AUTHORIZATION FORM – PART I

A- The property owner must fill out the following section and have it notarized. If a property has multiple owners, each owner must separately fill out a copy of the Authorization Form.

Owner states under oath that he/she is the owner of the property described in the attached legal description, which is made part of this Application.	
Owner's name: <u>Jamestown Parkside Shops LLP</u>	Sworn and subscribed before me this
Address: <u>Ponce City Market</u> <u>675 Ponce de Leon Ave. NE,</u>	<u>7</u> th day of <u>September</u> <u>2021</u>
City, State, Zip Code: <u>Atlanta, Georgia 30308</u>	Notary public: <u>Shannon R. Williams</u>
Email address: <u>Eric.Hines@JamestownLP.com</u>	Seal:
Phone number: <u>(404) 709-0137</u>	
Owner's signature: <u>[Signature]</u> Eric Hines-Senior Vice President Asset Management	
Commission expires: <u>August 8, 2022</u>	

B- If the Applicant is *not* the current owner of the subject property:

Fill out the following section, check the appropriate statement, and have it notarized.

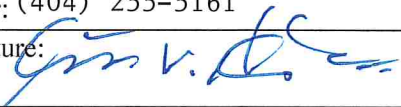
Applicant states under oath that:	
☐ He/she is the executor or Attorney-in-Fact under a Power-of-Attorney for the owner (<i>attach a copy of the contract</i>); or ☐ He/she has an option to purchase the subject property (<i>attach a copy of the contract</i>); or ☐ He/she has an estate of years which permits the Applicant to apply (<i>attach a copy of the lease</i>)	
Applicant's name: <u>SAME AS OWNER</u>	Sworn and subscribed before me this
Company name: <u>Jamestown Parkside Shops LLC</u>	<u> </u> th day of <u> </u> <u>2021</u>
Address:	Notary public:
City, State, Zip Code:	Seal:
Email address:	
Phone number:	
Applicant's signature: <u>Eric Hines-Senior Vice President</u> <u>Asset Management</u>	Commission expires:



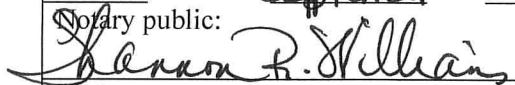
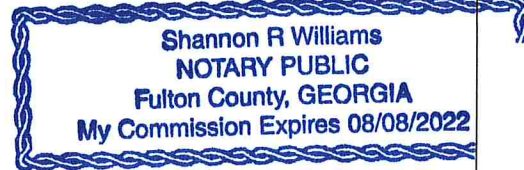
SANDY SPRINGS™
GEORGIA

AUTHORIZATION FORM – PART II

C- If an agent or attorney will represent the owner and/or the Applicant:
Fill out the following section and have it notarized.

Agent's name:	Nathan V. Hendricks III
Company:	Self
Address:	6085 Lake Forrest Drive Suite 200
City, State, Zip Code:	Sandy Springs, Georgia 30328
Email address:	nvh@cobbbandhyre.com
Phone number:	(404) 255-5161
Agent's signature:	
Applicant's signature:	Jamestown Parkside Shops LLC
By:	

Eric Hines-Senior Vice President
Asset Management

Sworn and subscribed before me this
7 th day of September 2021
Notary public:

Seal:

Commission expires August 8, 2022



SANDY SPRINGS™
GEORGIA

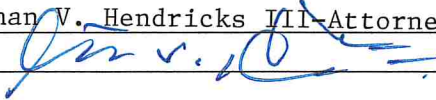
DISCLOSURE OF CONTRIBUTION FORM

Within the two (2) years immediately preceding the filing of this Application, have you made any campaign contributions aggregating \$250.00 or more or made gifts having an aggregate value of \$250.00 to the Mayor or any member of the City Council? ☐ Yes ☒ No

List all individuals or business entities which have an ownership interest in the property which is the subject of this Application: Jamestown Parkside Shops LLP, a Delaware limited partnership

Campaign Contributions: NONE			
Name of Government Official	Total Dollar Amount	Date of Contribution	Enumeration and Description of Gift Valued at \$250.00 or more

The undersigned acknowledges that this disclosure is made in accordance with the Official Code of Georgia, Section 36-67A-1 et. seq. Conflict of interest in zoning actions, and that the information set forth herein is true to the undersigned's best knowledge, information and belief.

Name: Nathan V. Hendricks III Attorney for Applicant/Owner
Signature:  Date: September 2, 2021

Note: Each party involved in the Application must sign an individual copy of this form.



SANDY SPRINGS™

GEORGIA

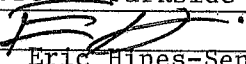
DISCLOSURE OF CONTRIBUTION FORM

Within the two (2) years immediately preceding the filing of this Application, have you made any campaign contributions aggregating \$250.00 or more or made gifts having an aggregate value of \$250.00 to the Mayor or any member of the City Council? ☐ Yes ☒ No

List all individuals or business entities which have an ownership interest in the property which is the subject of this Application: Jamestown Parkside Shops LLP, a Delaware limited partnership

Campaign Contributions: NONE			
Name of Government Official	Total Dollar Amount	Date of Contribution	Enumeration and Description of Gift Valued at \$250.00 or more

The undersigned acknowledges that this disclosure is made in accordance with the Official Code of Georgia, Section 36-67A-1 et. seq. Conflict of interest in zoning actions, and that the information set forth herein is true to the undersigned's best knowledge, information and belief.

Name: Jamestown Parkside Shops LLP, a Delaware limited partnership	
Signature: 	Date: September , 2021
By: Eric Hines-Senior Vice President Asset Management	

Note: Each party involved in the Application must sign an individual copy of this form.



SANDY SPRINGS™

GEORGIA

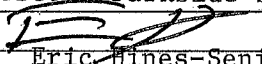
DISCLOSURE OF CONTRIBUTION FORM

Within the two (2) years immediately preceding the filing of this Application, have you made any campaign contributions aggregating \$250.00 or more or made gifts having an aggregate value of \$250.00 to the Mayor or any member of the City Council? ☐ Yes ☒ No

List all individuals or business entities which have an ownership interest in the property which is the subject of this Application: Jamestown Parkside Shops LLC, a Delaware limited partnership

Campaign Contributions: NONE			
Name of Government Official	Total Dollar Amount	Date of Contribution	Enumeration and Description of Gift Valued at \$250.00 or more

The undersigned acknowledges that this disclosure is made in accordance with the Official Code of Georgia, Section 36-67A-1 et. seq. Conflict of interest in zoning actions, and that the information set forth herein is true to the undersigned's best knowledge, information and belief.

Name: Jamestown Parkside Shops LLP, a Delaware limited partnership	
Signature: 	Date: September , 2021
By: Eric Hines-Senior Vice President Asset Management	

Note: Each party involved in the Application must sign an individual copy of this form.

LETTER OF INTENT

The property has an address of 5920 Roswell Road, Sandy Springs, Georgia 30328 and is the western portion of that property located at the intersection of Cliftwood Drive and Sandy Springs Circle and consists of approximately 7.59 acres (the "Property"). The Property is presently zoned to the CS-3 zoning classification and the Applicant requests are zoning to the CS-6 zoning classification. The Property represents a tired shopping center much in need of redevelopment. The Applicant is a well-respected developer with the ability to redevelop the Property into a true live/work/play environment, The City Springs Zoning Classification provides the developer with the ability to develop truly a live/work/play environment implementing the City Springs Master Plan as it will bring to the area a redevelopment of an old and tired shopping center which is completely in keeping with the very basis of the City Springs Zoning District. If the specific plan outlined below fails to be completed, the intent still is to have the ability and flexibility to redevelop at least some portion of the property to be 6 stories tall.

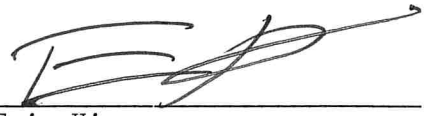
It is the intention of the Applicant to displace 64,080 square feet of the retail recently located on the Property with 51,400 square feet of redeveloped retail, together with 63,000 square feet of office use, together with five(5) townhouses, a building containing 23 condominiums and 190 apartment units projected to consist of one (1) and (2) two bedroom units, with footages to be determined. The townhouses and condominiums are intended to be "for sale" with the apartment units being rental. As better market conditions develop the Applicant will have a better understating of the total mix of townhouses, condominiums and apartments to be developed. Apart of the intended redevelopment of the Property is the continued operation of the movie theatre on the Property known as "The Springs". Also to be noted on the Site Plan submitted with the Application is the .6 acre parcel known as the Common Green area and the .4 acre roof top of green space located above the movie theatre. Approximately 15% of the proposed 7.59 acres of area subject to redevelopment would be over 3 stories tall. The Applicant sees this as an opportunity to further the connectivity to and throughout the City Springs district with improved pedestrian and automobile access.

The development plan of the Applicant as above described and as reflected on the Site Plan submitted with the Application presents a well thought through development plan that will bring to the City of Sandy Springs truly a live/work/play development that is entirely in keeping with the Sandy Springs Development Plan and accordingly is appropriate and the appropriateness of this Rezoning Application and the Constitutional Assertions of the Applicant are more particularly stated and set forth on Exhibit "A" attached hereto and by reference thereto made a part hereof.

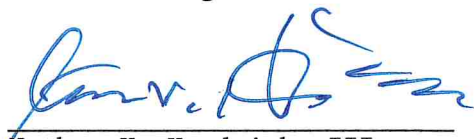
Accordingly, the Applicant requests that the Mayor and City Council approve this Rezoning Application as submitted in order that the Applicant be able to proceed with the lawful use and development of the Property.

APPLICANT:

Jamestown Parkside Shops LLP,
a Delaware limited partnership

By: 

Eric Hines
Senior Vice President
Asset Management


Nathan V. Hendricks III
Attorney for the Applicant

6085 Lake Forrest Drive
Suite 200
Sandy Springs, Georgia 30328
(404) 255-5161

Exhibit "A"

APPROPRIATENESS OF APPLICATION
AND
CONSTITUTIONAL ASSERTIONS

The portions of the Zoning Resolution of the City of Sandy Springs as applied to the subject Property which classify or may classify the Property so as to prohibit its development as proposed by the Applicant are or would be unconstitutional in that they would destroy the Applicant's property rights without first paying fair, adequate and just compensation for such rights in violation of Article I, Section I, Paragraph I of the Constitution of the State of Georgia of 1983, Article I, Section III, Paragraph I of the Constitution of the State of Georgia of 1983 and the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States.

The application of the Zoning Resolution of the City of Sandy Springs to the Property which restricts its use to any classification other than that proposed by the Applicant is unconstitutional, illegal, null and void, constituting a taking of Applicant's Property in violation of the Just Compensation Clause of the Fifth Amendment to the Constitution of the United States, Article I, Section I, Paragraph I and Article I, Section III, Paragraph I of the Constitution of the State of Georgia of 1983 and the Equal Protection and Due Process Clauses of the Fourteenth Amendment to the Constitution of the United States denying the Applicant an economically viable use of its land while not substantially advancing legitimate state interests.

A denial of this Application would constitute an arbitrary and capricious act by the Sandy Springs City Council without any rational basis therefore constituting an abuse of discretion in violation of Article I, Section I, Paragraph I of the Constitution of the State of Georgia of 1983, Article I, Section III, Paragraph I of the Constitution of the State of Georgia of 1983 and the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States.

A refusal by the Sandy Springs City Council to rezone the Property as proposed by the Applicant would be unconstitutional and discriminate in an arbitrary, capricious and unreasonable manner between the Applicant and owners of similarly situated property in violation of Article I, Section I, Paragraph II of the Constitution of the State of Georgia of 1983 and the Equal Protection Clause of the Fourteenth Amendment to the Constitution of the United States. Any rezoning of the subject Property subject to conditions which are different from the conditions requested by the Applicant, to the extent such different conditions would have the effect of further restricting the Applicant's utilization of the subject Property would also constitute an arbitrary, capricious and discriminatory act in zoning the Property to an unconstitutional classification and would likewise violate each of the provisions of the State and Federal Constitutions set forth hereinabove.

ZONING IMPACT ANALYSIS (Sec 11.3.6.C.)

1. The Zoning Map Amendment does not correct an error but does meet the challenge of some changing condition, trend or fact.
Pursuant to Sec. 5.1.6. of the City Springs provision provided in the Development Code, the proposed rezoning implements the City Springs Master Plan as it brings to the area a redevelopment of an old and tired shopping center which is completely in keeping with the very basis of the City Springs Zoning District.
2. The Zoning Map Amendment substantially conforms with the Comprehensive Plan. The Amendment will allow for the redevelopment to help the City achieve some of its goals laid out in the Comprehensive Plan including revitalizing Roswell Road, as the proposed redevelopment is just off of the road and achieve a better housing balance with the addition of townhomes, condominiums, and apartments.
3. The Zoning Map Amendment substantially conforms with the stated purpose and intent of the Development Code.
4. The Zoning Map Amendment will reinforce the existing or planned character of the area.
5. The subject property is appropriate for the development allowed in the proposed district and the use and development of adjacent properties.
6. There are substantial reasons why the property must not be used according to the existing zoning as the redevelopment plan for the Property envisions building heights that vary and are in keeping with the rezoning to CS-6 that was approved by the Mayor and City Council directly across Cliftwood Drive from the subject Property.
7. There is a need for the proposed use at the proposed location as it will bring to the area a Developer well known for excellence in mixed use development and truly create a live/work/play environment within the proposed redevelopment. 6 stories provides for more options for places to live in close proximity to other uses that allows for increased pedestrian foot traffic and more greenspace versus the existing parking lot.
8. The city and other service providers will be able to provide sufficient public facilities and services including schools, roads, recreation facilities, wastewater treatment, water supply and stormwater facilities, police, fire and emergency medical services, while maintain sufficient levels of service to existing development.
9. The Zoning Amendment will not significantly impact the natural environment, including air, water, noise, stormwater management, wildlife and vegetation.
10. The Zoning Map Amendment will now have a significant adverse impact on property in the vicinity of the subject Property but rather will have a positive effect on properties in the vicinity of the subject Property and bring to the immediate area a true sense of place in the furtherance of the live/work/play atmosphere to be created.



August 30, 2021

Mr. Eric Hines
Jamestown, LP
675 Ponce de Leon Avenue, NE, 7th Floor
Atlanta, GA 30308

Via E-Mail: Eric.Hines@JamestownLP.com

Subject: Letter to Support the Validity of the Findings and Recommendations of the
Traffic Impact Study for Proposed Parkside Shops Mixed-Use Development Based on Traffic Counts
Collected During COVID-19 Pandemic, City of Sandy Springs, Georgia

Greetings Eric,

As you are aware, the Traffic Impact Study for the Proposed Parkside Shops Mixed-Use Development, dated November 9, 2020 and revised July 29, 2021, was prepared during the COVID-19 pandemic. The traffic analysis was based on traffic counts that were, out of necessity, collected during pandemic conditions. Those counts were adjusted using historic traffic count data in order to develop typical traffic volumes that would be expected during non-pandemic conditions. Subsequent to the completion of the study, and with the return of students to school this fall of 2021, it was decided to collect a few supplemental traffic counts for comparison with the adjusted counts used in the traffic study. For this purpose, a new 24-hour count was collected on Sandy Springs Circle north of Cliftwood Drive and a new intersection count was collected at the Roswell Road / Cliftwood Drive intersection. These provide a good representative sampling of the study locations. The counts were collected on Thursday, August 19, 2021, with area schools in session. The volumes in the traffic study and the new counts at these locations are summarized in the following two tables:

24-Hour Count

Location	Date	N	S	Two-Way
Sandy Springs Circle north of Cliftwood Drive	Thursday October 6, 2020	2,260	2,546	4,806
Sandy Springs Circle north of Cliftwood Drive	Thursday August 19, 2021	2,338	3,047	5,385
Difference		3%	20%	12%

Intersection Peak Hour Count

Weekday A.M. Peak Hour	Northbound Roswell Road				Southbound Roswell Road				Eastbound Cliftwood Drive				Westbound Carpenter Drive			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Counted Tuesday, Oct 6, 2020	105	1016	12	1133	32	933	23	988	52	29	52	133	41	5	25	71
Calibration with Previous Counts	150%	120%	150%		150%	120%	150%		150%	150%	150%		150%	150%	150%	
Adjusted Existing Volumes	158	1219	18	1395	48	1120	35	1202	78	44	78	200	62	8	38	107
Counted Thursday, Aug 19, 2021	134	1056	16	1206	53	1180	19	1252	71	27	80	178	51	5	21	77
% Difference	-15%	-13%	-11%	-14%	10%	5%	-45%	4%	-9%	-38%	3%	-11%	-17%	-33%	-44%	-28%
Weekday P.M. Peak Hour	Northbound Roswell Road				Southbound Roswell Road				Eastbound Cliftwood Drive				Westbound Carpenter Drive			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Counted Tuesday, Oct 6, 2020	111	1207	14	1332	43	1217	26	1286	74	25	85	184	79	22	35	136
Calibration with Previous Counts	150%	120%	150%		150%	120%	150%		150%	150%	150%		150%	150%	150%	
Adjusted Existing Volumes	167	1448	21	1636	65	1460	39	1564	111	38	128	276	119	33	53	204
Counted Thursday, Aug 19, 2021	100	1048	6	1154	51	1180	17	1248	90	25	143	258	87	27	39	153
% Difference	-40%	-28%	-71%	-29%	-21%	-19%	-56%	-20%	-19%	-33%	12%	-7%	-27%	-18%	-26%	-25%

The new 24-hour count is 12% higher than what was reported in the traffic study. However, the intersection peak hour counts are lower than the adjusted counts used in the study. In the study, the counted 2020 volumes were adjusted by 120% to 150% to account for the pandemic. That adjustment was based on a detailed review of historic data that had been obtained from Sandy Springs. The goal of the adjustment was to achieve expected non-COVID, or existing “typical” volumes, with any potential erring being on the conservatively-high side. A review of the peak hour counts in detail will reveal that the adjusted volumes were conservatively high, but generally closer to the current 2021 counts than the 2020 “COVID” counts.

Therefore, the analysis in the traffic study is slightly conservative (it is based on slightly high volume projections). There is always an expectation of a margin of error when adjusting volumes based on historic data, especially to account for such an atypical condition such as the pandemic. Given that expectation, it is better that the adjusted volumes were slightly high, than if they had been underestimated. Note that this is a comparison at only one intersection and it is possible that the differences at the other intersections could be higher or lower.

The traffic study as it now stands (July 2021 version), is likely conservative in the analysis and the conclusions. A review of the report leads to the conclusion, barring any extraordinary change that may be unknown, that I would not change my recommendations and conclusions at study intersections 1, 2, 3, 5, 7, 8, 9, 10, 11, or 12. The two remaining intersections, 4 and 6, are the signals on Roswell Road at Hammond and at Cliftwood. At Roswell / Hammond, I identified the need for the widening of Roswell Road and other capacity constraints, all of which were noted to be system improvements that should be addressed independent of the Parkside project. At Roswell / Cliftwood, I identified the need for a new eastbound right turn lane on Cliftwood and a right turn overlap phase on

the signal, and that recommendation is still valid – the new eastbound right turn volume was one of the few locations that turned out slightly higher than my projections. Based on this small sample comparison, and the likelihood that none of the recommendations in the traffic study would change, I would come to the conclusion that the traffic study does NOT need to be fully updated with new, August 2021 counts. It is pointed out that one reason to do such an update would be to have a record and analysis of post-pandemic conditions. However, it should be recognized that conditions are still likely in flux, with some home schooling and work from home due to lingering covid concerns, such that a full August 2021 recount and update may still not represent typical post-COVID conditions.

I would be happy to discuss this information.

Sincerely,



Marc R. Acampora, PE
Traffic Engineer

Traffic Impact Study

Proposed Parkside Shops Mixed-Use Development City of Sandy Springs, Georgia

November 9, 2020
Revised July 29, 2021

MARC R. ACAMPORA, PE, LLC
TRAFFIC ENGINEERING



Traffic Impact Study

Proposed Parkside Shops Mixed-Use Development
City of Sandy Springs, Georgia

study prepared for:

Jamestown Parkside Shops, LP
675 Ponce de Leon Avenue, NE, 7th Floor
Atlanta, GA 30308

November 9, 2020
Revised July 29, 2021



MARC R. ACAMPORA, PE, LLC
TRAFFIC ENGINEERING

858 Myrtle Street, NE
Atlanta, Georgia 30308
phone: (678) 637-1763
e-mail: acamporatraffic@comcast.net

Contents

INTRODUCTION1

EXISTING TRAFFIC CONDITIONS2

 DESCRIPTION OF EXISTING ROADWAYS2

 PEDESTRIAN, BICYCLE, AND TRANSIT ACCESSIBILITY3

 EXISTING TRAFFIC VOLUMES.....3

 EXISTING INTERSECTION OPERATIONS7

NO-BUILD TRAFFIC CONDITIONS.....9

 NO BUILD TRAFFIC VOLUMES9

 PLANNED AND PROGRAMMED TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS10

 NO-BUILD INTERSECTION OPERATIONS10

PROJECT TRAFFIC CHARACTERISTICS13

 PROJECT DESCRIPTION13

 TRIP GENERATION.....14

 TRIP DISTRIBUTION AND ASSIGNMENT15

FUTURE TRAFFIC CONDITIONS.....18

 FUTURE INTERSECTION OPERATIONS.....19

DISCUSSION OF RESULTS AND RECOMMENDATIONS21

APPENDIX

Tables

TABLE 1 – COUNTED AND HISTORIC 24-HOUR TRAFFIC VOLUME COUNTS AND ANNUAL GROWTH RATES.....4

TABLE 2 – EXISTING INTERSECTION OPERATIONS7

TABLE 3 – HISTORIC GEORGIA DOT TRAFFIC VOLUME COUNTS AND ANNUAL GROWTH RATES9

TABLE 4 – NO-BUILD INTERSECTION OPERATIONS.....11

TABLE 5 – PROPOSED PARKSIDE SHOPS TRIP GENERATION15

TABLE 6 – FUTURE INTERSECTION OPERATIONS19

TABLE A – LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS AND ROUNDABOUTSAPPENDIX B

TABLE B – LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONSAPPENDIX B

Figures

FIGURE 1 – SITE LOCATION MAP1

FIGURE 2 – EXISTING* WEEKDAY A.M. AND P.M. PEAK HOUR TRAFFIC VOLUMES.....6

FIGURE 3 – SITE PLAN13

FIGURE 4 – PARKSIDE SHOPS TRIP DISTRIBUTION PERCENTAGES16

FIGURE 5 – PROJECT-GENERATED WEEKDAY A.M. AND P.M. PEAK HOUR TRIPS17

FIGURE 6 – FUTURE WEEKDAY A.M AND P.M. PEAK HOUR TRAFFIC VOLUMES18

Photographs in Appendix F

PHOTOGRAPH 1 – SANDY SPRINGS CIRCLE FACING NORTH AT HAMMOND DRIVE8

PHOTOGRAPH 2 – HAMMOND DRIVE FACING WEST AT HAMMOND EXCHANGE WEST ACCESS.....8

PHOTOGRAPH 3 – HAMMOND DRIVE FACING EAST AT HAMMOND EXCHANGE EAST ACCESS.....9

PHOTOGRAPH 4 – HAMMOND DRIVE FACING EAST AT ROSWELL ROAD9

PHOTOGRAPH 5 – ROSWELL ROAD FACING NORTH AT PARKSIDE SHOPS ACCESS10

PHOTOGRAPH 6 – CLIFTWOOD DRIVE FACING EAST AT ROSWELL ROAD10

PHOTOGRAPH 7 – CLIFTWOOD DRIVE FACING WEST AT PARKSIDE SHOPS EAST ACCESS.....11

PHOTOGRAPH 8 – CLIFTWOOD DRIVE FACING WEST AT PARKSIDE SHOPS WEST ACCESS11

PHOTOGRAPH 9 – SANDY SPRINGS CIRCLE FACING SOUTH AT CLIFTWOOD DRIVE12

PHOTOGRAPH 10 – SANDY SPRINGS CIRCLE FACING NORTH AT PARKSIDE SHOPS ACCESSES12

PHOTOGRAPH 11 – SANDY SPRINGS CIRCLE FACING SOUTH AT PARKSIDE SHOPS ACCESSES13

PHOTOGRAPH 12 – RAMP CONNECTING WEST AND EAST SIDES OF PARKSIDE SHOPS.....13

PHOTOGRAPH 13 – HAMMOND EXCHANGE PARKING LOT INCORRECT STRIPING COLORS.....14

PHOTOGRAPH 14 – PARKSIDE SHOPS EAST PARKING LOT INCORRECT STRIPING COLORS.....14

PHOTOGRAPH 15 – PARKSIDE SHOPS WEST PARKING LOT INCORRECT STRIPING COLORS.....15

Introduction

This study assesses the traffic impact of the proposed Parkside Shops mixed-use development in the City of Sandy Springs, Georgia. The site is located at the northeast corner of the intersection of Sandy Springs Circle and Cliftwood Drive, as shown in Figure 1. The majority of the development site currently serves as a surface parking lot for a cinema and gym. The proposed development will include a mix of buildings with approximately 71,500 square feet of loft office, approximately 55,400 square feet of retail/restaurant, and approximately 255 multi-family residential units. Vehicular access will be provided at two existing driveways on Sandy Springs Circle, and two existing and one new driveway on Cliftwood Drive. There will be interparcel vehicular connectivity to the existing developed east side of the Parkside Shops shopping center as well as to the existing Hammond Exchange shopping center to the north.

The purpose of this traffic impact study is to determine existing traffic operating conditions in the vicinity of the proposed development, project future traffic volumes, assess the impact of the subject development, then develop conclusions and recommendations to mitigate the project traffic impact and ensure safe and efficient existing and future traffic conditions in the vicinity of the project.

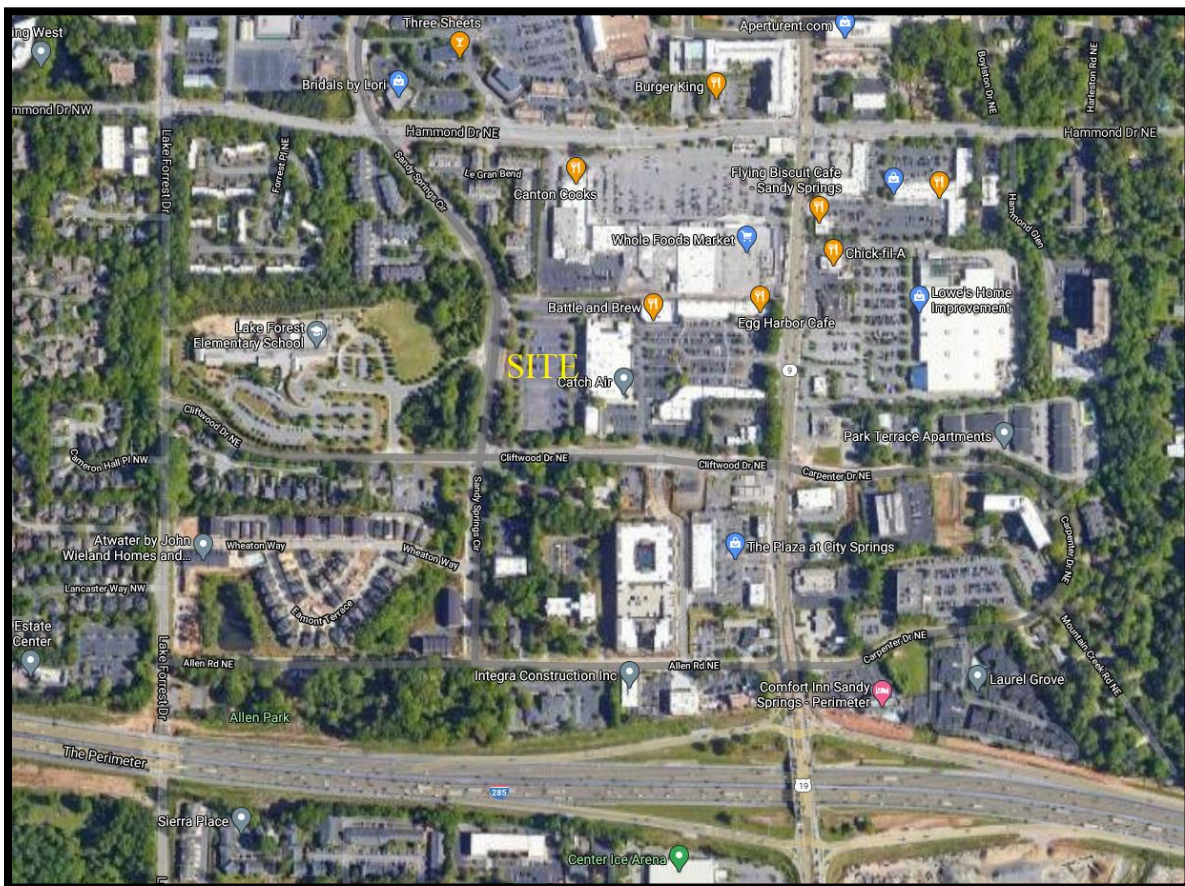


Figure 1 – Site Location Map

Parkside Shops Sandy Springs
Traffic Impact Study

MARC R ACAMPORA, PE, LLC
TRAFFIC ENGINEERING

Existing Traffic Conditions

Existing traffic conditions in the vicinity of the proposed Parkside Shops development were assessed. The following is a description of existing transportation facilities, traffic volumes, and intersection operations.

Description of Existing Roadways

Sandy Springs Circle is a minor urban collector that begins at Roswell Road to the north, travels west then turns south near Johnson Ferry Road, intersects with Mt Vernon Drive, and continues to the south, past the subject property and terminates at Allen Road. In the immediate vicinity of the subject property, Sandy Springs Circle has signalized intersections at Hammond Drive and at Cliftwood Drive. Adjacent to the site, the road generally has two through travel lanes in each direction plus turn lanes at certain locations. The southbound inner through lane becomes an exclusive left turn lane at Cliftwood Drive and south of Cliftwood Drive, Sandy Springs Circle has one through travel lane per direction. The terrain along Sandy Springs Circle is rolling, with a downhill grade from north to south through the study area. The posted speed limit is 35 mph, with a 25 mph school zone when flashing that includes the entire site frontage. Multiple twenty-four traffic counts collected on Sandy Springs Circle for this study, and previously, are presented below in Table 1.

Cliftwood Drive is an east/west local collector that begins at Lake Forrest Drive, passes the site and intersects with a signalized intersection at Roswell Road where it changes name to Carpenter Drive. Adjacent to the site the road generally has two lanes in each direction, while west of Sandy Springs Circle the road has one lane per direction. Cliftwood Drive has a steep uphill grade eastbound along the site frontage and the posted speed limit is 35 mph, with a 25 mph school zone when flashing that includes the entire site frontage. Twenty-four counts on Cliftwood Drive are presented in Table 1.

Hammond Drive is a minor urban arterial that begins at Mt Vernon Highway, intersects with Sandy Springs Circle in the vicinity of the subject development, passes the frontage of Hammond Exchange shopping center, intersects with Roswell Road then continues to the east, with ramps to and from the north at GA 400, then continuing to Ashford Dunwoody Road where it becomes Ravinia Parkway. The road has two through lanes in each direction west of Roswell Road, with exclusive turn lanes at certain intersections. In the immediate vicinity of the subject development, the terrain on Hammond Drive is generally level and the posted speed limit is 35 mph. Twenty-four counts on Hammond Drive are presented in Table 1.

Roswell Road (Georgia State Route 9) is a north/south principal urban arterial with two through travel lanes plus a center two way left turn lane or exclusive left turn lanes at major intersections. Right turn lanes are provided at some locations including the access to the Parkside Shops shopping center. The terrain is level to very gently rolling and the posted speed limit is 35 mph. Twenty-four counts on Roswell Road are presented in Table 1.

Pedestrian, Bicycle, and Transit Accessibility

There is a sidewalk along both sides of all roadways in the vicinity of the site except along the south side of Cliftwood Drive across from the site. There are striped crosswalks and pedestrian crossing signals at all signalized intersections in this study. There are striped “sharrows” where bicycles share lanes with automobile traffic on Sandy Springs Circle but no other designated bicycle lanes in the immediate vicinity of the site. MARTA bus route 5 runs along Roswell Road through this vicinity and MARTA bus route 87 travels along Hammond Drive and Roswell Road to the east and north of their intersection.

Appendix F contains photographs documenting the existing transportation conditions in the vicinity of the subject site.

Existing Traffic Volumes

The preparation of this traffic study coincided with some quarantining due to the COVID-19 pandemic. The roads in the vicinity of the proposed development, and throughout the state, have experienced dramatic decreases in volumes. However, traffic volumes have been increasing through the summer and, at the time of this study in the fall of 2020, schools had resumed classes, with a mix of in-classroom learning and online learning from home. It was decided that current counts could be collected, and adjusted with a calibration factor, as discussed below. The following intersections were counted for this study:

1. Hammond Drive / Sandy Springs Circle
2. Hammond Drive / Hammond Exchange Unsignalized West Access
3. Hammond Drive / Hammond Exchange Signalized East Access
4. Roswell Road / Hammond Drive
5. Roswell Road / Parkside Shops Access / Lowes Access
6. Roswell Road / Cliftwood Drive / Carpenter Drive
7. Cliftwood Drive / Parkside Shops East Access
8. Cliftwood Drive / Parkside Shops West Access
9. Sandy Springs Circle / Cliftwood Drive
10. Sandy Springs Circle / Parkside Shops South Access
11. Sandy Springs Circle / Parkside Shops North Access

Full turning movement traffic volume counts were collected at each intersection. The counts were collected on Tuesday, October 6, 2020, from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m. The counts were compiled by 15-minute intervals and the four highest 15-minute intervals in each time period were summed. These volumes make up the unadjusted weekday a.m. and p.m. peak hour traffic volumes at each counted intersection. The raw count data is provided in Appendix A.

In addition to the intersection counts, 24-hour bi-directional traffic counts were collected on Hammond Drive between the west and east Hammond Exchange accesses, Roswell Road north of Cliftwood Drive, Cliftwood Drive

east of Sandy Springs Circle, and Sandy Springs Circle north of Cliftwood Drive. This count data is summarized in Table 1 and is also provided in Appendix A.

In order to determine if any calibration of the raw count data was appropriate to adjust for the COVID-19 pandemic, previously-collected traffic counts were obtained from the City of Sandy Springs. Turning movement counts were obtained from the City at the intersection of Hammond Drive at Sandy Springs Circle, collected both in May 2013 and in May 2018, and at Cliftwood Drive at Sandy Springs Circle, collected in May 2018. The City also provided 24-hour counts at approximately the same locations as the counts collected for this study. The traffic volume worksheets in Appendix A include the turning movement counts. Table 1 presents the 24-hour counts collected for this study and those obtained from the City.

Table 1 – Counted and Historic 24-Hour Traffic Volume Counts and Annual Growth Rates

Location	Date	N/E Volume	S/W Volume	Two-Way
Hammond bet W and E Hammond Exch Drives	Tues October 6, 2020	5,375	5,407	10,782
Hammond west of Sandy Springs Circle	Tues May 15, 2018	7,203	6,381	13,584
<i>Average Annual Change</i>				-10.9%
Roswell north of Cliftwood Drive	Tues October 6, 2020	18,347	17,779	36,126
Roswell south of Mt Vernon Highway	Thurs March 14, 2014	16,731	17,280	34,011
<i>Average Annual Change</i>				+1.0%
Cliftwood east of Sandy Springs Circle	Tues October 6, 2020	1,855	2,060	3,915
Cliftwood west of Roswell Road	Thurs October 11, 2018	2,414	2,841	5,255
<i>Average Annual Change</i>				-13.7%
Sandy Springs Circle north of Cliftwood Dr	Tues October 6, 2020	2,260	2,546	4,806
Sandy Springs Circle north of Reddington Pl	Tues March 12, 2019	3,219	3,416	6,635
<i>Average Annual Change</i>				-27.6%

Developing an adjustment factor to account for the COVID-19 pandemic is the most challenging piece of this traffic study because it is unprecedented and its long-term effects on traffic volumes and travel patterns are unmeasured. Anecdotally, it is readily observable that traffic volumes notably plummeted in the spring and summer of 2020. Likewise, anecdotally, volumes substantially increased in the fall of 2020, but still appear low. What is unknown is whether there will be a full return to pre-COVID-19 conditions or if there will be a long-term or permanent shift to increased work from home, changes in in-school attendance practices, shifts to online shopping and less dining out, etc. Decisions had to be made in this study as to whether the current counted volumes should be adjusted up to the older count levels extrapolated to 2020, or if the new volumes should supersede the older counts, or some combination of those conditions.

The data in Table 1 shows notably lower October 2020 volumes on Hammond Drive, Sandy Springs Drive, and Cliftwood Drive. The volumes on Roswell Road are higher than the previous count, but that count is from 2014. However, Table 3, presented later in this report, shows that 2019 Georgia DOT counts, which were pre-pandemic, were notably lower than the 2015 and 2016 Georgia DOT counts and the 2020 count on Roswell Road collected for this study is comparable in magnitude to the 2019 Georgia DOT count. The intersection turning movement counts, shown in Appendix A, reveal, very generally, notably lower through volumes on Hammond Drive but somewhat comparable volumes on the other local (non-Roswell Road) streets between the older counts and the current counts. Finally, driveway volumes to Parkside Shops and Hammond Exchange were solid and observations revealed notable retail activity. The subject site, which is a surface parking lot with a gym and theater, showed low activity, but the north Parkside Shops access on Sandy Springs Circle was active due to its ramp connection to the east side of the Parkside Shops shopping center. Consideration was made to zeroing out all retail accesses to erase the current pandemic levels of driveway retail activity, and replacing those with ITE trip generation for their respective square footages. Consideration was also given to adjusting the counts by turning movement to reproduce pre-pandemic data. Concern arose that these techniques would involve excessive massaging of the counts based somewhat on speculation and that a simpler, consistent approach would be more defensible.

Based on the discussion presented above, it was decided that all counted volumes would be increased by 50% except the through volumes on Roswell Road, which would be increased by 20%. This yields turn movements that are logically consistent with what could be reasonably expected in a post-pandemic condition. These adjusted volumes are considered to be the existing 2020 condition for this traffic impact study and are presented in Figure 2. Appendix A includes the raw count data and traffic volume worksheets that show the adjustments applied to the counts.

*see preceding text

Existing Intersection Operations

Existing traffic operations were analyzed at each study intersection using Synchro software, version 10, in accordance with the methodology presented in the Transportation Research Board's 2016 *Highway Capacity Manual (HCM 6)*. The results of the analysis are shown in Table 2. Computer printouts containing detailed results of the analysis are located in Appendix C. Levels of service and delays are provided for each overall intersection and for each approach or controlled movement. Intersections or approaches that "fail" (operate at LOS E or F) are shown in bold type.

Table 2 – Existing Intersection Operations

Intersection / Approach	A.M. Peak Hour		P.M. Peak Hour	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)
1. Hammond Drive at Sandy Springs Circle	B	18.1	C	21.8
northbound approach	A	6.7	B	14.9
southbound approach	A	6.6	B	14.6
eastbound approach	C	25.5	C	26.9
westbound approach	C	23.4	C	24.7
2. Hammond Drive at Hammond Exchange West Access	A	0.8	A	3.1
northbound approach	B	13.2	D	29.6
westbound left turn	A	8.5	A	9.0
3. Hammond Drive at Hammond Exchange Signalized Access	B	17.3	B	18.0
northbound approach	A	5.2	B	12.3
southbound approach	A	5.4	B	10.1
eastbound approach	B	17.8	B	18.0
westbound approach	C	21.1	C	22.1
4. Roswell Road at Hammond Drive	D	40.2	F	86.1
northbound approach	C	31.5	F	89.8
southbound approach	C	33.2	F	87.0
eastbound approach	E	64.4	F	87.4
westbound approach	D	52.3	E	78.7
5. Roswell Road at Parkside Access / Lowes Access	B	11.8	C	24.8
northbound left turn (entering Parkside)	B	11.2	C	15.1
southbound left turn (entering Lowes)	B	13.0	B	14.2
eastbound left/through (exiting Parkside)	F	106.9	F	NA*
eastbound right turn (exiting Parkside)	B	13.2	C	18.6
westbound approach (exiting Lowes)	F	NA*	F	NA*
6. Roswell Road at Cliftwood Drive / Carpenter Drive	C	20.0	C	30.0
northbound approach	B	12.8	C	21.5
southbound approach	B	12.3	C	20.8
eastbound approach	F	82.7	F	89.2
westbound approach	E	71.1	E	67.8

Table 2 continued on next page

7. Cliftwood Drive at Parkside East Access	A	0.7	A	2.0
southbound approach (exiting Parkside)	A	10.0	B	11.2
eastbound left turn (entering Parkside)	A	7.6	A	7.8
8. Cliftwood Drive at Parkside West Access	A	0.6	A	0.4
southbound approach (exiting Parkside)	A	9.7	A	10.0
eastbound left turn (entering Parkside)	A	0.0	A	7.8
9. Sandy Springs Circle at Cliftwood Drive	B	11.8	B	13.6
northbound approach	B	10.1	B	11.6
southbound approach	A	5.7	A	7.8
eastbound approach	C	20.6	B	19.9
westbound approach	B	18.9	C	21.6
10. Sandy Springs Circle at Parkside South Access	A	0.5	A	0.9
southbound left turn (entering Parkside)	A	7.6	A	7.9
westbound approach (exiting Parkside)	A	9.5	B	10.4
11. Sandy Springs Circle at Parkside North Access	A	0.6	A	1.3
southbound left turn (entering Parkside)	A	7.6	A	8.0
westbound approach (exiting Parkside)	A	9.5	A	10.0

*NA=delay exceeds model capabilities

The existing analysis reveals acceptable traffic operations at most intersections and approaches. The locations that fail are all at intersections along Roswell Road and include the overall intersection and approaches at Roswell Road / Hammond Drive and the side street approaches at the Parkside Shops / Lowes access and the side street approaches on Cliftwood Drive and Carpenter Drive. A detailed discussion of each study intersection is provided in the Discussion of Results and Recommendations section of this report.

No-Build Traffic Conditions

A future “no-build” condition was developed to identify future traffic operations with other growth and development in the area, but not including the proposed Parkside Shops mixed-use development. This allows the traffic impact of the subject development to be isolated from the future conditions that will exist whether or not this project is developed.

No Build Traffic Volumes

Historic Georgia DOT AADT volume counts were obtained at selected count stations in Sandy Springs for the five years from 2015 through 2019. Table 3 presents the historic Georgia DOT counts and the annual growth rates between the counts.

Table 3 – Historic Georgia DOT Traffic Volume Counts and Annual Growth Rates

Year	Roswell S of Hammond	Annual Growth	Hammond W of Sandy Spr	Annual Growth	Sandy Spr Cir S of Hildebrand	Annual Growth	Mt Vernon W of Long Island	Annual Growth	Johnson Fy W of Sandy Spr Cir	Annual Growth
Station	121-5118		121-5986		121-6016		121-5657		121-6044	
2015	40,100		11,600		7,960		14,600		16,200	
2016	41,400	3.2%	11,100	-4.3%	8,150	2.4%	15,100	3.4%	16,700	3.1%
2017	35,700	-13.8%	11,800	6.3%	7,660	-6.0%	13,700	-9.3%	17,700	6.0%
2018	35,600	-0.3%	11,800	0.0%	7,780	1.6%	13,700	0.0%	16,200	-8.5%
2019	35,900	0.8%	11,900	0.8%	7,930	1.9%	13,800	0.7%	16,300	0.6%
Avg Growth		-2.7%		0.6%		-0.1%		-1.4%		0.2%

All of the Georgia DOT count data was collected pre-COVID-19 and reveal trends that were occurring before the pandemic hit. It is reasonable to expect that these trends will resume from the starting point of the adjusted “existing” 2020 volumes presented previously. The Georgia DOT count data shows overall decreasing trends at three of the five count stations, with the last year of data showing low positive growth at all locations. Considering this data, and recognizing that the “existing” condition already adjusted the intersection counts significantly upward to a logical post-pandemic level, it was decided to increase those “existing” volumes by an annual growth factor of 1.0% per year for a five year period while the proposed Parkside Shops development is built-out and occupied. This equates to an overall increase in the counted, adjusted volumes of 5.1% to represent general growth trends that can be reasonably expected to occur during the development of this project. The counted and adjusted 2020 traffic volumes were increased by the 5.1% growth factor. The results are the no-build volumes that will be at each study intersection at full buildout of the Parkside Shops project, but not including the project’s trips. The traffic volume worksheets in Appendix A show the no-build trip calculations at each study intersection.

Planned and Programmed Transportation Infrastructure Improvements

Transportation improvements that are planned or programmed in the vicinity of the Parkside Shops development, or which may affect traffic volumes or travel patterns at the study intersections, were researched in the Sandy Springs Transportation Improvements website, the Atlanta Regional Commission's (ARC's) Regional Transportation Plan (RTP) website, and the Georgia DOT projects website. The following projects were identified:

Hammond Drive Widening – This project consists of the widening of Hammond Drive from two to four lanes from Roswell Road to Glenridge Drive. This project is planned to be completed before 2030. This traffic study includes projections of Parkside Shops site trips on Hammond Drive to and from the east, including to/from eastern Sandy Springs and Dunwoody and to/from the north on GA 400. The widening project can be expected to improve operations along this corridor which could potentially attract some latent demand – trips that would use this route, but currently avoid it due to congestion. However, this is somewhat speculative and its effects would not be expected until after the future analysis year in this traffic study. Therefore, no additional site trips were assigned to this route and no shifting of travel patterns were projected as a result of this widening. Additionally, no changes in lane geometry were modeled at the intersection of Roswell Road / Hammond Drive.

Sandy Springs Circle Improvements – This project is occurring along the west side of Sandy Springs Circle from north of Hammond Drive to Roswell Road. The west side of Sandy Springs Circle will include a two foot curb and gutter, a six foot landscape strip, a 12-foot wide multi-purpose path, and a two foot wide tree/utility strip. A proposed shoulder on the east side of the road will include a two foot curb and gutter, five foot sidewalk, and one foot tree/utility strips. Sidewalks will be ADA accessible. This project has begun construction. No changes in volume projections or vehicular travel patterns were made in this traffic study for this project.

No-Build Intersection Operations

Each study intersection was re-evaluated for a future 2025 no-build condition, using the no-build volumes, as described above. The results of the operational analysis are shown in Table 4. Computer printouts containing detailed results of the analysis are located in Appendix D. Levels of service and delays are provided for each overall intersection and for each approach or controlled movement. Intersections or approaches that “fail” (operate at LOS E or F) are shown in bold type.

Table 4 – No-Build Intersection Operations

Intersection / Approach	A.M. Peak Hour		P.M. Peak Hour	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)
1. Hammond Drive at Sandy Springs Circle	B	17.9	C	22.3
northbound approach	A	7.2	B	16.6
southbound approach	A	7.1	B	16.3
eastbound approach	C	24.9	C	26.9
westbound approach	C	22.7	C	24.4
2. Hammond Drive at Hammond Exchange West Access	A	0.8	A	3.6
northbound approach	B	13.6	D	34.5
westbound left turn	A	8.6	A	9.1
3. Hammond Drive at Hammond Exchange Signalized Access	B	17.4	B	18.3
northbound approach	A	5.8	B	14.3
southbound approach	A	6.1	B	11.2
eastbound approach	B	17.1	B	17.8
westbound approach	C	20.9	C	22.0
4. Roswell Road at Hammond Drive	D	41.9	F	97.3
northbound approach	C	34.2	F	104.9
southbound approach	C	34.6	F	94.1
eastbound approach	E	64.2	F	98.1
westbound approach	D	52.8	F	89.1
5. Roswell Road at Parkside Access / Lowes Access	C	16.1	E	36.1
northbound left turn (entering Parkside)	B	11.6	C	16.0
southbound left turn (entering Lowes)	B	13.6	B	14.9
eastbound left/through (exiting Parkside)	F	127.6	F	NA*
eastbound right turn (exiting Parkside)	B	13.6	C	19.9
westbound approach (exiting Lowes)	F	NA*	F	NA*
6. Roswell Road at Cliftwood Drive / Carpenter Drive	C	21.0	C	32.2
northbound approach	B	13.9	C	23.9
southbound approach	B	13.4	C	22.2
eastbound approach	F	83.3	F	94.9
westbound approach	E	70.6	E	69.4
7. Cliftwood Drive at Parkside East Access	A	0.7	A	2.1
southbound approach (exiting Parkside)	B	10.1	B	11.2
eastbound left turn (entering Parkside)	A	7.6	A	7.8
8. Cliftwood Drive at Parkside West Access	A	0.6	A	0.4
southbound approach (exiting Parkside)	A	9.8	B	10.1
eastbound left turn (entering Parkside)	A	0.0	A	7.8
<i>Table 4 continued on next page</i>				

9. Sandy Springs Circle at Cliftwood Drive	B	11.9	B	13.8
northbound approach	B	10.2	B	11.9
southbound approach	A	5.8	A	8.1
eastbound approach	C	20.7	B	19.8
westbound approach	B	18.9	C	21.7
10. Sandy Springs Circle at Parkside South Access	A	0.4	A	1.0
southbound left turn (entering Parkside)	A	7.6	A	7.9
westbound approach (exiting Parkside)	A	9.5	B	10.5
11. Sandy Springs Circle at Parkside North Access	A	0.6	A	1.3
southbound left turn (entering Parkside)	A	7.7	A	8.1
westbound approach (exiting Parkside)	A	9.6	A	10.1

*NA=delay exceeds model capabilities

The 2025 no-build analysis shows similar operations to the existing analysis, with most intersections continuing to operate acceptably. The high delays in the Roswell Road corridor will generally increase. A discussion of each study intersection is provided in the Discussion of Results and Recommendations section of this report.

Project Traffic Characteristics

This section describes the anticipated traffic characteristics of the proposed Parkside Shops mixed-use development, including a site description, how much traffic the project will generate, and where that traffic will travel.

Project Description

The proposed development will include a mix of buildings with approximately 71,500 square feet of loft office, approximately 55,400 square feet of retail/restaurant, and approximately 255 multi-family residential units. Vehicular access will be provided at two existing driveways on Sandy Springs Circle, and two existing and one new driveway on Cliftwood Drive. There will be interparcel vehicular connectivity via the existing ramp to the existing, developed east side of the Parkside Shops shopping center as well as to the existing Hammond Exchange shopping center to the north. The site plan is presented in Figure 3.



Figure 3 – Site Plan

Trip Generation

The volume of traffic that will be generated by the proposed mixed-use development was calculated using the equations in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition with Supplement* (the current edition). ITE Land Use 710 – General Office Building, ITE Land Use 820 – Shopping Center, and ITE Land Use 221 – Multi-Family Residential (Mid-Rise) were chosen as representative of the proposed development.

Three adjustments were made to the gross trips to account for 1) the multi-use character of the project, 2) pedestrian, bicycle, and transit trips, and 3) retail and restaurant pass-by trips.

The multi-use adjustment accounts for the synergy between compatible land uses within the project, such as an entering office trip in the morning that stops by an on-site restaurant for breakfast or coffee, thus consolidating two of the trips entering the site in the morning, into one trip. The multi-use adjustment was based on the National Cooperative Highway Research Program (NCHRP) *Report 684* and calculated using the spreadsheet associated with that report.

Due to the walkability of Sandy Springs, the proximity of a diverse mix of land uses, as well as the availability of MARTA bus service close to the site, a 10% reduction was made to the gross project trips to account for vehicular trips that are expected to be replaced by walking, bicycle, and transit trips.

Finally, a pass-by adjustment was applied to the retail / restaurant trips to account for trips that are already passing the site in the existing counts, but will be diverted into the site for shopping or dining, then will continue on their trip to their next destination. The ITE *Trip Generation Handbook* cites the average pass-by percentage for shopping centers to be 34% in the p.m. peak hour. A reduced percentage of 24% was applied to the a.m. and 24-hour trips, while the 34% was applied to the p.m. trips.

The trip generation for the proposed Parkside Shops development is summarized in Table 5.

Table 5 – Proposed Parkside Shops Trip Generation

Land Use	ITE Code	Size	A.M. Peak Hour			P.M. Peak Hour			24-Hour
			In	Out	Total	In	Out	Total	2-Way
Residential Total Trips	221	255 units	22	64	86	66	43	109	1,388
-multi-use			-1	-2	-3	-2	-1	-3	-84
-pedestrian/bicycle/transit			<u>-2</u>	<u>-6</u>	<u>-8</u>	<u>-6</u>	<u>-4</u>	<u>-10</u>	<u>-130</u>
Residential New Trips			19	56	75	58	38	96	1,174
Office Total Trips	710	71,500 ft ²	81	13	94	13	70	83	766
-multi-use			-4	-4	-8	-1	-21	-22	-130
-pedestrian/bicycle/transit			<u>-8</u>	<u>-1</u>	<u>-9</u>	<u>-1</u>	<u>-5</u>	<u>-6</u>	<u>-64</u>
Office New Trips			69	8	77	11	44	55	572
Shopping Center Total Trips	820	55,400 ft ²	111	68	179	168	183	351	4,024
-multi-use			-5	-4	-9	-22	-3	-25	-212
-pedestrian/bicycle/transit			-11	-6	-17	-15	-18	-33	-382
-pass-by		24%/34%/24%	<u>-23</u>	<u>-14</u>	<u>-37</u>	<u>-45</u>	<u>-55</u>	<u>-100</u>	<u>-824</u>
Shopping Center New Trips			<u>72</u>	<u>44</u>	<u>116</u>	<u>86</u>	<u>107</u>	<u>193</u>	<u>2,606</u>
Parkside Shops New Trips			160	108	268	155	189	344	4,352

The proposed Parkside Shops mixed-use development will generate 268 new trips in the morning peak hour, 344 new trips in the evening peak hour, and 4,352 new daily trips.

Trip Distribution and Assignment

The trip distribution percentages indicate what proportion of the project's new trips will travel to and from various directions. These percentages were developed based on the locations and proximity of likely trip origins and destinations and the routes of travel to and from those areas. Three new distribution percentages were developed, one each for the office trips, the retail new trips, and the residential trips. The new-trip percentages to and from both the office and the retail are based on population densities and distances of those populations from the site. However, the office distribution includes a much larger geographic area, using the logic that people will generally travel greater distances for employment than for shopping and dining. The office trips also, therefore, give greater weight to the routes of longer-distance travel to the site, including Interstate 285 and GA 400, while the retail/restaurant trips give greater weight to more local trips. The residential trip distribution is based on the locations of employment centers, schools, and retail shopping. The retail pass-by assignment percentages are based on the existing traffic flows passing the site. These include the flows on Roswell Road. Figure 4 shows the new-trip distribution percentages for the office, the retail/restaurants, and the residential. Figure 5 presents the project-generated trips at each study intersection. Appendix A includes traffic volume worksheets that show the project's trips assigned by movement, at each study intersection.

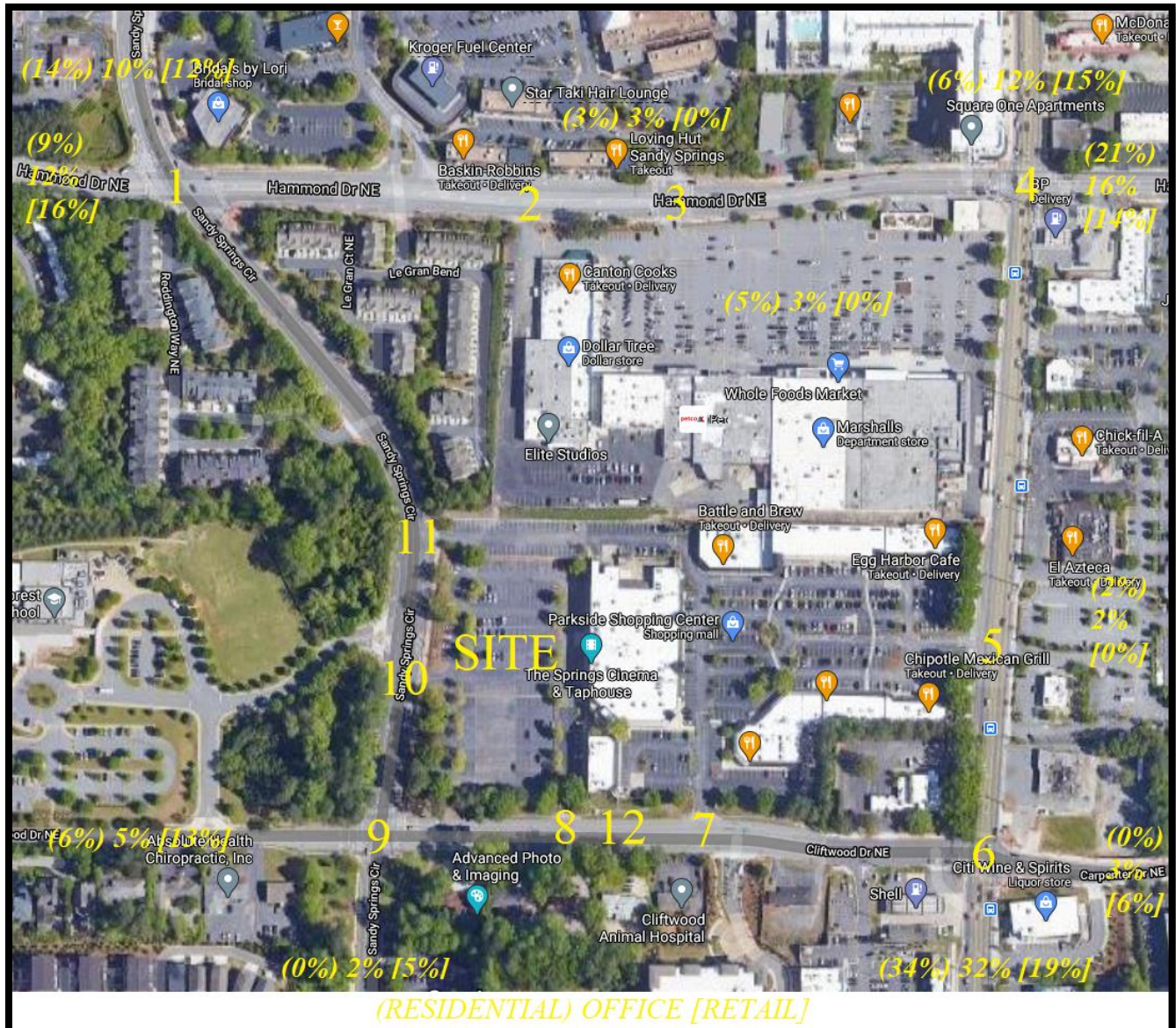


Figure 4 – Parkside Shops Trip Distribution Percentages

Parkside Shops Sandy Springs Traffic Impact Study

MARC R ACAMPORA, PE, LLC
TRAFFIC ENGINEERING

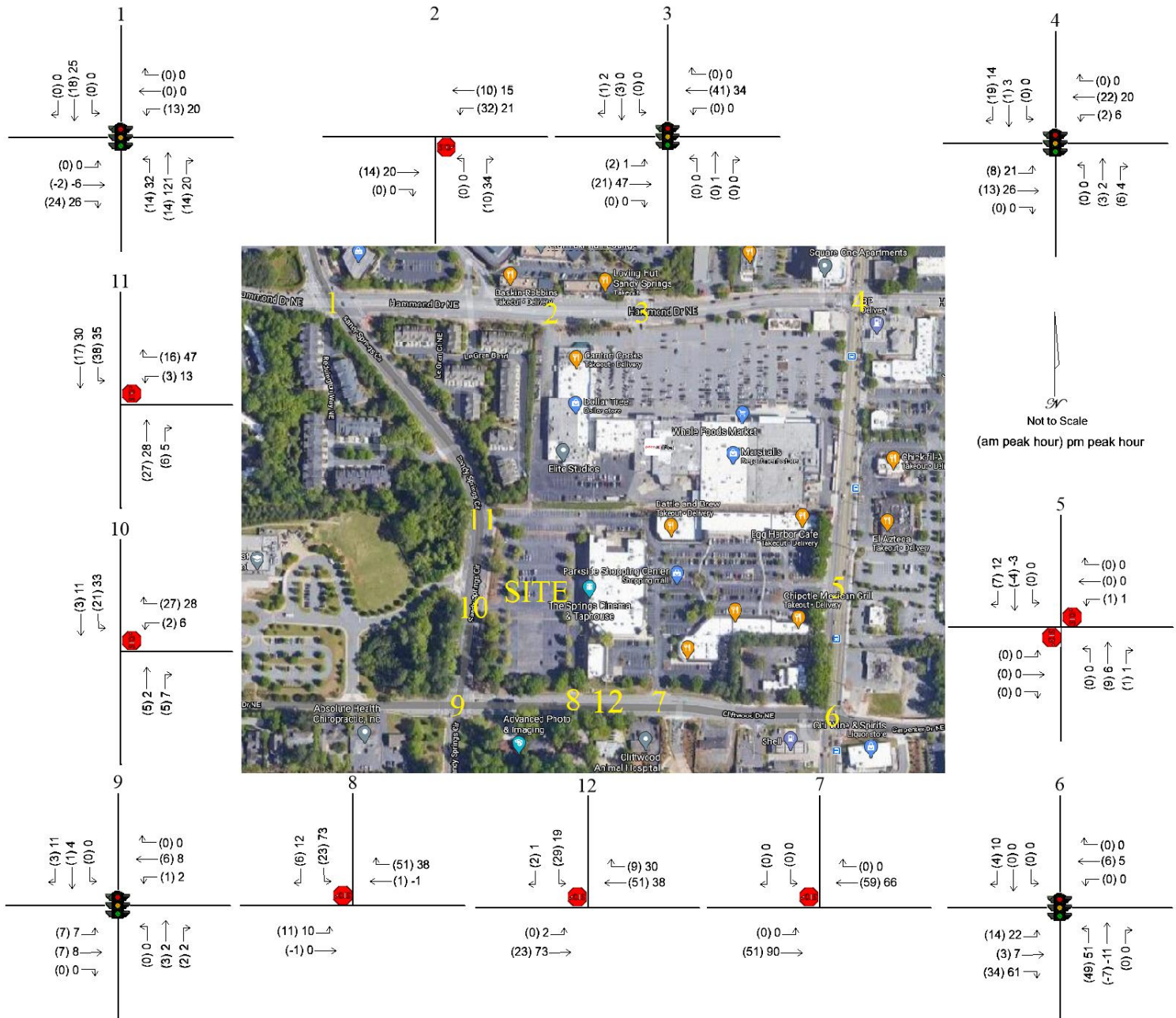


Figure 5 – Project-Generated Weekday A.M. and P.M. Peak Hour Trips

Future Intersection Operations

An operational analysis was performed for the anticipated 2025 project build-out conditions. Table 6 presents the results the future analysis. Computer printouts containing detailed results of the analysis are located in Appendix E. Levels of service and delays are provided for each overall intersection and for each approach or controlled movement. Intersections or approaches that “fail” (operate at LOS E or F) are shown in bold type.

Table 6 – Future Intersection Operations

Intersection / Approach	A.M. Peak Hour		P.M. Peak Hour	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)
1. Hammond Drive at Sandy Springs Circle	B	18.0	C	23.1
northbound approach	A	8.4	B	18.1
southbound approach	A	8.1	B	17.4
eastbound approach	C	24.7	C	27.5
westbound approach	C	22.9	C	25.3
2. Hammond Drive at Hammond Exchange West Access	A	1.4	A	5.7
northbound approach	B	13.7	E	45.0
westbound left turn	A	8.7	A	9.3
3. Hammond Drive at Hammond Exchange Signalized Access	B	16.8	B	18.2
northbound approach	A	6.3	B	15.8
southbound approach	A	6.7	B	12.2
eastbound approach	B	16.3	B	17.3
westbound approach	C	20.2	C	21.3
4. Roswell Road at Hammond Drive	D	43.4	F	101.9
northbound approach	D	35.5	F	106.0
southbound approach	D	36.2	F	106.1
eastbound approach	E	65.9	F	95.6
westbound approach	D	52.9	F	96.1
5. Roswell Road at Parkside Access / Lowes Access	C	17.3	D	37.2
northbound left turn (entering Parkside)	B	11.6	C	16.1
southbound left turn (entering Lowes)	B	13.6	B	15.0
eastbound left/through (exiting Parkside)	F	127.6	F	NA*
eastbound right turn (exiting Parkside)	B	13.6	C	19.8
westbound approach (exiting Lowes)	F	NA*	F	NA*
6. Roswell Road at Cliftwood Drive / Carpenter Drive	C	25.2	D	42.8
northbound approach	B	17.0	C	31.35
southbound approach	B	17.0	C	30.4
eastbound approach	F	88.3	F	118.8
westbound approach	E	67.1	E	71.1
<i>Table 6 continued on next page</i>				

7. Cliftwood Drive at Parkside East Access	A	0.6	A	1.8
southbound approach (exiting Parkside)	B	10.8	B	12.7
eastbound left turn (entering Parkside)	A	7.8	A	8.1
8. Cliftwood Drive at Parkside West Access	A	1.2	A	2.5
southbound approach (exiting Parkside)	B	10.6	B	12.8
eastbound left turn (entering Parkside)	A	7.8	A	8.0
9. Sandy Springs Circle at Cliftwood Drive	B	12.4	B	14.1
northbound approach	B	10.3	B	12.3
southbound approach	A	5.8	A	8.5
eastbound approach	C	20.7	B	19.7
westbound approach	B	19.5	C	21.7
10. Sandy Springs Circle at Parkside South Access	A	1.3	A	1.5
southbound left turn (entering Parkside)	A	7.7	A	8.1
westbound approach (exiting Parkside)	A	9.4	B	10.8
11. Sandy Springs Circle at Parkside North Access	A	1.4	A	2.4
southbound left turn (entering Parkside)	A	7.9	A	8.3
westbound approach (exiting Parkside)	A	10.0	B	11.7
12. Cliftwood Drive at Parkside New Access	A	0.9	A	0.5
southbound approach (exiting Parkside)	B	11.3	B	12.4
eastbound left turn (entering Parkside)	A	0.0	A	8.0

*NA=delay exceeds model capabilities

The analysis of the future condition reveals continued generally-acceptable operations at most study intersections, with the same exceptions as identified in the no-build analysis. Additionally, the northbound approach exiting the Hammond Exchange unsignalized west access drops to LOS E in the future p.m. peak hour. The next section of this report contains a discussion of the findings at each study intersection.

Discussion of Results and Recommendations

The following is a discussion of the findings and the recommendations at each study intersection:

1. **Hammond Drive at Sandy Springs Circle** – This intersection operates acceptably in all study time periods. No changes are recommended.
2. **Hammond Drive at Hammond Exchange West Access** – This unsignalized west access for Hammond Exchange currently operates acceptably with some side street delays in the p.m. peak hour (existing LOS D approach delay). The proposed vehicular connection between the Parkside Shops project and the rear of Hammond Exchange would create a route of travel from the site directly to and from Hammond Drive. Some site trips could be expected to use this route while some will stay on Hammond Drive and Sandy Springs Circle directly to the site accesses on Sandy Springs Circle. The future analysis projects that the northbound approach exiting the driveway will drop to LOS E in the p.m. peak hour. This is not unusual on a side street stop sign controlled approach at a busy throughfare such as Hammond Drive. Mitigation of the LOS E could include signalization of this access. However, given that there is already a signalized access at the Hammond Exchange east driveway, it is improbable that a signal would be allowed at this western access, and volumes are not sufficient to satisfy the volume-based signal warrants. Therefore, pursuit of a signal here is not recommended. The northbound approach has a steep uphill grade at Hammond Drive and the proximity of the east/west driving aisle and buildings may preclude reducing this grade. This grading should be reviewed to determine if any grade reduction is feasible.

The other issue at this access is the westbound left turn movement from Hammond Drive. The existing left turn volume here is a moderate 20 vehicles in the p.m., but the connection to the Parkside Shops will increase this volume. The left turn lane striping on Hammond Drive positions these left turners adjacent to the eastbound left turn lane for the CityWalk/Kroger shopping center access or, alternatively, these westbound left turners were observed to use this eastbound left turn lane in the wrong direction. The eastbound left turn lane for CityWalk/Kroger provides approximately 200 feet of storage for the moderate eastbound left turn volume (15 a.m., 12 p.m.). Consideration should be given to restriping this lane to split the lane to also provide a westbound left turn lane for Hammond Exchange. Alternatively, westbound left turns could be prohibited at this access. This somewhat reduces the value of the proposed vehicular connection from the Parkside Shops development and may affect Hammond Exchange circulation, particularly for delivery vehicles that may access the rear (west side) of the site from this driveway. However, the adjacent signalized intersections operate well and can accommodate the shifting of the westbound left turn volumes both that exist and that are projected at this access.

The internal circulation through the Hammond Exchange parking lot merits review. The north/south route behind the buildings at the west end of Hammond Exchange will become the route of travel from the site to Hammond Drive. The driving aisle parallel to Hammond Drive, which connects this north/south route to the rest of the Hammond Exchange parking lot is striped and signed as one-way westbound. Converting this aisle to two-way operations would allow for Parkside Shops trips to connect to the Hammond Exchange parking lot

and provide access to the signal at the Hammond Exchange east access. The Hammond Exchange parking lot and driving aisle striping is incorrect at several locations. Specifically, striping that separates opposing flows should be yellow while striping between flows in the same direction should be white. Centerline striping and center channelizing islands should, therefore, be yellow while parking spaces and parking lot islands, lane lines between lanes in the same direction, stop bars, and directional arrows should be white. Conforming to this standard is important to prevent violating of driver expectation and it is recommended that the Hammond Exchange parking striping be reviewed and brought into conformity with this standard.

3. **Hammond Drive / Hammond Exchange Signalized East Access** – This intersection operates well and will continue to do so in the future. See the discussion directly above concerning striping within the Hammond Exchange parking lot and driving aisles. No mitigation is identified for this intersection.
4. **Roswell Road / Hammond Drive** – Roswell Road is the primary roadway through this area and its intersection with Hammond Drive becomes congested during peak times, particularly the p.m. peak. Infrastructure improvements here were tested to identify mitigation. Aside from widening Roswell Road to three lanes in each direction, the most beneficial improvement that can be made at this intersection would be the addition of a second westbound left turn lane on Hammond Drive. The addition of eastbound/westbound through capacity on Hammond Drive would also be beneficial. The capacity constraints and resulting congestion at this intersection are an existing condition and these system improvements should be evaluated in the context of an analysis of corridor operations, and considered whether or not the proposed Parkside shops mixed-use development is built.
5. **Roswell Road / Parkside Shops Access / Lowes Access** – The side street approaches incur high delays exiting both the Parkside Shops and the Lowes shopping center. This is not unusual on stop sign controlled side street approaches at major thoroughfares such as Roswell Road. Mitigation would include signalization. However, the side street approach volumes are not high enough to satisfy volume-based signal warrants and it is considered improbable that Georgia DOT would permit a signal at this location. Therefore, no mitigation was identified for this intersection.

As discussed under Intersection #2, above, for Hammond Exchange, the striping in the Parkside Shops parking lot and driving aisles does not conform to striping color standards. In this parking lot, the most notable concern is the centerline striping in the driving aisles, which is white. Since these stripes separate flows in opposite directions, they should be yellow. The visual cue given to motorists in these driving aisles is that these are one-way and therefore motorists can drive on either side of the white centerline stripe, which is a hazardous condition. It is recommended that the striping throughout this shopping center be reviewed and brought into conformity with striping standards.

6. **Roswell Road / Cliftwood Drive / Carpenter Drive** – This overall intersection operates acceptably, but the side street approaches on Cliftwood Drive and Carpenter Drive experience high delays. This is due to the signal timing heavily favoring Roswell Road, which is appropriate due to the significantly higher volumes on Roswell Road. Adjusting the signal timing to allocate more greentime to the side street approaches would reduce those

delays but would increase delays, and could adversely affect platooning, along Roswell Road. Therefore, reallocating greentime to the side streets is not recommended. The eastbound approach includes the sharing of a lane for the through and right turn movements. While the eastbound through volume is moderate, the right turn volume is projected at almost 200 vehicles in the p.m. peak hour which merits consideration of adding an eastbound exclusive right turn lane. A right turn overlap phase could accommodate this lane which would provide a protected green arrow for right turners concurrently with the protected portion of the phasing for the northbound left turn movement. Adding this lane would improve the side street approach delays from LOS F to LOS E (it is assumed that the signal timing would still continue to heavily favor Roswell Road).

7. **Cliftwood Drive / Parkside Shops East Access** – This intersection operates well currently and will continue to do so in the future. The proposed development's impact here will be the addition of eastbound and westbound through volumes on Cliftwood Drive and this will not notably impact operations at this intersection. As discussed above, the parking lot and driving aisle striping throughout the Parkside Shops shopping center should be brought into conformity with applicable standards.
8. **Cliftwood Drive / Parkside Shops West Access** – This intersection will receive the most entering and exiting trips from the proposed development (Intersection #11 will experience higher overall entering and exiting volumes, but many of those trips are existing vehicles accessing the east side of Parkside Shops using the ramp). The westbound right turn movement merits consideration of an exclusive right turn lane. However the rightmost westbound lane on Cliftwood Drive already transitions to an exclusive right turn lane through this intersection approaching Sandy Springs Circle. This lane would also serve as the right turn lane for the Parkside Shops project. The volumes on Cliftwood Drive are moderate and additional lane capacity at the Parkside Shops access is not needed. This access should continue to operate with one entering and one exiting lane and the exiting (southbound) approach should continue to be controlled by side street stop sign and accompanying stop bar.
9. **Sandy Springs Circle / Cliftwood Drive** – This intersection operates well in all analysis time periods. The proposed Parkside Shops development will have minimal impact at this intersection because most site trips will be oriented to the east and north and will generally use site driveways closest to their arrival or departure direction. The primary project trips through this intersection will be trips to/from the west on Cliftwood Drive and Lake Forrest Drive and to/from the south on Sandy Springs Circle and Allen Road, which will both be relatively low. No mitigation is identified for this intersection.
10. **Sandy Springs Circle / Parkside Shops South Access** – This intersection will visually appear as the main entrance to the project. However, since most project trips will be oriented to/from the east and north, most project trips will be intercepted by the access on Cliftwood Drive and the north access on Sandy Springs Circle. The trips entering and exiting the site at this access will be modest and no mitigation is identified here. It is noted that the right-in/right-out (RIRO) access to Lake Forest Elementary School is located on the west side of Sandy Springs Circle, slightly offset to the north of this project access. Relocating the project access to the north to align with the school access has minimal value since there are no left turn movement conflicts (because the school access is RIRO) and would place this project access closer to the project access to the north. Therefore, it is concluded that relocation of this access is not necessary. This access should continue to operate well with

one entering and one exiting lane and the exiting (westbound) approach should continue to be controlled by side street stop sign and accompanying stop bar.

11. Sandy Springs Circle / Parkside Shops North Access – This intersection will operate as the primary project access for trips to/from the north and west. These project trips will share this access with the existing trips accessing the east side of Parkside Shops via the ramp. The operational analysis shows acceptable traffic operations here with low delays in the future. The southbound left turn volume entering this access merits consideration of an exclusive left turn lane on Sandy Springs Circle. However, the through volumes on Sandy Springs Circle are moderate and there are two southbound lanes, such that the left turn movement causes, and will cause, minimal impedance to the through traffic. Therefore, while it is not specifically recommended that this left turn lane should not be built, the addition of this lane is not considered critical. This access should continue to operate well with one entering and one exiting lane and the exiting (westbound) approach should continue to be controlled by side street stop sign and accompanying stop bar.

12. Cliftwood Drive / Parkside Shops New Access – This intersection will be inserted between the existing East Access and West Access (intersections 7 and 8). The operations here are expected to be acceptable. However, it is noted that this access is positioned extremely close to the West Access and may violate minimum driveway spacing standards. As with intersection 8, the westbound right turn movement merits consideration of an exclusive right turn lane, but the rightmost westbound lane on Cliftwood Drive already transitions to an exclusive right turn lane through this intersection approaching Sandy Springs Circle. This lane would also serve as the right turn lane for the Parkside Shops project. This access should include one entering and one exiting lane and the exiting (southbound) approach should be controlled by side street stop sign and accompanying stop bar.

The project anticipates vehicular and pedestrian connections to Hammond Exchange. The primary benefit to these connections will be interparcel connectivity. The connections would link all three shopping centers involved in this study and this has value. However, the need for project vehicles to access Hammond Drive through the rear of Hammond Exchange is not essential for a traffic operations standpoint.

The project civil/site engineer is advised to comply with all applicable City of Sandy Springs access and site design standards.

Appendix A

Traffic Count Data and Volume Worksheets

Parkside Traffic Impact Study
City of Sandy Springs, Georgia

July 2021

Intersection: 1. Hammond Drive at Sandy Springs Circle

Weekday A.M. Peak Hour

	Northbound Sandy Springs Circle				Southbound Sandy Springs Circle				Eastbound Hammond Drive				Westbound Hammond Drive			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
COSS Count (Wednesday, May 8, 2013 7:45-8:45)	6	40	29	75	80	155	86	321	63	507	30	600	38	318	53	409
COSS Count (Thursday, May 10, 2018 7:45-8:45)	27	70	37	134	60	168	84	312	78	564	45	687	45	274	44	363
Counted Volumes (Tuesday, October 6, 2020 7:45-8:45)	21	69	25	115	49	114	41	204	40	248	31	319	29	181	37	247
Calibration with Previous Counts	150%	150%	150%		150%	150%	150%		150%	150%	150%		150%	150%	150%	
Adjusted Existing Volumes	32	104	38	173	74	171	62	306	60	372	47	479	44	272	56	371
Total Annual Background Growth	5.1%	5.1%	5.1%		5.1%	5.1%	5.1%		5.1%	5.1%	5.1%		5.1%	5.1%	5.1%	
No-Build Volumes	33	109	39	181	77	180	65	322	63	391	49	503	46	285	58	389
Proposed Parkside Retail New Trips	7	5	6	18	0	8	0	8	0	0	12	12	10	0	0	10
Proposed Parkside Retail Pass-By Trips	1	0	0	1	0	0	0	0	0	-2	2	0	0	0	0	0
Proposed Parkside Office Trips	1	1	0	2	0	7	0	7	0	0	8	8	0	0	0	0
Proposed Parkside Residential Trips	5	8	8	21	0	3	0	3	0	0	2	2	3	0	0	3
Total Parkside Trips	14	14	14	42	0	18	0	18	0	-2	24	22	13	0	0	13
Build Volumes	47	123	53	223	77	198	65	340	63	389	73	525	59	285	58	402

Weekday P.M. Peak Hour

	Northbound Sandy Springs Circle				Southbound Sandy Springs Circle				Eastbound Hammond Drive				Westbound Hammond Drive			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
COSS Count (Wednesday, May 8, 2013 5:00-6:00)	34	206	84	324	81	116	89	286	53	372	43	468	65	559	123	747
COSS Count (Thursday, May 10, 2018 5:00-6:00)	48	223	86	357	106	155	113	374	194	585	63	842	72	617	103	792
Counted Volumes (Tuesday, October 6, 2020 4:30-5:30)	33	156	42	231	64	103	63	230	58	241	25	324	71	350	88	509
Calibration with Previous Counts	150%	150%	150%		150%	150%	150%		150%	150%	150%		150%	150%	150%	
Adjusted Existing Volumes	50	234	63	347	96	155	95	345	87	362	38	486	107	525	132	764
Total Annual Background Growth	5.1%	5.1%	5.1%		5.1%	5.1%	5.1%		5.1%	5.1%	5.1%		5.1%	5.1%	5.1%	
No-Build Volumes	52	246	66	364	101	162	99	363	91	380	39	511	112	552	139	802
Proposed Parkside Retail New Trips	17	12	15	44	0	10	0	10	0	0	13	13	12	0	0	12
Proposed Parkside Retail Pass-By Trips	7	0	0	7	0	0	0	0	0	-6	6	0	0	0	0	0
Proposed Parkside Office Trips	5	4	0	9	0	7	0	7	0	0	2	2	0	0	0	0
Proposed Parkside Residential Trips	3	5	5	13	0	8	0	8	0	0	5	5	8	0	0	8
Total Parkside Trips	32	21	20	73	0	25	0	25	0	-6	26	20	20	0	0	20
Build Volumes	84	267	86	437	101	187	99	388	91	374	65	531	132	552	139	822

MARC R. ACAMPORA, PE, LLC

Parkside Traffic Impact Study
City of Sandy Springs, Georgia

July 2021

Intersection: 2. Hammond Drive at Hammond Exchange West Access

Weekday A.M. Peak Hour	Northbound Hammond Exch W Access				Eastbound Hammond Drive			Westbound Hammond Drive		
	L	R	Tot		T	R	Tot	L	T	Tot
Counted Volumes (Tuesday, October 6, 2020 8:00-9:00)	5	5	10		311	7	318	3	218	221
Calibration with Previous Counts	150%	150%			150%	150%		150%	150%	
Adjusted Existing Volumes	8	8	15		467	11	477	5	327	332
Total Annual Background Growth	5.1%	5.1%			5.1%	5.1%		5.1%	5.1%	
No-Build Volumes	8	8	16		490	11	501	5	344	348
Proposed Parkside Retail New Trips	0	7	7		6	0	6	10	10	20
Proposed Parkside Retail Pass-By Trips	0	1	1		0	0	0	3	-3	0
Proposed Parkside Office Trips	0	2	2		0	0	0	19	0	19
Proposed Parkside Residential Trips	0	0	0		8	0	8	0	3	3
Total Parkside Trips	0	10	10		14	0	14	32	10	42
Build Volumes	8	18	26		504	11	515	37	354	390

Weekday P.M. Peak Hour	Northbound Hammond Exch W Access				Eastbound Hammond Drive			Westbound Hammond Drive		
	L	R	Tot		T	R	Tot	L	T	Tot
Counted Volumes (Tuesday, October 6, 2020 4:15-5:15)	51	24	75		381	35	416	13	430	443
Calibration with Previous Counts	150%	150%			150%	150%		150%	150%	
Adjusted Existing Volumes	77	36	113		572	53	624	20	645	665
Total Annual Background Growth	5.1%	5.1%			5.1%	5.1%		5.1%	5.1%	
No-Build Volumes	80	38	118		601	55	656	20	678	698
Proposed Parkside Retail New Trips	0	16	16		15	0	15	13	12	25
Proposed Parkside Retail Pass-By Trips	0	6	6		0	0	0	5	-5	0
Proposed Parkside Office Trips	0	12	12		0	0	0	3	0	3
Proposed Parkside Residential Trips	0	0	0		5	0	5	0	8	8
Total Parkside Trips	0	34	34		20	0	20	21	15	36
Build Volumes	80	72	152		621	55	676	41	693	734

MARC R. ACAMPORA, PE, LLC

Parkside Traffic Impact Study
City of Sandy Springs, Georgia

July 2021

Intersection: 3. Hammond Drive at Hammond Exchange Signalized East Access

Weekday A.M. Peak Hour	Northbound Hammond Exch E Access				Southbound Kroger Access				Eastbound Hammond Drive				Westbound Hammond Drive			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Counted Volumes (Tuesday, October 6, 2020 8:00-9:00)	5	4	8	17	38	3	11	52	10	289	24	323	11	213	83	307
Calibration with Previous Counts	150%	150%	150%		150%	150%	150%		150%	150%	150%		150%	150%	150%	
Adjusted Existing Volumes	8	6	12	26	57	5	17	78	15	434	36	485	17	320	125	461
Total Annual Background Growth	5.1%	5.1%	5.1%		5.1%	5.1%	5.1%		5.1%	5.1%	5.1%		5.1%	5.1%	5.1%	
No-Build Volumes	8	6	13	27	60	5	17	82	16	456	38	509	17	336	131	484
Proposed Parkside Retail New Trips	0	0	0	0	0	0	0	0	0	13	0	13	0	20	0	20
Proposed Parkside Retail Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Parkside Office Trips	0	0	0	0	0	3	0	3	0	2	0	2	0	19	0	19
Proposed Parkside Residential Trips	0	0	0	0	0	0	1	1	2	6	0	8	0	2	0	2
Total Parkside Trips	0	0	0	0	0	3	1	4	2	21	0	23	0	41	0	41
Build Volumes	8	6	13	27	60	8	18	86	18	477	38	532	17	377	131	525

Weekday P.M. Peak Hour	Northbound Hammond Exch E Access				Southbound Kroger Access				Eastbound Hammond Drive				Westbound Hammond Drive			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Counted Volumes (Tuesday, October 6, 2020 4:00-5:00)	61	25	66	152	108	14	28	150	8	316	75	399	60	331	132	523
Calibration with Previous Counts	150%	150%	150%		150%	150%	150%		150%	150%	150%		150%	150%	150%	
Adjusted Existing Volumes	92	38	99	228	162	21	42	225	12	474	113	599	90	497	198	785
Total Annual Background Growth	5.1%	5.1%	5.1%		5.1%	5.1%	5.1%		5.1%	5.1%	5.1%		5.1%	5.1%	5.1%	
No-Build Volumes	96	39	104	240	170	22	44	236	13	498	118	629	95	522	208	825
Proposed Parkside Retail New Trips	0	0	0	0	0	0	0	0	0	31	0	31	0	25	0	25
Proposed Parkside Retail Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Parkside Office Trips	0	1	0	1	0	0	0	0	0	12	0	12	0	3	0	3
Proposed Parkside Residential Trips	0	0	0	0	0	0	2	2	1	4	0	5	0	6	0	6
Total Parkside Trips	0	1	0	1	0	0	2	2	1	47	0	48	0	34	0	34
Build Volumes	96	40	104	241	170	22	46	238	14	545	118	677	95	556	208	859

MARC R. ACAMPORA, PE, LLC

Parkside Traffic Impact Study
City of Sandy Springs, Georgia

July 2021

Intersection: 4. Roswell Road at Hammond Drive

Weekday A.M. Peak Hour	Northbound Roswell Road				Southbound Roswell Road				Eastbound Hammond Drive				Westbound Hammond Drive			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Counted Volumes (Tuesday, October 6, 2020 7:45-8:45)	117	879	73	1069	76	786	39	901	39	220	87	346	127	147	49	323
Calibration with Previous Counts	150%	120%	150%		150%	120%	150%		150%	150%	150%		150%	150%	150%	
Adjusted Existing Volumes	176	1055	110	1340	114	943	59	1116	59	330	131	519	191	221	74	485
Total Annual Background Growth	5.1%	5.1%	5.1%		5.1%	5.1%	5.1%		5.1%	5.1%	5.1%		5.1%	5.1%	5.1%	
No-Build Volumes	184	1109	115	1408	120	991	61	1173	61	347	137	545	200	232	77	509
Proposed Parkside Retail New Trips	0	0	0	0	0	0	11	11	7	6	0	13	0	9	0	9
Proposed Parkside Retail Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Parkside Office Trips	0	0	0	0	0	0	8	8	1	1	0	2	0	11	0	11
Proposed Parkside Residential Trips	0	3	6	9	0	1	0	1	0	6	0	6	2	2	0	4
Total Parkside Trips	0	3	6	9	0	1	19	20	8	13	0	21	2	22	0	24
Build Volumes	184	1112	121	1417	120	992	80	1193	69	360	137	566	202	254	77	533

Weekday P.M. Peak Hour	Northbound Roswell Road				Southbound Roswell Road				Eastbound Hammond Drive				Westbound Hammond Drive			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Counted Volumes (Tuesday, October 6, 2020 4:45-5:45)	189	1103	55	1347	108	813	60	981	106	238	160	504	276	343	97	716
Calibration with Previous Counts	150%	120%	150%		150%	120%	150%		150%	150%	150%		150%	150%	150%	
Adjusted Existing Volumes	284	1324	83	1690	162	976	90	1228	159	357	240	756	414	515	146	1074
Total Annual Background Growth	5.1%	5.1%	5.1%		5.1%	5.1%	5.1%		5.1%	5.1%	5.1%		5.1%	5.1%	5.1%	
No-Build Volumes	298	1391	87	1776	170	1025	95	1290	167	375	252	795	435	541	153	1129
Proposed Parkside Retail New Trips	0	0	0	0	0	0	13	13	16	15	0	31	0	12	0	12
Proposed Parkside Retail Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Parkside Office Trips	0	0	0	0	0	0	1	1	5	7	0	12	0	2	0	2
Proposed Parkside Residential Trips	0	2	4	6	0	3	0	3	0	4	0	4	6	6	0	12
Total Parkside Trips	0	2	4	6	0	3	14	17	21	26	0	47	6	20	0	26
Build Volumes	298	1393	91	1782	170	1028	109	1307	188	401	252	842	441	561	153	1155

MARC R. ACAMPORA, PE, LLC

Parkside Traffic Impact Study
City of Sandy Springs, Georgia

July 2021

Intersection: 5. Roswell Road at Parkside Shopping Center Access / Lowes Access

Weekday A.M. Peak Hour	Northbound Roswell Road				Southbound Roswell Road				Eastbound Parkside Access				Westbound Lowes Access			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Counted Volumes (Tuesday, October 6, 2020 8:00-9:00)	11	1116	25	1152	5	940	15	960	2	0	14	16	14	0	3	17
Calibration with Previous Counts	150%	120%	150%		150%	120%	150%		150%	150%	150%		150%	150%	150%	
Adjusted Existing Volumes	17	1339	38	1393	8	1128	23	1158	3	0	21	24	21	0	5	26
Total Annual Background Growth	5.1%	5.1%	5.1%		5.1%	5.1%	5.1%		5.1%	5.1%	5.1%		5.1%	5.1%	5.1%	
No-Build Volumes	17	1407	39	1464	8	1186	24	1217	3	0	22	25	22	0	5	27
Proposed Parkside Retail New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Parkside Retail Pass-By Trips	0	0	0	0	0	-7	7	0	0	0	0	0	0	0	0	0
Proposed Parkside Office Trips	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Proposed Parkside Residential Trips	0	9	1	10	0	3	0	3	0	0	0	0	0	0	0	0
Total Parkside Trips	0	9	1	10	0	-4	7	3	0	0	0	0	1	0	0	1
Build Volumes	17	1416	40	1474	8	1182	31	1220	3	0	22	25	23	0	5	28

Weekday P.M. Peak Hour	Northbound Roswell Road				Southbound Roswell Road				Eastbound Parkside Access				Westbound Lowes Access			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Counted Volumes (Tuesday, October 6, 2020 4:00-5:00)	27	1235	34	1296	8	1219	46	1273	20	0	44	64	12	0	4	16
Calibration with Previous Counts	150%	120%	150%		150%	120%	150%		150%	150%	150%		150%	150%	150%	
Adjusted Existing Volumes	41	1482	51	1574	12	1463	69	1544	30	0	66	96	18	0	6	24
Total Annual Background Growth	5.1%	5.1%	5.1%		5.1%	5.1%	5.1%		5.1%	5.1%	5.1%		5.1%	5.1%	5.1%	
No-Build Volumes	43	1558	54	1654	13	1537	73	1623	32	0	69	101	19	0	6	25
Proposed Parkside Retail New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Parkside Retail Pass-By Trips	0	0	0	0	0	-12	12	0	0	0	0	0	0	0	0	0
Proposed Parkside Office Trips	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Parkside Residential Trips	0	6	0	6	0	9	0	9	0	0	0	0	1	0	0	1
Total Parkside Trips	0	6	1	7	0	-3	12	9	0	0	0	0	1	0	0	1
Build Volumes	43	1564	55	1661	13	1534	85	1632	32	0	69	101	20	0	6	26

MARC R. ACAMPORA, PE, LLC

Parkside Traffic Impact Study
City of Sandy Springs, Georgia

July 2021

Intersection: 6. Roswell Road at Cliftwood Drive / Carpenter Drive

Weekday A.M. Peak Hour	Northbound Roswell Road				Southbound Roswell Road				Eastbound Cliftwood Drive				Westbound Carpenter Drive			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Counted Volumes (Tuesday, October 6, 2020 8:00-9:00)	105	1016	12	1133	32	933	23	988	52	29	52	133	41	5	25	71
Calibration with Previous Counts	150%	120%	150%		150%	120%	150%		150%	150%	150%		150%	150%	150%	
Adjusted Existing Volumes	158	1219	18	1395	48	1120	35	1202	78	44	78	200	62	8	38	107
Total Annual Background Growth	5.1%	5.1%	5.1%		5.1%	5.1%	5.1%		5.1%	5.1%	5.1%		5.1%	5.1%	5.1%	
No-Build Volumes	166	1281	19	1466	50	1177	36	1263	82	46	82	210	65	8	39	112
Proposed Parkside Retail New Trips	14	0	0	14	0	0	0	0	0	3	8	11	0	4	0	4
Proposed Parkside Retail Pass-By Trips	7	-7	0	0	0	0	0	0	4	0	4	8	0	0	0	0
Proposed Parkside Office Trips	22	0	0	22	0	0	1	1	0	0	3	3	0	2	0	2
Proposed Parkside Residential Trips	6	0	0	6	0	0	3	3	10	0	19	29	0	0	0	0
Total Parkside Trips	49	-7	0	42	0	0	4	4	14	3	34	51	0	6	0	6
Build Volumes	215	1274	19	1508	50	1177	40	1267	96	49	116	261	65	14	39	118

Weekday P.M. Peak Hour	Northbound Roswell Road				Southbound Roswell Road				Eastbound Cliftwood Drive				Westbound Carpenter Drive			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Counted Volumes (Tuesday, October 6, 2020 4:15-5:15)	111	1207	14	1332	43	1217	26	1286	74	25	85	184	79	22	35	136
Calibration with Previous Counts	150%	120%	150%		150%	120%	150%		150%	150%	150%		150%	150%	150%	
Adjusted Existing Volumes	167	1448	21	1636	65	1460	39	1564	111	38	128	276	119	33	53	204
Total Annual Background Growth	5.1%	5.1%	5.1%		5.1%	5.1%	5.1%		5.1%	5.1%	5.1%		5.1%	5.1%	5.1%	
No-Build Volumes	175	1522	22	1719	68	1535	41	1644	117	39	134	290	125	35	55	214
Proposed Parkside Retail New Trips	16	0	0	16	0	0	0	0	0	6	19	25	0	5	0	5
Proposed Parkside Retail Pass-By Trips	11	-11	0	0	0	0	0	0	15	0	15	30	0	0	0	0
Proposed Parkside Office Trips	4	0	0	4	0	0	0	0	1	1	14	16	0	0	0	0
Proposed Parkside Residential Trips	20	0	0	20	0	0	10	10	6	0	13	19	0	0	0	0
Total Parkside Trips	51	-11	0	40	0	0	10	10	22	7	61	90	0	5	0	5
Build Volumes	226	1511	22	1759	68	1535	51	1654	139	46	195	380	125	40	55	219

MARC R. ACAMPORA, PE, LLC

Parkside Traffic Impact Study
City of Sandy Springs, Georgia

July 2021

Intersection: 7. Cliftwood Drive at Parkside Shopping Center East Access

Weekday A.M. Peak Hour		Southbound Parkside East Access			Eastbound Cliftwood Drive			Westbound Cliftwood Drive		
		L	R	Tot	L	T	Tot	T	R	Tot
Counted Volumes (Tuesday, October 6, 2020 7:45-8:45)		5	2	7	8	115	123	99	8	107
Calibration with Previous Counts		150%	150%		150%	150%		150%	150%	
Adjusted Existing Volumes		8	3	11	12	173	185	149	12	161
Total Annual Background Growth		5.1%	5.1%		5.1%	5.1%		5.1%	5.1%	
No-Build Volumes		8	3	11	13	181	194	156	13	169
Proposed Parkside Retail New Trips		0	0	0	0	11	11	18	0	18
Proposed Parkside Retail Pass-By Trips		0	0	0	0	8	8	7	0	7
Proposed Parkside Office Trips		0	0	0	0	3	3	25	0	25
Proposed Parkside Residential Trips		0	0	0	0	29	29	9	0	9
Total Parkside Trips		0	0		0	51		59	0	
Build Volumes		8	3	11	13	232	245	215	13	228

Weekday P.M. Peak Hour		Southbound Parkside East Access			Eastbound Cliftwood Drive			Westbound Cliftwood Drive		
		L	R	Tot	L	T	Tot	T	R	Tot
Counted Volumes (Tuesday, October 6, 2020 4:30-5:30)		28	17	45	12	136	148	138	28	166
Calibration with Previous Counts		150%	150%		150%	150%		150%	150%	
Adjusted Existing Volumes		42	26	68	18	204	222	207	42	249
Total Annual Background Growth		5.1%	5.1%		5.1%	5.1%		5.1%	5.1%	
No-Build Volumes		44	27	71	19	214	233	218	44	262
Proposed Parkside Retail New Trips		0	0	0	0	25	25	21	0	21
Proposed Parkside Retail Pass-By Trips		0	0	0	0	30	30	11	0	11
Proposed Parkside Office Trips		0	0	0	0	16	16	4	0	4
Proposed Parkside Residential Trips		0	0	0	0	19	19	30	0	30
Total Parkside Trips		0	0		0	90		66	0	
Build Volumes		44	27	71	19	304	323	284	44	328

MARC R. ACAMPORA, PE, LLC

Parkside Traffic Impact Study
City of Sandy Springs, Georgia

July 2021

Intersection: 8. Cliftwood Drive at Parkside Shopping Center West Access

Weekday A.M. Peak Hour		Southbound Parkside West Access			Eastbound Cliftwood Drive			Westbound Cliftwood Drive		
		L	R	Tot	L	T	Tot	T	R	Tot
Counted Volumes (Tuesday, October 6, 2020 7:30-8:30)		3	3	6	0	119	119	113	1	114
Calibration with Previous Counts		150%	150%		150%	150%		150%	150%	
Adjusted Existing Volumes		5	5	9	0	179	179	170	2	171
Total Annual Background Growth		5.1%	5.1%		5.1%	5.1%		5.1%	5.1%	
No-Build Volumes		5	5	9	0	188	188	178	2	180
Proposed Parkside Retail New Trips		11	4	15	7	0	7	0	18	18
Proposed Parkside Retail Pass-By Trips		9	1	10	1	-1	0	-1	8	7
Proposed Parkside Office Trips		3	0	3	2	0	2	0	25	25
Proposed Parkside Residential Trips		0	1	1	1	0	1	2	0	2
Total Parkside Trips		23	6		11	-1		1	51	
Build Volumes		28	11	38	11	187	198	179	53	232

Weekday P.M. Peak Hour		Southbound Parkside West Access			Eastbound Cliftwood Drive			Westbound Cliftwood Drive		
		L	R	Tot	L	T	Tot	T	R	Tot
Counted Volumes (Tuesday, October 6, 2020 4:30-5:30)		2	3	5	3	151	154	165	5	170
Calibration with Previous Counts		150%	150%		150%	150%		150%	150%	
Adjusted Existing Volumes		3	5	8	5	227	231	248	8	255
Total Annual Background Growth		5.1%	5.1%		5.1%	5.1%		5.1%	5.1%	
No-Build Volumes		3	5	8	5	238	243	260	8	268
Proposed Parkside Retail New Trips		25	8	33	7	0	7	0	21	21
Proposed Parkside Retail Pass-By Trips		32	3	35	2	-2	0	-2	13	11
Proposed Parkside Office Trips		16	0	16	0	0	0	0	4	4
Proposed Parkside Residential Trips		0	1	1	1	2	3	1	0	1
Total Parkside Trips		73	12		10	0		-1	38	
Build Volumes		76	17	93	15	238	253	259	46	305

MARC R. ACAMPORA, PE, LLC

Parkside Traffic Impact Study

City of Sandy Springs, Georgia

July 2021

Intersection: 9. Sandy Springs Circle at Cliftwood Drive

Weekday A.M. Peak Hour

	Northbound Sandy Springs Circle				Southbound Sandy Springs Circle				Eastbound Cliftwood Drive				Westbound Cliftwood Drive			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
COSS Count (Thursday, May 10, 2018 7:00-8:00)	17	41	17	75	117	117	4	238	7	40	23	70	33	125	45	203
Counted Volumes (Tuesday, October 6, 2020 7:45-8:45)	0	58	18	76	68	97	7	172	2	24	2	28	27	34	53	114
Calibration with Previous Counts	150%	150%	150%		150%	150%	150%		150%	150%	150%		150%	150%	150%	
Adjusted Existing Volumes	0	87	27	114	102	146	11	258	3	36	3	42	41	51	80	171
Total Annual Background Growth	5.1%	5.1%	5.1%		5.1%	5.1%	5.1%		5.1%	5.1%	5.1%		5.1%	5.1%	5.1%	
No-Build Volumes	0	91	28	120	107	153	11	271	3	38	3	44	43	54	84	180
Proposed Parkside Retail New Trips	0	2	2	4	0	1	3	4	5	4	0	9	1	3	0	4
Proposed Parkside Retail Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Parkside Office Trips	0	1	0	1	0	0	0	0	2	2	0	4	0	0	0	0
Proposed Parkside Residential Trips	0	0	0	0	0	0	0	0	0	1	0	1	0	3	0	3
Total Parkside Trips	0	3	2	5	0	1	3	4	7	7	0	14	1	6	0	7
Build Volumes	0	94	30	125	107	154	14	275	10	45	3	58	44	60	84	187

Weekday P.M. Peak Hour

	Northbound Sandy Springs Circle				Southbound Sandy Springs Circle				Eastbound Cliftwood Drive				Westbound Cliftwood Drive			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
COSS Count (Thursday, May 10, 2018 5:00-6:00)	8	136	46	190	112	136	8	256	19	35	6	60	23	50	153	226
Counted Volumes (Tuesday, October 6, 2020 4:15-5:15)	4	84	29	117	95	98	12	205	8	30	2	40	27	26	101	154
Calibration with Previous Counts	150%	150%	150%		150%	150%	150%		150%	150%	150%		150%	150%	150%	
Adjusted Existing Volumes	6	126	44	176	143	147	18	308	12	45	3	60	41	39	152	231
Total Annual Background Growth	5.1%	5.1%	5.1%		5.1%	5.1%	5.1%		5.1%	5.1%	5.1%		5.1%	5.1%	5.1%	
No-Build Volumes	6	132	46	184	150	154	19	323	13	47	3	63	43	41	159	243
Proposed Parkside Retail New Trips	0	2	2	4	0	3	8	11	6	5	0	11	2	6	0	8
Proposed Parkside Retail Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Parkside Office Trips	0	0	0	0	0	1	3	4	1	0	0	1	0	0	0	0
Proposed Parkside Residential Trips	0	0	0	0	0	0	0	0	0	3	0	3	0	2	0	2
Total Parkside Trips	0	2	2	4	0	4	11	15	7	8	0	15	2	8	0	10
Build Volumes	6	134	48	188	150	158	30	338	20	55	3	78	45	49	159	253

MARC R. ACAMPORA, PE, LLC

Parkside Traffic Impact Study
City of Sandy Springs, Georgia

July 2021

Intersection: 10. Sandy Springs Circle at Parkside Shopping Center South Access

Weekday A.M. Peak Hour	Northbound Sandy Springs Circle			Southbound Sandy Springs Circle				Westbound Parkside South Access		
	T	R	Tot	L	T	Tot		L	R	Tot
Counted Volumes (Tuesday, October 6, 2020 7:45-8:45)	114	0	114	3	163	166		1	3	4
Calibration with Previous Counts	150%	150%		150%	150%			150%	150%	
Adjusted Existing Volumes	171	0	171	5	245	249		2	5	6
Total Annual Background Growth	5.1%	5.1%		5.1%	5.1%			5.1%	5.1%	
No-Build Volumes	180	0	180	5	257	262		2	5	6
Proposed Parkside Retail New Trips	3	4	7	13	3	16		1	6	7
Proposed Parkside Retail Pass-By Trips	-1	1	0	0	0	0		1	0	1
Proposed Parkside Office Trips	3	0	3	0	0	0		0	0	0
Proposed Parkside Residential Trips	0	0	0	8	0	8		0	21	21
Total Parkside Trips	5	5	10	21	3	24		2	27	29
Build Volumes	185	5	190	26	260	286		4	32	35

Weekday P.M. Peak Hour	Northbound Sandy Springs Circle			Southbound Sandy Springs Circle				Westbound Parkside South Access		
	T	R	Tot	L	T	Tot		L	R	Tot
Counted Volumes (Tuesday, October 6, 2020 4:15-5:15)	183	4	187	1	189	190		4	10	14
Calibration with Previous Counts	150%	150%		150%	150%			150%	150%	
Adjusted Existing Volumes	275	6	281	2	284	285		6	15	21
Total Annual Background Growth	5.1%	5.1%		5.1%	5.1%			5.1%	5.1%	
No-Build Volumes	288	6	295	2	298	300		6	16	22
Proposed Parkside Retail New Trips	4	4	8	12	7	19		4	15	19
Proposed Parkside Retail Pass-By Trips	-3	3	0	0	0	0		2	0	2
Proposed Parkside Office Trips	1	0	1	0	4	4		0	0	0
Proposed Parkside Residential Trips	0	0	0	21	0	21		0	13	13
Total Parkside Trips	2	7	9	33	11	44		6	28	34
Build Volumes	290	13	304	35	309	344		12	44	56

MARC R. ACAMPORA, PE, LLC

Parkside Traffic Impact Study
City of Sandy Springs, Georgia

July 2021

Intersection: 11. Sandy Springs Circle at Parkside Shopping Center North Access

Weekday A.M. Peak Hour	Northbound Sandy Springs Circle			Southbound Sandy Springs Circle			Westbound Parkside North Access		
	T	R	Tot	L	T	Tot	L	R	Tot
Counted Volumes (Tuesday, October 6, 2020 7:45-8:45)	105	2	107	9	175	184	1	4	5
Calibration with Previous Counts	150%	150%		150%	150%		150%	150%	
Adjusted Existing Volumes	158	3	161	14	263	276	2	6	8
Total Annual Background Growth	5.1%	5.1%		5.1%	5.1%		5.1%	5.1%	
No-Build Volumes	166	3	169	14	276	290	2	6	8
Proposed Parkside Retail New Trips	6	3	9	20	10	30	3	12	15
Proposed Parkside Retail Pass-By Trips	0	0	0	3	-1	2	0	2	2
Proposed Parkside Office Trips	0	3	3	15	0	15	0	2	2
Proposed Parkside Residential Trips	21	0	21	0	8	8	0	0	0
Total Parkside Trips	27	6	33	38	17	55	3	16	19
Build Volumes	193	9	202	52	293	345	5	22	27

Weekday P.M. Peak Hour	Northbound Sandy Springs Circle			Southbound Sandy Springs Circle			Westbound Parkside North Access		
	T	R	Tot	L	T	Tot	L	R	Tot
Counted Volumes (Tuesday, October 6, 2020 4:15-5:15)	182	4	186	26	193	219	3	30	33
Calibration with Previous Counts	150%	150%		150%	150%		150%	150%	
Adjusted Existing Volumes	273	6	279	39	290	329	5	45	50
Total Annual Background Growth	5.1%	5.1%		5.1%	5.1%		5.1%	5.1%	
No-Build Volumes	287	6	293	41	304	345	5	47	52
Proposed Parkside Retail New Trips	15	4	19	23	12	35	7	29	36
Proposed Parkside Retail Pass-By Trips	0	0	0	9	-3	6	2	9	11
Proposed Parkside Office Trips	0	1	1	3	0	3	4	9	13
Proposed Parkside Residential Trips	13	0	13	0	21	21	0	0	0
Total Parkside Trips	28	5	33	35	30	65	13	47	60
Build Volumes	315	11	326	76	334	410	18	94	112

MARC R. ACAMPORA, PE, LLC

Parkside Traffic Impact Study
City of Sandy Springs, Georgia

July 2021

Intersection: 12. Cliftwood Drive at Parkside Shopping Center New Access

Weekday A.M. Peak Hour		Southbound Parkside New Access			Eastbound Cliftwood Drive			Westbound Cliftwood Drive		
		L	R	Tot	L	T	Tot	T	R	Tot
Counted Volumes (Tuesday, October 6, 2020 7:30-8:30)						122	122	114		114
Calibration with Previous Counts						150%		150%		
Adjusted Existing Volumes						183	183	171		171
Total Annual Background Growth						5.1%		5.1%		
No-Build Volumes						192	192	180		180
Proposed Parkside Retail New Trips		0	0	0	0	11	11	18	0	18
Proposed Parkside Retail Pass-By Trips		0	0	0	0	9	9	8	0	8
Proposed Parkside Office Trips		0	0	0	0	3	3	25	0	25
Proposed Parkside Residential Trips		29	2	31	0	0	0	0	9	9
Total Parkside Trips		29	2		0	23		51	9	
Build Volumes		29	2	31	0	215	215	231	9	240

Weekday P.M. Peak Hour		Southbound Parkside New Access			Eastbound Cliftwood Drive			Westbound Cliftwood Drive		
		L	R	Tot	L	T	Tot	T	R	Tot
Counted Volumes (Tuesday, October 6, 2020 4:30-5:30)						153	153	170		170
Calibration with Previous Counts						150%		150%		
Adjusted Existing Volumes						230	230	255		255
Total Annual Background Growth						5.1%		5.1%		
No-Build Volumes						241	241	268		268
Proposed Parkside Retail New Trips		0	0	0	0	25	25	21	0	21
Proposed Parkside Retail Pass-By Trips		0	0	0	0	32	32	13	0	13
Proposed Parkside Office Trips		0	0	0	0	16	16	4	0	4
Proposed Parkside Residential Trips		19	1	20	2	0	2	0	30	30
Total Parkside Trips		19	1		2	73		38	30	
Build Volumes		19	1	20	2	314	316	306	30	336

MARC R. ACAMPORA, PE, LLC

Parkside Traffic Impact Study
City of Sandy Springs, Georgia

July 2021

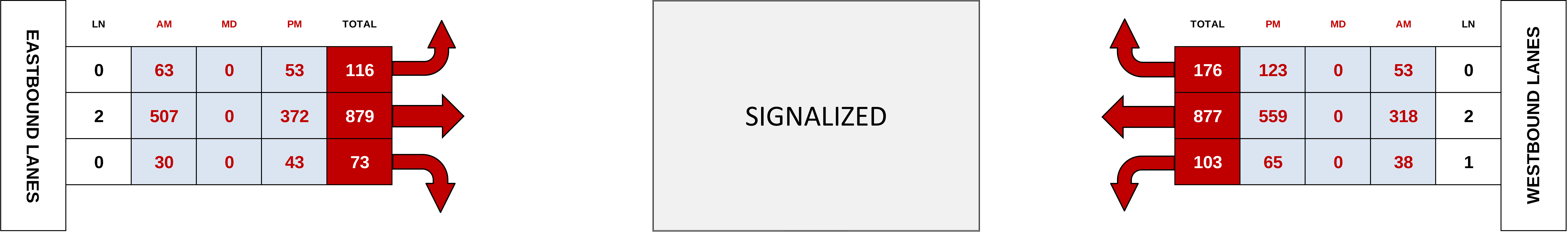
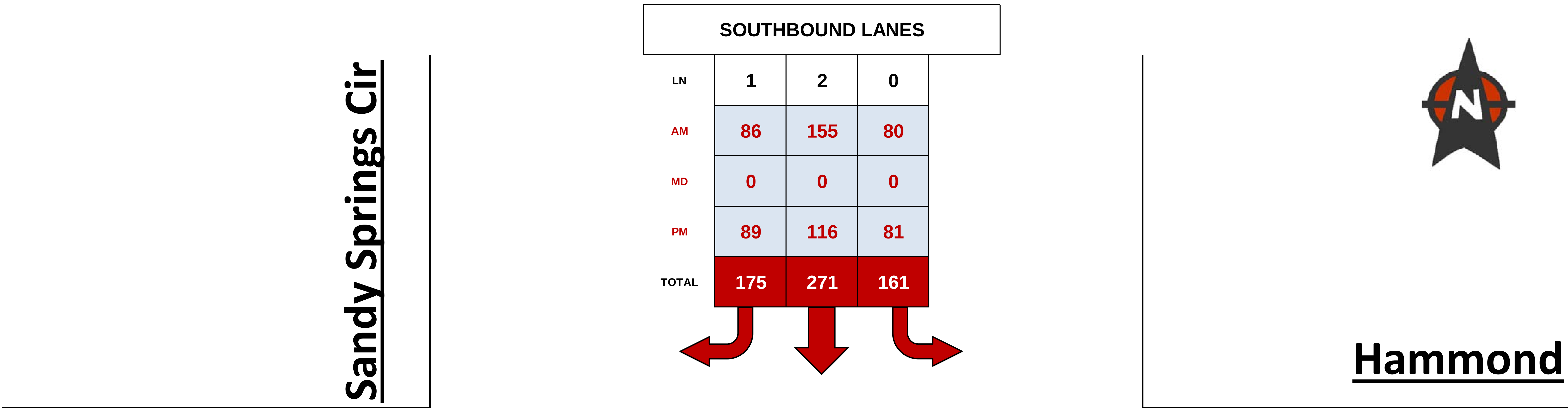
Location	Date	N/E	S/W	Two-Way
Hammond between W and E Hammond Exchange Driveways	Tues October 6, 2020	5375	5407	10782
Hammond west of Sandy Springs Circle	Tues May 15, 2018	7203	6381	13584
Annual Change				-10.9%
Georgia DOT 2019				11900
Roswell north of Cliftwood Drive	Tues October 6, 2020	18347	17779	36126
Roswell south of Mt Vernon Highway	Thurs March 14, 2014	16731	17280	34011
				1.0%
Georgia DOT 2019				35900
Cliftwood east of Sandy Springs Circle	Tues October 6, 2020	1855	2060	3915
Cliftwood west of Roswell Road	Thurs October 11, 2018	2414	2841	5255
Annual Change				-13.7%
Sandy Springs Circle north of Cliftwood Drive	Tues October 6, 2020	2260	2546	4806
Sandy Springs Circle north of Reddington Place	Tues March 12, 2019	3219	3416	6635
Annual Change				-27.6%
Sandy Springs Circle south of Hammond Drive	Tues October 21, 2014	2561	2900	5461
Georgia DOT 2019				7930

MARC R. ACAMPORA, PE, LLC

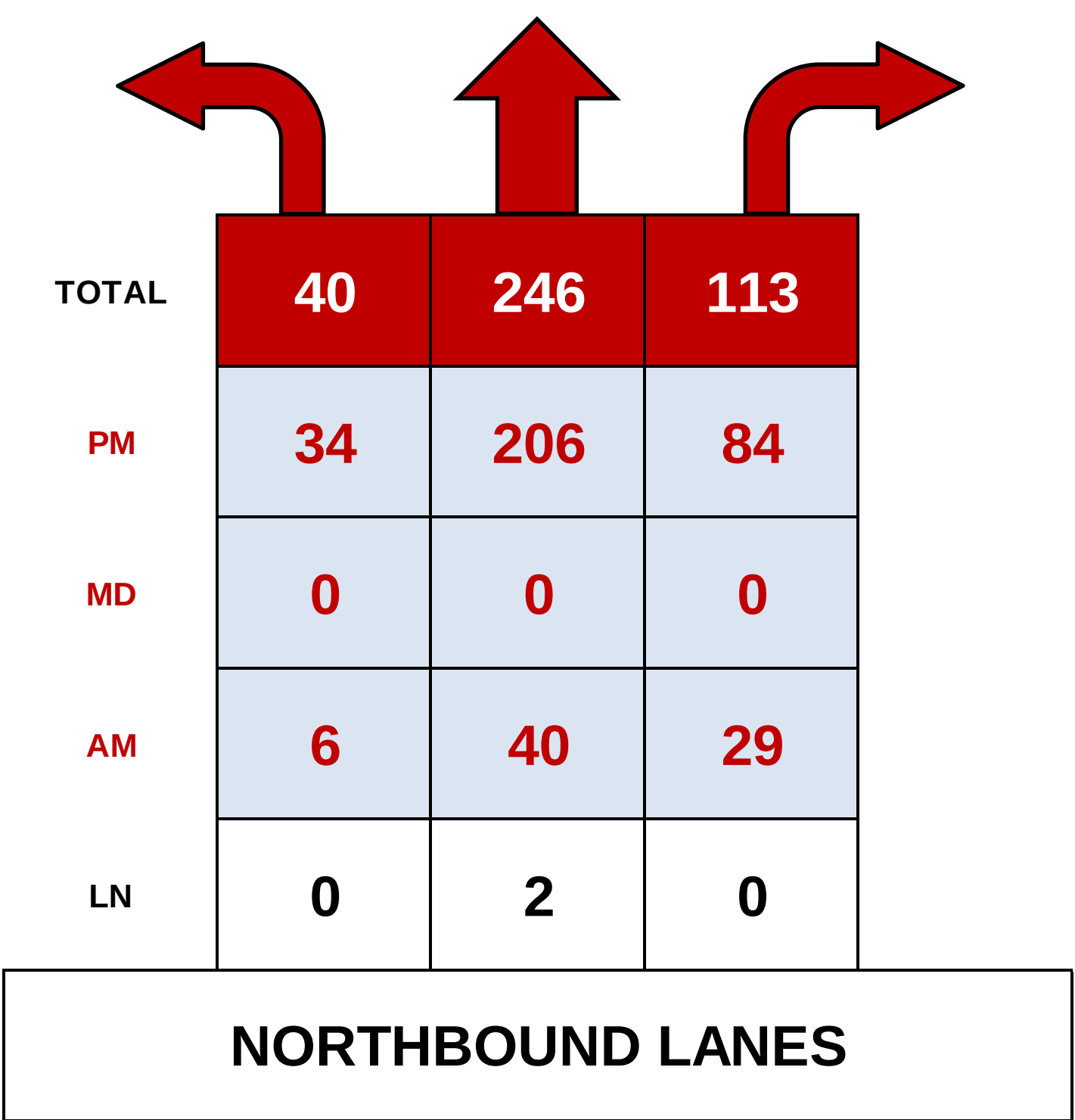
PEAK HOUR ITM SUMMARY

#017 Sandy Springs Cir & Hammond

LOCATION#:	017	QTD PROJ#:	800193	AM PEAK:	745 AM
NORTH / SOUTH:	Sandy Springs Cir	DATE:	Wednesday, May 08, 2013	MD PEAK:	
EAST / WEST:	Hammond	VICINITY:	Sandy Springs, GA	PM PEAK:	500 PM



Hammond



Sandy Springs Cir

AM COUNT	7:00 AM	TO	9:00 AM
MD COUNT	-	TO	-
PM COUNT	4:30 PM	TO	6:30 PM

VEHICLE TURNING MOVEMENT COUNT

#017 Sandy Springs Cir & Hammond - AM PEAK

LOCATION#:	017	QTD PROJ#:	800193
NORTH / SOUTH:	Sandy Springs Cir	DATE:	Wednesday, May 08, 2013
EAST / WEST:	Hammond	VICINITY:	Sandy Springs, GA

DIRECTION:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTALS
LANES:	0	2	0	0	2	1	0	2	0	1	2	0	
7:00 AM	1	9	4	12	15	17	5	42	7	13	37	8	170
7:15 AM	1	13	10	20	26	27	8	69	5	13	62	10	264
7:30 AM	2	12	19	21	20	25	15	113	8	10	57	16	318
7:45 AM	1	10	9	19	43	22	15	108	9	11	79	8	334
8:00 AM	1	11	10	20	36	23	11	115	6	5	76	7	321
8:15 AM	1	8	6	18	38	20	20	144	8	11	87	18	379
8:30 AM	3	11	4	23	38	21	17	140	7	11	76	20	371
8:45 AM	1	8	8	24	31	27	20	103	7	10	57	15	311

VOLUME STATS:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
TOTAL:	11	82	70	157	247	182	111	834	57	84	531	102	2468
P.H.V: ₁	6	40	29	80	155	86	63	507	30	38	318	53	1405
P.H.F: ₂		0.852			0.955			0.872			0.881		0.927

(1) Peak Hour Volume (Peak Hour Begins At 7:45 AM)

(2) Peak Hour Factor (directional aggregate)



QUALITY TRAFFIC DATA, LLC

3780 Old Norcross Rd. #103-322 Duluth, GA 30096

Ph: 877-852-4355 Fax: 877-877-3698

Info@QualityTrafficData.com

ROSWELL RD S OF MT VERNON HWY

10

Start Time	06-Mar-14 Thu	NB		Hour Totals		SB		Hour Totals	
		AM	PM	AM	PM	AM	PM	AM	PM
12:00		58	310			30	305		
12:15		38	304			39	281		
12:30		43	317			33	263		
12:45		41	281	180	1212	25	304	127	1153
01:00		27	340			23	295		
01:15		29	289			25	301		
01:30		24	293			21	295		
01:45		22	324	102	1246	17	253	86	1144
02:00		12	312			21	265		
02:15		18	292			20	311		
02:30		20	288			12	254		
02:45		13	276	63	1168	12	282	65	1112
03:00		11	280			6	249		
03:15		18	314			5	258		
03:30		12	340			9	276		
03:45		13	334	54	1268	9	268	29	1051
04:00		11	337			11	297		
04:15		17	373			11	242		
04:30		12	317			23	298		
04:45		13	282	53	1309	26	294	71	1131
05:00		25	321			15	263		
05:15		40	222			41	274		
05:30		40	182			37	265		
05:45		49	131	154	856	73	255	166	1057
06:00		80	186			81	257		
06:15		97	107			99	267		
06:30		130	165			151	270		
06:45		166	129	473	587	189	268	520	1062
07:00		201	164			226	263		
07:15		196	256			302	259		
07:30		235	325			350	217		
07:45		229	258	861	1003	321	249	1199	988
08:00		213	212			354	220		
08:15		255	232			318	220		
08:30		232	220			355	173		
08:45		219	202	919	866	329	165	1356	778
09:00		233	187			323	146		
09:15		209	180			323	117		
09:30		227	167			304	109		
09:45		237	159	906	693	318	111	1268	483
10:00		257	126			223	117		
10:15		235	114			232	102		
10:30		264	135			251	67		
10:45		236	74	992	449	252	75	958	361
11:00		239	73			238	72		
11:15		255	61			215	47		
11:30		292	72			227	35		
11:45		270	55	1056	261	233	48	913	202
Peak		11:00	03:30			08:00	00:45		
Vol.		1056	1384			1356	1195		
P.H.F.		0.904	0.928			0.955	0.983		
Lane Total		16731				17280			

VEHICLE TURNING MOVEMENT COUNT

#017 Sandy Springs Cir & Hammond - PM PEAK

LOCATION#:	017	QTD PROJ#:	800193
NORTH / SOUTH:	Sandy Springs Cir	DATE:	Wednesday, May 08, 2013
EAST / WEST:	Hammond	VICINITY:	Sandy Springs, GA

DIRECTION:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTALS
LANES:	0	2	0	0	2	1	0	2	0	1	2	0	
4:30 PM	5	30	21	10	25	27	4	91	7	16	122	22	380
4:45 PM	5	44	17	21	27	14	8	105	5	13	127	33	419
5:00 PM	8	71	24	32	26	25	8	96	10	15	133	34	482
5:15 PM	10	37	16	18	29	22	22	95	9	16	146	32	452
5:30 PM	7	58	24	18	33	24	9	81	9	17	143	19	442
5:45 PM	9	40	20	13	28	18	14	100	15	17	137	38	449
6:00 PM	9	52	31	22	32	24	15	86	10	16	127	28	452
6:15 PM	11	40	15	23	35	23	12	99	8	17	123	44	450

VOLUME STATS:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
TOTAL:	64	372	168	157	235	177	92	753	73	127	1058	250	3526
P.H.V: 1	34	206	84	81	116	89	53	372	43	65	559	123	1825
P.H.F: 2		0.786			0.861			0.907			0.963		0.947

(1) Peak Hour Volume (Peak Hour Begins At 500 PM)

(2) Peak Hour Factor (directional aggregate)



QUALITY TRAFFIC DATA, LLC

3780 Old Norcross Rd. #103-322 Duluth, GA 30096

Ph: 877-852-4355 Fax: 877-877-3698

Info@QualityTrafficData.com

GREATER TRAFFIC COMPANY

Page 1

SANDY SPRINGS CIRCLE BTW CLIFTWOOD DR
AND HAMMOND DR

07

Start Time	21-Oct-14 Tue	NB		Hour Totals		SB		Hour Totals	
		AM	PM	AM	PM	AM	PM	AM	PM
12:00		0	53			2	78		
12:15		0	50			1	55		
12:30		0	64			1	71		
12:45		1	55	1	222	0	58	4	262
01:00		0	49			0	73		
01:15		0	51			0	51		
01:30		0	53			0	74		
01:45		1	49	1	202	1	57	1	255
02:00		0	58			0	64		
02:15		0	55			1	53		
02:30		0	51			1	40		
02:45		0	58	0	222	2	48	4	205
03:00		0	67			0	56		
03:15		1	51			0	53		
03:30		1	73			0	37		
03:45		0	65	2	256	1	58	1	204
04:00		0	86			0	55		
04:15		0	51			1	54		
04:30		1	60			0	58		
04:45		1	82	2	279	0	56	1	223
05:00		0	89			0	56		
05:15		1	64			2	42		
05:30		1	75			5	56		
05:45		3	66	5	294	3	65	10	219
06:00		2	82			3	42		
06:15		2	59			10	59		
06:30		7	60			28	60		
06:45		5	58	16	259	25	53	66	214
07:00		19	65			44	42		
07:15		19	28			40	24		
07:30		14	27			45	33		
07:45		16	20	68	140	54	30	183	129
08:00		17	11			58	22		
08:15		29	10			66	21		
08:30		22	15			66	14		
08:45		20	7	88	43	51	10	241	67
09:00		33	6			56	17		
09:15		27	16			61	5		
09:30		25	16			53	8		
09:45		21	8	106	46	44	8	214	38
10:00		32	2			40	4		
10:15		27	3			29	4		
10:30		28	7			29	3		
10:45		27	2	114	14	42	8	140	19
11:00		41	3			45	4		
11:15		27	5			33	3		
11:30		51	3			54	1		
11:45		47	4	166	15	60	0	192	8
Peak		11:00	04:45			07:45	12:00		
Vol.		166	310			244	262		
P.H.F.		0.814	0.871			0.924	0.840		
Lane Total		2561				2900			

Reliable Traffic Data Services

Tel: (770) 578-8158 | Fax: (770) 578-8159
Info@reliabletraffic.org | www.reliabletraffic.org

TMC Data
Hammond Dr @ Sandy Springs Circle
Sandy Springs, GA
7-9 AM | 4-6 PM

File Name : 44160001
Site Code : 44160001
Start Date : 10/6/2020
Page No : 1

Groups Printed- Cars, Buses and Trucks

	Sandy Springs Circle Northbound					Sandy Springs Circle Southbound					Hammond Dr Eastbound					Hammond Dr Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	3	9	6	0	18	4	17	5	0	26	10	23	8	0	41	6	12	4	0	22	107
07:15 AM	2	5	3	0	10	13	23	12	0	48	7	40	8	0	55	9	26	5	0	40	153
07:30 AM	4	18	7	0	29	6	20	12	0	38	4	26	7	0	37	4	41	8	0	53	157
07:45 AM	3	10	10	0	23	11	37	12	0	60	6	51	10	0	67	7	49	6	0	62	212
Total	12	42	26	0	80	34	97	41	0	172	27	140	33	0	200	26	128	23	0	177	629
08:00 AM	9	13	4	0	26	10	26	8	0	44	7	83	5	0	95	5	49	6	0	60	225
08:15 AM	5	24	5	0	34	15	32	12	0	59	17	67	8	0	92	7	36	9	0	52	237
08:30 AM	4	22	6	0	32	13	19	9	0	41	10	47	8	0	65	10	47	16	0	73	211
08:45 AM	2	10	10	0	22	12	21	5	0	38	13	64	8	0	85	8	40	7	0	55	200
Total	20	69	25	0	114	50	98	34	0	182	47	261	29	0	337	30	172	38	0	240	873
*** BREAK ***																					
04:00 PM	3	27	13	0	43	15	25	16	0	56	16	62	3	0	81	12	84	20	0	116	296
04:15 PM	6	35	13	0	54	23	36	11	0	70	12	58	8	0	78	19	70	24	0	113	315
04:30 PM	8	43	11	0	62	16	27	18	0	61	13	75	8	0	96	20	95	29	0	144	363
04:45 PM	10	32	10	0	52	15	24	13	0	52	12	47	5	0	64	12	86	22	0	120	288
Total	27	137	47	0	211	69	112	58	0	239	53	242	24	0	319	63	335	95	0	493	1262
05:00 PM	3	37	11	0	51	16	28	10	0	54	11	52	8	0	71	28	82	16	0	126	302
05:15 PM	12	44	10	0	66	17	24	22	0	63	22	67	4	0	93	11	87	21	0	119	341
05:30 PM	11	42	15	0	68	15	26	11	0	52	20	48	5	0	73	10	72	17	0	99	292
05:45 PM	11	38	11	0	60	10	22	13	0	45	14	58	2	0	74	13	85	17	0	115	294
Total	37	161	47	0	245	58	100	56	0	214	67	225	19	0	311	62	326	71	0	459	1229
Grand Total	96	409	145	0	650	211	407	189	0	807	194	868	105	0	1167	181	961	227	0	1369	3993
Apprch %	14.8	62.9	22.3	0		26.1	50.4	23.4	0		16.6	74.4	9	0		13.2	70.2	16.6	0		
Total %	2.4	10.2	3.6	0	16.3	5.3	10.2	4.7	0	20.2	4.9	21.7	2.6	0	29.2	4.5	24.1	5.7	0	34.3	

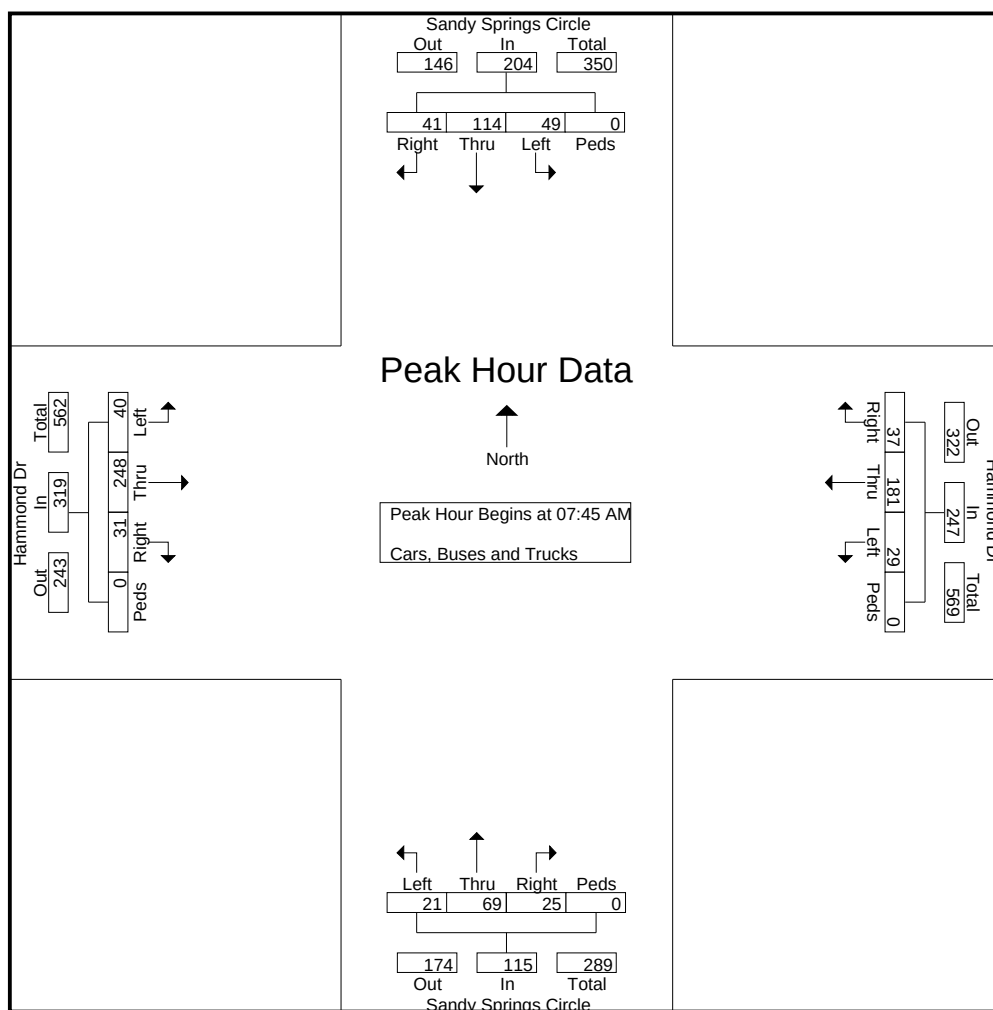
Reliable Traffic Data Services

Tel: (770) 578-8158 | Fax: (770) 578-8159
Info@reliabletraffic.org | www.reliabletraffic.org

TMC Data
Hammond Dr @ Sandy Springs Circle
Sandy Springs, GA
7-9 AM | 4-6 PM

File Name : 44160001
Site Code : 44160001
Start Date : 10/6/2020
Page No : 2

	Sandy Springs Circle Northbound					Sandy Springs Circle Southbound					Hammond Dr Eastbound					Hammond Dr Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	3	10	10	0	23	11	37	12	0	60	6	51	10	0	67	7	49	6	0	62	212
08:00 AM	9	13	4	0	26	10	26	8	0	44	7	83	5	0	95	5	49	6	0	60	225
08:15 AM	5	24	5	0	34	15	32	12	0	59	17	67	8	0	92	7	36	9	0	52	237
08:30 AM	4	22	6	0	32	13	19	9	0	41	10	47	8	0	65	10	47	16	0	73	211
Total Volume	21	69	25	0	115	49	114	41	0	204	40	248	31	0	319	29	181	37	0	247	885
% App. Total	18.3		21.7			55.9	20.1				12.5	77.7				11.7	73.3				
PHF	.583	.719	.625	.000	.846	.817	.770	.854	.000	.850	.588	.747	.775	.000	.839	.725	.923	.578	.000	.846	.934



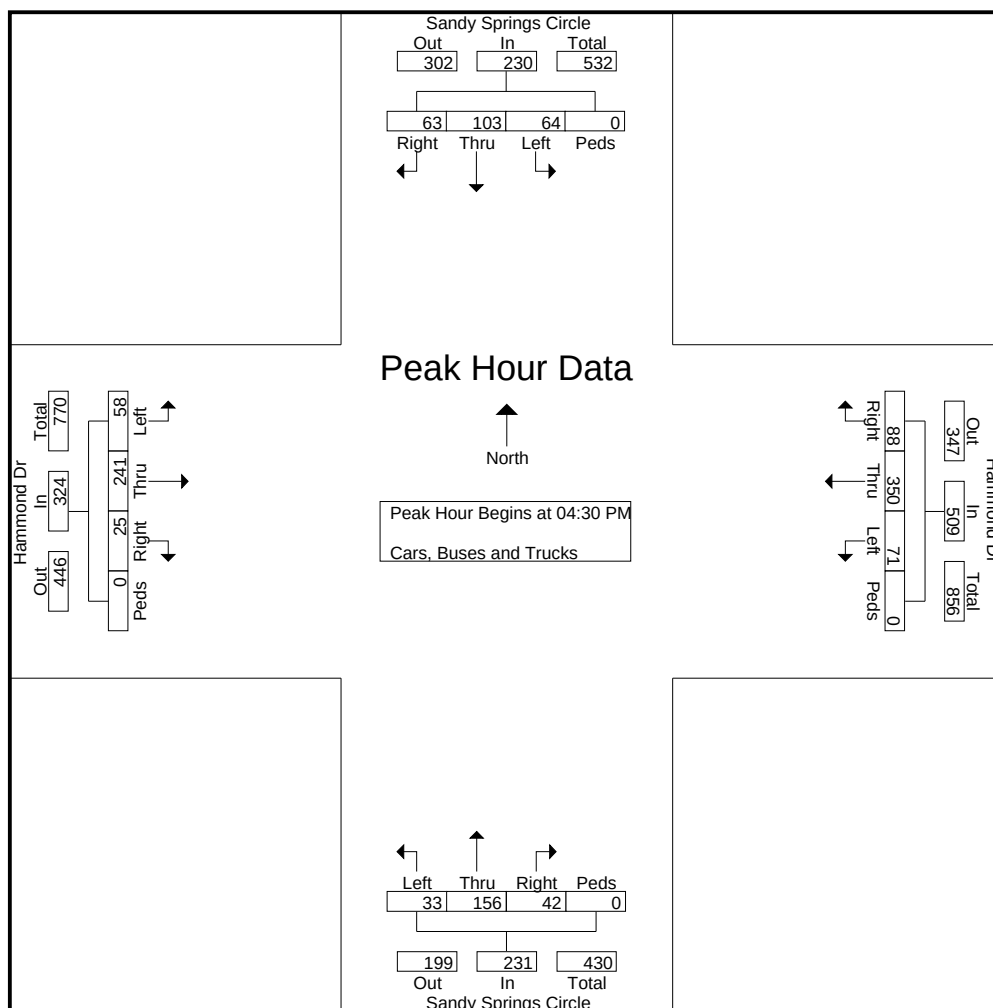
Reliable Traffic Data Services

Tel: (770) 578-8158 | Fax: (770) 578-8159
Info@reliabletraffic.org | www.reliabletraffic.org

TMC Data
Hammond Dr @ Sandy Springs Circle
Sandy Springs, GA
7-9 AM | 4-6 PM

File Name : 44160001
Site Code : 44160001
Start Date : 10/6/2020
Page No : 3

	Sandy Springs Circle Northbound					Sandy Springs Circle Southbound					Hammond Dr Eastbound					Hammond Dr Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	8	43	11	0	62	16	27	18	0	61	13	75	8	0	96	20	95	29	0	144	363
04:45 PM	10	32	10	0	52	15	24	13	0	52	12	47	5	0	64	12	86	22	0	120	288
05:00 PM	3	37	11	0	51	16	28	10	0	54	11	52	8	0	71	28	82	16	0	126	302
05:15 PM	12	44	10	0	66	17	24	22	0	63	22	67	4	0	93	11	87	21	0	119	341
Total Volume	33	156	42	0	231	64	103	63	0	230	58	241	25	0	324	71	350	88	0	509	1294
% App. Total	14.3	67.5	18.2			27.8	44.8	27.4			17.9	74.4				13.9	68.8	17.3			
PHF	.688	.886	.955	.000	.875	.941	.920	.716	.000	.913	.659	.803	.781	.000	.844	.634	.921	.759	.000	.884	.891



Reliable Traffic Data Services

Tel: (770) 578-8158 | Fax: (770) 578-8159
Info@reliabletraffic.org | www.reliabletraffic.org

TMC Data
Hammond Dr @ Hammond Exchange
Western Access, Sandy Springs, GA
7-9 AM | 4-6 PM

File Name : 44160002
Site Code : 44160002
Start Date : 10/6/2020
Page No : 1

Groups Printed- Cars, Buses and Trucks

	Hammond Exchange Western Access Northbound					Southbound					Hammond Dr Eastbound					Hammond Dr Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	39	1	0	40	0	39	0	0	39	79
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	48	0	0	48	0	47	0	0	47	95
07:30 AM	1	0	0	0	1	0	0	0	0	0	0	62	0	0	62	1	52	0	0	53	116
07:45 AM	2	0	0	0	2	0	0	0	0	0	0	67	1	0	68	0	44	0	0	44	114
Total	3	0	0	0	3	0	0	0	0	0	0	216	2	0	218	1	182	0	0	183	404
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	78	1	0	79	1	51	0	0	52	131
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	82	1	0	83	0	56	0	0	56	139
08:30 AM	1	0	1	0	2	0	0	0	0	0	0	85	2	0	87	2	58	0	0	60	149
08:45 AM	4	0	4	0	8	0	0	0	0	0	0	66	3	0	69	0	53	0	0	53	130
Total	5	0	5	0	10	0	0	0	0	0	0	311	7	0	318	3	218	0	0	221	549
*** BREAK ***																					
04:00 PM	6	0	5	0	11	0	0	0	0	0	0	92	7	0	99	4	103	0	0	107	217
04:15 PM	8	0	6	0	14	0	0	0	0	0	0	96	13	0	109	2	109	0	0	111	234
04:30 PM	19	0	6	0	25	0	0	0	0	0	0	93	11	0	104	4	101	0	0	105	234
04:45 PM	17	0	7	0	24	0	0	0	0	0	0	93	8	0	101	5	106	0	0	111	236
Total	50	0	24	0	74	0	0	0	0	0	0	374	39	0	413	15	419	0	0	434	921
05:00 PM	7	0	5	0	12	0	0	0	0	0	0	99	3	0	102	2	114	0	0	116	230
05:15 PM	5	0	6	0	11	0	0	0	0	0	0	96	0	0	96	0	108	0	0	108	215
05:30 PM	4	0	5	0	9	0	0	0	0	0	0	92	3	0	95	2	96	0	0	98	202
05:45 PM	6	0	4	0	10	0	0	0	0	0	0	83	7	0	90	2	87	0	0	89	189
Total	22	0	20	0	42	0	0	0	0	0	0	370	13	0	383	6	405	0	0	411	836
Grand Total	80	0	49	0	129	0	0	0	0	0	0	1271	61	0	1332	25	1224	0	0	1249	2710
Apprch %	62	0	38	0		0	0	0	0		0	95.4	4.6	0		2	98	0	0		
Total %	3	0	1.8	0	4.8	0	0	0	0	0	0	46.9	2.3	0	49.2	0.9	45.2	0	0	46.1	

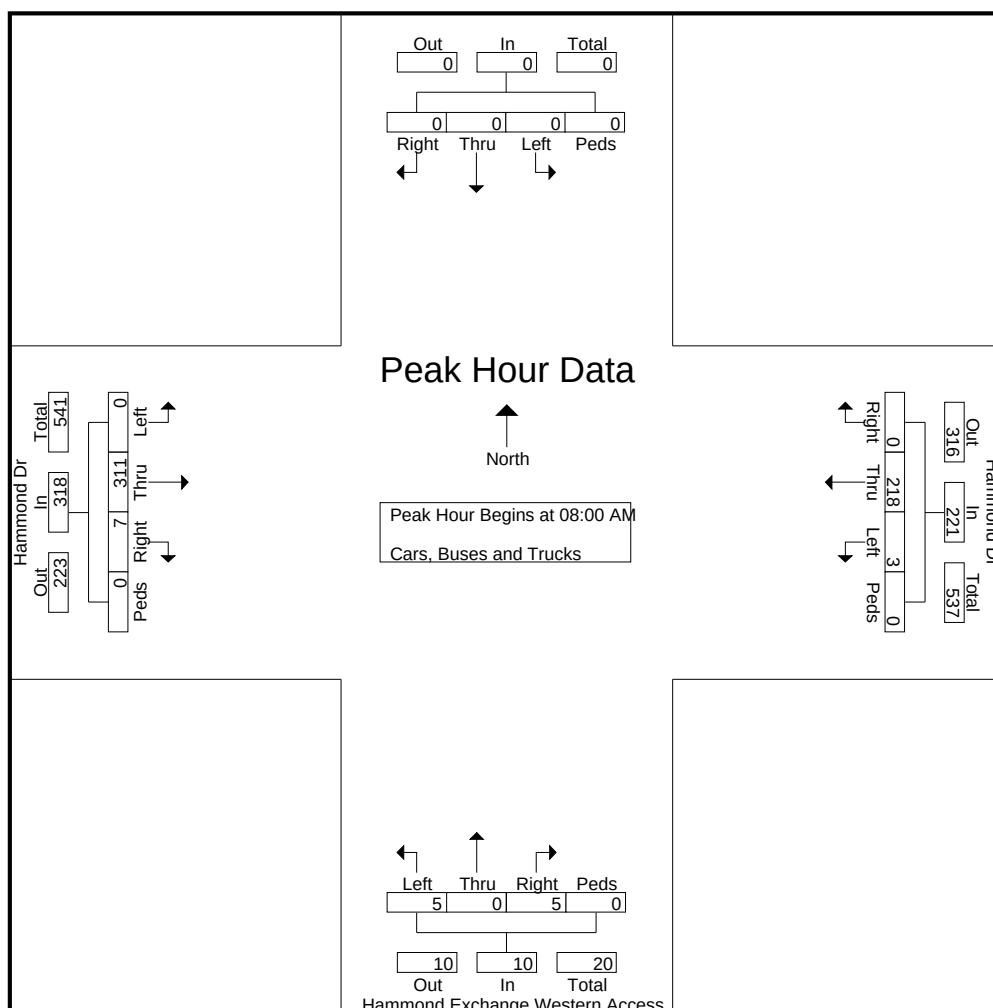
Reliable Traffic Data Services

Tel: (770) 578-8158 | Fax: (770) 578-8159
Info@reliabletraffic.org | www.reliabletraffic.org

TMC Data
Hammond Dr @ Hammond Exchange
Western Access, Sandy Springs, GA
7-9 AM | 4-6 PM

File Name : 44160002
Site Code : 44160002
Start Date : 10/6/2020
Page No : 2

	Hammond Exchange Western Access Northbound					Southbound					Hammond Dr Eastbound					Hammond Dr Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	78	1	0	79	1	51	0	0	52	131
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	82	1	0	83	0	56	0	0	56	139
08:30 AM	1	0	1	0	2	0	0	0	0	0	0	85	2	0	87	2	58	0	0	60	149
08:45 AM	4	0	4	0	8	0	0	0	0	0	0	66	3	0	69	0	53	0	0	53	130
Total Volume	5	0	5	0	10	0	0	0	0	0	0	311	7	0	318	3	218	0	0	221	549
% App. Total												97.8					98.6				
PHF	.313	.000	.313	.000	.313	.000	.000	.000	.000	.000	.000	.915	.583	.000	.914	.375	.940	.000	.000	.921	.921



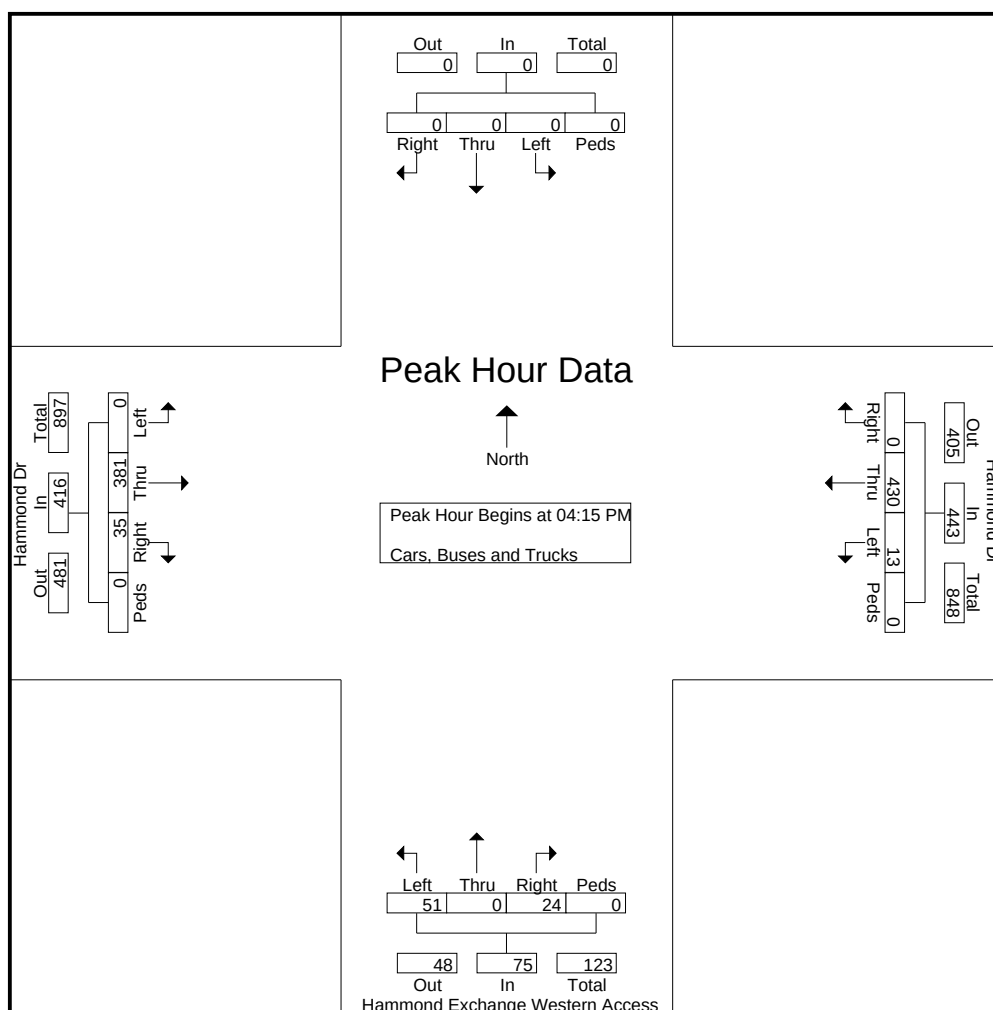
Reliable Traffic Data Services

Tel: (770) 578-8158 | Fax: (770) 578-8159
Info@reliabletraffic.org | www.reliabletraffic.org

TMC Data
Hammond Dr @ Hammond Exchange
Western Access, Sandy Springs, GA
7-9 AM | 4-6 PM

File Name : 44160002
Site Code : 44160002
Start Date : 10/6/2020
Page No : 3

	Hammond Exchange Western Access Northbound					Southbound					Hammond Dr Eastbound					Hammond Dr Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	8	0	6	0	14	0	0	0	0	0	0	96	13	0	109	2	109	0	0	111	234
04:30 PM	19	0	6	0	25	0	0	0	0	0	0	93	11	0	104	4	101	0	0	105	234
04:45 PM	17	0	7	0	24	0	0	0	0	0	0	93	8	0	101	5	106	0	0	111	236
05:00 PM	7	0	5	0	12	0	0	0	0	0	0	99	3	0	102	2	114	0	0	116	230
Total Volume	51	0	24	0	75	0	0	0	0	0	0	381	35	0	416	13	430	0	0	443	934
% App. Total												91.6					97.1				
PHF	.671	.000	.857	.000	.750	.000	.000	.000	.000	.000	.000	.962	.673	.000	.954	.650	.943	.000	.000	.955	.989



Reliable Traffic Data Services

Tel: (770) 578-8158 | Fax: (770) 578-8159
Info@reliabletraffic.org | www.reliabletraffic.org

TMC Data
Hammond Dr @ Hammond Exchange
Signalized Access, Sandy Springs, GA
7-9 AM | 4-6 PM

File Name : 44160003
Site Code : 44160003
Start Date : 10/6/2020
Page No : 1

Groups Printed- Cars, Buses and Trucks

	Hammond Exchange Signalized Access Northbound					Kroger Access Southbound					Hammond Dr Eastbound					Hammond Dr Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	1	0	0	1	8	0	1	0	9	1	34	4	0	39	0	19	8	0	27	76
07:15 AM	0	1	1	0	2	5	0	2	0	7	0	52	2	0	54	1	34	8	0	43	106
07:30 AM	0	0	0	0	0	10	0	1	0	11	2	46	1	0	49	1	51	9	0	61	121
07:45 AM	0	1	1	0	2	9	0	3	0	12	4	67	2	0	73	1	58	12	0	71	158
Total	0	3	2	0	5	32	0	7	0	39	7	199	9	0	215	3	162	37	0	202	461
08:00 AM	0	0	1	0	1	6	1	1	0	8	3	87	4	0	94	1	51	17	0	69	172
08:15 AM	1	1	4	0	6	8	0	3	0	11	3	74	6	0	83	3	57	15	0	75	175
08:30 AM	1	3	1	0	5	12	2	5	0	19	1	60	1	0	62	4	53	22	0	79	165
08:45 AM	3	0	2	0	5	12	0	2	0	14	3	68	13	0	84	3	52	29	0	84	187
Total	5	4	8	0	17	38	3	11	0	52	10	289	24	0	323	11	213	83	0	307	699
*** BREAK ***																					
04:00 PM	17	8	20	0	45	27	3	5	0	35	0	79	22	0	101	16	81	33	0	130	311
04:15 PM	10	10	16	0	36	24	6	9	0	39	3	83	20	0	106	16	66	31	0	113	294
04:30 PM	19	5	15	0	39	29	1	10	0	40	3	88	19	0	110	17	95	28	0	140	329
04:45 PM	15	2	15	0	32	28	4	4	0	36	2	66	14	0	82	11	89	40	0	140	290
Total	61	25	66	0	152	108	14	28	0	150	8	316	75	0	399	60	331	132	0	523	1224
05:00 PM	13	4	12	0	29	24	1	5	0	30	3	70	17	0	90	11	89	37	0	137	286
05:15 PM	12	6	10	0	28	26	2	10	0	38	2	81	18	0	101	12	84	48	0	144	311
05:30 PM	12	4	21	0	37	26	0	6	0	32	4	72	21	0	97	10	90	33	0	133	299
05:45 PM	19	5	15	0	39	31	4	7	0	42	1	68	25	0	94	12	75	34	0	121	296
Total	56	19	58	0	133	107	7	28	0	142	10	291	81	0	382	45	338	152	0	535	1192
Grand Total	122	51	134	0	307	285	24	74	0	383	35	1095	189	0	1319	119	1044	404	0	1567	3576
Apprch %	39.7	16.6	43.6	0		74.4	6.3	19.3	0		2.7	83	14.3	0		7.6	66.6	25.8	0		
Total %	3.4	1.4	3.7	0	8.6	8	0.7	2.1	0	10.7	1	30.6	5.3	0	36.9	3.3	29.2	11.3	0	43.8	

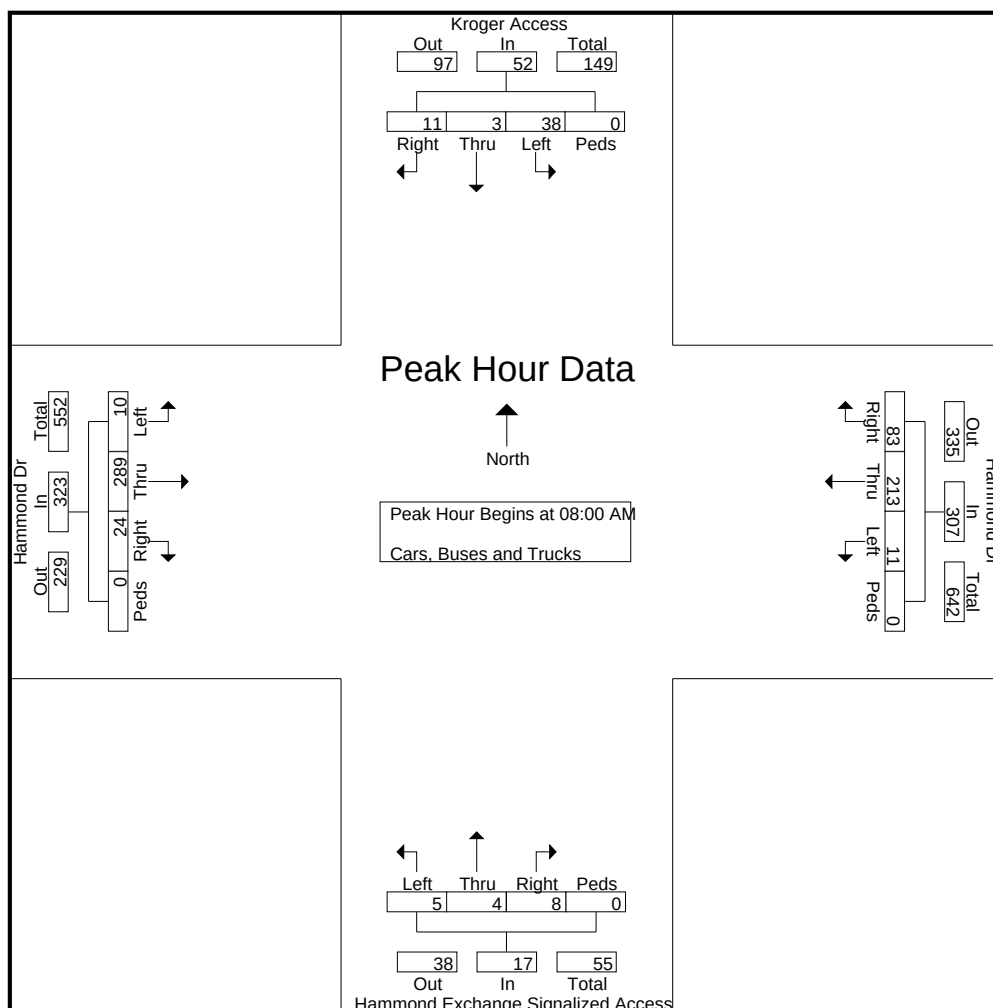
Reliable Traffic Data Services

Tel: (770) 578-8158 | Fax: (770) 578-8159
Info@reliabletraffic.org | www.reliabletraffic.org

TMC Data
Hammond Dr @ Hammond Exchange
Signalized Access, Sandy Springs, GA
7-9 AM | 4-6 PM

File Name : 44160003
Site Code : 44160003
Start Date : 10/6/2020
Page No : 2

	Hammond Exchange Signalized Access Northbound					Kroger Access Southbound					Hammond Dr Eastbound					Hammond Dr Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	1	0	1	6	1	1	0	8	3	87	4	0	94	1	51	17	0	69	172
08:15 AM	1	1	4	0	6	8	0	3	0	11	3	74	6	0	83	3	57	15	0	75	175
08:30 AM	1	3	1	0	5	12	2	5	0	19	1	60	1	0	62	4	53	22	0	79	165
08:45 AM	3	0	2	0	5	12	0	2	0	14	3	68	13	0	84	3	52	29	0	84	187
Total Volume	5	4	8	0	17	38	3	11	0	52	10	289	24	0	323	11	213	83	0	307	699
% App. Total	29.4	23.5	47.1			73.1		21.2				89.5					69.4				
PHF	.417	.333	.500	.000	.708	.792	.375	.550	.000	.684	.833	.830	.462	.000	.859	.688	.934	.716	.000	.914	.934



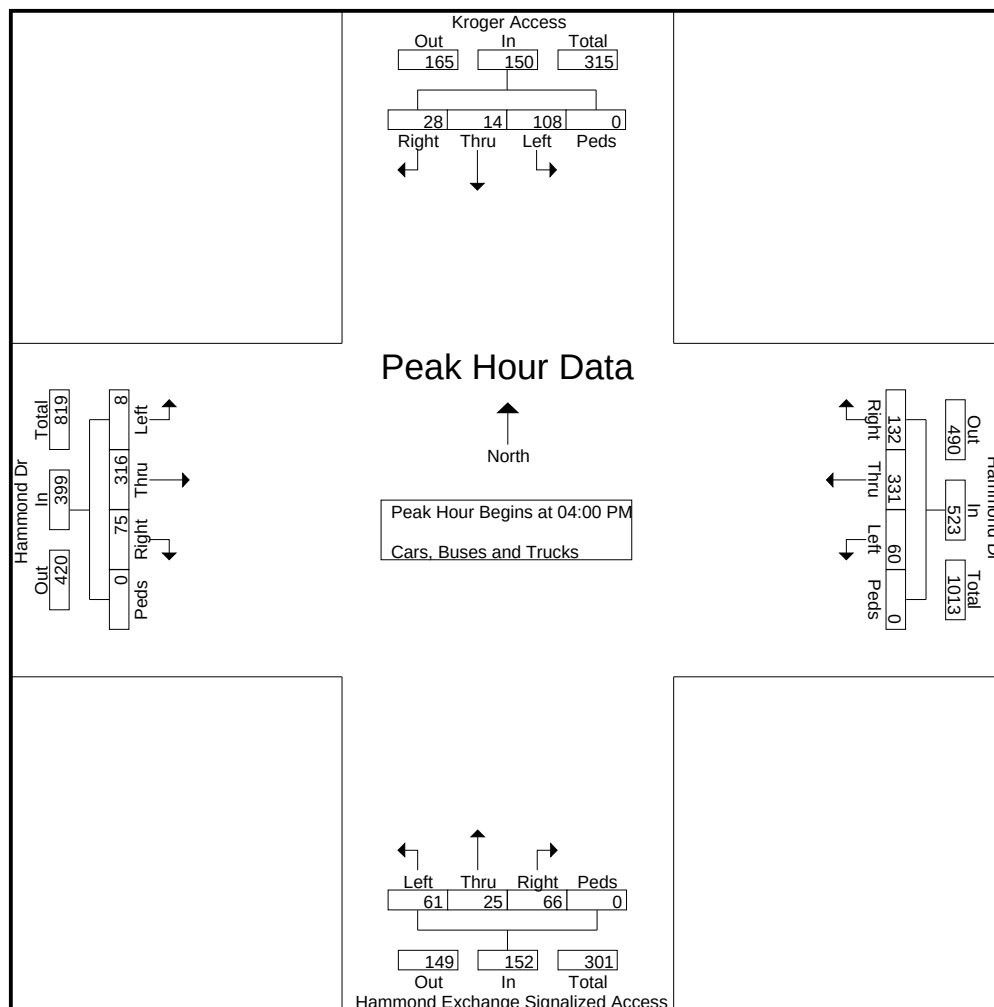
Reliable Traffic Data Services

Tel: (770) 578-8158 | Fax: (770) 578-8159
Info@reliabletraffic.org | www.reliabletraffic.org

TMC Data
Hammond Dr @ Hammond Exchange
Signalized Access, Sandy Springs, GA
7-9 AM | 4-6 PM

File Name : 44160003
Site Code : 44160003
Start Date : 10/6/2020
Page No : 3

	Hammond Exchange Signalized Access Northbound					Kroger Access Southbound					Hammond Dr Eastbound					Hammond Dr Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	17	8	20	0	45	27	3	5	0	35	0	79	22	0	101	16	81	33	0	130	311
04:15 PM	10	10	16	0	36	24	6	9	0	39	3	83	20	0	106	16	66	31	0	113	294
04:30 PM	19	5	15	0	39	29	1	10	0	40	3	88	19	0	110	17	95	28	0	140	329
04:45 PM	15	2	15	0	32	28	4	4	0	36	2	66	14	0	82	11	89	40	0	140	290
Total Volume	61	25	66	0	152	108	14	28	0	150	8	316	75	0	399	60	331	132	0	523	1224
% App. Total	40.1	16.4	43.4					18.7				79.2	18.8			11.5	63.3	25.2			
PHF	.803	.625	.825	.000	.844	.931	.583	.700	.000	.938	.667	.898	.852	.000	.907	.882	.871	.825	.000	.934	.930



Reliable Traffic Data Services

Tel: (770) 578-8158 | Fax: (770) 578-8159
Info@reliabletraffic.org | www.reliabletraffic.org

TMC Data
Roswell Rd @ Hammond Dr
Sandy Springs, GA
7-9 AM | 4-6 PM

File Name : 44160004
Site Code : 44160004
Start Date : 10/6/2020
Page No : 1

Groups Printed- Cars, Buses and Trucks

	Roswell Rd Northbound					Roswell Rd Southbound					Hammond Dr Eastbound					Hammond Dr Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	12	138	20	0	170	7	102	5	0	114	12	22	13	0	47	24	14	7	0	45	376
07:15 AM	15	167	18	0	200	16	137	1	0	154	8	43	15	0	66	23	26	10	0	59	479
07:30 AM	22	198	22	0	242	16	163	4	0	183	8	32	15	0	55	42	34	17	0	93	573
07:45 AM	28	224	15	0	267	19	209	9	0	237	10	50	16	0	76	29	33	13	0	75	655
Total	77	727	75	0	879	58	611	19	0	688	38	147	59	0	244	118	107	47	0	272	2083
08:00 AM	29	217	14	0	260	17	191	8	0	216	9	64	30	0	103	36	36	8	0	80	659
08:15 AM	34	210	20	0	264	21	193	10	0	224	8	59	24	0	91	34	39	12	0	85	664
08:30 AM	26	228	24	0	278	19	193	12	0	224	12	47	17	0	76	28	39	16	0	83	661
08:45 AM	31	219	17	0	267	17	122	11	0	150	12	54	22	0	88	33	51	11	0	95	600
Total	120	874	75	0	1069	74	699	41	0	814	41	224	93	0	358	131	165	47	0	343	2584
*** BREAK ***																					
04:00 PM	34	261	20	0	315	17	203	18	0	238	29	76	42	0	147	68	80	20	0	168	868
04:15 PM	37	303	15	0	355	29	226	14	0	269	27	57	33	0	117	71	69	18	0	158	899
04:30 PM	33	228	21	0	282	28	175	8	0	211	28	68	55	0	151	62	98	20	0	180	824
04:45 PM	49	293	18	0	360	23	198	13	0	234	26	57	45	0	128	72	86	20	0	178	900
Total	153	1085	74	0	1312	97	802	53	0	952	110	258	175	0	543	273	333	78	0	684	3491
05:00 PM	51	276	14	0	341	37	210	20	0	267	25	65	36	0	126	61	84	20	0	165	899
05:15 PM	46	263	10	0	319	31	186	12	0	229	23	65	48	0	136	73	103	31	0	207	891
05:30 PM	43	271	13	0	327	17	219	15	0	251	32	51	31	0	114	70	70	26	0	166	858
05:45 PM	32	250	16	0	298	34	172	7	0	213	27	57	46	0	130	54	85	29	0	168	809
Total	172	1060	53	0	1285	119	787	54	0	960	107	238	161	0	506	258	342	106	0	706	3457
Grand Total	522	3746	277	0	4545	348	2899	167	0	3414	296	867	488	0	1651	780	947	278	0	2005	11615
Apprch %	11.5	82.4	6.1	0		10.2	84.9	4.9	0		17.9	52.5	29.6	0		38.9	47.2	13.9	0		
Total %	4.5	32.3	2.4	0	39.1	3	25	1.4	0	29.4	2.5	7.5	4.2	0	14.2	6.7	8.2	2.4	0	17.3	

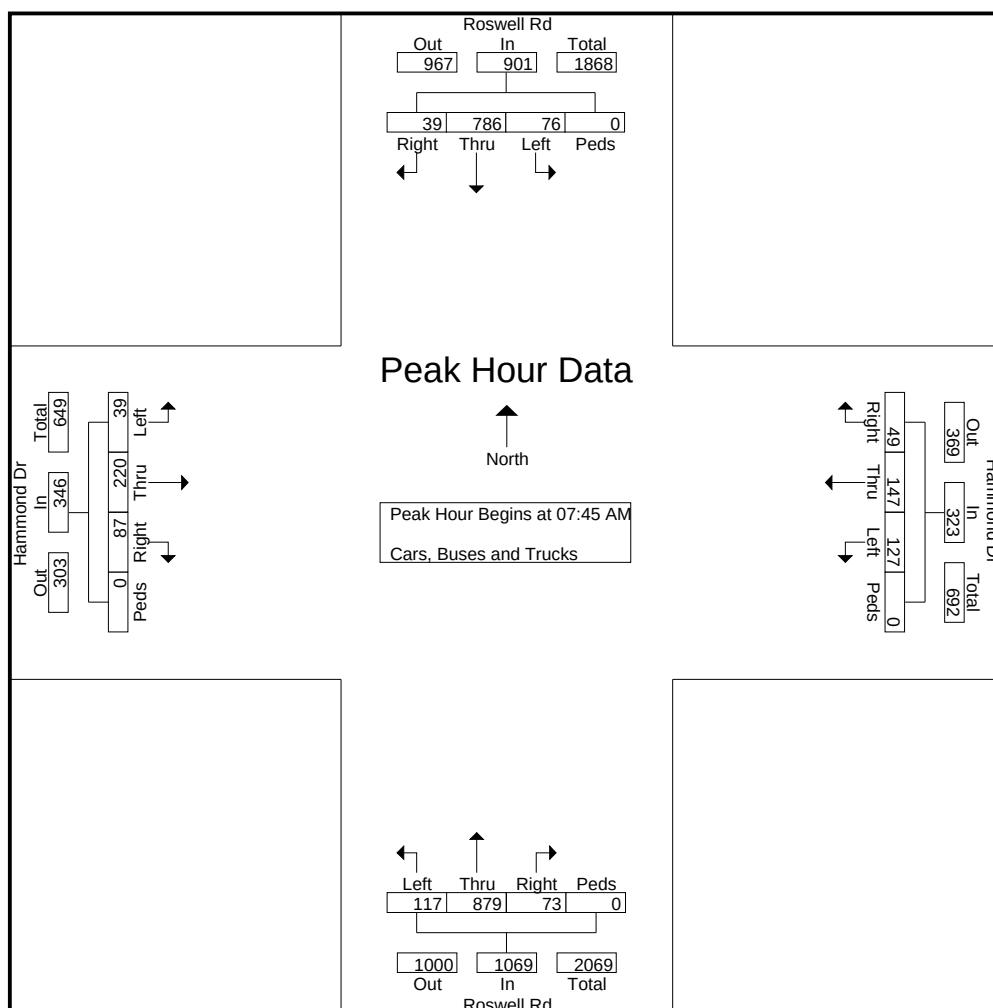
Reliable Traffic Data Services

Tel: (770) 578-8158 | Fax: (770) 578-8159
Info@reliabletraffic.org | www.reliabletraffic.org

TMC Data
Roswell Rd @ Hammond Dr
Sandy Springs, GA
7-9 AM | 4-6 PM

File Name : 44160004
Site Code : 44160004
Start Date : 10/6/2020
Page No : 2

	Roswell Rd Northbound					Roswell Rd Southbound					Hammond Dr Eastbound					Hammond Dr Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	28	224	15	0	267	19	209	9	0	237	10	50	16	0	76	29	33	13	0	75	655
08:00 AM	29	217	14	0	260	17	191	8	0	216	9	64	30	0	103	36	36	8	0	80	659
08:15 AM	34	210	20	0	264	21	193	10	0	224	8	59	24	0	91	34	39	12	0	85	664
08:30 AM	26	228	24	0	278	19	193	12	0	224	12	47	17	0	76	28	39	16	0	83	661
Total Volume	117	879	73	0	1069	76	786	39	0	901	39	220	87	0	346	127	147	49	0	323	2639
% App. Total	10.9	82.2				87.2					11.3	63.6	25.1			39.3	45.5	15.2			
PHF	.860	.964	.760	.000	.961	.905	.940	.813	.000	.950	.813	.859	.725	.000	.840	.882	.942	.766	.000	.950	.994



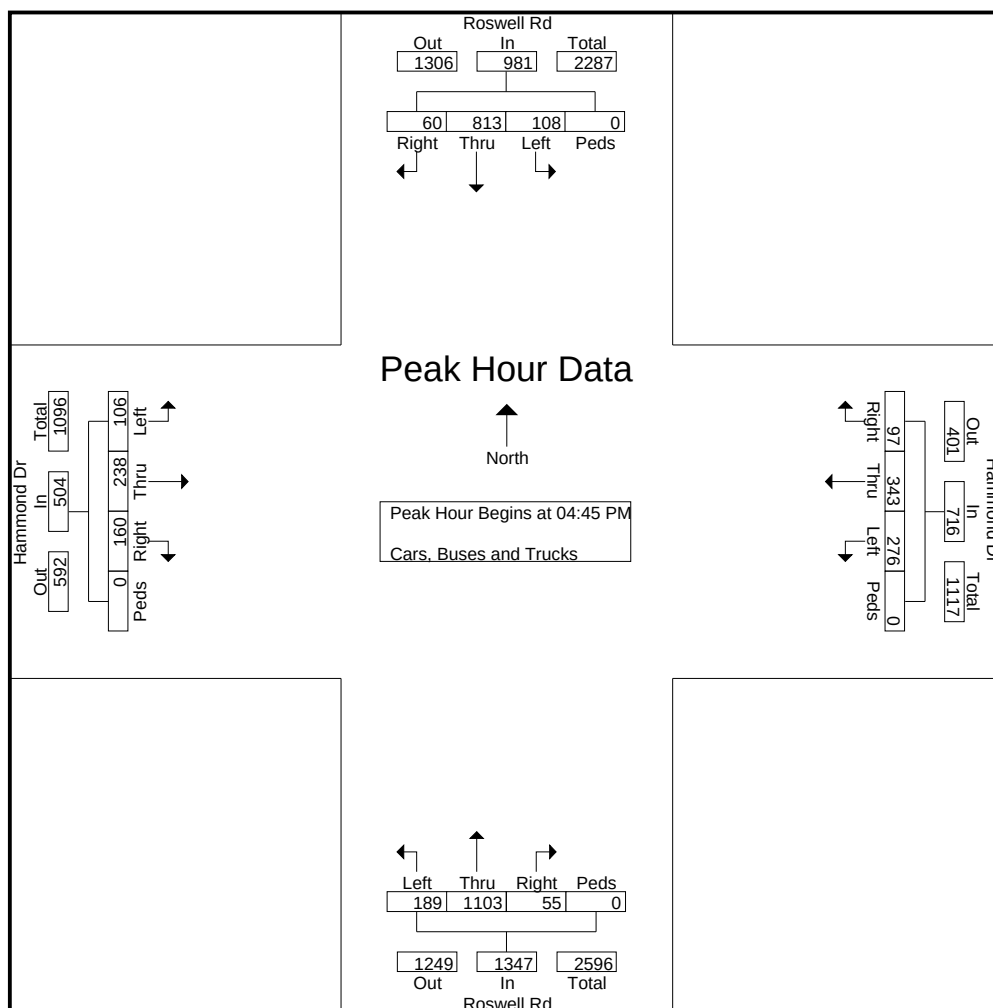
Reliable Traffic Data Services

Tel: (770) 578-8158 | Fax: (770) 578-8159
Info@reliabletraffic.org | www.reliabletraffic.org

TMC Data
Roswell Rd @ Hammond Dr
Sandy Springs, GA
7-9 AM | 4-6 PM

File Name : 44160004
Site Code : 44160004
Start Date : 10/6/2020
Page No : 3

	Roswell Rd Northbound					Roswell Rd Southbound					Hammond Dr Eastbound					Hammond Dr Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	49	293	18	0	360	23	198	13	0	234	26	57	45	0	128	72	86	20	0	178	900
05:00 PM	51	276	14	0	341	37	210	20	0	267	25	65	36	0	126	61	84	20	0	165	899
05:15 PM	46	263	10	0	319	31	186	12	0	229	23	65	48	0	136	73	103	31	0	207	891
05:30 PM	43	271	13	0	327	17	219	15	0	251	32	51	31	0	114	70	70	26	0	166	858
Total Volume	189	1103	55	0	1347	108	813	60	0	981	106	238	160	0	504	276	343	97	0	716	3548
% App. Total	14	81.9	4.1	0		11	82.9	6.1	0		21	47.2	31.7	0		38.5	47.9	13.5	0		
PHF	.926	.941	.764	.000	.935	.730	.928	.750	.000	.919	.828	.915	.833	.000	.926	.945	.833	.782	.000	.865	.986



Reliable Traffic Data Services

Tel: (770) 578-8158 | Fax: (770) 578-8159
Info@reliabletraffic.org | www.reliabletraffic.org

TMC Data
Roswell Rd @ Parkside Shop Ctr Access
Sandy Springs, GA
7-9 AM | 4-6 PM

File Name : 44160005
Site Code : 44160005
Start Date : 10/6/2020
Page No : 1

Groups Printed- Cars, Buses and Trucks

Start Time	Roswell Rd Northbound					Roswell Rd Southbound					Parkside Shop Ctr Access Eastbound					Lowes Drwy Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	3	217	5	1	226	0	207	2	0	209	0	0	3	0	3	2	0	1	0	3	441
07:15 AM	2	231	3	0	236	1	211	1	0	213	2	0	5	0	7	0	0	1	0	1	457
07:30 AM	0	248	6	0	254	1	215	1	0	217	0	0	0	0	0	0	0	0	0	0	471
07:45 AM	4	270	5	0	279	1	218	2	0	221	0	0	2	0	2	4	0	2	0	6	508
Total	9	966	19	1	995	3	851	6	0	860	2	0	10	0	12	6	0	4	0	10	1877
08:00 AM	2	288	5	0	295	1	237	4	0	242	0	0	5	0	5	2	0	0	0	2	544
08:15 AM	2	258	6	0	266	0	228	5	0	233	2	0	2	0	4	7	0	2	0	9	512
08:30 AM	3	296	7	0	306	2	239	2	0	243	0	0	3	0	3	4	0	0	0	4	556
08:45 AM	4	274	7	0	285	2	236	4	0	242	0	0	4	0	4	1	0	1	0	2	533
Total	11	1116	25	0	1152	5	940	15	0	960	2	0	14	0	16	14	0	3	0	17	2145
*** BREAK ***																					
04:00 PM	4	319	10	0	333	0	326	10	0	336	8	0	11	0	19	1	0	0	0	1	689
04:15 PM	6	311	11	0	328	1	308	18	0	327	7	0	11	0	18	3	0	2	0	5	678
04:30 PM	7	285	6	0	298	5	311	7	0	323	1	0	10	0	11	5	0	1	0	6	638
04:45 PM	10	320	7	0	337	2	274	11	0	287	4	0	12	0	16	3	0	1	0	4	644
Total	27	1235	34	0	1296	8	1219	46	0	1273	20	0	44	0	64	12	0	4	0	16	2649
05:00 PM	10	314	2	0	326	2	326	7	0	335	1	2	6	0	9	4	1	0	0	5	675
05:15 PM	13	308	2	0	323	2	318	8	0	328	3	0	11	0	14	4	0	0	0	4	669
05:30 PM	6	286	5	0	297	3	291	13	0	307	6	0	14	0	20	2	0	0	0	2	626
05:45 PM	9	272	7	0	288	0	267	7	0	274	3	0	13	0	16	4	0	1	0	5	583
Total	38	1180	16	0	1234	7	1202	35	0	1244	13	2	44	0	59	14	1	1	0	16	2553
Grand Total	85	4497	94	1	4677	23	4212	102	0	4337	37	2	112	0	151	46	1	12	0	59	9224
Apprch %	1.8	96.2	2	0		0.5	97.1	2.4	0		24.5	1.3	74.2	0		78	1.7	20.3	0		
Total %	0.9	48.8	1	0	50.7	0.2	45.7	1.1	0	47	0.4	0	1.2	0	1.6	0.5	0	0.1	0	0.6	

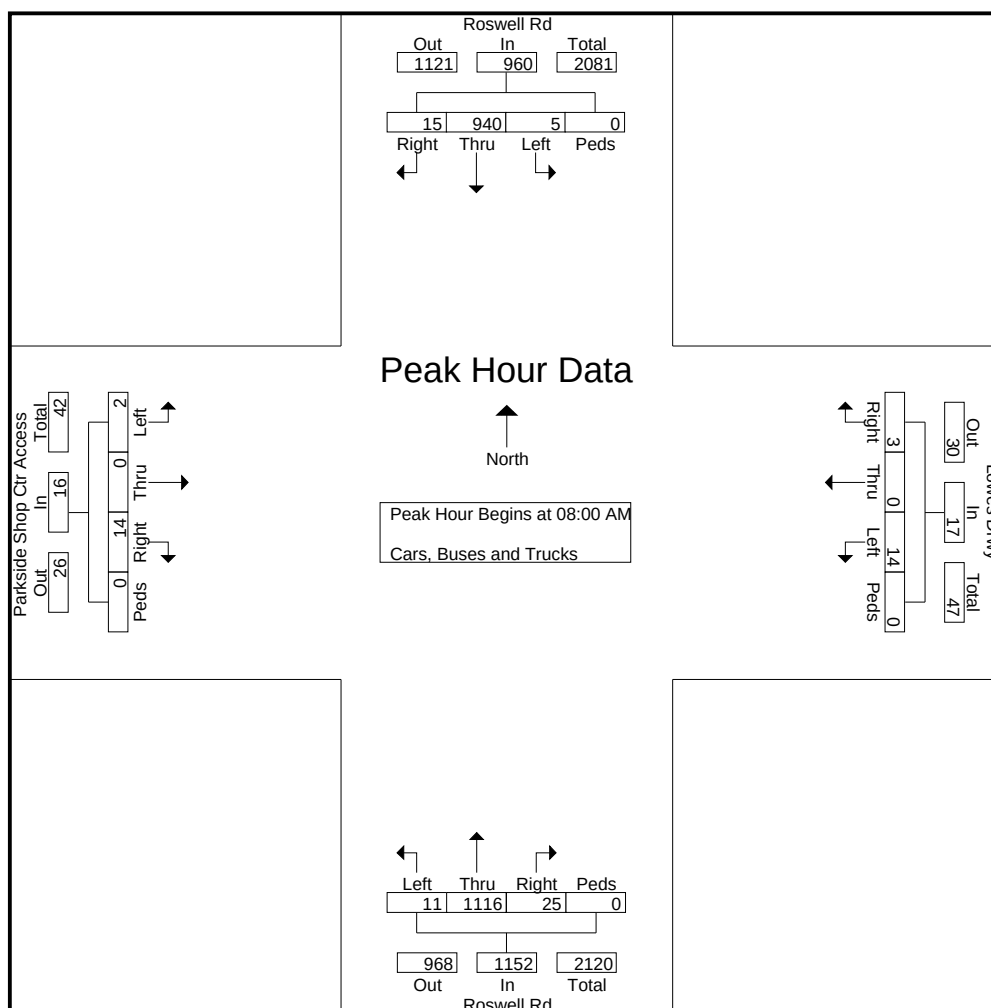
Reliable Traffic Data Services

Tel: (770) 578-8158 | Fax: (770) 578-8159
Info@reliabletraffic.org | www.reliabletraffic.org

TMC Data
Roswell Rd @ Parkside Shop Ctr Access
Sandy Springs, GA
7-9 AM | 4-6 PM

File Name : 44160005
Site Code : 44160005
Start Date : 10/6/2020
Page No : 2

	Roswell Rd Northbound					Roswell Rd Southbound					Parkside Shop Ctr Access Eastbound					Lowes Drwy Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	2	288	5	0	295	1	237	4	0	242	0	0	5	0	5	2	0	0	0	2	544
08:15 AM	2	258	6	0	266	0	228	5	0	233	2	0	2	0	4	7	0	2	0	9	512
08:30 AM	3	296	7	0	306	2	239	2	0	243	0	0	3	0	3	4	0	0	0	4	556
08:45 AM	4	274	7	0	285	2	236	4	0	242	0	0	4	0	4	1	0	1	0	2	533
Total Volume	11	1116	25	0	1152	5	940	15	0	960	2	0	14	0	16	14	0	3	0	17	2145
% App. Total	1	96.9	2.2	0		0.5	97.9	1.6	0		12.5	0	87.5	0		82.4	0	17.6	0		
PHF	.688	.943	.893	.000	.941	.625	.983	.750	.000	.988	.250	.000	.700	.000	.800	.500	.000	.375	.000	.472	.964



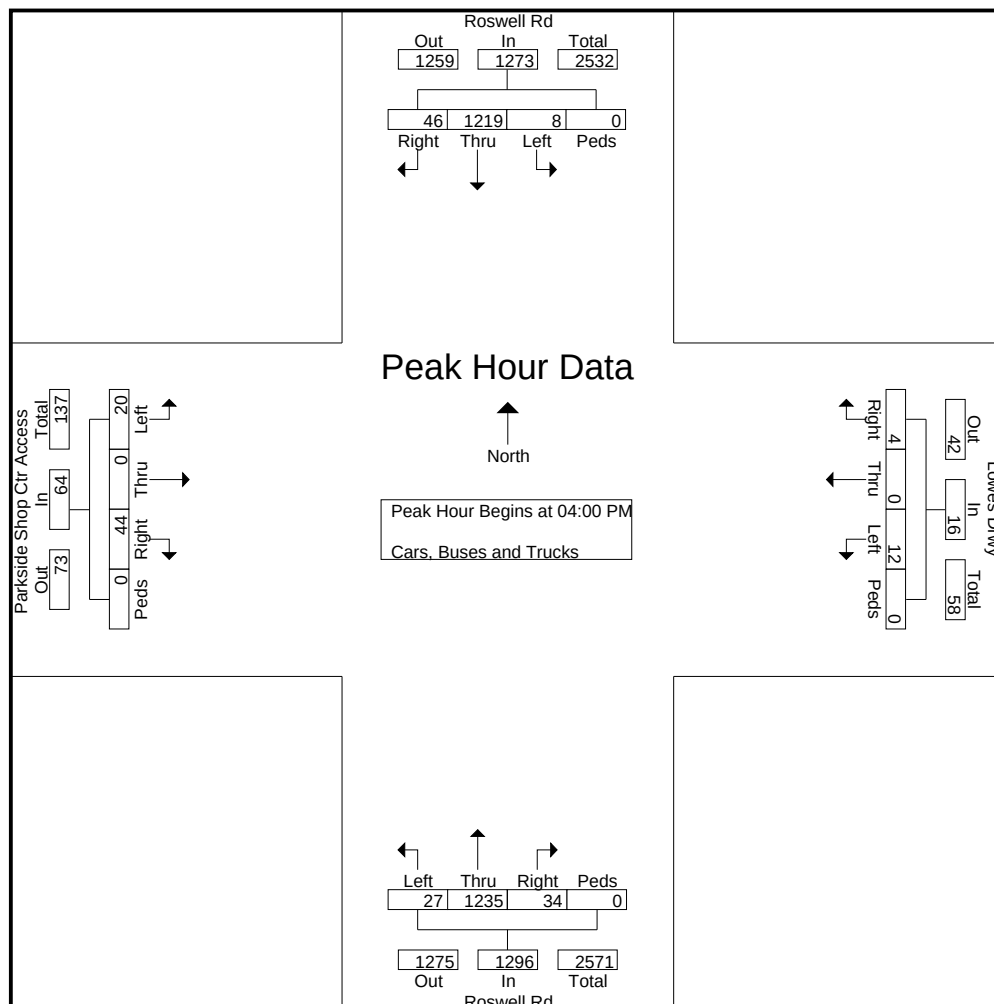
Reliable Traffic Data Services

Tel: (770) 578-8158 | Fax: (770) 578-8159
Info@reliabletraffic.org | www.reliabletraffic.org

TMC Data
Roswell Rd @ Parkside Shop Ctr Access
Sandy Springs, GA
7-9 AM | 4-6 PM

File Name : 44160005
Site Code : 44160005
Start Date : 10/6/2020
Page No : 3

	Roswell Rd Northbound					Roswell Rd Southbound					Parkside Shop Ctr Access Eastbound					Lowes Drwy Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	4	319	10	0	333	0	326	10	0	336	8	0	11	0	19	1	0	0	0	1	689
04:15 PM	6	311	11	0	328	1	308	18	0	327	7	0	11	0	18	3	0	2	0	5	678
04:30 PM	7	285	6	0	298	5	311	7	0	323	1	0	10	0	11	5	0	1	0	6	638
04:45 PM	10	320	7	0	337	2	274	11	0	287	4	0	12	0	16	3	0	1	0	4	644
Total Volume	27	1235	34	0	1296	8	1219	46	0	1273	20	0	44	0	64	12	0	4	0	16	2649
% App. Total	2.1	95.3	2.6	0		0.6	95.8	3.6	0		31.2	0	68.8	0		75	0	25	0		
PHF	.675	.965	.773	.000	.961	.400	.935	.639	.000	.947	.625	.000	.917	.000	.842	.600	.000	.500	.000	.667	.961



Reliable Traffic Data Services

Tel: (770) 578-8158 | Fax: (770) 578-8159
Info@reliabletraffic.org | www.reliabletraffic.org

TMC Data
Roswell Rd @ Cliftwood Dr/Carpenter Dr
Sandy Springs, GA
7-9 AM | 4-6 PM

File Name : 44160006
Site Code : 44160006
Start Date : 10/6/2020
Page No : 1

Groups Printed- Cars, Buses and Trucks

	Roswell Rd Northbound					Roswell Rd Southbound					Cliftwood Dr Eastbound					Carpenter Dr Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	29	174	1	0	204	4	134	7	0	145	14	1	17	0	32	3	2	4	0	9	390
07:15 AM	22	203	2	0	227	2	186	3	0	191	11	7	19	0	37	8	1	7	0	16	471
07:30 AM	29	224	1	0	254	14	219	4	0	237	10	1	14	0	25	16	4	5	0	25	541
07:45 AM	22	243	3	0	268	7	237	1	0	245	8	4	14	0	26	11	2	7	0	20	559
Total	102	844	7	0	953	27	776	15	0	818	43	13	64	0	120	38	9	23	0	70	1961
08:00 AM	25	248	3	0	276	6	230	3	0	239	14	8	11	0	33	13	4	6	0	23	571
08:15 AM	28	226	2	0	256	12	254	4	0	270	13	5	14	0	32	10	0	3	0	13	571
08:30 AM	24	243	0	0	267	5	233	11	0	249	9	8	12	0	29	7	0	7	0	14	559
08:45 AM	28	299	7	0	334	9	216	5	0	230	16	8	15	0	39	11	1	9	0	21	624
Total	105	1016	12	0	1133	32	933	23	0	988	52	29	52	0	133	41	5	25	0	71	2325
*** BREAK ***																					
04:00 PM	37	296	2	0	335	7	277	7	0	291	24	1	15	0	40	21	4	12	0	37	703
04:15 PM	25	316	6	0	347	11	318	5	0	334	20	8	19	0	47	18	3	12	0	33	761
04:30 PM	33	286	3	0	322	14	302	8	0	324	12	3	19	0	34	17	5	6	0	28	708
04:45 PM	27	307	2	0	336	11	278	5	0	294	25	8	22	0	55	30	6	9	0	45	730
Total	122	1205	13	0	1340	43	1175	25	0	1243	81	20	75	0	176	86	18	39	0	143	2902
05:00 PM	26	298	3	0	327	7	319	8	0	334	17	6	25	0	48	14	8	8	0	30	739
05:15 PM	36	273	4	0	313	14	300	8	0	322	24	2	29	0	55	23	7	11	0	41	731
05:30 PM	33	267	3	0	303	4	338	8	0	350	18	6	20	0	44	23	2	1	0	26	723
05:45 PM	31	259	2	0	292	9	266	5	0	280	14	5	13	0	32	38	8	12	0	58	662
Total	126	1097	12	0	1235	34	1223	29	0	1286	73	19	87	0	179	98	25	32	0	155	2855
Grand Total	455	4162	44	0	4661	136	4107	92	0	4335	249	81	278	0	608	263	57	119	0	439	10043
Apprch %	9.8	89.3	0.9	0		3.1	94.7	2.1	0		41	13.3	45.7	0		59.9	13	27.1	0		
Total %	4.5	41.4	0.4	0	46.4	1.4	40.9	0.9	0	43.2	2.5	0.8	2.8	0	6.1	2.6	0.6	1.2	0	4.4	

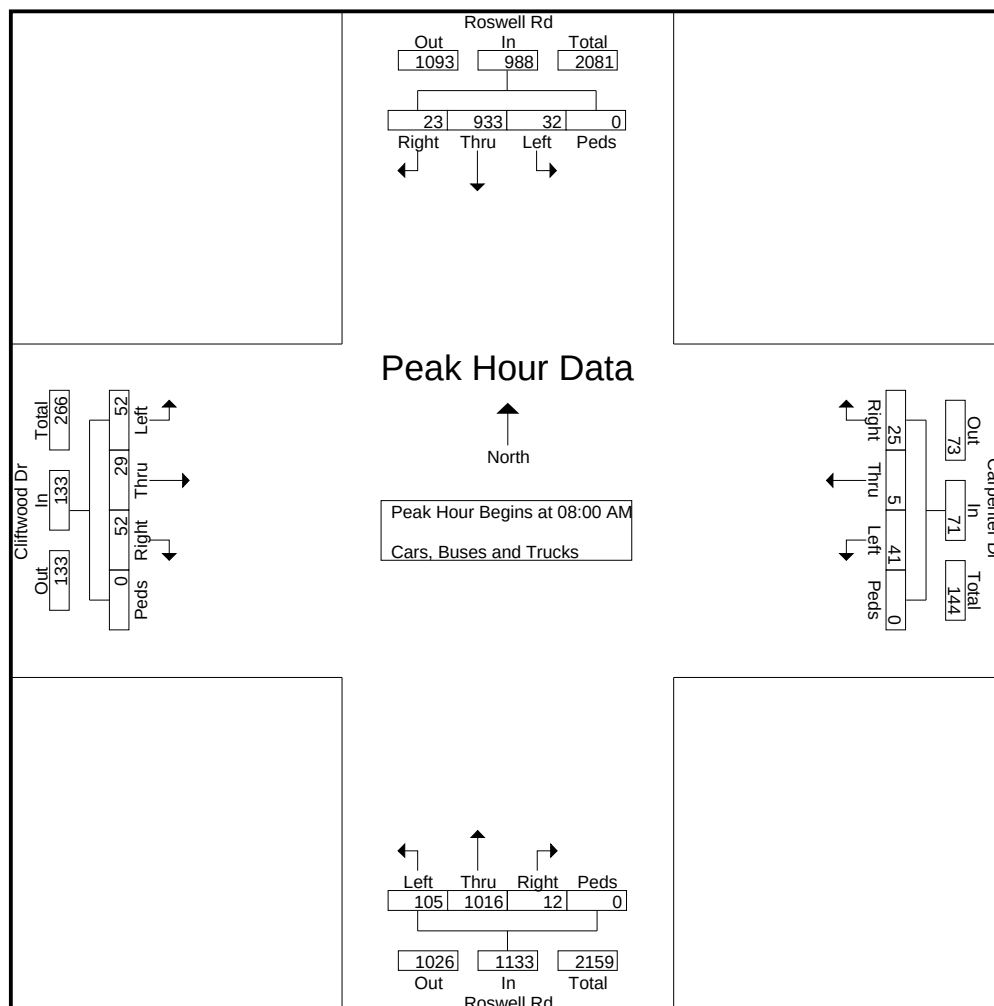
Reliable Traffic Data Services

Tel: (770) 578-8158 | Fax: (770) 578-8159
Info@reliabletraffic.org | www.reliabletraffic.org

TMC Data
Roswell Rd @ Cliftwood Dr/Carpenter Dr
Sandy Springs, GA
7-9 AM | 4-6 PM

File Name : 44160006
Site Code : 44160006
Start Date : 10/6/2020
Page No : 2

	Roswell Rd Northbound					Roswell Rd Southbound					Cliftwood Dr Eastbound					Carpenter Dr Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	25	248	3	0	276	6	230	3	0	239	14	8	11	0	33	13	4	6	0	23	571
08:15 AM	28	226	2	0	256	12	254	4	0	270	13	5	14	0	32	10	0	3	0	13	571
08:30 AM	24	243	0	0	267	5	233	11	0	249	9	8	12	0	29	7	0	7	0	14	559
08:45 AM	28	299	7	0	334	9	216	5	0	230	16	8	15	0	39	11	1	9	0	21	624
Total Volume	105	1016	12	0	1133	32	933	23	0	988	52	29	52	0	133	41	5	25	0	71	2325
% App. Total	9.3	89.7	1.1	0		3.2	94.4	2.3	0		39.1	21.8	39.1	0		57.7	7	35.2	0		
PHF	.938	.849	.429	.000	.848	.667	.918	.523	.000	.915	.813	.906	.867	.000	.853	.788	.313	.694	.000	.772	.931



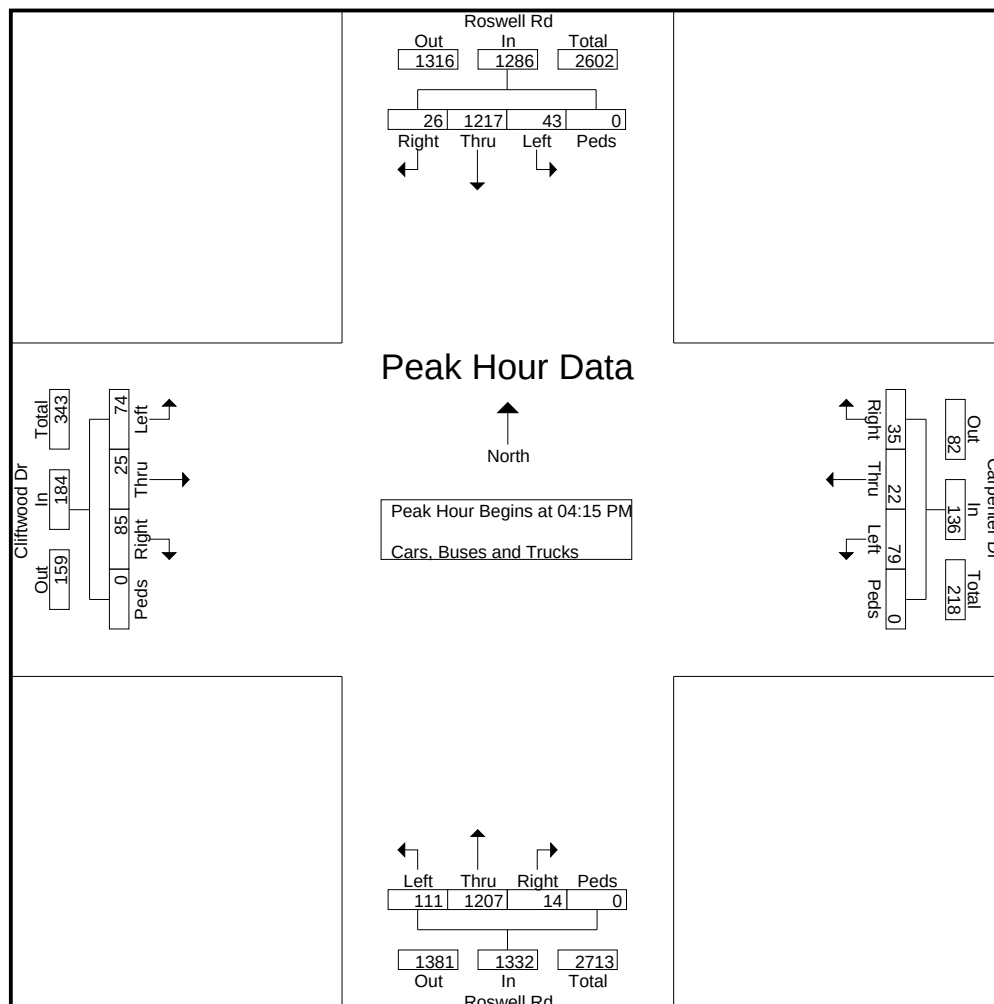
Reliable Traffic Data Services

Tel: (770) 578-8158 | Fax: (770) 578-8159
Info@reliabletraffic.org | www.reliabletraffic.org

TMC Data
Roswell Rd @ Cliftwood Dr/Carpenter Dr
Sandy Springs, GA
7-9 AM | 4-6 PM

File Name : 44160006
Site Code : 44160006
Start Date : 10/6/2020
Page No : 3

	Roswell Rd Northbound					Roswell Rd Southbound					Cliftwood Dr Eastbound					Carpenter Dr Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	25	316	6	0	347	11	318	5	0	334	20	8	19	0	47	18	3	12	0	33	761
04:30 PM	33	286	3	0	322	14	302	8	0	324	12	3	19	0	34	17	5	6	0	28	708
04:45 PM	27	307	2	0	336	11	278	5	0	294	25	8	22	0	55	30	6	9	0	45	730
05:00 PM	26	298	3	0	327	7	319	8	0	334	17	6	25	0	48	14	8	8	0	30	739
Total Volume	111	1207	14	0	1332	43	1217	26	0	1286	74	25	85	0	184	79	22	35	0	136	2938
% App. Total	8.3	90.6	1.1	0		3.3	94.6	2	0		40.2	13.6	46.2	0		58.1	16.2	25.7	0		
PHF	.841	.955	.583	.000	.960	.768	.954	.813	.000	.963	.740	.781	.850	.000	.836	.658	.688	.729	.000	.756	.965



Reliable Traffic Data Services

Tel: (770) 578-8158 | Fax: (770) 578-8159
Info@reliabletraffic.org | www.reliabletraffic.org

TMC Data
Cliftwood Dr @ Parkside Shop Ctr
East Access, Sandy Springs, GA
7-9 AM | 4-6 PM

File Name : 44160007
Site Code : 44160007
Start Date : 10/6/2020
Page No : 1

Groups Printed- Cars, Buses and Trucks

	Northbound					Parkside Shop Ctr East Access Southbound					Cliftwood Dr Eastbound					Cliftwood Dr Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	1	0	1	0	19	0	0	19	0	21	1	0	22	42
07:15 AM	0	0	0	0	0	1	0	1	0	2	0	22	0	0	22	0	16	0	0	16	40
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	27	0	0	27	0	25	2	0	27	54
07:45 AM	0	0	0	0	0	1	0	1	0	2	2	31	0	0	33	0	27	2	0	29	64
Total	0	0	0	0	0	2	0	3	0	5	2	99	0	0	101	0	89	5	0	94	200
08:00 AM	0	0	0	0	0	1	0	0	0	1	2	27	0	0	29	0	25	3	0	28	58
08:15 AM	0	0	0	0	0	0	0	1	0	1	3	26	0	0	29	0	30	0	0	30	60
08:30 AM	0	0	0	0	0	3	0	0	0	3	1	31	0	0	32	0	17	3	0	20	55
08:45 AM	0	0	0	0	0	3	0	0	0	3	1	23	0	0	24	0	30	2	0	32	59
Total	0	0	0	0	0	7	0	1	0	8	7	107	0	0	114	0	102	8	0	110	232
*** BREAK ***																					
04:00 PM	0	0	0	0	0	8	0	6	0	14	2	36	0	0	38	0	24	4	0	28	80
04:15 PM	0	0	0	0	0	0	0	3	0	3	3	34	0	0	37	0	43	10	0	53	93
04:30 PM	0	0	0	0	0	4	0	3	0	7	5	37	0	0	42	0	38	3	0	41	90
04:45 PM	0	0	0	0	0	7	0	4	0	11	1	31	0	0	32	0	35	10	0	45	88
Total	0	0	0	0	0	19	0	16	0	35	11	138	0	0	149	0	140	27	0	167	351
05:00 PM	0	0	0	0	0	7	0	4	0	11	3	35	0	0	38	0	29	7	0	36	85
05:15 PM	0	0	0	0	0	10	0	6	0	16	3	33	0	0	36	0	36	8	0	44	96
05:30 PM	0	0	0	0	0	6	0	2	0	8	1	30	0	0	31	0	39	6	0	45	84
05:45 PM	0	0	0	0	0	6	0	3	0	9	5	26	0	0	31	0	35	11	0	46	86
Total	0	0	0	0	0	29	0	15	0	44	12	124	0	0	136	0	139	32	0	171	351
Grand Total	0	0	0	0	0	57	0	35	0	92	32	468	0	0	500	0	470	72	0	542	1134
Apprch %	0	0	0	0		62	0	38	0		6.4	93.6	0	0		0	86.7	13.3	0		
Total %	0	0	0	0	0	5	0	3.1	0	8.1	2.8	41.3	0	0	44.1	0	41.4	6.3	0	47.8	

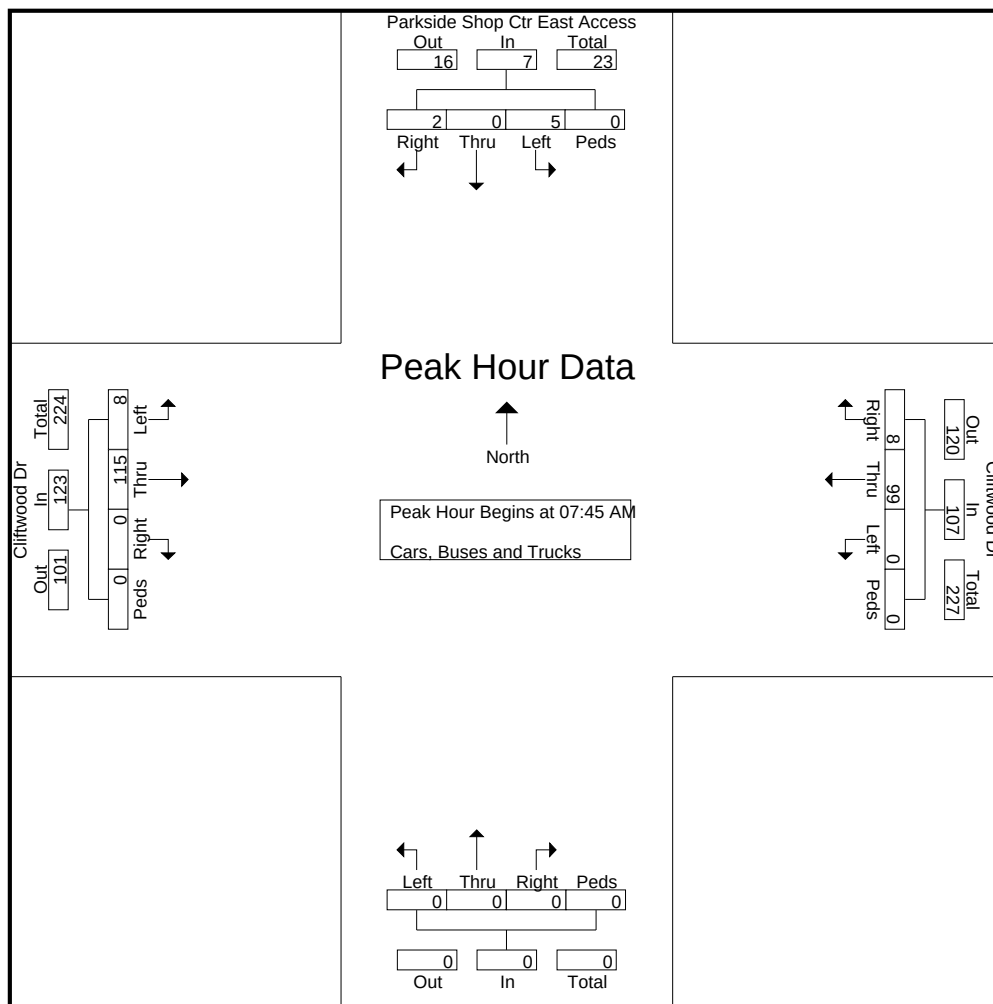
Reliable Traffic Data Services

Tel: (770) 578-8158 | Fax: (770) 578-8159
Info@reliabletraffic.org | www.reliabletraffic.org

TMC Data
Cliftwood Dr @ Parkside Shop Ctr
East Access, Sandy Springs, GA
7-9 AM | 4-6 PM

File Name : 44160007
Site Code : 44160007
Start Date : 10/6/2020
Page No : 2

	Northbound					Parkside Shop Ctr East Access Southbound					Cliftwood Dr Eastbound					Cliftwood Dr Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	0	0	1	0	1	0	2	2	31	0	0	33	0	27	2	0	29	64
08:00 AM	0	0	0	0	0	1	0	0	0	1	2	27	0	0	29	0	25	3	0	28	58
08:15 AM	0	0	0	0	0	0	0	1	0	1	3	26	0	0	29	0	30	0	0	30	60
08:30 AM	0	0	0	0	0	3	0	0	0	3	1	31	0	0	32	0	17	3	0	20	55
Total Volume	0	0	0	0	0	5	0	2	0	7	8	115	0	0	123	0	99	8	0	107	237
% App. Total						71.4		28.6				93.5					92.5				
PHF	.000	.000	.000	.000	.000	.417	.000	.500	.000	.583	.667	.927	.000	.000	.932	.000	.825	.667	.000	.892	.926



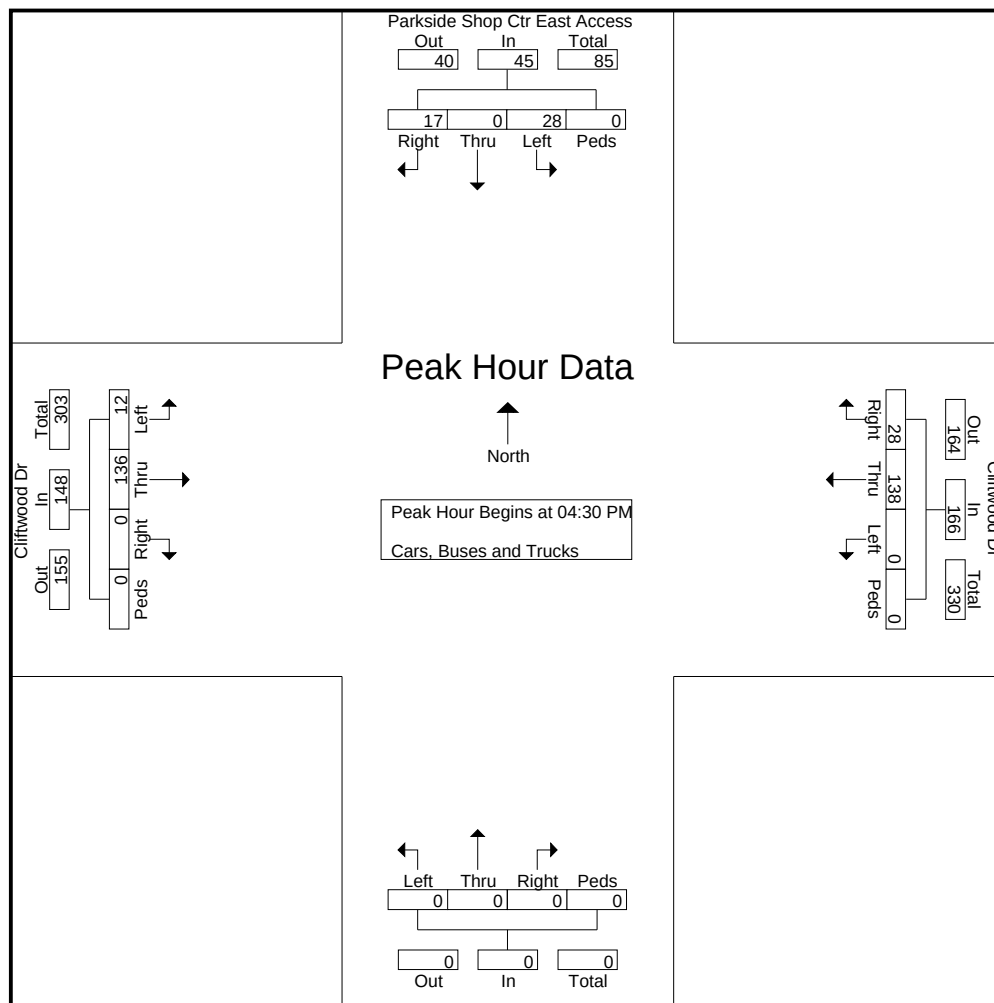
Reliable Traffic Data Services

Tel: (770) 578-8158 | Fax: (770) 578-8159
Info@reliabletraffic.org | www.reliabletraffic.org

TMC Data
Cliftwood Dr @ Parkside Shop Ctr
East Access, Sandy Springs, GA
7-9 AM | 4-6 PM

File Name : 44160007
Site Code : 44160007
Start Date : 10/6/2020
Page No : 3

	Northbound					Parkside Shop Ctr East Access Southbound					Cliftwood Dr Eastbound					Cliftwood Dr Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	0	0	0	4	0	3	0	7	5	37	0	0	42	0	38	3	0	41	90
04:45 PM	0	0	0	0	0	7	0	4	0	11	1	31	0	0	32	0	35	10	0	45	88
05:00 PM	0	0	0	0	0	7	0	4	0	11	3	35	0	0	38	0	29	7	0	36	85
05:15 PM	0	0	0	0	0	10	0	6	0	16	3	33	0	0	36	0	36	8	0	44	96
Total Volume	0	0	0	0	0	28	0	17	0	45	12	136	0	0	148	0	138	28	0	166	359
% App. Total						62.2		37.8			91.9					83.1	16.9				
PHF	.000	.000	.000	.000	.000	.700	.000	.708	.000	.703	.600	.919	.000	.000	.881	.000	.908	.700	.000	.922	.935



Reliable Traffic Data Services

Tel: (770) 578-8158 | Fax: (770) 578-8159
Info@reliabletraffic.org | www.reliabletraffic.org

TMC Data
Cliftwood Dr @ Parkside Shop Ctr
West Access, Sandy Springs, GA
7-9 AM | 4-6 PM

File Name : 44160008
Site Code : 44160008
Start Date : 10/6/2020
Page No : 1

Groups Printed- Cars, Buses and Trucks

	Northbound					Parkside Shop Ctr West Access Southbound					Cliftwood Dr Eastbound					Cliftwood Dr Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	2	0	0	0	2	0	19	0	0	19	0	21	3	0	24	45
07:15 AM	0	0	0	0	0	0	0	1	0	1	0	22	0	0	22	0	19	3	0	22	45
07:30 AM	0	0	0	0	0	2	0	2	0	4	0	29	0	0	29	0	25	1	0	26	59
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	32	0	0	32	0	27	0	0	27	59
Total	0	0	0	0	0	4	0	3	0	7	0	102	0	0	102	0	92	7	0	99	208
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	29	0	0	29	0	29	0	0	29	58
08:15 AM	0	0	0	0	0	1	0	1	0	2	0	29	0	0	29	0	32	0	0	32	63
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	32	0	0	32	0	20	0	0	20	52
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	24	0	0	25	0	28	2	0	30	55
Total	0	0	0	0	0	1	0	1	0	2	1	114	0	0	115	0	109	2	0	111	228
*** BREAK ***																					
04:00 PM	0	0	0	0	0	1	0	0	0	1	0	33	0	0	33	0	29	5	0	34	68
04:15 PM	0	0	0	0	0	1	0	0	0	1	1	36	0	0	37	0	40	3	0	43	81
04:30 PM	0	0	0	0	0	1	0	2	0	3	1	39	0	0	40	0	42	0	0	42	85
04:45 PM	0	0	0	0	0	0	0	1	0	1	2	34	0	0	36	0	38	3	0	41	78
Total	0	0	0	0	0	3	0	3	0	6	4	142	0	0	146	0	149	11	0	160	312
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	38	0	0	38	0	41	1	0	42	80
05:15 PM	0	0	0	0	0	1	0	0	0	1	0	40	0	0	40	0	44	1	0	45	86
05:30 PM	0	0	0	0	0	1	0	3	0	4	0	33	0	0	33	0	41	0	0	41	78
05:45 PM	0	0	0	0	0	1	0	2	0	3	0	29	0	0	29	0	36	0	0	36	68
Total	0	0	0	0	0	3	0	5	0	8	0	140	0	0	140	0	162	2	0	164	312
Grand Total	0	0	0	0	0	11	0	12	0	23	5	498	0	0	503	0	512	22	0	534	1060
Apprch %	0	0	0	0		47.8	0	52.2	0		1	99	0	0		0	95.9	4.1	0		
Total %	0	0	0	0	0	1	0	1.1	0	2.2	0.5	47	0	0	47.5	0	48.3	2.1	0	50.4	

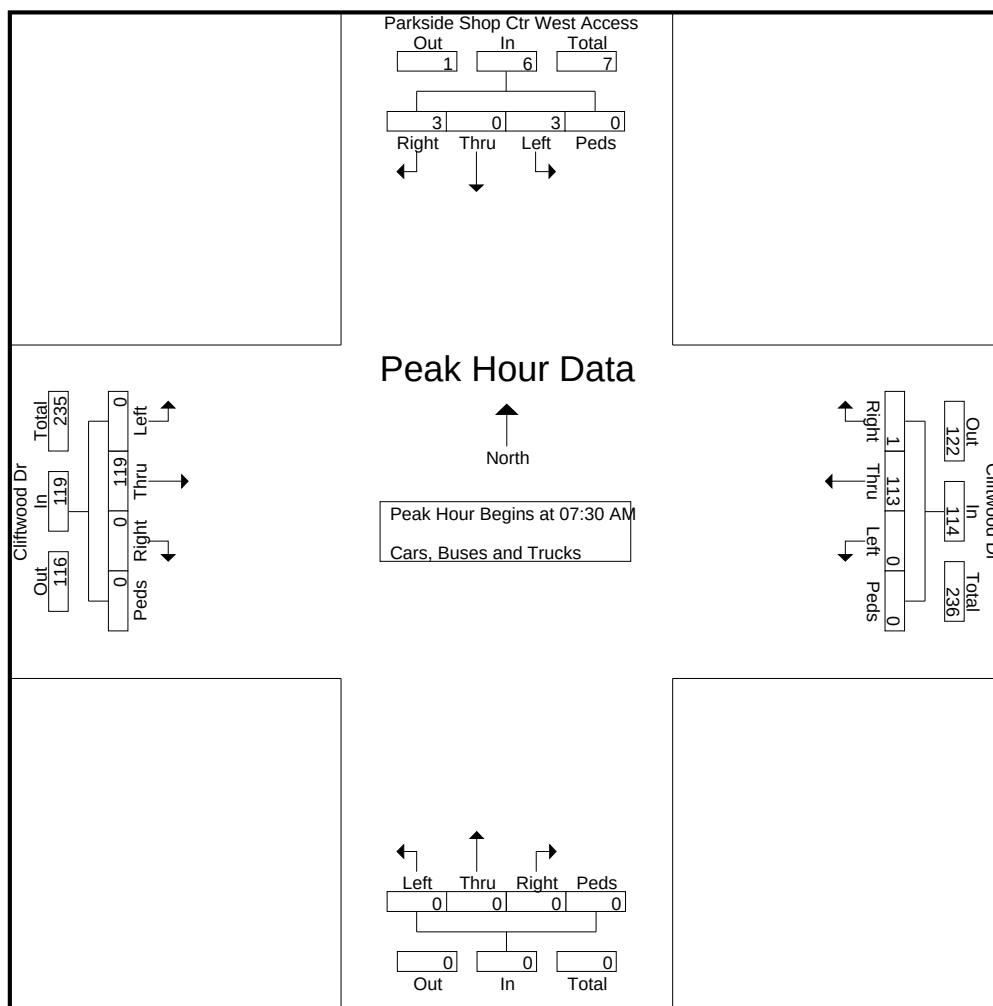
Reliable Traffic Data Services

Tel: (770) 578-8158 | Fax: (770) 578-8159
Info@reliabletraffic.org | www.reliabletraffic.org

TMC Data
Cliftwood Dr @ Parkside Shop Ctr
West Access, Sandy Springs, GA
7-9 AM | 4-6 PM

File Name : 44160008
Site Code : 44160008
Start Date : 10/6/2020
Page No : 2

	Northbound					Parkside Shop Ctr West Access Southbound					Cliftwood Dr Eastbound					Cliftwood Dr Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	2	0	2	0	4	0	29	0	0	29	0	25	1	0	26	59
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	32	0	0	32	0	27	0	0	27	59
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	29	0	0	29	0	29	0	0	29	58
08:15 AM	0	0	0	0	0	1	0	1	0	2	0	29	0	0	29	0	32	0	0	32	63
Total Volume	0	0	0	0	0	3	0	3	0	6	0	119	0	0	119	0	113	1	0	114	239
% App. Total																99.1					
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.000	.375	.000	.930	.000	.000	.930	.000	.883	.250	.000	.891	.948



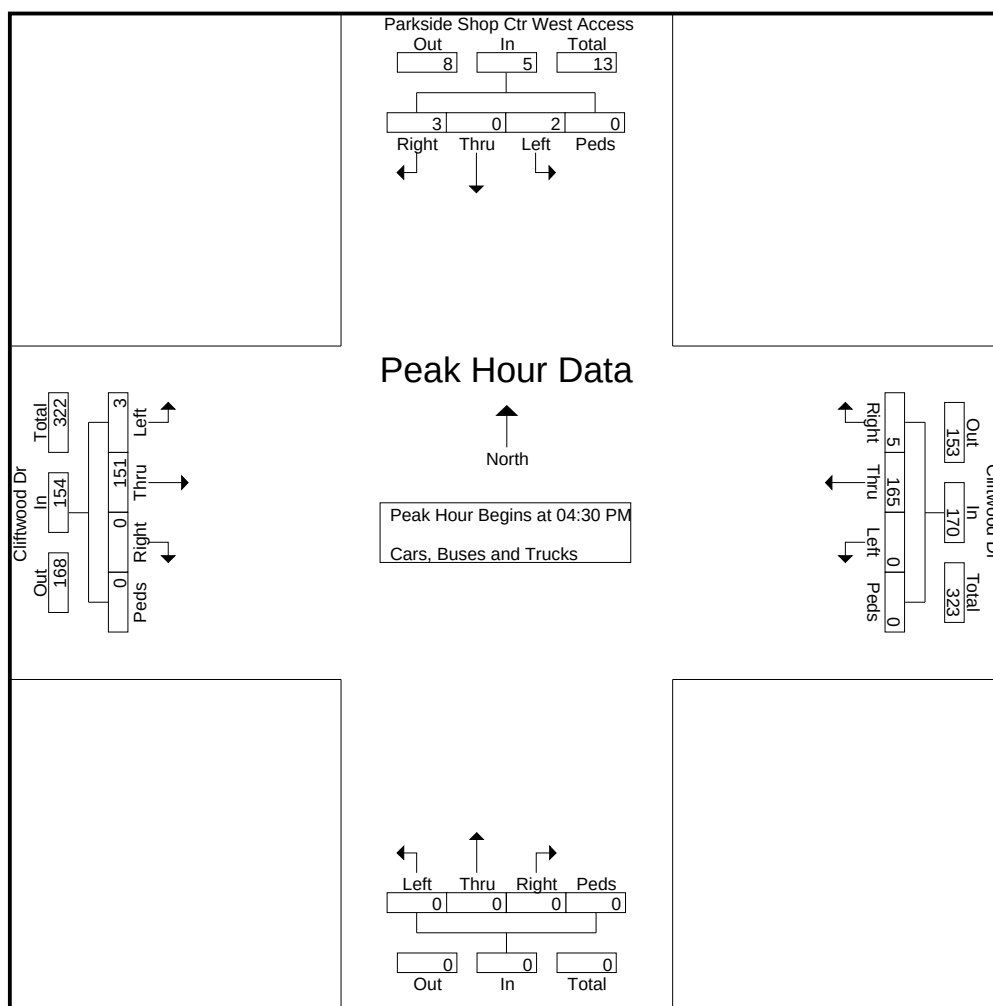
Reliable Traffic Data Services

Tel: (770) 578-8158 | Fax: (770) 578-8159
Info@reliabletraffic.org | www.reliabletraffic.org

TMC Data
Cliftwood Dr @ Parkside Shop Ctr
West Access, Sandy Springs, GA
7-9 AM | 4-6 PM

File Name : 44160008
Site Code : 44160008
Start Date : 10/6/2020
Page No : 3

	Northbound					Parkside Shop Ctr West Access Southbound					Cliftwood Dr Eastbound					Cliftwood Dr Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	0	0	0	1	0	2	0	3	1	39	0	0	40	0	42	0	0	42	85
04:45 PM	0	0	0	0	0	0	0	1	0	1	2	34	0	0	36	0	38	3	0	41	78
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	38	0	0	38	0	41	1	0	42	80
05:15 PM	0	0	0	0	0	1	0	0	0	1	0	40	0	0	40	0	44	1	0	45	86
Total Volume	0	0	0	0	0	2	0	3	0	5	3	151	0	0	154	0	165	5	0	170	329
% App. Total												98.1					97.1				
PHF	.000	.000	.000	.000	.000	.500	.000	.375	.000	.417	.375	.944	.000	.000	.963	.000	.938	.417	.000	.944	.956



Reliable Traffic Data Services

Tel: (770) 578-8158 | Fax: (770) 578-8159
Info@reliabletraffic.org | www.reliabletraffic.org

TMC Data
Sandy Springs Circle @ Cliftwood Dr
Sandy Springs, GA
7-9 AM | 4-6 PM

File Name : 44160009
Site Code : 44160009
Start Date : 10/6/2020
Page No : 1

Groups Printed- Cars, Buses and Trucks

	Sandy Springs Circle Northbound					Sandy Springs Circle Southbound					Cliftwood Dr Eastbound					Cliftwood Dr Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	8	10	2	0	20	13	6	0	0	19	0	5	1	0	6	3	19	6	0	28	73
07:15 AM	2	12	4	0	18	24	11	1	0	36	0	7	1	0	8	2	12	8	0	22	84
07:30 AM	0	15	3	0	18	16	13	0	0	29	1	8	3	0	12	11	8	11	0	30	89
07:45 AM	0	13	5	0	18	19	28	3	0	50	0	4	1	0	5	8	9	8	0	25	98
Total	10	50	14	0	74	72	58	4	0	134	1	24	6	0	31	24	48	33	0	105	344
08:00 AM	0	18	2	0	20	15	19	3	0	37	1	9	0	0	10	8	6	11	0	25	92
08:15 AM	0	15	5	0	20	20	26	1	0	47	0	10	1	0	11	7	8	15	0	30	108
08:30 AM	0	12	6	0	18	14	24	0	0	38	1	1	0	0	2	4	11	19	0	34	92
08:45 AM	0	6	2	0	8	20	12	1	0	33	2	7	2	0	11	3	10	17	0	30	82
Total	0	51	15	0	66	69	81	5	0	155	4	27	3	0	34	22	35	62	0	119	374
*** BREAK ***																					
04:00 PM	2	20	10	0	32	13	25	4	0	42	4	5	4	0	13	10	3	19	0	32	119
04:15 PM	0	22	7	0	29	25	31	2	0	58	0	4	2	0	6	9	5	22	0	36	129
04:30 PM	0	25	9	0	34	26	20	1	0	47	3	7	0	0	10	5	4	28	0	37	128
04:45 PM	4	16	6	0	26	21	16	6	0	43	5	7	0	0	12	6	10	25	0	41	122
Total	6	83	32	0	121	85	92	13	0	190	12	23	6	0	41	30	22	94	0	146	498
05:00 PM	0	21	7	0	28	23	31	3	0	57	0	12	0	0	12	7	7	26	0	40	137
05:15 PM	0	19	11	0	30	19	18	2	0	39	2	2	1	0	5	9	6	32	0	47	121
05:30 PM	1	23	6	0	30	15	19	0	0	34	1	11	1	0	13	12	9	28	0	49	126
05:45 PM	0	19	6	0	25	14	23	0	0	37	2	5	1	0	8	4	9	25	0	38	108
Total	1	82	30	0	113	71	91	5	0	167	5	30	3	0	38	32	31	111	0	174	492
Grand Total	17	266	91	0	374	297	322	27	0	646	22	104	18	0	144	108	136	300	0	544	1708
Apprch %	4.5	71.1	24.3	0		46	49.8	4.2	0		15.3	72.2	12.5	0		19.9	25	55.1	0		
Total %	1	15.6	5.3	0	21.9	17.4	18.9	1.6	0	37.8	1.3	6.1	1.1	0	8.4	6.3	8	17.6	0	31.9	

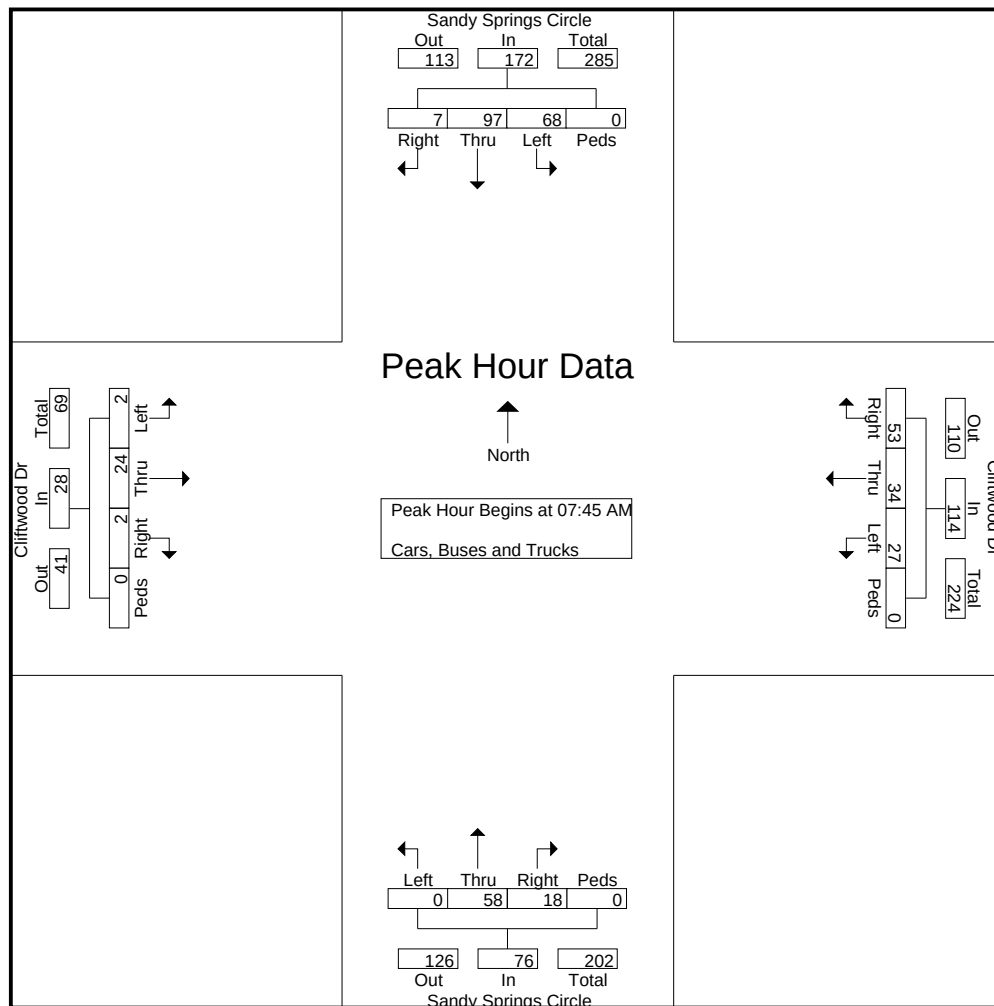
Reliable Traffic Data Services

Tel: (770) 578-8158 | Fax: (770) 578-8159
Info@reliabletraffic.org | www.reliabletraffic.org

TMC Data
Sandy Springs Circle @ Cliftwood Dr
Sandy Springs, GA
7-9 AM | 4-6 PM

File Name : 44160009
Site Code : 44160009
Start Date : 10/6/2020
Page No : 2

	Sandy Springs Circle Northbound					Sandy Springs Circle Southbound					Cliftwood Dr Eastbound					Cliftwood Dr Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	13	5	0	18	19	28	3	0	50	0	4	1	0	5	8	9	8	0	25	98
08:00 AM	0	18	2	0	20	15	19	3	0	37	1	9	0	0	10	8	6	11	0	25	92
08:15 AM	0	15	5	0	20	20	26	1	0	47	0	10	1	0	11	7	8	15	0	30	108
08:30 AM	0	12	6	0	18	14	24	0	0	38	1	1	0	0	2	4	11	19	0	34	92
Total Volume	0	58	18	0	76	68	97	7	0	172	2	24	2	0	28	27	34	53	0	114	390
% App. Total		76.3	23.7			39.5	56.4					85.7				23.7	29.8	46.5			
PHF	.000	.806	.750	.000	.950	.850	.866	.583	.000	.860	.500	.600	.500	.000	.636	.844	.773	.697	.000	.838	.903



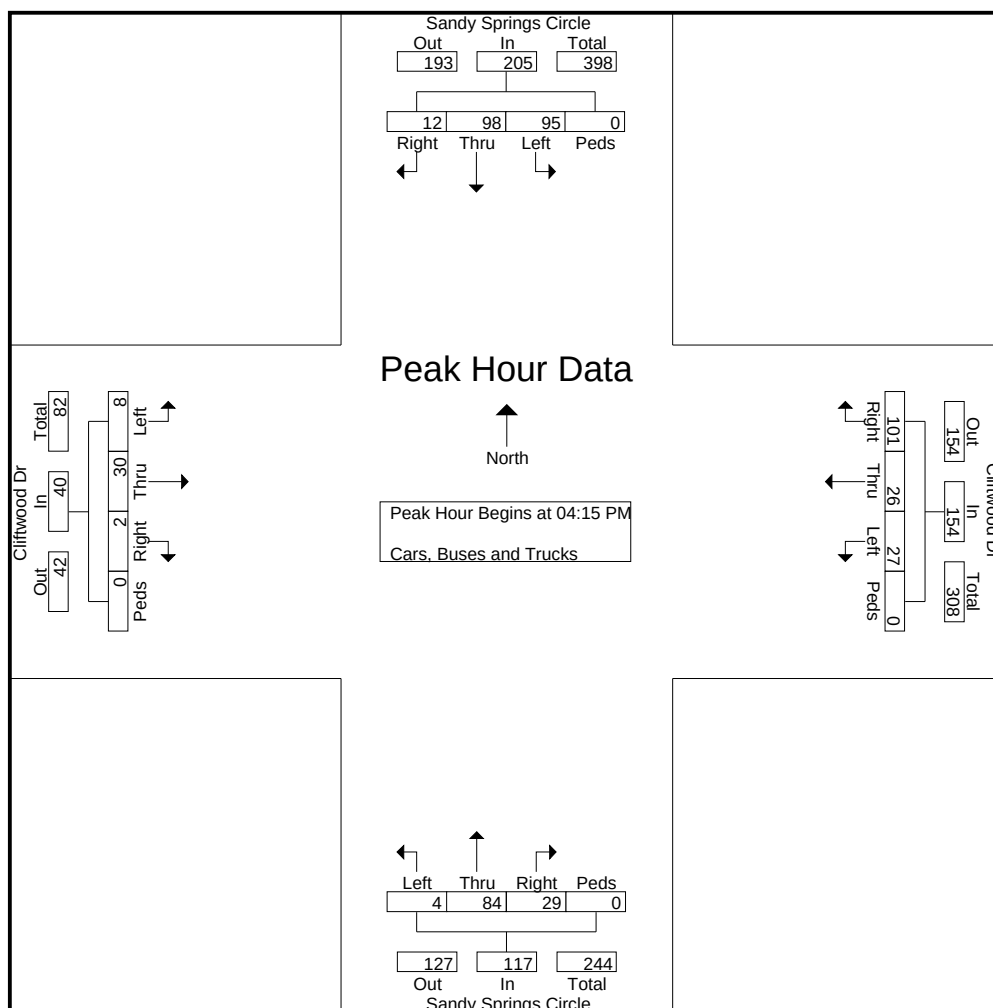
Reliable Traffic Data Services

Tel: (770) 578-8158 | Fax: (770) 578-8159
Info@reliabletraffic.org | www.reliabletraffic.org

TMC Data
Sandy Springs Circle @ Cliftwood Dr
Sandy Springs, GA
7-9 AM | 4-6 PM

File Name : 44160009
Site Code : 44160009
Start Date : 10/6/2020
Page No : 3

	Sandy Springs Circle Northbound					Sandy Springs Circle Southbound					Cliftwood Dr Eastbound					Cliftwood Dr Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	22	7	0	29	25	31	2	0	58	0	4	2	0	6	9	5	22	0	36	129
04:30 PM	0	25	9	0	34	26	20	1	0	47	3	7	0	0	10	5	4	28	0	37	128
04:45 PM	4	16	6	0	26	21	16	6	0	43	5	7	0	0	12	6	10	25	0	41	122
05:00 PM	0	21	7	0	28	23	31	3	0	57	0	12	0	0	12	7	7	26	0	40	137
Total Volume	4	84	29	0	117	95	98	12	0	205	8	30	2	0	40	27	26	101	0	154	516
% App. Total		71.8	24.8			46.3	47.8									17.5	16.9	65.6			
PHF	.250	.840	.806	.000	.860	.913	.790	.500	.000	.884	.400	.625	.250	.000	.833	.750	.650	.902	.000	.939	.942



Reliable Traffic Data Services

Tel: (770) 578-8158 | Fax: (770) 578-8159
Info@reliabletraffic.org | www.reliabletraffic.org

TMC Data
Sandy Springs Circle @ Parkside Shop Ctr
South Access, Sandy Springs, GA
7-9 AM | 4-6 PM

File Name : 44160010
Site Code : 44160010
Start Date : 10/6/2020
Page No : 1

Groups Printed- Cars, Buses and Trucks

	Sandy Springs Circle Northbound					Sandy Springs Circle Southbound					Eastbound					Parkside Shop Ctr South Access Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	18	0	0	18	2	24	0	0	26	0	0	0	0	0	1	0	2	0	3	47
07:15 AM	0	22	0	0	22	2	31	0	0	33	0	0	0	0	0	2	0	1	0	3	58
07:30 AM	0	25	0	0	25	0	36	0	0	36	0	0	0	0	0	0	0	0	0	0	61
07:45 AM	0	28	0	0	28	1	48	0	0	49	0	0	0	0	0	0	0	0	0	0	77
Total	0	93	0	0	93	5	139	0	0	144	0	0	0	0	0	3	0	3	0	6	243
08:00 AM	0	25	0	0	25	0	33	0	0	33	0	0	0	0	0	0	0	3	0	3	61
08:15 AM	0	30	0	0	30	1	47	0	0	48	0	0	0	0	0	0	0	0	0	0	78
08:30 AM	0	31	0	0	31	1	35	0	0	36	0	0	0	0	0	1	0	0	0	1	68
08:45 AM	0	24	0	0	24	2	30	0	0	32	0	0	0	0	0	1	0	1	0	2	58
Total	0	110	0	0	110	4	145	0	0	149	0	0	0	0	0	2	0	4	0	6	265
*** BREAK ***																					
04:00 PM	0	36	5	0	41	2	48	0	0	50	0	0	0	0	0	1	0	1	0	2	93
04:15 PM	0	39	2	0	41	0	52	0	0	52	0	0	0	0	0	3	0	7	0	10	103
04:30 PM	0	51	1	0	52	1	44	0	0	45	0	0	0	0	0	0	0	1	0	1	98
04:45 PM	0	45	1	0	46	0	39	0	0	39	0	0	0	0	0	1	0	1	0	2	87
Total	0	171	9	0	180	3	183	0	0	186	0	0	0	0	0	5	0	10	0	15	381
05:00 PM	0	48	0	0	48	0	54	0	0	54	0	0	0	0	0	0	0	1	0	1	103
05:15 PM	0	45	2	0	47	0	38	0	0	38	0	0	0	0	0	0	0	3	0	3	88
05:30 PM	0	49	0	0	49	0	31	0	0	31	0	0	0	0	0	0	0	3	0	3	83
05:45 PM	0	47	0	0	47	0	38	0	0	38	0	0	0	0	0	1	0	0	0	1	86
Total	0	189	2	0	191	0	161	0	0	161	0	0	0	0	0	1	0	7	0	8	360
Grand Total	0	563	11	0	574	12	628	0	0	640	0	0	0	0	0	11	0	24	0	35	1249
Apprch %	0	98.1	1.9	0		1.9	98.1	0	0		0	0	0	0		31.4	0	68.6	0		
Total %	0	45.1	0.9	0	46	1	50.3	0	0	51.2	0	0	0	0	0	0.9	0	1.9	0	2.8	

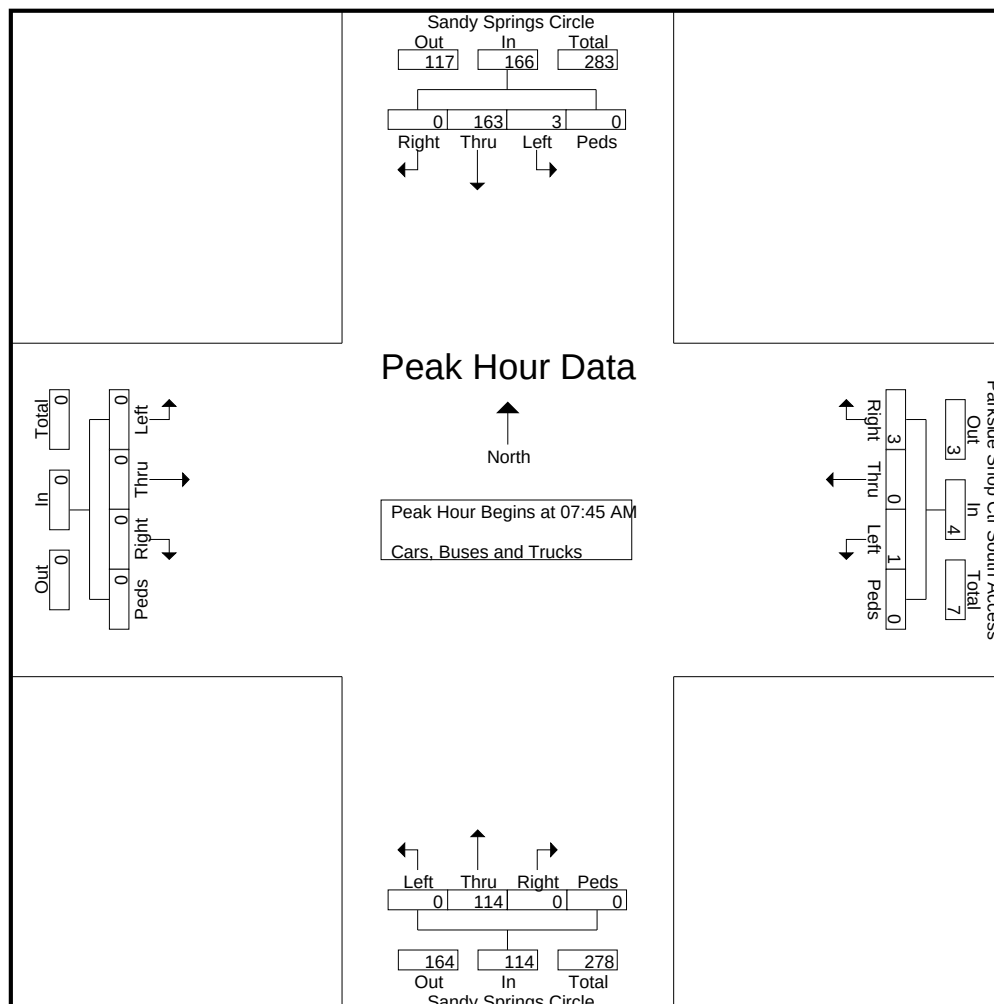
Reliable Traffic Data Services

Tel: (770) 578-8158 | Fax: (770) 578-8159
Info@reliabletraffic.org | www.reliabletraffic.org

TMC Data
Sandy Springs Circle @ Parkside Shop Ctr
South Access, Sandy Springs, GA
7-9 AM | 4-6 PM

File Name : 44160010
Site Code : 44160010
Start Date : 10/6/2020
Page No : 2

	Sandy Springs Circle Northbound					Sandy Springs Circle Southbound					Eastbound					Parkside Shop Ctr South Access Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	28	0	0	28	1	48	0	0	49	0	0	0	0	0	0	0	0	0	0	77
08:00 AM	0	25	0	0	25	0	33	0	0	33	0	0	0	0	0	0	0	3	0	3	61
08:15 AM	0	30	0	0	30	1	47	0	0	48	0	0	0	0	0	0	0	0	0	0	78
08:30 AM	0	31	0	0	31	1	35	0	0	36	0	0	0	0	0	1	0	0	0	1	68
Total Volume	0	114	0	0	114	3	163	0	0	166	0	0	0	0	0	1	0	3	0	4	284
% App. Total							98.2														
PHF	.000	.919	.000	.000	.919	.750	.849	.000	.000	.847	.000	.000	.000	.000	.000	.250	.000	.250	.000	.333	.910



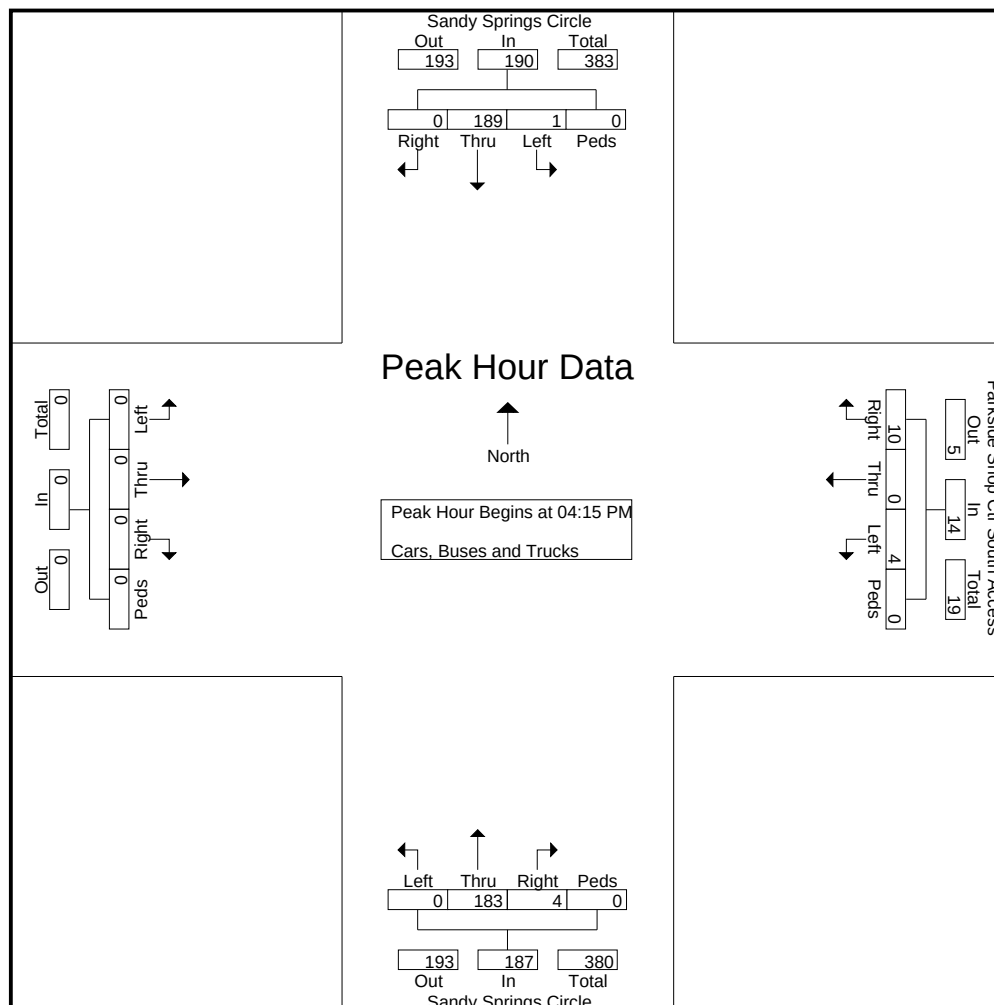
Reliable Traffic Data Services

Tel: (770) 578-8158 | Fax: (770) 578-8159
Info@reliabletraffic.org | www.reliabletraffic.org

TMC Data
Sandy Springs Circle @ Parkside Shop Ctr
South Access, Sandy Springs, GA
7-9 AM | 4-6 PM

File Name : 44160010
Site Code : 44160010
Start Date : 10/6/2020
Page No : 3

	Sandy Springs Circle Northbound					Sandy Springs Circle Southbound					Eastbound					Parkside Shop Ctr South Access Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	39	2	0	41	0	52	0	0	52	0	0	0	0	0	3	0	7	0	10	103
04:30 PM	0	51	1	0	52	1	44	0	0	45	0	0	0	0	0	0	0	1	0	1	98
04:45 PM	0	45	1	0	46	0	39	0	0	39	0	0	0	0	0	1	0	1	0	2	87
05:00 PM	0	48	0	0	48	0	54	0	0	54	0	0	0	0	0	0	0	1	0	1	103
Total Volume	0	183	4	0	187	1	189	0	0	190	0	0	0	0	0	4	0	10	0	14	391
% App. Total		97.9					99.5									28.6		71.4			
PHF	.000	.897	.500	.000	.899	.250	.875	.000	.000	.880	.000	.000	.000	.000	.000	.333	.000	.357	.000	.350	.949



Reliable Traffic Data Services

Tel: (770) 578-8158 | Fax: (770) 578-8159
Info@reliabletraffic.org | www.reliabletraffic.org

TMC Data
Sandy Springs Circle @ Parkside Shop Ctr
North Access, Sandy Springs, GA
7-9 AM | 4-6 PM

File Name : 44160011
Site Code : 44160011
Start Date : 10/6/2020
Page No : 1

Groups Printed- Cars, Buses and Trucks

	Sandy Springs Circle Northbound					Sandy Springs Circle Southbound					Eastbound					Parkside Shop Ctr North Access Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	13	1	0	14	1	32	0	0	33	0	0	0	0	0	0	0	3	0	3	50
07:15 AM	0	12	0	0	12	1	31	0	0	32	0	0	0	0	0	0	0	0	0	0	44
07:30 AM	0	31	0	0	31	3	30	0	0	33	0	0	0	0	0	0	0	2	0	2	66
07:45 AM	0	20	0	0	20	3	54	0	0	57	0	0	0	0	0	1	0	0	0	1	78
Total	0	76	1	0	77	8	147	0	0	155	0	0	0	0	0	1	0	5	0	6	238
08:00 AM	0	31	0	0	31	0	39	0	0	39	0	0	0	0	0	0	0	0	0	0	70
08:15 AM	0	23	1	0	24	3	47	0	0	50	0	0	0	0	0	0	0	1	0	1	75
08:30 AM	0	31	1	0	32	3	35	0	0	38	0	0	0	0	0	0	0	3	0	3	73
08:45 AM	0	26	0	0	26	5	32	0	0	37	0	0	0	0	0	0	0	1	0	1	64
Total	0	111	2	0	113	11	153	0	0	164	0	0	0	0	0	0	0	5	0	5	282
*** BREAK ***																					
04:00 PM	0	47	0	0	47	2	40	0	0	42	0	0	0	0	0	0	0	7	0	7	96
04:15 PM	0	40	0	0	40	11	53	0	0	64	0	0	0	0	0	0	0	10	0	10	114
04:30 PM	0	52	2	0	54	3	49	0	0	52	0	0	0	0	0	0	0	4	0	4	110
04:45 PM	0	43	0	0	43	4	36	0	0	40	0	0	0	0	0	3	0	6	0	9	92
Total	0	182	2	0	184	20	178	0	0	198	0	0	0	0	0	3	0	27	0	30	412
05:00 PM	0	47	2	0	49	8	55	0	0	63	0	0	0	0	0	0	0	10	0	10	122
05:15 PM	0	57	1	0	58	8	32	0	0	40	0	0	0	0	0	0	0	11	0	11	109
05:30 PM	0	52	0	0	52	4	38	0	0	42	0	0	0	0	0	0	0	8	0	8	102
05:45 PM	0	49	1	0	50	4	40	0	0	44	0	0	0	0	0	0	0	7	0	7	101
Total	0	205	4	0	209	24	165	0	0	189	0	0	0	0	0	0	0	36	0	36	434
Grand Total	0	574	9	0	583	63	643	0	0	706	0	0	0	0	0	4	0	73	0	77	1366
Apprch %	0	98.5	1.5	0		8.9	91.1	0	0		0	0	0	0		5.2	0	94.8	0		
Total %	0	42	0.7	0	42.7	4.6	47.1	0	0	51.7	0	0	0	0	0	0.3	0	5.3	0	5.6	

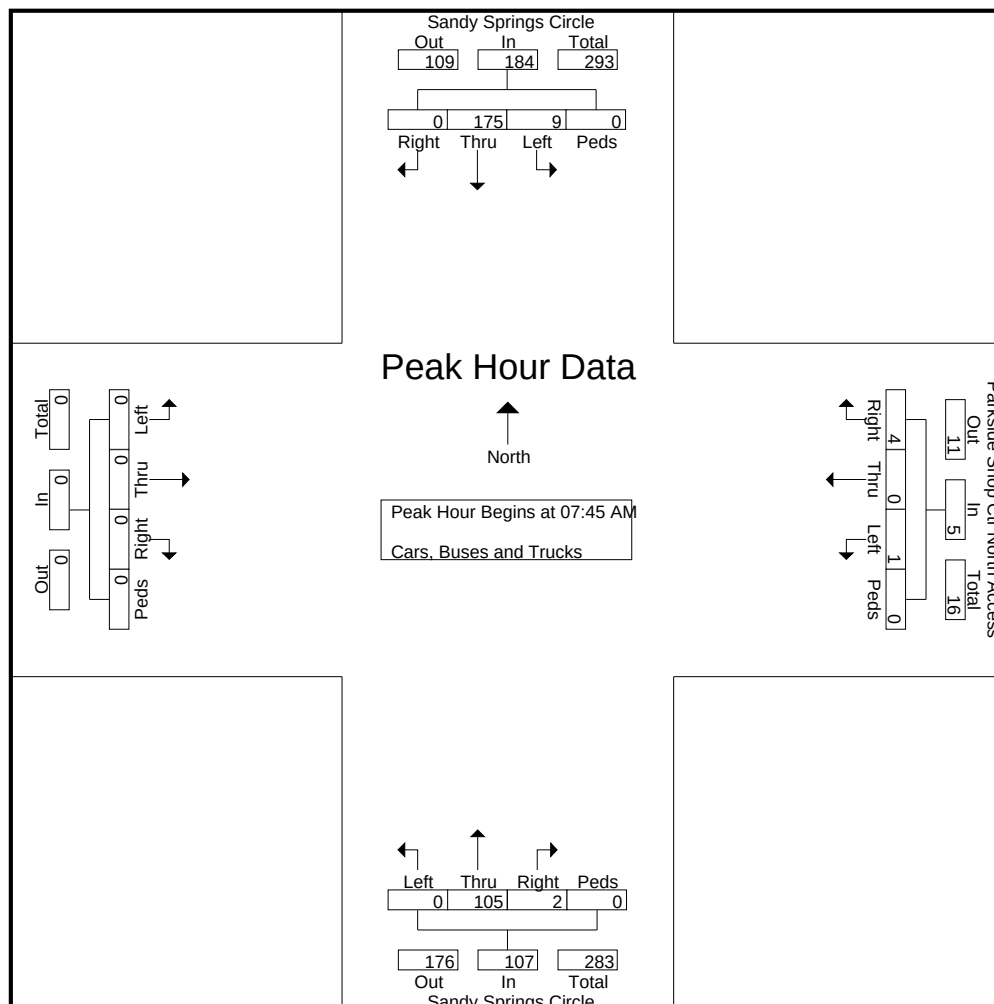
Reliable Traffic Data Services

Tel: (770) 578-8158 | Fax: (770) 578-8159
Info@reliabletraffic.org | www.reliabletraffic.org

TMC Data
Sandy Springs Circle @ Parkside Shop Ctr
North Access, Sandy Springs, GA
7-9 AM | 4-6 PM

File Name : 44160011
Site Code : 44160011
Start Date : 10/6/2020
Page No : 2

	Sandy Springs Circle Northbound					Sandy Springs Circle Southbound					Eastbound					Parkside Shop Ctr North Access Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	20	0	0	20	3	54	0	0	57	0	0	0	0	0	1	0	0	0	1	78
08:00 AM	0	31	0	0	31	0	39	0	0	39	0	0	0	0	0	0	0	0	0	0	70
08:15 AM	0	23	1	0	24	3	47	0	0	50	0	0	0	0	0	0	0	1	0	1	75
08:30 AM	0	31	1	0	32	3	35	0	0	38	0	0	0	0	0	0	0	3	0	3	73
Total Volume	0	105	2	0	107	9	175	0	0	184	0	0	0	0	0	1	0	4	0	5	296
% App. Total		98.1					95.1														
PHF	.000	.847	.500	.000	.836	.750	.810	.000	.000	.807	.000	.000	.000	.000	.000	.250	.000	.333	.000	.417	.949



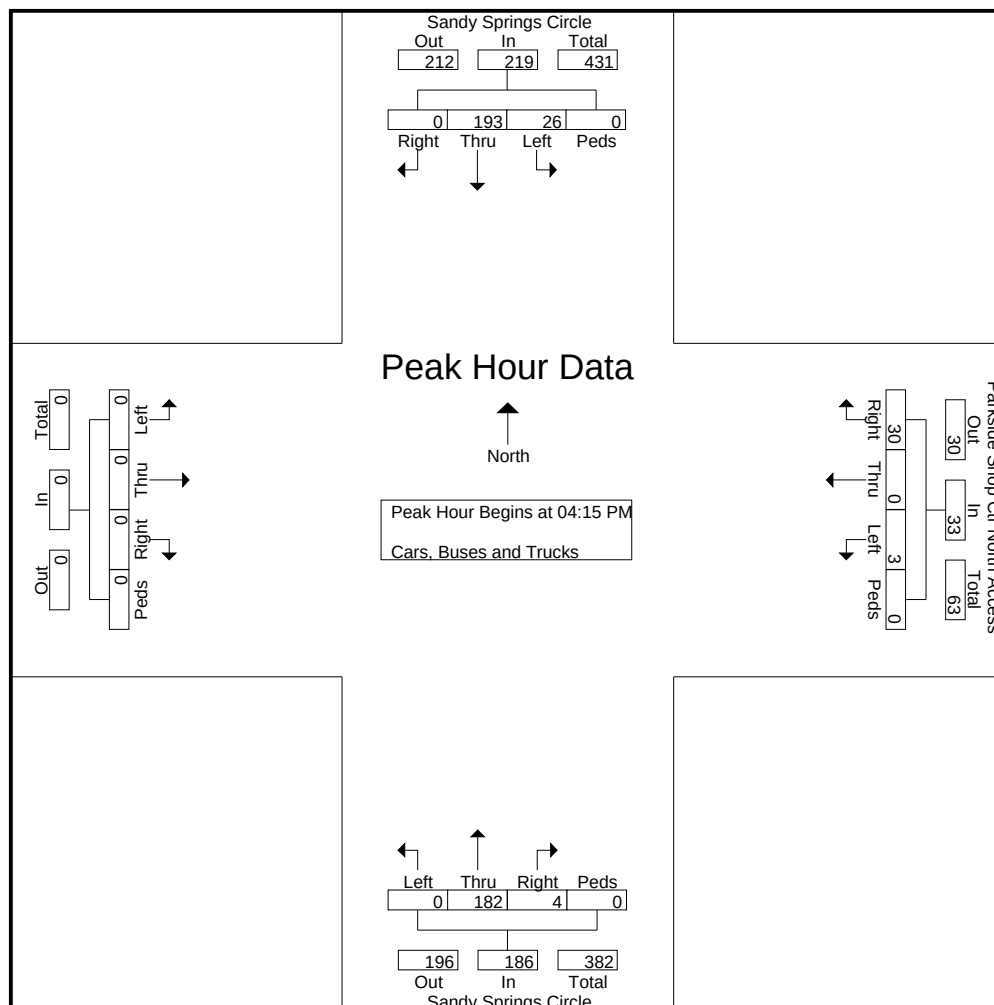
Reliable Traffic Data Services

Tel: (770) 578-8158 | Fax: (770) 578-8159
Info@reliabletraffic.org | www.reliabletraffic.org

TMC Data
Sandy Springs Circle @ Parkside Shop Ctr
North Access, Sandy Springs, GA
7-9 AM | 4-6 PM

File Name : 44160011
Site Code : 44160011
Start Date : 10/6/2020
Page No : 3

	Sandy Springs Circle Northbound					Sandy Springs Circle Southbound					Eastbound					Parkside Shop Ctr North Access Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	40	0	0	40	11	53	0	0	64	0	0	0	0	0	0	0	10	0	10	114
04:30 PM	0	52	2	0	54	3	49	0	0	52	0	0	0	0	0	0	0	4	0	4	110
04:45 PM	0	43	0	0	43	4	36	0	0	40	0	0	0	0	0	3	0	6	0	9	92
05:00 PM	0	47	2	0	49	8	55	0	0	63	0	0	0	0	0	0	0	10	0	10	122
Total Volume	0	182	4	0	186	26	193	0	0	219	0	0	0	0	0	3	0	30	0	33	438
% App. Total		97.8				11.9	88.1											90.9			
PHF	.000	.875	.500	.000	.861	.591	.877	.000	.000	.855	.000	.000	.000	.000	.000	.250	.000	.750	.000	.825	.898



Reliable Traffic Data Services

Page 1

ADT Data

Tel: (770) 578-8158 | Fax: (770) 578-8159
Info@reliabletraffic.org | www.reliabletraffic.org

Site Code: 44160101
Hammond Dr between Hammond Exchange
Shpping Ctr signalized and west drwys

Start Time	06-Oct-20 Tue	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		15	103			2	108				
12:15		11	124			1	100				
12:30		9	128			0	106				
12:45		4	124	39	479	0	127	3	441	42	920
01:00		2	100			2	104				
01:15		1	107			2	98				
01:30		0	119			0	120				
01:45		2	110	5	436	0	101	4	423	9	859
02:00		3	100			1	112				
02:15		3	98			1	132				
02:30		1	117			2	121				
02:45		0	135	7	450	2	131	6	496	13	946
03:00		2	153			2	124				
03:15		1	112			4	130				
03:30		0	108			8	105				
03:45		2	113	5	486	9	96	23	455	28	941
04:00		1	108			12	105				
04:15		0	102			15	108				
04:30		2	98			23	105				
04:45		3	93	6	401	17	113	67	431	73	832
05:00		9	104			24	110				
05:15		2	98			49	108				
05:30		5	87			41	102				
05:45		3	98	19	387	57	96	171	416	190	803
06:00		15	96			38	82				
06:15		9	88			63	79				
06:30		22	104			58	76				
06:45		25	92	71	380	44	70	203	307	274	687
07:00		42	69			41	66				
07:15		51	64			52	126				
07:30		63	62			49	106				
07:45		67	74	223	269	47	39	189	337	412	606
08:00		82	50			54	28				
08:15		89	40			56	27				
08:30		85	33			53	25				
08:45		68	26	324	149	57	14	220	94	544	243
09:00		59	35			69	13				
09:15		63	26			47	23				
09:30		67	38			57	9				
09:45		91	23	280	122	65	6	238	51	518	173
10:00		82	23			76	7				
10:15		77	16			68	7				
10:30		75	46			86	3				
10:45		77	13	311	98	92	3	322	20	633	118
11:00		90	14			117	6				
11:15		101	11			119	4				
11:30		81	14			108	6				
11:45		108	9	380	48	127	3	471	19	851	67
Total		1670	3705			1917	3490			3587	7195
Percent		31.1%	68.9%			35.5%	64.5%			33.3%	66.7%
Grand Total		1670	3705			1917	3490			3587	7195
Percent		31.1%	68.9%			35.5%	64.5%			33.3%	66.7%
ADT	ADT 10,782		AADT 10,782								

Reliable Traffic Data Services

Tel: (770) 578-8158 | Fax: (770) 578-8159
Info@reliabletraffic.org | www.reliabletraffic.org

Page 1

ADT Data

Site Code: 44160102
Roswell Rd north of Cliftwood Dr
Sandy Springs, GA

Start Time	06-Oct-20 Tue	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		10	288			12	308				
12:15		15	295			15	347				
12:30		15	303			15	286				
12:45		18	269	58	1155	9	318	51	1259	109	2414
01:00		13	276			19	303				
01:15		10	309			15	322				
01:30		18	280			15	268				
01:45		19	318	60	1183	9	290	58	1183	118	2366
02:00		21	320			13	270				
02:15		16	328			19	307				
02:30		25	293			25	297				
02:45		36	307	98	1248	22	296	79	1170	177	2418
03:00		32	349			36	295				
03:15		35	318			22	279				
03:30		54	299			29	304				
03:45		88	294	209	1260	55	338	142	1216	351	2476
04:00		88	319			62	337				
04:15		99	348			65	327				
04:30		138	287			94	316				
04:45		191	320	516	1274	90	267	311	1247	827	2521
05:00		194	297			118	324				
05:15		191	306			125	330				
05:30		242	294			171	312				
05:45		250	273	877	1170	217	284	631	1250	1508	2420
06:00		292	237			231	262				
06:15		270	249			213	241				
06:30		242	266			200	227				
06:45		251	147	1055	899	212	219	856	949	1911	1848
07:00		253	104			209	192				
07:15		234	136			206	194				
07:30		255	123			214	279				
07:45		267	118	1009	481	205	188	834	853	1843	1334
08:00		285	89			236	156				
08:15		263	224			239	133				
08:30		309	163			250	114				
08:45		278	157	1135	633	243	95	968	498	2103	1131
09:00		257	62			253	78				
09:15		272	67			283	85				
09:30		296	52			276	70				
09:45		314	57	1139	238	273	61	1085	294	2224	532
10:00		270	35			287	61				
10:15		332	35			306	55				
10:30		339	39			305	39				
10:45		295	28	1236	137	370	35	1268	190	2504	327
11:00		305	31			342	32				
11:15		311	23			322	30				
11:30		296	23			297	30				
11:45		265	23	1177	100	319	15	1280	107	2457	207
Total		8569	9778			7563	10216			16132	19994
Percent		46.7%	53.3%			42.5%	57.5%			44.7%	55.3%
Grand Total		8569	9778			7563	10216			16132	19994
Percent		46.7%	53.3%			42.5%	57.5%			44.7%	55.3%
ADT		ADT 36,126		AADT 36,126							

Reliable Traffic Data Services

Page 1

ADT Data

Tel: (770) 578-8158 | Fax: (770) 578-8159
Info@reliabletraffic.org | www.reliabletraffic.org

Site Code: 44160103
Cliftwood Dr east of
Sandy Springs Circle, Sandy Springs, GA

Start Time	06-Oct-20 Tue	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		1	34			2	32				
12:15		0	41			2	38				
12:30		0	43			1	49				
12:45		0	41	1	159	0	43	5	162	6	321
01:00		0	36			2	41				
01:15		0	39			2	54				
01:30		1	25			2	37				
01:45		2	32	3	132	1	33	7	165	10	297
02:00		0	35			0	45				
02:15		0	33			0	40				
02:30		0	57			1	34				
02:45		0	38	0	163	0	38	1	157	1	320
03:00		0	37			0	44				
03:15		0	46			0	52				
03:30		1	45			0	40				
03:45		0	40	1	168	0	33	0	169	1	337
04:00		0	35			0	36				
04:15		0	39			1	39				
04:30		1	35			0	36				
04:45		0	38	1	147	0	38	1	149	2	296
05:00		0	41			1	42				
05:15		0	37			1	40				
05:30		2	39			3	39				
05:45		1	32	3	149	3	42	8	163	11	312
06:00		1	37			8	48				
06:15		13	35			13	33				
06:30		4	35			20	27				
06:45		9	25	27	132	21	39	62	147	89	279
07:00		18	27			35	35				
07:15		41	20			20	27				
07:30		20	20			19	31				
07:45		22	18	101	85	28	14	102	107	203	192
08:00		28	21			28	34				
08:15		35	9			36	29				
08:30		28	18			24	25				
08:45		25	14	116	62	39	18	127	106	243	168
09:00		30	17			21	15				
09:15		24	11			24	10				
09:30		26	6			27	5				
09:45		36	5	116	39	30	8	102	38	218	77
10:00		19	5			29	8				
10:15		26	2			31	9				
10:30		26	6			33	3				
10:45		28	2	99	15	24	3	117	23	216	38
11:00		34	2			30	2				
11:15		20	4			28	2				
11:30		30	3			31	4				
11:45		41	2	125	11	43	2	132	10	257	21
Total		593	1262			664	1396			1257	2658
Percent		32.0%	68.0%			32.2%	67.8%			32.1%	67.9%
Grand Total		593	1262			664	1396			1257	2658
Percent		32.0%	68.0%			32.2%	67.8%			32.1%	67.9%
ADT		ADT 3,915		AADT 3,915							

Reliable Traffic Data Services

Page 1

ADT Data

Tel: (770) 578-8158 | Fax: (770) 578-8159
Info@reliabletraffic.org | www.reliabletraffic.org

Site Code: 44160104
Sandy Springs Circle north of
Cliftwood Dr, Sandy Springs, GA

Start Time	06-Oct-20 Tue	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	55			1	48				
12:15		1	48			0	57				
12:30		0	45			0	75				
12:45		0	38	1	186	0	40	1	220	2	406
01:00		0	62			0	51				
01:15		0	52			0	60				
01:30		0	39			0	42				
01:45		0	46	0	199	0	55	0	208	0	407
02:00		0	62			0	44				
02:15		0	46			0	52				
02:30		0	36			0	62				
02:45		0	43	0	187	1	49	1	207	1	394
03:00		2	42			0	43				
03:15		1	46			0	50				
03:30		3	53			1	49				
03:45		2	41	8	182	2	48	3	190	11	372
04:00		2	54			3	45				
04:15		5	45			11	52				
04:30		7	39			7	46				
04:45		12	42	26	180	12	40	33	183	59	363
05:00		8	53			23	45				
05:15		11	49			32	42				
05:30		19	46			25	39				
05:45		29	41	67	189	31	36	111	162	178	351
06:00		29	51			32	32				
06:15		22	48			44	23				
06:30		25	42			20	18				
06:45		32	14	108	155	26	16	122	89	230	244
07:00		26	13			28	28				
07:15		20	9			36	14				
07:30		28	5			39	10				
07:45		25	5	99	32	31	12	134	64	233	96
08:00		21	5			34	11				
08:15		35	5			25	3				
08:30		28	5			37	5				
08:45		28	2	112	17	40	4	136	23	248	40
09:00		38	1			47	5				
09:15		34	5			38	3				
09:30		40	2			44	4				
09:45		31	1	143	9	42	4	171	16	314	25
10:00		40	2			59	5				
10:15		42	1			54	0				
10:30		51	1			60	4				
10:45		45	0	178	4	51	0	224	9	402	13
11:00		44	2			55	0				
11:15		45	1			61	0				
11:30		44	3			57	2				
11:45		39	0	172	6	62	2	235	4	407	10
Total		914	1346			1171	1375			2085	2721
Percent		40.4%	59.6%			46.0%	54.0%			43.4%	56.6%
Grand Total		914	1346			1171	1375			2085	2721
Percent		40.4%	59.6%			46.0%	54.0%			43.4%	56.6%
ADT		ADT 4,806		AADT 4,806							

Appendix B

Intersection Analysis Methodology

Intersection Analysis Methodology

The methodology used for evaluating traffic operations at intersections is presented in the Transportation Research Board’s *Highway Capacity Manual*, 2016 edition (HCM 6). Synchro 10 software, which emulates the HCM 6 methodology, was used for all analyses. The following is an overview of the methodology employed for the analysis of signalized intersections and roundabouts and stop-sign controlled (unsignalized) intersections. Levels of service (LOS) are assigned letters A through F. LOS A indicates operations with very low control delay while LOS F describes operations with high control delay. LOS F is considered to be unacceptable by most drivers, while LOS E is typically considered to be the limit of acceptable delay.

Signalized Intersections and Roundabouts – Level of service for a signalized intersection and a roundabout is defined in terms of control delay per vehicle. For signalized intersections and roundabouts, a composite intersection level of service is determined. The thresholds for each level of service are higher for signalized intersections and roundabouts than for unsignalized intersections. This is attributable to a variety of factors including expectation and acceptance of higher delays at signals/roundabouts, and the fact that drivers can relax when waiting at a signal as opposed to having to remain attentive as they proceed through the unsignalized intersection. The level of service criteria for signalized intersections and roundabouts are shown in Table A.

Table A – Level of Service Criteria for Signalized Intersections and Roundabouts

Control Delay (s/veh)	LOS
≤ 10	A
> 10 and ≤ 20	B
> 20 and ≤ 35	C
> 35 and ≤ 55	D
> 55 and ≤ 80	E
> 80	F

Source: *Highway Capacity Manual 6*

Unsignalized Intersections – Level of service for an unsignalized intersection is defined in terms of control delay per vehicle. Control delay is that portion of delay attributable to the control device and includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The delays at unsignalized intersections are based on gap acceptance theory, factoring in availability of gaps, usefulness of the gaps, and the priority of right-of-way given to each traffic stream. The level of service criteria for unsignalized intersections are presented in Table B.

Table B – Level of Service Criteria for Unsignalized Intersections

Control Delay (s/veh)	LOS
0 – 10	A
> 10 and ≤ 15	B
> 15 and ≤ 25	C
> 25 and ≤ 35	D
> 35 and ≤ 50	E
> 50	F

Source: *Highway Capacity Manual 6*

Appendix C

Existing Intersection Operational Analysis

Parkside Mixed-Use Development
1: Sandy Springs Circle & Hammond Drive

existing a.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	372	47	44	272	56	32	104	38	74	171	62
Future Volume (veh/h)	60	372	47	44	272	56	32	104	38	74	171	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1864	1864	1864	1949	1949	1949
Adj Flow Rate, veh/h	71	443	56	52	320	66	38	122	45	87	201	73
Peak Hour Factor	0.84	0.84	0.84	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	130	677	88	205	798	162	725	787	290	585	1379	1001
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.61	0.61	0.61	0.61	0.61	0.61
Sat Flow, veh/h	254	2495	325	899	2941	599	1102	1299	479	836	2275	1651
Grp Volume(v), veh/h	287	0	283	52	192	194	38	0	167	143	145	73
Grp Sat Flow(s),veh/h/ln	1430	0	1644	899	1777	1763	1102	0	1778	1426	1685	1651
Q Serve(g_s), s	7.3	0.0	11.1	4.0	6.5	6.6	1.1	0.0	3.0	1.6	2.7	1.3
Cycle Q Clear(g_c), s	14.0	0.0	11.1	15.1	6.5	6.6	3.9	0.0	3.0	4.6	2.7	1.3
Prop In Lane	0.25		0.20	1.00		0.34	1.00		0.27	0.61		1.00
Lane Grp Cap(c), veh/h	449	0	446	205	482	478	725	0	1078	943	1021	1001
V/C Ratio(X)	0.64	0.00	0.64	0.25	0.40	0.41	0.05	0.00	0.15	0.15	0.14	0.07
Avail Cap(c_a), veh/h	1424	0	1489	776	1609	1596	725	0	1078	943	1021	1001
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.5	0.0	23.6	30.2	21.8	21.9	7.1	0.0	6.3	6.5	6.2	6.0
Incr Delay (d2), s/veh	1.5	0.0	1.5	0.6	0.5	0.6	0.1	0.0	0.3	0.3	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.0	4.2	0.9	2.6	2.6	0.3	0.0	1.0	0.9	0.9	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.0	0.0	25.1	30.9	22.4	22.5	7.2	0.0	6.6	6.9	6.5	6.1
LnGrp LOS	C	A	C	C	C	C	A	A	A	A	A	A
Approach Vol, veh/h		570			438			205			361	
Approach Delay, s/veh		25.5			23.4			6.7			6.6	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		49.0		24.4		49.0		24.4				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		44.5		66.5		44.5		66.5				
Max Q Clear Time (g_c+I1), s		5.9		16.0		6.6		17.1				
Green Ext Time (p_c), s		1.1		4.0		2.0		2.7				
Intersection Summary												
HCM 6th Ctrl Delay			18.1									
HCM 6th LOS			B									

Parkside Mixed-Use Development

3: Hammond Exchange East Access/Kroger Access & Hammond Drive

existing a.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	434	36	17	230	125	8	6	12	57	5	17
Future Volume (veh/h)	15	434	36	17	230	125	8	6	12	57	5	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	17	505	42	19	253	137	11	8	17	84	7	25
Peak Hour Factor	0.86	0.86	0.86	0.91	0.91	0.91	0.71	0.71	0.71	0.68	0.68	0.68
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	267	877	73	251	559	249	318	245	423	866	67	894
Arrive On Green	0.02	0.26	0.26	0.16	0.16	0.16	0.56	0.56	0.56	0.56	0.56	0.56
Sat Flow, veh/h	1781	3322	276	860	3554	1585	405	434	751	1302	119	1585
Grp Volume(v), veh/h	17	269	278	19	253	137	36	0	0	91	0	25
Grp Sat Flow(s),veh/h/ln	1781	1777	1821	860	1777	1585	1590	0	0	1421	0	1585
Q Serve(g_s), s	0.4	6.9	6.9	1.0	3.4	4.2	0.0	0.0	0.0	0.9	0.0	0.4
Cycle Q Clear(g_c), s	0.4	6.9	6.9	2.4	3.4	4.2	0.5	0.0	0.0	1.4	0.0	0.4
Prop In Lane	1.00		0.15	1.00		1.00	0.31		0.47	0.92		1.00
Lane Grp Cap(c), veh/h	267	469	481	251	559	249	986	0	0	933	0	894
V/C Ratio(X)	0.06	0.57	0.58	0.08	0.45	0.55	0.04	0.00	0.00	0.10	0.00	0.03
Avail Cap(c_a), veh/h	553	1409	1444	568	1868	833	986	0	0	933	0	894
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.5	16.7	16.7	20.2	20.0	20.3	5.1	0.0	0.0	5.3	0.0	5.1
Incr Delay (d2), s/veh	0.1	1.1	1.1	0.1	0.6	1.9	0.1	0.0	0.0	0.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	2.5	2.6	0.2	1.3	1.5	0.2	0.0	0.0	0.4	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.6	17.8	17.8	20.3	20.6	22.2	5.2	0.0	0.0	5.5	0.0	5.1
LnGrp LOS	B	B	B	C	C	C	A	A	A	A	A	A
Approach Vol, veh/h		564			409			36			116	
Approach Delay, s/veh		17.8			21.1			5.2			5.4	
Approach LOS		B			C			A			A	
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		34.0		18.3		34.0	5.6	12.7				
Change Period (Y+Rc), s		4.5		4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		29.5		41.5		29.5	9.5	27.5				
Max Q Clear Time (g_c+I1), s		2.5		8.9		3.4	2.4	6.2				
Green Ext Time (p_c), s		0.1		3.4		0.6	0.0	2.1				
Intersection Summary												
HCM 6th Ctrl Delay				17.3								
HCM 6th LOS				B								

Parkside Mixed-Use Development
4: Roswell Road & Hammond Drive

existing a.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	330	131	191	221	74	176	1055	110	126	1042	65
Future Volume (veh/h)	59	330	131	191	221	74	176	1055	110	126	1042	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	70	393	156	201	233	78	183	1099	115	133	1097	68
Peak Hour Factor	0.84	0.84	0.84	0.95	0.95	0.95	0.96	0.96	0.96	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	349	434	368	241	759	247	282	1652	173	252	1679	104
Arrive On Green	0.04	0.23	0.23	0.10	0.29	0.29	0.06	0.51	0.51	0.05	0.49	0.49
Sat Flow, veh/h	1781	1870	1585	1781	2634	859	1781	3247	339	1781	3399	211
Grp Volume(v), veh/h	70	393	156	201	155	156	183	601	613	133	573	592
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1716	1781	1777	1809	1781	1777	1832
Q Serve(g_s), s	4.8	32.7	13.4	13.4	10.9	11.4	8.1	40.2	40.3	5.9	38.6	38.6
Cycle Q Clear(g_c), s	4.8	32.7	13.4	13.4	10.9	11.4	8.1	40.2	40.3	5.9	38.6	38.6
Prop In Lane	1.00		1.00	1.00		0.50	1.00		0.19	1.00		0.11
Lane Grp Cap(c), veh/h	349	434	368	241	512	494	282	904	921	252	878	905
V/C Ratio(X)	0.20	0.91	0.42	0.83	0.30	0.32	0.65	0.66	0.67	0.53	0.65	0.65
Avail Cap(c_a), veh/h	372	567	480	252	627	606	384	904	921	314	878	905
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	1.00	1.00	1.00	0.80	0.80	0.80	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.1	59.7	52.3	43.7	44.4	44.6	24.9	29.2	29.2	24.3	30.2	30.3
Incr Delay (d2), s/veh	0.2	12.7	0.6	20.2	0.3	0.4	2.0	3.1	3.1	1.7	3.8	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	17.0	5.4	7.3	4.9	4.9	3.4	17.4	17.7	2.5	16.9	17.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.3	72.5	53.0	63.8	44.7	45.0	26.9	32.2	32.2	26.0	34.0	33.9
LnGrp LOS	D	E	D	E	D	D	C	C	C	C	C	C
Approach Vol, veh/h		619			512			1397			1298	
Approach Delay, s/veh		64.4			52.3			31.5			33.2	
Approach LOS		E			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.5	85.9	20.0	41.6	14.9	83.5	11.0	50.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	13.5	63.5	16.5	48.5	19.5	57.5	8.5	56.5				
Max Q Clear Time (g_c+I1), s	7.9	42.3	15.4	34.7	10.1	40.6	6.8	13.4				
Green Ext Time (p_c), s	0.1	7.8	0.1	2.4	0.3	6.6	0.0	1.9				
Intersection Summary												
HCM 6th Ctrl Delay			40.2									
HCM 6th LOS			D									

Parkside Mixed-Use Development
6: Roswell Road & Cliftwood Drive/Carpenter Drive

existing a.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	44	78	62	8	38	158	1219	20	48	1120	35
Future Volume (veh/h)	78	44	78	62	8	38	158	1219	20	48	1120	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1949	1949	1949	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	92	52	92	81	10	49	186	1434	24	52	1217	38
Peak Hour Factor	0.85	0.85	0.85	0.77	0.77	0.77	0.85	0.85	0.85	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	224	60	106	154	26	129	361	2569	43	283	2467	77
Arrive On Green	0.06	0.10	0.10	0.05	0.09	0.09	0.04	0.72	0.72	0.03	0.70	0.70
Sat Flow, veh/h	1781	606	1072	1856	287	1408	1781	3577	60	1781	3518	110
Grp Volume(v), veh/h	92	0	144	81	0	59	186	712	746	52	614	641
Grp Sat Flow(s),veh/h/ln	1781	0	1677	1856	0	1695	1781	1777	1860	1781	1777	1851
Q Serve(g_s), s	7.9	0.0	14.4	6.7	0.0	5.6	5.0	32.0	32.1	1.4	26.8	26.9
Cycle Q Clear(g_c), s	7.9	0.0	14.4	6.7	0.0	5.6	5.0	32.0	32.1	1.4	26.8	26.9
Prop In Lane	1.00		0.64	1.00		0.83	1.00		0.03	1.00		0.06
Lane Grp Cap(c), veh/h	224	0	166	154	0	155	361	1276	1336	283	1246	1298
V/C Ratio(X)	0.41	0.00	0.87	0.53	0.00	0.38	0.52	0.56	0.56	0.18	0.49	0.49
Avail Cap(c_a), veh/h	231	0	252	176	0	254	560	1276	1336	324	1246	1298
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.00	0.99	1.00	0.00	1.00	1.00	1.00	1.00	0.63	0.63	0.63
Uniform Delay (d), s/veh	65.0	0.0	75.5	66.0	0.0	72.7	9.8	11.3	11.3	9.4	11.6	11.6
Incr Delay (d2), s/veh	1.2	0.0	17.8	2.8	0.0	1.5	1.1	1.8	1.7	0.2	0.9	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	0.0	7.0	3.3	0.0	2.5	1.8	12.2	12.8	0.5	10.2	10.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.2	0.0	93.3	68.8	0.0	74.2	11.0	13.0	13.0	9.6	12.5	12.4
LnGrp LOS	E	A	F	E	A	E	B	B	B	A	B	B
Approach Vol, veh/h		236			140			1644			1307	
Approach Delay, s/veh		82.7			71.1			12.8			12.3	
Approach LOS		F			E			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.1	126.6	13.0	21.3	12.0	123.7	14.3	20.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	8.5	107.5	10.5	25.5	26.5	89.5	10.5	25.5				
Max Q Clear Time (g_c+I1), s	3.4	34.1	8.7	16.4	7.0	28.9	9.9	7.6				
Green Ext Time (p_c), s	0.0	13.7	0.0	0.4	0.4	10.2	0.0	0.2				
Intersection Summary												
HCM 6th Ctrl Delay			20.0									
HCM 6th LOS			C									

Parkside Mixed-Use Development
9: Sandy Springs Circle & Cliftwood Drive

existing a.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	36	3	41	51	80	0	87	27	102	146	11
Future Volume (veh/h)	3	36	3	41	51	80	0	87	27	102	146	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1949	1949	1949	1870	1870	1870	1909	1909	1909
Adj Flow Rate, veh/h	5	56	5	49	61	95	0	92	28	119	170	13
Peak Hour Factor	0.64	0.64	0.64	0.84	0.84	0.84	0.95	0.95	0.95	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	286	186	158	345	278	236	622	535	163	751	992	76
Arrive On Green	0.01	0.10	0.10	0.05	0.14	0.14	0.00	0.39	0.39	0.08	0.57	0.57
Sat Flow, veh/h	1781	1870	1585	1856	1949	1651	1781	1376	419	1818	1751	134
Grp Volume(v), veh/h	5	56	5	49	61	95	0	0	120	119	0	183
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1856	1949	1651	1781	0	1795	1818	0	1885
Q Serve(g_s), s	0.1	1.3	0.1	1.1	1.3	2.5	0.0	0.0	2.1	1.6	0.0	2.2
Cycle Q Clear(g_c), s	0.1	1.3	0.1	1.1	1.3	2.5	0.0	0.0	2.1	1.6	0.0	2.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.23	1.00		0.07
Lane Grp Cap(c), veh/h	286	186	158	345	278	236	622	0	698	751	0	1068
V/C Ratio(X)	0.02	0.30	0.03	0.14	0.22	0.40	0.00	0.00	0.17	0.16	0.00	0.17
Avail Cap(c_a), veh/h	461	708	600	447	737	625	805	0	698	809	0	1068
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.1	19.9	19.4	17.7	18.0	18.5	0.0	0.0	9.5	6.2	0.0	4.9
Incr Delay (d2), s/veh	0.0	0.9	0.1	0.2	0.4	1.1	0.0	0.0	0.5	0.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.6	0.0	0.4	0.5	0.9	0.0	0.0	0.7	0.4	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.1	20.8	19.4	17.9	18.4	19.7	0.0	0.0	10.1	6.3	0.0	5.3
LnGrp LOS	B	C	B	B	B	B	A	A	B	A	A	A
Approach Vol, veh/h		66			205			120			302	
Approach Delay, s/veh		20.6			18.9			10.1			5.7	
Approach LOS		C			B			B			A	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.5	23.0	6.9	9.2	0.0	31.5	4.8	11.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.5	18.5	5.0	18.0	5.0	19.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	3.6	4.1	3.1	3.3	0.0	4.2	2.1	4.5				
Green Ext Time (p_c), s	0.0	0.4	0.0	0.2	0.0	0.8	0.0	0.4				
Intersection Summary												
HCM 6th Ctrl Delay			11.8									
HCM 6th LOS			B									

Parkside Mixed-Use Development
2: Hammond Exchange West Access & Hammond Drive

existing a.m.

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↖	
Traffic Vol, veh/h	467	11	5	327	8	8
Future Vol, veh/h	467	11	5	327	8	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	92	92	31	31
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	513	12	5	355	26	26
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	525	0	707	263
Stage 1	-	-	-	-	519	-
Stage 2	-	-	-	-	188	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1038	-	370	735
Stage 1	-	-	-	-	562	-
Stage 2	-	-	-	-	825	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1038	-	368	735
Mov Cap-2 Maneuver	-	-	-	-	368	-
Stage 1	-	-	-	-	562	-
Stage 2	-	-	-	-	821	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		13.2	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	490	-	-	1038	-	
HCM Lane V/C Ratio	0.105	-	-	0.005	-	
HCM Control Delay (s)	13.2	-	-	8.5	-	
HCM Lane LOS	B	-	-	A	-	
HCM 95th %tile Q(veh)	0.4	-	-	0	-	

Parkside Mixed-Use Development
5: Roswell Road & Parkside Access/Lowes Access

existing a.m.

Intersection												
Int Delay, s/veh	11.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕		↕		↕	↕		↕	↕	↕
Traffic Vol, veh/h	3	0	21	21	0	5	17	1339	38	8	1128	23
Future Vol, veh/h	3	0	21	21	0	5	17	1339	38	8	1128	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	0	-	-	0	-	140
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	47	47	47	94	94	94	100	99	99
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	0	26	45	0	11	18	1424	40	8	1139	23
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1903	2655	570	2066	2658	732	1162	0	0	1464	0	0
Stage 1	1155	1155	-	1480	1480	-	-	-	-	-	-	-
Stage 2	748	1500	-	586	1178	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	42	23	465	~ 31	22	364	597	-	-	457	-	-
Stage 1	209	269	-	132	188	-	-	-	-	-	-	-
Stage 2	371	184	-	463	263	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	39	22	465	~ 28	21	364	597	-	-	457	-	-
Mov Cap-2 Maneuver	39	22	-	~ 28	21	-	-	-	-	-	-	-
Stage 1	203	264	-	128	182	-	-	-	-	-	-	-
Stage 2	349	178	-	429	258	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	24.9		\$ 564.1		0.1		0.1					
HCM LOS	C		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)	597	-	-	39	465	34	457	-	-			
HCM Lane V/C Ratio	0.03	-	-	0.096	0.056	1.627	0.018	-	-			
HCM Control Delay (s)	11.2	-	-	106.9	13.2	\$ 564.1	13	-	-			
HCM Lane LOS	B	-	-	F	B	F	B	-	-			
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.2	6.1	0.1	-	-			
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

Parkside Mixed-Use Development
7: Cliftwood Drive & Parkside East Access

existing a.m.

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↑	↑	
Traffic Vol, veh/h	12	173	149	12	8	3
Future Vol, veh/h	12	173	149	12	8	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	150	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	5	-5	-	0	-
Peak Hour Factor	93	93	89	89	58	58
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	186	167	13	14	5
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	180	0	-	0	286	84
Stage 1	-	-	-	-	167	-
Stage 2	-	-	-	-	119	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1393	-	-	-	681	958
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	893	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1393	-	-	-	674	958
Mov Cap-2 Maneuver	-	-	-	-	674	-
Stage 1	-	-	-	-	837	-
Stage 2	-	-	-	-	893	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.5	0		10		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1393	-	-	-	733	
HCM Lane V/C Ratio	0.009	-	-	-	0.026	
HCM Control Delay (s)	7.6	0	-	-	10	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

Parkside Mixed-Use Development
8: Cliftwood Drive & Parkside West Access

existing a.m.

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	179	170	2	5	5
Future Vol, veh/h	0	179	170	2	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	5	-5	-	0	-
Peak Hour Factor	93	93	89	89	38	38
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	192	191	2	13	13
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	193	0	-	0	287	96
Stage 1	-	-	-	-	191	-
Stage 2	-	-	-	-	96	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1378	-	-	-	680	942
Stage 1	-	-	-	-	822	-
Stage 2	-	-	-	-	917	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1378	-	-	-	680	942
Mov Cap-2 Maneuver	-	-	-	-	680	-
Stage 1	-	-	-	-	822	-
Stage 2	-	-	-	-	917	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		9.7		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1378	-	-	-	790	
HCM Lane V/C Ratio	-	-	-	-	0.033	
HCM Control Delay (s)	0	-	-	-	9.7	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

Parkside Mixed-Use Development
10: Sandy Springs Circle & Parkside South Access

existing a.m.

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	5	171	0	5	245
Future Vol, veh/h	2	5	171	0	5	245
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	-	-	90	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	3	-	-	-3
Peak Hour Factor	33	33	92	92	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	15	186	0	6	288
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	342	93	0	0	186	0
Stage 1	186	-	-	-	-	-
Stage 2	156	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	628	946	-	-	1386	-
Stage 1	827	-	-	-	-	-
Stage 2	856	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	625	946	-	-	1386	-
Mov Cap-2 Maneuver	625	-	-	-	-	-
Stage 1	827	-	-	-	-	-
Stage 2	852	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.5	0		0.2		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	825	1386	-	
HCM Lane V/C Ratio	-	-	0.026	0.004	-	
HCM Control Delay (s)	-	-	9.5	7.6	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.1	0	-	

Parkside Mixed-Use Development
11: Sandy Springs Circle & Parkside North Access

existing a.m.

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	6	158	3	14	263
Future Vol, veh/h	2	6	158	3	14	263
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	-	-	130	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	4	-	-	-4
Peak Hour Factor	42	42	84	84	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	14	188	4	17	325
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	385	94	0	0	192	0
Stage 1	188	-	-	-	-	-
Stage 2	197	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	591	944	-	-	1379	-
Stage 1	825	-	-	-	-	-
Stage 2	817	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	582	944	-	-	1379	-
Mov Cap-2 Maneuver	582	-	-	-	-	-
Stage 1	825	-	-	-	-	-
Stage 2	805	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.5	0		0.5		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	817	1379	-	
HCM Lane V/C Ratio	-	-	0.023	0.013	-	
HCM Control Delay (s)	-	-	9.5	7.6	0.1	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.1	0	-	

Parkside Mixed-Use Development
1: Sandy Springs Circle & Hammond Drive

existing p.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	362	38	107	525	132	50	234	63	96	155	95
Future Volume (veh/h)	87	362	38	107	525	132	50	234	63	96	155	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1864	1864	1864	1949	1949	1949
Adj Flow Rate, veh/h	104	431	45	122	597	150	57	266	72	105	170	104
Peak Hour Factor	0.84	0.84	0.84	0.88	0.88	0.88	0.88	0.88	0.88	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	159	758	87	292	1097	275	584	730	198	514	870	853
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.52	0.52	0.52	0.52	0.52	0.52
Sat Flow, veh/h	271	1945	224	918	2815	706	1102	1413	382	850	1685	1651
Grp Volume(v), veh/h	246	0	334	122	376	371	57	0	338	105	170	104
Grp Sat Flow(s),veh/h/ln	778	0	1662	918	1777	1743	1102	0	1796	850	1685	1651
Q Serve(g_s), s	15.2	0.0	14.7	11.2	15.7	15.8	2.8	0.0	10.7	6.1	5.2	3.1
Cycle Q Clear(g_c), s	31.0	0.0	14.7	25.9	15.7	15.8	8.0	0.0	10.7	16.9	5.2	3.1
Prop In Lane	0.42		0.13	1.00		0.40	1.00		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	356	0	647	292	692	679	584	0	927	514	870	853
V/C Ratio(X)	0.69	0.00	0.52	0.42	0.54	0.55	0.10	0.00	0.36	0.20	0.20	0.12
Avail Cap(c_a), veh/h	636	0	1066	523	1140	1119	584	0	927	514	870	853
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.9	0.0	22.3	32.2	22.7	22.7	14.6	0.0	13.8	18.8	12.5	12.0
Incr Delay (d2), s/veh	2.4	0.0	0.6	1.0	0.7	0.7	0.3	0.0	1.1	0.9	0.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	0.0	5.6	2.5	6.4	6.3	0.7	0.0	4.4	1.6	2.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.3	0.0	23.0	33.2	23.3	23.4	14.9	0.0	14.9	19.7	13.0	12.2
LnGrp LOS	C	A	C	C	C	C	B	A	B	B	B	B
Approach Vol, veh/h		580			869			395			379	
Approach Delay, s/veh		26.9			24.7			14.9			14.6	
Approach LOS		C			C			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		54.0		41.8		54.0		41.8				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		49.5		61.5		49.5		61.5				
Max Q Clear Time (g_c+l1), s		12.7		33.0		18.9		27.9				
Green Ext Time (p_c), s		2.4		4.3		2.1		6.0				
Intersection Summary												
HCM 6th Ctrl Delay				21.8								
HCM 6th LOS				C								

Parkside Mixed-Use Development

3: Hammond Exchange East Access/Kroger Access & Hammond Drive

existing p.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	474	113	90	497	198	92	38	99	162	21	42
Future Volume (veh/h)	12	474	113	90	497	198	92	38	99	162	21	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	13	521	124	97	534	213	110	45	118	172	22	45
Peak Hour Factor	0.91	0.91	0.91	0.93	0.93	0.93	0.84	0.84	0.84	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	233	994	235	267	943	421	319	143	294	631	75	819
Arrive On Green	0.02	0.35	0.35	0.27	0.27	0.27	0.52	0.52	0.52	0.52	0.52	0.52
Sat Flow, veh/h	1781	2850	675	785	3554	1585	471	277	569	1024	145	1585
Grp Volume(v), veh/h	13	324	321	97	534	213	273	0	0	194	0	45
Grp Sat Flow(s),veh/h/ln	1781	1777	1749	785	1777	1585	1317	0	0	1169	0	1585
Q Serve(g_s), s	0.3	9.7	9.8	7.5	8.7	7.6	4.7	0.0	0.0	0.0	0.0	0.9
Cycle Q Clear(g_c), s	0.3	9.7	9.8	11.7	8.7	7.6	12.5	0.0	0.0	7.8	0.0	0.9
Prop In Lane	1.00		0.39	1.00		1.00	0.40		0.43	0.89		1.00
Lane Grp Cap(c), veh/h	233	620	610	267	943	421	756	0	0	706	0	819
V/C Ratio(X)	0.06	0.52	0.53	0.36	0.57	0.51	0.36	0.00	0.00	0.27	0.00	0.05
Avail Cap(c_a), veh/h	351	971	956	370	1410	629	756	0	0	706	0	819
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.8	17.3	17.4	24.2	21.2	20.8	11.0	0.0	0.0	9.6	0.0	8.0
Incr Delay (d2), s/veh	0.1	0.7	0.7	0.8	0.5	0.9	1.3	0.0	0.0	1.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	3.7	3.6	1.4	3.4	2.7	2.8	0.0	0.0	1.7	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.9	18.0	18.1	25.1	21.8	21.8	12.3	0.0	0.0	10.6	0.0	8.2
LnGrp LOS	B	B	B	C	C	C	B	A	A	B	A	A
Approach Vol, veh/h		658			844			273			239	
Approach Delay, s/veh		18.0			22.1			12.3			10.1	
Approach LOS		B			C			B			B	
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		39.0		27.8		39.0	5.6	22.2				
Change Period (Y+Rc), s		4.5		4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		34.5		36.5		34.5	5.5	26.5				
Max Q Clear Time (g_c+I1), s		14.5		11.8		9.8	2.3	13.7				
Green Ext Time (p_c), s		1.7		4.0		1.4	0.0	4.0				
Intersection Summary												
HCM 6th Ctrl Delay			18.0									
HCM 6th LOS			B									

Parkside Mixed-Use Development
4: Roswell Road & Hammond Drive

existing p.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	159	357	240	414	515	146	284	1324	83	162	976	90
Future Volume (veh/h)	159	357	240	414	515	146	284	1324	83	162	976	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	171	384	258	476	592	168	302	1409	88	176	1061	98
Peak Hour Factor	0.93	0.93	0.93	0.87	0.87	0.87	0.94	0.94	0.94	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	302	371	314	431	891	252	302	1351	84	179	1092	101
Arrive On Green	0.09	0.20	0.20	0.22	0.33	0.33	0.14	0.40	0.40	0.08	0.33	0.33
Sat Flow, veh/h	1781	1870	1585	1781	2734	774	1781	3398	212	1781	3289	304
Grp Volume(v), veh/h	171	384	258	476	384	376	302	735	762	176	573	586
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1731	1781	1777	1832	1781	1777	1816
Q Serve(g_s), s	12.1	31.7	24.9	34.7	29.8	29.9	22.5	63.6	63.6	11.7	50.9	51.0
Cycle Q Clear(g_c), s	12.1	31.7	24.9	34.7	29.8	29.9	22.5	63.6	63.6	11.7	50.9	51.0
Prop In Lane	1.00		1.00	1.00		0.45	1.00		0.12	1.00		0.17
Lane Grp Cap(c), veh/h	302	371	314	431	579	564	302	706	728	179	590	603
V/C Ratio(X)	0.57	1.04	0.82	1.10	0.66	0.67	1.00	1.04	1.05	0.99	0.97	0.97
Avail Cap(c_a), veh/h	338	371	314	431	579	564	302	706	728	179	590	603
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.76	0.76	0.76	1.00	1.00	1.00	0.71	0.71	0.71	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.3	64.1	61.4	51.3	46.4	46.4	52.8	48.2	48.2	48.1	52.7	52.7
Incr Delay (d2), s/veh	1.3	50.4	12.5	74.5	2.8	3.0	43.6	39.6	41.1	62.9	30.7	30.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	20.2	11.1	26.3	13.6	13.4	15.8	35.0	36.3	8.2	27.1	27.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.7	114.6	73.9	125.7	49.2	49.4	96.4	87.8	89.3	111.0	83.4	83.2
LnGrp LOS	D	F	E	F	D	D	F	F	F	F	F	F
Approach Vol, veh/h		813			1236			1799			1335	
Approach Delay, s/veh		87.4			78.7			89.8			87.0	
Approach LOS		F			E			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.5	68.1	39.2	36.2	27.0	57.6	18.7	56.7				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	12.0	63.6	34.7	31.7	22.5	53.1	17.5	48.9				
Max Q Clear Time (g_c+I1), s	13.7	65.6	36.7	33.7	24.5	53.0	14.1	31.9				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.1	0.1	4.4				
Intersection Summary												
HCM 6th Ctrl Delay			86.1									
HCM 6th LOS			F									

Parkside Mixed-Use Development
6: Roswell Road & Cliftwood Drive/Carpenter Drive

existing p.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	38	128	119	33	53	167	1448	21	65	1460	39
Future Volume (veh/h)	111	38	128	119	33	53	167	1448	21	65	1460	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1949	1949	1949	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	132	45	152	157	43	70	174	1508	22	68	1521	41
Peak Hour Factor	0.84	0.84	0.84	0.76	0.76	0.76	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	281	49	166	215	94	153	243	2331	34	227	2228	60
Arrive On Green	0.08	0.13	0.13	0.08	0.14	0.14	0.05	0.65	0.65	0.03	0.63	0.63
Sat Flow, veh/h	1781	375	1267	1856	667	1086	1781	3586	52	1781	3535	95
Grp Volume(v), veh/h	132	0	197	157	0	113	174	747	783	68	763	799
Grp Sat Flow(s),veh/h/ln	1781	0	1642	1856	0	1753	1781	1777	1861	1781	1777	1853
Q Serve(g_s), s	10.8	0.0	20.1	12.3	0.0	10.1	5.8	43.1	43.2	2.3	47.3	47.6
Cycle Q Clear(g_c), s	10.8	0.0	20.1	12.3	0.0	10.1	5.8	43.1	43.2	2.3	47.3	47.6
Prop In Lane	1.00		0.77	1.00		0.62	1.00		0.03	1.00		0.05
Lane Grp Cap(c), veh/h	281	0	215	215	0	247	243	1155	1210	227	1120	1168
V/C Ratio(X)	0.47	0.00	0.92	0.73	0.00	0.46	0.71	0.65	0.65	0.30	0.68	0.68
Avail Cap(c_a), veh/h	283	0	227	249	0	289	383	1155	1210	277	1120	1168
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.00	0.99	1.00	0.00	1.00	1.00	1.00	1.00	0.18	0.18	0.18
Uniform Delay (d), s/veh	58.1	0.0	72.9	58.4	0.0	67.1	24.1	18.0	18.0	16.2	20.4	20.4
Incr Delay (d2), s/veh	1.2	0.0	36.4	8.8	0.0	1.3	3.9	2.8	2.7	0.1	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.0	10.7	6.3	0.0	4.6	3.9	17.6	18.4	0.9	18.8	19.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.3	0.0	109.3	67.3	0.0	68.4	28.0	20.8	20.7	16.3	21.0	21.0
LnGrp LOS	E	A	F	E	A	E	C	C	C	B	C	C
Approach Vol, veh/h		329			270			1704			1630	
Approach Delay, s/veh		89.2			67.8			21.5			20.8	
Approach LOS		F			E			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.3	115.0	18.9	26.8	12.7	111.6	17.3	28.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	9.6	101.4	17.5	23.5	21.5	89.5	13.0	28.0				
Max Q Clear Time (g_c+l1), s	4.3	45.2	14.3	22.1	7.8	49.6	12.8	12.1				
Green Ext Time (p_c), s	0.0	14.8	0.1	0.1	0.4	14.2	0.0	0.5				
Intersection Summary												
HCM 6th Ctrl Delay			30.0									
HCM 6th LOS			C									

Parkside Mixed-Use Development
9: Sandy Springs Circle & Cliftwood Drive

existing p.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	45	3	41	39	152	6	126	44	143	147	18
Future Volume (veh/h)	12	45	3	41	39	152	6	126	44	143	147	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1949	1949	1949	1870	1870	1870	1909	1909	1909
Adj Flow Rate, veh/h	14	54	4	44	41	162	7	147	51	162	167	20
Peak Hour Factor	0.83	0.83	0.83	0.94	0.94	0.94	0.86	0.86	0.86	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	314	213	181	356	278	235	618	504	175	679	772	92
Arrive On Green	0.02	0.11	0.11	0.05	0.14	0.14	0.01	0.38	0.38	0.09	0.46	0.46
Sat Flow, veh/h	1781	1870	1585	1856	1949	1651	1781	1327	460	1818	1673	200
Grp Volume(v), veh/h	14	54	4	44	41	162	7	0	198	162	0	187
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1856	1949	1651	1781	0	1787	1818	0	1873
Q Serve(g_s), s	0.3	1.3	0.1	1.0	0.9	4.5	0.1	0.0	3.8	2.4	0.0	2.9
Cycle Q Clear(g_c), s	0.3	1.3	0.1	1.0	0.9	4.5	0.1	0.0	3.8	2.4	0.0	2.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.26	1.00		0.11
Lane Grp Cap(c), veh/h	314	213	181	356	278	235	618	0	678	679	0	864
V/C Ratio(X)	0.04	0.25	0.02	0.12	0.15	0.69	0.01	0.00	0.29	0.24	0.00	0.22
Avail Cap(c_a), veh/h	465	691	585	461	719	610	784	0	678	718	0	864
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.5	19.7	19.2	17.6	18.3	19.9	9.1	0.0	10.6	7.0	0.0	7.9
Incr Delay (d2), s/veh	0.1	0.6	0.0	0.2	0.2	3.6	0.0	0.0	1.1	0.2	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.5	0.0	0.4	0.4	1.8	0.0	0.0	1.4	0.7	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.6	20.3	19.2	17.8	18.6	23.4	9.2	0.0	11.6	7.2	0.0	8.4
LnGrp LOS	B	C	B	B	B	C	A	A	B	A	A	A
Approach Vol, veh/h		72			247			205			349	
Approach Delay, s/veh		19.9			21.6			11.6			7.8	
Approach LOS		B			C			B			A	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.9	23.0	6.7	10.1	5.0	27.0	5.4	11.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.5	18.5	5.0	18.0	5.0	19.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	4.4	5.8	3.0	3.3	2.1	4.9	2.3	6.5				
Green Ext Time (p_c), s	0.0	0.8	0.0	0.2	0.0	0.8	0.0	0.5				
Intersection Summary												
HCM 6th Ctrl Delay			13.6									
HCM 6th LOS			B									

Parkside Mixed-Use Development
2: Hammond Exchange West Access & Hammond Drive

existing p.m.

Intersection						
Int Delay, s/veh	3.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	
Traffic Vol, veh/h	572	53	20	645	77	36
Future Vol, veh/h	572	53	20	645	77	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	96	96	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	602	56	21	672	103	48
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	658	0	1008	329
Stage 1	-	-	-	-	630	-
Stage 2	-	-	-	-	378	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	926	-	237	667
Stage 1	-	-	-	-	493	-
Stage 2	-	-	-	-	663	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	926	-	232	667
Mov Cap-2 Maneuver	-	-	-	-	232	-
Stage 1	-	-	-	-	493	-
Stage 2	-	-	-	-	648	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.3		29.6	
HCM LOS					D	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	293	-	-	926	-	
HCM Lane V/C Ratio	0.514	-	-	0.022	-	
HCM Control Delay (s)	29.6	-	-	9	-	
HCM Lane LOS	D	-	-	A	-	
HCM 95th %tile Q(veh)	2.8	-	-	0.1	-	

Parkside Mixed-Use Development
5: Roswell Road & Parkside Access/Lowes Access

existing p.m.

Intersection												
Int Delay, s/veh	24.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕		↕		↕	↕		↕	↕	↕
Traffic Vol, veh/h	30	0	66	18	0	6	41	1482	51	12	1463	69
Future Vol, veh/h	30	0	66	18	0	6	41	1482	51	12	1463	69
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	0	-	-	0	-	140
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	67	67	67	96	96	96	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	0	79	27	0	9	43	1544	53	13	1540	73
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2424	3249	770	2453	3296	799	1613	0	0	1597	0	0
Stage 1	1566	1566	-	1657	1657	-	-	-	-	-	-	-
Stage 2	858	1683	-	796	1639	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 17	9	343	~ 16	8	328	400	-	-	406	-	-
Stage 1	116	170	-	102	154	-	-	-	-	-	-	-
Stage 2	318	149	-	347	157	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 15	8	343	~ 11	7	328	400	-	-	406	-	-
Mov Cap-2 Maneuver	~ 15	8	-	~ 11	7	-	-	-	-	-	-	-
Stage 1	104	165	-	91	138	-	-	-	-	-	-	-
Stage 2	276	133	-	259	152	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, \$	372.3		\$ 1153.5		0.4		0.1					
HCM LOS	F		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)	400	-	-	15	343	15	406	-	-			
HCM Lane V/C Ratio	0.107	-	-	2.381	0.229	2.388	0.031	-	-			
HCM Control Delay (s)	15.1	-	-	\$ 1150.4	18.5	\$ 1153.5	14.2	-	-			
HCM Lane LOS	C	-	-	F	C	F	B	-	-			
HCM 95th %tile Q(veh)	0.4	-	-	5.2	0.9	5.2	0.1	-	-			
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

Parkside Mixed-Use Development
7: Cliftwood Drive & Parkside East Access

existing p.m.

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↑	↑	
Traffic Vol, veh/h	18	204	207	42	42	26
Future Vol, veh/h	18	204	207	42	42	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	150	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	5	-5	-	0	-
Peak Hour Factor	88	88	92	92	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	232	225	46	60	37
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	271	0	-	0	381	113
Stage 1	-	-	-	-	225	-
Stage 2	-	-	-	-	156	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1289	-	-	-	594	918
Stage 1	-	-	-	-	791	-
Stage 2	-	-	-	-	856	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1289	-	-	-	583	918
Mov Cap-2 Maneuver	-	-	-	-	583	-
Stage 1	-	-	-	-	777	-
Stage 2	-	-	-	-	856	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.7	0		11.2		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1289	-	-	-	678	
HCM Lane V/C Ratio	0.016	-	-	-	0.143	
HCM Control Delay (s)	7.8	0.1	-	-	11.2	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.5	

Parkside Mixed-Use Development
8: Cliftwood Drive & Parkside West Access

existing p.m.

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	227	248	8	3	5
Future Vol, veh/h	5	227	248	8	3	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	5	-5	-	0	-
Peak Hour Factor	96	96	94	94	42	42
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	236	264	9	7	12
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	273	0	-	0	392	132
Stage 1	-	-	-	-	264	-
Stage 2	-	-	-	-	128	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1287	-	-	-	585	893
Stage 1	-	-	-	-	756	-
Stage 2	-	-	-	-	884	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1287	-	-	-	583	893
Mov Cap-2 Maneuver	-	-	-	-	583	-
Stage 1	-	-	-	-	753	-
Stage 2	-	-	-	-	884	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.2	0		10		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1287	-	-	-	745	
HCM Lane V/C Ratio	0.004	-	-	-	0.026	
HCM Control Delay (s)	7.8	0	-	-	10	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

Parkside Mixed-Use Development
10: Sandy Springs Circle & Parkside South Access

existing p.m.

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	15	275	6	2	284
Future Vol, veh/h	6	15	275	6	2	284
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	-	-	90	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	3	-	-	-3
Peak Hour Factor	35	35	90	90	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	43	306	7	2	323
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	472	153	0	0	313	0
Stage 1	306	-	-	-	-	-
Stage 2	166	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	521	866	-	-	1244	-
Stage 1	720	-	-	-	-	-
Stage 2	846	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	520	866	-	-	1244	-
Mov Cap-2 Maneuver	520	-	-	-	-	-
Stage 1	720	-	-	-	-	-
Stage 2	844	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	10.4	0		0.1		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	728	1244	-	
HCM Lane V/C Ratio	-	-	0.082	0.002	-	
HCM Control Delay (s)	-	-	10.4	7.9	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.3	0	-	

Parkside Mixed-Use Development
11: Sandy Springs Circle & Parkside North Access

existing p.m.

Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	45	273	6	39	290
Future Vol, veh/h	5	45	273	6	39	290
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	-	-	130	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	4	-	-	-4
Peak Hour Factor	83	83	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	54	317	7	45	337
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	576	159	0	0	324	0
Stage 1	317	-	-	-	-	-
Stage 2	259	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	448	858	-	-	1233	-
Stage 1	711	-	-	-	-	-
Stage 2	761	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	428	858	-	-	1233	-
Mov Cap-2 Maneuver	428	-	-	-	-	-
Stage 1	711	-	-	-	-	-
Stage 2	727	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	10	0		1		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	780	1233	-	
HCM Lane V/C Ratio	-	-	0.077	0.037	-	
HCM Control Delay (s)	-	-	10	8	0.1	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-	

Appendix D

No-Build Intersection Operational Analysis

Parkside Mixed-Use Development
1: Sandy Springs Circle & Hammond Drive

no-build a.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	391	49	46	285	58	33	109	39	77	180	65
Future Volume (veh/h)	63	391	49	46	285	58	33	109	39	77	180	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1864	1864	1864	1949	1949	1949
Adj Flow Rate, veh/h	75	465	58	54	335	68	39	128	46	91	212	76
Peak Hour Factor	0.84	0.84	0.84	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	135	707	91	209	840	169	698	776	279	569	1344	978
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.59	0.59	0.59	0.59	0.59	0.59
Sat Flow, veh/h	258	2482	319	879	2949	592	1088	1309	471	826	2269	1651
Grp Volume(v), veh/h	299	0	299	54	200	203	39	0	174	149	154	76
Grp Sat Flow(s),veh/h/ln	1414	0	1645	879	1777	1764	1088	0	1780	1410	1685	1651
Q Serve(g_s), s	7.9	0.0	11.7	4.2	6.7	6.8	1.2	0.0	3.2	1.9	3.0	1.4
Cycle Q Clear(g_c), s	14.7	0.0	11.7	15.8	6.7	6.8	4.2	0.0	3.2	5.1	3.0	1.4
Prop In Lane	0.25		0.19	1.00		0.34	1.00		0.26	0.61		1.00
Lane Grp Cap(c), veh/h	464	0	469	209	506	503	698	0	1055	915	998	978
V/C Ratio(X)	0.64	0.00	0.64	0.26	0.40	0.40	0.06	0.00	0.17	0.16	0.15	0.08
Avail Cap(c_a), veh/h	1432	0	1512	767	1634	1622	698	0	1055	915	998	978
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.0	0.0	22.9	29.9	21.2	21.2	7.7	0.0	6.8	7.1	6.7	6.4
Incr Delay (d2), s/veh	1.5	0.0	1.4	0.6	0.5	0.5	0.2	0.0	0.3	0.4	0.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	0.0	4.4	0.9	2.7	2.7	0.3	0.0	1.1	1.0	1.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.5	0.0	24.4	30.5	21.7	21.7	7.8	0.0	7.1	7.5	7.0	6.5
LnGrp LOS	C	A	C	C	C	C	A	A	A	A	A	A
Approach Vol, veh/h		598			457			213			379	
Approach Delay, s/veh		24.9			22.7			7.2			7.1	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		48.0		25.4		48.0		25.4				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		43.5		67.5		43.5		67.5				
Max Q Clear Time (g_c+I1), s		6.2		16.7		7.1		17.8				
Green Ext Time (p_c), s		1.2		4.2		2.1		2.9				
Intersection Summary												
HCM 6th Ctrl Delay			17.9									
HCM 6th LOS			B									

Parkside Mixed-Use Development

3: Hammond Exchange East Access/Kroger Access & Hammond Drive

no-build a.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	456	38	17	336	131	8	6	13	60	5	17
Future Volume (veh/h)	16	456	38	17	336	131	8	6	13	60	5	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	19	530	44	19	369	144	11	8	18	88	7	25
Peak Hour Factor	0.86	0.86	0.86	0.91	0.91	0.91	0.71	0.71	0.71	0.68	0.68	0.68
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	253	964	80	263	655	292	299	231	421	838	62	862
Arrive On Green	0.02	0.29	0.29	0.18	0.18	0.18	0.54	0.54	0.54	0.54	0.54	0.54
Sat Flow, veh/h	1781	3322	275	839	3554	1585	391	425	774	1305	114	1585
Grp Volume(v), veh/h	19	283	291	19	369	144	37	0	0	95	0	25
Grp Sat Flow(s),veh/h/ln	1781	1777	1821	839	1777	1585	1591	0	0	1419	0	1585
Q Serve(g_s), s	0.4	7.3	7.3	1.1	5.1	4.4	0.0	0.0	0.0	1.1	0.0	0.4
Cycle Q Clear(g_c), s	0.4	7.3	7.3	2.6	5.1	4.4	0.5	0.0	0.0	1.6	0.0	0.4
Prop In Lane	1.00		0.15	1.00		1.00	0.30		0.49	0.93		1.00
Lane Grp Cap(c), veh/h	253	516	529	263	655	292	951	0	0	900	0	862
V/C Ratio(X)	0.07	0.55	0.55	0.07	0.56	0.49	0.04	0.00	0.00	0.11	0.00	0.03
Avail Cap(c_a), veh/h	492	1359	1393	549	1867	833	951	0	0	900	0	862
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.1	16.2	16.3	19.8	20.1	19.8	5.8	0.0	0.0	6.0	0.0	5.7
Incr Delay (d2), s/veh	0.1	0.9	0.9	0.1	0.8	1.3	0.1	0.0	0.0	0.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	2.7	2.8	0.2	2.0	1.6	0.2	0.0	0.0	0.5	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.3	17.2	17.2	19.9	20.9	21.1	5.8	0.0	0.0	6.2	0.0	5.8
LnGrp LOS	B	B	B	B	C	C	A	A	A	A	A	A
Approach Vol, veh/h	593			532			37			120		
Approach Delay, s/veh	17.1			20.9			5.8			6.1		
Approach LOS	B			C			A			A		
Timer - Assigned Phs	2			4			6			7		
Phs Duration (G+Y+Rc), s	34.0			20.2			34.0			5.7		
Change Period (Y+Rc), s	4.5			4.5			4.5			4.5		
Max Green Setting (Gmax), s	29.5			41.5			29.5			8.5		
Max Q Clear Time (g_c+I1), s	2.5			9.3			3.6			2.4		
Green Ext Time (p_c), s	0.1			3.6			0.6			0.0		
Intersection Summary												
HCM 6th Ctrl Delay	17.4											
HCM 6th LOS	B											

Parkside Mixed-Use Development
4: Roswell Road & Hammond Drive

no-build a.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	347	137	200	232	77	184	1109	115	120	991	61
Future Volume (veh/h)	61	347	137	200	232	77	184	1109	115	120	991	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	73	413	163	211	244	81	192	1155	120	126	1043	64
Peak Hour Factor	0.84	0.84	0.84	0.95	0.95	0.95	0.96	0.96	0.96	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	358	453	384	245	792	257	293	1613	167	227	1622	99
Arrive On Green	0.04	0.24	0.24	0.10	0.30	0.30	0.07	0.50	0.50	0.05	0.48	0.48
Sat Flow, veh/h	1781	1870	1585	1781	2639	855	1781	3250	337	1781	3401	209
Grp Volume(v), veh/h	73	413	163	211	162	163	192	631	644	126	545	562
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1717	1781	1777	1810	1781	1777	1833
Q Serve(g_s), s	4.9	34.4	13.9	13.9	11.3	11.7	8.7	44.3	44.5	5.8	37.0	37.0
Cycle Q Clear(g_c), s	4.9	34.4	13.9	13.9	11.3	11.7	8.7	44.3	44.5	5.8	37.0	37.0
Prop In Lane	1.00		1.00	1.00		0.50	1.00		0.19	1.00		0.11
Lane Grp Cap(c), veh/h	358	453	384	245	534	515	293	882	898	227	847	874
V/C Ratio(X)	0.20	0.91	0.42	0.86	0.30	0.32	0.66	0.71	0.72	0.55	0.64	0.64
Avail Cap(c_a), veh/h	379	567	480	252	627	606	387	882	898	290	847	874
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	1.00	1.00	1.00	0.77	0.77	0.77	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.8	58.9	51.2	42.8	43.1	43.3	25.3	31.4	31.5	26.9	31.6	31.6
Incr Delay (d2), s/veh	0.2	13.9	0.6	24.3	0.3	0.3	1.9	3.8	3.8	2.1	3.7	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	18.0	5.6	7.8	5.0	5.1	3.7	19.3	19.8	2.5	16.3	16.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.0	72.8	51.8	67.1	43.4	43.6	27.2	35.3	35.3	29.0	35.3	35.2
LnGrp LOS	D	E	D	E	D	D	C	D	D	C	D	D
Approach Vol, veh/h		649			536			1467			1233	
Approach Delay, s/veh		64.2			52.8			34.2			34.6	
Approach LOS		E			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.4	83.9	20.4	43.3	15.5	80.8	11.1	52.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	13.5	63.5	16.5	48.5	19.5	57.5	8.5	56.5				
Max Q Clear Time (g_c+l1), s	7.8	46.5	15.9	36.4	10.7	39.0	6.9	13.7				
Green Ext Time (p_c), s	0.1	7.4	0.0	2.4	0.3	6.5	0.0	2.0				
Intersection Summary												
HCM 6th Ctrl Delay			41.9									
HCM 6th LOS			D									

Parkside Mixed-Use Development
6: Roswell Road & Cliftwood Drive/Carpenter Drive

no-build a.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	46	82	65	8	39	166	1281	19	50	1177	36
Future Volume (veh/h)	82	46	82	65	8	39	166	1281	19	50	1177	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1949	1949	1949	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	96	54	96	84	10	51	195	1507	22	54	1279	39
Peak Hour Factor	0.85	0.85	0.85	0.77	0.77	0.77	0.85	0.85	0.85	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	230	62	110	156	26	134	341	2557	37	262	2444	74
Arrive On Green	0.06	0.10	0.10	0.05	0.09	0.09	0.05	0.71	0.71	0.03	0.69	0.69
Sat Flow, veh/h	1781	604	1073	1856	278	1416	1781	3585	52	1781	3521	107
Grp Volume(v), veh/h	96	0	150	84	0	61	195	746	783	54	645	673
Grp Sat Flow(s),veh/h/ln	1781	0	1677	1856	0	1694	1781	1777	1861	1781	1777	1851
Q Serve(g_s), s	8.2	0.0	15.0	6.9	0.0	5.8	5.3	35.3	35.4	1.5	29.6	29.7
Cycle Q Clear(g_c), s	8.2	0.0	15.0	6.9	0.0	5.8	5.3	35.3	35.4	1.5	29.6	29.7
Prop In Lane	1.00		0.64	1.00		0.84	1.00		0.03	1.00		0.06
Lane Grp Cap(c), veh/h	230	0	172	156	0	160	341	1267	1327	262	1234	1285
V/C Ratio(X)	0.42	0.00	0.87	0.54	0.00	0.38	0.57	0.59	0.59	0.21	0.52	0.52
Avail Cap(c_a), veh/h	234	0	252	176	0	254	547	1267	1327	293	1234	1285
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.00	0.99	1.00	0.00	1.00	1.00	1.00	1.00	0.64	0.64	0.64
Uniform Delay (d), s/veh	64.4	0.0	75.2	65.5	0.0	72.3	11.3	12.1	12.1	10.4	12.5	12.5
Incr Delay (d2), s/veh	1.2	0.0	19.4	2.9	0.0	1.5	1.5	2.0	1.9	0.2	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	0.0	7.4	3.4	0.0	2.6	2.0	13.5	14.2	0.5	11.4	11.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.6	0.0	94.6	68.4	0.0	73.8	12.9	14.1	14.0	10.7	13.5	13.5
LnGrp LOS	E	A	F	E	A	E	B	B	B	B	B	B
Approach Vol, veh/h	246			145			1724			1372		
Approach Delay, s/veh	83.3			70.6			13.9			13.4		
Approach LOS	F			E			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.1	125.7	13.2	21.9	12.3	122.5	14.6	20.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	7.5	108.5	10.5	25.5	27.5	88.5	10.5	25.5				
Max Q Clear Time (g_c+l1), s	3.5	37.4	8.9	17.0	7.3	31.7	10.2	7.8				
Green Ext Time (p_c), s	0.0	15.2	0.0	0.4	0.5	11.1	0.0	0.2				
Intersection Summary												
HCM 6th Ctrl Delay	21.0											
HCM 6th LOS	C											

Parkside Mixed-Use Development
9: Sandy Springs Circle & Cliftwood Drive

no-build a.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	38	3	43	54	84	0	91	28	107	153	11
Future Volume (veh/h)	3	38	3	43	54	84	0	91	28	107	153	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1949	1949	1949	1870	1870	1870	1909	1909	1909
Adj Flow Rate, veh/h	5	59	5	51	64	100	0	96	29	124	178	13
Peak Hour Factor	0.64	0.64	0.64	0.84	0.84	0.84	0.95	0.95	0.95	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	285	187	158	345	282	239	616	534	161	746	995	73
Arrive On Green	0.01	0.10	0.10	0.05	0.14	0.14	0.00	0.39	0.39	0.08	0.57	0.57
Sat Flow, veh/h	1781	1870	1585	1856	1949	1651	1781	1379	417	1818	1758	128
Grp Volume(v), veh/h	5	59	5	51	64	100	0	0	125	124	0	191
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1856	1949	1651	1781	0	1795	1818	0	1886
Q Serve(g_s), s	0.1	1.4	0.1	1.1	1.4	2.6	0.0	0.0	2.2	1.7	0.0	2.3
Cycle Q Clear(g_c), s	0.1	1.4	0.1	1.1	1.4	2.6	0.0	0.0	2.2	1.7	0.0	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.23	1.00		0.07
Lane Grp Cap(c), veh/h	285	187	158	345	282	239	616	0	695	746	0	1068
V/C Ratio(X)	0.02	0.32	0.03	0.15	0.23	0.42	0.00	0.00	0.18	0.17	0.00	0.18
Avail Cap(c_a), veh/h	459	705	597	443	734	622	799	0	695	801	0	1068
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.1	20.0	19.4	17.7	18.1	18.6	0.0	0.0	9.6	6.3	0.0	5.0
Incr Delay (d2), s/veh	0.0	1.0	0.1	0.2	0.4	1.2	0.0	0.0	0.6	0.1	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.6	0.0	0.4	0.6	1.0	0.0	0.0	0.8	0.5	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.1	20.9	19.5	17.9	18.5	19.8	0.0	0.0	10.2	6.4	0.0	5.4
LnGrp LOS	B	C	B	B	B	B	A	A	B	A	A	A
Approach Vol, veh/h		69			215			125			315	
Approach Delay, s/veh		20.7			18.9			10.2			5.8	
Approach LOS		C			B			B			A	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.5	23.0	7.0	9.3	0.0	31.5	4.8	11.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.5	18.5	5.0	18.0	5.0	19.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	3.7	4.2	3.1	3.4	0.0	4.3	2.1	4.6				
Green Ext Time (p_c), s	0.0	0.5	0.0	0.2	0.0	0.8	0.0	0.5				
Intersection Summary												
HCM 6th Ctrl Delay			11.9									
HCM 6th LOS			B									

Parkside Mixed-Use Development
2: Hammond Exchange West Access & Hammond Drive

no-build a.m.

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↖	
Traffic Vol, veh/h	490	11	5	344	8	8
Future Vol, veh/h	490	11	5	344	8	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	92	92	31	31
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	538	12	5	374	26	26
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	550	0	741	275
Stage 1	-	-	-	-	544	-
Stage 2	-	-	-	-	197	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1016	-	352	722
Stage 1	-	-	-	-	546	-
Stage 2	-	-	-	-	817	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1016	-	350	722
Mov Cap-2 Maneuver	-	-	-	-	350	-
Stage 1	-	-	-	-	546	-
Stage 2	-	-	-	-	813	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0.1		13.6		
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	471	-	-	1016	-	
HCM Lane V/C Ratio	0.11	-	-	0.005	-	
HCM Control Delay (s)	13.6	-	-	8.6	-	
HCM Lane LOS	B	-	-	A	-	
HCM 95th %tile Q(veh)	0.4	-	-	0	-	

Parkside Mixed-Use Development
5: Roswell Road & Parkside Access/Lowes Access

no-build a.m.

Intersection												
Int Delay, s/veh	16.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕		↕		↕	↕		↕	↕	↕
Traffic Vol, veh/h	3	0	22	22	0	5	17	1407	39	8	1186	24
Future Vol, veh/h	3	0	22	22	0	5	17	1407	39	8	1186	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	0	-	-	0	-	140
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	47	47	47	94	94	94	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	0	28	47	0	11	18	1497	41	8	1198	24
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1999	2788	599	2169	2792	769	1222	0	0	1538	0	0
Stage 1	1214	1214	-	1554	1554	-	-	-	-	-	-	-
Stage 2	785	1574	-	615	1238	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	35	18	445	~ 26	18	344	566	-	-	428	-	-
Stage 1	193	253	-	118	173	-	-	-	-	-	-	-
Stage 2	352	169	-	445	246	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	33	17	445	~ 23	17	344	566	-	-	428	-	-
Mov Cap-2 Maneuver	33	17	-	~ 23	17	-	-	-	-	-	-	-
Stage 1	187	248	-	114	167	-	-	-	-	-	-	-
Stage 2	330	164	-	410	241	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	27.3		\$ 788.2		0.1		0.1					
HCM LOS	D		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)	566	-	-	33	445	28	428	-	-			
HCM Lane V/C Ratio	0.032	-	-	0.114	0.062	2.052	0.019	-	-			
HCM Control Delay (s)	11.6	-	-	127.6	13.6	\$ 788.2	13.6	-	-			
HCM Lane LOS	B	-	-	F	B	F	B	-	-			
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.2	6.8	0.1	-	-			
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

Parkside Mixed-Use Development
7: Cliftwood Drive & Parkside East Access

no-build a.m.

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	181	156	13	8	3
Future Vol, veh/h	13	181	156	13	8	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	150	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	5	-5	-	0	-
Peak Hour Factor	93	93	89	89	58	58
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	195	175	15	14	5
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	190	0	-	0	301	88
Stage 1	-	-	-	-	175	-
Stage 2	-	-	-	-	126	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1381	-	-	-	666	953
Stage 1	-	-	-	-	838	-
Stage 2	-	-	-	-	886	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1381	-	-	-	659	953
Mov Cap-2 Maneuver	-	-	-	-	659	-
Stage 1	-	-	-	-	829	-
Stage 2	-	-	-	-	886	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.5	0		10.1		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1381	-	-	-	720	
HCM Lane V/C Ratio	0.01	-	-	-	0.026	
HCM Control Delay (s)	7.6	0	-	-	10.1	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

Parkside Mixed-Use Development
8: Cliftwood Drive & Parkside West Access

no-build a.m.

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	188	178	2	5	5
Future Vol, veh/h	0	188	178	2	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	5	-5	-	0	-
Peak Hour Factor	93	93	89	89	38	38
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	202	200	2	13	13
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	202	0	-	0	301	100
Stage 1	-	-	-	-	200	-
Stage 2	-	-	-	-	101	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1367	-	-	-	666	936
Stage 1	-	-	-	-	814	-
Stage 2	-	-	-	-	912	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1367	-	-	-	666	936
Mov Cap-2 Maneuver	-	-	-	-	666	-
Stage 1	-	-	-	-	814	-
Stage 2	-	-	-	-	912	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		9.8		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1367	-	-	-	778	
HCM Lane V/C Ratio	-	-	-	-	0.034	
HCM Control Delay (s)	0	-	-	-	9.8	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

Parkside Mixed-Use Development
10: Sandy Springs Circle & Parkside South Access

no-build a.m.

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	5	180	0	5	257
Future Vol, veh/h	2	5	180	0	5	257
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	-	-	90	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	3	-	-	-3
Peak Hour Factor	33	33	92	92	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	15	196	0	6	302
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	359	98	0	0	196	0
Stage 1	196	-	-	-	-	-
Stage 2	163	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	613	939	-	-	1374	-
Stage 1	818	-	-	-	-	-
Stage 2	849	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	610	939	-	-	1374	-
Mov Cap-2 Maneuver	610	-	-	-	-	-
Stage 1	818	-	-	-	-	-
Stage 2	845	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.5	0		0.1		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	814	1374	-	
HCM Lane V/C Ratio	-	-	0.026	0.004	-	
HCM Control Delay (s)	-	-	9.5	7.6	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.1	0	-	

Parkside Mixed-Use Development
11: Sandy Springs Circle & Parkside North Access

no-build a.m.

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	6	166	3	14	276
Future Vol, veh/h	2	6	166	3	14	276
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	-	-	130	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	4	-	-	-4
Peak Hour Factor	42	42	84	84	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	14	198	4	17	341
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	403	99	0	0	202	0
Stage 1	198	-	-	-	-	-
Stage 2	205	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	575	937	-	-	1367	-
Stage 1	816	-	-	-	-	-
Stage 2	809	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	566	937	-	-	1367	-
Mov Cap-2 Maneuver	566	-	-	-	-	-
Stage 1	816	-	-	-	-	-
Stage 2	797	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.6	0		0.5		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	805	1367	-	
HCM Lane V/C Ratio	-	-	0.024	0.013	-	
HCM Control Delay (s)	-	-	9.6	7.7	0.1	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.1	0	-	

Parkside Mixed-Use Development
1: Sandy Springs Circle & Hammond Drive

no-build p.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	380	39	112	552	139	52	246	66	101	162	99
Future Volume (veh/h)	91	380	39	112	552	139	52	246	66	101	162	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1864	1864	1864	1949	1949	1949
Adj Flow Rate, veh/h	108	452	46	127	627	158	59	280	75	111	178	109
Peak Hour Factor	0.84	0.84	0.84	0.88	0.88	0.88	0.88	0.88	0.88	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	162	787	88	296	1146	288	554	710	190	477	844	828
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.50	0.50	0.50	0.50	0.50	0.50
Sat Flow, veh/h	269	1931	217	900	2812	708	1089	1417	379	807	1685	1651
Grp Volume(v), veh/h	253	0	353	127	396	389	59	0	355	111	178	109
Grp Sat Flow(s),veh/h/ln	753	0	1663	900	1777	1743	1089	0	1796	807	1685	1651
Q Serve(g_s), s	17.0	0.0	15.8	12.2	16.8	16.8	3.2	0.0	12.1	7.1	5.8	3.5
Cycle Q Clear(g_c), s	33.8	0.0	15.8	28.0	16.8	16.8	9.0	0.0	12.1	19.2	5.8	3.5
Prop In Lane	0.43		0.13	1.00		0.41	1.00		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	359	0	678	296	724	711	554	0	900	477	844	828
V/C Ratio(X)	0.70	0.00	0.52	0.43	0.55	0.55	0.11	0.00	0.39	0.23	0.21	0.13
Avail Cap(c_a), veh/h	591	0	1036	489	1106	1085	554	0	900	477	844	828
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.4	0.0	22.0	32.5	22.3	22.3	16.2	0.0	15.3	21.3	13.7	13.2
Incr Delay (d2), s/veh	2.5	0.0	0.6	1.0	0.6	0.7	0.4	0.0	1.3	1.1	0.6	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	0.0	6.0	2.7	6.8	6.7	0.8	0.0	5.0	1.9	2.2	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.9	0.0	22.6	33.5	22.9	23.0	16.6	0.0	16.6	22.4	14.3	13.5
LnGrp LOS	C	A	C	C	C	C	B	A	B	C	B	B
Approach Vol, veh/h		606			912			414			398	
Approach Delay, s/veh		26.9			24.4			16.6			16.3	
Approach LOS		C			C			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		54.0		44.8		54.0		44.8				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		49.5		61.5		49.5		61.5				
Max Q Clear Time (g_c+I1), s		14.1		35.8		21.2		30.0				
Green Ext Time (p_c), s		2.6		4.5		2.2		6.3				
Intersection Summary												
HCM 6th Ctrl Delay				22.3								
HCM 6th LOS				C								

Parkside Mixed-Use Development

3: Hammond Exchange East Access/Kroger Access & Hammond Drive

no-build p.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	498	118	95	522	208	96	39	104	170	22	44
Future Volume (veh/h)	13	498	118	95	522	208	96	39	104	170	22	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	14	547	130	102	561	224	114	46	124	181	23	47
Peak Hour Factor	0.91	0.91	0.91	0.93	0.93	0.93	0.84	0.84	0.84	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	235	1032	244	266	992	442	296	132	275	594	70	802
Arrive On Green	0.02	0.36	0.36	0.28	0.28	0.28	0.51	0.51	0.51	0.51	0.51	0.51
Sat Flow, veh/h	1781	2851	675	762	3554	1585	440	262	544	977	138	1585
Grp Volume(v), veh/h	14	340	337	102	561	224	284	0	0	204	0	47
Grp Sat Flow(s),veh/h/ln	1781	1777	1749	762	1777	1585	1245	0	0	1115	0	1585
Q Serve(g_s), s	0.4	10.3	10.4	8.3	9.2	8.1	5.8	0.0	0.0	0.0	0.0	1.0
Cycle Q Clear(g_c), s	0.4	10.3	10.4	13.0	9.2	8.1	15.2	0.0	0.0	9.4	0.0	1.0
Prop In Lane	1.00		0.39	1.00		1.00	0.40		0.44	0.89		1.00
Lane Grp Cap(c), veh/h	235	643	633	266	992	442	704	0	0	663	0	802
V/C Ratio(X)	0.06	0.53	0.53	0.38	0.57	0.51	0.40	0.00	0.00	0.31	0.00	0.06
Avail Cap(c_a), veh/h	348	951	936	349	1381	616	704	0	0	663	0	802
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.6	17.2	17.2	24.6	21.0	20.6	12.6	0.0	0.0	10.6	0.0	8.6
Incr Delay (d2), s/veh	0.1	0.7	0.7	0.9	0.5	0.9	1.7	0.0	0.0	1.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	3.9	3.9	1.5	3.6	2.9	3.3	0.0	0.0	2.0	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.7	17.8	17.9	25.5	21.6	21.5	14.3	0.0	0.0	11.8	0.0	8.7
LnGrp LOS	B	B	B	C	C	C	B	A	A	B	A	A
Approach Vol, veh/h		691			887			284			251	
Approach Delay, s/veh		17.8			22.0			14.3			11.2	
Approach LOS		B			C			B			B	
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		39.0		29.2		39.0	5.7	23.5				
Change Period (Y+Rc), s		4.5		4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		34.5		36.5		34.5	5.5	26.5				
Max Q Clear Time (g_c+I1), s		17.2		12.4		11.4	2.4	15.0				
Green Ext Time (p_c), s		1.7		4.3		1.5	0.0	4.0				
Intersection Summary												
HCM 6th Ctrl Delay				18.3								
HCM 6th LOS				B								

Parkside Mixed-Use Development
4: Roswell Road & Hammond Drive

no-build p.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	167	375	252	435	541	153	298	1391	87	170	1025	95
Future Volume (veh/h)	167	375	252	435	541	153	298	1391	87	170	1025	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	180	403	271	500	622	176	317	1480	93	185	1114	103
Peak Hour Factor	0.93	0.93	0.93	0.87	0.87	0.87	0.94	0.94	0.94	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	291	368	312	429	876	247	285	1369	86	173	1120	103
Arrive On Green	0.09	0.20	0.20	0.22	0.32	0.32	0.13	0.40	0.40	0.07	0.34	0.34
Sat Flow, veh/h	1781	1870	1585	1781	2735	773	1781	3396	213	1781	3289	304
Grp Volume(v), veh/h	180	403	271	500	404	394	317	771	802	185	601	616
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1731	1781	1777	1832	1781	1777	1816
Q Serve(g_s), s	12.8	31.5	26.5	34.5	32.0	32.1	21.5	64.5	64.5	11.5	54.0	54.1
Cycle Q Clear(g_c), s	12.8	31.5	26.5	34.5	32.0	32.1	21.5	64.5	64.5	11.5	54.0	54.1
Prop In Lane	1.00		1.00	1.00		0.45	1.00		0.12	1.00		0.17
Lane Grp Cap(c), veh/h	291	368	312	429	569	554	285	716	739	173	605	618
V/C Ratio(X)	0.62	1.09	0.87	1.17	0.71	0.71	1.11	1.08	1.09	1.07	0.99	1.00
Avail Cap(c_a), veh/h	292	368	312	429	569	554	285	716	739	173	605	618
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.74	0.74	0.74	1.00	1.00	1.00	0.66	0.66	0.66	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.6	64.3	62.2	51.3	47.9	47.9	54.3	47.8	47.8	48.3	52.6	52.6
Incr Delay (d2), s/veh	2.9	68.5	17.3	97.0	4.1	4.2	76.8	50.5	53.2	88.0	35.1	35.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	21.9	12.1	24.2	14.8	14.5	13.1	37.6	39.3	8.5	29.3	30.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.5	132.8	79.5	148.3	51.9	52.1	131.1	98.3	100.9	136.3	87.6	87.7
LnGrp LOS	D	F	E	F	D	D	F	F	F	F	F	F
Approach Vol, veh/h		854			1298			1890			1402	
Approach Delay, s/veh		98.1			89.1			104.9			94.1	
Approach LOS		F			F			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.0	69.0	39.0	36.0	26.0	59.0	19.3	55.7				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	11.5	64.5	34.5	31.5	21.5	54.5	14.9	51.1				
Max Q Clear Time (g_c+I1), s	13.5	66.5	36.5	33.5	23.5	56.1	14.8	34.1				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.6				
Intersection Summary												
HCM 6th Ctrl Delay			97.3									
HCM 6th LOS			F									

Parkside Mixed-Use Development
6: Roswell Road & Cliftwood Drive/Carpenter Drive

no-build p.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	117	39	134	125	35	55	175	1522	22	68	1535	41
Future Volume (veh/h)	117	39	134	125	35	55	175	1522	22	68	1535	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1949	1949	1949	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	139	46	160	164	46	72	182	1585	23	71	1599	43
Peak Hour Factor	0.84	0.84	0.84	0.76	0.76	0.76	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	284	48	169	215	97	152	227	2315	34	208	2205	59
Arrive On Green	0.08	0.13	0.13	0.09	0.14	0.14	0.05	0.65	0.65	0.03	0.62	0.62
Sat Flow, veh/h	1781	366	1275	1856	684	1071	1781	3586	52	1781	3535	95
Grp Volume(v), veh/h	139	0	206	164	0	118	182	785	823	71	802	840
Grp Sat Flow(s),veh/h/ln	1781	0	1641	1856	0	1756	1781	1777	1861	1781	1777	1853
Q Serve(g_s), s	11.4	0.0	21.2	12.8	0.0	10.5	6.2	47.7	47.8	2.5	52.6	53.0
Cycle Q Clear(g_c), s	11.4	0.0	21.2	12.8	0.0	10.5	6.2	47.7	47.8	2.5	52.6	53.0
Prop In Lane	1.00		0.78	1.00		0.61	1.00		0.03	1.00		0.05
Lane Grp Cap(c), veh/h	284	0	217	215	0	249	227	1147	1201	208	1108	1156
V/C Ratio(X)	0.49	0.00	0.95	0.76	0.00	0.47	0.80	0.68	0.69	0.34	0.72	0.73
Avail Cap(c_a), veh/h	288	0	217	243	0	272	352	1147	1201	263	1108	1156
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.00	0.98	1.00	0.00	1.00	1.00	1.00	1.00	0.10	0.10	0.10
Uniform Delay (d), s/veh	57.7	0.0	73.2	58.1	0.0	67.1	29.6	19.1	19.2	18.1	21.9	22.0
Incr Delay (d2), s/veh	1.3	0.0	46.0	11.9	0.0	1.4	7.2	3.3	3.2	0.1	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	0.0	11.7	6.8	0.0	4.8	5.2	19.6	20.5	1.0	20.9	22.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.0	0.0	119.2	70.0	0.0	68.5	36.8	22.5	22.4	18.2	22.4	22.4
LnGrp LOS	E	A	F	E	A	E	D	C	C	B	C	C
Approach Vol, veh/h		345			282			1790			1713	
Approach Delay, s/veh		94.9			69.4			23.9			22.2	
Approach LOS		F			E			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.3	114.2	19.4	27.0	13.0	110.5	17.8	28.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	10.1	101.9	17.5	22.5	20.5	91.5	13.7	26.3				
Max Q Clear Time (g_c+l1), s	4.5	49.8	14.8	23.2	8.2	55.0	13.4	12.5				
Green Ext Time (p_c), s	0.1	16.1	0.1	0.0	0.4	15.1	0.0	0.4				
Intersection Summary												
HCM 6th Ctrl Delay			32.2									
HCM 6th LOS			C									

Parkside Mixed-Use Development
9: Sandy Springs Circle & Cliftwood Drive

no-build p.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	47	3	43	41	159	6	132	46	150	154	19
Future Volume (veh/h)	13	47	3	43	41	159	6	132	46	150	154	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1949	1949	1949	1870	1870	1870	1909	1909	1909
Adj Flow Rate, veh/h	16	57	4	46	44	169	7	153	53	170	175	22
Peak Hour Factor	0.83	0.83	0.83	0.94	0.94	0.94	0.86	0.86	0.86	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	321	224	189	363	286	243	608	499	173	666	762	96
Arrive On Green	0.02	0.12	0.12	0.05	0.15	0.15	0.01	0.38	0.38	0.09	0.46	0.46
Sat Flow, veh/h	1781	1870	1585	1856	1949	1651	1781	1328	460	1818	1663	209
Grp Volume(v), veh/h	16	57	4	46	44	169	7	0	206	170	0	197
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1856	1949	1651	1781	0	1788	1818	0	1872
Q Serve(g_s), s	0.4	1.4	0.1	1.0	1.0	4.8	0.1	0.0	4.0	2.5	0.0	3.1
Cycle Q Clear(g_c), s	0.4	1.4	0.1	1.0	1.0	4.8	0.1	0.0	4.0	2.5	0.0	3.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.26	1.00		0.11
Lane Grp Cap(c), veh/h	321	224	189	363	286	243	608	0	672	666	0	858
V/C Ratio(X)	0.05	0.26	0.02	0.13	0.15	0.70	0.01	0.00	0.31	0.26	0.00	0.23
Avail Cap(c_a), veh/h	467	684	580	463	713	604	773	0	672	703	0	858
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.4	19.7	19.1	17.5	18.3	20.0	9.3	0.0	10.8	7.2	0.0	8.1
Incr Delay (d2), s/veh	0.1	0.6	0.0	0.2	0.2	3.6	0.0	0.0	1.2	0.2	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.6	0.0	0.4	0.4	1.8	0.0	0.0	1.5	0.7	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.5	20.3	19.2	17.7	18.6	23.5	9.4	0.0	12.0	7.4	0.0	8.7
LnGrp LOS	B	C	B	B	B	C	A	A	B	A	A	A
Approach Vol, veh/h		77			259			213			367	
Approach Delay, s/veh		19.8			21.7			11.9			8.1	
Approach LOS		B			C			B			A	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.0	23.0	6.8	10.4	5.0	27.1	5.5	11.7				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.5	18.5	5.0	18.0	5.0	19.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	4.5	6.0	3.0	3.4	2.1	5.1	2.4	6.8				
Green Ext Time (p_c), s	0.0	0.8	0.0	0.2	0.0	0.8	0.0	0.5				
Intersection Summary												
HCM 6th Ctrl Delay			13.8									
HCM 6th LOS			B									

Parkside Mixed-Use Development
2: Hammond Exchange West Access & Hammond Drive

no-build p.m.

Intersection

Int Delay, s/veh 3.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↱	↑↑	↱	
Traffic Vol, veh/h	601	55	20	678	80	38
Future Vol, veh/h	601	55	20	678	80	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	96	96	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	633	58	21	706	107	51

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	691
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	900
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	900
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	34.5
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	274	-	-	900	-
HCM Lane V/C Ratio	0.574	-	-	0.023	-
HCM Control Delay (s)	34.5	-	-	9.1	-
HCM Lane LOS	D	-	-	A	-
HCM 95th %tile Q(veh)	3.3	-	-	0.1	-

Parkside Mixed-Use Development
5: Roswell Road & Parkside Access/Lowes Access

no-build p.m.

Intersection												
Int Delay, s/veh	36.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕		↕		↕	↕		↕	↕	↕
Traffic Vol, veh/h	32	0	69	19	0	6	43	1558	54	13	1537	73
Future Vol, veh/h	32	0	69	19	0	6	43	1558	54	13	1537	73
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	0	-	-	0	-	140
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	67	67	67	96	96	96	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	0	82	28	0	9	45	1623	56	14	1618	77
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	2548	3415	809	2578	3464	840	1695	0	0	1679	0	0
Stage 1	1646	1646	-	1741	1741	-	-	-	-	-	-	-
Stage 2	902	1769	-	837	1723	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 13	7	323	~ 13	7	309	372	-	-	378	-	-
Stage 1	103	155	-	90	139	-	-	-	-	-	-	-
Stage 2	299	135	-	327	142	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 11	6	323	~ 9	6	309	372	-	-	378	-	-
Mov Cap-2 Maneuver	~ 11	6	-	~ 9	6	-	-	-	-	-	-	-
Stage 1	91	149	-	79	122	-	-	-	-	-	-	-
Stage 2	255	119	-	235	137	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, \$	580.9		1582.8			0.4			0.1			
HCM LOS	F		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)	372	-	-	11	323	12	378	-	-			
HCM Lane V/C Ratio	0.12	-	-	3.463	0.254	3.109	0.036	-	-			
HCM Control Delay (s)	16	-	-	\$ 1790.5	19.9	\$ 1582.8	14.9	-	-			
HCM Lane LOS	C	-	-	F	C	F	B	-	-			
HCM 95th %tile Q(veh)	0.4	-	-	5.8	1	5.6	0.1	-	-			
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined				*: All major volume in platoon			

Parkside Mixed-Use Development
7: Cliftwood Drive & Parkside East Access

no-build p.m.

Intersection						
Int Delay, s/veh	2.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	19	214	218	44	44	27
Future Vol, veh/h	19	214	218	44	44	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	150	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	5	-5	-	0	-
Peak Hour Factor	88	88	92	92	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	243	237	48	63	39
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	285	0	-	0	403	119
Stage 1	-	-	-	-	237	-
Stage 2	-	-	-	-	166	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1274	-	-	-	575	910
Stage 1	-	-	-	-	780	-
Stage 2	-	-	-	-	846	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1274	-	-	-	564	910
Mov Cap-2 Maneuver	-	-	-	-	564	-
Stage 1	-	-	-	-	764	-
Stage 2	-	-	-	-	846	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.7	0		11.5		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1274	-	-	-	659	
HCM Lane V/C Ratio	0.017	-	-	-	0.154	
HCM Control Delay (s)	7.9	0.1	-	-	11.5	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5	

Parkside Mixed-Use Development
8: Cliftwood Drive & Parkside West Access

no-build p.m.

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	238	260	8	3	5
Future Vol, veh/h	5	238	260	8	3	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	5	-5	-	0	-
Peak Hour Factor	96	96	94	94	42	42
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	248	277	9	7	12
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	286	0	-	0	411	139
Stage 1	-	-	-	-	277	-
Stage 2	-	-	-	-	134	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1273	-	-	-	569	884
Stage 1	-	-	-	-	745	-
Stage 2	-	-	-	-	878	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1273	-	-	-	566	884
Mov Cap-2 Maneuver	-	-	-	-	566	-
Stage 1	-	-	-	-	741	-
Stage 2	-	-	-	-	878	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.2	0		10.1		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1273	-	-	-	730	
HCM Lane V/C Ratio	0.004	-	-	-	0.026	
HCM Control Delay (s)	7.8	0	-	-	10.1	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

Parkside Mixed-Use Development
10: Sandy Springs Circle & Parkside South Access

no-build p.m.

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔↔		↕↕	↕		↕↕
Traffic Vol, veh/h	6	16	288	6	2	298
Future Vol, veh/h	6	16	288	6	2	298
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	-	-	90	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	3	-	-	-3
Peak Hour Factor	35	35	90	90	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	46	320	7	2	339
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	494	160	0	0	327	0
Stage 1	320	-	-	-	-	-
Stage 2	174	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	504	857	-	-	1229	-
Stage 1	709	-	-	-	-	-
Stage 2	839	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	503	857	-	-	1229	-
Mov Cap-2 Maneuver	503	-	-	-	-	-
Stage 1	709	-	-	-	-	-
Stage 2	837	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	10.5	0		0.1		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	719	1229	-	
HCM Lane V/C Ratio	-	-	0.087	0.002	-	
HCM Control Delay (s)	-	-	10.5	7.9	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.3	0	-	

Parkside Mixed-Use Development
11: Sandy Springs Circle & Parkside North Access

no-build p.m.

Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↕↕	↕		↕↕
Traffic Vol, veh/h	5	47	287	6	41	304
Future Vol, veh/h	5	47	287	6	41	304
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	-	-	130	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	4	-	-	-4
Peak Hour Factor	83	83	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	57	334	7	48	353
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	607	167	0	0	341	0
Stage 1	334	-	-	-	-	-
Stage 2	273	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	428	848	-	-	1215	-
Stage 1	697	-	-	-	-	-
Stage 2	748	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	407	848	-	-	1215	-
Mov Cap-2 Maneuver	407	-	-	-	-	-
Stage 1	697	-	-	-	-	-
Stage 2	711	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	10.1	0	1.1			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	768	1215	-	
HCM Lane V/C Ratio	-	-	0.082	0.039	-	
HCM Control Delay (s)	-	-	10.1	8.1	0.2	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-	

Appendix E

Future Intersection Operational Analysis

Parkside Mixed-Use Development
1: Sandy Springs Circle & Hammond Drive

future a.m. revised July 2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	389	73	59	285	58	47	123	53	77	198	65
Future Volume (veh/h)	63	389	73	59	285	58	47	123	53	77	198	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1864	1864	1864	1949	1949	1949
Adj Flow Rate, veh/h	75	463	87	69	335	68	55	145	62	91	233	76
Peak Hour Factor	0.84	0.84	0.84	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	136	722	139	214	898	180	661	717	307	515	1328	955
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.58	0.58	0.58	0.58	0.58	0.58
Sat Flow, veh/h	257	2373	455	858	2949	592	1067	1239	530	761	2296	1651
Grp Volume(v), veh/h	316	0	309	69	200	203	55	0	207	157	167	76
Grp Sat Flow(s),veh/h/ln	1466	0	1620	858	1777	1764	1067	0	1769	1373	1685	1651
Q Serve(g_s), s	8.3	0.0	12.6	5.8	6.8	6.9	2.0	0.0	4.3	2.3	3.6	1.6
Cycle Q Clear(g_c), s	15.2	0.0	12.6	18.4	6.8	6.9	5.5	0.0	4.3	6.6	3.6	1.6
Prop In Lane	0.24		0.28	1.00		0.34	1.00		0.30	0.58		1.00
Lane Grp Cap(c), veh/h	504	0	493	214	541	537	661	0	1024	868	975	955
V/C Ratio(X)	0.63	0.00	0.63	0.32	0.37	0.38	0.08	0.00	0.20	0.18	0.17	0.08
Avail Cap(c_a), veh/h	1366	0	1401	694	1536	1525	661	0	1024	868	975	955
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.8	0.0	23.0	30.9	21.0	21.0	8.9	0.0	7.7	8.2	7.6	7.2
Incr Delay (d2), s/veh	1.3	0.0	1.3	0.9	0.4	0.4	0.2	0.0	0.4	0.5	0.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.0	4.7	1.2	2.7	2.8	0.4	0.0	1.5	1.3	1.2	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.1	0.0	24.3	31.8	21.4	21.5	9.1	0.0	8.2	8.7	8.0	7.3
LnGrp LOS	C	A	C	C	C	C	A	A	A	A	A	A
Approach Vol, veh/h		625			472			262			400	
Approach Delay, s/veh		24.7			22.9			8.4			8.1	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		49.0		27.9		49.0		27.9				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		44.5		66.5		44.5		66.5				
Max Q Clear Time (g_c+I1), s		7.5		17.2		8.6		20.4				
Green Ext Time (p_c), s		1.5		4.5		2.3		3.0				
Intersection Summary												
HCM 6th Ctrl Delay				18.0								
HCM 6th LOS				B								

Parkside Mixed-Use Development

3: Hammond Exchange East Access/Kroger Access & Hammond Drive

future a.m. revised July 2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	477	38	17	377	131	8	6	13	60	8	18
Future Volume (veh/h)	18	477	38	17	377	131	8	6	13	60	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	555	44	19	414	144	11	8	18	88	12	26
Peak Hour Factor	0.86	0.86	0.86	0.91	0.91	0.91	0.71	0.71	0.71	0.68	0.68	0.68
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	259	1032	82	273	716	319	290	225	406	780	99	832
Arrive On Green	0.02	0.31	0.31	0.20	0.20	0.20	0.52	0.52	0.52	0.52	0.52	0.52
Sat Flow, veh/h	1781	3336	264	820	3554	1585	388	428	773	1249	188	1585
Grp Volume(v), veh/h	21	295	304	19	414	144	37	0	0	100	0	26
Grp Sat Flow(s),veh/h/ln	1781	1777	1823	820	1777	1585	1589	0	0	1437	0	1585
Q Serve(g_s), s	0.5	7.5	7.5	1.1	5.7	4.3	0.0	0.0	0.0	1.2	0.0	0.4
Cycle Q Clear(g_c), s	0.5	7.5	7.5	2.7	5.7	4.3	0.6	0.0	0.0	1.8	0.0	0.4
Prop In Lane	1.00		0.14	1.00		1.00	0.30		0.49	0.88		1.00
Lane Grp Cap(c), veh/h	259	549	564	273	716	319	920	0	0	879	0	832
V/C Ratio(X)	0.08	0.54	0.54	0.07	0.58	0.45	0.04	0.00	0.00	0.11	0.00	0.03
Avail Cap(c_a), veh/h	493	1391	1427	553	1931	861	920	0	0	879	0	832
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.5	15.5	15.5	19.1	19.6	19.0	6.3	0.0	0.0	6.5	0.0	6.2
Incr Delay (d2), s/veh	0.1	0.8	0.8	0.1	0.7	1.0	0.1	0.0	0.0	0.3	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	2.7	2.8	0.2	2.2	1.5	0.2	0.0	0.0	0.5	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.6	16.3	16.3	19.2	20.3	20.0	6.3	0.0	0.0	6.8	0.0	6.3
LnGrp LOS	B	B	B	B	C	C	A	A	A	A	A	A
Approach Vol, veh/h		620			577			37			126	
Approach Delay, s/veh		16.3			20.2			6.3			6.7	
Approach LOS		B			C			A			A	
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		33.0		21.3		33.0	5.9	15.4				
Change Period (Y+Rc), s		4.5		4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		28.5		42.5		28.5	8.5	29.5				
Max Q Clear Time (g_c+I1), s		2.6		9.5		3.8	2.5	7.7				
Green Ext Time (p_c), s		0.1		3.8		0.6	0.0	3.2				
Intersection Summary												
HCM 6th Ctrl Delay				16.8								
HCM 6th LOS				B								

Parkside Mixed-Use Development
4: Roswell Road & Hammond Drive

future a.m. revised July 2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	360	137	202	254	77	184	1112	121	120	992	80
Future Volume (veh/h)	69	360	137	202	254	77	184	1112	121	120	992	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	82	429	163	213	267	81	192	1158	126	126	1044	84
Peak Hour Factor	0.84	0.84	0.84	0.95	0.95	0.95	0.96	0.96	0.96	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	352	464	394	243	838	249	283	1584	172	221	1566	126
Arrive On Green	0.04	0.25	0.25	0.10	0.31	0.31	0.07	0.49	0.49	0.05	0.47	0.47
Sat Flow, veh/h	1781	1870	1585	1781	2701	802	1781	3233	351	1781	3331	268
Grp Volume(v), veh/h	82	429	163	213	174	174	192	635	649	126	557	571
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1726	1781	1777	1807	1781	1777	1822
Q Serve(g_s), s	5.5	35.8	13.8	13.9	12.0	12.4	8.8	45.4	45.7	5.9	38.7	38.7
Cycle Q Clear(g_c), s	5.5	35.8	13.8	13.9	12.0	12.4	8.8	45.4	45.7	5.9	38.7	38.7
Prop In Lane	1.00		1.00	1.00		0.46	1.00		0.19	1.00		0.15
Lane Grp Cap(c), veh/h	352	464	394	243	552	536	283	871	886	221	835	856
V/C Ratio(X)	0.23	0.92	0.41	0.88	0.31	0.33	0.68	0.73	0.73	0.57	0.67	0.67
Avail Cap(c_a), veh/h	352	532	451	249	622	604	376	871	886	272	835	856
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	1.00	1.00	1.00	0.76	0.76	0.76	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.8	58.7	50.4	42.4	42.2	42.3	26.5	32.4	32.5	27.8	32.7	32.7
Incr Delay (d2), s/veh	0.3	17.4	0.6	27.4	0.3	0.3	2.3	4.1	4.1	2.3	4.2	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	19.1	5.6	8.0	5.4	5.4	3.8	19.9	20.3	2.5	17.2	17.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.1	76.0	50.9	69.9	42.5	42.7	28.9	36.5	36.5	30.1	36.9	36.8
LnGrp LOS	D	E	D	E	D	D	C	D	D	C	D	D
Approach Vol, veh/h		674			561			1476			1254	
Approach Delay, s/veh		65.9			52.9			35.5			36.2	
Approach LOS		E			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.4	82.9	20.4	44.2	15.6	79.7	10.5	54.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	12.5	67.5	16.5	45.5	19.5	60.5	6.0	56.0				
Max Q Clear Time (g_c+l1), s	7.9	47.7	15.9	37.8	10.8	40.7	7.5	14.4				
Green Ext Time (p_c), s	0.1	8.1	0.0	1.9	0.3	6.8	0.0	2.1				
Intersection Summary												
HCM 6th Ctrl Delay			43.4									
HCM 6th LOS			D									

Parkside Mixed-Use Development
6: Roswell Road & Cliftwood Drive/Carpenter Drive

future a.m. revised July 2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	49	116	65	14	39	215	1274	19	50	1177	40
Future Volume (veh/h)	96	49	116	65	14	39	215	1274	19	50	1177	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1949	1949	1949	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	113	58	136	84	18	51	253	1499	22	54	1279	43
Peak Hour Factor	0.85	0.85	0.85	0.77	0.77	0.77	0.85	0.85	0.85	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	258	64	150	153	54	154	340	2466	36	249	2294	77
Arrive On Green	0.06	0.13	0.13	0.05	0.12	0.12	0.06	0.69	0.69	0.03	0.65	0.65
Sat Flow, veh/h	1781	497	1164	1856	449	1271	1781	3585	53	1781	3508	118
Grp Volume(v), veh/h	113	0	194	84	0	69	253	742	779	54	647	675
Grp Sat Flow(s),veh/h/ln	1781	0	1661	1856	0	1720	1781	1777	1861	1781	1777	1849
Q Serve(g_s), s	9.5	0.0	19.6	6.7	0.0	6.2	7.7	38.1	38.2	1.7	33.7	33.8
Cycle Q Clear(g_c), s	9.5	0.0	19.6	6.7	0.0	6.2	7.7	38.1	38.2	1.7	33.7	33.8
Prop In Lane	1.00		0.70	1.00		0.74	1.00		0.03	1.00		0.06
Lane Grp Cap(c), veh/h	258	0	214	153	0	208	340	1222	1280	249	1162	1209
V/C Ratio(X)	0.44	0.00	0.91	0.55	0.00	0.33	0.74	0.61	0.61	0.22	0.56	0.56
Avail Cap(c_a), veh/h	258	0	249	174	0	264	561	1222	1280	276	1162	1209
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.00	0.99	1.00	0.00	1.00	1.00	1.00	1.00	0.61	0.61	0.61
Uniform Delay (d), s/veh	61.3	0.0	73.0	62.2	0.0	68.4	17.1	14.2	14.2	12.6	16.0	16.0
Incr Delay (d2), s/veh	1.2	0.0	30.4	3.1	0.0	0.9	3.2	2.3	2.2	0.3	1.2	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.0	10.2	3.3	0.0	2.8	4.4	15.0	15.7	0.7	13.4	14.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.4	0.0	103.4	65.3	0.0	69.3	20.3	16.5	16.4	12.9	17.2	17.2
LnGrp LOS	E	A	F	E	A	E	C	B	B	B	B	B
Approach Vol, veh/h		307			153			1774			1376	
Approach Delay, s/veh		88.3			67.1			17.0			17.0	
Approach LOS		F			E			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.1	121.4	13.0	26.4	14.9	115.7	14.4	25.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	7.1	108.9	10.5	25.5	31.5	84.5	9.9	26.1				
Max Q Clear Time (g_c+l1), s	3.7	40.2	8.7	21.6	9.7	35.8	11.5	8.2				
Green Ext Time (p_c), s	0.0	15.0	0.0	0.3	0.7	11.0	0.0	0.3				
Intersection Summary												
HCM 6th Ctrl Delay			25.2									
HCM 6th LOS			C									

Parkside Mixed-Use Development
9: Sandy Springs Circle & Cliftwood Drive

future a.m. revised July 2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	45	3	44	60	84	0	94	30	107	154	14
Future Volume (veh/h)	10	45	3	44	60	84	0	94	30	107	154	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1949	1949	1949	1870	1870	1870	1909	1909	1909
Adj Flow Rate, veh/h	16	70	5	52	71	100	0	99	32	124	179	16
Peak Hour Factor	0.64	0.64	0.64	0.84	0.84	0.84	0.95	0.95	0.95	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	308	189	160	339	260	220	613	523	169	738	975	87
Arrive On Green	0.02	0.10	0.10	0.05	0.13	0.13	0.00	0.39	0.39	0.08	0.56	0.56
Sat Flow, veh/h	1781	1870	1585	1856	1949	1651	1781	1354	438	1818	1727	154
Grp Volume(v), veh/h	16	70	5	52	71	100	0	0	131	124	0	195
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1856	1949	1651	1781	0	1792	1818	0	1882
Q Serve(g_s), s	0.4	1.7	0.1	1.2	1.6	2.7	0.0	0.0	2.3	1.7	0.0	2.4
Cycle Q Clear(g_c), s	0.4	1.7	0.1	1.2	1.6	2.7	0.0	0.0	2.3	1.7	0.0	2.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.24	1.00		0.08
Lane Grp Cap(c), veh/h	308	189	160	339	260	220	613	0	692	738	0	1062
V/C Ratio(X)	0.05	0.37	0.03	0.15	0.27	0.45	0.00	0.00	0.19	0.17	0.00	0.18
Avail Cap(c_a), veh/h	458	703	596	436	733	621	795	0	692	794	0	1062
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.7	20.1	19.4	17.7	18.7	19.1	0.0	0.0	9.7	6.3	0.0	5.1
Incr Delay (d2), s/veh	0.1	1.2	0.1	0.2	0.6	1.5	0.0	0.0	0.6	0.1	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.7	0.0	0.5	0.7	1.0	0.0	0.0	0.8	0.5	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.7	21.3	19.5	17.9	19.2	20.6	0.0	0.0	10.3	6.4	0.0	5.4
LnGrp LOS	B	C	B	B	B	C	A	A	B	A	A	A
Approach Vol, veh/h		91			223			131			319	
Approach Delay, s/veh		20.7			19.5			10.3			5.8	
Approach LOS		C			B			B			A	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.5	23.0	7.0	9.3	0.0	31.5	5.5	10.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.5	18.5	5.0	18.0	5.0	19.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	3.7	4.3	3.2	3.7	0.0	4.4	2.4	4.7				
Green Ext Time (p_c), s	0.0	0.5	0.0	0.2	0.0	0.8	0.0	0.5				
Intersection Summary												
HCM 6th Ctrl Delay			12.4									
HCM 6th LOS			B									

Parkside Mixed-Use Development
2: Hammond Exchange West Access & Hammond Drive

future a.m. revised July 2021

Intersection						
Int Delay, s/veh	1.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↱	↑↑	↲	
Traffic Vol, veh/h	504	11	37	354	8	18
Future Vol, veh/h	504	11	37	354	8	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	92	92	31	31
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	554	12	40	385	26	58
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	566	0	833	283
Stage 1	-	-	-	-	560	-
Stage 2	-	-	-	-	273	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1002	-	307	714
Stage 1	-	-	-	-	535	-
Stage 2	-	-	-	-	748	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1002	-	295	714
Mov Cap-2 Maneuver	-	-	-	-	295	-
Stage 1	-	-	-	-	535	-
Stage 2	-	-	-	-	718	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.8		13.7	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	497	-	-	1002	-	
HCM Lane V/C Ratio	0.169	-	-	0.04	-	
HCM Control Delay (s)	13.7	-	-	8.7	-	
HCM Lane LOS	B	-	-	A	-	
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-	

Parkside Mixed-Use Development
5: Roswell Road & Parkside Access/Lowes Access

future a.m. revised July 2021

Intersection												
Int Delay, s/veh	17.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	0	22	23	0	5	17	1416	40	8	1182	31
Future Vol, veh/h	3	0	22	23	0	5	17	1416	40	8	1182	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	0	-	-	0	-	140
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	47	47	47	94	94	94	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	0	28	49	0	11	18	1506	43	8	1194	31
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1999	2795	597	2177	2805	775	1225	0	0	1549	0	0
Stage 1	1210	1210	-	1564	1564	-	-	-	-	-	-	-
Stage 2	789	1585	-	613	1241	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	35	18	446	~ 26	18	341	565	-	-	424	-	-
Stage 1	194	254	-	117	171	-	-	-	-	-	-	-
Stage 2	350	167	-	446	245	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	33	17	446	~ 23	17	341	565	-	-	424	-	-
Mov Cap-2 Maneuver	33	17	-	~ 23	17	-	-	-	-	-	-	-
Stage 1	188	249	-	113	166	-	-	-	-	-	-	-
Stage 2	328	162	-	411	240	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	27.3		\$ 820.3		0.1		0.1					
HCM LOS	D		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)	565	-	-	33	446	28	424	-	-			
HCM Lane V/C Ratio	0.032	-	-	0.114	0.062	2.128	0.019	-	-			
HCM Control Delay (s)	11.6	-	-	127.6	13.6	\$ 820.3	13.7	-	-			
HCM Lane LOS	B	-	-	F	B	F	B	-	-			
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.2	7.1	0.1	-	-			
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

Parkside Mixed-Use Development
7: Cliftwood Drive & Parkside East Access

future a.m. revised July 2021

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	232	215	13	8	3
Future Vol, veh/h	13	232	215	13	8	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	150	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	5	-5	-	0	-
Peak Hour Factor	93	93	89	89	58	58
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	249	242	15	14	5
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	257	0	-	0	395	121
Stage 1	-	-	-	-	242	-
Stage 2	-	-	-	-	153	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1305	-	-	-	582	908
Stage 1	-	-	-	-	776	-
Stage 2	-	-	-	-	859	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1305	-	-	-	575	908
Mov Cap-2 Maneuver	-	-	-	-	575	-
Stage 1	-	-	-	-	767	-
Stage 2	-	-	-	-	859	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.4	0		10.8		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1305	-	-	-	639	
HCM Lane V/C Ratio	0.011	-	-	-	0.03	
HCM Control Delay (s)	7.8	0	-	-	10.8	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

Parkside Mixed-Use Development
8: Cliftwood Drive & Parkside West Access

future a.m. revised July 2021

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	187	179	53	28	11
Future Vol, veh/h	11	187	179	53	28	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	5	-5	-	0	-
Peak Hour Factor	93	93	89	89	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	201	201	60	37	15
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	261	0	-	0	326	101
Stage 1	-	-	-	-	201	-
Stage 2	-	-	-	-	125	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1300	-	-	-	643	935
Stage 1	-	-	-	-	813	-
Stage 2	-	-	-	-	887	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1300	-	-	-	637	935
Mov Cap-2 Maneuver	-	-	-	-	637	-
Stage 1	-	-	-	-	805	-
Stage 2	-	-	-	-	887	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.4	0		10.6		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1300	-	-	-	700	
HCM Lane V/C Ratio	0.009	-	-	-	0.074	
HCM Control Delay (s)	7.8	0	-	-	10.6	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.2	

Parkside Mixed-Use Development
10: Sandy Springs Circle & Parkside South Access

future a.m. revised July 2021

Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	32	185	5	26	260
Future Vol, veh/h	4	32	185	5	26	260
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	-	-	90	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	3	-	-	-3
Peak Hour Factor	70	70	92	92	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	46	201	5	31	306
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	416	101	0	0	206	0
Stage 1	201	-	-	-	-	-
Stage 2	215	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	565	935	-	-	1363	-
Stage 1	813	-	-	-	-	-
Stage 2	800	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	550	935	-	-	1363	-
Mov Cap-2 Maneuver	550	-	-	-	-	-
Stage 1	813	-	-	-	-	-
Stage 2	778	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.4	0		0.8		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	868	1363	-	
HCM Lane V/C Ratio	-	-	0.059	0.022	-	
HCM Control Delay (s)	-	-	9.4	7.7	0.1	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-	

Parkside Mixed-Use Development
11: Sandy Springs Circle & Parkside North Access

future a.m. revised July 2021

Intersection						
Int Delay, s/veh	1.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	22	193	9	52	293
Future Vol, veh/h	5	22	193	9	52	293
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	-	-	130	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	4	-	-	-4
Peak Hour Factor	70	70	84	84	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	31	230	11	64	362
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	539	115	0	0	241	0
Stage 1	230	-	-	-	-	-
Stage 2	309	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	473	916	-	-	1323	-
Stage 1	786	-	-	-	-	-
Stage 2	718	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	444	916	-	-	1323	-
Mov Cap-2 Maneuver	444	-	-	-	-	-
Stage 1	786	-	-	-	-	-
Stage 2	674	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	10	0		1.4		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	765	1323	-	
HCM Lane V/C Ratio	-	-	0.05	0.049	-	
HCM Control Delay (s)	-	-	10	7.9	0.2	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.2	0.2	-	

Parkside Mixed-Use Development
12: Cliftwood Drive & New Access

future a.m. revised July 2021

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	215	231	9	29	2
Future Vol, veh/h	0	215	231	9	29	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	5	-5	-	0	-
Peak Hour Factor	93	93	89	89	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	231	260	10	39	3
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	270	0	-	0	376	130
Stage 1	-	-	-	-	260	-
Stage 2	-	-	-	-	116	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1290	-	-	-	598	896
Stage 1	-	-	-	-	760	-
Stage 2	-	-	-	-	896	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1290	-	-	-	598	896
Mov Cap-2 Maneuver	-	-	-	-	598	-
Stage 1	-	-	-	-	760	-
Stage 2	-	-	-	-	896	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		11.3		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1290	-	-	-	611	
HCM Lane V/C Ratio	-	-	-	-	0.068	
HCM Control Delay (s)	0	-	-	-	11.3	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.2	

Parkside Mixed-Use Development
1: Sandy Springs Circle & Hammond Drive

future p.m. revised July 2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	374	65	132	552	139	84	267	86	101	187	99
Future Volume (veh/h)	91	374	65	132	552	139	84	267	86	101	187	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1864	1864	1864	1949	1949	1949
Adj Flow Rate, veh/h	108	445	77	150	627	158	95	303	98	111	205	109
Peak Hour Factor	0.84	0.84	0.84	0.88	0.88	0.88	0.88	0.88	0.88	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	158	745	143	286	1156	291	529	674	218	435	842	825
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.50	0.50	0.50	0.50	0.50	0.50
Sat Flow, veh/h	263	1812	348	880	2812	708	1062	1349	436	728	1685	1651
Grp Volume(v), veh/h	267	0	363	150	396	389	95	0	401	111	205	109
Grp Sat Flow(s),veh/h/ln	783	0	1639	880	1777	1743	1062	0	1786	728	1685	1651
Q Serve(g_s), s	17.9	0.0	16.9	15.7	17.1	17.1	5.7	0.0	14.6	7.9	7.0	3.6
Cycle Q Clear(g_c), s	35.0	0.0	16.9	32.6	17.1	17.1	12.7	0.0	14.6	22.5	7.0	3.6
Prop In Lane	0.40		0.21	1.00		0.41	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	372	0	674	286	731	717	529	0	893	435	842	825
V/C Ratio(X)	0.72	0.00	0.54	0.52	0.54	0.54	0.18	0.00	0.45	0.26	0.24	0.13
Avail Cap(c_a), veh/h	579	0	982	451	1064	1044	529	0	893	435	842	825
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.8	0.0	22.5	34.8	22.5	22.6	18.0	0.0	16.3	23.6	14.4	13.5
Incr Delay (d2), s/veh	2.6	0.0	0.7	1.5	0.6	0.6	0.7	0.0	1.6	1.4	0.7	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	0.0	6.4	3.4	7.0	6.8	1.5	0.0	6.1	2.0	2.7	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.4	0.0	23.2	36.3	23.2	23.2	18.7	0.0	17.9	25.0	15.1	13.9
LnGrp LOS	C	A	C	D	C	C	B	A	B	C	B	B
Approach Vol, veh/h		630			935			496			425	
Approach Delay, s/veh		27.5			25.3			18.1			17.4	
Approach LOS		C			C			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		55.0		46.0		55.0		46.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		50.5		60.5		50.5		60.5				
Max Q Clear Time (g_c+I1), s		16.6		37.0		24.5		34.6				
Green Ext Time (p_c), s		3.1		4.6		2.4		6.3				
Intersection Summary												
HCM 6th Ctrl Delay				23.1								
HCM 6th LOS				C								

Parkside Mixed-Use Development

3: Hammond Exchange East Access/Kroger Access & Hammond Drive

future p.m. revised July 2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	545	118	95	556	208	96	40	104	170	22	46
Future Volume (veh/h)	14	545	118	95	556	208	96	40	104	170	22	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	15	599	130	102	598	224	114	48	124	181	23	49
Peak Hour Factor	0.91	0.91	0.91	0.93	0.93	0.93	0.84	0.84	0.84	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	240	1104	239	264	1052	469	278	130	256	564	66	775
Arrive On Green	0.02	0.38	0.38	0.30	0.30	0.30	0.49	0.49	0.49	0.49	0.49	0.49
Sat Flow, veh/h	1781	2905	629	726	3554	1585	419	265	524	951	135	1585
Grp Volume(v), veh/h	15	366	363	102	598	224	286	0	0	204	0	49
Grp Sat Flow(s),veh/h/ln	1781	1777	1757	726	1777	1585	1209	0	0	1086	0	1585
Q Serve(g_s), s	0.4	11.0	11.1	8.8	9.8	7.9	6.3	0.0	0.0	0.0	0.0	1.1
Cycle Q Clear(g_c), s	0.4	11.0	11.1	14.1	9.8	7.9	16.4	0.0	0.0	10.1	0.0	1.1
Prop In Lane	1.00		0.36	1.00		1.00	0.40		0.43	0.89		1.00
Lane Grp Cap(c), veh/h	240	675	668	264	1052	469	664	0	0	630	0	775
V/C Ratio(X)	0.06	0.54	0.54	0.39	0.57	0.48	0.43	0.00	0.00	0.32	0.00	0.06
Avail Cap(c_a), veh/h	350	972	961	340	1426	636	664	0	0	630	0	775
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.9	16.6	16.6	24.4	20.4	19.8	13.8	0.0	0.0	11.5	0.0	9.2
Incr Delay (d2), s/veh	0.1	0.7	0.7	0.9	0.5	0.8	2.0	0.0	0.0	1.4	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	4.1	4.1	1.5	3.8	2.8	3.5	0.0	0.0	2.1	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.0	17.3	17.3	25.3	20.9	20.5	15.8	0.0	0.0	12.8	0.0	9.4
LnGrp LOS	B	B	B	C	C	C	B	A	A	B	A	A
Approach Vol, veh/h		744			924			286			253	
Approach Delay, s/veh		17.3			21.3			15.8			12.2	
Approach LOS		B			C			B			B	
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		38.0		30.5		38.0	5.7	24.8				
Change Period (Y+Rc), s		4.5		4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		33.5		37.5		33.5	5.5	27.5				
Max Q Clear Time (g_c+l1), s		18.4		13.1		12.1	2.4	16.1				
Green Ext Time (p_c), s		1.6		4.7		1.5	0.0	4.2				
Intersection Summary												
HCM 6th Ctrl Delay				18.2								
HCM 6th LOS				B								

Parkside Mixed-Use Development
4: Roswell Road & Hammond Drive

future p.m. revised July 2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	188	401	252	441	561	153	298	1393	91	170	1028	109
Future Volume (veh/h)	188	401	252	441	561	153	298	1393	91	170	1028	109
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	202	431	271	507	645	176	317	1482	97	185	1117	118
Peak Hour Factor	0.93	0.93	0.93	0.87	0.87	0.87	0.94	0.94	0.94	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	291	392	332	418	899	245	284	1365	89	162	1085	114
Arrive On Green	0.09	0.21	0.21	0.21	0.33	0.33	0.13	0.40	0.40	0.07	0.33	0.33
Sat Flow, veh/h	1781	1870	1585	1781	2760	752	1781	3387	221	1781	3243	342
Grp Volume(v), veh/h	202	431	271	507	415	406	317	774	805	185	611	624
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1735	1781	1777	1831	1781	1777	1809
Q Serve(g_s), s	14.3	33.5	26.1	33.5	32.9	33.0	21.5	64.5	64.5	10.5	53.5	53.5
Cycle Q Clear(g_c), s	14.3	33.5	26.1	33.5	32.9	33.0	21.5	64.5	64.5	10.5	53.5	53.5
Prop In Lane	1.00		1.00	1.00		0.43	1.00		0.12	1.00		0.19
Lane Grp Cap(c), veh/h	291	392	332	418	579	565	284	716	738	162	594	605
V/C Ratio(X)	0.70	1.10	0.82	1.21	0.72	0.72	1.11	1.08	1.09	1.14	1.03	1.03
Avail Cap(c_a), veh/h	291	392	332	418	579	565	284	716	738	162	594	605
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.72	0.72	0.72	1.00	1.00	1.00	0.63	0.63	0.63	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.8	63.2	60.3	51.6	47.5	47.5	54.4	47.8	47.8	46.6	53.3	53.3
Incr Delay (d2), s/veh	5.1	69.0	10.9	116.1	4.3	4.4	77.5	51.5	54.4	114.3	44.5	44.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	23.4	11.5	25.7	15.2	14.9	13.2	37.8	39.6	9.2	30.6	31.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.9	132.3	71.3	167.8	51.7	51.9	131.9	99.3	102.2	160.9	97.7	98.1
LnGrp LOS	D	F	E	F	D	D	F	F	F	F	F	F
Approach Vol, veh/h		904			1328			1896			1420	
Approach Delay, s/veh		95.6			96.1			106.0			106.1	
Approach LOS		F			F			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	69.0	38.0	38.0	26.0	58.0	19.4	56.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	10.5	64.5	33.5	33.5	21.5	53.5	14.9	52.1				
Max Q Clear Time (g_c+l1), s	12.5	66.5	35.5	35.5	23.5	55.5	16.3	35.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.8				
Intersection Summary												
HCM 6th Ctrl Delay			101.9									
HCM 6th LOS			F									

Parkside Mixed-Use Development
6: Roswell Road & Cliftwood Drive/Carpenter Drive

future p.m. revised July 2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	139	46	195	125	40	55	226	1511	22	68	1535	51
Future Volume (veh/h)	139	46	195	125	40	55	226	1511	22	68	1535	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1949	1949	1949	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	165	55	232	164	53	72	235	1574	23	71	1599	53
Peak Hour Factor	0.84	0.84	0.84	0.76	0.76	0.76	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	318	50	211	201	117	159	257	2223	32	196	1968	65
Arrive On Green	0.09	0.16	0.16	0.09	0.16	0.16	0.09	0.62	0.62	0.03	0.56	0.56
Sat Flow, veh/h	1781	313	1320	1856	749	1017	1781	3585	52	1781	3510	116
Grp Volume(v), veh/h	165	0	287	164	0	125	235	779	818	71	807	845
Grp Sat Flow(s),veh/h/ln	1781	0	1633	1856	0	1766	1781	1777	1861	1781	1777	1849
Q Serve(g_s), s	13.1	0.0	27.2	12.5	0.0	10.9	12.6	50.4	50.6	2.9	62.2	62.8
Cycle Q Clear(g_c), s	13.1	0.0	27.2	12.5	0.0	10.9	12.6	50.4	50.6	2.9	62.2	62.8
Prop In Lane	1.00		0.81	1.00		0.58	1.00		0.03	1.00		0.06
Lane Grp Cap(c), veh/h	318	0	261	201	0	277	257	1102	1154	196	996	1037
V/C Ratio(X)	0.52	0.00	1.10	0.82	0.00	0.45	0.92	0.71	0.71	0.36	0.81	0.81
Avail Cap(c_a), veh/h	324	0	261	220	0	289	336	1102	1154	253	996	1037
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.00	0.98	1.00	0.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	53.7	0.0	71.4	55.6	0.0	65.1	45.2	21.8	21.9	21.2	30.1	30.2
Incr Delay (d2), s/veh	1.4	0.0	84.1	19.2	0.0	1.2	24.4	3.8	3.7	0.1	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	0.0	17.5	6.9	0.0	5.0	11.7	21.1	22.2	1.2	25.6	26.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.1	0.0	155.5	74.8	0.0	66.2	69.6	25.7	25.6	21.3	30.8	30.9
LnGrp LOS	E	A	F	E	A	E	E	C	C	C	C	C
Approach Vol, veh/h		452			289			1832			1723	
Approach Delay, s/veh		118.8			71.1			31.3			30.4	
Approach LOS		F			E			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.3	109.9	19.1	31.7	19.4	99.8	19.6	31.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	10.3	98.2	16.3	27.2	22.5	86.0	15.7	27.8				
Max Q Clear Time (g_c+I1), s	4.9	52.6	14.5	29.2	14.6	64.8	15.1	12.9				
Green Ext Time (p_c), s	0.1	15.4	0.1	0.0	0.4	11.7	0.0	0.5				
Intersection Summary												
HCM 6th Ctrl Delay			42.8									
HCM 6th LOS			D									

Parkside Mixed-Use Development
9: Sandy Springs Circle & Cliftwood Drive

future p.m. revised July 2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	55	3	45	49	159	6	134	48	150	158	30
Future Volume (veh/h)	20	55	3	45	49	159	6	134	48	150	158	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1949	1949	1949	1870	1870	1870	1909	1909	1909
Adj Flow Rate, veh/h	24	66	4	48	52	169	7	156	56	170	180	34
Peak Hour Factor	0.83	0.83	0.83	0.94	0.94	0.94	0.86	0.86	0.86	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	339	238	202	367	287	244	595	488	175	653	708	134
Arrive On Green	0.03	0.13	0.13	0.05	0.15	0.15	0.01	0.37	0.37	0.09	0.45	0.45
Sat Flow, veh/h	1781	1870	1585	1856	1949	1651	1781	1314	472	1818	1561	295
Grp Volume(v), veh/h	24	66	4	48	52	169	7	0	212	170	0	214
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1856	1949	1651	1781	0	1785	1818	0	1856
Q Serve(g_s), s	0.6	1.6	0.1	1.1	1.2	4.8	0.1	0.0	4.2	2.6	0.0	3.5
Cycle Q Clear(g_c), s	0.6	1.6	0.1	1.1	1.2	4.8	0.1	0.0	4.2	2.6	0.0	3.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.26	1.00		0.16
Lane Grp Cap(c), veh/h	339	238	202	367	287	244	595	0	664	653	0	841
V/C Ratio(X)	0.07	0.28	0.02	0.13	0.18	0.69	0.01	0.00	0.32	0.26	0.00	0.25
Avail Cap(c_a), veh/h	468	676	573	463	705	597	757	0	664	688	0	841
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.0	19.7	19.0	17.4	18.6	20.2	9.6	0.0	11.2	7.4	0.0	8.4
Incr Delay (d2), s/veh	0.1	0.6	0.0	0.2	0.3	3.5	0.0	0.0	1.3	0.2	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.7	0.0	0.4	0.5	1.9	0.0	0.0	1.6	0.8	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.1	20.3	19.0	17.5	18.9	23.7	9.6	0.0	12.4	7.6	0.0	9.1
LnGrp LOS	B	C	B	B	B	C	A	A	B	A	A	A
Approach Vol, veh/h		94			269			219			384	
Approach Delay, s/veh		19.7			21.7			12.3			8.5	
Approach LOS		B			C			B			A	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.0	23.0	6.9	10.8	5.0	27.1	5.9	11.8				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.5	18.5	5.0	18.0	5.0	19.0	5.0	18.0				
Max Q Clear Time (g_c+l1), s	4.6	6.2	3.1	3.6	2.1	5.5	2.6	6.8				
Green Ext Time (p_c), s	0.0	0.9	0.0	0.2	0.0	0.9	0.0	0.6				
Intersection Summary												
HCM 6th Ctrl Delay			14.1									
HCM 6th LOS			B									

Parkside Mixed-Use Development
2: Hammond Exchange West Access & Hammond Drive

future p.m. revised July 2021

Intersection						
Int Delay, s/veh	5.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	621	55	41	693	80	72
Future Vol, veh/h	621	55	41	693	80	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	96	96	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	654	58	43	722	107	96
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	712	0	1130	356
Stage 1	-	-	-	-	683	-
Stage 2	-	-	-	-	447	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	884	-	197	640
Stage 1	-	-	-	-	463	-
Stage 2	-	-	-	-	611	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	884	-	187	640
Mov Cap-2 Maneuver	-	-	-	-	187	-
Stage 1	-	-	-	-	463	-
Stage 2	-	-	-	-	581	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.5		45	
HCM LOS	E					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	281	-	-	884	-	
HCM Lane V/C Ratio	0.721	-	-	0.048	-	
HCM Control Delay (s)	45	-	-	9.3	-	
HCM Lane LOS	E	-	-	A	-	
HCM 95th %tile Q(veh)	5.1	-	-	0.2	-	

Parkside Mixed-Use Development
5: Roswell Road & Parkside Access/Lowes Access

future p.m. revised July 2021

Intersection												
Int Delay, s/veh	37.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↗	↕↗		↗	↕↕	↗
Traffic Vol, veh/h	32	0	69	20	0	6	43	1564	55	13	1534	85
Future Vol, veh/h	32	0	69	20	0	6	43	1564	55	13	1534	85
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	0	-	-	0	-	140
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	67	67	67	96	96	96	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	0	82	30	0	9	45	1629	57	14	1615	89
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2548	3419	808	2584	3480	843	1704	0	0	1686	0	0
Stage 1	1643	1643	-	1748	1748	-	-	-	-	-	-	-
Stage 2	905	1776	-	836	1732	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 13	7	324	~ 13	6	307	369	-	-	375	-	-
Stage 1	104	156	-	89	138	-	-	-	-	-	-	-
Stage 2	298	134	-	328	141	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 11	6	324	~ 9	5	307	369	-	-	375	-	-
Mov Cap-2 Maneuver	~ 11	6	-	~ 9	5	-	-	-	-	-	-	-
Stage 1	91	150	-	78	121	-	-	-	-	-	-	-
Stage 2	254	118	-	236	136	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s\$ 580.8			\$ 1637.8		0.4		0.1					
HCM LOS	F		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)	369	-	-	11	324	12	375	-	-			
HCM Lane V/C Ratio	0.121	-	-	3.463	0.254	3.234	0.036	-	-			
HCM Control Delay (s)	16.1	-	-	\$ 1790.5	19.8	\$ 1637.8	15	-	-			
HCM Lane LOS	C	-	-	F	C	F	B	-	-			
HCM 95th %tile Q(veh)	0.4	-	-	5.8	1	5.8	0.1	-	-			
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

Parkside Mixed-Use Development
7: Cliftwood Drive & Parkside East Access

future p.m. revised July 2021

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↑	↑	
Traffic Vol, veh/h	19	304	284	44	44	27
Future Vol, veh/h	19	304	284	44	44	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	150	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	5	-5	-	0	-
Peak Hour Factor	88	88	92	92	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	345	309	48	63	39
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	357	0	-	0	526	155
Stage 1	-	-	-	-	309	-
Stage 2	-	-	-	-	217	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1198	-	-	-	482	863
Stage 1	-	-	-	-	718	-
Stage 2	-	-	-	-	798	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1198	-	-	-	471	863
Mov Cap-2 Maneuver	-	-	-	-	471	-
Stage 1	-	-	-	-	701	-
Stage 2	-	-	-	-	798	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.6	0		12.7		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1198	-	-	-	569	
HCM Lane V/C Ratio	0.018	-	-	-	0.178	
HCM Control Delay (s)	8.1	0.1	-	-	12.7	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.6	

Parkside Mixed-Use Development
8: Cliftwood Drive & Parkside West Access

future p.m. revised July 2021

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	238	259	46	76	17
Future Vol, veh/h	15	238	259	46	76	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	5	-5	-	0	-
Peak Hour Factor	96	96	94	94	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	248	276	49	101	23
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	325	0	-	0	432	138
Stage 1	-	-	-	-	276	-
Stage 2	-	-	-	-	156	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1231	-	-	-	552	885
Stage 1	-	-	-	-	746	-
Stage 2	-	-	-	-	856	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1231	-	-	-	544	885
Mov Cap-2 Maneuver	-	-	-	-	544	-
Stage 1	-	-	-	-	735	-
Stage 2	-	-	-	-	856	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.6	0		12.8		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1231	-	-	-	585	
HCM Lane V/C Ratio	0.013	-	-	-	0.212	
HCM Control Delay (s)	8	0.1	-	-	12.8	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.8	

Parkside Mixed-Use Development
10: Sandy Springs Circle & Parkside South Access

future p.m. revised July 2021

Intersection						
Int Delay, s/veh	1.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↕↕	↕		↕↕
Traffic Vol, veh/h	12	44	290	13	35	309
Future Vol, veh/h	12	44	290	13	35	309
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	-	-	90	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	3	-	-	-3
Peak Hour Factor	70	70	90	90	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	63	322	14	40	351
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	578	161	0	0	336	0
Stage 1	322	-	-	-	-	-
Stage 2	256	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	446	855	-	-	1220	-
Stage 1	707	-	-	-	-	-
Stage 2	763	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	428	855	-	-	1220	-
Mov Cap-2 Maneuver	428	-	-	-	-	-
Stage 1	707	-	-	-	-	-
Stage 2	732	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	10.8	0		0.9		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	704	1220	-	
HCM Lane V/C Ratio	-	-	0.114	0.033	-	
HCM Control Delay (s)	-	-	10.8	8.1	0.1	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-	

Parkside Mixed-Use Development
11: Sandy Springs Circle & Parkside North Access

future p.m. revised July 2021

Intersection						
Int Delay, s/veh	2.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		W	W		W
Traffic Vol, veh/h	18	94	315	11	76	334
Future Vol, veh/h	18	94	315	11	76	334
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	-	-	130	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	4	-	-	-4
Peak Hour Factor	90	90	86	86	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	104	366	13	86	380
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	728	183	0	0	379	0
Stage 1	366	-	-	-	-	-
Stage 2	362	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	358	828	-	-	1176	-
Stage 1	672	-	-	-	-	-
Stage 2	675	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	325	828	-	-	1176	-
Mov Cap-2 Maneuver	325	-	-	-	-	-
Stage 1	672	-	-	-	-	-
Stage 2	612	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	11.7	0		1.8		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	663	1176	-	
HCM Lane V/C Ratio	-	-	0.188	0.073	-	
HCM Control Delay (s)	-	-	11.7	8.3	0.3	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.7	0.2	-	

Parkside Mixed-Use Development
12: Cliftwood Drive & New Access

future p.m. revised July 2021

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	314	306	30	19	1
Future Vol, veh/h	2	314	306	30	19	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	5	-5	-	0	-
Peak Hour Factor	96	96	94	94	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	327	326	32	25	1
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	358	0	-	0	494	163
Stage 1	-	-	-	-	326	-
Stage 2	-	-	-	-	168	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1197	-	-	-	504	853
Stage 1	-	-	-	-	704	-
Stage 2	-	-	-	-	844	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1197	-	-	-	503	853
Mov Cap-2 Maneuver	-	-	-	-	503	-
Stage 1	-	-	-	-	703	-
Stage 2	-	-	-	-	844	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.1	0		12.4		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1197	-	-	-	514	
HCM Lane V/C Ratio	0.002	-	-	-	0.052	
HCM Control Delay (s)	8	0	-	-	12.4	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.2	

Parkside Mixed-Use Development
1: Sandy Springs Circle & Hammond Drive

future p.m. with mitigation revised July 2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	374	65	132	552	139	84	267	86	101	187	99
Future Volume (veh/h)	91	374	65	132	552	139	84	267	86	101	187	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1864	1864	1864	1949	1949	1949
Adj Flow Rate, veh/h	108	445	77	150	627	158	95	303	98	111	205	109
Peak Hour Factor	0.84	0.84	0.84	0.88	0.88	0.88	0.88	0.88	0.88	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	158	745	143	286	1156	291	529	674	218	435	842	825
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.50	0.50	0.50	0.50	0.50	0.50
Sat Flow, veh/h	263	1812	348	880	2812	708	1062	1349	436	728	1685	1651
Grp Volume(v), veh/h	267	0	363	150	396	389	95	0	401	111	205	109
Grp Sat Flow(s),veh/h/ln	783	0	1639	880	1777	1743	1062	0	1786	728	1685	1651
Q Serve(g_s), s	17.9	0.0	16.9	15.7	17.1	17.1	5.7	0.0	14.6	7.9	7.0	3.6
Cycle Q Clear(g_c), s	35.0	0.0	16.9	32.6	17.1	17.1	12.7	0.0	14.6	22.5	7.0	3.6
Prop In Lane	0.40		0.21	1.00		0.41	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	372	0	674	286	731	717	529	0	893	435	842	825
V/C Ratio(X)	0.72	0.00	0.54	0.52	0.54	0.54	0.18	0.00	0.45	0.26	0.24	0.13
Avail Cap(c_a), veh/h	579	0	982	451	1064	1044	529	0	893	435	842	825
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.8	0.0	22.5	34.8	22.5	22.6	18.0	0.0	16.3	23.6	14.4	13.5
Incr Delay (d2), s/veh	2.6	0.0	0.7	1.5	0.6	0.6	0.7	0.0	1.6	1.4	0.7	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	0.0	6.4	3.4	7.0	6.8	1.5	0.0	6.1	2.0	2.7	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.4	0.0	23.2	36.3	23.2	23.2	18.7	0.0	17.9	25.0	15.1	13.9
LnGrp LOS	C	A	C	D	C	C	B	A	B	C	B	B
Approach Vol, veh/h		630			935			496			425	
Approach Delay, s/veh		27.5			25.3			18.1			17.4	
Approach LOS		C			C			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		55.0		46.0		55.0		46.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		50.5		60.5		50.5		60.5				
Max Q Clear Time (g_c+I1), s		16.6		37.0		24.5		34.6				
Green Ext Time (p_c), s		3.1		4.6		2.4		6.3				
Intersection Summary												
HCM 6th Ctrl Delay				23.1								
HCM 6th LOS				C								

Parkside Mixed-Use Development

3: Hammond Exchange East Access/Kroger Access & Hammond Drive

with mitigation revised July 2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	545	118	95	556	208	96	40	104	170	22	46
Future Volume (veh/h)	14	545	118	95	556	208	96	40	104	170	22	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	15	599	130	102	598	224	114	48	124	181	23	49
Peak Hour Factor	0.91	0.91	0.91	0.93	0.93	0.93	0.84	0.84	0.84	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	240	1104	239	264	1052	469	278	130	256	564	66	775
Arrive On Green	0.02	0.38	0.38	0.30	0.30	0.30	0.49	0.49	0.49	0.49	0.49	0.49
Sat Flow, veh/h	1781	2905	629	726	3554	1585	419	265	524	951	135	1585
Grp Volume(v), veh/h	15	366	363	102	598	224	286	0	0	204	0	49
Grp Sat Flow(s),veh/h/ln	1781	1777	1757	726	1777	1585	1209	0	0	1086	0	1585
Q Serve(g_s), s	0.4	11.0	11.1	8.8	9.8	7.9	6.3	0.0	0.0	0.0	0.0	1.1
Cycle Q Clear(g_c), s	0.4	11.0	11.1	14.1	9.8	7.9	16.4	0.0	0.0	10.1	0.0	1.1
Prop In Lane	1.00		0.36	1.00		1.00	0.40		0.43	0.89		1.00
Lane Grp Cap(c), veh/h	240	675	668	264	1052	469	664	0	0	630	0	775
V/C Ratio(X)	0.06	0.54	0.54	0.39	0.57	0.48	0.43	0.00	0.00	0.32	0.00	0.06
Avail Cap(c_a), veh/h	350	972	961	340	1426	636	664	0	0	630	0	775
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.9	16.6	16.6	24.4	20.4	19.8	13.8	0.0	0.0	11.5	0.0	9.2
Incr Delay (d2), s/veh	0.1	0.7	0.7	0.9	0.5	0.8	2.0	0.0	0.0	1.4	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	4.1	4.1	1.5	3.8	2.8	3.5	0.0	0.0	2.1	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.0	17.3	17.3	25.3	20.9	20.5	15.8	0.0	0.0	12.8	0.0	9.4
LnGrp LOS	B	B	B	C	C	C	B	A	A	B	A	A
Approach Vol, veh/h		744			924			286			253	
Approach Delay, s/veh		17.3			21.3			15.8			12.2	
Approach LOS		B			C			B			B	
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		38.0		30.5		38.0	5.7	24.8				
Change Period (Y+Rc), s		4.5		4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		33.5		37.5		33.5	5.5	27.5				
Max Q Clear Time (g_c+l1), s		18.4		13.1		12.1	2.4	16.1				
Green Ext Time (p_c), s		1.6		4.7		1.5	0.0	4.2				
Intersection Summary												
HCM 6th Ctrl Delay				18.2								
HCM 6th LOS				B								

Parkside Mixed-Use Development
4: Roswell Road & Hammond Drive

future p.m. with mitigation revised July 2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	188	401	252	441	561	153	298	1393	91	170	1028	109
Future Volume (veh/h)	188	401	252	441	561	153	298	1393	91	170	1028	109
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	202	431	271	507	645	176	317	1482	97	185	1117	118
Peak Hour Factor	0.93	0.93	0.93	0.87	0.87	0.87	0.94	0.94	0.94	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	234	500	223	545	716	319	341	1768	115	212	1530	161
Arrive On Green	0.10	0.14	0.14	0.16	0.20	0.20	0.12	0.52	0.52	0.07	0.47	0.47
Sat Flow, veh/h	1781	3554	1585	3456	3554	1585	1781	3387	221	1781	3243	342
Grp Volume(v), veh/h	202	431	271	507	645	176	317	774	805	185	611	624
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1585	1781	1777	1831	1781	1777	1809
Q Serve(g_s), s	15.5	19.0	22.5	23.2	28.3	16.0	16.1	59.1	60.0	8.6	44.3	44.5
Cycle Q Clear(g_c), s	15.5	19.0	22.5	23.2	28.3	16.0	16.1	59.1	60.0	8.6	44.3	44.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.12	1.00		0.19
Lane Grp Cap(c), veh/h	234	500	223	545	716	319	341	927	955	212	838	853
V/C Ratio(X)	0.86	0.86	1.22	0.93	0.90	0.55	0.93	0.84	0.84	0.87	0.73	0.73
Avail Cap(c_a), veh/h	234	500	223	551	722	322	450	927	955	265	838	853
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.72	0.72	0.72	1.00	1.00	1.00	0.68	0.68	0.68	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.0	67.2	68.7	66.5	62.3	57.4	35.2	32.4	32.6	33.8	34.0	34.1
Incr Delay (d2), s/veh	20.6	10.9	123.0	22.4	14.4	2.0	16.5	6.2	6.3	21.9	5.5	5.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	9.4	16.7	11.9	14.2	6.6	8.2	25.9	27.0	4.8	19.8	20.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.6	78.1	191.7	88.9	76.7	59.4	51.7	38.6	38.9	55.6	39.6	39.6
LnGrp LOS	E	E	F	F	E	E	D	D	D	E	D	D
Approach Vol, veh/h		904			1328			1896			1420	
Approach Delay, s/veh		111.4			79.0			40.9			41.7	
Approach LOS		F			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.2	88.0	29.7	27.0	23.3	80.0	20.0	36.7				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	15.5	78.5	25.5	22.5	28.5	65.5	15.5	32.5				
Max Q Clear Time (g_c+l1), s	10.6	62.0	25.2	24.5	18.1	46.5	17.5	30.3				
Green Ext Time (p_c), s	0.2	9.5	0.1	0.0	0.7	7.6	0.0	1.0				
Intersection Summary												
HCM 6th Ctrl Delay			61.7									
HCM 6th LOS			E									

Parkside Mixed-Use Development
6: Roswell Road & Cliftwood Drive/Carpenter Drive

future p.m. with mitigation revised July 2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	139	46	195	125	40	55	226	1511	22	68	1535	51
Future Volume (veh/h)	139	46	195	125	40	55	226	1511	22	68	1535	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1949	1949	1949	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	165	55	232	164	53	72	235	1574	23	71	1599	53
Peak Hour Factor	0.84	0.84	0.84	0.76	0.76	0.76	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	257	210	286	302	81	111	258	2387	35	222	2197	73
Arrive On Green	0.09	0.11	0.11	0.09	0.11	0.11	0.07	0.67	0.67	0.03	0.63	0.63
Sat Flow, veh/h	1781	1870	1585	1856	749	1017	1781	3585	52	1781	3510	116
Grp Volume(v), veh/h	165	55	232	164	0	125	235	779	818	71	807	845
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1856	0	1766	1781	1777	1861	1781	1777	1849
Q Serve(g_s), s	13.9	4.6	19.1	13.2	0.0	11.5	9.1	44.4	44.5	2.4	53.0	53.5
Cycle Q Clear(g_c), s	13.9	4.6	19.1	13.2	0.0	11.5	9.1	44.4	44.5	2.4	53.0	53.5
Prop In Lane	1.00		1.00	1.00		0.58	1.00		0.03	1.00		0.06
Lane Grp Cap(c), veh/h	257	210	286	302	0	192	258	1183	1239	222	1112	1157
V/C Ratio(X)	0.64	0.26	0.81	0.54	0.00	0.65	0.91	0.66	0.66	0.32	0.73	0.73
Avail Cap(c_a), veh/h	257	210	286	302	0	192	404	1183	1239	271	1112	1157
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.98	1.00	0.00	1.00	1.00	1.00	1.00	0.45	0.45	0.45
Uniform Delay (d), s/veh	60.4	69.0	66.9	60.3	0.0	72.7	35.8	16.9	16.9	16.0	21.8	21.9
Incr Delay (d2), s/veh	5.3	0.6	15.6	2.0	0.0	7.5	17.2	2.9	2.8	0.4	1.9	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	2.2	10.9	6.4	0.0	5.6	7.5	17.9	18.8	1.0	21.5	22.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.7	69.6	82.5	62.2	0.0	80.2	53.0	19.8	19.7	16.4	23.7	23.8
LnGrp LOS	E	E	F	E	A	F	D	B	B	B	C	C
Approach Vol, veh/h		452			289			1832			1723	
Approach Delay, s/veh		74.8			70.0			24.0			23.4	
Approach LOS		E			E			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.3	117.7	19.4	23.6	16.1	110.9	20.0	23.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	9.5	108.5	14.9	19.1	25.5	92.5	15.5	18.5				
Max Q Clear Time (g_c+l1), s	4.4	46.5	15.2	21.1	11.1	55.5	15.9	13.5				
Green Ext Time (p_c), s	0.0	16.4	0.0	0.0	0.5	15.4	0.0	0.2				
Intersection Summary												
HCM 6th Ctrl Delay			32.2									
HCM 6th LOS			C									

Parkside Mixed-Use Development
9: Sandy Springs Circle & Cliftwood Drive

future p.m. with mitigation revised July 2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	55	3	45	49	159	6	134	48	150	158	30
Future Volume (veh/h)	20	55	3	45	49	159	6	134	48	150	158	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1949	1949	1949	1870	1870	1870	1909	1909	1909
Adj Flow Rate, veh/h	24	66	4	48	52	169	7	156	56	170	180	34
Peak Hour Factor	0.83	0.83	0.83	0.94	0.94	0.94	0.86	0.86	0.86	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	339	238	202	367	287	244	595	488	175	653	708	134
Arrive On Green	0.03	0.13	0.13	0.05	0.15	0.15	0.01	0.37	0.37	0.09	0.45	0.45
Sat Flow, veh/h	1781	1870	1585	1856	1949	1651	1781	1314	472	1818	1561	295
Grp Volume(v), veh/h	24	66	4	48	52	169	7	0	212	170	0	214
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1856	1949	1651	1781	0	1785	1818	0	1856
Q Serve(g_s), s	0.6	1.6	0.1	1.1	1.2	4.8	0.1	0.0	4.2	2.6	0.0	3.5
Cycle Q Clear(g_c), s	0.6	1.6	0.1	1.1	1.2	4.8	0.1	0.0	4.2	2.6	0.0	3.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.26	1.00		0.16
Lane Grp Cap(c), veh/h	339	238	202	367	287	244	595	0	664	653	0	841
V/C Ratio(X)	0.07	0.28	0.02	0.13	0.18	0.69	0.01	0.00	0.32	0.26	0.00	0.25
Avail Cap(c_a), veh/h	468	676	573	463	705	597	757	0	664	688	0	841
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.0	19.7	19.0	17.4	18.6	20.2	9.6	0.0	11.2	7.4	0.0	8.4
Incr Delay (d2), s/veh	0.1	0.6	0.0	0.2	0.3	3.5	0.0	0.0	1.3	0.2	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.7	0.0	0.4	0.5	1.9	0.0	0.0	1.6	0.8	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.1	20.3	19.0	17.5	18.9	23.7	9.6	0.0	12.4	7.6	0.0	9.1
LnGrp LOS	B	C	B	B	B	C	A	A	B	A	A	A
Approach Vol, veh/h		94			269			219			384	
Approach Delay, s/veh		19.7			21.7			12.3			8.5	
Approach LOS		B			C			B			A	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.0	23.0	6.9	10.8	5.0	27.1	5.9	11.8				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.5	18.5	5.0	18.0	5.0	19.0	5.0	18.0				
Max Q Clear Time (g_c+l1), s	4.6	6.2	3.1	3.6	2.1	5.5	2.6	6.8				
Green Ext Time (p_c), s	0.0	0.9	0.0	0.2	0.0	0.9	0.0	0.6				
Intersection Summary												
HCM 6th Ctrl Delay			14.1									
HCM 6th LOS			B									

Appendix F

Photographs



Photograph 1 – Sandy Springs Circle Facing North at Hammond Drive



Photograph 2 – Hammond Drive Facing West at Hammond Exchange West Access



Photograph 3 – Hammond Drive Facing East at Hammond Exchange East Access



Photograph 4 – Hammond Drive Facing East at Roswell Road



Photograph 5 – Roswell Road Facing North at Parkside Shops Access



Photograph 6 – Cliftwood Drive Facing East at Roswell Road



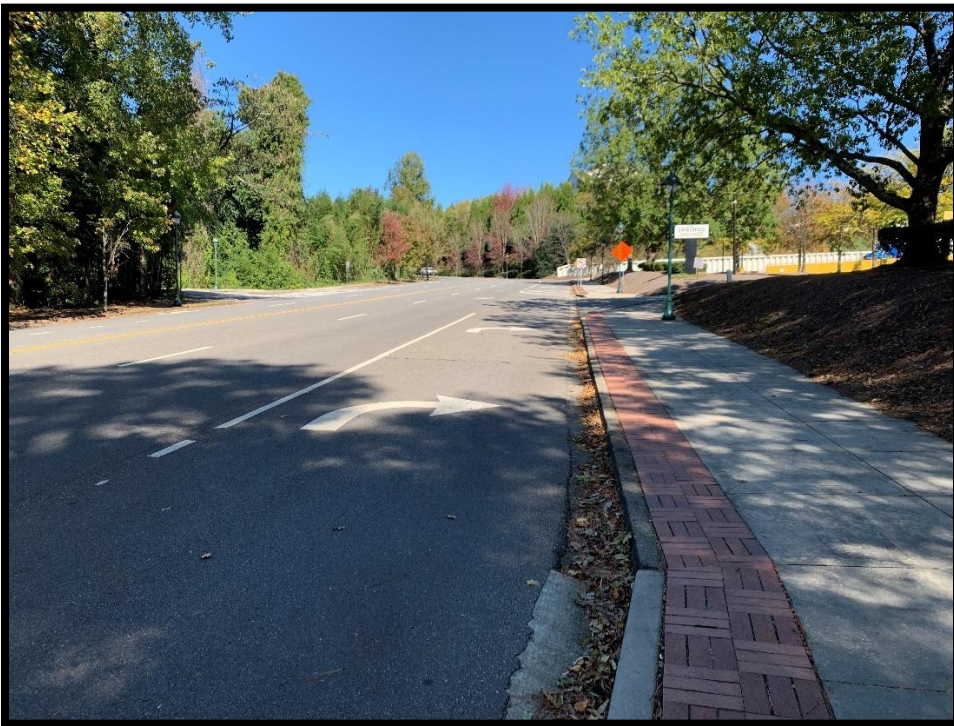
Photograph 7 – Cliftwood Drive Facing West at Parkside Shops East Access



Photograph 8 – Cliftwood Drive Facing West at Parkside Shops West Access



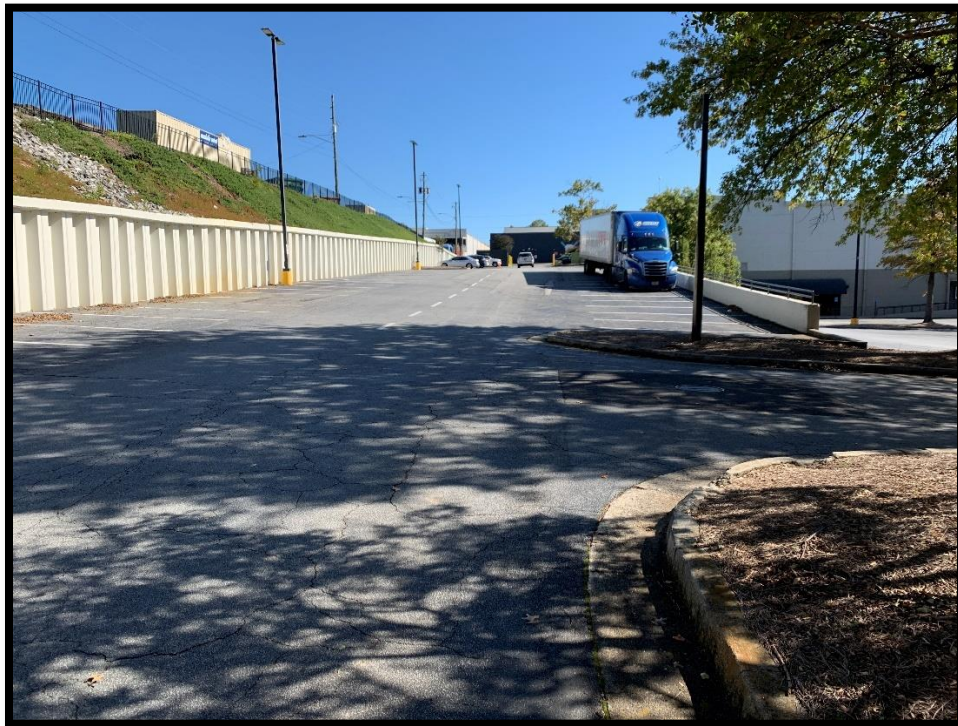
Photograph 9 – Sandy Springs Circle Facing South at Cliftwood Drive



Photograph 10 – Sandy Springs Circle Facing North at Parkside Shops Accesses



Photograph 11 – Sandy Springs Circle Facing South at Parkside Shops Accesses



Photograph 12 – Ramp Connecting West and East Sides of Parkside Shops



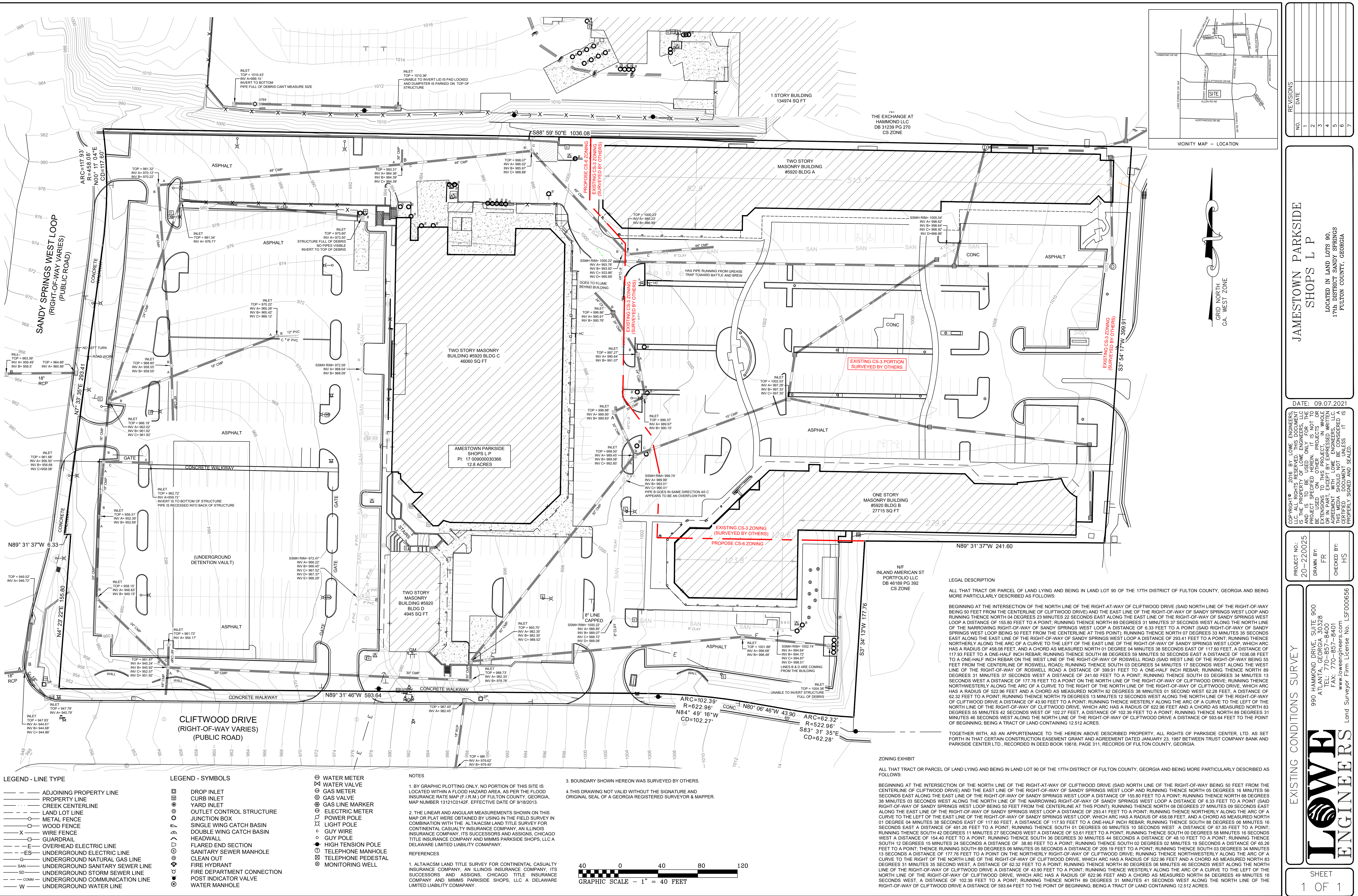
Photograph 13 – Hammond Exchange Parking Lot Incorrect Striping Colors



Photograph 14 – Parkside Shops East Parking Lot Incorrect Striping Colors



Photograph 15 – Parkside Shops West Parking Lot Incorrect Striping Colors



REVISIONS

NO.	DATE
1	
2	
3	
4	
5	
6	
7	

VICINITY MAP - LOCATION

**JAMESTOWN PARKSIDE
SHOPS L.P.**

LOCATED IN LAND LOTS 90,
17TH DISTRICT SANDY SPRINGS
FULTON COUNTY, GEORGIA

DATE: 09.07.2021

COPYRIGHT © 2016 BY LOWE ENGINEERS, INC. ALL RIGHTS RESERVED. THIS DOCUMENT IS THE PROPERTY OF LOWE ENGINEERS, INC. AND IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREON. NO OTHER PROJECTS OR EXTENSIONS TO THIS PROJECT, IN WHOLE OR IN PART, SHALL BE PERMITTED WITHOUT THE WRITTEN AGREEMENT OF LOWE ENGINEERS, INC. THIS MEDIA SHOULD NOT BE CONSIDERED A CERTIFIED DOCUMENT UNLESS IT IS PROPERLY SIGNED AND SEALED.

PROJECT NO.: 20-220025

DRAWN BY: FR

CHECKED BY: HS

EXISTING CONDITIONS SURVEY

990 HAMMOND DRIVE, SUITE 900
ATLANTA, GEORGIA 30328
TEL: 770-857-8401
www.lowengineers.com

NOT ISSUED FOR CONSTRUCTION

LOWE ENGINEERS

SHEET 1 OF 1

- LEGEND - LINE TYPE

 - ADJOINING PROPERTY LINE
 - PROPERTY LINE
 - CREAK CENTERLINE
 - LAND LOT LINE
 - METAL FENCE
 - WOOD FENCE
 - WIRE FENCE
 - GUARDRAIL
 - OVERHEAD ELECTRIC LINE
 - UNDERGROUND ELECTRIC LINE
 - UNDERGROUND NATURAL GAS LINE
 - UNDERGROUND SANITARY SEWER LINE
 - UNDERGROUND STORM SEWER LINE
 - UNDERGROUND COMMUNICATION LINE
 - UNDERGROUND WATER LINE
- LEGEND - SYMBOLS

 - DROP INLET
 - CURB INLET
 - YARD INLET
 - OUTLET CONTROL STRUCTURE
 - JUNCTION BOX
 - SINGLE WING CATCH BASIN
 - DOUBLE WING CATCH BASIN
 - HEADWALL
 - FLARED END SECTION
 - SANITARY SEWER MANHOLE
 - CLEAN OUT
 - FIRE HYDRANT
 - FIRE DEPARTMENT CONNECTION
 - POST INDICATOR VALVE
 - WATER MANHOLE
- WATER METER

WATER VALVE

GAS METER

GAS VALVE

GAS LINE MARKER

ELECTRIC METER

POWER POLE

LIGHT POLE

GUY WIRE

GUY POLE

HIGH TENSION POLE

TELEPHONE MANHOLE

TELEPHONE PEDESTAL

MONITORING WELL

NOTES

1. BY GRAPHIC PLOTTING ONLY, NO PORTION OF THIS SITE IS LOCATED WITHIN A FLOOD HAZARD AREA, AS PER THE FLOOD INSURANCE RATE MAP F.I.R.M. OF FULTON COUNTY, GEORGIA, MAP NUMBER 13121C0142F, EFFECTIVE DATE OF 9/18/2013.

2. THE LINEAR AND ANGULAR MEASUREMENTS SHOWN ON THIS MAP OR PLAT WERE OBTAINED BY USING IN THE FIELD SURVEY IN COMBINATION WITH THE ALTA/ACSM LAND TITLE SURVEY FOR CONTINENTAL CASUALTY INSURANCE COMPANY, AN ILLINOIS INSURANCE COMPANY, ITS SUCCESSORS AND ASSIGNS, CHICAGO TITLE INSURANCE COMPANY AND MIMMS PARKSIDE SHOPS, LLC A DELAWARE LIMITED LIABILITY COMPANY.

REFERENCES

1. ALTA/ACSM LAND TITLE SURVEY FOR CONTINENTAL CASUALTY INSURANCE COMPANY, AN ILLINOIS INSURANCE COMPANY, ITS SUCCESSORS AND ASSIGNS, CHICAGO TITLE INSURANCE COMPANY AND MIMMS PARKSIDE SHOPS, LLC A DELAWARE LIMITED LIABILITY COMPANY.

3. BOUNDARY SHOWN HEREON WAS SURVEYED BY OTHERS.

4. THIS DRAWING NOT VALID WITHOUT THE SIGNATURE AND ORIGINAL SEAL OF A GEORGIA REGISTERED SURVEYOR & MAPPER.

LEGAL DESCRIPTION

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 90 OF THE 17TH DISTRICT OF FULTON COUNTY, GEORGIA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE NORTH LINE OF THE RIGHT-OF-WAY OF CLIFTWOOD DRIVE (SAID NORTH LINE OF THE RIGHT-OF-WAY BEING 50 FEET FROM THE CENTERLINE OF CLIFTWOOD DRIVE) AND THE EAST LINE OF THE RIGHT-OF-WAY OF SANDY SPRINGS WEST LOOP AND RUNNING THENCE NORTH 04 DEGREES 23 MINUTES 22 SECONDS EAST ALONG THE EAST LINE OF THE RIGHT-OF-WAY OF SANDY SPRINGS WEST LOOP A DISTANCE OF 155.80 FEET TO A POINT; RUNNING THENCE NORTH 88 DEGREES 38 MINUTES 03 SECONDS WEST ALONG THE NORTH LINE OF THE RIGHT-OF-WAY OF SANDY SPRINGS WEST LOOP A DISTANCE OF 6.33 FEET TO A POINT (SAID RIGHT-OF-WAY OF SANDY SPRINGS WEST LOOP BEING 50 FEET FROM THE CENTERLINE AT THIS POINT); RUNNING THENCE NORTH 07 DEGREES 53 MINUTES 35 SECONDS EAST ALONG THE EAST LINE OF THE RIGHT-OF-WAY OF SANDY SPRINGS WEST LOOP A DISTANCE OF 293.41 FEET TO A POINT; RUNNING THENCE NORTHERLY ALONG THE ARC OF A CURVE TO THE LEFT OF THE EAST LINE OF THE RIGHT-OF-WAY OF SANDY SPRINGS WEST LOOP, WHICH ARC HAS A RADIUS OF 458.08 FEET, AND A CHORD AS MEASURED NORTH 04 DEGREES 04 MINUTES 38 SECONDS EAST OF 117.60 FEET, A DISTANCE OF 117.93 FEET TO A ONE-HALF INCH REBAR, RUNNING THENCE SOUTH 88 DEGREES 59 MINUTES 50 SECONDS EAST A DISTANCE OF 1036.08 FEET TO A ONE-HALF INCH REBAR ON THE WEST LINE OF THE RIGHT-OF-WAY OF ROSWELL ROAD (SAID WEST LINE OF THE RIGHT-OF-WAY BEING 55 FEET FROM THE CENTERLINE OF ROSWELL ROAD); RUNNING THENCE SOUTH 03 DEGREES 54 MINUTES 17 SECONDS WEST ALONG THE WEST LINE OF THE RIGHT-OF-WAY OF ROSWELL ROAD A DISTANCE OF 399.91 FEET TO A ONE-HALF INCH REBAR, RUNNING THENCE NORTH 89 DEGREES 31 MINUTES 37 SECONDS WEST A DISTANCE OF 241.60 FEET TO A POINT; RUNNING THENCE SOUTH 03 DEGREES 34 MINUTES 13 SECONDS EAST A DISTANCE OF 177.76 FEET TO A POINT ON THE NORTH LINE OF THE RIGHT-OF-WAY OF CLIFTWOOD DRIVE; RUNNING THENCE NORTHWESTERLY ALONG THE ARC OF A CURVE TO THE RIGHT OF THE NORTH LINE OF THE RIGHT-OF-WAY OF CLIFTWOOD DRIVE, WHICH ARC HAS A RADIUS OF 522.96 FEET AND A CHORD AS MEASURED NORTH 82 DEGREES 38 MINUTES 01 SECOND WEST 62.28 FEET, A DISTANCE OF 62.32 FEET TO A POINT; RUNNING THENCE NORTH 79 DEGREES 13 MINUTES 12 SECONDS WEST ALONG THE NORTH LINE OF THE RIGHT-OF-WAY OF CLIFTWOOD DRIVE A DISTANCE OF 43.90 FEET TO A POINT; RUNNING THENCE WESTERLY ALONG THE ARC OF A CURVE TO THE LEFT OF THE NORTH LINE OF THE RIGHT-OF-WAY OF CLIFTWOOD DRIVE, WHICH ARC HAS A RADIUS OF 622.96 FEET AND A CHORD AS MEASURED NORTH 83 DEGREES 55 MINUTES 42 SECONDS WEST OF 102.27 FEET, A DISTANCE OF 102.39 FEET TO A POINT; RUNNING THENCE NORTH 89 DEGREES 31 MINUTES 46 SECONDS WEST ALONG THE NORTH LINE OF THE RIGHT-OF-WAY OF CLIFTWOOD DRIVE A DISTANCE OF 593.84 FEET TO THE POINT OF BEGINNING, BEING A TRACT OF LAND CONTAINING 12.512 ACRES.

TOGETHER WITH, AS AN APPURTENANCE TO THE HEREIN ABOVE DESCRIBED PROPERTY, ALL RIGHTS OF PARKSIDE CENTER, LTD. AS SET FORTH IN THAT CERTAIN CONSTRUCTION EASEMENT GRANT AND AGREEMENT DATED JANUARY 23, 1997 BETWEEN TRUST COMPANY BANK AND PARKSIDE CENTER LTD., RECORDED IN DEED BOOK 10618, PAGE 311, RECORDS OF FULTON COUNTY, GEORGIA.

ZONING EXHIBIT

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 90 OF THE 17TH DISTRICT OF FULTON COUNTY, GEORGIA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE NORTH LINE OF THE RIGHT-AT-WAY OF CLIFTWOOD DRIVE (SAID NORTH LINE OF THE RIGHT-OF-WAY BEING 50 FEET FROM THE CENTERLINE OF CLIFTWOOD DRIVE) AND THE EAST LINE OF THE RIGHT-OF-WAY OF SANDY SPRINGS WEST LOOP AND RUNNING THENCE NORTH 05 DEGREES 18 MINUTES 56 SECONDS EAST ALONG THE EAST LINE OF THE RIGHT-OF-WAY OF SANDY SPRINGS WEST LOOP A DISTANCE OF 155.80 FEET TO A POINT; RUNNING THENCE NORTH 88 DEGREES 38 MINUTES 03 SECONDS WEST ALONG THE NORTH LINE OF THE RIGHT-OF-WAY OF SANDY SPRINGS WEST LOOP A DISTANCE OF 6.33 FEET TO A POINT (SAID RIGHT-OF-WAY OF SANDY SPRINGS WEST LOOP BEING 50 FEET FROM THE CENTERLINE AT THIS POINT); RUNNING THENCE NORTH 08 DEGREES 27 MINUTES 09 SECONDS EAST ALONG THE EAST LINE OF THE RIGHT-OF-WAY OF SANDY SPRINGS WEST LOOP A DISTANCE OF 293.41 FEET TO A POINT; RUNNING THENCE NORTHERLY ALONG THE ARC OF A CURVE TO THE LEFT OF THE EAST LINE OF THE RIGHT-OF-WAY OF SANDY SPRINGS WEST LOOP, WHICH ARC HAS A RADIUS OF 458.08 FEET, AND A CHORD AS MEASURED NORTH 01 DEGREE 04 MINUTES 38 SECONDS EAST OF 117.60 FEET, A DISTANCE OF 117.93 FEET TO A ONE-HALF INCH REBAR; RUNNING THENCE SOUTH 88 DEGREES 06 MINUTES 16 SECONDS EAST A DISTANCE OF 1036.08 FEET TO A POINT; RUNNING THENCE SOUTH 01 DEGREES 00 MINUTES 10 SECONDS WEST A DISTANCE OF 67.35 FEET TO A POINT; RUNNING THENCE SOUTH 42 DEGREES 11 MINUTES 27 SECONDS WEST A DISTANCE OF 53.61 FEET TO A POINT; RUNNING THENCE SOUTH 00 DEGREES 58 MINUTES 16 SECONDS WEST A DISTANCE OF 154.40 FEET TO A POINT; RUNNING THENCE SOUTH 36 DEGREES 30 MINUTES 44 SECONDS A DISTANCE OF 48.10 FEET TO A POINT; RUNNING THENCE SOUTH 12 DEGREES 15 MINUTES 24 SECONDS A DISTANCE OF 38.80 FEET TO A POINT; RUNNING THENCE SOUTH 02 DEGREES 19 SECONDS A DISTANCE OF 65.26 FEET TO A POINT; RUNNING THENCE SOUTH 89 DEGREES 05 SECONDS A DISTANCE OF 209.19 FEET TO A POINT; RUNNING THENCE SOUTH 03 DEGREES 34 MINUTES 13 SECONDS A DISTANCE OF 177.76 FEET TO A POINT ON THE NORTHERLY RIGHT-OF-WAY OF CLIFTWOOD DRIVE; RUNNING THENCE NORTHWESTERLY ALONG THE ARC OF A CURVE TO THE RIGHT OF THE NORTH LINE OF THE RIGHT-OF-WAY OF CLIFTWOOD DRIVE, WHICH ARC HAS A RADIUS OF 522.96 FEET AND A CHORD AS MEASURED NORTH 83 DEGREES 55 MINUTES 42 SECONDS WEST OF 102.27 FEET, A DISTANCE OF 102.39 FEET TO A POINT; RUNNING THENCE NORTH 89 DEGREES 08 MINUTES 46 SECONDS WEST ALONG THE NORTH LINE OF THE RIGHT-OF-WAY OF CLIFTWOOD DRIVE A DISTANCE OF 43.90 FEET TO A POINT; RUNNING THENCE WESTERLY ALONG THE ARC OF A CURVE TO THE LEFT OF THE NORTH LINE OF THE RIGHT-OF-WAY OF CLIFTWOOD DRIVE, WHICH ARC HAS A RADIUS OF 622.96 FEET AND A CHORD AS MEASURED NORTH 84 DEGREES 49 MINUTES 16 SECONDS WEST, A DISTANCE OF 102.39 FEET TO A POINT; RUNNING THENCE NORTH 89 DEGREES 31 MINUTES 41 SECONDS WEST ALONG THE NORTH LINE OF THE RIGHT-OF-WAY OF CLIFTWOOD DRIVE A DISTANCE OF 593.84 FEET TO THE POINT OF BEGINNING, BEING A TRACT OF LAND CONTAINING 12.512 ACRES.

GRAPHIC SCALE - 1" = 40 FEET

Concepts shown here are conceptual only and subject to refinement

COMMERCIAL LEASE SPACES

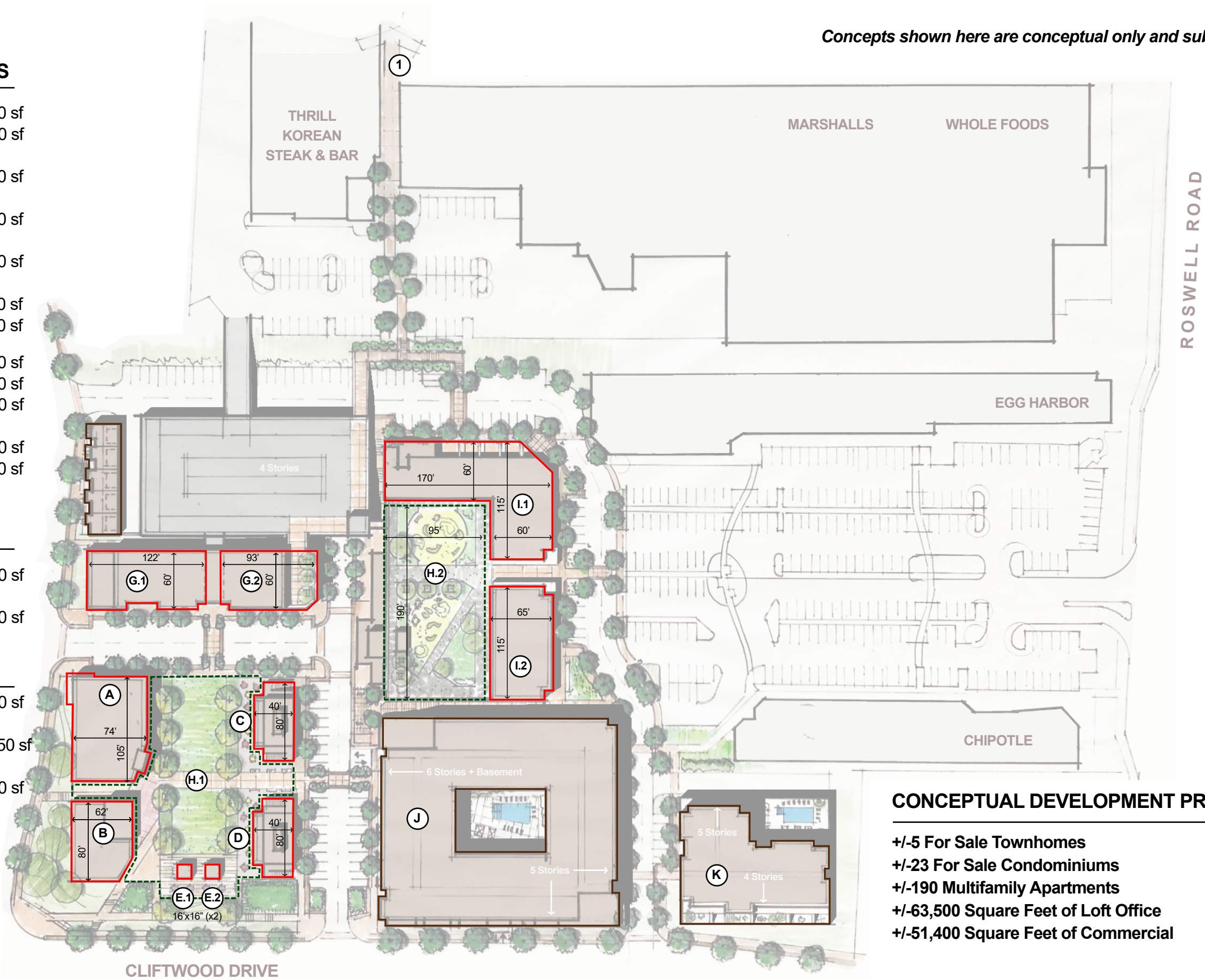
- (A) Ground Floor Commercial: 7,600 sf
2 Upper Floors Office: 15,200 sf
- (B) Ground Floor Commercial: 4,800 sf
- (C) Ground Floor Commercial: 3,000 sf
- (D) Ground Floor Commercial: 3,000 sf
- (E.1) Pavilion Commercial: 250 sf
(E.2) Pavilion Commercial: 250 sf
- (G.1) Ground Floor Commercial: 7,400 sf
(G.2) Ground Floor Commercial: 5,600 sf
4 Upper Floors Office: 48,300 sf
- (I.1) Commercial Rehab: 12,600 sf
(I.2) Commercial Rehab: 6,900 sf

COMMUNITY OPEN SPACES

- (H.1) Lower Open Space: 25,400 sf
- (H.2) Upper Open Space: 18,050 sf

RESIDENTIAL

- (F) For Sale Townhomes: 10,900 sf
- (J) Multifamily Apartments: 211,850 sf
- (K) For Sale Condominiums: 51,720 sf



CONCEPTUAL DEVELOPMENT PROGRAM

- +/-5 For Sale Townhomes
- +/-23 For Sale Condominiums
- +/-190 Multifamily Apartments
- +/-63,500 Square Feet of Loft Office
- +/-51,400 Square Feet of Commercial

BUILDING AREA

Jamestown - Parkside Redevelopment

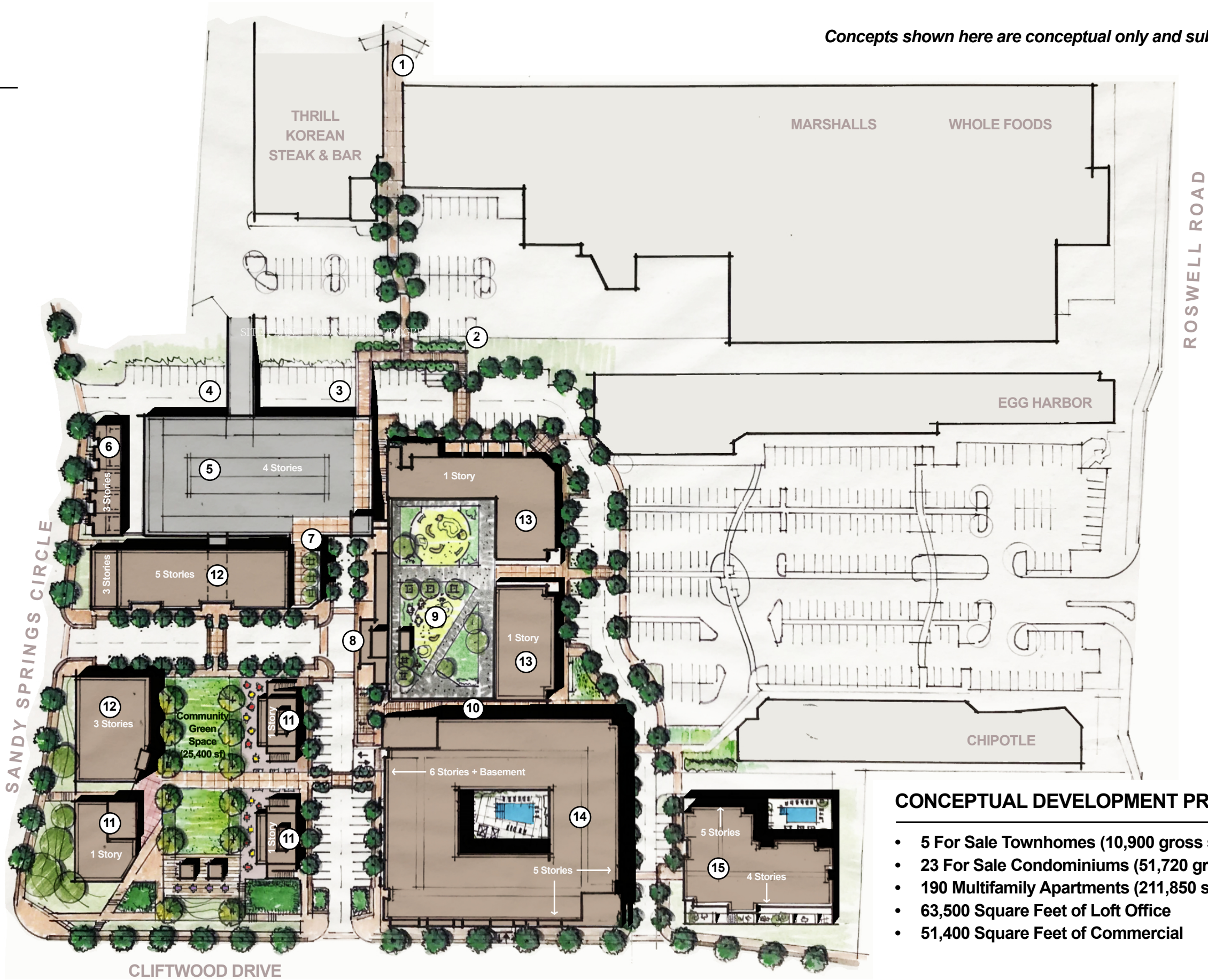
09/03/2021
LAS #11120-00



Concepts shown here are conceptual only and subject to refinement

FEATURES

- 1 Pedestrian Connection to Hammond Exchange and City Walk
- 2 Stairs to Connect Hammond Exchange to Parkside
- 3 Pedestrian Bridge
- 4 Vehicular Connection To Connect Parking Areas
- 5 Parking Deck: +/-410 Spaces
- 6 For Sale Townhouses (Parking in rear garages)
- 7 Rooftop Amenity Deck
- 8 New Theatre Entry
- 9 Rooftop Community Green Space/Dog Park (at level of existing parking lot) - 18,050 sf
- 10 Pedestrian Passage With Stairs Down to Town Green Level
- 11 Small Scale Commercial Pavilions
- 12 Loft Office Over Storefront Commercial
- 13 Renovated Commercial (Smaller Footprint)
- 14 Multifamily Apartments (Underground Parking)
- 15 Condominiums (Underground Parking)



CONCEPTUAL DEVELOPMENT PROGRAM

- 5 For Sale Townhomes (10,900 gross square feet)
- 23 For Sale Condominiums (51,720 gross square feet)
- 190 Multifamily Apartments (211,850 square feet)
- 63,500 Square Feet of Loft Office
- 51,400 Square Feet of Commercial

SITE PLAN

Jamestown - Parkside Redevelopment

09/03/2021
LAS #11120-00



LORD
AECK
SARGENT

LEGAL DESCRIPTION

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 90 OF THE 17TH DISTRICT OF FULTON COUNTY, GEORGIA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE NORTH LINE OF THE RIGHT-AT-WAY OF CLIFTWOOD DRIVE (SAID NORTH LINE OF THE RIGHT-OF-WAY BEING 50 FEET FROM THE CENTERLINE OF CLIFTWOOD DRIVE) AND THE EAST LINE OF THE RIGHT-OF-WAY OF SANDY SPRINGS WEST LOOP AND RUNNING THENCE NORTH 04 DEGREES 23 MINUTES 22 SECONDS EAST ALONG THE EAST LINE OF THE RIGHT-OF-WAY OF SANDY SPRINGS WEST LOOP A DISTANCE OF 155.80 FEET TO A POINT; RUNNING THENCE NORTH 89 DEGREES 31 MINUTES 37 SECONDS WEST ALONG THE NORTH LINE OF THE NARROWING RIGHT-OF-WAY OF SANDY SPRINGS WEST LOOP A DISTANCE OF 6.33 FEET TO A POINT (SAID RIGHT-OF-WAY OF SANDY SPRINGS WEST LOOP BEING 50 FEET FROM THE CENTERLINE AT THIS POINT); RUNNING THENCE NORTH 07 DEGREES 33 MINUTES 35 SECONDS EAST ALONG THE EAST LINE OF THE RIGHT-OF-WAY OF SANDY SPRINGS WEST LOOP A DISTANCE OF 293.41 FEET TO A POINT; RUNNING THENCE NORTHERLY ALONG THE ARC OF A CURVE TO THE LEFT OF THE EAST LINE OF THE RIGHT-OF-WAY OF SANDY SPRINGS WEST LOOP, WHICH ARC HAS A RADIUS OF 458.08 FEET, AND A CHORD AS MEASURED NORTH 01 DEGREE 04 MINUTES 38 SECONDS EAST OF 117.60 FEET, A DISTANCE OF 117.93 FEET TO A ONE-HALF INCH REBAR; RUNNING THENCE SOUTH 88 DEGREES 59 MINUTES 50 SECONDS EAST A DISTANCE OF 1036.08 FEET TO A ONE-HALF INCH REBAR ON THE WEST LINE OF THE RIGHT-OF-WAY OF ROSWELL ROAD (SAID WEST LINE OF THE RIGHT-OF-WAY BEING 55 FEET FROM THE CENTERLINE OF ROSWELL ROAD); RUNNING THENCE SOUTH 03 DEGREES 54 MINUTES 17 SECONDS WEST ALONG THE WEST LINE OF THE RIGHT-OF-WAY OF ROSWELL ROAD A DISTANCE OF 399.91 FEET TO A ONE-HALF INCH REBAR; RUNNING THENCE NORTH 89 DEGREES 31 MINUTES 37 SECONDS WEST A DISTANCE OF 241.60 FEET TO A POINT; RUNNING THENCE SOUTH 03 DEGREES 34 MINUTES 13 SECONDS WEST A DISTANCE OF 177.76 FEET TO A POINT ON THE NORTH LINE OF THE RIGHT-OF-WAY OF CLIFTWOOD DRIVE; RUNNING THENCE NORTHWESTERLY ALONG THE ARC OF A CURVE TO THE RIGHT OF THE NORTH LINE OF THE RIGHT-OF-WAY OF CLIFTWOOD DRIVE, WHICH ARC HAS A RADIUS OF 522.96 FEET AND A CHORD AS MEASURED NORTH 82 DEGREES 38 MINUTES 01 SECOND WEST 62.28 FEET, A DISTANCE OF 62.32 FEET TO A POINT; RUNNING THENCE NORTH 79 DEGREES 13 MINUTES 12 SECONDS WEST ALONG THE NORTH LINE OF THE RIGHT-OF-WAY OF CLIFTWOOD DRIVE A DISTANCE OF 43.90 FEET TO A POINT; RUNNING THENCE WESTERLY ALONG THE ARC OF A CURVE TO THE LEFT OF THE NORTH LINE OF THE RIGHT-OF-WAY OF CLIFTWOOD DRIVE, WHICH ARC HAS A RADIUS OF 622.96 FEET AND A CHORD AS MEASURED NORTH 83 DEGREES 55 MINUTES 42 SECONDS WEST OF 102.27 FEET, A DISTANCE OF 102.39 FEET TO A POINT; RUNNING THENCE NORTH 89 DEGREES 31 MINUTES 46 SECONDS WEST ALONG THE NORTH LINE OF THE RIGHT-OF-WAY OF CLIFTWOOD DRIVE A DISTANCE OF 593.64 FEET TO THE POINT OF BEGINNING; BEING A TRACT OF LAND CONTAINING 12.512 ACRES.

TOGETHER WITH, AS AN APPURTENANCE TO THE HEREIN ABOVE-DESCRIBED PROPERTY, ALL RIGHTS OF PARKSIDE CENTER, LTD. AS SET FORTH IN THAT CERTAIN CONSTRUCTION EASEMENT GRANT AND AGREEMENT DATED JANUARY 23, 1987 BETWEEN TRUST COMPANY BANK AND PARKSIDE CENTER LTD., RECORDED IN DEED BOOK 10618, PAGE 311, RECORDS OF FULTON COUNTY, GEORGIA.

ZONING EXHIBIT

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 90 OF THE 17TH DISTRICT OF FULTON COUNTY, GEORGIA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE NORTH LINE OF THE RIGHT-AT-WAY OF CLIFTWOOD DRIVE (SAID NORTH LINE OF THE RIGHT-OF-WAY BEING 50 FEET FROM THE CENTERLINE OF CLIFTWOOD DRIVE) AND THE EAST LINE OF THE RIGHT-OF-WAY OF SANDY SPRINGS WEST LOOP AND RUNNING THENCE NORTH 05 DEGREES 16 MINUTES 56 SECONDS EAST ALONG THE EAST LINE OF THE RIGHT-OF-WAY OF SANDY SPRINGS WEST LOOP A DISTANCE OF 155.80 FEET TO A POINT; RUNNING THENCE NORTH 88 DEGREES 38 MINUTES 03 SECONDS WEST ALONG THE NORTH LINE OF THE NARROWING RIGHT-OF-WAY OF SANDY SPRINGS WEST LOOP A DISTANCE OF 6.33 FEET TO A POINT (SAID RIGHT-OF-WAY OF SANDY SPRINGS WEST LOOP BEING 50 FEET FROM THE CENTERLINE AT THIS POINT); RUNNING THENCE NORTH 08 DEGREES 27 MINUTES 09 SECONDS EAST ALONG THE EAST LINE OF THE RIGHT-OF-WAY OF SANDY SPRINGS WEST LOOP A DISTANCE OF 293.41 FEET TO A POINT; RUNNING THENCE NORTHERLY ALONG THE ARC OF A CURVE TO THE LEFT OF THE EAST LINE OF THE RIGHT-OF-WAY OF SANDY SPRINGS WEST LOOP, WHICH ARC HAS A RADIUS OF 458.08 FEET, AND A CHORD AS MEASURED NORTH 01 DEGREE 04 MINUTES 38 SECONDS EAST OF 117.60 FEET, A DISTANCE OF 117.93 FEET TO A ONE-HALF INCH REBAR; RUNNING THENCE SOUTH 88 DEGREES 06 MINUTES 16 SECONDS EAST A DISTANCE OF 491.26 FEET TO A POINT; RUNNING THENCE SOUTH 01 DEGREES 00 MINUTES 10 SECONDS WEST A DISTANCE OF 67.35 FEET TO A POINT; RUNNING THENCE SOUTH 42 DEGREES 11 MINUTES 27 SECONDS WEST A DISTANCE OF 53.61 FEET TO A POINT; RUNNING THENCE SOUTH 00 DEGREES 58 MINUTES 16 SECONDS WEST A DISTANCE OF 154.40 FEET TO A POINT; RUNNING THENCE SOUTH 36 DEGREES 30 MINUTES 44 SECONDS A DISTANCE OF 48.10 FEET TO A POINT; RUNNING THENCE SOUTH 12 DEGREES 15 MINUTES 24 SECONDS A DISTANCE OF 38.80 FEET TO A POINT; RUNNING THENCE SOUTH 02 DEGREES 02 MINUTES 19 SECONDS A DISTANCE OF 65.26 FEET TO A POINT; THENCE RUNNING SOUTH 89 DEGREES 06 MINUTES 05 SECONDS A DISTANCE OF 209.19 FEET TO A POINT; RUNNING THENCE SOUTH 03 DEGREES 34 MINUTES 13 SECONDS A DISTANCE OF 177.76 FEET TO A POINT ON THE NORTHERLY RIGHT-OF-WAY OF CLIFTWOOD DRIVE; RUNNING THENCE NORTHWESTERLY ALONG THE ARC OF A CURVE TO THE RIGHT OF THE NORTH LINE OF THE RIGHT-OF-WAY OF CLIFTWOOD DRIVE, WHICH ARC HAS A RADIUS OF 522.96 FEET AND A CHORD AS MEASURED NORTH 83 DEGREES 31 MINUTES 35 SECOND WEST, A DISTANCE OF 62.32 FEET TO A POINT; RUNNING THENCE NORTH 80 DEGREES 06 MINUTES 46 SECONDS WEST ALONG THE NORTH LINE OF THE RIGHT-OF-WAY OF CLIFTWOOD DRIVE A DISTANCE OF 43.90 FEET TO A POINT; RUNNING THENCE WESTERLY ALONG THE ARC OF A CURVE TO THE LEFT OF THE NORTH LINE OF THE RIGHT-OF-WAY OF CLIFTWOOD DRIVE, WHICH ARC HAS A RADIUS OF 622.96 FEET AND A CHORD AS MEASURED NORTH 84 DEGREES 49 MINUTES 16 SECONDS WEST, A DISTANCE OF 102.39 FEET TO A POINT; RUNNING THENCE NORTH 89 DEGREES 31 MINUTES 41 SECONDS WEST ALONG THE NORTH LINE OF THE RIGHT-OF-WAY OF CLIFTWOOD DRIVE A DISTANCE OF 593.64 FEET TO THE POINT OF BEGINNING; BEING A TRACT OF LAND CONTAINING 7.95 ACRES.

Summary

Parkside CM1 Meeting Notes

A. Virtual Attendees

- a. Michelle Thompson
- b. Jamie Weber
- c. Melissa
- d. Amy Wenk
- e. Lilly
- f. Bhall
- g. Gerard
- h. PCap
- i. Andrea
- j. Milic
- k. Lyndsey Parker

B. Notes

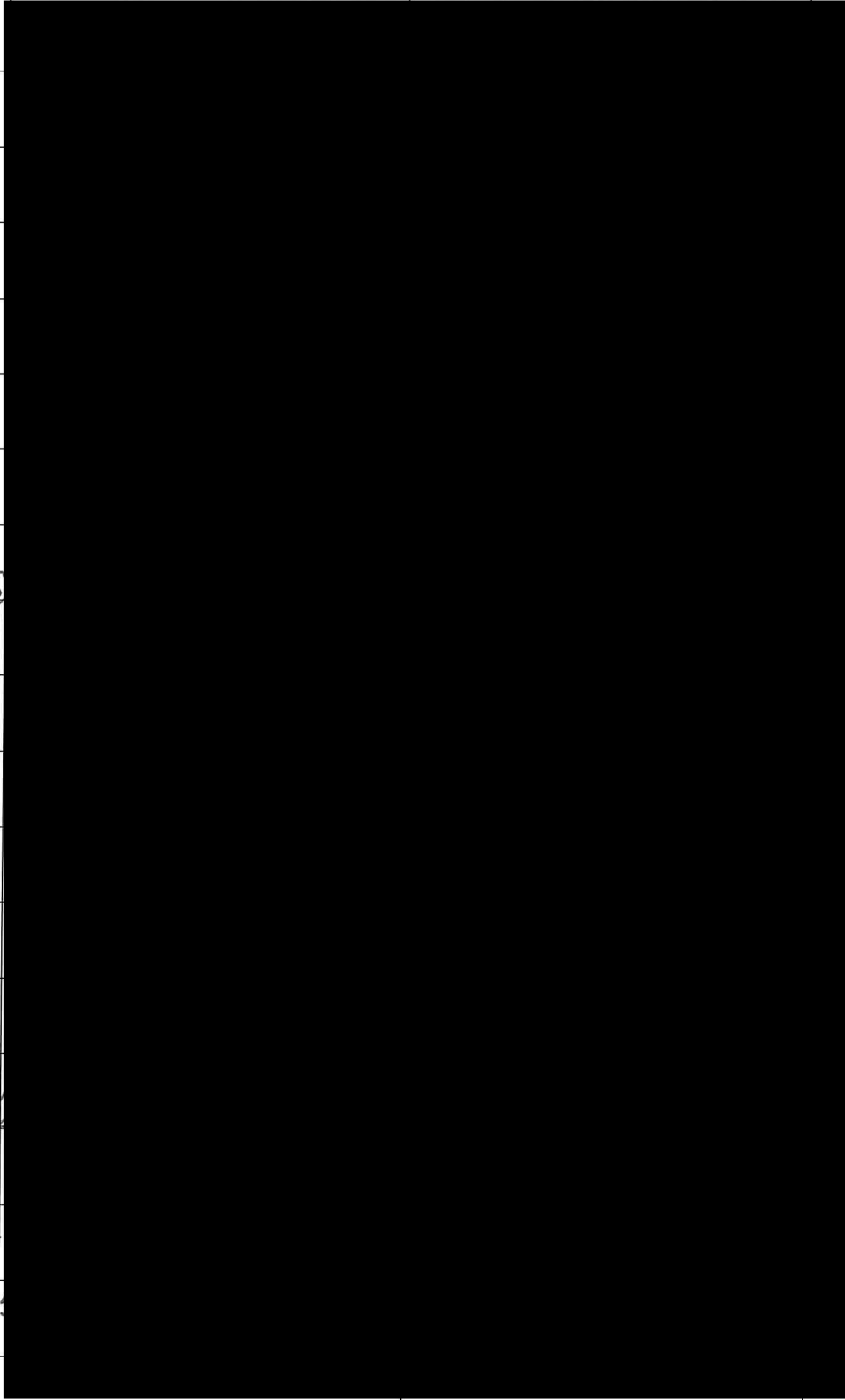
- a. Intro
 - i. Requesting change from CS-3 to CS-6 – this will only affect the height limit of the property
 - ii. Many sites around already have CS-6
- b. About Jamestown
 - i. Atlanta based Real Estate Investment Manager with multiple projects around ATL
 - ii. Purchased SNDY in 2018 because we loved the area and the direction it was going
- c. Site Plan
 - i. Bob lives a mile away and was instrumental in creating the layout site plan
 - ii. Goal was to hide parking deck behind topography and development
 - iii. Put townhomes on one side of parking deck with access to the street
 - iv. Loft office and retail also hiding parking deck with entrance to town green from the middle of the building
 - v. Cinema will be staying with entrance moved slightly more towards the middle of the center
 - vi. Multifamily and condo building will have parking underneath and underground
 - vii. Question: Is the upper level of the center the same grade as the parking lot?
 - 1. No, this is the roof of the theatre
 - 2. Followed up asking if that is Tuesday morning? Yes it is
 - viii. Question: Is the Italian restaurant going to still be open?
 - 1. They will need to be relocated and we are in talks on keeping them in place
 - ix. Question: Can anyone use the dog park or only resident?
 - 1. View it as a service so will be open to everyone
 - x. Question: If you're coming down Roswell rd is there a way to enter or do you need to go around?
 - 1. Yes, multiple entrances to parking deck from Roswell Rd but will need to go through center

- xi. Question: Why leave the rest of the shopping center? Pksd and Hmmd
 - 1. The back parking lot is underutilized so that is where the opportunity is at the moment and see this as Phase 1 with a potential awhile in the future?
- xii. Question: Is parking free?
 - 1. Yes it is not standard in Sandy Springs
- xiii. Is podium parking just for residents?
 - 1. Yes
- xiv. Is the parking deck for residents?
 - 1. No
- xv. How long will the process take?
 - 1. Design will take 6 months, from there try and keep theatre open
- xvi. Can you share apartment type? class, bd rms, rents?
 - 1. Very early stages – but anticipated 1-2 bdrms
- xvii. Price of condos?
 - 1. Not sure yet – very early in process
- xviii. Will Chapman's be moved?
 - 1. Same answer as Ill Galio
- xix. Can you provide more details on apartments? There are a number of apartment buildings nearby.
 - 1. There are 190 units with avg SF of 900 SF but subject to change
- xx. Can you give the number of parking spaces per bdrm for each apt and condo/townhomes?
 - 1. Aim for 1 space per bed
- xxi. How high is parking deck?
 - 1. It is no higher than any buildings connected to. Will be same level as Korean steak bar
- xxii. We're removing 55k in retail and replacing with 51k in retail
- d. Bird's eye view SW Corner
 - i. Goal to create more connectivity and a destination that offered more opportunities
 - ii. Question: Where is Cliftwood and Sandy Springs Circle on relation to the view?
 - 1. View is from corner of the intersection
 - iii. Are any spaces capable of hosting a night club?
 - 1. That isn't in our vision and we don't think community wants
 - iv. Will there be shops and restaurants?
 - 1. There will be both along with health & wellness and medical
- e. View from SS circle towards Springs Cinema
 - i. Big fans of the theatre – invested a lot of money in it and want to make sure they are a focal point of the site
- f. Community Greenspace Engagement
 - i. Want to have people gather and use the space as they seem fit
- g. View of Springs Cinema Rooftop with Greenspace
 - i. Everyone we've brought the plan up to has said we need a dog park

C. Questions

- a. How many additional car trips will this cause?
 - i. Have done a traffic study but do not know the number off the top of our head
- b. Will local neighborhood get rezoned to CS-6 also?
 - i. Not positioned to answer that as we only control what's going on our site
- c. How does this compare to City Springs?
 - i. We think it's complimentary – programming will be different but want to help contribute to the overall community
- d. Do you think the level of quality will be same as City Springs?
 - i. City Springs is a high quality product and this will be as well
- e. Is there going to be any restrictions of type of restaurants?
 - i. No restriction of restaurant space based on food type etc by the city
- f. What is the size of the commercial pavilions?
 - i. These will be around 3k sf each with one at 4800 sf
- g. Do you anticipate new traffic lights at the entrances, particularly the main on Sandy Springs Circle?
 - i. No, already close to other lights, not needed
- h. Will concerts / outdoor movies be anticipated on the greens? If so until what time?
 - i. Not planning concerts as that's more for City Springs – outdoor movies could be an option
 - ii. All hypothetical – no look into timing as of right now
- i. What's the approval process for this project?
 - i. We are at step 1, still need to submit application, CM2, planning meeting, city council
- j. How do we protect security?
 - i. Will expand cameras already installed
 - ii. All lighting comes on when sun goes down and turns off in the morning
- k. Are we considering extended connections to planned paths and greenways?
 - i. Yes to sandy springs circle and one that goes by Hammond will be more difficult
 - 1. Opportunity to eventually connect Hammond through Korean BBQ walkway at HMMD
- l. Is HMMD exchange that used to have Boston market and gold shop?
 - i. Different property - HMMD is where whole foods is
- m. Will no traffic lights being installed create issues? Roswell Rd already has a lot of traffic all the time. I am concerned about adding to traffic that is already not good.
 - i. Sandy Springs Circle & Cliftwood already are underutilized as 2 lane roads so not worried about it
- n. Can we have deceleration lanes into the shopping center?
 - i. Good potential to have them and that will be worked with the city
 - ii. These are right turn and left turn lane only lanes
- o. Where will the dumpsters be located on the property?
 - i. Will need to be creative and might need to put inside some buildings or just outside and covered almost like a little garage a part of the building

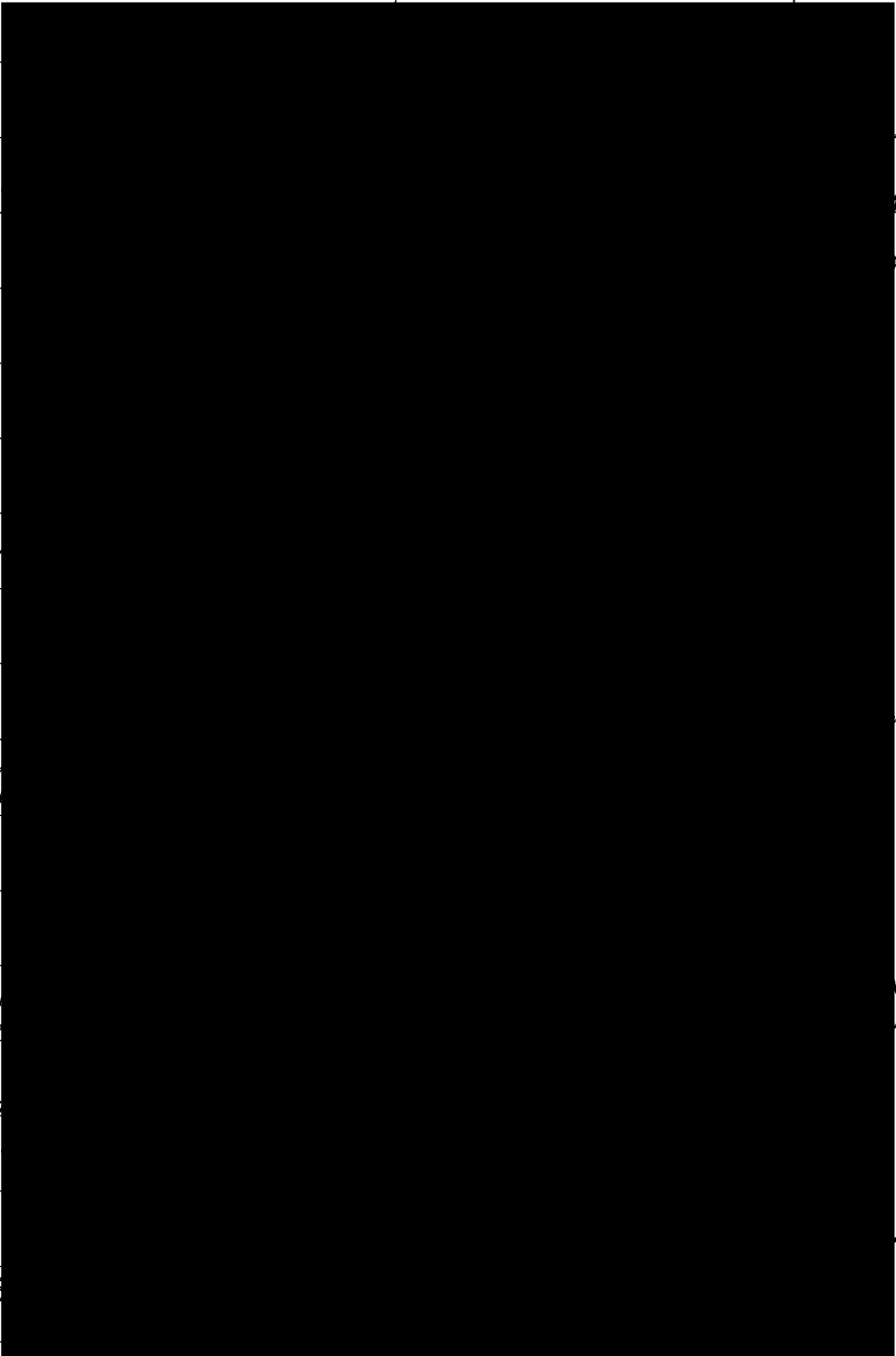
- p. What is the lease rollover schedule and will there be any impact on existing tenants on upper part of Parkside?
 - i. It's staggered with some up in a year and some further down the road. The configuration will be relatively the same as we see in the future
 - ii. Not looking at that to make the deal work
- q. Will all the construction activity be self-contained on the property or lead to closures around the site? And to confirm, you are anticipating 2 years from start to finish?
 - i. Site is large enough that construction will be self-contained on site with parking deck starting first most likely
 - ii. Hoping for 2 years start to finish after design and permit is finished so looking like end of 2024
- r. What's our track record of being on schedule?
 - i. Not great right now just cause of costs and pandemic but normally on time and on budget
- s. Is there a requirement to have affordable housing?
 - i. No

Case RZ21-0003 – Community Meeting I August 26, 2021 at 6:00 PM The Springs Cinema & Taphouse, 5920 Roswell Rd #C103		
Name	Address	Email Address
PEPE HENBRICKS		
Eric Hines		
BOB BEGLE		
Bettie Gebara		
Kelly Smith		
Andrea Sampson		
Reed Van Hoosear		
Michele McIntosh-Ros		
RONRA SMITH		
Travis Riderbaugh		
Sarah Sanderson		
Justin Freeman		
Shelly Hobbs		
Russ Broda		
Mark Mullinax		
KATHLEEN MUNNERY		
DOUG FALCIELLA		
COLIN HUBBARD		

Case RZ21-0003 – Community Meeting I

August 26, 2021 at 6:00 PM

The Springs Cinema & Taphouse, 5920 Roswell Rd #C103

Name	Address	Email Address
DETE HENBRICKS		
Eric Hines		
BOB BEGLE		
Bettie Gebara		
Kelly Smith		
Andrea Sampson		
Reed Van Hoosear		
Michele McIntosh Ross		
RONDA SMITH		
Travis Ridenbaugh		
Sarah Sanderson		
Joan Freeman		
Shelly Hobbs		
Russ Brode		
Mark Mullins		
Kathleen Munney		
DOUG TALCIGLIA		
COLIN HUBBARD		

CMII Meeting

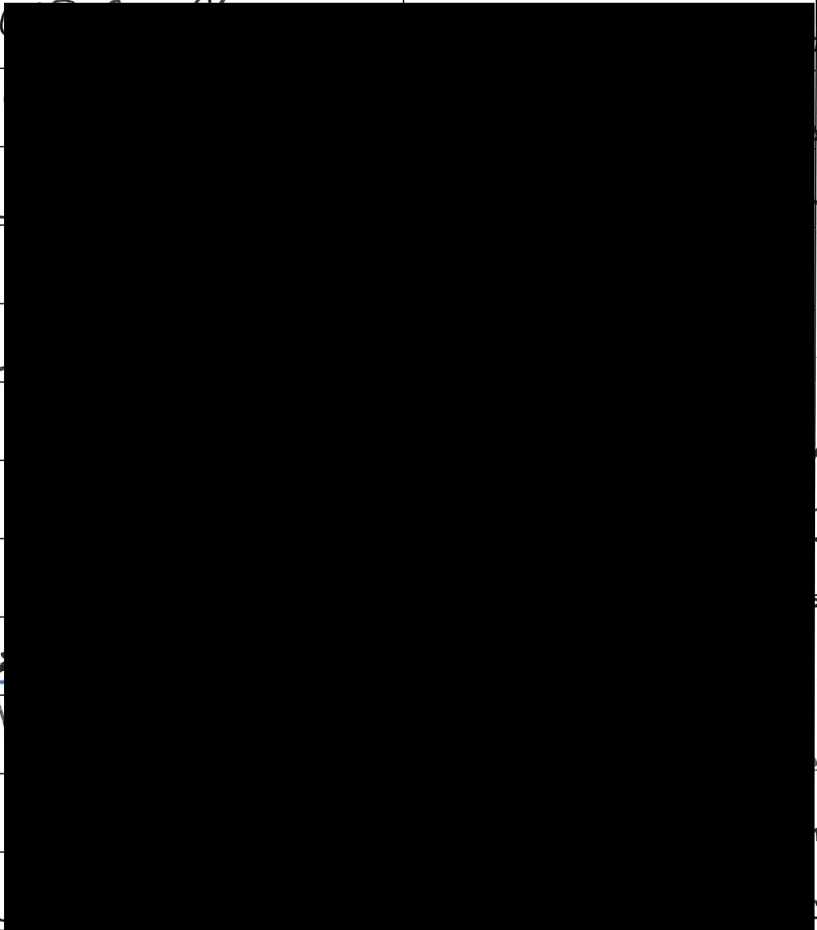
- A. Online Attendees
 - a. Amy
 - b. Brumleve
 - c. David Couchman
 - d. Linda Trickey
 - e. Margaret Brown
 - f. Robin Saldana
- B. Intro
 - a. Requesting zoning change from CS-3 to CS-6 that raises height restriction from 3 stories to 6 stories.
- C. About Jamestown
 - a. Design-focused RE investment and management firm with several mixed-use redevelopments throughout the greater Atlanta area including Ponce and Westside Provisions
- D. Site Plan
 - a. Mix of different uses at Parkside that includes a combination of office, retail, and multifamily
 - b. Centered around a community green space
 - c. Parking garage will be for shared uses with additional parking under the multifamily hidden from the eye
- E. Questions:
 - a. What is going to happen to the Italian restaurant?
 - i. We have talked to them about relocating them within the project with the goal of doing so
 - b. What is the target rent for the apartments and condo prices?
 - i. Too early in the project to answer the question – will follow up with information once we know full cost of project
 - c. Do you have images for the pedestrian bridge connecting from Hammond drive behind the Korean BBQ?
 - i. No rendering yet
 - d. Are there any high-level details you can tell us about the traffic study?
 - i. Found we can't add any more lights, but one recommendation is to re-time the light on Cliffwood and Roswell or making a turn lane
 - e. Do we have a start date yet?
 - i. Not yet – first need to get approval for the rezoning then drawings and construction and permitting
 - ii. Maybe a year and half before we start
 - f. Building in public restrooms for community events to not burden restaurants and retail?
 - i. Not in our renderings right now but something we plan to incorporate
 - g. Does JT own adjacent shops (where Egg Harbor Café is located) and if so, will the next phase involve that area all the way to Roswell Rd?
 - i. Yes, we own all of that but no plans as of now to change that portion of the site
 - h. As you think about phasing, will you build some areas first to relocate current tenants?

- i. Yes – for example Il Gallio will be moved before we start the condo development
- i. How do we give comments on the development throughout the process?
 - i. Can leave comments online
- j. Seems like not enough street parking in the site plan
 - i. There will be required to have parking per the code
- k. Would a boutique hotel add more buzz to the area as opposed to more multi-family?
 - i. We don't have the available space right now for a hotel and in today's demand environment not sure we're quite there yet
- l. What is difference between CS3 and CS6?
 - i. Just a difference in height and the reason it was zoned that way before is just because it was put in place on what was already on the ground
- m. How do the apartments and Condos compare to the ones built just to the south?
 - i. They would be close to the same elevation
- n. Question about creating more traffic along Hammond Dr where Hearth pizza is?
 - i. We don't see that entrance being the main entrance to the center
- o. How tall will the deck look compared to what's around it?
 - i. Top level will be closet to even with the Korean BBQ parking lot

Case RZ21-0003 – Community Meeting II

October 4, 2021 at 6:00 PM

Sandy Springs City Hall, Studio Theatre, 1 Galambos Way, Sandy Springs, GA 30328

Name	Address	Email Address
Eric Hines		hineslp@gmail.com
Grant Wishner		grtownlp@gmail.com
H. Stephen Smuss, Sr.		
MATTHEW ASPACH		
Bettie Gebara		gebaramv@gmail.com
Bob Begle		rbegle@carpent.com
Mary Signault		msignault@carpent.com
RONDA SMITH		rsmith@carpent.com
PIETE HENBARK		ph@carpent.com
Jan Williams		jwilliams@carpent.com
Jeff Mitchell		jmitchell@carpent.com
Russ + Candi Broda		rbroda@carpent.com

COMMUNITY
MEETING #1

THURSDAY
AUGUST 26, 2021

SITE REZONING
CS-3 TO CS-6

PARKSIDE SHOPS



ABOUT JAMESTOWN

Jamestown is a design-focused real estate investment and management firm with roots in Atlanta and the surrounding communities.

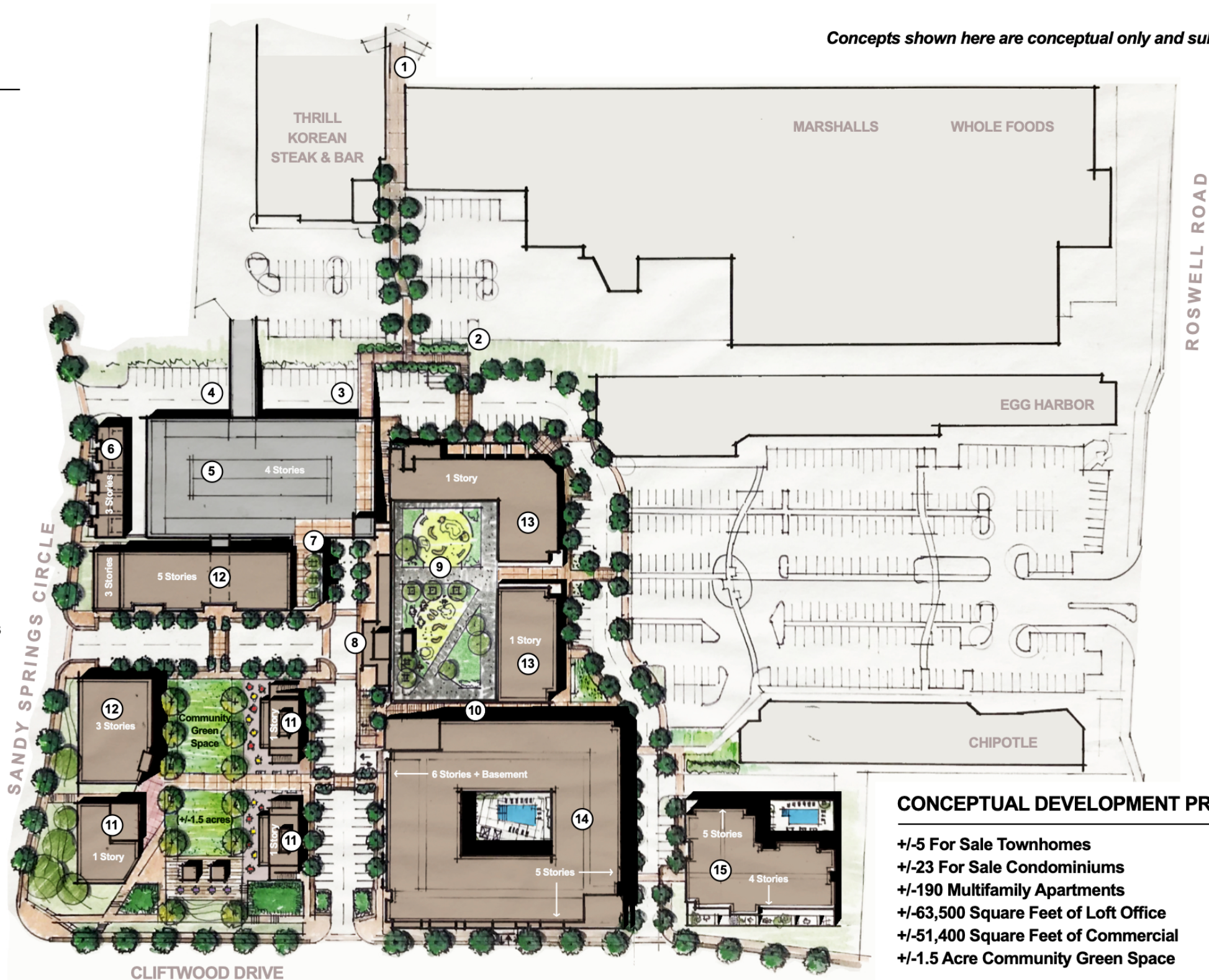
We have operated in and around Atlanta for over 35 years, leading a number of mixed-use redevelopments including Ponce City Market and Westside Provisions District.

Jamestown purchased Parkside Shops and the adjacent Hammond Exchange in 2018. We see the property as a central part of this great community.



FEATURES

- ① Pedestrian Connection to Hammond Exchange and City Walk
- ② Stairs to Connect Hammond Exchange to Parkside
- ③ Pedestrian Bridge
- ④ Vehicular Connection To Connect Parking Areas
- ⑤ Parking Deck: +/-410 Spaces
- ⑥ For Sale Townhouses (Parking in rear garages)
- ⑦ Rooftop Amenity Deck
- ⑧ New Theatre Entry
- ⑨ Rooftop Community Green Space/Dog Park (at level of existing parking lot)
- ⑩ Pedestrian Passage With Stairs Down to Town Green Level
- ⑪ Small Scale Commercial Pavilions
- ⑫ Loft Office Over Storefront Commercial
- ⑬ Renovated Commercial (Smaller Footprint)
- ⑭ Multifamily Apartments (Underground Parking)
- ⑮ Condominiums (Underground Parking)



Concepts shown here are conceptual only and subject to refinement

CONCEPTUAL DEVELOPMENT PROGRAM

- +/-5 For Sale Townhomes
- +/-23 For Sale Condominiums
- +/-190 Multifamily Apartments
- +/-63,500 Square Feet of Loft Office
- +/-51,400 Square Feet of Commercial
- +/-1.5 Acre Community Green Space





COMMUNITY GREENSPACE ENGAGEMENT





THANK
YOU!

QUESTIONS/
COMMENTS?

PARKSIDE SHOPS



STATE OF GEORGIA

COUNTY OF FULTON

**AN ORDINANCE TO REZONE THE PROPERTY AT 5920 ROSWELL ROAD FROM CS-3
(CITY SPRINGS, 3 STORIES MAXIMUM HEIGHT) TO CS-6 (CITY SPRINGS, 6 STORIES
MAXIMUM HEIGHT)**

BE IT ORDAINED by the City Council for the City of Sandy Springs, Georgia while in regular session on December 21, 2021 at 6:00 p.m. as follows:

SECTION 1. That the Official Zoning Map, incorporated into and part of the City of Sandy Springs Development Code be amended so the property located at **5920 Roswell Road (Currently the western portion of ((new parcel legal description hereto attached) Parcel # 17 009000030366)**, consisting of a total of approximately 7.95 acres, as more particularly described in the attachment, be rezoned from CS-3 (City Springs, 3 stories maximum height) to CS-6 (City Springs, 6 stories maximum height) and

SECTION 2. That all Ordinances or part of Ordinances in conflict with the terms of this Ordinance are hereby repealed; and

SECTION 3. This Ordinance shall become effective upon adoption by the Mayor and City Council and the signature of approval of the Mayor.

APPROVED AND ADOPTED this the 21st day of December, 2021.

Approved:

Russell K. Paul, Mayor

Attest:

Raquel D. González, City Clerk

(SEAL)

ZONING EXHIBIT

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 90 OF THE 17TH DISTRICT OF FULTON COUNTY, GEORGIA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE NORTH LINE OF THE RIGHT-AT-WAY OF CLIFTWOOD DRIVE (SAID NORTH LINE OF THE RIGHT-OF-WAY BEING 50 FEET FROM THE CENTERLINE OF CLIFTWOOD DRIVE) AND THE EAST LINE OF THE RIGHT-OF-WAY OF SANDY SPRINGS WEST LOOP AND RUNNING THENCE NORTH 05 DEGREES 16 MINUTES 56 SECONDS EAST ALONG THE EAST LINE OF THE RIGHT-OF-WAY OF SANDY SPRINGS WEST LOOP A DISTANCE OF 155.80 FEET TO A POINT; RUNNING THENCE NORTH 88 DEGREES 38 MINUTES 03 SECONDS WEST ALONG THE NORTH LINE OF THE NARROWING RIGHT-OF-WAY OF SANDY SPRINGS WEST LOOP A DISTANCE OF 6.33 FEET TO A POINT (SAID RIGHT-OF-WAY OF SANDY SPRINGS WEST LOOP BEING 50 FEET FROM THE CENTERLINE AT THIS POINT); RUNNING THENCE NORTH 08 DEGREES 27 MINUTES 09 SECONDS EAST ALONG THE EAST LINE OF THE RIGHT-OF-WAY OF SANDY SPRINGS WEST LOOP A DISTANCE OF 293.41 FEET TO A POINT; RUNNING THENCE NORTHERLY ALONG THE ARC OF A CURVE TO THE LEFT OF THE EAST LINE OF THE RIGHT-OF-WAY OF SANDY SPRINGS WEST LOOP, WHICH ARC HAS A RADIUS OF 458.08 FEET, AND A CHORD AS MEASURED NORTH 01 DEGREE 04 MINUTES 38 SECONDS EAST OF 117.60 FEET, A DISTANCE OF 117.93 FEET TO A ONE-HALF INCH REBAR; RUNNING THENCE SOUTH 88 DEGREES 06 MINUTES 16 SECONDS EAST A DISTANCE OF 491.26 FEET TO A POINT; RUNNING THENCE SOUTH 01 DEGREES 00 MINUTES 10 SECONDS WEST A DISTANCE OF 67.35 FEET TO A POINT; RUNNING THENCE SOUTH 42 DEGREES 11 MINUTES 27 SECONDS WEST A DISTANCE OF 53.61 FEET TO A POINT; RUNNING THENCE SOUTH 00 DEGREES 58 MINUTES 16 SECONDS WEST A DISTANCE OF 154.40 FEET TO A POINT; RUNNING THENCE SOUTH 36 DEGREES 30 MINUTES 44 SECONDS A DISTANCE OF 48.10 FEET TO A POINT; RUNNING THENCE SOUTH 12 DEGREES 15 MINUTES 24 SECONDS A DISTANCE OF 38.80 FEET TO A POINT; RUNNING THENCE SOUTH 02 DEGREES 02 MINUTES 19 SECONDS A DISTANCE OF 65.26 FEET TO A POINT; THENCE RUNNING SOUTH 89 DEGREES 06 MINUTES 05 SECONDS A DISTANCE OF 209.19 FEET TO A POINT; RUNNING THENCE SOUTH 03 DEGREES 34 MINUTES 13 SECONDS A DISTANCE OF 177.76 FEET TO A POINT ON THE NORTHERLY RIGHT-OF-WAY OF CLIFTWOOD DRIVE; RUNNING THENCE NORTHWESTERLY ALONG THE ARC OF A CURVE TO THE RIGHT OF THE NORTH LINE OF THE RIGHT-OF-WAY OF CLIFTWOOD DRIVE, WHICH ARC HAS A RADIUS OF 522.96 FEET AND A CHORD AS MEASURED NORTH 83 DEGREES 31 MINUTES 35 SECOND WEST, A DISTANCE OF 62.32 FEET TO A POINT; RUNNING THENCE NORTH 80 DEGREES 06 MINUTES 46 SECONDS WEST ALONG THE NORTH LINE OF THE RIGHT-OF-WAY OF CLIFTWOOD DRIVE A DISTANCE OF 43.90 FEET TO A POINT; RUNNING THENCE WESTERLY ALONG THE ARC OF A CURVE TO THE LEFT OF THE NORTH LINE OF THE RIGHT-OF-WAY OF CLIFTWOOD DRIVE, WHICH ARC HAS A RADIUS OF 622.96 FEET AND A CHORD AS MEASURED NORTH 84 DEGREES 49 MINUTES 16 SECONDS WEST, A DISTANCE OF 102.39 FEET TO A POINT; RUNNING THENCE NORTH 89 DEGREES 31 MINUTES 41 SECONDS WEST

ALONG THE NORTH LINE OF THE RIGHT-OF-WAY OF CLIFTWOOD DRIVE A
DISTANCE OF 593.64 FEET TO THE POINT OF BEGINNING; BEING A TRACT OF
LAND CONTAINING 7.95 ACRES.

Mayor & City Council

December 21, 2021



SANDY SPRINGS™
GEORGIA

RZ21-0003

5920 Roswell Road

STAFF RECOMMENDATION:
APPROVAL

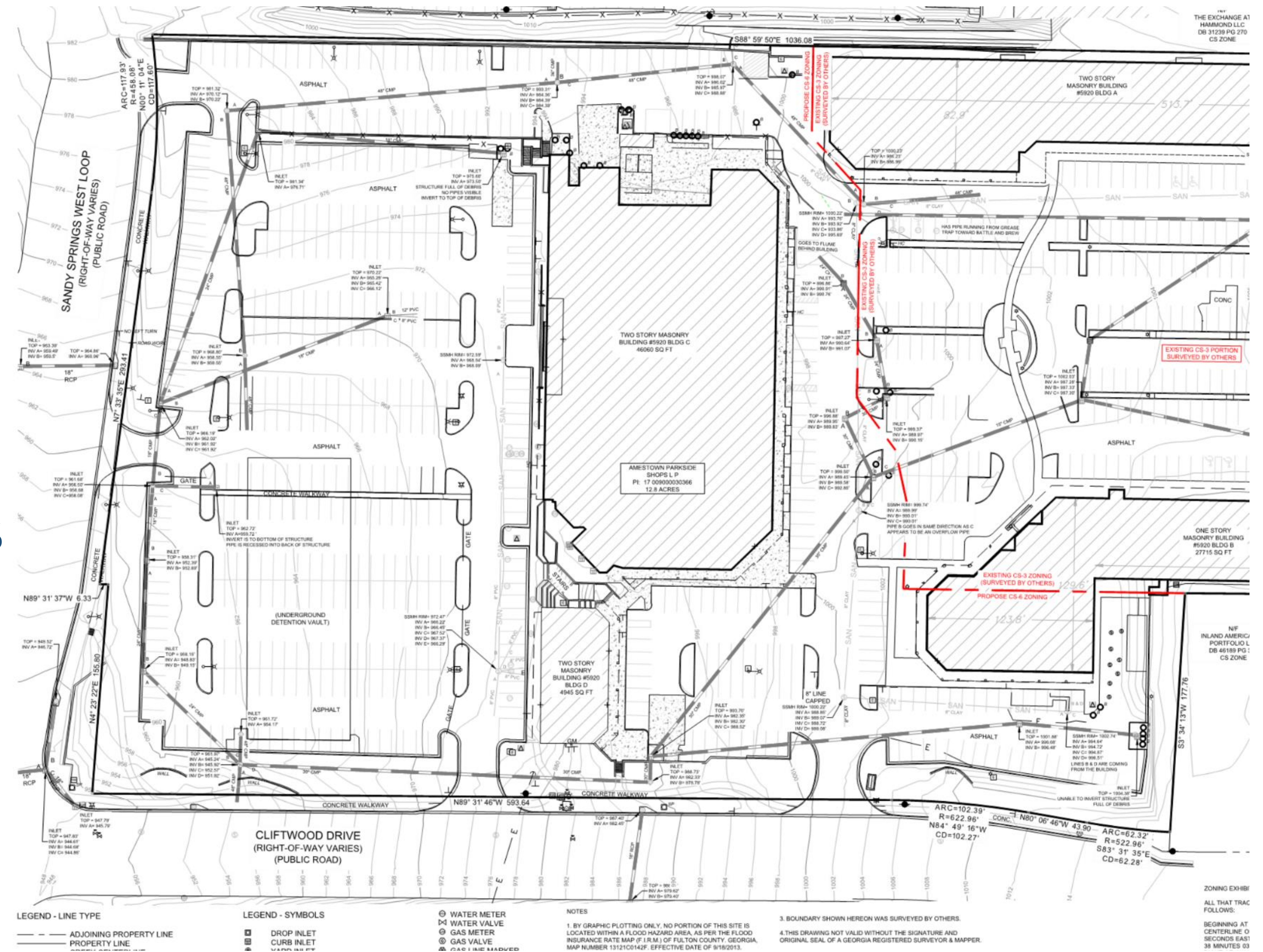
PLANNING COMMISSION RECOMMENDATION:
APPROVAL

Request

- Request for a **Zoning Map Amendment (Rezoning)** from CS-3 (City Springs, 3 stories maximum height) to CS-6 (City Springs, 6 stories maximum height)

Survey

- Would create new lot
 - 7.95 acres
 - Current lot is close to 13 acres



Proposed Development

- The 7.95-acre subject property is currently developed with various retail, restaurant, personal service businesses, and a movie theater
- Approximent Development / Redevelopment Concept Breakdown:
 - 51,400 square feet of redeveloped retail
 - 63,000 square feet of office use
 - Five (5) townhouses
 - 23 condominiums
 - 190 apartment units projected to consist of one (1) and two (2) bedroom units
- Continued operation of the movie theatre on the property
- 0.6 acre parcel known as the Common Green area and the 0.4 acre roof top of green space located above the movie theatre.
- Opportunity to further the connectivity to and throughout the City Springs district with improved pedestrian and automobile access

Existing Conditions



Aerial Image



Zoning Map



Character Area Map



Zoning Map Amendment (Rezoning) Considerations

- 5920 Roswell Road is currently in the CS-3 District and the corresponding City Springs Character Area. Handful of CS-6 properties to the south
- Site plan is not required – goal is to consider appropriateness of proposed change in regard to potential allowed uses within proposed zoning district – in this case heights up to six (6) stories
- Proposal as-is is in line with vision for the City Center Master Plan (park space and improved street grid for southwest corner of City Center)
- Also meets the goals of The Next Ten to help realize redevelopments which consist a conglomeration of compact, walkable, mixed-use spaces, interconnected centers, destinations, and unique places
- Appropriate for the current and planned character of the area

Recommendation

- Staff recommends **Approval of Zoning Map Amendment (Rezoning) RZ21-0003.**
- Staff recommended **Approval of Zoning Map Amendment (Rezoning) RZ21-0003.**



SANDY SPRINGS

GEORGIA

To: Mayor and City Council
From: Daniel W. Lee, City Attorney
Date: For the December 21, 2021 MCC Regular Meeting
Re: Consideration of the acceptance of certain rights and interests upon a portion of land known as 120 Northwood Drive, Sandy Springs, Fulton county, Georgia, and to take any and all action required to be taken to effectuate the contemplated conveyances upon said property.

Recommendation:

The City Attorney recommends that the Mayor and City Council for the City of Sandy Springs ("City") accept a gift of certain property rights and interests upon specific portions of a parcel of land located in Land Lot 90 of the 17th District Fulton County, known as 120 Northwood Drive, Sandy Springs, Georgia which rights and interests are more particularly shown in the attached exhibits.

Background and Discussion:

IP CE SS NORTHWOOD LLC ("Donor") a limited liability company duly registered to conduct business in the State of Georgia, owns a parcel of land known as 120 Northwood Drive, Sandy Springs, Georgia, Fulton County Parcel No: 17009000010749 ("Property"). The Donor wishes to donate certain rights and interests upon specific portions of the Property which City staff has determined would be suitable for use as a public pocket park. Donor has offered to donate said portions to the City in the form of:

- (1) a permanent easement upon the northwest corner of the Property consisting of approximately 0.183 acres more or less depicted on the plat as *Easement for Public Park Use* (the "Easement") and,
- (2) a quitclaim deed a fee simple interest of the southwest corner of the Property consisting of approximately 0.273 acres more or less depicted on the plat as *Tract 2*.

Said Easement and Tract 2 are more specifically described on the plat and their respective legal descriptions. Upon acceptance, the Easement and Tract 2 would remain in perpetuity as a public park and for recreational purposes as determined by the City for the enjoyment of its citizens with an address of 110 Northwood Drive, Sandy Springs, Georgia.

Alternatives:

Mayor and City Council could choose not to accept the donation.

Financial:

The financial impact of this donation would be the cost of upkeep and maintenance of the public pocket park.

Attachments:

1. Plat/Aerial
2. Resolution



*Not to scale

Orange - Easement for Public Park Use

Yellow - Public Park

COUNTY FULTON

A RESOLUTION TO AUTHORIZE THE ACCEPTANCE BY THE CITY OF A GIFT OF AN EASEMENT AND FEE SIMPLE INTEREST UPON CERTAIN TRACTS OR PARCEL OF LAND LOCATED IN LAND LOT 90 OF THE 17th DISTRICT, FULTON COUNTY, GEORGIA, AND TO TAKE ANY AND ALL ACTION REQUIRED TO BE TAKEN TO EFFECTUATE THE EASEMENT UPON SAID PROPERTY.

WHEREAS, IP CE SS NORTHWOOD LLC (the "Donor") presently owns that certain tract or parcel of land located in Land Lot 90 of the 17th District, Fulton County, Georgia, consisting of approximately 2.292 acres, more or less, known as 120 Northwood Drive, Sandy Springs, Georgia Parcel No: 17 009000010749 (the "Property"); and

WHEREAS, the Donor wishes to convey to the City of Sandy Springs (the "City") an easement consisting of approximately 0.183 acres more or less upon the Property depicted as *Easement for Public Park Use* on the plat and more specifically described on the legal description labeled Easement shown in Exhibit "A" attached hereto and incorporated herein (the "Easement"); and

WHEREAS, the Donor also wishes to convey to the City a fee simple interest consisting of approximately 0.273 acres more or less upon the Property depicted as *Tract 2* on the plat and more specifically described on the legal description labeled Quitclaim Deed shown in Exhibit "B" attached hereto and incorporated herein (the "Fee Simple"); and

WHEREAS, the Easement shall be recorded upon the real property records of Fulton County, Georgia pursuant to an easement in substantially the form of Exhibit "A" attached hereto and incorporated herein; and

WHEREAS, the Fee Simple interest shall be recorded upon the real property records of Fulton County, Georgia pursuant to a Quitclaim Deed in substantially the form of Exhibit "B" attached hereto and incorporated herein; and

WHEREAS, the Easement and Fee Simple interest shall be a gift to the City to be dedicated and maintained in perpetuity as a park and for recreational purposes, to be determined by the City for the enjoyment of the City, its citizens, and invitees; and

WHEREAS, the City wishes to accept the Easement and Fee Simple interest as offered by the Donor and to take such action as is necessary to effectuate the Easement and Fee Simple upon the Property from the Donor to the City;

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of Sandy Springs as follows:

1. that the acceptance of the Easement upon that portion of the Property, depicted as *Easement for Public Park Use* on the plat and more specifically described on the legal description labeled Easement as a gift from the Donor, is hereby authorized and approved, to be effectuated by an Easement in substantially the form attached hereto as Exhibit "A" and such other documents as may be required to consummate the transaction; and
2. that the acceptance of the Fee Simple interest upon that portion of the Property, depicted as *Tract 2* on the plat and more specifically described on the legal description labeled Quitclaim Deed as a gift from the Donor is hereby authorized and approved, to be effectuated by a Quitclaim Deed in substantially the form attached hereto as Exhibit "B" and such other documents as may be required to consummate the transaction; and

3. that the Easement and Fee Simple interest shall include a covenant restricting the use of those portions of the Property to be dedicated and maintained in perpetuity as a park and for recreational purposes, to be determined by the City for the enjoyment of the City, its citizens, and invitees; and
4. that following the granting, acceptance, and transfer of the Fee Simple interest depicted as *Tract 2* on the plat and more specifically described on the legal description labeled Quitclaim Deed shown in Exhibit “B” said *Tract 2* shall be known as 110 Northwood Drive, Sandy Springs, Georgia; and
5. that, the Mayor is hereby designated and authorized to execute and deliver, and the City Clerk to attest, to any such documents as are required, and to do all things necessary and proper to consummate the transactions necessary to effectuate the acquisition of the Easement and Fee Simple interest upon the Property:

SO RESOLVED, this 21st day of December, 2021.

Approved:

RUSSELL K. PAUL, Mayor

Attest:

RACQUEL GONZALES, City Clerk

**EXHIBIT “A”
EASEMENT FOR PUBLIC PARK USE**

Please return to:
City Clerk
City of Sandy Springs
1 Galambos Way
Sandy Springs, GA 30328
770-730-5600

Cross reference:
Deed BK 62894 PG 553
Deed BK 62894 PG 559

Parcel No: 17 17 009000010749

EASEMENT
(120 Northwood Drive – Easement for Public Park Use)

STATE OF GEORGIA

COUNTY OF FULTON

THIS EASEMENT (this “Agreement”) is made and entered into this ____ day of _____, 2021, between IP CE SS NORTHWOOD, LLC, as GRANTOR, and CITY OF SANDY SPRINGS, GEORGIA (a Georgia Municipal Corporation), as GRANTEE.

W I T N E S S E T H :

WHEREAS, GRANTOR is the owner of that certain tract or parcel of land lying and being in Land Lot 90 of the 17th District of Fulton County, Georgia, having a street address of 120 Northwood Drive, Sandy Springs, Georgia Parcel No: 17 009000010749 in the City of Sandy Springs, and more particularly described in Exhibit “A” attached hereto made part hereof by reference (the “Property”); and,

WHEREAS, GRANTOR desires to grant to GRANTEE an easement subject to the provisions contained herein;

NOW, THEREFORE, for and in consideration of the sum of one dollar and other good and valuable consideration in hand paid, the receipt of which is hereby acknowledged, GRANTOR and GRANTEE hereby agree as follows:

- 1) GRANTOR hereby grants and conveys to GRANTEE, subject to the provisions of this Agreement, the right and privilege of a permanent easement (the "Easement") across that portion of GRANTOR'S Property more particularly described as *Easement for Public Park Use* in Exhibit "A" and delineated on Exhibit “B” which are attached hereto made part hereof by reference (the “Easement Area”) for a park and for recreational purposes.
- 2) The Easement granted herein shall commence upon the completion of the Project being developed by Grantor on the Property, the execution and delivery of this executed easement and the acceptance by the Grantee, said easement shall remain in perpetuity to the benefit of GRANTEE.
- 3) The Easement granted herein shall be dedicated and maintained in perpetuity as a park and for recreational purposes, to be determined by the City, for the enjoyment of the City, its citizens, and invitees.

- 4) Grantor retains the right to use the Easement Area for the following purposes:
- a) Grantor retains the ownership and complete responsibility for the operation and maintenance of the underground storm water detention facility constructed by Grantor beneath the Easement Area.
- 5) The laws of the State of Georgia shall govern the validity, enforcement and interpretation of this Easement.

IN WITNESS WHEREOF, GRANTOR has hereunto set its hand and seal as of the day and year above written.

GRANTOR:

IP CE SS NORTHWOOD, LLC

By: _____

Name: _____

Title: _____

Sworn to and subscribed before me and in my presence
on this the _____ day of _____, 2021.

Notary Public

Name: _____

My commission expires: _____

[notary seal]

Unofficial Witness

Name: _____

GRANTEE:

CITY OF SANDY SPRINGS, GEORGIA

By: _____

Name: _____

Title: _____

Sworn to and subscribed before me and in my presence
on this the _____ day of _____, 2021.

Notary Public

Name: _____

My commission expires: _____

[notary seal]

Unofficial Witness

Name: _____

**Exhibit A to Easement
Legal Descriptions**

EASEMENT FOR PUBLIC PARK USE

ALL THAT CERTAIN PIECE, PARCEL OR LOT OF LAND LYING AND BEING IN LAND LOT 90 OF THE 18TH DISTRICT FULTON COUNTY, GEORGIA, WITHIN THE CITY LIMITS OF SANDY SPRINGS AND BEING MORE FULLY SHOWN AND HAVING THE FOLLOWING METES AND BOUNDS TO WIT:

COMMENCING AT THE INTERSECTION OF THE NORTH RIGHT-OF-WAY OF NORTHWOOD DRIVE (VARIABLE R/W) AND THE WEST RIGHT-OF-WAY OF ROSWELL ROAD, THENCE CONTINUING ALONG THE NORTH RIGHT-OF-WAY OF NORTH WOOD (VARIABLE R/W) 883.4'± TO A #4 REBAR FOUND; THENCE TURNING AND CONTINUING ALONG SAID RIGHT-OF-WAY NORTH 01 DEGREES 08 MINUTES 29 SECONDS EAST (N01°08'29"E) A DISTANCE OF 12.00' TO A #4 REBAR SET; THENCE TURNING AND CONTINUING ALONG SAID RIGHT-OF-WAY NORTH 88 DEGREES 24 MINUTES 56 SECONDS WEST (N88°24'56"W) A DISTANCE OF 339.02' TO A POINT; THENCE TURNING AND LEAVING SAID RIGHT-OF-WAY ALONG THE LINE OF IP CE SS NORTHWOOD, LLC NORTH 01 DEGREES 19 MINUTES 54 SECONDS EAST (N01°19'54"E) A DISTANCE OF 21.23' TO A POINT; THENCE TURNING AND CONTINUING NORTH 88 DEGREES 10 MINUTES 01 SECONDS WEST (N88°10'01"W) A DISTANCE OF 17.79' TO A POINT; THENCE TURNING AND CONTINUING NORTH 01 DEGREES 39 MINUTES 18 SECONDS EAST (N01°39'18"E) A DISTANCE OF 116.87' TO A POINT THE POINT-OF-BEGINNING (P.O.B.);

THENCE TURNING AND CONTINUING ALONG THE LINE OF PROPOSED PARK NORTH 88 DEGREES 24 MINUTES 56 SECONDS WEST (N88°24'56"W) A DISTANCE OF 84.34' TO A POINT; THENCE TURNING AND CONTINUING ALONG THE LINE N/F TALLY LLC & CHEROKEE SIERRA LLC NORTH 00 DEGREES 48 MINUTES 29 SECONDS EAST (N00°48'29"E) A DISTANCE OF 89.30' TO A POINT ON THE SOUTH RIGHT-OF-WAY OF INTERSTATE 285 (R/W VARIES); THENCE TURNING AND CONTINUING ALONG SAID RIGHT-OF-WAY SOUTH 88 DEGREES 21 MINUTES 26 SECONDS EAST (S88°21'26"E) A DISTANCE OF 85.66' TO A POINT; THENCE TURNING AND LEAVING SAID RIGHT-OF-WAY AND CONTINUING ALONG THE LINE OF IP CE SS NORTHWOOD, LLD SOUTH 01 DEGREES 39 MINUTES 18 SECONDS WEST (S01°39'18"W) A DISTANCE OF 89.20' TO THE POINT-OF-BEGINNING (P.O.B.) AND CONTAINING 0.174 AC. (7,586 SQ. FT.).

This is a detailed site plan for a proposed development. The plan shows a large rectangular lot with various internal divisions and structures. Key features include:

- Northwood Drive (VARIANTE R/W)**: A road running along the left side of the lot.
- Interstate 266 (R/W VARIANTE)**: A road running along the right side of the lot.
- Proposed Structures**: Several buildings are shown, including a large rectangular building with a grid pattern, a smaller building with a curved roof, and a long, narrow building.
- Site Information**: The plan includes a north arrow, a scale bar (1" = 100'), and a location map showing the site's position relative to nearby roads and landmarks.
- Legal Description**: The plan includes a detailed legal description of the property, including references to previous surveys and maps.
- Survey Data**: The plan includes a table of survey data, including bearings, distances, and area calculations.
- Notes**: The plan includes several notes providing additional information about the survey and the proposed development.

**EXHIBIT “B”
TRACT 2**

Please return to:
City Clerk
City of Sandy Springs
1 Galambos Way
Sandy Springs, GA 30328
770-730-5600

Cross reference:
Deed BK 62894 PG 553
Deed BK 62894 PG 559

Parcel No: 17 17 009000010749

QUITCLAIM DEED
(120 Northwood Drive – Tract 2)

**STATE OF GEORGIA
COUNTY OF FULTON**

THIS QUITCLAIM DEED is made this the _____ day of _____, 2021, between IP CE SS NORTHWOOD LLC, a Delaware limited liability company, hereinafter called “Grantor” and the CITY OF SANDY SPRINGS, GEORGIA a municipal corporation existing under the laws of the State of Georgia, hereinafter called “Grantee”, (the words “Grantor” and “Grantee” to include their respective successors, legal representatives and assigns where the context requires or permits).

W I T N E S S E T H :

THAT GRANTOR, for and in consideration of the sum of One Dollar (\$1.00) in hand paid and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, has bargained, sold, and does by these presents bargain, sell, remise, release and forever quitclaim unto Grantee all the right, title, interest, claim or demand which Grantors have or may have had in and to the real property as more specifically described as Tract 2 on Exhibit A and delineated in Exhibit B which are attached herein and incorporated herein as though fully a part hereof.

This Quitclaim Deed is given to Grantee to transfer all of Grantor’s interest in and to said Tract 2 containing 0.273 +/- acres from that parcel of land lying and being in Land Lot 90 of the 17th District of Fulton County, Georgia and more specifically described in Exhibit B that Grantee may here and in perpetuity maintain said Tract 2 as a park and for recreational purposes, to be determined by the Grantee for the enjoyment of the Grantee, its citizens, and invitees.

TO HAVE AND TO HOLD the Property unto Grantee, so that neither said Grantor, nor any other person or persons claiming under Grantor shall at any time claim or demand any right, title or interest to the described Property or its appurtenances, or any rights thereof.

IN WITNESS WHEREOF, Grantor has executed this Quitclaim Deed under seal as of the day and year first above written.

GRANTOR:

IP CE SS NORTHWOOD, LLC

By: _____

A. Tyler Colpini

Vice President

Sworn to and subscribed before me and in my presence
on this the _____ day of _____, 2021.

Notary Public

Name: _____

My commission expires: _____

Unofficial Witness

Name: _____

Accepted by:

GRANTEE:

City of Sandy Springs, Georgia

By: _____

Russell K. Paul

Mayor

Sworn to and subscribed before me and in my presence
on this the _____ day of _____, 2021.

Notary Public

Name: _____

My commission expires: _____

Unofficial Witness

Name: _____

Exhibit A to Quitclaim Deed
Tract 2

TRACT 2 (PARK)

ALL THAT CERTAIN PIECE, PARCEL OR LOT OF LAND LYING AND BEING IN LAND LOT 90 OF THE 18TH DISTRICT FULTON COUNTY, GEORGIA, WITHIN THE CITY LIMITS OF SANDY SPRINGS AND BEING MORE FULLY SHOWN AND HAVING THE FOLLOWING METES AND BOUNDS TO WIT:

COMMENCING AT THE INTERSECTION OF THE NORTH RIGHT-OF-WAY OF NORTHWOOD DRIVE (VARIABLE R/W) AND THE WEST RIGHT-OF-WAY OF ROSWELL ROAD, THENCE CONTINUING ALONG THE NORTH RIGHT-OF-WAY OF NORTH WOOD (VARIABLE R/W) 883.4'± TO A #4 REBAR FOUND; THENCE TURNING AND CONTINUING ALONG SAID RIGHT-OF-WAY NORTH 01 DEGREES 08 MINUTES 29 SECONDS EAST (N01°08'29"E) A DISTANCE OF 12.00' TO A #4 REBAR SET; THENCE TURNING AND CONTINUING ALONG SAID RIGHT-OF-WAY NORTH 88 DEGREES 24 MINUTES 56 SECONDS WEST (N88°24'56"W) A DISTANCE OF 339.02' TO THE POINT-OF-BEGINNING (P.O.B.);

THENCE CONTINUING ALONG THE NORTHERLY RIGHT-OF-WAY TO NORTHWOOD DRIVE NORTH 88 DEGREES 24 MINUTES 56 SECONDS WEST (N88°24'56"W) FOR A DISTANCE OF 100.21' TO A #4 REBAR FOUND AT THE COMMON CORNER TO N/F HW TALLY LLC & CHEROKEE LLC; THENCE LEAVING THE NORTH RIGHT-OF-WAY TO NORTHWOOD DRIVE AND CONTINUING ALONG THE COMMON LINE TO N/F HW TALLY LLC & CHEROKEE LLC NORTH 00 DEGREES 48 MINUTES 29 SECONDS EAST (N00°48'29"E) FOR A DISTANCE OF 138.19' TO A POINT; THENCE TURNING AND CONTINUING ALONG THE LINE OF THE PROPOSED ACCESS/PARK/MAINTENANCE AREA SOUTH 88 DEGREES 24 MINUTES 56 SECONDS EAST (S88°24'56"E) FOR A DISTANCE OF 84.34' TO A POINT; THENCE TURNING AND CONTINUING ALONG THE LINE OF IP CE SS NORTHWOOD, LLC SOUTH 01 DEGREES 39 MINUTES 18 SECONDS WEST (S01°39'18"W) A DISTANCE OF 116.87' TO A POINT; THENCE TURNING AND CONTINUING ALONG SAID LINE SOUTH 88 DEGREES 10 MINUTES 01 SECONDS EAST (S88°10'01"E) A DISTANCE OF 17.79' TO A POINT; THENCE TURNING AND CONTINUING SOUTH 01 DEGREES 19 MINUTES 54 SECONDS WEST (S01°19'54"W) A DISTANCE OF 21.23' TO THE POINT-OF-BEGINNING (P.O.B.) AND CONTAINING 0.273 ACRES (11,892 SQ. FT.)

LOT TABLE

LOT	AREA (AC)	AREA (SQ FT)
1	10.00	696,960
2	10.00	696,960
3	10.00	696,960
4	10.00	696,960
5	10.00	696,960
6	10.00	696,960
7	10.00	696,960
8	10.00	696,960
9	10.00	696,960
10	10.00	696,960



SANDY SPRINGS

CITY CLERK'S OFFICE

TO: David Wells, Interim City Manager
FROM: Catherine Mercier-Baggett, Sustainability Manager
DATE: December 3, 2021 Submission for the December 21, 2021 Meeting
ITEM: Request for Mayor and City Council Consideration of a Resolution to Accept a Section 319(H) FY20 Grant from the Georgia Environmental Protection Division

Recommendation:

Staff recommends approval of the attached resolution.

Background:

Windsor Meadows Park ("Park") is located at 835 Windsor Parkway in Sandy Springs ("City"). The Park was created after the acquisition of residential properties that suffered from recurring flooding. Since its inauguration in 2018, the Park has experienced significant erosion along Nancy Creek. Erosion has already caused serious damage to the Park and a fence was recently installed to keep the public safe. An intervention is necessary to restore the Park and prevent further loss of usable surface

The proposed restoration project ("Project") includes stabilization of the streambank, installation of a regenerative stormwater conveyance system, and improvement of the stream buffer. The City was selected for the 319(h) Grant ("Grant") from the Georgia Environmental Protection Division ("EPD") for this Project. The Grant is in the amount of \$400,000 and the City will provide a cash match of \$377,000. In order to receive the Grant, the City is required to execute a contract with the EPD for the Project ("Contract"), a copy of which is attached to the resolution.

Discussion:

The City is positioned to move forward with this Project. A Request for Statements of Qualifications was issued this past summer and qualified firms have been identified. A Request for Proposals will be released to qualified firms after the Contract is executed. Design could begin early next year, with groundbreaking in 2023.

Financial Impact:

The cash match was programmed into the five year CIP plan during the FY22 budget process. Project P2205 includes \$280,000 with the remaining \$87,000 anticipated for funding in the FY23 budget.

Alternatives:

Mayor and City Council could forego approving the Contract and the Grant and find alternative funding for the Project, or choose not to proceed with the Project.

Attachments:

1. Presentation
2. Contract
3. Resolution - 319(h) FY20 Grant

319(h) Grant: Nancy Creek at Windsor Meadows Park

December 21, 2021



SANDY SPRINGS™
GEORGIA

Proposed Improvements

Streambank Erosion



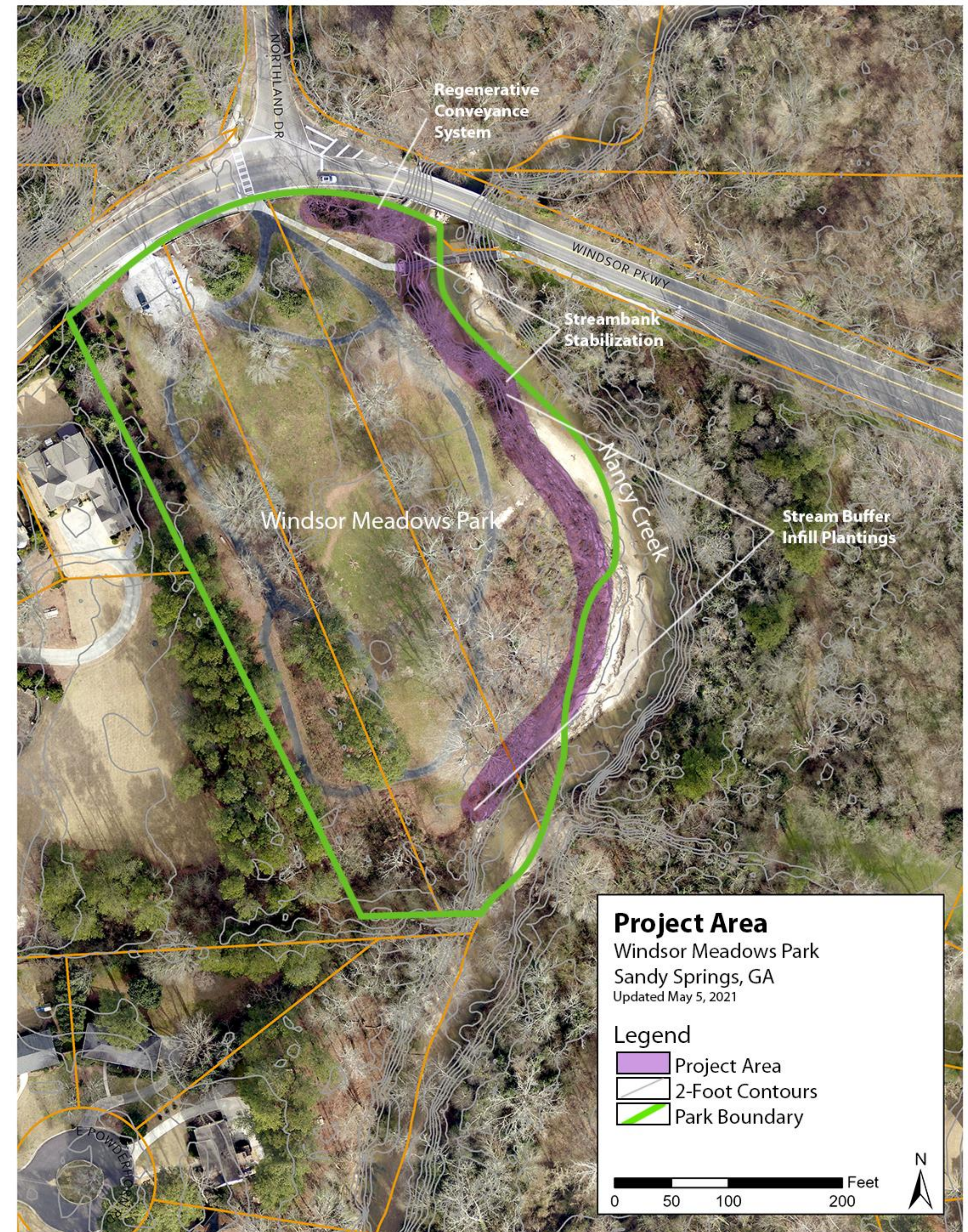
View west from bridge



View southwest from bridge

Scope of Work

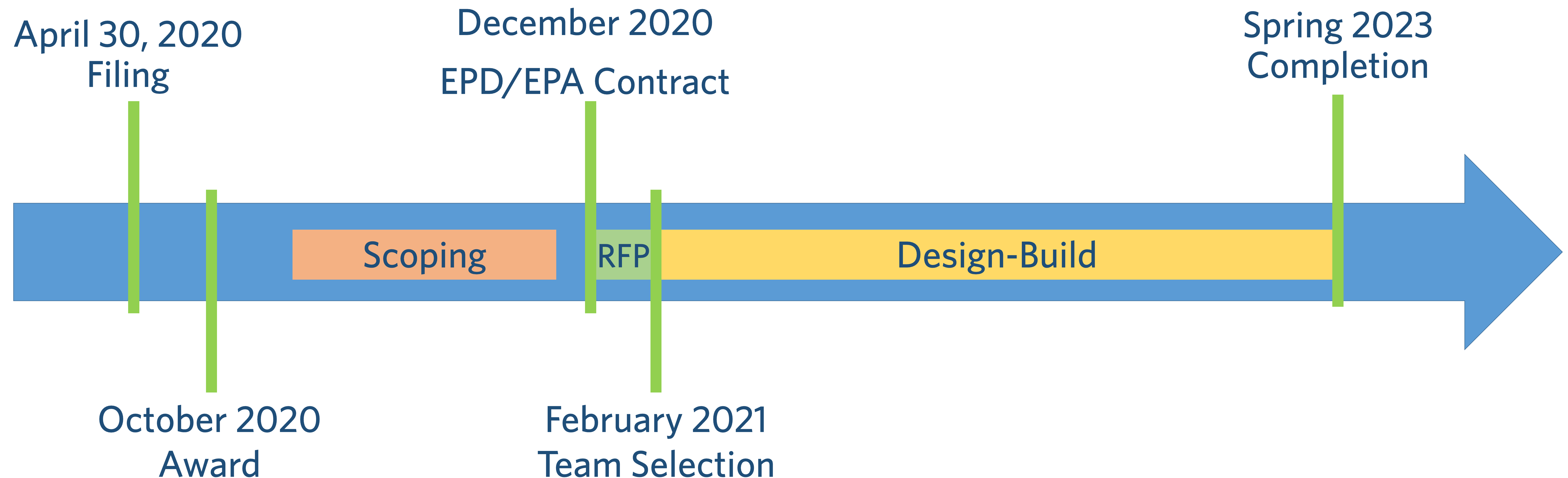
- Streambank stabilization
- Regenerative Conveyance
- Stream buffer revegetation



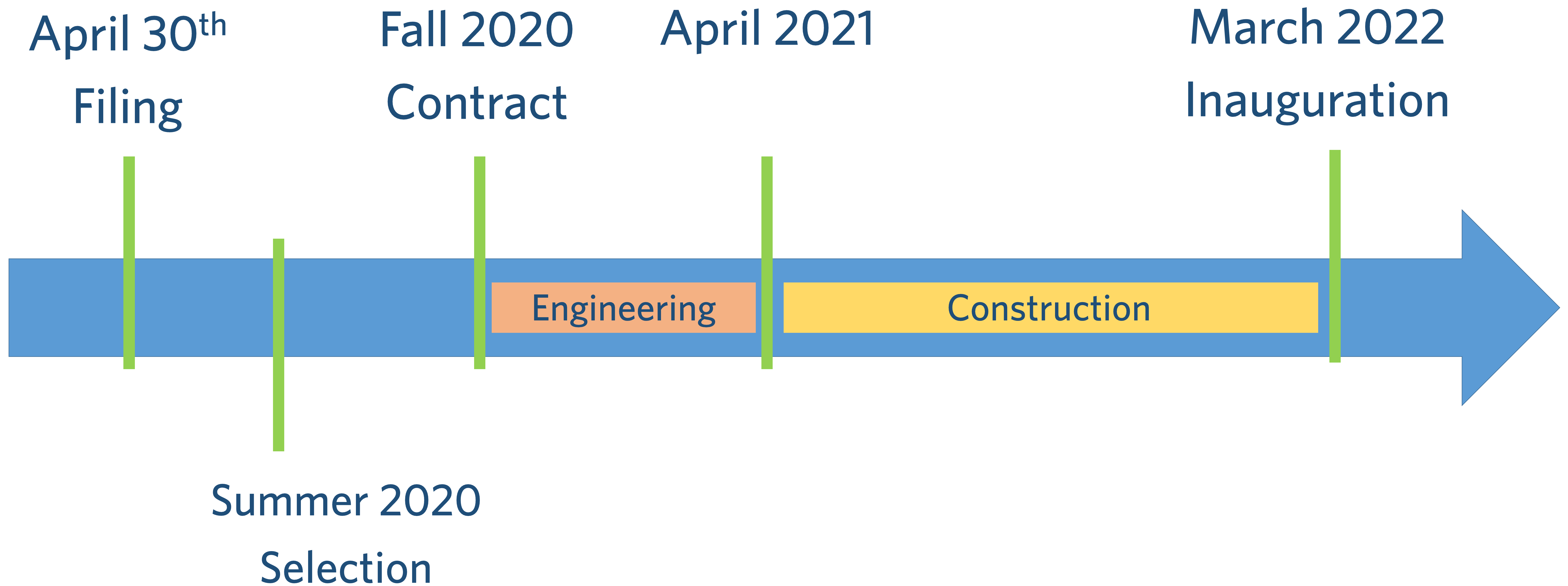
Financial Committment

Budget & Timeline

- Grant: \$400,000
- City cash match: \$377,000



Proposed Timeline





RICHARD E. DUNN, DIRECTOR

EPD DIRECTOR'S OFFICE

2 MARTIN LUTHER KING, JR. DRIVE
SUITE 1456, EAST TOWER
ATLANTA, GEORGIA 30334
404-656-4713

December 2, 2021

Mr. Dave Wells
Interim City Manager
City of Sandy Springs
1 Galambos Way
Sandy Springs, Georgia 30328

RE: Contract for Section 319(h) FY20 Grant - Element 11
City of Sandy Springs
"Nancy Creek at Windsor Meadows Park Stream and Water Quality Improvements"

Dear Mr. Wells:

Enclosed in this email is an electronic original of the Contract with the City of Sandy Springs for the project "Nancy Creek at Windsor Meadows Park Stream and Water Quality Improvements".

Please use the SignNow feature in the email to sign and date the signature page in the electronic contract. The SignNow application will then email the signed contract back to my office and to the attention of your grant administrator Joyce McClain at joyce.mcclain@dnr.ga.gov. Please complete the FFATA Worksheet and notarize the Contractor Affidavit separately and email directly to Ms. McClain.

After electronic signature by my office, we will email you an electronic file of the fully executed contract. If you have any questions or concerns regarding the process or the contract, please contact Ms. McClain at (470) 251-2761.

Regards,

Richard E. Dunn
Director

RED;jm

Enclosure (1 electronic version)

STATE OF GEORGIA
COUNTY OF FULTON

CONTRACT BETWEEN

THE GEORGIA ENVIRONMENTAL PROTECTION DIVISION

AND THE

CITY OF SANDY SPRINGS

FOR

“NANCY CREEK AT WINDSOR MEADOWS PARK STREAM AND WATER QUALITY
IMPROVEMENTS”

This contract (“Contract”) is made and entered into as of the date of the last signature hereunder (hereinafter called “Effective Date”), by and between the Georgia Environmental Protection Division; (hereinafter called “Division”), and City of Sandy Springs (hereinafter called “Contractor”). The persons executing this Contract on behalf of the Contractor have authority to bind the Contractor to the terms of this Contract. The Director of the Division is authorized by law to execute this Contract.

WHEREAS, the Division desires to engage the Contractor to render certain services hereafter described in connection with an undertaking (hereinafter referred to as the “Project”) which will be financed through grants authorized under Section 319 of the Federal Water Pollution Control Act Amendments of 1987 and administered by the Division; and

WHEREAS, Contractor desires to perform such services for the Project.

NOW, THEREFORE, in consideration of the valuable and mutual benefits flowing to each party as described below, the parties hereto mutually agree as follows:

1. **Employment of Contractor.** The Division hereby agrees to engage the Contractor and the Contractor hereby agrees to perform these services hereinafter as set forth in fulfillment of this Contract.
2. **Scope of Work.** In performance of the Project, the Contractor shall conduct the work described in the scope of work identified in the attached Appendix A, hereby made a part of this Contract by reference.
3. **Term; Time of Performance.** The term (“Term”) of this Contract shall commence upon the Effective Date and shall terminate upon the earlier of: i) the completion of the tasks identified in Appendix A: Scope of Work; or ii) **September 30, 2024** (hereinafter referred to as “Termination Date”), unless sooner terminated by the Division or renewed by the Division in accordance with the provisions of this Contract. The services of the Contractor are to commence as soon as practicable after the Effective Date and shall be undertaken in accordance with the timeline for completion of tasks included in the attached Appendix B: Project Schedule, hereby made a part of this Contract by reference.

4. **Compensation.** Division agrees to pay Contractor compensation for the services performed under this Contract not to exceed **four hundred thousand dollars, (\$400,000.00).** Said compensation shall be paid in accordance with the budget described in the Scope of Work. Any changes to the amount of compensation to be provided by the Division to Contractor shall be made in a writing executed in accordance with the terms of Paragraph 23.
5. **In Kind Match.** The Contractor will contribute a minimum of the equivalent of **50.7%** of the total project cost, in services or cash contributions, toward the performance of services described in Appendix A: Scope of Work.
6. **Method of Payment.** Division will pay Contractor for work performed under this Contract not to exceed the compensation described in Paragraph 4, and in accordance with the terms described in this Paragraph:
 - a. Payment will only be made for the services described in Appendix A: Scope of Work; and
 - b. Contractor shall be paid quarterly. No later than the 15th day of the month following close of the immediately preceding quarter, Contractor shall submit to the Division contact specified in Paragraph 36 an invoice for services rendered in that immediate preceding quarter, accompanied by a progress report describing the services performed and identifying the related items or tasks in the Scope of Work, specifying that the services have been performed in accordance with this Contract, and accompanied by any documentation, outputs, deliverables, or close-out reports; and
 - c. The Contractor shall certify in writing the accuracy of each invoice. All invoices from the Contractor should show detailed line items referencing the costs of labor, materials, property, equipment, installation, services, incidentals, etc. All invoices should be signed and dated by authorized personnel as evidence of review and approval prior to submission to the Division for reimbursement; and
 - d. The Division will review and approve or deny invoices within 30 days of receipt. Payment shall be made upon determination by the Division that Scope of Work items required by the Contract, including deliverables and reporting requirements of various categories and kinds of information for the period, are sufficient. Any invoice not approved by the Division shall not be paid; and
 - e. Payment of the final 10 percent (%) shall not be due and payable until all Scope of Work items are completed and the Division has accepted and approved the final products, reports, and invoices.
7. **Credit.** Notwithstanding any other provision of this Contract, the Contractor acknowledges that the Division, as an agency of the State of Georgia, is prohibited from pledging the State's credit.
8. **Funding.** The Contractor acknowledges that this Contract is funded with a grant from the U.S. Environmental Protection Agency ("USEPA"). In the event that the Division determines that the source of payment no longer exists or is insufficient with respect to the Services, the Division shall terminate this Contract in accordance with the provisions of Paragraph 13.
 - a. In the event of such termination, the Division shall remain obligated to pay for Services performed and accepted by the Division prior to such termination. All finished or unfinished documents, data, studies, surveys, drawings, maps, models, photographs, and reports prepared by the Contractor under this Contract shall become the property of the

Division. Any use of incomplete documents shall be at the sole risk of the Division. The determination of the Division of the events stated above shall be conclusive.

- b. The Division shall provide notice in writing to Contractor as soon as practicable after the Division determines that the source of payment no longer exists or is insufficient with respect to the services.
9. **Fair Share.** This Contract is being funded with a grant from the USEPA. It is the policy of the USEPA to ensure to the fullest extent possible that at least a negotiated “Fair Share” percentage of federal funds awarded to prime and subcontractors in support of USEPA programs be made available to Disadvantaged Business Enterprises (“DBE”).
 - a. The Contractor agrees to ensure to the fullest extent possible that at least 4% Minority Business Enterprises (MBE) and 4% Women Business Enterprises (WBE) of federal funds for contracts or subcontracts for supplies, construction, equipment or services are made available to organizations owned or controlled by socially and economically disadvantaged individuals, women and historically black colleges and universities.
 - b. The Contractor agrees to include in its bid documents this 4% “Fair Share” percentage.
 - c. To evaluate compliance with the “Fair Share” policy, the Contractor agrees to comply with the following six affirmative steps as appropriate:
 - i. Including qualified minority and women businesses on solicitation lists;
 - ii. Assuring that minority and women’s businesses are solicited whenever they are potential sources;
 - iii. Dividing total requirements, when economically feasible, into small tasks or quantities to permit maximum participation of minority and women’s businesses;
 - iv. Establishing delivery schedules, where the requirements of the work permit, which will encourage the participation by minority and women’s businesses;
 - v. Using the services and assistance of the U.S. Small Business Administration and the Office of Minority Business Enterprise of the U.S. Department of Commerce;
 - vi. Requiring each party to a subagreement to take the affirmative steps outlined in paragraphs (i) through (ii) of this section.
 - d. The Contractor must submit to the Division a certification that the six steps have been followed, along with documentation of the six steps that is sufficiently detailed to allow for satisfactory review and should document the efforts of solicitation taken such as; the name and address of MBE’s/WBE’s solicited, if advertised in newspaper show proof and indicate name of paper.
 - e. The Contractor is required to submit semiannual reports of total Contract expenditures to the Division, which includes a separate total for MBE/WBE utilization.
10. **Taxes.** The State is exempt from Federal Excise Taxes, and no payment will be made for any taxes levied on Contractor’s employee’s wages. The Division is exempt from State and Local Sales and Use Taxes on the services. Tax Exemption Certificates will be furnished upon request. Contractor or an authorized subcontractor shall provide the Division with a sworn verification regarding the filing of unemployment taxes or persons assigned by Contractor to perform Services, which verification is incorporated herein by reference.
11. **Certification Regarding Sales and Use Tax.** By executing the Contract, the Contractor certifies it is either (a) registered with the State Department of Revenue, collects, and remits

State sales and use taxes as required by Georgia law, including Chapter 8 of Title 48 of the Georgia Code; or (b) not a “retailer” as defined in O.C.G.A. Section 48-8-2. The Contractor also acknowledges that the Division may declare the Contract void if the above certification is false. The Contractor also understands that fraudulent certification may result in the Division or its representative filing for damages for breach of contract.

12. **Termination of Contract for Cause.** If, through any cause other than force majeure, the Contractor shall fail to fulfill in a timely and proper manner its obligations under this Contract, or if the Contractor shall violate any of the covenants, agreements, or stipulations of this Contract, the Division shall thereupon have the right to terminate this Contract by giving written notice to the Contractor of such termination and specifying the effective date thereof, at least fifteen (15) days before the effective date of such termination.
 - a. In that event, all finished or unfinished documents, data, studies, surveys, drawings, maps, models, photographs, and reports prepared by the Contractor under this Contract shall become the property of the Division, and the Contractor shall be entitled to receive just and equitable compensation for any satisfactory work completed on such documents and other materials in which funds were accrued or encumbered up to the actual date of termination.
 - b. Notwithstanding the above, the Contractor shall not be relieved of liability to the Division for damages sustained by the Division by virtue of any breach of this Contract by the Contractor, and the Division may withhold any payments to the Contractor for the purpose of setoff until such time as the exact amount of damages due the Division from the Contractor is determined.
13. **Termination of Contract for Convenience.** Either party may terminate this Contract at any time for good reason by giving at least thirty (30) days written notice to the other party of such termination and specifying the effective date.
 - a. In that event, all finished or unfinished documents, data, studies, surveys, drawings, maps, models, photographs, and reports prepared by the Contractor under this Contract shall become the property of the Division, and the Contractor shall be entitled to receive just and equitable compensation for any satisfactory work completed on such documents and other materials in which funds were accrued or encumbered up to the actual date of termination.
 - b. If this Contract is terminated as provided herein, the Contractor will be paid an amount which bears the same ratio to the total compensation as the services actually performed bear to the total services of the Contractor covered by this Contract, less payments of compensation previously made.
14. **Release of Materials Pursuant to the Georgia Open Records Act.** All products, reports, information, data, etc., given to, derived from, prepared by, or assembled by the Contractor (the “Materials”) in the performance of this Contract shall be governed by the Georgia Open Records Act. Unless otherwise required by applicable law, the Contractor shall not release or deliver any Materials to the general public or to local officials pursuant to a written or oral request under the Georgia Open Records Act. Division expressly acknowledges and agrees that Contractor is an “agency” as defined in O.C.G.A. § 50-18-70 and is consequently subject to the Georgia Open Records Act. Contractor shall inform the Division in writing if it receives any requests for the Materials pursuant to the Georgia Open Records Act.
15. **Assignability.** Contractor shall not transfer or assign all or any of its right, title or interest in this Contract or delegate any of its duties or obligations hereunder without the prior written

consent of the Division. The Division may transfer or assign all or any of its right, title or interest in this agreement to another agency or authority of the State of Georgia without written notice to Contractor.

16. **Interest of Contract.** The Contractor covenants that it presently has no interest and shall not acquire any interest, direct or indirect, which would conflict in any manner or degree with the performance required under the Contract. It is specifically agreed and understood that for the purposes of this Contract, the Contractor shall be an independent contractor and nothing in this Contract shall be construed as creating a joint venture, partnership or employment relationship between the parties.
17. **Copyrights.** No reports, maps, or other documents produced or derived in whole or in part under this Contract shall be the subject of an application for copyright by or on behalf of the Contractor. Any such reports, maps and other documents shall constitute a “work made for hire” pursuant to the U.S. Copyright Act of 1976, as amended, and Contractor agrees that the Division is the original and sole owner of all rights, including without limitation copyright, in and to such reports, maps and other documents. If for any reason such reports, maps, and other documents are found not to be “works made for hire,” then Contractor hereby assigns to the Division all right, title and interest in and to such reports, maps and other documents without further consideration of any kind. Contractor agrees to execute all further documents and to take all further steps deemed advisable by the Division to secure and protect the Division’s rights as stated herein.
18. **Documents.** Provided that Contractor has been paid for the Services, the Division shall have the right to use the documents, maps, photographs, drawings and other materials (including but not limited to models, software or other digital work products) resulting from Contractor efforts on this Contract. Contractor acknowledges that, in accordance with the Contract, the Division is the original and sole owner of all rights in and to such documents, maps, photographs, drawings and other such materials including but not limited to models, software or other digital work products. Division acknowledges that the reuse of any such materials by Division on any extension of this project or any other project shall, with the exception of the obligations of Contractor, be at Division’s sole risk unless otherwise agreed to in writing by all parties. Contractor shall have the right to retain copies of all such materials.
19. **Identification of Documents and Projects.** All construction or demonstration projects, reports, maps, signage and other documents completed as a part of this Contract, other than documents exclusively for internal use within the Division shall give the Contractor recognition and carry the following notation on a conspicuous sign or the front cover or a title page (or in the case of maps, in the same block) containing the name of the Division:

“The preparation of this report, map, document, project, etc., was financed in part through a grant from the U.S. Environmental Protection Agency under the Provisions of Section 319(h) of the Federal Water Pollution Control Act, as amended.”

Together with the month and year, the document was prepared and credit being given to the Environmental Protection Division of the Department of Natural Resources, State of Georgia.
20. **Intellectual Property.** The Contractor agrees it will not use the name or any intellectual property, including but not limited to, the Division’s trademarks or logos in any manner, including commercial advertising or as a business reference, without the express prior written consent of the Division.

The Division agrees that it will not use the name or any intellectual property, including but not limited to, the Contractor’s trademarks or logos or branding of an entity associated with the

Contractor in any manner, including commercial advertising or as a business reference, without the express prior written consent of the Contractor.

21. **Personnel.** The Contractor represents that it has, or will secure, all personnel required in performing the Services under this Contract. Such personnel shall not be employees of or have any contractual relationship with the Division.
 - a. All the Services required hereunder will be performed by the Contractor or under its supervision, and all the personnel engaged in the work shall be fully qualified and shall be authorized under state and local law to perform such services.
 - b. None of the work or Services covered by this Contract shall be subcontracted without the prior written approval of the Division contact specified in Paragraph 36.
 - c. The Division, or its authorized representatives, shall have the right to enter into the premises of Contractor and/or all subcontractors, or any places where duties under this Contract are being performed, during regular business hours upon reasonable notice, to inspect, monitor, or otherwise evaluate the performance under this Agreement.
22. **Right to Audit and Access to Records.** The Contractor shall maintain books, records and documents in accordance with generally accepted accounting principles and procedures and which sufficiently and properly document and calculate all charges billed to the Division throughout the term of the Contract for a period of at least five (5) years following the date of final payment or completion of any required audit, whichever is later. Records to be maintained include both financial records and service records. The Contractor shall permit the Auditor of the State of Georgia or any authorized representative of the State, and where federal funds are involved, the Comptroller General of the United States, or any other authorized representative of the United States government, to access and examine, audit, excerpt and transcribe any directly pertinent books, documents, papers, electronic or optically stored and created records or other records of the Contractor relating to orders, invoices or payments or any other documentation or materials pertaining to the Contract, wherever such records may be located during normal business hours. The Contractor shall not impose a charge for audit or examination of the Contractor's books and records. If an audit discloses incorrect billings or improprieties, the Division reserves the right to charge the Contractor for appropriate reimbursement. Evidence of criminal conduct will be turned over to the proper authorities.
23. **Entire Agreement; Modification.** This Contract represents the sole and complete understanding of the terms of the Contract between the parties hereto with respect to the subject matter contained herein and supersedes all prior agreements and understandings, oral or written, with respect thereto. No modification or amendment to this Contract will be binding on either party hereto unless such modification or amendment is reduced to a writing executed by both parties. Any changes in the scope and/or duration of this Contract shall be mutually agreed upon by and between the Division and the Contractor in a writing executed in accordance with this Paragraph.
24. **Warranty.** The Contractor warrants to the Division that the Services will be performed in a workmanlike manner, consistent with that level of care and skill ordinarily exercised by other providers of similar services and with sound principles commonly used by similar professionals under similar circumstances at the time the Services are provided and further warrants that the work will be performed as intended and described in the Scope of Work.
 - a. Contractor warrants that he has not employed or retained any company or person, other than a bona fide employee working solely for him, to solicit or secure this Contract and

that he has not paid or agreed to pay any person, company, corporation, individual, or firm, other than a bona fide employee working solely for him, any fee, commission, percentage, gift, or other consideration contingent upon or resulting from the award or the making of this Contract.

25. **Indemnification.** To the extent permitted by law, the Contractor agrees to indemnify and hold harmless the State and State officers, employees, agents, and volunteers (collectively, “Indemnified Parties”) from any and all costs, expenses, losses, claims, damages, liabilities, settlements and judgments, including reasonable value of the time spent by the Attorney General’s Office, related to or arising from:
- a. Any negligent or wrongful act or omission of the Contractor or any employee, agent or subcontractor utilized or employed by the Contractor;
 - b. The negligence or fault of the Contractor in design, testing, development, manufacture, or otherwise with respect to the Services provided under the Agreement;
 - c. The Contractor’s negligent performance or attempted performance of the Contract, including any employee, agent or subcontractor utilized or employed by the Contractor;
 - d. Any failure by the Contractor to make all reports, payments and withholdings required by federal and state law with respect to social security, employee income and other taxes, fees or costs required by the Contractor to conduct business in the State of Georgia or the United States;
 - e. Any infringement of any copyright, trademark, patent, trade dress, or other intellectual property right, or
 - f. Any failure by the Contractor to adhere to the confidentiality provisions of this Contract.
26. **Indirect Damages.** Each party hereby waives its rights to recover from the other party any consequential, indirect, or incidental damages (including but not limited to, loss of use, income, profits, financing, or reputation), arising out of, or relating to, this agreement of the performance of the services or both.
27. **Use of Third Party Data.** The Division has requested that the Contractor obtain certain facts, information, data, assumptions, opinions and representations (collectively, “Items”) from third parties as part of its scope of services. The Division understands and agrees that (i) the products of its services that the Contractor provides (collectively, “Products”) may be based in part or in whole on Items that have not been verified by the Contractor, (ii) the Contractor has no obligation or duty to verify the accuracy or completeness of the Items and (iii) the Contractor makes no representation(s) or warranty(ies), express or implied, with respect to the Items or the Products (other than the Products were prepared in accordance with the standard of care to which the contractor is subject, as set forth elsewhere in this contract), all of which representation(s) and warranty(ies) are hereby disclaimed, including, without limitation, the warranties of merchantability and fitness for a particular purpose. The Division hereby releases the Contractor from any and all claims, damages, losses, expenses and liabilities of every kind and nature whatsoever, including reasonable attorneys’ fees and defense costs, arising out of the use of Items by the Contractor in performing its services under this contract, including, without limitation, the preparation and delivery of the Products to the Division.
28. **Compliance with the Georgia Security and Immigration Compliance Act.** Contractor Certifies that it will comply with O.C.G.A. § 13-10-91 relating to the verification of the status of newly hired employees as incorporated herein by reference.

29. Federally-Mandated Certifications and Disclosures.

a. Lobbying

- i. Disclosure Regarding Lobbying: Contractor hereby warrants as a condition of this Contract that if it is an organization described in Section 501(c)(4) of the Internal Revenue Code of 1986, it will not engage in lobbying activities prohibited by the Lobbying Disclosure Act of 1985.
- ii. Certification Regarding Lobbying: Contractor certifies to the best of its knowledge and belief that:
 1. No Federal appropriated funds have been paid in full or will be paid, by or on behalf of Contractor, to any person for influencing or attempting to influence an officer or employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
 2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this contract, then Contractor shall fully disclose same to the Division, and shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying", in accordance with its instructions.

- b. **Drug Free Work Place:** Contractor certifies that, in accordance with the provisions of O.C.G.A. § 50-24-1, *et seq.*, a drug-free workplace will be provided to Contractor's employees during the performance of this contract; and it will secure from any subcontractor hired to work in a drug-free workplace the following written certification: "As part of any subcontracting agreement (Subcontractor's Name), certifies to Contractor that a drug-free workplace will be provided for the subcontractor's employees during the performance of this Contract pursuant to paragraph 7 of subsection (b) of Code 50-24-3."

c. Debarment, Suspension, and Other Responsibility Matters:

- i. The Contractor certifies that it and its principles:
 1. Are not presently debarred, suspended, proposed for debarment, and declared ineligible or voluntarily excluded from covered transactions by any Federal department or agency.
 2. Have not, within a three-year period preceding this contract, been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public transaction or contract under a public transaction; violation of Federal or State antitrust statutes; or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property.

3. Are not presently indicted for or otherwise criminally or civilly charged by a government entity with commission of any of the above offenses.
 4. Have not within a three-year period preceding this contract had one or more public transactions terminated for cause or default.
 - ii. Where the Contractor is unable to certify to any of the statements in this certification, such Contractor shall attach an explanation to this contract.
 - d. **Equal Employment Opportunity:** The Contractor will not discriminate against any employee for employment because of race, color, religion, sex or national origin. The Contractor will comply with all sections of Executive Order 11246 - Equal Employment Opportunity.
 - e. **Audit Requirement:** A non-Federal entity that expends \$750,000 or more during the non-Federal entity's fiscal year in Federal awards must have a single or program-specific audit conducted for that year in accordance with the provisions of Subpart F, Part 200, Chapter II of Subtitle A, Title 2, Code of Federal Regulations.
30. **General Federal Grant Conditions.** All covenants, agreements and stipulations in Part 200 Chapter II of Subtitle A, Title 2, Code of Federal Regulations, are incorporated herein by reference. The parties acknowledge those general grant conditions and intend that all those covenants, agreements, and stipulations between the U.S. Environmental Protection Agency and the Division, with the exception of the provision for compliance with the Davis-Bacon Act, are applicable to and enforceable against the Contractor. Allowable costs will be determined in accordance with the cost principles in the hereto referenced Code of Federal Regulations.
- a. The Contractor will assure the continued proper operation and maintenance of all nonpoint source management practices that have been implemented for projects funded under this agreement. Such practices shall be operated and maintained for the expected lifespan of the specific practice and in accordance with commonly accepted standards. The Contractor shall include a provision in every applicable sub-agreement (contract) awarded under this grant requiring that the management practices for the project be properly operated and maintained.
 - b. The Contractor agrees to ensure that all necessary permits (such as Clean Water Act § 404) are obtained prior to implementation of any grant funded activity that may fall under applicable federal, state or local laws. The Contractor project implementation plan must identify permits that may be needed to complete activities identified in Appendix A: Scope of Work. The Contractor must keep documentation regarding necessary permits in the project file.
31. **Israel.** The Contractor certifies that the Contractor is not currently engaged in, and agrees for the duration of this Contract not to engage in, a boycott of Israel, as defined in O.C.G.A. § 50-5-85.
32. **Applicable Law.** The parties agree that this agreement and all rights, privileges and responsibilities shall be interpreted and construed according to the laws of the State of Georgia.
33. **No Waiver.** The failure of the Division at any time to require performance by the Contractor of any provision hereof, shall in no way affect the right of the Division thereafter to enforce that same provision or any part of the Contract, nor shall the failure of the Division to enforce any breach of any provision hereof be taken or held to be a waiver of such provision, or as a waiver, modification or rescission of the Contract itself.

34. **Counterparts; Electronic Signature.** This Contract may be executed in two (2) counterparts each of which is deemed an original of equal dignity with the other and which is deemed on and the same instrument as the other. The Division and Contractor agree that any electronic signatures on this Contract hereto constitute original, valid signatures pursuant to the Uniform Electronic Transactions Act, O.C.G.A. § 10-1-21 *et seq.*
35. **Severability.** If any one or more of the provisions of this Contract are for any reason be held by any court of competent jurisdiction to be invalid, illegal or unenforceable in any respect, such invalidity, illegality or unenforceability will not affect any other provision, and this Contract will be construed as if such invalid, illegal, or unenforceable provision had never been contained herein.
36. **Notice.** All notices, correspondence requests, demands, waivers and other communications required or permitted to be given under this Contract shall be made in writing and shall be deemed to have been duly given if delivered by U.S. Mail, postage paid, sent by nationally recognized overnight courier, or by electronic-mail to the contacts as follows:

If to the Division:

Joyce McClain

Grant Administrator

Georgia EPD Watershed Protection Branch

Nonpoint Source Pollution Program Grants Unit

2 Martin Luther King Jr. Drive

Suite 1452 East Tower

Atlanta, GA 30334

(470) 251-2761

joyce.mcclain@dnr.ga.gov

If to Contractor:

City of Sandy Springs

Catherine Mercier-Baggett, AICP

Sustainability Manager

City of Sandy Springs

1 Galambos Way

Sandy Springs, Georgia 30328

678 787-1615

CMercier-Baggett@SandySpringsga.gov

IN WITNESS WHEREOF the Division and the Contractor have executed this Contract on the day and year below written.

**The Environmental Protection Division of
the Department of Natural Resources,
State of Georgia**

City of Sandy Springs

Richard E. Dunn
Director
Date:

Dave Wells
Interim City Manager
Date:

APPENDIX A SCOPE OF WORK

ELEMENT 11 FY2020 Section 319(h) Grant

1. Project Title: Nancy Creek at Windsor Meadows Park Stream and Water Quality Improvements

2. Lead Organization: City of Sandy Springs
1 Galambos Way
Sandy Springs, Georgia 30328
770 730-5600
CMercier-Baggett@SandySpringsga.gov

Primary Contact: Catherine Mercier-Baggett, AICP
Sustainability Manager
City of Sandy Springs
1 Galambos Way
Sandy Springs, Georgia 30328
678 787-1615
CMercier-Baggett@SandySpringsga.gov

Project Start Date: October 1, 2021
Project End Date: September 30, 2024

Federal Amount: \$400,000
Match Amount: \$412,000
Total Project Amount: \$812,000

3. Project Goals:

The goals for this project are:

1. Implement stream restoration and water quality improvement project that will address the pollutants of concern, fecal coliform and sediment (Biota Fish), for an impaired stream segment (Nancy Creek) according to the Nancy Creek Watershed Improvement Plan (2010) and Nancy Creek Consolidated Watershed Based Plan (2018).
2. Grow the City's watershed implementation program, which is continuing the systematic installation of green infrastructure and other BMPs to provide water quality improvements in watersheds with listed streams.
3. Develop a precedent for incorporating water quality improvements and natural design elements into projects that historically may have been addressed through maintenance measures only.

Stream and Water Quality Improvements

4. Educate the public about nonpoint source pollution, stormwater, water quality, and green infrastructure.
5. Protect and enhance public green space.

Implementing Management Practices Identified in current, revised 2019 Georgia's Statewide Nonpoint Source (NPS) Management Plan

Georgia's Statewide Nonpoint Source Management Plan – 2019 Update

Urban Nonpoint Source Program – Stormwater, pages 30-32

Long-Term Goal 1: Track research on the performance, effectiveness, costs, and maintenance of GI/LID practices and collect performance data from Georgia projects in a range of locations and applications to ensure the highest levels of effectiveness. This research can include holistic reviews of GI/LID practices that are incorporated as part of a drainage network that integrates conventional stormwater management elements as well as GI/LID elements.

Activity 1: Support, and where appropriate, require performance monitoring of installed GI and LID practices to provide local data on BMP cost, performance, and installation and maintenance requirements.

***** Long-Term Goal 3:*** Continue to support the implementation of GI and LID projects in priority and impaired watersheds, with an emphasis on operations and maintenance and post-construction monitoring.

Activity 1: Encourage GI retrofits and new BMPs to reduce nonpoint source pollution from existing development in urban areas. Once installed, monitor GI and LID practices to provide local data on BMP cost, performance, and installation and maintenance requirements.

***** Nonpoint Source Management Plan top priority goal***

4. Project Background:

Nancy Creek is listed for not meeting the designated use of fishing for both fecal coliform and Biota-F (fish impairment) on the Georgia 2018 and 2020 305(b) /303(d) List of Waters. The fecal coliform total maximum daily load (TMDL) developed in 2008 determined that an 84 percent reduction in fecal coliform was needed in the Nancy Creek watershed while the biota (sediment) TMDL determined that a 35.45 percent reduction in sediment was needed.

In 2010, in an effort to address these impairments, the City of Sandy Springs developed the Nancy Creek Watershed Improvement Plan. This plan evaluated existing conditions, developed a watershed water quality model and identified projects and practices to improve water quality in Nancy Creek. The focus of this plan was only the portion of Nancy Creek within the City of Sandy Springs. In 2018, the City of Sandy Springs participated in the development of the Nancy Creek Consolidated Watershed Based Plan. The 2018 Plan covered the entire Nancy Creek watershed and the report format follows the EPA's nine elements of watershed planning. The Nancy Creek at Windsor Meadows Park project was identified in the 2018 plan as project SS69 and in the 2010 WIP as project 17 00410002036STREAM-1.

The projects were not prioritized, however they received a benefit/cost score. This particular project received a score of 1.77, which is relatively low, because in part of the high cost. With

Stream and Water Quality Improvements

the streambank erosion that occurred since the study was conducted, and the fact that the City now owns the land and made it into a public park, this project would likely receive a higher score today.

Project Overview

The watershed plans developed a very high-level planning concept for the project. The City of Sandy Springs has refined the project by developing a conceptual design which provides more project specifics. The project includes stream stabilization and restoration along Nancy Creek and the installation of a regenerative stormwater conveyance (RSC) in an existing eroded drainage swale that receives runoff from paved surfaces, primarily Windsor Parkway, and flows into Nancy Creek from Windsor Meadows Park. The stream banks of Nancy Creek at the project site are approximately 12 feet tall and much of the streambank has no vegetative cover and is actively eroding. The implementation of this project will stabilize the streambank on 200 linear feet and redirect the main stem flow during bankfull and smaller events to provide a significant reduction in the sediment load (estimated to be 17,000 lb./year using the methods outlined in the Nancy Creek WIP) which will contribute to meeting the sediment reduction goal of the TMDL plan for Nancy Creek. The instream structure used to redirect flow will also improve fish habitat.

The RSC will treat runoff from paved areas along Windsor parkway that do not currently receive any treatment prior to discharge into Nancy Creek. The Georgia Stormwater Management Manual (GSMM) indicates that RSCs provide 80% removal for TSS and 70% removal for total phosphorus and total nitrogen. Compared to other GI measures, RSC are newer and have not been as widely implement in Georgia. As a result, implementing an RSC as part of this project will provide the opportunity to better document the water quality benefits of this type of project which may have widespread application in addressing eroded drainage swales that are prevalent throughout Nancy Creek and other urban/suburban watersheds as result of altered hydrology.

Throughout the project design and construction, the City will engage the community and stakeholders. A summary of the project will be included on the City's website and updates will be posted on social media channels. As part of the project two educational signs will be added at Windsor Meadows Park; one at the pedestrian bridge over Nancy Creek and another along Nancy Creek at a proposed pedestrian access staircase which leads to a landing on the creek. These signs will provide passive education on nonpoint source pollution and water quality benefits provided by the project to residents and visitors that use the park. At the project completion, the City will host at least 2 tours of the project to professional, watershed and/or civic groups to explain the design and construction process, discuss nonpoint source pollution and convey the water quality benefits provided by the project. The environmental educator on staff with the City's Recreation and Parks Department will add the project site tour to the regular portfolio of activities available for groups, mainly k-12 students. The City will partner with North Fulton Beautiful for Adopt-A-Stream and/or Neighborhood Water Watch to promote the site as adoptable by citizen groups. Public engagement is an important component of almost every City initiative.

Stream and Water Quality Improvements

- *Nonpoint Sources of Pollution*
Nancy Creek is listed on the Georgia 2018 (and draft 2020) Integrated 305(b)/303(d) List of Waters as not meeting water quality standards for Biota (fish) and fecal coliform from urban runoff and nonpoint source pollution. The 2020 305(b)/303(d) list was approved by EPA on August 5, 2020 and is no longer a draft.
This project has been identified in more than one watershed plan to specifically address these sources of nonpoint source pollution for the Nancy Creek watershed (refer to the watershed plans online and in Attachment B).
- *Cost Effectiveness*
A benefit cost analysis was completed for this project as part of the 2010 Nancy Creek WIP and the project had a moderate score. As part of the development of the concept plan for this project the project scope was further refined to provide much of the same benefit as initially envisioned but at a lower cost thus providing a more cost-effective approach. The changes that were made to lower the cost were that the project listed in the WIP extended over 1,400 linear feet, while this scope focuses on the restoration of the 200 linear feet most impacted by erosion.
- *Support the milestones and/or implementation activities in the 2019 Georgia Statewide Nonpoint Source Management Plan*
This project supports Long-Term Goal 1 and Goal 3 identified in the Urban Nonpoint Source Program – Stormwater section of 2019 NPS Plan. Long-Term Goal 3 is noted as top priority goal for the overall plan.
- *Effectiveness of project*
The City will use a multi-pronged approach to evaluate the effectiveness of the project. The estimated load reductions provided by the project for sediment, nutrients and bacteria will be refined as more project specifics are developed during the design process. A key component of the project is stabilization of a severely eroding stream bank that is contributing to the sediment load which has resulted in Nancy Creek being listed on the 305(b)/303(d) List of Waters and having TMDL plan with a goal of 35% sediment reduction. The City will provide quarterly visual inspections after installation of the project to ensure that project site and specifically the streambank is stabilized and functioning properly thus reducing the sediment load to Nancy Creek. Post-construction, will be incorporated into routine maintenance inspections by the City's Stormwater division. The Project Manager will be on-site regularly during construction.

5. Project Activities:

Project Activity #1: Stakeholder Engagement and Public Outreach Meetings

Task #1: Introduce the project to stakeholders, local agencies and watershed Citizens The City of Sandy Springs will arrange and oversee the meetings.

Deliverables: Meeting summary; Sign in sheet; Meeting advertisements

Measures of Success: At least three meetings with key stakeholder groups and more than 5 people attend the public meeting

Project Activity #2: Design of the stream stabilization, restoration and regenerative stormwater conveyance

Task #2: Design of the stream stabilization, restoration and design of the regenerative stormwater conveyance in an existing eroded drainage within impaired stream segment (Nancy Creek) according to the Nancy Creek Watershed Improvement Plan (2010) and Nancy Creek Consolidated Watershed Based Plan (2018) by taking a design-build approach for this project. The design-build contractor is the same as the construction contractor.

Deliverables: Draft and Final Design Drawings with Specifications and O&M Plan

Measures of Success: Completed drawings that can be permitted

Project Activity #3: Permitting

Task #3: Permitting of the stream stabilization, restoration and permitting of the regenerative stormwater conveyance. The permitting work will be completed by the TBD contractor.

Deliverables: Completed permit applications

Measures of Success: Permits secured

Task #4: Procurement of Construction Contractor. The City of Sandy Springs will follow its procurement process as well as any requirements identified by the 319 grant personnel to secure a construction contractor capable of implementing the stream restoration design and the installation of a regenerative stormwater conveyance design. A consultant has helped to develop the procurement documents, with assistance from City Staff.

Deliverables: A copy of the Request for Qualifications (RFQ); Advertisement material; Bids received; Selection process of construction contractor and chosen contractor

Measures of Success: Contractor selected consistent with grant and city procurement requirements

Project Activity #4: Construction and installation of Best Management Practices

Task #5: Construct the stream restoration project design (approximately 200 linear feet)

Deliverables: Completed stream restoration; Before and After Photos

Measures of Success: Project is constructed consistent to final design drawings

Task #6: Construct the regenerative stormwater conveyance design

Deliverables: Completed regenerative stormwater conveyance; Before and After Photos

Measures of Success: Project is constructed consistent to final design drawings

Stream and Water Quality Improvements

Task #7: Restore approximately 100 linear feet of (1) stream buffer by controlling invasive plant species and filling in the buffer where sparse with plant species native to the region. The planting plan has not been finalized, but all species will be native to the Piedmont and will include all strata of a natural habitat. The resulting buffer will include groundcovers, shrubs and trees in a natural-looking design and any invasive species found will be removed. This work will be done in part by contractor and in part by volunteers.

Deliverables: Completed plantings of native vegetation within the stream buffer;
Before and after photos

Measures of Success: Project is constructed consistent to final design drawings

Project Activity #5: Provisions for Operations and Maintenance of Structural Best Management Practices (BMPs)

Task #8: Operate and maintain all BMPs for the expected lifespan of the specific practice and in accordance with commonly accepted standards to ensure the proper functioning of the system as designed; Records of inspections and BMP maintenance shall be kept and shall be available for review upon request; This provision will survive the expiration of this contract; The project will be incorporated into the existing maintenance schedule the City has implemented for existing water quality improvement projects; The City inspects all city-owned infrastructure at least once every five years, using inspection checklists specific to the best management practice; Select vegetated practices are visually inspected and maintained at least quarterly. The TBD contractor will prepare the O&M Manual, the City will conduct the inspections and a contractor hired to handle all green infrastructure will do maintenance.

Deliverables: An Operations and Maintenance manual, including a list of recommended maintenance tasks for RSC systems; Records of inspections and BMP maintenance kept on file with Contractor during construction; After construction, all inspections records are kept on file with the City's Stormwater Unit.

Measures of Success: Properly functioning BMP

Project Activity #6: BMP Effectiveness Monitoring

Task #9: Provide quarterly visual inspections of the project after installation

The City of Sandy Springs will provide quarterly visual inspections of the project after installation to ensure that project site and specifically the streambank is stabilized and functioning properly thus reducing the sediment load to Nancy Creek.

Deliverables: Photos; Notes on visual inspections of the project site if necessary

Measures of Success: Timely quarterly visual inspections of the project site

Project Activity #7: Estimate Load Reductions using STEPL Model

Task #10: Use the STEPL Model to estimate reductions in sediment, nitrogen, and phosphorus loads to report to USEPA Grants Reporting and Tracking System. The TBD contractor will be responsible for completing load reductions.

Deliverables: Load reduction calculations for BMPs using STEPL

Stream and Water Quality Improvements

Measures of Success: Model outputs indicate sediment, nitrogen and phosphorus load reductions

Project Activity #8: Signage

Task #11: Install educational signs at park as a part of project construction which explain nonpoint source pollution, the project, and its water quality benefits. The City of Sandy Springs will be installing the signs, which will contain the following notation: *The preparation of this sign was financed in part through a grant from the U.S. Environmental Protection Agency under the Provisions of Section 319(h) of the Federal Water Pollution Control Act, as amended. Environmental Protection Division of the Department of Natural Resources, State of Georgia, Month and Year (date sign was produced). (Example: January 2020).*

Deliverables: Install educational signs at park as a part of project construction

Measures of Success: Install approximately two signs at project site that are easily accessible to the public; 100% identification of product

Project Activity #9: Conduct Education and Outreach

Task #12: Conduct at least (2) Site Tours

At the project completion, the City of Sandy Springs will host at least (2) site tours of the project to professional, watershed and/or civic groups to explain the design and construction process, discuss nonpoint source pollution and convey the water quality benefits provided by the project. The environmental educator on staff with the City Recreation and Parks department will add the project site tour to the regular portfolio of activities to allow additional groups to visit the site.

Deliverables: Brochures; Flyers; Sign-up sheet with list of attendees

Measures of Success: At least (2) site tours of the project

Task #13: Social Media and Digital Public Education

Deliverables: Project summary; Maps

Measures of Success: Information posted to the City of Sandy Spring's website and shared on social media channels

Task #14: Adopt-a-Stream Program/Neighborhood Water Watch

Deliverables: Monthly data reported to the Adopt-A-Stream or Neighborhood Water Watch website

(Neighborhood Water Watch is a program of the Chattahoochee River Keeper. <https://chattahoochee.org/our-work/water-quality-monitoring/> It differs from Adopt-A-Stream in that volunteers collect the samples but do not conduct the testing. The analyses are done by professional laboratories. All data collected from NWW is included in the AAS database. The City of Sandy Springs will encourage participation in Adopt-A-Stream)

Measures of Success: Site adopted by a local group

Stream and Water Quality Improvements

Project Activity #10: Prepare and Submit Quarterly and Close-Out Reports and Invoices

Task #15: Submit quarterly report with invoices by the 15th of January, April, July and October of each year during the grant period.

Deliverables: Quarterly reports and invoice; A report using GAEPD form with all deliverables and supporting documents for the reporting quarter

Measures of Success: Documentation of progress and expenditures according to Project Schedule.

Task #16: Participate in project review meetings with GAEPD. In the first year of the project term, project review meetings will be held six months and twelve months after the project start date. In all subsequent years of the project term, project review meetings will be held annually.

Deliverables: Attendance at meetings and verbal or written responses to GAEPD

Measures of Success: Full participation at all project review meetings

Task #17: Submit a final invoice and close-out report within 30 days of contract term for inclusion in the USEPA Grants Reporting and Tracking System

Deliverables: Final Invoice and Close-Out Report

Measures of Success: Final Invoice and Close-Out Report documenting completion and evaluation of project activities on schedule and within budget.

6. Roles and Responsibilities of Participating Organizations:

Organization Name	Specific Responsibilities
City of Sandy Springs	- Account for or Contribute 50.7% of total project costs in matching funds or in-kind services - Pay funds to appropriate contractor(s) and vendor(s) - Request reimbursements from GAEPD on a quarterly basis - Carry out Task 1-16 in this Scope of Work - Track the progress of project activities completed, grant funds expended, and match values provided in accordance with the drawdown & implementation schedule - Ensure all deliverables are fulfilled as outlined in the contractual documents - Complete and submit quarterly progress reports and invoices to GAEPD by January 15th, April 15th, July 15th, and October 15th of each project year - Complete & submit FFY Annual Report and Quarterly Invoice to GAEPD in place of October 15th Quarterly Report

Stream and Water Quality Improvements

	• Complete & submit close-out report at conclusion of project
GAEPD	• Provide 49.3% of total project costs • Review and approve project deliverables • Participate in meetings, as appropriate • Review and assist as needed with 319(h) Grant protocols • Provide project oversight and contract management • Provide monitoring guidance and training
Keep North Fulton Beautiful	• Serve on Project Advisory/Steering Committee • Head efforts to add project location to Adopt-a-Stream/Neighborhood Water Watch • Assist with public education and awareness

The following represents a list of possible stakeholders that will be invited to serve on the Watershed Advisory Committee; assist with education and outreach to public; and report contributions as volunteer or in-kind services (match):

- The Sandy Spring Conservancy - General Stakeholder
- Sandy Springs Environmental Project - General Stakeholder
- Sandy Springs Council of Neighborhoods - General Stakeholder
- Fulton County Public Works - Serve on Project Advisory/Steering Committee; Partner in data collection and sharing
- The Windsor at Peachtree Homeowners Association - Serve on Project Advisory/Steering Committee

Stream and Water Quality Improvements

7. Project Location:

Street address: 835 Windsor Parkway Sandy Springs, GA 30342

City or Cities: Sandy Springs

County or Counties: Fulton

Latitude (decimal degrees): 33.885514

Longitude (decimal degrees): -84.359444

a) Project Area Description and Map:

The project site is located at Windsor Meadows Park in Sandy Springs which was established in 2018 after acquiring residential properties under the FEMA/GEMA Hazard Mitigation Grant. Nancy Creek, an impaired stream, runs along the east side of the park. The park parcel is 1.5 acres and includes benches, a walking trail, and a pedestrian bridge that crosses Nancy Creek just downstream of Windsor Parkway. The project will include approximately 200 linear feet of stream restoration and stream bank stabilization along with the installation of a regenerative stormwater conveyance (RSC) in an existing drainage swale that discharges into Nancy Creek (the project conceptual plan drawings are included as Attachment C), and stream buffer restoration with native plant species. A figure of the project area is provided below.

Stream and Water Quality Improvements



Stream and Water Quality Improvements

b) Size of Watershed(s) or Sub-Drainage Area to Project (Acres):

Size of Watershed(s) or Drainage Area (Acres): 13,800 acres

Size of Project Area (if not entire watershed): project parcel = 1.5 ac
project extents ~ 0.4 ac**c) County or Counties:**

Fulton

d) Land Uses within the Watershed(s) or Project Area (Percentages):

Land Use/Land Cover Changes

<u>Categories</u>	<u>2000 or closest year</u>	<u>2019 or latest year</u>	<u>Changes</u>
Agricultural	_____	_____	_____
Commercial Forestry	_____	_____	_____
Urban/Residential	<u>95.6</u>	<u>96.8</u>	<u>+1.2</u>
Mining/Extraction	_____	_____	_____
Forest/Natural Areas	<u>3.9</u>	<u>2.7</u>	<u>-1.2</u>
Open Water	<u>0.4</u>	<u>0.4</u>	<u>0</u>
Wetlands	<u>0.1</u>	<u>0.1</u>	<u>0</u>
TOTAL	100%	100%	

Earlier Data Source & Date: Atlanta Regional Commission LandPro GIS – 1999**Later Data Source & Date:** Atlanta Regional Commission LandPro GIS – 2012. All forest/natural areas, open water, and wetlands in the 2012 data were visually checked with 2019 aerial photography and updated if the land use/land cover had changed.**e) Hydrologic Unit Code(s), Watershed Name(s) and Priority Watershed(s):**HUC #: 031300011203 Name: Nancy Creek Priority: No**8. Nonpoint Source Pollution Impairments and Healthy Waters:****a) Section 305(b)/303(d) List of Waters:**

Water Body Segment Name (Segment Length (Miles) or Embayment Acreage)	County Location(s)	Criterion Violated or Water Quality Concern	Listing Status Category 4a, 5 or 1	Plan Exists to Implement TMDL or Address Water Quality Concern YES / NO
Nancy Creek/16 miles	DeKalb, Fulton	FC, Bio F	4a	YES

Stream and Water Quality Improvements

b) Other Documented Nonpoint Source Impacts (Only Applicable to Project):**Segment Impacted:** Nancy Creek**Pollutant(s) or Water Quality Threat(s):** FC, Bio F**Source(s) of Documentation:** TMDL Evaluation for Twenty-Five Stream Segments in the Chattahoochee River Basin for Sediment (Biota Impacted), January 2008

Revised TMDL Evaluation for Seventy-Nine Stream Segments in the Chattahoochee River Basin for Fecal coliform, November 2008

9. Post-BMP Water Quality Monitoring:DRAFT QA/QC Water Quality Monitoring Plan Attached (*listed in Section 11*)*or*☒ Project doesn't include Water Quality Monitoring**10. Project Budget:**

Item	Item Class Category	319(h) Grant Funds (60% Maximum)	Non-Federal Matching Funds (40% Minimum)	Total
A	Personnel One (1) Project Manager 0.15 FTE \$93,000/year for 1.5 years Description of Duties: Public engagement (Task 1), procurement (Task 4), site inspections (Tasks 6 & 8), reporting (Tasks 14, 15 & 16)	\$0	\$20,925	\$20,925
	Sub Total:	\$0	\$20,925	\$20,925
B	Fringe Benefits One (1) Project Manager - 0.15 FTE at 93,000/year @ 30% for 1.5 years	\$0	\$6,277	\$6,277
	Sub Total:	\$0	\$6,277	\$6,277
C	Travel Staff Position: Purpose of Travel: Miles x Mileage Rate (\$.56/mile)	\$0	\$0	\$0
	Sub Total:	\$0	\$0	\$0
D	Equipment N/A	N/A	N/A	N/A

Stream and Water Quality Improvements

Item	Item Class Category	319(h) Grant Funds (60% Maximum)	Non-Federal Matching Funds (40% Minimum)	Total
	Sub Total:	N/A	N/A	N/A
E	Supplies Temporary and permanent signage on site (Task 10); brochures (Task 11) Purpose/Use: Educate the public about the project and environmental benefits	\$0	\$3,000	\$3,000
	Sub Total:	\$0	\$3,000	\$3,000
F	Contractual Contractor Name: TBD via competitive bid Description of Duties: Design and Construction of project Number and Type of BMP: 1 stream restoration (approximately 200 linear feet), 1 regenerative stormwater conveyance and 1 stream buffer (approximately 100 linear feet)	\$400,000	\$377,000	\$777,000
	Contractor Name: Hawks Environmental Description of Duties: Prepare RFQ and RFP documents, support staff in response review (Task 4)		\$3,700	\$3,700
	Sub Total:	\$400,000	\$380,700	\$780,700
G	Other: Volunteer time for planting (Task 7) $20 \text{ vol.} \times 5 \text{ h} \times \$11.40 = \$1,140$	\$0	\$1,140	\$1,140
	Sub Total:	\$0	\$1,140	\$1,140
H	Total Direct Charges: (Sum of A-G)	\$400,000	\$412,042	\$812,042
I	Indirect Charges: Indirect Charge Rate (%)	\$0	\$0	\$0
J	Total: (Sum of H and I)	\$400,000	\$412,042	\$812,042

Stream and Water Quality Improvements

Narrative Justification for Item Class Categories (Federal, Match or Both)

Personnel (A): Federal: \$0, Match:\$20,925, totaling \$20,925

Narrative Justification: The Project Manager will handle all administrative aspects of the project, in addition to conducting on-site supervision and inspections.

The Project Manager is expected to spend 15% of time on the project over the course of design and construction, which is 1 ½ years. The Project Manager will oversee public engagement (Task 1), the procurement process (Task 4), will conduct site inspections (Tasks 6 & 8), and will provide all reporting (Tasks 14, 15 & 16).

Fringe Benefits (B): Federal: \$0, Match: \$6,277, totaling \$6,277

Narrative Justification: Benefits are on average equivalent to 30% of an employee's salary.

Travel (C):

Narrative Justification: N/A

Equipment (D):

Narrative Justification: N/A

Supplies (E): Federal: \$0, Match: \$3,000, totaling \$3,000

Narrative Justification: Funds will be used to produce and install educational signage on site temporarily during construction and after completion (Task 10), and to print educational brochures to be distributed on site tours (Tasks 11)

Contractual (F): Federal: \$400,000, Match: \$380,700 totaling \$780,700

Narrative Justification:

Hawks Environmental assisted in the preparation of RFQ and RFP documents, and supported staff in response review (Task 4)

Funds to be used to hire via competitive bid a design-build to design the project and to install (1) stream restoration bmp (approximately 200 linear feet), (1) regenerative stormwater conveyance bmp and (1) stream buffer bmp (approximately 100 linear feet). Contractor will be selected using local procurement policy, including any additional federal USEPA 319(h) goals/requirements. (Tasks 2 & 5)

Other (G): Volunteer time: Federal \$0, Match: \$1,140, totaling \$1,140

Narrative Justification: Twenty volunteers from the surrounding community will be plant trees in the stream buffer (Task 7)

Indirect Charges (I):

Narrative Justification: N/A

11. Project Implementation & Drawdown Schedule: Attached

Meetings & Outreach	
Visual Inspections	
Ag BMP's	
Septic BMP's	
Urban BMP's	
Construction BMP's	

Contractor Affidavit under O.C.G.A. § 13-10-91(b)(1)

The undersigned contractor ("Contractor") executes this Affidavit to comply with O.C.G.A. § 13-10-91 related to any contract to which Contractor is a party that is subject to O.C.G.A. § 13-10-91 and hereby verifies its compliance with O.C.G.A. § 13-10-91, attesting as follows:

- a) The Contractor has registered with, is authorized to use and uses the federal work authorization program commonly known as E-Verify, or any subsequent replacement program;
- b) The Contractor will continue to use the federal work authorization program throughout the contract period, including any renewal or extension thereof;
- c) The Contractor will notify the public employer in the event the Contractor ceases to utilize the federal work authorization program during the contract period, including renewals or extensions thereof;
- d) The Contractor understands that ceasing to utilize the federal work authorization program constitutes a material breach of Contract;
- e) The Contractor will contract for the performance of services in satisfaction of such contract only with subcontractors who present an affidavit to the Contractor with the information required by O.C.G.A. § 13-10-91(a), (b), and (c);
- f) The Contractor acknowledges and agrees that this Affidavit shall be incorporated into any contract(s) subject to the provisions of O.C.G.A. § 13-10-91 for the project listed below to which Contractor is a party after the date hereof without further action or consent by Contractor; and
- g) Contractor acknowledges its responsibility to submit copies of any affidavits, drivers' licenses, and identification cards required pursuant to O.C.G.A. § 13-10-91 to the public employer within five business days of receipt.

103304

Federal Work Authorization User Identification Number

2/27/2008

Date of Authorization

City of Sandy Springs

Name of Contractor

"Nancy Creek at Windsor Meadows Park Stream and Water Quality Improvements"

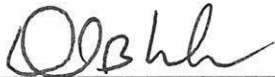
Georgia Environmental Protection Division

Name of Public Employer

Name of Project

I hereby declare under penalty of perjury that the foregoing is true and correct.

Executed on November 19, 2021 in Sandy Springs (city), Georgia (state).



Signature of Authorized Officer or Agent

David Wells, Interim City Manager

Printed Name and Title of Authorized Officer or Agent

SUBSCRIBED AND SWORN BEFORE ME

ON THIS THE 19 DAY OF November, 2021

Raquel D. Gonzalez
NOTARY PUBLIC

My Commission Expires: 22 April 2022

RAQUEL D GONZALEZ
NOTARY PUBLIC
FULTON COUNTY, GEORGIA
MY COMMISSION EXPIRES 04/22/2022



BRIAN KEMP
GOVERNOR

MARK WILLIAMS
COMMISSIONER

Dear Sub-Awardee,

In 2006, the Federal Funding Accountability and Transparency Act (FFATA) was signed into law. This legislation requires information disclosure concerning entities receiving Federal financial assistance through Federal grants. As a result, our organization is required to report on each of the grants that we award (i.e., subawards, subcontracts). By answering the questions below, your organization will provide us the data needed to meet FFATA reporting requirements. **This form is to be returned within 15 days of the contract signature date.** Please don't hesitate to contact us if your organization has difficulty completing the questionnaire. Please contact:

Name: Denise Bowen Telephone Number: 404-463-2881

To be completed by Organization Receiving the Award

Subawardee Doing Business as Name: City of Sandy Springs

DUNS #: 619646040

Address: 1 Galambos Way City: Sandy Springs State: GA Zip code: 30328 + 4

Primary Place of Grant Performance: City: Sandy Springs State: GA Zip code: 30342 + 4

Highly Compensated Officers: Please list below your top 5 compensated officers if **all three** of the following conditions apply:

Yes No

- ☐ ☒ Your organization received 80% or more of its annual gross revenues from federal contracts, subcontracts, loans, grants, subgrants and cooperative agreements in the preceding fiscal year.
- ☐ ☒ Your organization received \$25,000,000 or more in annual gross revenue from federal contracts, subcontracts, loans, grants, subgrants and cooperative agreements in the preceding fiscal year.
- ☐ ☒ The public does not have access to information about the compensation of the senior executives through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 USC 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986.

Officer 1 Name: _____ Compensation: \$ _____

Officer 2 Name: _____ Compensation: \$ _____

Officer 3 Name: _____ Compensation: \$ _____

Officer 4 Name: _____ Compensation: \$ _____

Officer 5 Name: _____ Compensation: \$ _____

To be completed by Awarding Agency: Georgia Department of Natural Resources Division: Environmental Protection

Federal Funding Agency Name: US Environmental Protection Agency

Federal Award Number (case, space and character sensitive): 99445819

Prime Recipient DUNS number (9 digits): 146985544

Subaward Amount: \$ _____

Subaward Date: Leave Blank – Grant Admin Enter Start Date of Contract after Execution

Subaward Number: Leave Blank – Grant Admin Enter Contract Number and PO from EPD Finance after Execution

Subaward Project Title (Description): "Nancy Creek at Windsor Meadows Park Stream and Water Quality Improvements"

**STATE OF GEORGIA
FULTON COUNTY**

**A RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF SANDY SPRINGS
TO ACCEPT SECTION 319(H) FY20 GRANT FROM THE GEORGIA
ENVIRONMENTAL PROTECTION DIVISION AND TO AUTHORIZE THE CITY
MANAGER TO EXECUTE CONTRACT**

WHEREAS, the City of Sandy Springs (“City”) is a good steward of its natural resources and recognizes that the Nancy Creek corridor within Windsor Meadows Park (“Park”) needs physical improvements including, but not limited to, stabilization of the streambank, installation of a regenerative stormwater conveyance system, and improvement of the stream buffer (“Project”); and

WHEREAS, in October 2020, the City was awarded \$400,000 funding for the Project from a Section 319(h) Nonpoint Source Implementation Grant (“Grant”) made available by the U.S. Environmental Protection Agency, administered by the Georgia Environmental Protection Division (“EPD”); and

WHEREAS, in order to receive the Grant, the City is required to provide a cash match in the amount of \$377,000 and to execute the attached contract with the EPD (“Contract”); and

WHEREAS, the City desires to accept the Grant for the Project, providing the required match;

NOW, THEREFORE, BE IT RESOLVED, by the Mayor and City Council for the City of Sandy Springs, Georgia, while in regular session on December 21, 2021 at 6:00 p.m. as follows:

1. That the Grant for the Project is hereby authorized and accepted;
2. That the attached Contract is hereby approved;
3. That the City Manager is hereby authorized to execute the attached Contract;
4. That the City Manager and City Attorney are hereby authorized to make such minor revisions to the Contract as may be deemed necessary to effectuate the intent of this Resolution; and
5. That the City Manager and appropriate City staff are hereby authorized to take such actions as may be deemed necessary to effectuate the intent of this Resolution.

RESOLVED this 21st day of December, 2021.

Approved:

Russell K. Paul, Mayor

Attest:

Raquel D. González, City Clerk
(Seal)



SANDY SPRINGS

CITY CLERK'S OFFICE

TO: David Wells, Interim City Manager

FROM: Michael Perry, Director of Recreation and Parks

DATE: November 2, 2021 Submission for the December 21, 2021 Meeting

ITEM: Request for Mayor and City Council Consideration of a Project Agreement with the PATH Foundation for Design, Engineering, and Construction Management of Segment 2E of the Trail Master Plan

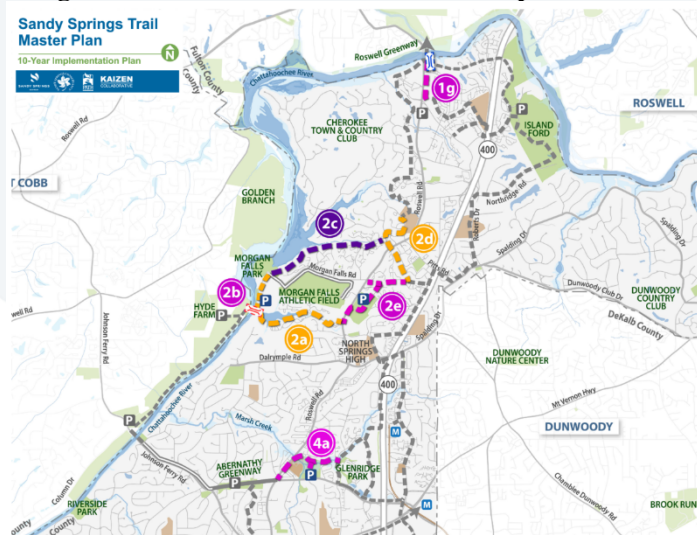
Recommendation:

Staff recommends approval of the proposed Project Agreement with the PATH Foundation for design and engineering services for Trail Master Plan Segment 2E.

Background:

The Sandy Springs Trail Master Plan was approved on October 15, 2019. On February 4, 2020, the PATH Foundation (“PATH”) was awarded a Master Agreement for trail design and construction management. Subsequently, staff worked with PATH and the Sandy Springs Conservancy (“Conservancy”) to identify the most strategic and feasible sections of the Trail Master Plan as referenced in the Plan’s Implementation Strategy.

Image 1. Trail Master Plan Ten-Year Implementation Strategy

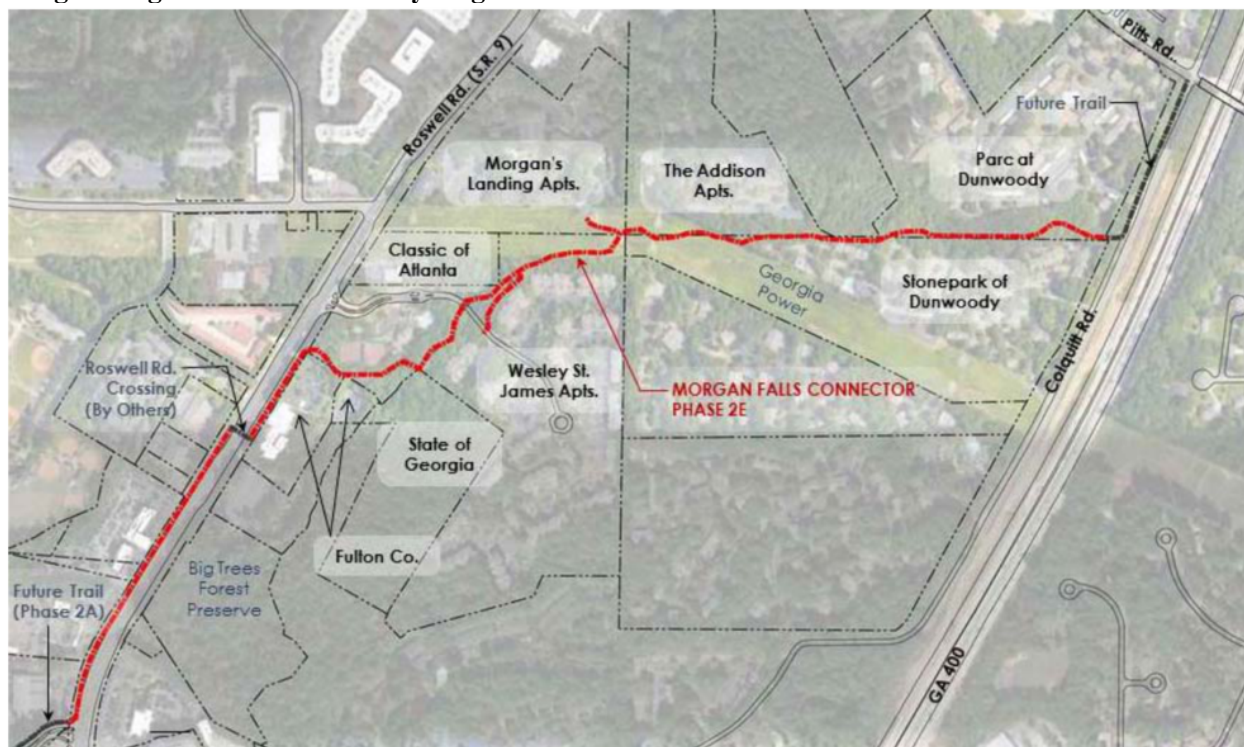


The Project Agreement for Segment 2A was approved on November 17, 2020 and design, acquisition and permitting is currently underway.

Discussion:

Consistent with the 10-year Implementation Strategy, staff recommends that Segment 2E design begin to progress on the five-mile loop trail. This section will begin at Cimarron Parkway, heading north along Roswell Road, crossing over Roswell Road near the Fulton County Service Center, aligning through the Wesley St. James Apartments before connecting east through Georgia Power and Fulton County utility easements, terminating at Colquitt Road. Segment 2E will be approximately 1.3 miles in length, providing a connection to Overlook Park via Trail Segment 2A. The proposed alignment is shown in the image below.

Image 2. Segment 2E Preliminary Alignment



PATH Foundation's Scope of Services for Segment 2E includes:

1. Design Development
2. Construction Documents
3. Permit Coordination
4. Bid Assistance
5. Contract Administration
6. Construction Management

Total fees for design, engineering and construction management services for Segment 2E are \$196,600. PATH will provide contract administration and construction management services at no cost to the City, valued at approximately \$330,000.

The estimated construction cost for Segment 2E is \$5,500,000. Property acquisition is not included in preliminary cost estimates. No funding has been allocated for construction.

Financial Impact:

There are adequate budgeted funds available for the described services in Capital Project P0028.

Alternatives:

Mayor and Council may choose not to approve the Project Agreement and provide direction to staff regarding next steps.

Attachments:

1. Segment 2E Project Agreement
2. Segment 2E Resolution

**PROJECT AGREEMENT
BY AND BETWEEN THE CITY OF SANDY SPRINGS, GEORGIA, AND
THE PATH FOUNDATION, INC., FOR TRAIL DESIGN AND CONSTRUCTION MANAGEMENT**

**PROJECT: MORGAN FALLS CONNECTOR PHASE 2E – ROSWELL ROAD TO COLQUITT
ROAD**

THIS PROJECT AGREEMENT ("PSA") is made and entered into this _____ day of _____, 20____, by and between the **CITY OF SANDY SPRINGS, GEORGIA** ("City") and **PATH FOUNDATION, INC.** ("PATH").

WITNESSETH:

WHEREAS, the City entered into a Master Agreement with PATH (as at any time modified or amended, the "Master Agreement") to establish the framework within which the City and PATH will proceed to implement specific projects related to the design and management of a greenway trail network within the City; and

WHEREAS, the Master Agreement provides that the parties will work together to determine the terms and conditions for specific projects for the greenway trail network, each to be memorialized in a project agreement (each a "Project Agreement"); and

WHEREAS, the parties have identified the project described in Exhibit A attached hereto ("Project") as a specific project under the Master Agreement and desire to enter into this Agreement to set forth the terms and conditions to govern the Project;

NOW, THEREFORE, in consideration of the mutual promises and benefits hereinafter set forth, the receipt and sufficiency of which are hereby acknowledged, the parties hereto, intending to be legally found hereby, agree as follows:

2.

DEFINITIONS; PROJECT DESCRIPTION

Terms used but not defined herein shall have the meaning ascribed to them in the Master Agreement. The Project and scope of work are described in Exhibit A attached hereto.

3.

TERM; TERMINATION

This Agreement shall commence on the date hereof and shall continue in effect for a term that ends on the earlier to occur of June 30, 2022 (unless otherwise extended by mutual written agreement of the parties) or the date on which the Project covered by this Agreement has been completed and all obligations of the parties hereunder have been discharged. Subject to any local, state or federal law that may limit its term, this Agreement shall automatically renew upon the same terms and conditions as set forth in this Agreement for four (4) one-year terms unless earlier terminated as provided herein.

Notwithstanding the foregoing, this Agreement shall terminate upon expiration of the term of the Master Agreement (or its earlier termination in accordance with its terms), unless otherwise agreed by the parties in writing.

4.
BUDGET; PAYMENT TERMS

The proposed preliminary budget and sources of funding for the design and management of the Project are described in Exhibit B attached hereto. Payment terms for the Project are as described in Exhibit C attached hereto.

5.
DOCUMENTATION AND RECORDS

A. Documentation. PATH will send documentation of the status of the Project in the form and frequency requested by the City Representative. Such documentation shall indicate the progress of specific activities on the Project schedule.

B. Records/Audit. PATH will maintain records and accounts in connection with the performance of this Agreement for a period of three (3) years from the date of completion of the Project. The City Representative shall have the right to examine and copy the records and accounts at all reasonable times, with reasonable advance notification. The City reserves the right to audit such records and accounts at any time during the period commencing on the date of this Agreement and ending 365 days after completion of the Project.

6.
PROJECT SCHEDULE

The preliminary schedule for the Project is described in Exhibit D attached hereto. As adjustments in the Project schedule become necessary, the City and PATH shall cooperate in developing a revision to the Project schedule and amending this Agreement.

7.
SUCCESSORS/ASSIGNS; NO ASSIGNMENT/DELEGATION; NO PERSONAL LIABILITY

This Agreement shall be binding upon, and inure to the benefit of, the parties hereto and their respective successors and assigns; provided, however, that no party shall be authorized to delegate performance of any of its duties hereunder to any other person or entity, nor shall either party assign any of its rights or remedies under this Agreement to any person or entity, which restriction on assignments and delegations shall apply to those occurring by operation of law, as well as by contract, merger, or consolidation. Any assignment or delegation in breach of this Agreement shall be void. Nothing herein shall be construed as creating any personal liability on the part of any elected officials, officers, directors, employees, or agents of the City or PATH, nor shall it be construed as giving any rights or benefits hereunder to anyone other than the parties to this Agreement.

8.
GOVERNING LAW/VENUE

This Agreement shall be governed by and construed and enforced in accordance with the laws of the State of Georgia.

This Agreement shall be deemed to have been made and performed in City of Sandy Springs, Georgia. For the purpose of venue, all suits or cause of action arising out of this Agreement shall be brought in the courts of Fulton County, Georgia.

9.
AMENDMENTS; NOTICES

This Agreement may be modified or amended by the parties in writing. Written notice by one party to the other shall be sent as provided in the Master Agreement.

10.
ENTIRE AGREEMENT

This Agreement and the Master Agreement constitute the entire agreement between the parties with respect to the subject matter hereof and thereof, and no representation (oral or written) not incorporated herein or therein shall be binding on the parties.

11.
SEVERABILITY

If any provision of this Agreement is determined to be invalid or unenforceable, the remaining provisions of the Agreement shall continue to be valid and enforceable.

12.
TIME OF ESSENCE

Time is of the essence of this Agreement.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed in three (3) counterparts (each to be considered as an original but all taken together to constitute one and the same agreement) by their authorized representative, on the day and year first written.

PATH FOUNDATION, INC.

(SEAL)

By: _____
Signature

Printed Name

Title

Date: _____

ATTEST:

Secretary

[SIGNATURES CONTINUED ON FOLLOWING PAGE]

CITY OF SANDY SPRINGS, GEORGIA

By: _____
Russell K. Paul, Mayor

Date: _____

ATTEST:

City Clerk

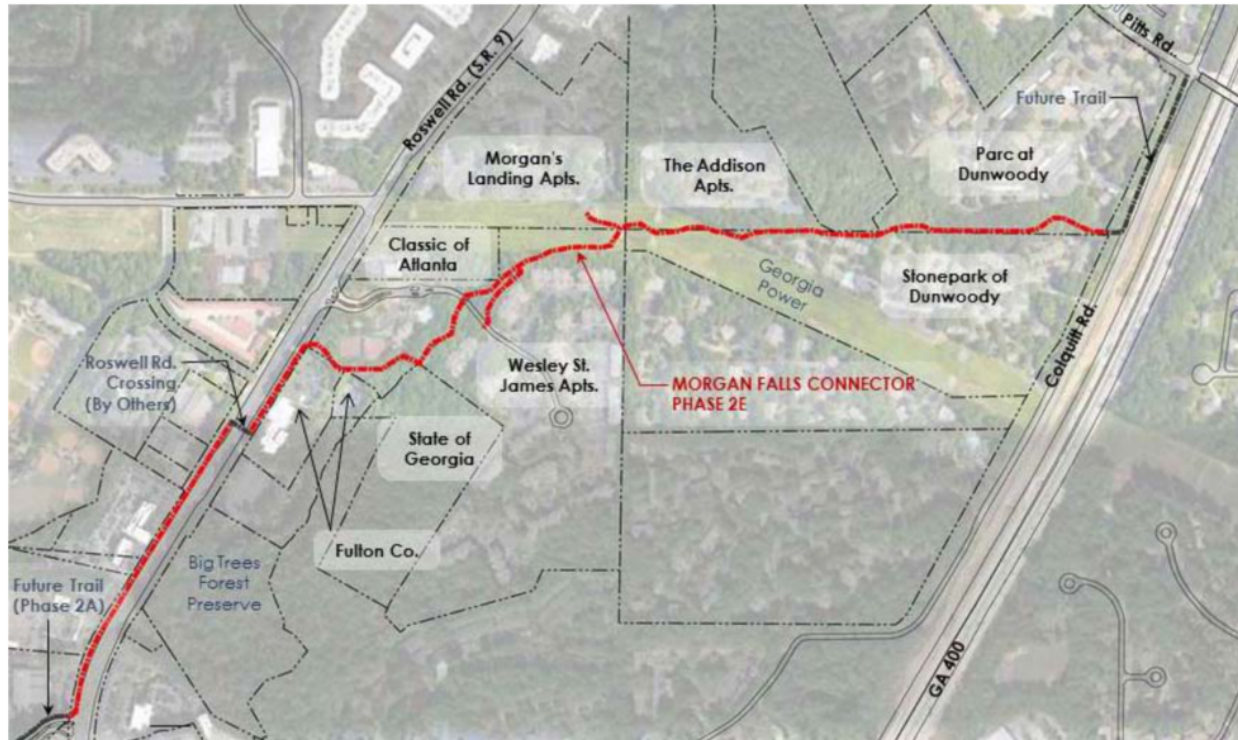
(SEAL)

Approved as to form:

City Attorney

EXHIBIT A

PROJECT DESCRIPTION/SCOPE OF WORK



TASK I – Surveying

Services:

Upon Notice to Proceed, the PATH Team will conduct a site walk to stake the proposed trail centerline and corridor for conducting the field run survey. The surveying services will be performed by the PATH Team to meet the standards for surveying trail corridors, beginning near Cimarron Parkway along Roswell Road up to Colquitt Road, including:

- property lines / rights-of-way
- streets, sidewalks, and intersections
- topography (2' contours)
- trees (10" caliper and above)
- proposed trail bridge crossings
- above ground utilities
- sanitary/storm sewers
- manholes/catch basins/drop inlets/curb in lets
- existing cut-ins for driveways
- buildings including accessory buildings, small structures
- retaining walls, privacy, and security fences
- all site elements
- Wrested vegetation boundary and 25' State Stream buffer and City 75' Stream buffer
- FEMA 100-year floodplain

- In the event the midblock crossing moves from the above noted survey area, additional survey information will need to be obtained.

TASK II – Design Development

Utilizing the field run survey, the PATH Team will produce the preliminary alignment and grading design. The PATH Team will create design development drawings including any structural elements, road crossings, spur connection opportunities, and amenity spaces. The design team will work directly with the Director of City Parks and City Staff to outline design standards for final approval for the above listed features. The City of Sandy Springs shall provide design standards and specifications for trail branding and signage prior to 90% design review.

Additional concept graphics will be created for the PATH Team to use with property owners (if necessary). In addition to the specific services detailed within this proposal, PATH will coordinate the work with the PATH Design Team, monitor project schedule, and provide timely reporting of the project. During Design Development, the PATH Team will conduct a public workshop upon the request of the

City of Sandy Springs. The City shall assist with scheduling the meeting, circulation notices/advertisement, and providing a facility to accommodate the meeting.

PATH shall prepare 30% Design Development Documents as described below:

- 30% Alignment Construction Plans
- 30% Construction Details
- Conceptual Design Plan View and Section Graphics
- Concept plan graphics and vision before/after graphics (as needed for easement negotiating)

The 30% level design development documents will be coordinated with the City for review, comment, and to assist in facilitating easement agreements with all property owners. PATH will assist the City of Sandy Springs as needed with property owner meetings to help facilitate easement agreements.

Task/Meeting:

- City Design Review Meeting
- PATH/City PM Team Meeting – unlimited number of electronic messaging (i.e. web conference/conference call)

Task III - 60% Design for Construction

During *Task II -60% Design for Construction*, the PATH Design Team will conduct on-going coordination with the City and submit progress reports as requested. Each report will include task accomplishments, status of deliverables, and expected upcoming activities. The PATH Design Team will participate in continued bi-monthly project implementation meetings as requested to ensure clear and timely communication and to discuss key issues or opportunities that arise.

Based on the marked alignment and survey data, the PATH Design Team shall prepare 60% Design Development documents as described below:

- Project Cover Sheet / Index/ General notes
- 60% Construction Plans (Layout, Preliminary Grading, Limits of Construction)
- 60% Construction Details
- Location and length of proposed structural elements for the PATH Design Team coordination with Structural Engineer
- Review FEMA's flood Insurance Study data and perform preliminary flood study calculations to determine effects to local 100-year flood plain as well as cut and fill calculations within said flood plain.

The 60% level construction documents will be submitted to the City of Sandy Springs for review and comment. The PATH Design Team will use the documents to finalize any needed easements required and obtain approval from stakeholders, clarify lengths of structures, and evaluate construction costs. All encroachments within the State 25' Stream Buffer will be determined within 60% construction documents to prepare all environmental permit applications. Any impact within the State 25' Stream Buffer will be mitigated with invasive species removal and/or native planting revegetation. Georgia EPD applications will be submitted prior to 100% Construction Document.

Task/Meeting:

- Design Review Meeting
- Public Coordination Meeting (as requested)
- Design team site walk of project with 60% level design to field verify
- Consultant/Client Team Meeting – unlimited number of electronic messaging (i.e. web conference/ conference call)
- 60% Construction Documents completion for PATH'S coordination with all stakeholders to ensure approval of all design elements
- Preliminary discussion with Georgia EPD, Fulton County Public Works, and GA Power (as needed)

TASK IV – 100% Construction Documents

Based on the review/comment and approval of the 60% Construction Documents, PATH agrees to prepare permit ready 100% Construction Documents for the project. The documents will further refine and articulate the project elements established in the 60% Construction Document phase. The documents will be suitable for bidding and construction of the design elements of the project as detailed in this scope of services.

The PATH Design Team will be responsible to coordinate directly with the Structural Engineer once all parties are in agreement with the location and length of the proposed structures.

Based on the approved 100% Construction Documents, the PATH Design Team shall prepare 100% Construction Documents as described below:

- Project Cover Sheet/ Index/ General Notes
- Existing Conditions
- Tree Removal and Protection Plan
- Construction Plans (Layout and Grading)
- Stormwater Pipe Design and Profiles
- Structural Design and Details
- Revegetation Plans – including streambank revegetation within the 25' stream buffer
- Signing and Marking Plans
- Final Flood Study

- Construction details for all trail related work within the scope of the project
- Erosion, Sedimentation and Pollution Control Plans with a NPDES Comprehensive Monitoring Program (CMP)
- 100% Cost Estimate

Task/Meeting:

- Design Review Meeting
- PATH/City Team Meeting – unlimited number of electronic messaging (i.e. web conference/ conference call)
- Coordination with Property Owners (as needed)
- The PATH Design Team will coordinate with the City on signage locations and content.
- Submittal to Georgia EPD for an approved encroachment permit within the State 25' Stream
- Submit to Georgia Power for encroachment permit
- Submit to Fulton County for Sewer Line encroachment permit.
- Submit to City of Sandy Springs for Community Development Permit
- Submit to City of Sandy Springs for Structural Retaining Wall Permit.

TASK V – Permit Coordination

As a part of the design for construction process, the PATH Design team will complete and submit applications necessary for the project to be approved by the City of Sandy Springs, Georgia EPD, Georgia Power Corporation, Georgia Department of Transportation, and Fulton County Public Works.

Note, the midblock crossing along Roswell Road Right of way is to be designed and permitted by “others” on the behalf of the client.

This process is a negotiation with the agencies to assure the City that the permitted set of drawings is constructible, value engineered, and not burdened with unnecessary comments and expense from the permitting authorities.

Task/Meeting:

- PATH shall coordinate a design team meeting to verify and review comments from the City and public agencies having jurisdiction of the project and ensure comments are addressed and incorporated into the Issue for Bid Construction Document submittal.
- PATH shall revise the 100% Issue for Permit documents as per review comments.

TASK VI–Trail Lighting & Security

PATH will coordinate the construction documents with Georgia Power Lighting & Security/ISO Divisions, through their City Lease Lighting Program, to facilitate the layout of the pedestrian light poles, meter access points, conduit design and layout by Georgia Power. This Georgia Power Lighting & Security Design will be reviewed and approved by City of Sandy Springs and be part of the 100% Issue for Permit Documents.

TASK VII – Bid Assistance

PATH will assist the City of Sandy Springs with the bidding process, providing a bid item list, description of the scope of work for the City's advertisement purposes, attending one (1) pre-bid meeting, responding to RFIs during the bidding process, and preparing addenda as appropriate.

TASK VIII – Contract Administration

PATH will oversee the contracting for the construction of the project. Tasks will include packaging the construction documents, a bid item list, respond of any contractor questions, and creating the final contract for construction. PATH will provide full contract administration during the construction of the project. PATH will provide construction administration for this project.

TASK IX – Construction Management

The PATH Foundation will provide construction management services for the City of Sandy Springs through assigning a PATH Construction Manager (PATH CM) to the project to work alongside City Staff. These services will bring PATH's knowledge and expertise of building trails throughout the southeast to the project. The PATH CM will provide hands-on assistance to manage the project schedule, cost and quality. The goals of the PATH CM will be to reduce overall project costs, assist with contract negotiations, reduce change orders, and eliminate unnecessary scope and costs. The industry standard value for construction management services is 6% of the construction cost but is provided with no cost to the City of Sandy Springs within this scope of services.

Scope Exclusions:

The following services are not included under this Agreement, and will be furnished by others or their agent, as noted:

- Easement/Right of way plats and legal descriptions
- Electrical or mechanical engineering
- Traffic engineering, signal design, or traffic studies and/or signal warrants
- Sanitary sewer and/or water distribution system design
- Services associated with variances, waivers, modifications, and/or any relief from local, state or federal regulations
- Services related to rezoning or annexation of property
- Services related to air, solid waste, and/or hazardous waste permits
- Services related to noise abatement or endangered species
- Services requiring FEMA approvals such as CLOMAR; A LOMAR and ASBUILT survey
- USACOE submittals or Approvals.
- Submittals to Georgia Safe Dams Program
- Water collections for water quality samples or submittals to NPDES for water quality monitoring reports
- Architectural design or site work associated with proposed facilities (i.e. architectural renderings, sketches, elevations, footings/ foundations, etc.)
- Mechanical or Electrical Design
- Permitting and/ or development related fees

- Additional drawings & specification revisions due to value engineering
- Improvements to any existing public rights-of-way or utilities that may be additional requirements by the city that have not been identified elsewhere in this scope and would not exclusively serve the development
- Variance or Special Use Permits for the development
- As-built surveys or construction staking

EXHIBIT B
BUDGET

PROJECT FEE:

Task I – Surveying Services	\$33,000.00
Task II – 30% Construction Documents	\$19,500.00
Task III – 60% Construction Documents	\$21,000.00
Task IV – 100% Construction Documents	\$22,500.00
Civil Engineering / E&S	\$27,000.00
Flood Study	\$12,000.00
Structural Engineering	\$20,000.00
Geotechnical Engineering	\$7,000.00
Environmental Services	\$5,800.00
GDOT Encroachment Permit	\$4,500.00
Task V– Permit Coordination	\$7,500.00
Task VI– Trail Lighting & Security Design Coordination	\$3,600.00
Task VII – Bid Assistance	\$6,500.00
Task VIII – Contract Administration	\$5,500.00
Task IX – Construction Management	*(valued at 6% of construction costs)
Reimbursable Expenses (Not to Exceed)	\$1,200.00
Grand Total	\$196,600.00

** PATH Foundation will provide Task VIII - Construction Management at no cost to the City of Sandy Springs. PATH shall receive the above project fee as compensation for the described responsibilities within this professional services agreement.*

EXHIBIT C
PAYMENT TERMS

PATH has agreed to construction management services, as described in Exhibit A, at no cost to the City; provided however, PATH shall be entitled to reimbursement for out-of-pocket costs expended for this Project that have been pre-approved by the City, as may be invoiced in accordance with the provisions of Article III of the Master Agreement.

EXHIBIT D
PROJECT SCHEDULE*

TASK/SERVICE	MONTH/YEAR
30% Design Review	January 2022
60% Design Review	May 2022
Geotech	April 2022
100% Design Review	June 2022
Easements/Legals	March 2022
Acquisitions Complete	October 2022
100% Issue for Permit	July 2022
Advertise for Bid	October 2022
Contract Award	November 2022
Start Construction	December 2022
Substantial Completion	December 2023

*This indicates a general outline of the Project schedule and is subject to change by the parties.

**STATE OF GEORGIA
COUNTY OF FULTON**

**A RESOLUTION TO APPROVE PROJECT SPECIFIC AGREEMENT WITH THE PATH
FOUNDATION FOR DESIGN AND ENGINEERING SERVICES FOR TRAIL MASTER
PLAN SEGMENT 2E.**

WHEREAS, City of Sandy Springs (“City”) has identified the need to design and construct a Comprehensive Trails Program throughout the City; and

WHEREAS, the Mayor and City Council approved the Sandy Springs Trail Master Plan on October 15, 2019; and

WHEREAS, the Mayor and City Council awarded a Master Agreement for Trail Design and Construction Management to the PATH Foundation on February 4, 2020; and

WHEREAS, Segment 2E was identified in the Trail Master Plan as one of the segments within the 10-year Implementation Strategy; and

WHEREAS, Segment 2E will begin at Cimarron Parkway, heading north along Roswell Road, crossing over Roswell Road near the Fulton County Service Center, aligning through the Wesley St. James Apartments before connecting east through Georgia Power and Fulton County utility easements, terminating at Colquitt Road (“Project”); and

WHEREAS, Segment 2E will be approximately 1.3 miles in length, providing a connection to Overlook Park via Trail Segment 2A; and

WHEREAS, the City’s Recreation and Parks Department staff will manage all applicable phases of the Project; and

WHEREAS, monies are available in the Capital Fund Account for the design phase of the Project; and

WHEREAS, the City desires to enter into a Project specific contract (“Contract”) with the PATH Foundation in the amount of \$196,600.00 to perform the design phase of the Project, as recommended;

**NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY
OF SANDY SPRINGS, GEORGIA:**

1. That the attached Contract is hereby approved; and
2. That the Interim City Manager is authorized to execute the attached Contract in the amount of \$196,600.00 with the PATH Foundation for the design phase of the Project; and
3. That the City Attorney and the Interim City Manager are hereby authorized to make such minor revisions to the Contract as may be deemed necessary to effectuate the intent of this resolution; and
4. That the Interim City Manager is hereby authorized to take such actions as may be deemed reasonable and necessary to effectuate the intent of this resolution.

RESOLVED this the ____ day of December, 2021.

Approved:

Russell K. Paul, Mayor

Attest:

Raquel Gonzalez, City Clerk

(Seal)



SANDY SPRINGS

GEORGIA

To: David Wells, Interim City Manager

From: Toni Jo Howard, Finance Director

Date: December 9, 2021

Subject: Georgia Fund 1 Resolution

Recommendation:

Staff recommends approval of the Georgia Fund 1 Resolution.

Background:

OCGA 36-83-1 to OCGA 36-83-8 authorizes Georgia local governments to invest funds through the local government investment pool. The City has for many years had accounts with Georgia Fund 1 for investments.

Discussion:

Georgia Fund 1 requires a resolution be adopted by Council for any changes to the accounts that are utilized for deposits or withdrawals. The funds from the bonds that were previously issued by the City, Series 2020B, are currently at US Bank. In order to utilize Georgia Fund 1 for these funds, the resolution recognizing US Bank as an authorized bank must be adopted by Council.

Financial Impact:

No financial impact.

Alternatives:

Do not adopt resolution.

Attachment:

Georgia Fund 1 Resolution to Authorize Investment

GEORGIA FUND 1
(local government investment pool)
RESOLUTION TO AUTHORIZE INVESTMENT

WHEREAS, Ga. Code Ann. §§36-83-1 to 36-83-8 authorizes Georgia local governments and other authorized entities to invest funds through the local government investment pool, and

WHEREAS, from time to time it may be advantageous to the _____

CITY OF SANDY SPRINGS

_____ to deposit funds available for
(Name of Local Government, Political Subdivision or State Agency)
investment in Georgia Fund 1 (hereinafter referred to as the local government investment pool) as it may deem appropriate; and

WHEREAS, to provide for the safety of such funds deposited in the local government investment pool, investments are restricted to those enumerated by Ga. Code Ann. §36-83-8 under the direction of the State Depository Board, considering first the probable safety of capital and then the probable income to be derived; and *WHEREAS*, such deposits must first be duly authorized by the governing body of the local government or authorized entity and a certified copy of the resolution authorizing such investment filed with the Treasurer of the Office of the State Treasurer; and

WHEREAS, such resolution must name the official(s) authorized to make deposits or withdrawals of funds in the local government investment pool; and

WHEREAS, Ga. Code Ann. §36-83-8 requires a statement of the approximate cash flow requirements of the participating government pertaining to the funds to accompany the authorization to invest such funds at the time such deposits are duly authorized;

NOW, THEREFORE BE IT RESOLVED by the SANDY SPRINGS CITY COUNCIL

(Board, Council or other Governing Body)

that funds of the CITY OF SANDY SPRINGS may be deposited from time to time

(Local Government, Political Subdivision, or State Agency)

in the manner prescribed by law and the applicable policies and procedures for the local government investment pool.

BE IT FURTHER RESOLVED THAT:

- Any one of the following individuals shall be authorized to deposit and/or withdraw funds from the local government investment pool on behalf of such government or other authorized entity (if a listed individual is employed by an entity other than the depositor, indicate employer):

TONI JO HOWARD

770 206-1457

Name, Title, (Employer, if applicable)

(Area Code) Phone Number

Email: TJHoward@sandyspringsga.gov

Email: _____

Email: _____

Email: _____

Email: _____

All withdrawals from the local government investment pool shall be wired to the following participant's demand deposit account: ***(Many banks have separate instructions for wires and ACH deposits. Please verify both sets of instructions with your bank and provide them below. This will ensure accurate delivery of your funds to the designated bank account).***

(For ACH) US BANK

(Local Bank Name)

OPERATING ACCOUNT

(Account Title)

(ABA Number)

(Account Number)

ATLANTA, GA

(City, State)

(For WIRE) SUNTRUST BANK

OPERATING ACCOUNT

(Local Bank Name)

(Account Title)

(ABA Number)

(Account Number)

(City, State)

(For WIRE)

(Local Bank Name)

(Account Title)

(ABA Number)

(Account Number)

(City, State)

Correspondent Bank (if applicable):

(Bank Name)

(City)

(ABA Number)

(Account Number)

3. The local government investment pool monthly statements of account to:

CITY OF SANDY SPRINGS

(Attention)

TONI JO HOWARD

(Address)

1 GALAMBOS WAY, SANDY SPRINGS, GA 30328

(City, State & Zip Code)

4. Changes in the above authorization shall be made by cancellation or replacement resolution delivered to the Office of the State Treasurer. Until such a replacement resolution is received by the Office of the State Treasurer, the above authorized individuals, local government demand account instructions and statement mailing address(es) shall remain in full force and effect.

5. The following schedule represents the period in which existing balances are currently expected to remain invested in the local government investment pool:

_____ % 30 days or less;

_____ % more than 30 days but less than 90 days;

_____ % 90 days or longer.

100 %

Entered at _____, Georgia this _____ day of _____ 20__.

NOTARY SEAL

(Signature of Head of Governing Authority)

RUSSELL K. PAUL

(Please Print or Type - Head of Governing Authority)

MAYOR

(Title)

Sworn to and subscribed before me this _____ day of _____ 20__.

(Notary Public)

Please complete and return an original copy to:

**Georgia Fund 1
Office of the State Treasurer
200 Piedmont Avenue
Suite 1204, West Tower
Atlanta, GA 30334-5527**

**Telephone: (404) 656-2993
Toll Free: (800) 222-6748
Fax: (404) 656-9048**



SANDY SPRINGS

CITY CLERK'S OFFICE

TO: David Wells, Interim City Manager

FROM: William H. Martin, Jr. AIA Public Works Director

DATE: November 16, 2021 Submission for the December 21, 2021 Meeting

ITEM: Request for Mayor and City Council Consideration of the Approval and Authorization of the Execution of a Transmission Relocation Agreement By and Between the City of Sandy Springs and Georgia Power Company and to Authorize the Mayor to Execute the Agreement

Recommendation:

Staff recommends that Mayor and Council approve the attached Transmission Relocation Agreement ("Relocation Agreement") for the TSPLOST Project TS-191 Johnson Ferry Road at Mt. Vernon Highway Project in the amount of \$1,550,754.00 between the City and Georgia Power Company (GPC) for relocation of the existing GPC transmission structure to the former Enterprise site and installation of a new structure next to Chase Bank for TSPLOST Project TS-191, Johnson Ferry at Mt. Vernon Highway Intersection Improvement Project ("Project").

Background:

In March 2021, the City of Sandy Springs ("City") executed an agreement with GPC in the amount of \$95,000 for Preliminary Engineering in support of the relocation of the existing transmission tower structures shown in **Appendix 1**.

In November 2021, the City received the subsequent Relocation Agreement from GPC for a total amount of \$1,550,754.00 for GPC to remove, relocate, or make adjustments to GPC's existing transmission towers and also install new self-supporting structures at the approximate locations shown in **Appendix 1**. The Relocation Agreement amount includes the previously paid \$95,000.

Discussion:

The purpose of relocating the existing transmission tower from the northeast corner of the intersection of Mt. Vernon Highway and Roswell Road to the current City property on the southeast corner of the intersection is to avoid a conflict with the Project while concurrently providing increased aesthetics in the vicinity of the future Veterans Park. The purpose of the second newly-installed transmission tower which will be located near the southwest corner of the intersection is to provide an offset of the overhead transmission line across Roswell Road, thereby avoiding running the line over the existing Chase Bank building. This will be a new-install self-supporting structure adjacent to Chase Bank, and will provide proper clearance between the transmission line and the existing Chase Bank building.

Financial Impact:

The total proposed fee for services and materials associated with the Relocation Agreement is \$1,550,754.00, and is reasonable per staff review of contract item pricing and material cost increase documentation.

There is adequate funding allocated for the City Center Project Budget (CC006) by the City Mayor and Council 2021 approved budget. The current budget amount for City Center Transmission Relocation per the approved 2021 Budget is \$2,730,000.00, which exceeds the required funding for the GPC Transmission Relocation project cost.

Alternatives:

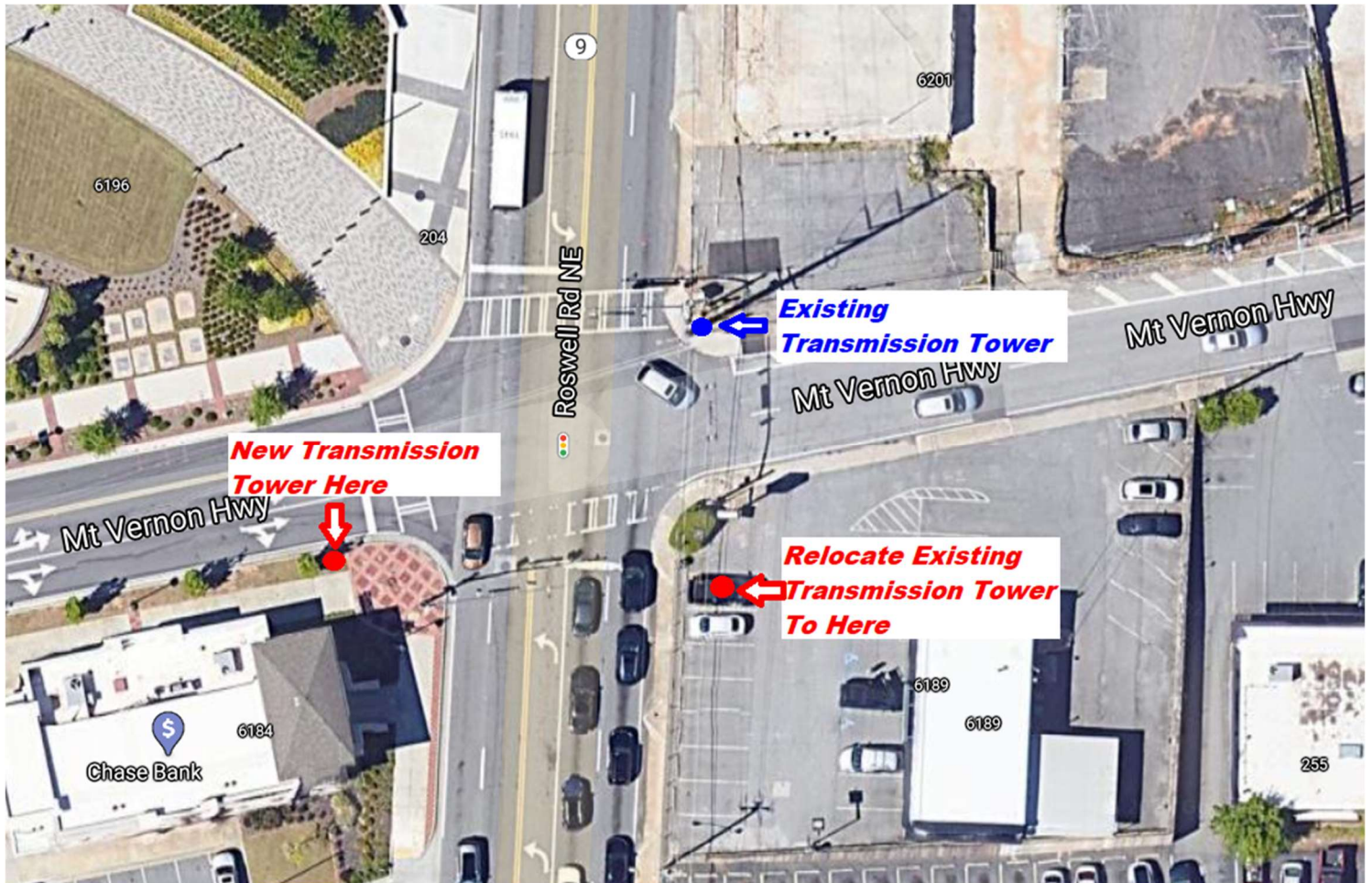
The City could decide not to approve the Relocation Agreement for the Project and the Project site would remain in its existing condition.

Attachments:

1. Appendix 1
2. Resolution re Georgia Power Transmission Relocation Agreement (120821)
3. TS191 GPC Transmission Relocation Agreement 11-18-21

APPENDIX 1

SCHEMATIC SHOWING ESTIMATED LOCATIONS FOR TRANSMISSION TOWER RELOCATIONS



STATE OF GEORGIA
COUNTY OF FULTON

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANDY SPRINGS,
GEORGIA, TO APPROVE AND AUTHORIZE THE EXECUTION OF A
TRANSMISSION RELOCATION AGREEMENT BY AND BETWEEN THE CITY AND
GEORGIA POWER COMPANY AND TO AUTHORIZE THE MAYOR TO EXECUTE
THE AGREEMENT**

WHEREAS, in March 2021, the City of Sandy Springs ("City") executed an agreement with Georgia Power Company ("GPC") in the amount of \$95,000 for preliminary engineering in support of the relocation of certain existing transmission tower structures near the intersection of Mt. Vernon Highway and Roswell Road; and

WHEREAS, in November 2021, the City received a subsequent Transmission Relocation Agreement ("Relocation Agreement") from GPC for the TSPLOST TS-191 Johnson Ferry Road at Mt. Vernon Highway Project ("Project") in the total amount of \$1,550,754 (which includes the \$95,000 for the previous agreement) for GPC to remove, relocate, or make adjustments to GPC's existing transmission towers and also install new self-supporting structures at the Project; and

WHEREAS, the purpose of relocating the existing transmission tower is to avoid a conflict with the Project while concurrently providing increased aesthetics in the vicinity of the future Veterans Park; and

WHEREAS, the purpose of the second newly-installed transmission tower which will be located near the southwest corner of the intersection is to provide an offset of the overhead transmission line across Roswell Road, thereby avoiding running the line over existing structures; and

WHEREAS, the City desires to enter into the attached Relocation Agreement with GPC in the amount of \$1,550,754 to accomplish the aforementioned purposes in connection with the Project;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Sandy Springs, Georgia, while in regular session on _____, 2021, at 6:00 p.m., that:

1. The Relocation Agreement is hereby approved in the form attached hereto; and
2. The Mayor is hereby authorized to execute the Relocation Agreement in the form attached hereto, with such minor revisions as may be deemed reasonably necessary by the City Attorney; and
3. The Mayor and the City Attorney are hereby authorized to take such actions as shall be deemed necessary to effectuate the intent of this Resolution.

APPROVED AND ADOPTED this the _____ day of _____, 2021.

Approved:

Russell K. Paul, Mayor

Attest:

Raquel Gonzalez, City Clerk

(SEAL)

ATTACHMENT
TRANSMISSION RELOCATION AGREEMENT

UTILITY RELOCATION AGREEMENT

PROJECT NAME: **Johnson Ferry/Mt Vernon Corridor
Transmission Improvements – TS-191**

PROJECT NUMBER: **L8242**

GDOT PROJECT NUMBER:

THIS AGREEMENT is made and entered into as of the ____ day of _____, 2021, by and between **CITY of SANDY SPRINGS**, State of Georgia (hereinafter referred to as the “City”), and **GEORGIA POWER COMPANY** (hereinafter referred to as the “Company”). This Agreement may refer to either City or Company, or both, as a “Party” or “Parties.”

WITNESSETH:

WHEREAS, the City proposes under the above written Project to construct Johnson Ferry Corridor Improvements Project (hereinafter referred to as the “Project”); and

WHEREAS, due to the construction of the Project, it will become necessary for the Company to remove, relocate or make certain adjustments to the Company’s existing facilities (such facilities, including but not limited to overhead and underground electric transmission, distribution and communication lines, towers, frames, poles, facilities, wires, transformers, service pedestals, apparatus, manholes, conduits, fixtures, appliances, cables, protective wires and devices all being hereinafter referred to collectively as the “Facilities” or individually as the “Facility”); and

WHEREAS, the Company, as hereinafter provided, may assert that it has certain property interests and rights and utilized such property interests and rights for the placement of its Facilities as provided for in the Franchise Agreement with the City, all as involved in said Project; and

NOW, THEREFORE, in consideration of the promises and the mutual covenants of the Parties hereinafter set forth and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged by the Parties, the Parties agree as follows:

Section 1 **THE WORK**

1.1 **Company Facilities**

Company, with its regular construction or maintenance crews and personnel, at its standard schedule of wages and working hours (as may be applicable from time to time during the term of this Agreement), and working in accordance with the terms of its agreements with such employees, will remove, relocate or make adjustments to its Facilities in accordance with the scope of work and Estimate (defined below) attached hereto as Exhibit “A” and incorporated herein by reference (the “Work”). Company shall make all technical decisions concerning the Work and may elect to contract any portion of the Work.

1.2 **Road Right-of-Way**

Prior to Company commencing the Work, City will provide written assurances to Company that it has acquired the necessary new road right-of-way (including information on the property rights acquired).

1.3 **Traffic Control**

Company shall make a reasonable effort to provide signing and other traffic control measures during the Work, in accordance with PART VI of the U. S. Department of Transportation Manual on Uniform Traffic Control Devices, current edition, all at the expense of the City.

Section 2 COSTS AND PAYMENT

2.1 **Compensable Property Interests**

Company shall perform the Work in accordance with the estimate attached hereto as Exhibit "A" and incorporated herein by reference (the "Total Estimate"). The total amount of the Total Estimate is One Million, Five Hundred-Fifty Thousand, Seven Hundred and Fifty-Four Dollars (\$1,550,754.00). The amount of the Total Estimate that corresponds to Company's claim that it has compensable property interests with respect to the Project (the "Reimbursement Claim") is One Million, Five Hundred-Fifty Thousand, Seven Hundred and Fifty-Four Dollars (\$1,550,754.00), otherwise reflected as **one hundred percent (100%)** of the Total Estimate. The Reimbursement Claim is limited to: (a) the costs of removing, relocating or adjusting those Facilities which are physically in place and in conflict with the proposed construction and/or maintenance; (b) where replacement is necessary, the costs of replacement in kind, and any improvements or betterments made necessary by the proposed construction and/or maintenance; and (c) the costs incurred in acquiring additional easements or private rights-of-way, including without limitation easements for lines, access, tree trimming, guy wires, anchors and other devices, appliances and other equipment, and any and all other such easements and property rights as may be reasonably necessary for the Company's installation, operation and maintenance of its Facilities (collectively, the "Relocation Costs").

The cost of any improvements or betterments that are not made necessary by the proposed construction or maintenance shall not be subject to the percentage split contemplated above. Such costs shall be paid as follows: (a) the costs of any improvements or betterments of a Facility being made solely at Company's option (and not being made necessary by the proposed construction and/or maintenance) shall be fully paid by Company; and (b) the costs of any improvements or betterments of a Facility being made solely at City's request (and not being made necessary by the proposed construction and/or maintenance) shall be fully paid by City.

Upon the completion by the Company of the work contemplated herein, the City will pay Company a sum equal to the lesser of (a) the Company's actual cost of the total Project relocation expenses or (b) the Estimate and representing the aforementioned Reimbursement Claim and subject to determination of Company's Prior Rights Claim in accordance with Sections 3 and 4 below.

2.2 **Progress Payments**

If Company chooses to submit invoices for progress payments, City will pay same within thirty (30) days from receipt of the invoice, subject to Verification (as defined below) thereof by the City. Upon completion of the Work, Company shall submit a final bill to City and City shall make a final payment within thirty (30) days from receipt of the final bill, subject to Verification thereof by the City.

2.3 **Change in Scope**

In the event there is a change in the Project, including without limitation a change in scope, design, plans, service, property interests to be acquired, engineering or costs, due to either (a) events or circumstances beyond Company's reasonable control, or (b) City's request, the Parties will negotiate in good faith a mutually acceptable agreement or amendment to this Agreement, in writing, to address such change and any increase in costs above those set forth in the Estimate.

Section 3 **DETERMINATION OF COMPENSABLE PROPERTY INTEREST**

3.1 If Company determines it has compensable property interests with respect to the Project, Company will submit a Reimbursement Claim. The Parties agree that they will in good faith share non-privileged information with each other related to the issue of prior rights for the Project. If City determines that Company's evidence is insufficient to make a determination as to Company's compensable property interests and the percentage of the Relocation Costs to be paid by Company based upon such compensable property interests, City will provide Company with a written basis for such insufficiency and request that Company provide additional information. City will make a determination as to any asserted Reimbursement Claim before the earlier of: (a) the date that is thirty (30) days after receipt of the Reimbursement Claim; and (b) the date on which Company needs to commence the Work in order to prevent a Project delay (the "Commencement Date").

3.2 In the event that a determination cannot reasonably be made prior to the Commencement Date, provided that City certifies in writing to Company that the Project is time-sensitive due to construction scheduling with the possibility of damages for delay, safety concerns, or critical funding deadlines, Company will commence the Work without a written determination having been made. In such case, the Party's rights, claims and defenses with regard to the issue of compensable property interests and prior rights will not be waived or affected in any manner. If City does not thereafter make a determination regarding the Reimbursement Claim within six (6) months from the date of City's receipt of same, the Reimbursement Claim will be deemed approved by City.

Section 4 **DISPUTE RESOLUTION**

4.1 **Disagreement**

If Company disagrees with City's determination with regard to the Reimbursement Claim and the Parties are unable to settle the issue through informal negotiations, then, at the request of either Party, the Parties agree to escalate the matter pursuant to Section 4.2 below.

4.2 **Dispute Notice**

Except as otherwise set forth in this Agreement, any controversy or claim arising out of or relating to this Agreement, or the breach thereof, will be settled: (a) first, by good faith efforts to reach mutual agreement of the Parties; and (b) second, if mutual agreement is not reached within thirty (30) calendar days of a written request by a Party to resolve the controversy or claim (the "Dispute Notice"), each of the Parties will appoint a designated representative who has authority to settle the dispute (or who has authority to recommend to the governing body of such Party a settlement of the dispute) and who is at a higher level of management than the persons with direct responsibility for administration of this Agreement. The designated representatives will meet as often as they reasonably deem necessary in order to discuss the dispute and negotiate in good faith in an effort to resolve such dispute. The specific format for such discussions will be left to the discretion of the designated representatives, provided, however, that all reasonable requests for relevant information made by one Party to the other Party will be honored if such information is reasonably available. If within sixty (60) days after issuance of a Dispute Notice (a) the Parties are unable to resolve issues related to the dispute, or (b) City fails to approve any tentative agreement reached, the Parties agree to participate in confidential, non-binding mediation pursuant to Section 4.3 below, it being understood, however, that nothing herein will diminish or relieve either Party of its rights or obligations under this Section 4.

4.3 **Mediation**

If the Parties are unable to resolve a dispute through informal negotiations or pursuant to Section 4.2, the Parties agree to participate in confidential, non-binding mediation by an impartial, third party mediator mutually agreed upon by the Parties, at a mutually convenient location. The Parties agree that a potential mediator's experience in prior rights and real estate law will be relevant factors in selecting a mediator. In the event the Parties are unable to agree on a third-party mediator within ninety (90) days of issuance of the Dispute Notice, each Party shall designate a mediation representative, and the two mediator representatives shall in good faith select a third-party mediator. Each Party shall be responsible for its own attorneys' fees and expenses and for providing its own information and documentation applicable to the dispute to the mediator. All other agreed upon costs of the mediation will be apportioned equally to each Party. Any dispute not resolved by negotiation, escalation or mediation may then be submitted to a court of competent jurisdiction, and either Party may invoke any remedies at law or in equity. Nothing contained herein, however, will preclude the Parties from first seeking temporary injunctive or other equitable relief. The Parties agree that any statute of limitations, equity or other time-based periods shall be tolled as of and from the date of the Dispute Notice until a complaint, if any, is filed.

Section 5 **VERIFICATION**

5.1 **Material Discrepancy**

For purposes of this Section 5, “Verification” means that City has reasonably determined that there is a material discrepancy between Company’s invoiced charges and City’s calculation of charges owed, which invoiced charges are subject to a bona fide dispute; provided, however, City agrees to provide the Company with written notice, including supporting documentation, illustrating the basis for such bona fide dispute, within sixty (60) days of receipt of the invoice in dispute. Should City fail to provide such documentation within the specified time period, City must pay the disputed amount. City must pay any undisputed portion of the invoice total within thirty (30) days after its receipt of the invoice. City must pay any disputed portion of the invoice total within thirty (30) days of the date the dispute is resolved, to the extent the dispute is resolved in favor of Company.

5.2 **Audit**

At any time within thirty-six (36) months after the date of final payment, City, at its sole expense, may audit the non-privileged cost records, support documentation and accounts of Company pertaining to this Project to solely assess the accuracy of the invoices submitted by Company and notify Company of any amount of any unallowable expenditure made in the final payment under this Agreement, or, if no unallowable expenditure is found, notify Company of that fact in writing. Any such audit will be conducted by representatives of City or, if applicable, the Georgia Department of Transportation or the Federal Highway Administration, after reasonable advance written notice to Company and during regular business hours at the offices of Company in a manner that does not unreasonably interfere with Company’s business activities and subject to Company’s reasonable security requirements. As a prerequisite to conducting such audit, City or, if applicable, the Georgia Department of Transportation or the Federal Highway Administration, will sign Company’s Nondisclosure Agreement. Company may redact from its records provided to City information that is confidential and irrelevant to the purposes of the audit. Company will reasonably cooperate in any such audit, providing access to Company records that are reasonably necessary to enable City to test the accuracy of the invoices to which the audit pertains, provided that City or, if applicable, the Georgia Department of Transportation or the Federal Highway Administration, may only review, but not copy, such records. If Company agrees with the audit results and does not pay any such bill within ninety (90) days of receipt of the bill from City (based on the mutually agreed upon audit results), City may set off the amount of such bill against the amounts owed Company on any then-current contract between Company and City. If, following the audit, the Parties are unable to resolve any dispute concerning the results of the audit through informal negotiation, the provisions of Sections 4.2 and 4.3 will govern the resolution of the dispute. City may not perform an audit pursuant to this Agreement more frequently than once per calendar year and may not conduct audits twice within any six (6) months.

Section 6 **CITY AS PARTY**

City acknowledges that this Agreement is “proprietary” in nature under applicable Georgia law, as permitted by O.C.G.A. § 36-60-13(j), and not “governmental” or “legislative,” as prohibited by O.C.G.A. § 36-30-3(a). City further represents and warrants that this Agreement will comply with all applicable laws concerning City actions and approvals and execution of binding agreements. City covenants to undertake all actions necessary to bind City.

Section 7 **COMMENCEMENT AND TERMINATION CONDITIONS**

Company is not obligated to commence the Work until Parties agree on the removal, relocation and/or adjustment to Company’s facilities required by the Project. If City fails to authorize commencement of the Work by April 4, 2022, Company will have no obligation to begin the Work and may terminate this Agreement without penalty by providing City with notice in writing. If City fails to sign and return this Agreement to Company by April 4, 2022, any offer made by Company pursuant to the Agreement is automatically revoked and the agreement is void and of no effect.

Section 8 **MISCELLANEOUS PROVISIONS**

Duplicate originals of this Agreement will be executed, each of which will be deemed an original but both of which together will constitute one and the same instrument. This Agreement may be modified only by an amendment executed in writing by a duly authorized representative for each Party. This Agreement contains the entire agreement of the Parties, and all prior oral agreements are superseded and integrated into this Agreement. This Agreement will be governed by and construed in accordance with the laws of the State of Georgia. This Agreement shall accrue to the benefit of and be binding upon the successors and assigns of the Parties. The Parties agree that this Agreement shall be deemed to have been executed in Georgia.

[SIGNATURES ON THE FOLLOWING PAGE]

IN WITNESS WHEREOF, the Parties have executed this Contract in four (4) counterparts, each of which shall be deemed an original in the year and day first above mentioned.

ATTEST:

City of Sandy Springs, GEORGIA

By: _____

By: _____

Title: _____

Name: _____
Mayor

Witness: _____

(SEAL)

Notary: _____
_____ (SEAL)

Approved as to Form by:

City Attorney

ATTEST:

GEORGIA POWER COMPANY

By: _____

By: _____

Title: _____

Name: _____

Witness: _____

Title: SR VP POWER DELIVERY

Notary: _____
(SEAL)

Date: _____

Appendix A:

Scope of Work:

Acquire land and relocate line to south side of Mt Vernon Hwy at the request of City of Sandy Springs. Install intermediate structure 37A to provide clearance to existing bank building. Estimate does not take into account relocation of underground obstructions. Structure foundation would be installed in sidewalk. Relocate structure 37 to southeast corner of Mt Vernon Hwy / Roswell Rd. Structure would be placed outside of DOT ROW. Replace structure 36 for introduction of reverse line angle. Install self supporting guy stub on structure 107 to eliminate span guys between structure 107 and 37.

Georgia Power Company Transmission Line Relocation Estimate (as of 11/17/21)

Total Preliminary Engineering Cost: \$95,000
Total Construction Engineering Cost: \$216,211
Total Preliminary and Construction Engineering Costs: \$311,211

Total Cost of Right of Way Acquisition: \$435,290

Labor Costs: \$530,493
Material Costs: \$187,457
Equipment Costs: \$86,303
Total Construction Costs: \$804,253

Total Line Relocation Costs: \$1,550,754

Appendix A

TMCRET39	GEORGIA POWER COMPANY	Date: 10/03/2021
Page 1 OF 2	ESTIMATED COST BY ACTIVITIES	Time: 09:30:13AM
Project Item: 1658301		
PE: 6055 PE Item: 01		Version: Working Copy
Type Work: LAND ACQUISITION		Work Order:
Facility Name: BULL SLUICE - POWERS FERRY 230 KV		Facility Required Date: 6/1/2022
Nearest Town: 10.13		Originator: WHEELER, MELISSA S.
Description:		

Acquire right of way necessary to relocate structure 37 and 37A and replace or adjust structure 36 and others as necessary

JT00D4; 89200703 added 8/23/2016 LWynn

Discipline/Activity	UM	Quantity	Material	Labor	Equipment	Total
PLANT ADDITIONS						
LAND (Estimator: PARKER, JOHN RICE, CARUTH, CH)						
DOCUMENTATION	HR	1	14,114	0	0	14,114
FIELD ENGINEERING	HR	6	0	7,350	219	7,569
LINE SELECTION, RESEARCH, SURVEY	HR	40	0	21,249	635	21,884
OFFICE ENGINEERING	HR	10	0	10,396	622	11,018
PROPERTY RESEARCH	HR	1	0	266	8	274
ROW ACQUISITION	HR	66	284,991	31,127	929	317,047
STAFF ATTORNEY	HR	10	20,909	6,125	183	27,217
TITLE EXAMINATION	HR	1	2,823	0	0	2,823
Discipline Total			322,837	76,513	2,596	401,946
PLAN & PROJ (Estimator: PARKER, JOHN RICE)						
PLANNING	LT	1	0	1,103	33	1,136
Discipline Total			0	1,103	33	1,136
Sub-Total PLANT ADDITIONS			322,837	77,616	2,629	403,082
PLANT TRANSFER ADDITIONS						
Sub-Total PLANT TRANSFER ADDITIONS			0	0	0	0
TOTAL PLANT ADDITIONS WITHOUT OVERHEADS			322,837	77,616	2,629	403,082
PLANT REMOVALS						
Sub-Total PLANT REMOVALS			0	0	0	0
PLANT TRANSFER REMOVALS						
Sub-Total PLANT TRANSFER REMOVALS			0	0	0	0
TOTAL PLANT REMOVALS WITHOUT OVERHEADS				0	0	0
MAINTENANCE						
Sub-Total MAINTENANCE			0	0	0	0
TOTAL MAINTENANCE			0	0	0	0

* - Replacement

Appendix A

TMCRET39

GEORGIA POWER COMPANY

Date: 10/03/2021

Page 2 OF 2

ESTIMATED COST BY ACTIVITIES

Time: 09:30:14AM

Project Item: 1658301

PE: 6055 PE Item: 01

Version: Working Copy

Type Work: LAND ACQUISITION

Work Order:

Facility Name: BULL SLUICE - POWERS FERRY 230 KV

Facility Required Date: 6/1/2022

Nearest Town: 10.13

Originator: WHEELER, MELISSA S.

ESTIMATE SUMMARY TOTALS	
Plant Additions (Labor, Matl, Eqp)	403,082
Overheads	32,208
Total Plant Additions	435,290
Plant Removals (Labor, Matl, Eqp)	0
Overheads	0
Total Plant Removals	0
Plant Transfer Credit (Material Only)	0
Plant Salvage Credit	0
Customer Contribution	0
Total Cash Required	435,290
Total Maintenance Cost	0
Original Cost Retired	0
Plant Transfer Removal (Material Only)	0
*** End of Report ***	

Appendix A

TMCRET39	GEORGIA POWER COMPANY	Date: 10/03/2021
Page 1 OF 3	ESTIMATED COST BY ACTIVITIES	Time: 09:32:59AM
Project Item: 1658302		
PE: 6055 PE Item: 01		Version: Working Copy
Type Work: MODIFICATION		Work Order:
Facility Name: BULL SLUICE - POWERS FERRY 230 KV		Facility Required Date: 12/31/2022
Nearest Town: 10.13		Originator: WHEELER, MELISSA S.
Description:		

Revised Estimate per Customer Request:
 Relocate line to south side of Mt Vernon HWY. Install intermediate structure 37A to provide clearance to existing bank building. Estimate does not take into account relocation of underground obstructions. Structure foundation would be installed in sidewalk. Relocate structure 37 to southeast corner of Mt Vernon HWY / Roswell RD. Structure would be placed outside of DOT ROW. Replace structure 36 for introduction of reverse line angle. Install self supporting guy stub on structure 107 to eliminate span guys between structure 107 and 37. Construction duration estimated at 12 days with 4 days of night/weekend work. Additional 30 hours of crane rental and traffic control are included in estimate.
 SNA/JAF 9-12-2016
 =====

Relocate structure 37 and 36 and replace or adjust structures 35 and 107 and others as necessary
 Estimate is for 3 Engineered poles + foundations out and in, plus one self supporting guy stub. [JEY, 7/8/16]
 JT00DD; 89200705 added 9/19/2016 LWynn

=====

Revised Estimate per 6/8/2020 Call w/ GDOT
 Relocate str. #37 to SE corner of Mt Vernon/Roswell. Structure would be placed outside of DOT ROW. Install intermediate str. #37A to provide clearance to existing Chase Bank building. Estimate does not take into account relocation of underground obstructions. Structure foundation would be installed in sidewalk. Replace str. #36 for introduction of reverse line angle and longer span. Further engineering might determine existing structure may be reused. Transfer span guys and ADSS from str. #107 to new str. #37. Include ADSS pull from str. #36 to #37 with splices at both poles to change . Increase foundation costs per recent project costs. All other OH utilities to be relocated UG per GDOT.

Construction Duration: 12 days with 4 days of night/weekend work. Additional 60 hours of crane rental and traffic control are included in estimate (10 hours for each pole and FDN).
 Foundation Costs: \$85K per (3) str
 SNA/JAF 6/22/2020
 =====

Discipline/Activity	UM	Quantity	Material	Labor	Equipment	Total
PLANT ADDITIONS						
CONSTRUCTION (Estimator: FARNER, JOHN)						
CONDUCTORS - STRINGING & SAGGING, ALL	FT	2,003	7,185	42,128	10,194	59,507
GROUNDING - ALL (COUNTERPOISE, RODS, ETC...)	EA	15	1,300	24,840	3,586	29,726
GUYING - ANCHORS & GUYS, ALL	EA	4	1,108	13,412	1,823	16,343
OHGW - STRINGING & SAGGING (STEEL, ALUM, FIBER, ETC...)	FT	713	6,087	24,206	3,291	33,584
POLES (CONCRETE) - FRAMING & SETTING (W/INSULS, ARMS, BANDS, CLIPS, ETC...)	EA	1	0	23,449	3,187	26,636
POLES (STEEL) - FRAMING & SETTING (W/INSULS, ARMS, BANDS, CLIPS, ETC...)	EA	3	142,719	18,042	3,717	164,478
SMALL EQUIPMENT (SWITCHES, ARRESTERS, MOTORS, SCADA, ARMS, INSULS, ETC...)	EA	64	7,494	14,881	2,024	24,399
Discipline Total			165,893	160,958	27,822	354,673
ENGINEERING (Estimator: YONTZ, JE, WHEELER, MELISSA S.)						
CONTRACTOR SUPPORT & COORDINATION	LT	1	0	633	19	652
DRAFTING - LINE	LT	1	0	471	14	485
ENGINEERING/DESIGN - LINE	LT	1	0	3,164	94	3,258
FIELD ACTIVITY - LINE	LT	1	0	1,266	38	1,304
PRE-ENGINEERING WORK	LT	1	0	316	9	325
PRELIMINARY ENGINEERING - LINE	LT	1	0	9,492	283	9,775
PRELIMINARY ENGINEERING - LINE -FOUNDATION DESIGN	LT	1	0	3,164	94	3,258
PRELIMINARY ENGINEERING - LINE -REVIEW MFGR DESIGN	HR	24	0	1,898	57	1,955
PRELIMINARY ENGINEERING - LINE -SITE TEST DRILLING	HR	40	0	3,164	94	3,258

Appendix A

TMCRET39	GEORGIA POWER COMPANY	Date: 10/03/2021
Page 2 OF 3	ESTIMATED COST BY ACTIVITIES	Time: 09:32:59AM
Project Item: 1658302		
PE: 6055 PE Item: 01		Version: Working Copy
Type Work: MODIFICATION		Work Order:
Facility Name: BULL SLUICE - POWERS FERRY 230 KV		Facility Required Date: 12/31/2022
Nearest Town: 10.13		Originator: WHEELER, MELISSA S.

Discipline/Activity	UM	Quantity	Material	Labor	Equipment	Total
Discipline Total			0	23,568	702	24,270
LAND (Estimator: WERT, JF)						
FIELD ENGINEERING	HR	1	0	665	20	685
FINAL STAKING	LT	1	259	4,048	121	4,428
Discipline Total			259	4,713	141	5,113
PLAN & PROJ (Estimator: YONTZ, JE)						
PLANNING	LT	1	0	375	11	386
Discipline Total			0	375	11	386
RIGHT OF WAY (Estimator: FARNER, JOHN)						
FOUNDATION - DRILLED PIER (DO NOT USE - USE N1)	EA	3	21,564	182,988	41,430	245,982
RIGHT OF WAY - CONSTRUCTION SUPPORT (ROW PERSONNEL ONLY) DO NOT USE - USE M5	LT	1	0	100,874	3,011	103,885
Discipline Total			21,564	283,862	44,441	349,867
Sub-Total PLANT ADDITIONS			187,716	473,476	73,117	734,309
PLANT TRANSFER ADDITIONS						
Sub-Total PLANT TRANSFER ADDITIONS			0	0	0	0
TOTAL PLANT ADDITIONS WITHOUT OVERHEADS			187,716	473,476	73,117	734,309
PLANT REMOVALS						
CONSTRUCTION (Estimator: FARNER, JOHN)						
CONDUCTORS - STRINGING & SAGGING, ALL	FT	1	0	22,531	3,353	25,884
GUYING - ANCHORS & GUYS, ALL	EA	3	0	12,181	1,656	13,837
OHGW - STRINGING & SAGGING (STEEL, ALUM, FIBER, ETC...)	FT	1	0	2,240	305	2,545
POLES (STEEL) - FRAMING & SETTING (W/INSULS, ARMS, BANDS, CLIPS, ETC...)	EA	3	0	23,663	3,216	26,879
SMALL EQUIPMENT (SWITCHES, ARRESTERS, MOTORS, SCADA, ARMS, INSULS, ETC...)	EA	3	0	1,813	247	2,060
Discipline Total			0	62,428	8,777	71,205
RIGHT OF WAY (Estimator: FARNER, JOHN)						
FOUNDATION - DRILLED PIER (DO NOT USE - USE N1)	EA	3	0	23,245	5,263	28,508
Discipline Total			0	23,245	5,263	28,508
Sub-Total PLANT REMOVALS			0	85,673	14,040	99,713
PLANT TRANSFER REMOVALS						
Sub-Total PLANT TRANSFER REMOVALS			0	0	0	0
TOTAL PLANT REMOVALS WITHOUT OVERHEADS				85,673	14,040	99,713
MAINTENANCE						
Sub-Total MAINTENANCE			0	0	0	0
TOTAL MAINTENANCE			0	0	0	0

* - Replacement

Appendix A

TMCRET39	GEORGIA POWER COMPANY	Date: 10/03/2021
Page 3 OF 3	ESTIMATED COST BY ACTIVITIES	Time: 09:32:59AM
Project Item: 1658302		
PE: 6055	PE Item: 01	Version: Working Copy
Type Work: MODIFICATION		Work Order:
Facility Name: BULL SLUICE - POWERS FERRY 230 KV		Facility Required Date: 12/31/2022
Nearest Town: 10.13		Originator: WHEELER, MELISSA S.

ESTIMATE SUMMARY TOTALS	
Plant Additions (Labor, Matl, Eqp)	734,309
Overheads	254,809
Total Plant Additions	989,118
Plant Removals (Labor, Matl, Eqp)	99,713
Overheads	26,633
Total Plant Removals	126,346
Plant Transfer Credit (Material Only)	0
Plant Salvage Credit	0
Customer Contribution	0
Total Cash Required	1,115,464
Total Maintenance Cost	0
Original Cost Retired	64,851
Plant Transfer Removal (Material Only)	0

*** End of Report ***



To: David Wells, Interim City Manager

From: William H. Martin, Jr., AIA, Public Works Director

Date: December 9, 2021 for Submission onto the Regular Agenda of the December 21, 2021 City Council Meeting

ITEM: Request for Mayor and City Council Consideration to Approve a Resolution to Authorize a Third Amendment to the Existing Contract with Gresham Smith for Design Services for the TS-193 Hammond Drive Corridor Project to Provide for Increased Project Scope and Costs and to Authorize the Interim City Manager to Execute the Amendment.

Recommendation:

Staff recommends that Council approve Amendment 3 in the amount of \$218,067.00 with Gresham Smith to provide initial topographic survey and subsurface utility engineering and to perform initial preliminary design and bridge selection investigation for TSPLOST Project TS-193, Hammond Drive Corridor Project ("Project") in the TSPLOST 2021 Project limits between Boylston Road and Glenridge Road (Phase 1).

Background:

The Contract for the Project, dated September 4, 2018, and Contract Amendment 1, dated May 23, 2018, together provided for traffic studies, conceptual design, and public involvement for the Project. Contract Amendment 2 provided for additional services to develop visualizations (flyover video) for the Project corridor to aid in communicating the proposed design concept to the public and a public information open house meeting, which was held February 26, 2019.

Deliverables and costs for Amendment 3 include the following:

Amendment 3		Amount
Task 2 Surveys		
Field and Topographic Surveys		\$101,544
Sub Surface Utility Engineering Level B		\$ 51,972
Task 3 Preliminary Plans (Initial Design)		
Preliminary Design		\$ 49,587
Bridge Type Selection		\$ 14,964
Amendment 3 Total		\$218,067

Discussion:

The additional services in Amendment 3 are intended to progress the Project from its Concept Phase to an initial Preliminary Plan Phase for its Phase 1 construction limits, as well as including tasks and sub-tasks for survey and initial preliminary design. The Project's Phase 1 limits begin 50 feet west of Boylston Drive and continue on Hammond Drive to 250 feet east of Glenridge Drive. Surveying (Task 2), topographical, and subsurface utility engineering surveys will be performed by the Project surveyors. Gresham Smith will develop Preliminary Plans (Task 3) initial preliminary design for the Phase 1 limits, with the intent that the design development will be used to complete Task 3.

Alternatives:

The City could decide not to approve Amendment 3 to fund the above-described scope changes and the Project site would remain in its existing condition.

Financial Impact:

The total proposed fee for Amendment 3 is \$218,067. The original Contract fee was \$237,985, the fee for Amendment 1 was \$12,000, and the fee for Amendment 2 was \$47,500.

There is adequate funding in the TSPLOST TS-193 Project Budget to fund the additional scope and deliverables for Amendment 3.

Attachments:

Resolution

STATE OF GEORGIA
COUNTY OF FULTON

RESOLUTION TO AUTHORIZE A THIRD AMENDMENT TO THE EXISTING CONTRACT WITH GRESHAM SMITH FOR DESIGN SERVICES FOR THE TS-193 HAMMOND DRIVE CORRIDOR PROJECT TO PROVIDE FOR INCREASED PROJECT SCOPE AND COSTS AND TO AUTHORIZE THE INTERIM CITY MANAGER TO EXECUTE THE AMENDMENT.

WHEREAS, the City of Sandy Springs ("City") and Gresham entered into a contract, dated September 4, 2018 ("Contract"), and subsequently an amendment to the Contract, dated May 23, 2018 ("Amendment 1"); and

WHEREAS, the Contract and Amendment 1 together provided for traffic studies, conceptual design, and public involvement for the Project; and

WHEREAS, the parties subsequently entered into a second amendment to the Contract ("Amendment 2"), which provided for additional services to develop visualizations (flyover video) for the Project corridor to aid in communicating the proposed design concept to the public and a public information open house meeting; and

WHEREAS, the parties now desire to enter into a third amendment to the Contract in the amount of \$218,067 to provide for additional scope, including surveys and preliminary plans, to progress the Project from its concept phase to an initial preliminary plan phase for its Phase 1 construction limits;

NOW THEREFORE, BE IT RESOLVED, by the City Council of the City of Sandy Springs, Georgia, while in regular session on _____, 2021, at 6:00 p.m., as follows:

1. A third amendment to the Contract in the amount of \$218,067 for additional scope and increased costs as described above is hereby approved; and
2. The Interim City Manager is hereby authorized to execute documentation in such form as approved by the City Attorney to effectuate a third amendment to the Contract as intended by this resolution; and
3. The Interim City Manager and the City Attorney are hereby authorized to take such actions deemed necessary or prudent to effectuate the intent of this resolution.

RESOLVED this the _____ day of _____, 2021.

Approved:

Russell K. Paul, Chairman

Attest:

Raquel Gonzalez, Secretary

(Seal)



SANDY SPRINGS

GEORGIA

TO: Dave Wells, Interim City Manager

FROM: William H. Martin, Jr., AIA, Public Works Director

DATE: December 7, 2021 for Submission onto the Agenda of the December 21, 2021 Mayor and City Council Meeting

ITEM: Request for Mayor and City Council to Approve an Agreement between the Fulton Perimeter Community Improvement District and the City of Sandy Springs, Georgia for the Mount Vernon Highway Corridor Improvement Project

Recommendation:

Staff recommends approval of the Agreement between the Fulton Perimeter Community Improvement District ("CID") and the City of Sandy Springs ("City") for the Mount Vernon Highway Corridor Improvement Project ("Agreement").

Background:

The City has underway a project to improve the Mt. Vernon Highway Corridor from east of the Fulton County Public Library on Mt. Vernon Highway to Perimeter Center West. The project is being undertaken as Project TS-192, a Transportation Local Option Sales Tax (TSPLOST) funded project. Scope of the project includes adding a roadway lane within portions of the corridor, sidewalk, sidepath and associated improvements. Project budget has been challenged with cost growth based upon current estimates. The CID has indicated a desire to assist with project funding for portions of the project within the CID. The proposed Agreement was drafted by both the City and the CID and was approved by the CID Board on November 17, 2021.

Discussion:

The Agreement provides \$2,850,000 in CID funding to aid in execution of the project for that work undertaken within the CID to include right of way acquisition and construction.

	Preliminary Engineering	Right of Way	Utilities	Construction	Total
City Portion	\$900,000	\$2,000,000	\$0	\$7,700,000	\$10,600,000
CID Portion (Joint Project)	\$0	\$ 550,000	\$0	\$2,300,000	\$ 2,850,000
Total	\$900,000	\$2,550,000	\$0	\$9,000,000	\$13,450,000

The City would manage all aspects of the project under this Agreement and would be reimbursed by the CID as per the conditions of the Agreement.

Alternatives:

The City may choose not to enter into this Agreement with the CID and seek other funding sources to execute those portions of the project within the CID.

Financial Impact:

This Agreement would increase funds available for Project TS-192 implementation by \$2,850,000.

Attachments:

- I. Resolution
- II. Agreement

STATE OF GEORGIA
COUNTY OF FULTON

A RESOLUTION TO APPROVE AGREEMENT BY AND BETWEEN THE CITY OF SANDY SPRINGS AND THE FULTON PERIMETER COMMUNITY IMPROVEMENT DISTRICT FOR THE MOUNT VERNON HIGHWAY CORRIDOR IMPROVEMENT PROJECT; AND TO AUTHORIZE THE MAYOR TO EXECUTE SAME

WHEREAS, the City of Sandy Springs (“City”) has underway a project to improve the Mt. Vernon Highway Corridor from east of the Fulton County Public Library on Mt. Vernon Highway to Perimeter Center West; and

WHEREAS, the project is being undertaken as Project TS-192 (“Project”), a Transportation Local Option Sales Tax (TSPLOST) funded project; and

WHEREAS, portions of the Project are within the Fulton Perimeter Community Improvement District (“FPCID”); and

WHEREAS, the FPCID desires to assist with Project funding for those portions of the Project within the FPCID; and

WHEREAS, the City desires that the FPCID assist with Project funding for those portions of the Project within the FPCID; and

WHEREAS, the parties have negotiated the attached agreement (“Agreement”) to establish the terms, conditions, and responsibilities of the parties with respect to the portions of the Project within the FPCID; and

WHEREAS, the parties desire to enter into the Agreement;

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF SANDY SPRINGS, GEORGIA:

1. The attached Agreement is hereby approved.
2. The Mayor is hereby authorized to execute the attached Agreement on behalf of the City.
3. The Mayor and the City Attorney are hereby authorized to make such minor changes to the Agreement as may be deemed necessary to effectuate the intent of this resolution.
4. The Mayor and the City Attorney are hereby authorized to take such actions as may be deemed necessary to effectuate the intent of this resolution.

RESOLVED this the _____ day of December, 2021.

Approved:

Russell K. Paul, Mayor

Attest:

Raquel D. González, City Clerk

ATTACHMENT

**AGREEMENT BY AND BETWEEN THE CITY OF SANDY SPRINGS AND THE FULTON
PERIMETER COMMUNITY IMPROVEMENT DISTRICT FOR THE MOUNT VERNON HIGHWAY
CORRIDOR IMPROVEMENT PROJECT**

**AGREEMENT BY AND BETWEEN
THE CITY OF SANDY SPRINGS AND
THE FULTON PERIMETER COMMUNITY IMPROVEMENT DISTRICT
MOUNT VERNON HIGHWAY CORRIDOR IMPROVEMENT PROJECT**

THIS AGREEMENT ("Agreement") is made and entered into this _____ day of _____, 2021, by and between the City of Sandy Springs, Georgia ("City"), a municipal corporation organized and existing under the laws of the State of Georgia, and the Fulton Perimeter Community Improvement District ("CID"), a community improvement district organized and existing under the laws of the State of Georgia and located in the City of Sandy Springs (the City and the CID each a "Party" and, collectively, "Parties").

WITNESSETH:

WHEREAS, the CID is a community improvement district authorized under 1987 Ga. Laws 5460 and approved by Resolution adopted September 5, 2001; and

WHEREAS, the CID was created to, among other things, address and improve transportation in the CID area; and

WHEREAS, the Sandy Springs Mayor and City Council have determined that facilitating and expediting the implementation of transportation improvement projects in the Sandy Springs area with the CID will enhance air quality, reduce highway and street congestion, promote public safety, enhance economic development, and generally improve the quality of life in the City and surrounding area; and

WHEREAS, the CID is uniquely positioned to facilitate and expedite the implementation of transportation improvement projects impacting the City identified by the City and the CID; and

WHEREAS, the City and the CID desire to enter into this Agreement to set forth the terms and conditions pursuant to which the CID and the City will implement a certain portion of the Mount Vernon Highway Corridor Improvement project ("Project") within the City and the CID area, as further described herein.

NOW, THEREFORE, in consideration of the mutual promises and benefits hereinafter set forth, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

1.

THE JOINT PROJECT

The entire Project consists of the design, right-of-way acquisition, and construction of the Mount Vernon Highway Corridor Improvements from Vernon Trace to Perimeter Center West (Sandy Springs MARTA station). This Project includes two (2) distinct segments: (1) the City portion, as described below; and (2) the CID portion, or the Joint Project, as described below and as depicted on Exhibit A. This Agreement sets forth the terms and conditions pursuant to which the CID and the City will implement the Joint Project. The entire Project shall comply with applicable federal and state laws and regulations and all City ordinances, rules, and regulations.

A. City Portion. The City portion of the Project consists of the western end from Vernon Trace to immediately west of Barfield Road with improvements to include a widening for an additional lane, a bicycle/pedestrian side path on the south side of the corridor, and a sidewalk on the north side of the corridor.

B. Joint Project. The CID portion of the Project, or the Joint Project, consists of the eastern end from Barfield Road to Perimeter Center West with improvements to include intersection improvements at Barfield Road, intersection improvements at Crestline and Peachtree-Dunwoody Road, and a bicycle/pedestrian side path on the south side of Mount Vernon Highway. No improvements are proposed for the north side on Mount Vernon Highway in the Joint Project.

A map showing the general proposed path of the Project and delineating the City portion and the Joint Project is attached hereto as Exhibit A. The contemplated cost and funding for the entire Project is attached hereto as Exhibit B.

C. Phases of Joint Project Work. The Parties hereby acknowledge and agree that the Joint Project shall be divided into three (3) phases, as follows: (1) Preliminary Engineering; (2) Right-of-Way Acquisition; and (3) Construction. The Preliminary Engineering phase shall include, but not be limited to, preliminary concept development, land surveying, environmental screening, public information meetings, City Council and CID Board presentations, development of Right-of-Way plans, and development of construction plans and bid documents. The Right-of-Way Acquisition phase shall be when the City acquires any rights of way required to construct the Joint Project as designed during the Preliminary Engineering phase. Finally, the Construction phase of the Joint Project shall be comprised of the construction work required to physically construct the Joint Project as designed and engineered.

D. Roles and Responsibilities of the Parties. The Joint Project shall be managed by the City in compliance with the terms and conditions of this Agreement. The CID shall be responsible for the cost of construction of the Joint Project as delineated and set forth in Exhibit B hereto. The Parties agree to coordinate the work on the Joint Project. The Parties further agree to work together in good faith to achieve the desired results for the Joint Project, which may include monthly update meetings between the Parties, as may be requested by either Party.

The City will be solely responsible for coordinating and overseeing all work performed on the Joint Project throughout each of the phases of work described in Section 1 (A) above. The City's responsibilities shall include procuring any consultants or contractors needed for the Joint Project including, but not limited to, engineering work, right-of-way acquisition, construction management, construction inspection, material testing, as well as procurement of the construction contractor through the City's bidding process for local government funded projects. All such consultants and contractors hired for the Joint Project are collectively referred to throughout as "Contractor(s)."

The City shall be responsible for obtaining contracts with the Contractors to perform the work required to complete the Joint Project, and will have approval of the Contractors for the Joint Project. The CID shall be responsible for all costs required to acquire all rights-of-way required for the construction of the Joint Project. The City shall be responsible for the cost of plans for engineering, design, and construction, obtaining any necessary permits for the Construction phase of the work, and utility coordination.

The City shall also be responsible for obtaining any permits as may be necessary and appropriate to complete the Joint Project in an expedited manner. Any Joint Project work affecting

utilities shall further be coordinated through the City, or the State of Georgia, as applicable. The City shall inspect and approve any work performed pursuant to this Agreement.

Notwithstanding anything to the contrary herein, the City shall inform the CID of pre-construction activities as may be requested by the CID. The CID will assist the City, if requested by the City throughout the Joint Project, in areas such as attending public meetings, attending City Council meetings, assisting with property owners during the Right-of-Way Acquisition phase, etc. Upon request, CID shall also review plan submittals, construction bid documents and bids from construction contractors. Furthermore, the CID shall review Contractor proposals or participate on procurement selection committees upon the City's request. The Parties understand and acknowledge that any involvement by the CID upon the City's request does not change the City's responsibilities and obligations under this Agreement, and provides the CID the opportunity to comment and does not impose any liability on the CID.

E. Project Funding. The Joint Project is estimated to have a total cost as described in Exhibit B attached hereto. Detailed cost estimates will be provided by the City to the CID as they are updated. The Parties acknowledge and agree that, for purposes of implementing the Joint Project, the City will be responsible for paying and will pay the costs of the entire Project, and the CID will be responsible for reimbursement of the costs for the entire Project to City, as stated herein and to the extent set forth in Exhibit B hereto. The Parties further acknowledge and agree that the CID shall be responsible for reimbursing the City for third party costs associated with the Joint Project as provided in this Agreement. The CID agrees to reimburse the City for all actual and documented third-party costs that the City incurs associated with the Joint Project within the CID area shown in Exhibit A. These costs shall be limited to the actual costs paid as compensation to property owners for obtaining rights-of-way, any costs associated with the acquisition or use of eminent domain and performing construction required for the Joint Project. Such costs do not include acquisition services or preliminary engineering costs (which are shown to be zero in Exhibit B). If the costs for the Joint Project are expected to exceed the estimates set forth in Exhibit B, the City agrees to obtain written approval of the same from the CID before incurring any costs that would cause the estimates set forth in Exhibit B to be exceeded. For example, and without limitation, if the City's actual costs to be paid as compensation to property owners for obtaining rights-of-way will exceed the budget set forth in Exhibit B, the City agrees to obtain CID written approval prior to incurring such costs or making such payments. CID agrees to timely review of said requests. If the City makes such payment before obtaining the CID's written approval, the City will be solely responsible for any and all costs incurred in excess of the budget set forth in Exhibit B.

CID will pay the City on a reimbursement basis. Upon receipt of a contractor invoice, the City will then submit a reimbursement request to the CID by forwarding a copy of the City's invoice and proof of payment to the CID. Upon the CID's approval of the invoice, CID shall reimburse the City within thirty (30) days of receipt of the City's invoice and proof of payment. In the event the City determines any amount requested by Contractor(s) should be withheld, the City shall provide the CID with a written notice of its intent to withhold payment from Contractor, and the reason for the same.

The City shall ensure the payment process set forth in this Agreement does not conflict with any payment agreement between it and Contractor(s) related to work that is governed by this Agreement. If, and when, the City recognizes any conflict between the payment processes, the City shall promptly notify the CID of the same, and the Parties shall agree on a mutually acceptable payment process.

2. TERM; TERMINATION

A. Term. This Agreement shall commence on the date hereof and shall remain in effect until terminated as described in this Section 2 or until completion of the Joint Project.

B. Termination. Either Party may terminate this Agreement, in whole or in part, due to: failure of the other Party to fulfill its obligations under this Agreement in any respect (and such failure is not cured within thirty (30) days), or because of a failure to obtain funding for any budget of the Project. In the event of termination for default of CID, CID shall be responsible for all costs associated with any obligations or commitments made in respect to the Joint Project, which may include obligations that extend beyond the termination date. In the event of termination for default of the City, the City shall be responsible for any costs it incurs after the date of such termination, and the CID shall not be responsible for reimbursing any such costs.

Subject to any right to cure, a Party shall terminate by delivering to the other Party, with at least thirty (30) days' notice, a Notice of Termination specifying the nature, extent, and effective date of termination. Such Notice of Termination shall be sent as provided in Section 8.

3. CONTRACTORS

The City shall ensure its contracts with the Contractors abide by all applicable local, state, and federal laws, rules, and regulations. These contracts shall provide for costs of the work not to exceed the sum(s) approved as described in Section 1 (E) hereof.

The City shall also ensure its contracts with Contractor(s) state: (1) that the contract(s) is between the City and the Contractor, and that the CID has no obligations to the Contractor; and (2) that the Contractor shall indemnify, defend, and hold harmless the CID and the City for any damages and/or injuries resulting from acts by the Contractor(s) or anyone under their control. The CID shall not have privity of contract with the Contractor, and the City shall hold harmless the CID for any claims arising from the contracts between the City and the Contractor to the extent allowed by applicable law.

4. INVOICES; PAYMENT

The City shall be responsible for paying Contractors for their work on the Joint Project, with the right to reimbursement from CID as described herein. The City will require that Contractor invoices be itemized on a percentage-completed basis as described in the Joint Project scope and schedule of work to show the date of service and description of service in sufficient detail and specificity to allow the Parties to determine precisely what work and services each payment covers. CID will provide reimbursement to the City as provided in Section 1 (E) above.

5. ADDITIONAL SCOPE OF WORK; CHANGES IN PROJECT COSTS

Throughout the course of the Joint Project, if the City becomes aware of a situation that will cause any approved budget, as described in Section 1 (E) hereof, to be exceeded, or if the City identifies requirements to perform work beyond the scope of this Agreement or beyond any approved budget for the Joint Project for which payment is desired, the City shall immediately notify

the CID in writing, and shall not proceed with such work or incur additional cost until the City receives written approval from the CID as set forth in this Section. The written notice shall explain the additional work and how such additional work is considered outside the basic scope of work of this Agreement, and shall state the proposed cost for any such additional work. Such notice shall also set forth an explanation for any additional costs that will cause any approved budget to be incurred, along with the amount of such costs. CID must approve by amendment to this Agreement any such additional work or costs in writing prior to the work being performed or the costs being incurred. CID shall not be responsible for the costs of any work performed under this Section 5 that has not first been approved by it in writing. Except as may otherwise be provided for in this Agreement, nothing in this Section shall obligate the CID to pay for work that it did not approve in writing in advance of such work being performed, nor shall the CID be obligated to approve an amendment to this Agreement for any work it does not approve.

6. OWNERSHIP OF DATA AND DOCUMENTS

All Project documents, including, but not limited to drawings, estimates, specifications, and data, are and remain the property of the City. The City is exclusively responsible for the supervision, control, and use of Joint Project documents referenced herein, and shall take reasonable precautions to prevent unauthorized use or distribution, subject to all applicable laws of the State of Georgia.

7. CONTRACTOR INSURANCE REQUIREMENTS

The City shall ensure that each Contractor maintain, for the duration of its respective work on the Joint Project, insurance in the following minimum limits:

A. Liability Insurance

1. Workers' Compensation and Employer's Liability Insurance. Workers' Compensation Insurance in compliance with the applicable Workers' Compensation Act(s) of the state(s) wherein the work is to be performed or where jurisdiction could apply in amounts required by statutes. Employer's Liability Insurance, with limits of liability of not less than \$1,000,000 per accident for bodily injury or disease.
2. Commercial General Liability Insurance, including contractual liability insurance, product and completed operations, personal and advertising injury, and any other type of liability for which this Agreement applies with limits of liability of not less than \$1,000,000 each occurrence / \$2,000,000 policy aggregate for personal injury, bodily injury, and property damage. Commercial General Liability Insurance shall be written on an "occurrence" form.
3. Automobile Liability Insurance with limits of liability of not less than \$1,000,000 per accident for bodily injury and property damage if automobiles are to be used in the delivery of or in the completion of services and work or driven onto the City's property. Insurance shall include all owned, non-owned and hired vehicle liability.

4. Umbrella Insurance with limits of liability excess of Employer's Liability Insurance, Commercial General Liability Insurance and Automobile Liability Insurance in the amount of not less than \$3,000,000.

5. Professional (Errors and Omissions) Liability Insurance with limits of liability of not less than \$3,000,000 per occurrence or claim / \$3,000,000 policy aggregate.

B. Other Insurance Provisions

The aforementioned insurance policies shall contain or be endorsed to contain, the following provisions:

1. A provision that coverage afforded under such policies shall not expire, be canceled or altered without at least thirty (30) days' prior written notice to the City and the CID.

2. Workers' Compensation and Employer's Liability and Property insurance policies shall contain a waiver of subrogation in favor of City, the CID, and each of their boards, officials, directors, officers, employees, agents and volunteers.

3. Commercial General Liability, Automobile Liability and Umbrella Liability insurance policies shall include an appropriate endorsement making the City, the CID, and each of their boards, officials, directors, officers, employees, agents and volunteers additional Insureds under such policies.

4. All of the insurance herein specified shall be written on a form acceptable to the City and the CID and shall be A.M. Best Company rated AX or greater.

A copy of these endorsements shall be provided to the City and the CID.

C. Certificates of Insurance

Certificates of insurance showing that such coverage is in force shall be provided to both the City and the CID.

**8.
NOTICES**

Any notices required under this Agreement shall be sent via certified mail, with an original by first class mail, and a copy via e-mail, to the following:

If to the City: City Manager

City of Sandy Springs
1 Galambos Way
Sandy Springs, Georgia 30328
e-mail: asurratt@sandyspringsga.gov

With a copy to: City Attorney

City of Sandy Springs
1 Galambos Way
Sandy Springs, Georgia 30328
e-mail: cityattorney@sandyspringsga.gov

If to the CID: Executive Director

Fulton Perimeter Community Improvement District
1100 Abernathy Road, N.E.
500 Northpark, Lobby Suite 15
Sandy Springs, Georgia 30328
e-mail: ahanlon@perimetercid.org

With a copy to: Chairman

Fulton Perimeter Community Improvement District
1100 Abernathy Road, N.E.
500 Northpark, Lobby Suite 15
Sandy Springs, Georgia 30328
e-mail: sslifer@ups.com

All notices sent to the above names and addresses shall be binding unless such name or address has been changed in writing and provided to the other Party.

9. BINDING AGREEMENT: ASSIGNMENT

The City and the CID each binds itself and its successors, administrators, and assigns to the other Party to this Agreement and to the successors, administrators, and assigns of such other Party in respect to all covenants of this Agreement. Except as stated above, neither this Agreement nor the rights granted by it shall be assigned or transferred by either Party under any circumstances. This restriction on assignments and transfers shall apply to assignments or transfers by operation of law, as well as by contract, merger, or consolidation. Any attempted assignment or transfer in abrogation of this prohibition is void. Nothing herein shall be construed as creating any personal liability on the part of any elected officials, officers, directors, employees, or agents of the Parties, nor shall it be construed as giving any rights or benefits hereunder to anyone other than the Parties to this Agreement.

10. LIMITATION OF LIABILITY

Each Party's liability to the other Party arising out of or relating to this Agreement under any legal theory will be limited to direct damages. In no event will either Party be liable to the other Party for special, consequential, indirect, incidental, punitive, or exemplary damages, including without limitation lost profits, lost business, or lost opportunities, even if such Party has previously been advised of the possibility of such damages.

11.
GOVERNING LAW

This Agreement shall be governed by and construed and enforced in accordance with the laws of the State of Georgia.

12.
VENUE

This Agreement shall be deemed to have been made and performed in the City of Sandy Springs, Georgia. For the purposes of venue, all suits or cause of action arising out of this Agreement shall be brought in the courts of Fulton County, Georgia.

13.
MODIFICATIONS; AMENDMENTS

This Agreement may not be amended or otherwise modified, except by a writing signed by both Parties. More particularly, no amendment or modification of this Agreement shall be enforceable unless approved by action of the City Council and the Board of Directors of the CID.

14.
RELATIONSHIP

The Parties in the performance of this Agreement shall be acting in their own separate capacity and not as an agent, employee, partner, joint venture, or associate of the other. The officers, employees, agents, and representatives of each Party shall not be deemed or construed to be the officers, employees, agents, representatives, or partners of the other Party for any reason whatsoever.

15.
NON-DISCRIMINATION

During performance of this Agreement, neither Party shall discriminate against any employee or applicant for employment because of race, color, religion, sex, sexual orientation, gender, national origin, age, disability, or military or veteran status, or any other status or classification protected by applicable federal, state and local laws. This practice shall apply to all terms and conditions of employment, including but not limited to, hiring, placement, promotion, termination, layoff, recall, transfer, leave of absence, compensation, and training.

Each Party shall undertake equal employment opportunity efforts to ensure that applicants and employees are treated without regard to their race, color, religion, sex, sexual orientation, gender, national origin, age, disability, or military or veteran status, or any other status or classification protected by applicable federal, state and local laws. Each Party's equal employment opportunity efforts shall include, but not be limited to, all terms and conditions of employment, including but not limited to, hiring, placement, promotion, termination, layoff, recall, transfer, leave of absence, compensation, and training.

Each Party shall, in all solicitations or advertisements for employees placed by, or on behalf of such Party, state that all qualified applicants will receive consideration for employment without

regard to their race, color, religion, sex, sexual orientation, gender, national origin, age, disability, or military or veteran status, or any other status or classification protected by applicable federal, state and local laws.

Each Party shall cause the foregoing provisions to be inserted in all subcontracts for any work covered by the Agreement so that such provisions will be binding upon each subcontractor, provided that the foregoing provisions shall not apply to contracts or subcontracts for standard commercial supplies or raw materials.

16.
ENTIRE AGREEMENT

This Agreement constitutes the sole agreement between the Parties for work and services to be performed on the Joint Project. No representation oral or written not incorporated herein shall be binding on the Parties.

17.
AUTHORITY

Each Party warrants and represents that it is authorized to execute and enter into this Agreement.

18.
HEADINGS

The headings contained herein are for the convenience of the Parties only and shall not be interpreted to limit or affect in any way the meaning of the provisions contained in this Agreement.

19.
SEVERABILITY

If any provision of this Agreement is determined to be invalid or unenforceable, the remaining provisions of the Agreement shall continue to be valid and enforceable.

20.
WAIVER

No waiver by either Party of any term or provision of this Agreement or any default hereunder shall affect such Party's rights thereafter to enforce such term or provision or to exercise any right or remedy in the event of any other default, whether or not similar.

21.
EFFECTIVE DATE

The effective date of this Agreement shall be the date first written above.

22.
NO PRIVACY WITH OTHERS

Nothing contained in this Agreement shall create, or be interpreted to create, privacy or any other contractual agreement between the CID and any person or entity other than the City.

IN WITNESS WHEREOF, the Parties hereto have caused this Agreement to be executed in four (4) counterparts, each to be considered as an original, by their authorized representatives, the day and date hereinabove written.

**FULTON PERIMETER COMMUNITY
IMPROVEMENT DISTRICT**

(SEAL)

By: _____

Name: _____

CHAIRMAN

Title: Chairman

Date: 12/1/2021

ATTEST:



Secretary

By: Donald K. Miller

By: _____

Name: Ann Hanlon

EXECUTIVE DIRECTOR

Title: Executive Director

Date: 11/29/21

[SIGNATURES CONTINUED ON FOLLOWING PAGE]

CITY OF SANDY SPRINGS

(SEAL)

By: _____
Russell K. Paul, Mayor

Date: _____

ATTEST:

Raquel Gonzalez, City Clerk

City Attorney

CERTIFICATE OF RESOLUTION

I, Donald K. Miller, certify the following:

That I am the duly elected and authorized Secretary of the Fulton Perimeter Community Improvement District ("CID"), a community improvement district organized and authorized under the laws of the State of Georgia. By lawful resolution, the CID has duly authorized and directed Steve Slifer, in his official capacity as Chairman of the CID, to enter into and execute the attached Agreement with the City of Sandy Springs, a municipal corporation of the State of Georgia:

AGREEMENT BY AND BETWEEN THE CITY OF SANDY SPRINGS AND THE FULTON PERIMETER COMMUNITY IMPROVEMENT DISTRICT MOUNT VERNON HIGHWAY CORRIDOR IMPROVEMENT PROJECT

That the foregoing Resolution of the CID has not been rescinded, modified, amended, or otherwise changed in any way since the adoption thereof, and is in full force and effect on the date hereof.

IN WITNESS WHEREOF, I have hereunto set my hand and seal, this 1st day of December, 2021.

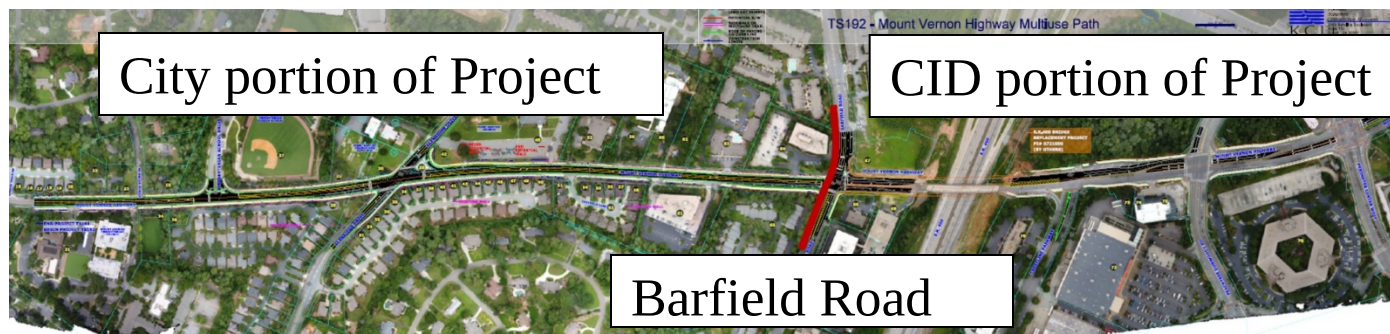


Donald K. Miller

Secretary

EXHIBIT A

MAP OF PROPOSED PROJECT DELINEATING CITY PORTION AND JOINT PROJECT



The City portion of the Project consists of the western end from Vernon Trace to immediately west of Barfield Road with improvements to include a widening for an additional lane, a bicycle/pedestrian side path on the south side of the corridor, and a sidewalk on the north side of the corridor.

The CID portion of the Project, or the Joint Project, consists of the eastern end from Barfield Road to Perimeter Center West with improvements to include intersection improvements at Barfield Road, intersection improvements at Crestline and Peachtree-Dunwoody Road, and a bicycle/pedestrian side path on the south side of Mount Vernon Highway. No improvements are proposed for the north side on Mount Vernon Highway in the Joint Project.

EXHIBIT B

CONTEMPLATED COST AND FUNDING FOR THE ENTIRE PROJECT

	Preliminary Engineering	Right of Way	Utilities	Construction	Total
City Portion	\$900,000	\$2,000,000	\$0	\$7,700,000	\$10,600,000
CID Portion (Joint Project)	\$0	\$ 550,000	\$0	\$2,300,000	\$ 2,850,000
Total	\$900,000	\$2,550,000	\$0	\$9,000,000	\$13,450,000

The CID shall not be responsible for any costs incurred or associated with the City portion of the Project.



SANDY SPRINGS

GEORGIA

TO: Dave Wells, Interim City Manager

FROM: William H. Martin, Jr., AIA, Public Works Director

DATE: December 8, 2021, for Submission onto the December 21, 2021 City Council Meeting Agenda

ITEM: Request for City Council to Consider Resolution to Approve List of Streets and Application for Submittal by Public Works to the Georgia Department of Transportation for the Fiscal Year 2022 Local Maintenance and Improvement Grant ("LMIG"); to Authorize Mayor to Execute the Application and Cover Letter; and to Authorize Staff to Submit the Application for Funding.

Recommendation:

Staff recommends that the Mayor and City Council approve the attached list of streets, authorize the Mayor to execute the LMIG Application Signature Page and Cover Letter for consideration by the Georgia Department of Transportation ("GDOT") for the Fiscal Year 2022 LMIG program, and to authorize staff to submit the application to GDOT for funding.

Background:

On an annual basis, GDOT allows submissions by local governments for funding of needed projects within city, county or state rights-of-way. In furtherance of Operation Pave On, the Public Works Department has compiled a list of roads in need of resurfacing to submit to GDOT for funding under this Grant. The prioritized project list is due to GDOT by February 1, 2022.

Discussion:

The following list represents approximately 4.21 miles of roads that are in need of resurfacing. The list was compiled using the 2021 pavement condition index (PCI). The streets to be submitted represent those with low PCI scores within the City's network and those that are logical to complete in conjunction with the lower ranked streets.

Proposed Street List

Road Name	Beginning	Ending	Length (Miles)
ADAIR LN	SPRING CREEK LN	MORGAN FALLS RD	0.47
CURRY DR	PEACHTREE DUNWOODY RD	EOP	0.26
DALRYMPLE RD	DUNCOURTNEY DR	GLENCOURTNEY DR	0.40
ELDEN DR	ROSWELL RD	GREEN HILL PL	0.26
EVERGREEN DR	PEACHTREE DUNWOODY RD	GREENWOOD CLOSE	0.24
FOREST HILLS DR	ROSWELL RD	HIGH POINT RD	0.78
MOUNT PARAN RD NW	JETT RD	HIGHCOURT RD	0.23
NORTHRIDGE PKWY	ROSWELL RD	DUNWOODY PL	0.48
RIVERSIDE DR	7307 RIVERSIDE DR	BREAKWATER RDG	1.09
			4.21

There is a required 30% match to the LMIG. The City's LMIG distribution is \$956,185.33. The estimated amount to complete this work, which includes all items necessary to complete the resurfacing of these roads, is \$1,261,480.64. It is recommended that the City submit work in excess of the necessary amount to insure expenditure of the entire grant plus the required 30% match.

Alternatives:

The City may choose to apply these grant funds toward another approved use such as intersection improvements, replacing storm drain pipes or culverts, bridge repair or replacement, and signal installation.

Financial Impact:

If the City chooses to submit the proposed street list, the financial impact to the City will be the 30% required match of \$286,855.60, plus any funds that may be above and beyond that amount to complete the submitted list.

Attachments:

- I. LMIG Application Signature Page
- II. Cover Letter
- III. Street List
- IV. Map
- V. Resolution

**GEORGIA DEPARTMENT OF TRANSPORTATION LOCAL MAINTENANCE &
IMPROVEMENT GRANT (LMIG) APPLICATION FOR FISCAL YEAR 2021**
TYPE OR PRINT LEGIBLY. ALL SECTIONS MUST BE COMPLETED.

LOCAL GOVERNMENT AFFIDAVIT AND CERTIFICATION

I, _____ (Name), the _____ (Title), on behalf of _____ (Local Government), who being duly sworn do swear that the information given herein is true to the best of his/her knowledge and belief. Local Government swears and certifies that it has read and understands the LMIG General Guidelines and Rules and that it has complied with and will comply with the same.

Local government further swears and certifies that it has read and understands the regulations for the Georgia Planning Act of 1989 (O.C.G.A. § 45-12-200, et seq.), Service Delivery Strategy Act (O.C.G.A. § 36-70-20, et seq.), and the Local Government Budgets and Audits Act (O.C.G.A. 36-81-7 et seq.) and will comply in full with said provisions. Local government further swears and certifies that the roads or sections of roads described and shown on the local government's Project List are dedicated public roads and are part of the Public Road System in said county/city. Local government further swears and certifies that it complied with federal and/or state environmental protection laws and at the completion of the project(s), it met the match requirements as stated in the Transportation Investment ACT (TIA).

Further, the local government shall be responsible for any claim, damage, loss or expense that is attributable to negligent acts, errors, or omissions related to the designs, drawings, specifications, work and other services furnished by or on behalf of the local government pursuant to this Application ("Loss"). To the extent provided by law, the local government further agrees to hold harmless and indemnify the DEPARTMENT and the State of Georgia from all suits or claims that may arise from said Loss.

If the local government fails to comply with these General Guidelines and Rules, or fails to comply with its Application and Certification, or fails to cooperate with the auditor(s) or fails to maintain and retain sufficient records, the DEPARTMENT may, at its discretion, prohibit the local government from participating in the LMIG program in the future and may pursue any available legal remedy to obtain reimbursement of the LMIG funds. Furthermore, if in the estimation of the DEPARTMENT, a roadway or bridge shows evidence of failure(s) due to poor workmanship, the use of substandard materials, or the failure to follow the required design and construction guidelines as set forth herein, the Department may pursue any available legal remedy to obtain reimbursement of the allocated LMIG funds or prohibit local government from participating in the LMIG program until such time as corrections are made to address the deficiencies or reimbursement is made. All projects identified on the Project list shall be constructed in accordance with the Department's Standard Specifications of Transportation Systems (Current Edition), Supplemental Specifications (Current Edition), and Special Provisions.

Local Government:

_____ (Signature)

_____ (Print)

Mayor / Commission Chairperson

_____ (Date)

SEAL:

E-Verify Number

Sworn to and subscribed before me,

This ____ day of _____, 20__.

In the presence of:

NOTARY PUBLIC

My Commission Expires:



December 21, 2021

Mr. Chartrae Kent
District State Aid Coordinator,
Georgia Department of Transportation, District 7
5025 New Peachtree Road
Chamblee, GA 30341

RE: GDOT FY2022 LMIG Application, City of Sandy Springs

Dear Mr. Kent:

This letter responds to instructions contained in the application for LMIG for FY2022. The City of Sandy Springs FY 2022 LMIG project will include:

milling, deep patch, sub-base repair, where needed, adjustment of manholes/water valves, resurfacing with 1.5" to 2" inches of 12.5mm Superpave, and striping as required on the streets listed in the project information form.

The status of previous LMIG funding for last three fiscal years are as follows:

GDOT FY 2019 LMIG 100% complete as of December 23, 2019
GDOT FY 2020 LMIG 100% complete as of September 1, 2021
GDOT FY 2021 LMIG 100% complete as of September 1, 2021.

Please let us know should you need any additional information. The City of Sandy Springs project manager is Mr. Mitch Yeargin, MYeargin@sandyspringsga.gov.

Sincerely,

Russell K. Paul
Mayor

Sandy Springs GDOT FY2022 LMI

[illegible]

Description of Work: Mill existing roadway, deep patch to a depth of 3.5 to 5 inches, sub-base repair

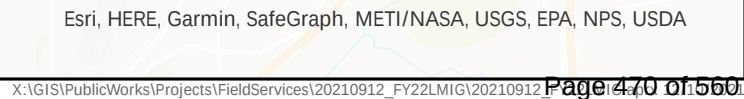
Adjust manholes/ water valves, resurface with 1.5 to 2 inches of 12.5mm Superpave asphalt. Strip

Estimated Cost of the Project: \$1,261,480.54 (as determined using our latest contract prices).

Project let date: September 23, 2021.

G Proporsed Street List

Length (Miles)	Description of Work	Projected Cost
0.47	Milling and resurfacing with 1.5 to 2 inches of 12.5mm Superpave	\$ 116,872.80
0.26		\$ 79,182.72
0.40		\$ 121,700.56
0.26		\$ 78,269.36
0.24		\$ 72,379.12
0.78		\$ 239,188.48
0.23		\$ 70,738.80
0.48		\$ 146,678.16
1.09		\$ 336,470.64
4.21		\$ 1,261,480.64
	LMIG Funds	\$ 956,185.33
	30% Match	\$ 286,855.60
	Total LMIG Funds	\$ 1,243,040.93
pairs if needed.		
ping as required		



STATE OF GEORGIA
COUNTY OF FULTON

RESOLUTION TO APPROVE LIST OF STREETS AND APPLICATION FOR SUBMITTAL BY PUBLIC WORKS TO THE GEORGIA DEPARTMENT OF TRANSPORTATION FOR THE FISCAL YEAR 2022 LOCAL MAINTENANCE AND IMPROVEMENT GRANT; TO AUTHORIZE THE MAYOR TO EXECUTE THE APPLICATION AND COVER LETTER; AND TO AUTHORIZE STAFF TO SUBMIT THE APPLICATION FOR FUNDING.

WHEREAS, on an annual basis, the Georgia Department of Transportation (“GDOT”) allows submissions by local governments for funding of needed projects within city, county or state rights-of-way pursuant to a local maintenance and improvement grant (“LMIG”) program; and

WHEREAS, in furtherance of the City of Sandy Springs’ (“City”) Operation Pave On, the City’s Public Works Department has compiled a list of roads in need of resurfacing (“Project”), using the 2021 pavement condition index, to submit to GDOT for funding under the 2022 LMIG program; and

WHEREAS, the proposed street list is attached hereto as Exhibit “A”; and

WHEREAS, the City’s LMIG distribution is \$956,185.33 and the required City match is 30%, or \$286,855.60; and

WHEREAS, City staff desires that City Council approve the proposed street list attached hereto as Exhibit “A”, authorize the Mayor to execute the application and cover letter, and authorize staff to submit the application to GDOT for funding for the Project through the LMIG program; and

NOW THEREFORE, BE IT RESOLVED, by the City Council of the City of Sandy Springs, Georgia, that:

1. The proposed street list shown on Exhibit “A” attached hereto is authorized; and
2. The Mayor is hereby authorized to execute the LMIG application and cover letter for submission to GDOT for funding for the Project through the LMIG program; and
3. City staff is hereby authorized to submit the executed application to GDOT for funding for the Project through the LMIG program; and
4. In the event that the application is recommended for funding, the City has the resources required to fund the required 30% match of \$286,855.60; and
5. The Mayor and Interim City Manager are hereby authorized to take such actions as shall be deemed necessary to effectuate the intent of this Resolution.

RESOLVED this _____ day of December, 2021.

Approved:

Russell K. Paul, Mayor

Attest:

Raquel D. Gonzalez, City Clerk
(Seal)

EXHIBIT A**PROPOSED STREET LIST**

Road Name	Beginning	Ending	Length (Miles)
ADAIR LN	SPRING CREEK LN	MORGAN FALLS RD	0.47
CURRY DR	PEACHTREE DUNWOODY RD	EOP	0.26
DALRYMPLE RD	DUNCOURTNEY DR	GLENCOURTNEY DR	0.40
ELDEN DR	ROSWELL RD	GREEN HILL PL	0.26
EVERGREEN DR	PEACHTREE DUNWOODY RD	GREENWOOD CLOSE	0.24
FOREST HILLS DR	ROSWELL RD	HIGH POINT RD	0.78
MOUNT PARAN RD NW	JETT RD	HIGHCOURT RD	0.23
NORTHRIDGE PKWY	ROSWELL RD	DUNWOODY PL	0.48
RIVERSIDE DR	7307 RIVERSIDE DR	BREAKWATER RDG	1.09
			4.21



SANDY SPRINGS

CITY CLERK'S OFFICE

TO: David Wells, Interim City Manager

FROM: William H. Martin, Jr., AIA, Public Works Director

DATE: December 9, 2021 Submission for the December 21, 2021 Meeting

ITEM: Request for Mayor and City Council Consideration of the Acceptance of an Agreement to Purchase Fee Simple Right of Way and Temporary Construction Easement on Property Located at 6292 Mt. Vernon Oaks Drive in Land Lots 35 and 36 of the 17th District, City of Sandy Springs (Tax ID# 17-0036-0001-063-9); TS-192 Mt. Vernon Highway Corridor Improvements Project.

Recommendation:

Staff recommends that the Mayor and City Council accept an Agreement to Purchase Fee Simple Right of Way and Temporary Construction Easement on that tract of land lying and located in Land Lots 35 and 36 of the 17th District, Fulton County, Georgia. The property owner is Matthew J. Cohen, and is located at 6292 Mt. Vernon Oaks Drive, Sandy Springs, Georgia, as shown in the attached exhibits.

Background:

The acquisition of 254.63 square feet of Fee Simple Right of Way and 231.81 square feet of Temporary Construction Easement on the subject property is necessary in order to construct the TS-192 Mt. Vernon Highway Corridor Improvements Project.

Discussion:

The City's Appraised Fair Market Value offer was \$18,290.00 and Staff has reached an amicable settlement in the amount of \$19,700.00 with the property owners. Included in the City's offer was mitigation compensation, also known as a "Cost-To-Cure", in the amount of \$8,210.00 due to the project's negative impact on landscaping along the property's rear frontage along Mt. Vernon Highway. The property has submitted a quote to the City seeking an additional \$1,410.00 for landscape buffering to help restore privacy along the rear of the property. The balance of \$10,080.00 is appropriated towards the purchase of the Fee Simple Right of Way and Temporary Construction Easement needed for the project.

Financial Impact:

Sufficient funds are available in Project TS-192 Mt. Vernon Highway Corridor Improvements Project for this acquisition

Alternatives:

The acquisition reflects the minimum amount of right-of-way required in order to deliver the desired project. The City can decline to execute the ROW Agreement and not execute the project as designed.

Attachments:

1. Aerial Map
2. GIS Map
3. Agreement to Purchase FS.ROW.TCE 6292 MVOaks Dr.
4. RESOLUTION



Fulton County provides the data on this map for your personal use "as is". The data are not guaranteed to be accurate, correct, or complete. The feature locations depicted in these maps are approximate and are not necessarily accurate to surveying or engineering standards. Fulton County assumes no responsibility for losses resulting from the use of these data, even if Fulton County is advised of the possibility of such losses.



Fulton County provides the data on this map for your personal use "as is". The data are not guaranteed to be accurate, correct, or complete. The feature locations depicted in these maps are approximate and are not necessarily accurate to surveying or engineering standards. Fulton County assumes no responsibility for losses resulting from the use these data, even if Fulton County is advised of the possibility of such losses.



**AGREEMENT TO PURCHASE FEE SIMPLE RIGHT OF WAY AND TEMPORARY CONSTRUCTION
EASEMENT**

STATE OF GEORGIA, FULTON COUNTY

For and in consideration of the sum of One Dollar (\$1.00), receipt whereof being acknowledged, the undersigned hereby agrees to convey Fee Simple Right of Way and Temporary Easement Rights and grants to the City of Sandy Springs on and over the following described real estate:

Those specified rights through that tract or parcel of land located in Land Lot 35 & 36 of the 17th District, of Fulton County, Georgia, and being more particularly described on Exhibit "A" and "B", attached hereto and made a part hereof by reference.

\$19,700 MSC 10/6/2021

For the sum of ~~\$18,290.00~~, the undersigned agrees to execute and deliver to the City of Sandy Springs, GA, fee simple title and/or easements to the lands owned by the undersigned as reflected on the attached Exhibit "A" and Exhibit "B".

* * * * *

The following conditions are imposed upon the grant of this option:

- 1) This option shall extend for 90 days from this date.
- 2) The consideration recited is full payment for all of the rights granted.

254.63 sf
231.81 sf

Fee Simple Right of Way
Temporary Construction Easement

- 3) Any and all applicable Temporary Easements will expire upon the sooner of three (3) years from the date of granting such easements or completion of and final acceptance of said project by the City of Sandy Springs Public Works Department.
- 4) The undersigned shall obtain all quit claim deeds or releases from any tenant now in possession and any other parties having a claim or interest in the property described above.
- 5) This Agreement shall not be binding until approved by the City Council of Sandy Springs, Georgia
- 6) Special Provisions, if any, are listed on Exhibit "C", which will be attached hereto and incorporated herein by reference.

Witness my hand and seal this 6th day of October, 2021.

Signed, Sealed and Delivered in the presence of:

Matthew J. Cohen

Matthew J. Cohen

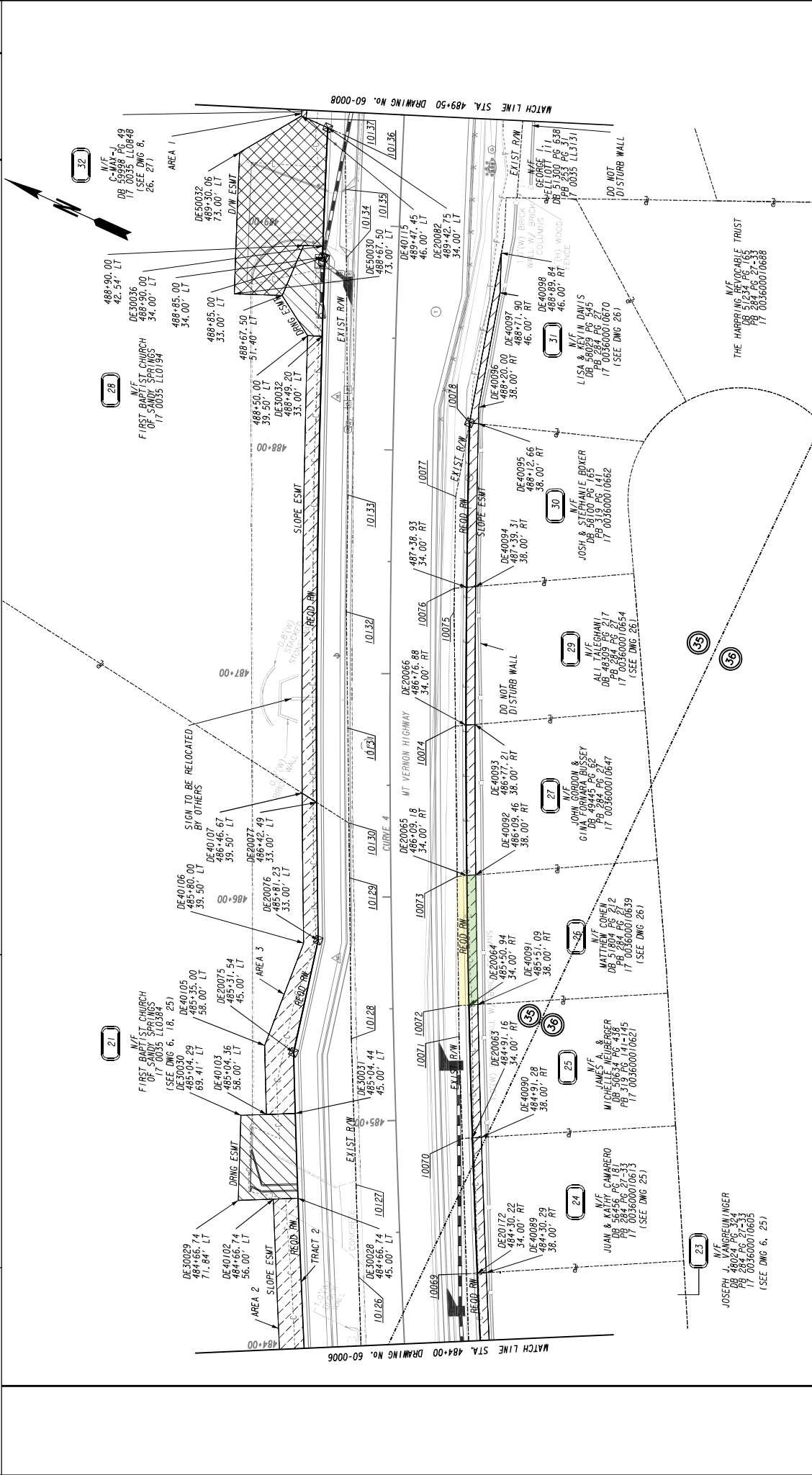
Karin Cohen

Notary Public

Karin Cohen

10-6-2021





PROPERTY AND EXISTING R/W LINE REQUIRED R/W LINE CONSTRUCTION LIMITS EASEMENT FOR CONSTRUCTION EASEMENT FOR CONSTRUCTION OF SLOPES EASEMENT FOR CONSTRUCTION OF DRIVEWAYS	</	
---	--	--

STATE OF GEORGIA
COUNTY OF FULTON

**A RESOLUTION TO ACCEPT AN AGREEMENT TO PURCHASE FEE SIMPLE
RIGHT OF WAY AND TEMPORARY CONSTRUCTION EASEMENT ON THAT
TRACT OF LAND LOCATED AT 6292 MOUNT VERNON OAKS DRIVE
(TAX ID# 17-0036-0001-063-9), LYING IN LAND LOTS 35 AND 36 OF THE
17TH DISTRICT, CITY OF SANDY SPRINGS, FULTON COUNTY, GEORGIA**

WHEREAS, it is necessary, from time to time, to establish policies, procedures and guidelines consistent with the administration of a municipal government consistent with the US Constitution, Federal Statutes, alignment with Federal, Georgia's State Constitution, and the Charter for the City of Sandy Springs, and

WHEREAS, the Interim City Manager directed the Department of Public Works to develop standard policies for recurring matters, to establish appropriate internal controls and legal compliance, and to provide for an efficient and effective means to serve constituents; and

WHEREAS, the Department of Public Works, in response to the guidance provided by the Interim City Manager, has reviewed and approves the acceptance of an Agreement to Purchase Fee Simple Right of Way and Temporary Construction Easement in the amount of \$19,700.00 by the City of Sandy Springs for property located at 6292 Mt. Vernon Oaks Drive, owned by Matthew J. Cohen in Land Lots 35 and 36 of the 17th District, Fulton County, City of Sandy Springs, Georgia

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF SANDY SPRINGS, GEORGIA

To facilitate the construction of the TS-192 Mt. Vernon Highway Corridor Improvements Project, the City approves the acceptance of an Agreement to Purchase Fee Simple Right of Way and Temporary Construction Easement on property located in Land Lots 35 and 36 of the 17th District, Fulton County, City of Sandy Springs, Georgia.

RESOLVED this 7th day of December, 2021.

APPROVED:

Russell K. Paul, Mayor

Attest:

Raquel D. Gonzalez, City Clerk
(Seal)



SANDY SPRINGS

CITY CLERK'S OFFICE

TO: David Wells, Interim City Manager

FROM: William H. Martin, Jr., AIA, Public Works Director

DATE: December 9, 2021 Submission for the December 21, 2021 Meeting

ITEM: Request for Mayor and City Council Consideration of Acceptance of an Agreement to Purchase Fee Simple Right of Way, Permanent Easement for Construction and Maintenance and Temporary Construction Easement on Property Located at 800 Mt. Vernon Highway in Land Lot 35 of the 17th District, City of Sandy Springs (Tax ID# 17-0035- LL-088-9); TS-192 Mt. Vernon Highway Corridor Improvements Project.

Recommendation:

Staff recommends that the Mayor and City Council accept an Agreement to Purchase Fee Simple Right of Way, Permanent Easement for Construction and Maintenance and Temporary Construction Easement on that tract of land lying and located in Land Lot 35 of the 17th District, Fulton County, Georgia. The property is owned by Perimeter Sarbin, LLC and is located at 800 Mt. Vernon Highway, Sandy Springs, Georgia, as shown in the attached exhibits.

Background:

The acquisition of 1,415.68 square feet of Fee Simple Right of Way, 117.41 square feet of Permanent Easement for Construction and Maintenance and 3,486.82 square feet of Temporary Construction Easement on the subject property is necessary in order to construct the TS-192 Mt. Vernon Highway Corridor Improvements Project.

Discussion:

The subject property is developed with a 4 story office building and parking garage located on the NW quadrant of Mt. Vernon Highway and Barfield Road. The City's Appraised Fair Market Value offer was \$117,400.00 and Staff has reached an amicable settlement with the property owners in the amount of \$125,000.00. Included in the City's offer was mitigation compensation, also known as a "Cost-To-Cure", in the amount of \$30,945.00 due to the project's negative impact on landscaping, irrigation and electrical infrastructure along the property's frontage along Mt. Vernon Highway and Barfield Road. Although the Owners agreed to the Appraised Land Value of the City's appraisal, they obtained their own quote for the Cost-To-Cure mitigation and they are seeking an additional \$8,000.00 for such mitigation efforts. The Owner contend that the Cost-To-Cure offer is based on "current date expenses" and does not reflect what actual expenses would be when the project is complete. The balance of \$86,055.00 is appropriated towards the purchase of the Fee Simple Right of Way, Permanent Easement for Construction and Maintenance and the Temporary Construction Easement needed for the project.

Financial Impact:

Sufficient funds are available in Project TS-192 Mt. Vernon Highway Corridor Improvements Project for this acquisition.

Alternatives:

The acquisition reflects the minimum amount of right-of-way required in order to deliver the desired project. The City can decline to execute the ROW Agreement and not execute the project as designed.

Attachments:

1. Aerial Map
2. GIS Map
3. Agreement to Purchase FS ROW. PE. TCE. 800 MVHway
4. RESOLUTION



0 0 0 mi

Date: 11/23/2021
Map Size: 8.5x11 (LETTER)



800 Mt. Vernon Highway/ P#39 Perimeter Sarbin

Fulton County provides the data on this map for your personal use "as is". The data are not guaranteed to be accurate, correct, or complete. The feature locations depicted in these maps are approximate and are not necessarily accurate to surveying or engineering standards. Fulton County assumes no responsibility for losses resulting from the use of these data, even if Fulton County is advised of the possibility of such losses.



FULTON COUNTY



Fulton County provides the data on this map for your personal use "as is". The data are not guaranteed to be accurate, correct, or complete. The feature locations depicted in these maps are approximate and are not necessarily accurate to surveying or engineering standards. Fulton County assumes no responsibility for losses resulting from the use these data, even if Fulton County is advised of the possibility of such losses.



**AGREEMENT TO PURCHASE FEE SIMPLE RIGHT OF WAY, PERMANENT EASEMENT FOR
CONSTRUCTION AND MAINTENANCE AND TEMPORARY CONSTRUCTION EASEMENT**

STATE OF GEORGIA, FULTON COUNTY

For and in consideration of the sum of One Dollar (\$1.00), receipt whereof being acknowledged, the undersigned hereby agrees to convey Fee Simple Right of Way and Temporary Easement Rights and grants to the City of Sandy Springs on and over the following described real estate:

Those specified rights through that tract or parcel of land located in Land Lot 35 of the 17th District, of Fulton County, Georgia, and being more particularly described on Exhibit "A" and "B", attached hereto and made a part hereof by reference.

For the sum of \$117,400.00, the undersigned agrees to execute and deliver to the City of Sandy Springs, GA, fee simple title and/or easements to the lands owned by the undersigned as reflected on the attached Exhibit "A" and Exhibit "B".

The following conditions are imposed upon the grant of this option:

- 1) This option shall extend for 90 days from this date.
- 2) The consideration recited is full payment for all of the rights granted.

<u>1,415.68 sf</u>	Fee Simple Right of Way
<u>117.41 sf</u>	Permanent Easement
<u>3,486.82 sf</u>	Temporary Construction Easement

- 3) Any and all Temporary Construction and/or Driveway Easement(s) granted herein shall commence upon the City's use of these Easements for construction of the TS-192 Project, and shall terminate three years from the commencement of the City's use of these Easements; or upon the completion and City's final acceptance of the TS-192 Project, whichever date shall first occur.
- 4) The undersigned shall obtain all quit claim deeds or releases from any tenant now in possession and any other parties having a claim or interest in the property described above.
- 5) This Agreement shall not be binding until approved by the City Council of Sandy Springs, Georgia
- 6) Special Provisions, if any, are listed on Exhibit "C", which will be attached hereto and incorporated herein by reference.

Witness my hand and seal this 19 day of Nov, 2021

Signed, Sealed and Delivered in the presence of:

[Signature]
Witness

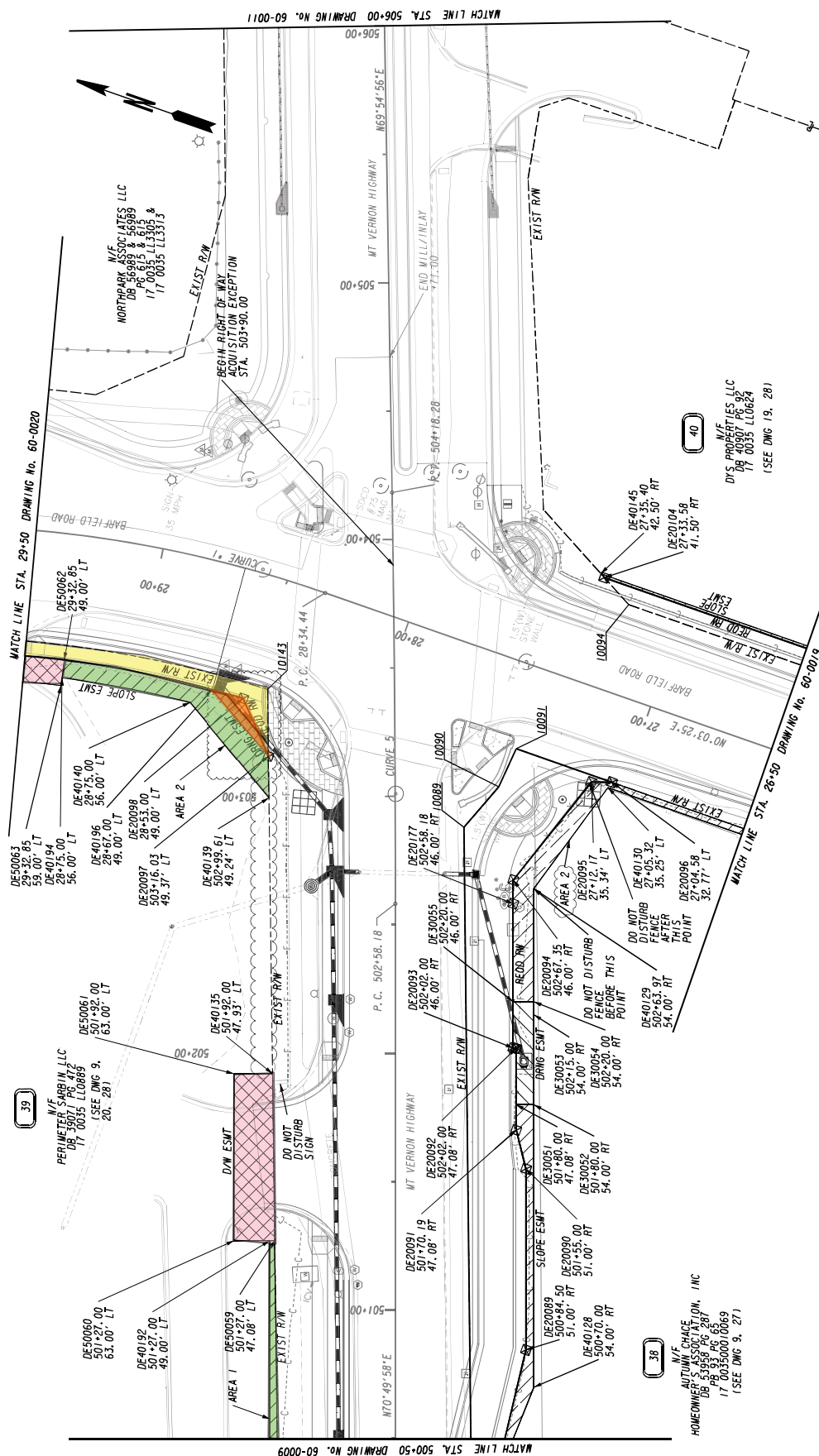
[Signature] (L.S.)

[Signature]
Notary Public



** Non-binding (subject to review of closing documents.*

EXHIBIT "A"



PROPERTY AND EXISTING R/W LINE	DATE	REVISIONS	DATE	REVISIONS
REQUIRED R/W LINE	11/20/20	PAR 39: REM TSMT AL & ADJUST A2		
CONSTRUCTION LIMITS	4/23/21	PAR 38: REM DRNG ESMT, UPDATED SLOPE ESMT.		
EASEMENT FOR CONSTR				
MAINTENANCE OF SLOPES				
EASEMENT FOR CONSR OF DRAVES				

BEGIN LIMIT OF ACCESS.....BLA END LIMIT OF ACCESS.....ELA LIMIT OF ACCESS.....ELA RED D R/W & LIMIT OF ACCESS	
--	--

CITY OF SANDY SPRINGS RIGHT OF WAY MAP PROJECT NO: 192 DRAWN BY: J. W. 35 LAND DISTRICT: 17 DATE: 11/20/19	DRAWING NO: 60-0010
--	-------------------------------

STATE OF GEORGIA
COUNTY OF FULTON

A RESOLUTION TO ACCEPT AN AGREEMENT TO PURCHASE FEE SIMPLE RIGHT OF WAY, PERMANENT EASEMENT FOR CONSTRUCTION AND MAINTENANCE AND TEMPORARY CONSTRUCTION EASEMENT ON THAT TRACT OF LAND LOCATED AT 800 MT. VERNON HIGHWAY (TAX ID# 17-0035- LL-088-9), LYING IN LAND LOT 35 OF THE 17TH DISTRICT, CITY OF SANDY SPRINGS, FULTON COUNTY, GEORGIA

WHEREAS, it is necessary, from time to time, to establish policies, procedures and guidelines consistent with the administration of a municipal government consistent with the US Constitution, Federal Statutes, alignment with Federal, Georgia's State Constitution, and the Charter for the City of Sandy Springs, and

WHEREAS, the Interim City Manager directed the Department of Public Works to develop standard policies for recurring matters, to establish appropriate internal controls and legal compliance, and to provide for an efficient and effective means to serve constituents; and

WHEREAS, the Department of Public Works, in response to the guidance provided by the Interim City Manager, has reviewed and approves the acceptance of an Agreement to Purchase Fee Simple Right of Way, Permanent Easement for Construction and Maintenance and Temporary Construction Easement in the amount of \$125,000.00 by the City of Sandy Springs for property located at 800 Mt. Vernon Highway owned by Perimeter Sarbin, LLC, in Land Lot 35 of the 17th District, Fulton County, City of Sandy Springs, Georgia

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF SANDY SPRINGS, GEORGIA

To facilitate the construction of the TS-192 Mt. Vernon Highway Corridor Improvements Project, the City approves the acceptance of an Agreement to Purchase Fee Simple Right of Way, Permanent Easement for Construction and Maintenance and Temporary Construction Easement Agreement on property located in Land Lot 35 of the 17th District, Fulton County, City of Sandy Springs, Georgia.

RESOLVED this 21st day of December, 2021.

APPROVED:

Russell K. Paul, Mayor

Attest:

Raquel D. Gonzalez, City Clerk
(Seal)



SANDY SPRINGS

CITY CLERK'S OFFICE

TO: David Wells, Interim City Manager

FROM: William H. Martin, Jr., AIA, Public Works Director

DATE: December 9, 2021 Submission for the December 21, 2021 Meeting

ITEM: Request for Mayor and City Council Consideration of the Acceptance of an Agreement to Purchase Permanent Easement for Construction and Maintenance and Temporary Construction Easement on Properties Located at 700, 710 and 746 Mt. Vernon Highway in Land Lot 35 of the 17th District, City of Sandy Springs (Tax ID#'s 17-0035- LL-016-0; 17-0035- LL-014-5 and 17-0035- LL-013-7); TS-192 Mt. Vernon Highway Corridor Improvements Project.

Recommendation:

Staff recommends that the Mayor and City Council accept an Agreement to Purchase Permanent Easement for Construction and Maintenance and Temporary Construction Easement on that tract of land lying and located in Land Lot 35 of the 17th District, Fulton County, Georgia. The properties are owned by the Congregation B'Nai Torah, Inc. and are located at 700, 710 and 746 Mt. Vernon Highway, Sandy Springs, Georgia, as shown in the attached exhibits.

Background:

The acquisition of 577.70 square feet of Permanent Easement for Construction and Maintenance and 1,714.36 square feet of Temporary Construction Easement on the subject property is necessary in order to construct the TS-192 Mt. Vernon Highway Corridor Improvements Project.

Discussion:

The City's Appraised Fair Market Value offer was \$30,700.00 and Staff has reached an amicable settlement with the property owners in the amount of \$34,525.00. Included in the City's offer was mitigation compensation, also known as a "Cost-To-Cure", in the amount of \$24,331.00 due to the project's negative impact on landscaping, lighting and signage along the property's frontage along Mt. Vernon Highway. The property owners submitted a quote to the City seeking an additional \$3,825.00 for costs associated with replacing the impacted sign after the project is complete, as well as costs for a Temporary Sign during the construction phase of the project. The balance of \$6,369.00 is appropriated towards the purchase of the Permanent Easement for Construction and Maintenance and the Temporary Construction Easement needed for the project.

Financial Impact:

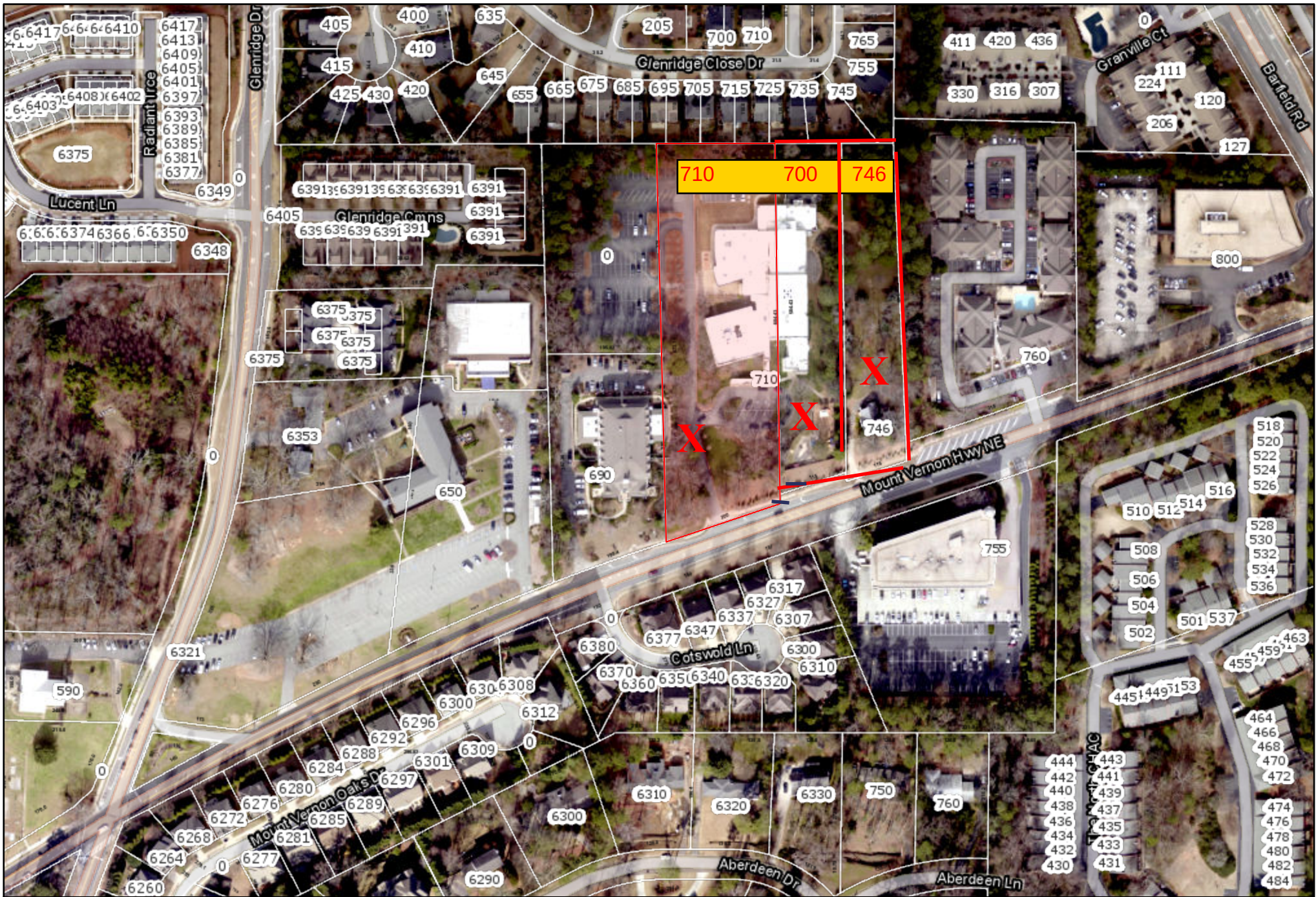
Sufficient funds are available in Project TS-192 Mt. Vernon Highway Corridor Improvements Project for this acquisition.

Alternatives:

The acquisition reflects the minimum amount of right-of-way required in order to deliver the desired project. The City can decline to execute the ROW Agreement and not execute the project as designed.

Attachments:

1. Aerial Map
2. GIS Map
3. Agreement to Purchase PE ad TCE 700.710.746 MVHwy
4. RESOLUTION



0 0 0 0 mi

700/710/746 Mt. Vernon Highway/ Congregation B'Nai Torah, Inc.

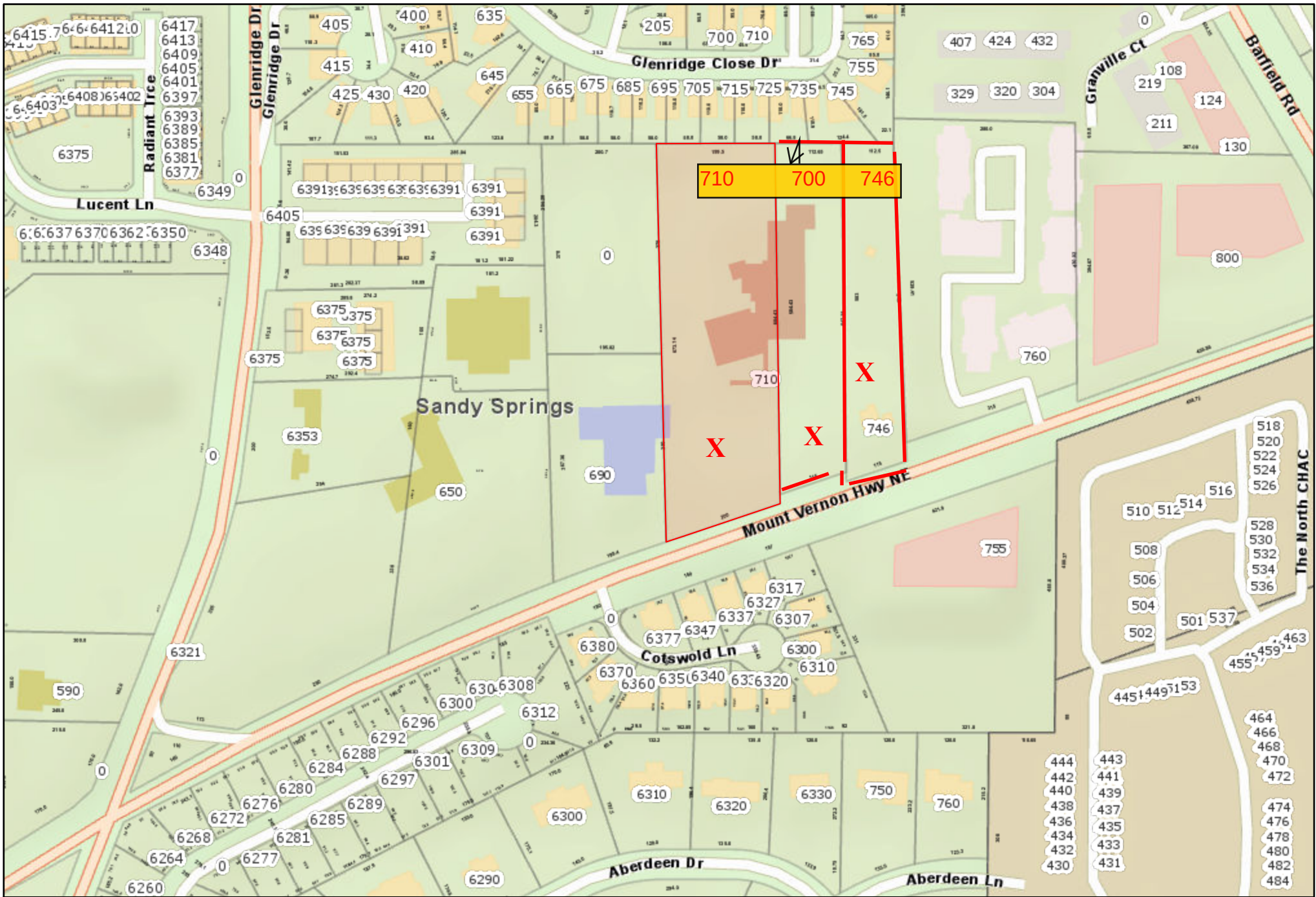
Date: 11/23/2021
Map Size: 8.5x11 (LETTER)



Fulton County provides the data on this map for your personal use "as is". The data are not guaranteed to be accurate, correct, or complete. The feature locations depicted in these maps are approximate and are not necessarily accurate to surveying or engineering standards. Fulton County assumes no responsibility for losses resulting from the use these data, even if Fulton County is advised of the possibility of such losses.



FULTON COUNTY



0 0 0 0 mi

Date: 11/23/2021
Map Size: 8.5x11 (LETTER)



700/710/746 Mt. Vernon Highway/ Congregation B'Nai Torah, Inc.

Fulton County provides the data on this map for your personal use "as is". The data are not guaranteed to be accurate, correct, or complete. The feature locations depicted in these maps are approximate and are not necessarily accurate to surveying or engineering standards. Fulton County assumes no responsibility for losses resulting from the use these data, even if Fulton County is advised of the possibility of such losses.



FULTON COUNTY

**AGREEMENT TO PURCHASE PERMANENT EASEMENT FOR CONSTRUCTION AND
MAINTENANCE AND TEMPORARY CONSTRUCTION EASEMENT**

STATE OF GEORGIA, FULTON COUNTY

For and in consideration of the sum of One Dollar (\$1.00), receipt whereof being acknowledged, the undersigned hereby agrees to convey a Permanent Easement for Construction and Maintenance and Temporary Easement Rights and grants to the City of Sandy Springs on and over the following described real estate:

Those specified rights through that tract or parcel of land located in Land Lot 35 of the 17th District, of Fulton County, Georgia, and being more particularly described on Exhibit "A" and "B", attached hereto and made a part hereof by reference.

For the sum of ~~\$30,700.00~~ ^{NS} \$34,525.00, the undersigned agrees to execute and deliver to the City of Sandy Springs, GA, fee simple title and/or easements to the lands owned by the undersigned as reflected on the attached Exhibit "A" and Exhibit "B".

The following conditions are imposed upon the grant of this option:

- 1) This option shall extend for 90 days from this date.
- 2) The consideration recited is full payment for all of the rights granted.

<u>577.70 sf</u>	Permanent Easement for Construction and Maintenance of Slopes
<u>1,714.36 sf</u>	Temporary Construction Easement

- 3) Any and all Temporary Construction and/or Driveway Easement(s) granted herein shall commence upon the City's use of these Easements for construction of the TS-192 Project, and shall terminate three years from the commencement of the City's use of these Easements; or upon the completion and City's final acceptance of the TS-192 Project, whichever date shall first occur. The undersigned shall obtain all quit claim deeds or releases from any tenant now in possession and any other parties having a claim or interest in the property described above.
- 4) This Agreement shall not be binding until approved by the City Council of Sandy Springs, Georgia
- 5) Special Provisions, if any, are listed on Exhibit "C", which will be attached hereto and incorporated herein by reference.

Witness my hand and seal this 3 day of November, 2021.

Signed, Sealed and Delivered in the presence of:

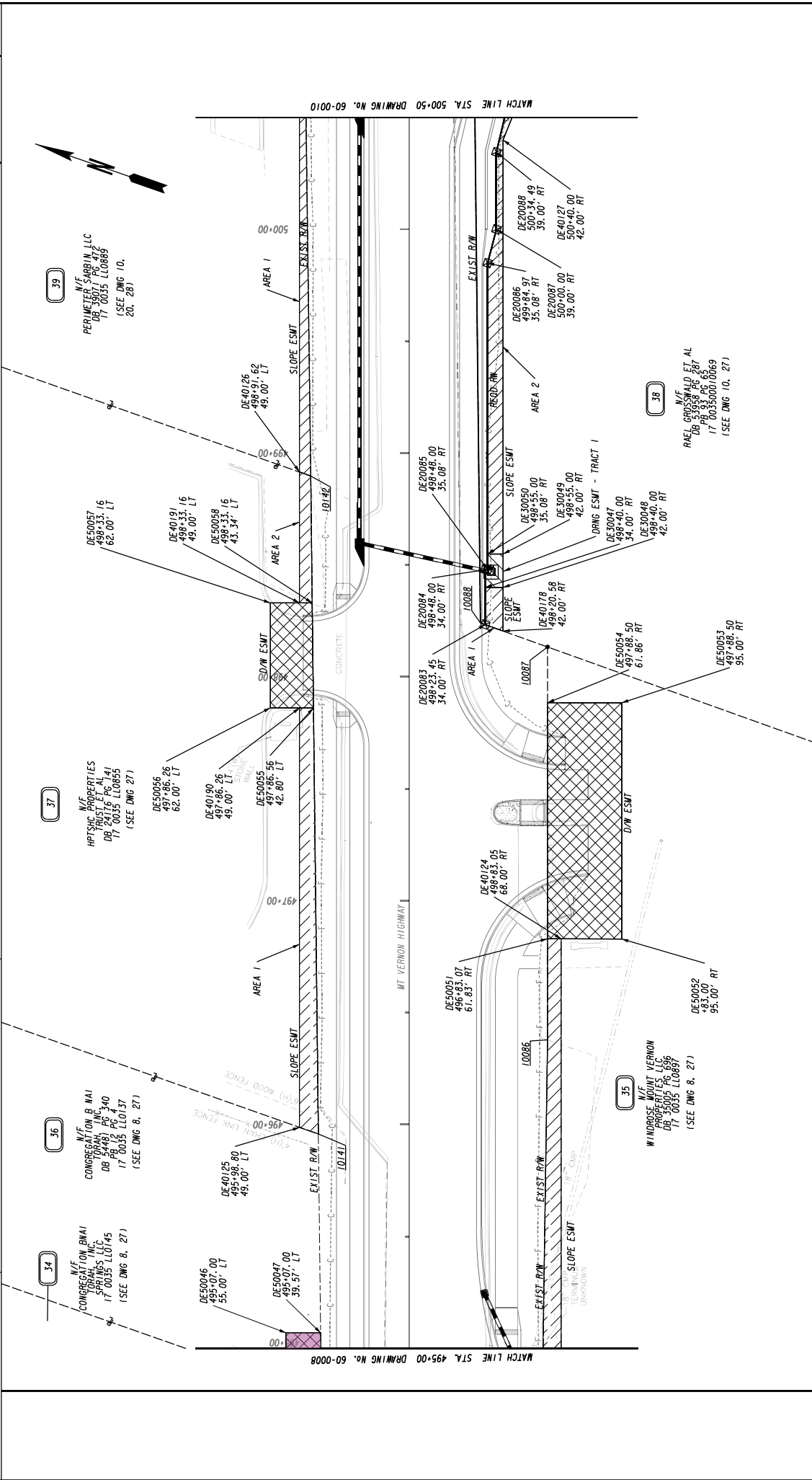
Wendy Head
Witness

Natalie K. Serrat (L.S.)
Congregation B'Nai Torah Inc.

Sarah Woelz
Notary Public



Page 4



PROPERTY AND EXISTING R/W LINE		CITY OF SANDY SPRINGS	
REQUIRED R/W LINE		RIGHT OF WAY MAP	
CONSTRUCTION LIMITS		PROJECT NO: TS 192	
EASEMENT FOR CONSTRUCTION		COUNTY: FULTON	
EASEMENT FOR CONSTRUCTION		LAND DISTRICT: 17	
EASEMENT FOR CONSTRUCTION		GMD: N/A	
EASEMENT FOR CONSTRUCTION		DATE: 11/07/19	
EASEMENT FOR CONSTRUCTION		DRAWING NO. 60-0009	

Page 499 of 560

STATE OF GEORGIA
COUNTY OF FULTON

**A RESOLUTION TO ACCEPT AN AGREEMENT TO PURCHASE PERMANENT EASEMENT
FOR CONSTRUCTION AND MAINTENANCE AND TEMPORARY CONSTRUCTION EASEMENT
ON THOSE TRACTS OF LAND LOCATED AT 700; 710 AND 746 MT. VERNON HIGHWAY (TAX
ID#'s 17-0035- LL-016-0; 17-0035- LL-014-5 and 17-0035- LL-013-7), LYING IN LAND LOT 35 OF
THE 17TH DISTRICT, CITY OF SANDY SPRINGS, FULTON COUNTY, GEORGIA**

WHEREAS, it is necessary, from time to time, to establish policies, procedures and guidelines consistent with the administration of a municipal government consistent with the US Constitution, Federal Statutes, alignment with Federal, Georgia's State Constitution, and the Charter for the City of Sandy Springs, and

WHEREAS, the Interim City Manager directed the Department of Public Works to develop standard policies for recurring matters, to establish appropriate internal controls and legal compliance, and to provide for an efficient and effective means to serve constituents; and

WHEREAS, the Department of Public Works, in response to the guidance provided by the Interim City Manager, has reviewed and approves the acceptance of an Agreement to Purchase Permanent Easement for Construction and Maintenance and Temporary Construction Easement in the amount of \$34,525.00 by the City of Sandy Springs for property located at 700; 710 and 746 Mt. Vernon Highway owned by the Congregation B'Nai Torah, Inc., in Land Lot 35 of the 17th District, Fulton County, City of Sandy Springs, Georgia

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF SANDY SPRINGS, GEORGIA

To facilitate the construction of the TS-192 Mt. Vernon Highway Corridor Improvements Project, the City approves the acceptance of an Agreement to Purchase Permanent Easement for Construction and Maintenance and Temporary Construction Easement Agreement on property located in Land Lot 35 of the 17th District, Fulton County, City of Sandy Springs, Georgia.

RESOLVED this 21st day of December, 2021.

APPROVED:

Russell K. Paul, Mayor

Attest:

Raquel D. Gonzalez, City Clerk
(Seal)



SANDY SPRINGS

CITY CLERK'S OFFICE

TO: David Wells, Interim City Manager

FROM: William H. Martin, Jr., AIA, Public Works Director

DATE: December 9, 2021 Submission for the December 21, 2021 Meeting

ITEM: Request for Mayor and City Council Consideration of the Acceptance of an Agreement to Purchase Fee Simple Right of Way and Temporary Construction Easement on Property Located at 6288 Mt. Vernon Oaks Drive in Land Lots 35 and 36 of the 17th District, City of Sandy Springs (Tax ID# 17-0036-0001-062-1); TS-192 Mt. Vernon Highway Corridor Improvements Project.

Recommendation:

Staff recommends that the Mayor and City Council accept an Agreement to Purchase Fee Simple Right of Way and Temporary Construction Easement on that tract of land lying and located in Land Lots 35 and 36 of the 17th District, Fulton County, Georgia. The property owners are James A. Neuberger and Michelle Neuberger, located at 6288 Mt. Vernon Oaks Drive, Sandy Springs, Georgia, as shown in the attached exhibits.

Background:

The acquisition of 274.42 square feet of Fee Simple Right of Way and 237.72 square feet of Temporary Construction Easement on the subject property is necessary in order to construct the TS-192 Mt. Vernon Highway Corridor Improvements Project.

Discussion:

The City's Appraised Fair Market Value offer was \$17,755.00 and Staff has reached an amicable settlement in the amount of \$18,900.00 with the property owners. Included in the City's offer was mitigation compensation, also known as a "Cost-To-Cure", in the amount of \$5,400.00 due to the project's negative impact on landscaping along the property's rear frontage along Mt. Vernon Highway. The property has submitted a quote to the City seeking an additional \$1,145.00 for landscape buffering to help restore privacy along the rear of the property. The balance of \$12,355.00 is appropriated towards the purchase of the Fee Simple Right of Way and Temporary Construction Easement needed for the project.

Financial Impact:

Sufficient funds are available in Project TS-192 Mt. Vernon Highway Corridor Improvements Project for this acquisition.

Alternatives:

The acquisition reflects the minimum amount of right-of-way required in order to deliver the desired project. The City can decline to execute the ROW Agreement and not execute the project as designed.

Attachments:

1. Aerial Map
2. GIS Map
3. Agreement to Purchase FS ROW and TCE. 6288 MVOaks Dr.
4. RESOLUTION



0 0 0 0 mi

Date: 11/23/2021
Map Size: 8.5x11 (LETTER)



6288 Mt. Vernon Oaks Drive/ Neuberger

Fulton County provides the data on this map for your personal use "as is". The data are not guaranteed to be accurate, correct, or complete. The feature locations depicted in these maps are approximate and are not necessarily accurate to surveying or engineering standards. Fulton County assumes no responsibility for losses resulting from the use these data, even if Fulton County is advised of the possibility of such losses.



FULTON
COUNTY



Date: 11/23/2021
Map Size: 8.5x11 (LETTER)



FULTON
COUNTY

**AGREEMENT TO PURCHASE FEE SIMPLE RIGHT OF WAY AND TEMPORARY CONSTRUCTION
EASEMENT**

STATE OF GEORGIA, FULTON COUNTY

For and in consideration of the sum of One Dollar (\$1.00), receipt whereof being acknowledged, the undersigned hereby agrees to convey Fee Simple Right of Way and Temporary Easement Rights and grants to the City of Sandy Springs on and over the following described real estate:

Those specified rights through that tract or parcel of land located in Land Lot 35 & 36 of the 17th District, of Fulton County, Georgia, and being more particularly described on Exhibit "A" and "B", attached hereto and made a part hereof by reference.

\$18,900.00

For the sum of ~~\$17,755.00~~, the undersigned agrees to execute and deliver to the City of Sandy Springs, GA, fee simple title and/or easements to the lands owned by the undersigned as reflected on the attached Exhibit "A" and Exhibit "B".

* * * * *

The following conditions are imposed upon the grant of this option:

- 1) This option shall extend for 90 days from this date.
- 2) The consideration recited is full payment for all of the rights granted.

274.42 sf
237.72 sf

Fee Simple Right of Way
Temporary Construction Easement

- 3) Any and all applicable Temporary Easements will expire upon the sooner of three (3) years from the date of granting such easements or completion of and final acceptance of said project by the City of Sandy Springs Public Works Department.
- 4) The undersigned shall obtain all quit claim deeds or releases from any tenant now in possession and any other parties having a claim or interest in the property described above.
- 5) This Agreement shall not be binding until approved by the City Council of Sandy Springs, Georgia
- 6) Special Provisions, if any, are listed on Exhibit "C", which will be attached hereto and incorporated herein by reference.

Witness my hand and seal this 2nd day of November, 2021.

Signed, Sealed and Delivered in the presence of:

[Signature]
Witness

[Signature] (L.S.)
James A. Neuberger

Jodi Momick
Notary Public



[Signature]
Michelle E. Neuberger



4/22/2021
Shane Piche

STATE OF GEORGIA
COUNTY OF FULTON

**A RESOLUTION TO ACCEPT AN AGREEMENT TO PURCHASE FEE SIMPLE
RIGHT OF WAY AND TEMPORARY CONSTRUCTION EASEMENT ON THAT TRACT OF LAND
LOCATED AT 6288 MOUNT VERNON OAKS DRIVE (TAX ID# 17-0036-0001-062-1), LYING IN
LAND LOTS 35 AND 36 OF THE 17TH DISTRICT, CITY OF SANDY SPRINGS, FULTON COUNTY,
GEORGIA**

WHEREAS, it is necessary, from time to time, to establish policies, procedures and guidelines consistent with the administration of a municipal government consistent with the US Constitution, Federal Statutes, alignment with Federal, Georgia's State Constitution, and the Charter for the City of Sandy Springs, and

WHEREAS, the Interim City Manager directed the Department of Public Works to develop standard policies for recurring matters, to establish appropriate internal controls and legal compliance, and to provide for an efficient and effective means to serve constituents; and

WHEREAS, the Department of Public Works, in response to the guidance provided by the Interim City Manager, has reviewed and approves the acceptance of an Agreement to Purchase Fee Simple Right of Way and Temporary Construction Easement in the amount of \$18,900.00 by the City of Sandy Springs for property located at 6288 Mt. Vernon Oaks Drive, owned by James A. Neuberger and Michelle Neuberger in Land Lots 35 and 36 of the 17th District, Fulton County, City of Sandy Springs, Georgia

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF SANDY SPRINGS, GEORGIA

To facilitate the construction of the TS-192 Mt. Vernon Highway Corridor Improvements Project, the City approves the acceptance of an Agreement to Purchase Fee Simple Right of Way and Temporary Construction Easement on property located in Land Lots 35 and 36 of the 17th District, Fulton County, City of Sandy Springs, Georgia.

RESOLVED this 7th day of December, 2021.

APPROVED:

Russell K. Paul, Mayor

Attest:

Raquel D. Gonzalez, City Clerk
(Seal)



SANDY SPRINGS

CITY CLERK'S OFFICE

TO: David Wells, Interim City Manager
FROM: Toni Boyd, Paralegal
DATE: December 10, 2021 Submission for the December 21, 2021 Meeting
ITEM: Request for Mayor and City Council Consideration of the Acceptance of a Settlement Offer for Certain Right-of-Way and Easements at 7700 Spalding Drive for the TS-166/F-1069-03/F-1058-01/F-1235-01 Spalding Drive Project (Winters Chapel Road to Holcomb Bridge Road/SR 140)

Recommendation:

The City Attorney is recommending for your consideration of a settlement of all claims related to property located at 7700 Spalding Drive, Sandy Springs, GA ("Property") in the total sum of \$187,500.00.

Background:

On or about October 15, 2019 the Mayor and City Council for the City of Sandy Springs (the "City") resolved to acquire through the use of eminent domain certain property rights and interests consisting of 3,128.62 sq. ft. more or less of Fee Simple Right-of-Way and 7,284.44 sq. ft. more or less of Temporary Easement as to the portion known as Project Parcel 12; and 1,622.51 sq. ft. more or less of Fee Simple Right-of-Way and 1,780.25 sq. ft. more or less of Temporary Easement as to the portion known as Project Parcel 14 (collectively the "Subject "Property") for the construction of a streetscape project known as TS-166/F-1069-03/F-1058-01/F-1235-01 Spalding Drive (Winters Chapel Road to Holcomb Bridge Road/SR 140) ("Project"). Shortly thereafter an action for condemnation was filed in Fulton County Superior Court to wit: City of Sandy Springs vs. 7700 Spalding Drive, Sandy Springs, et al. CAFN: 2019CV330994.

Discussion:

The Property is owned by Selig Enterprises, Inc. ("Condemnee") and after much discussion, Condemnee has presented an offer to settle this matter for the total sum of \$187,500.00. The City's original appraisal was \$91,900.00, which has been deposited with the Court Registry. If accepted, the City will make an additional payment of \$95,600.00 into the Court Registry. When added to the funds previously submitted, the Condemnee will receive the total sum of \$187,500.00 as the final settlement for the Property to be taken.

If rejected, this matter would be scheduled for a jury trial before the Honorable Kimberly M. Esmond Adams. The length and outcome of any trial is always unknown, while additional legal fees would be incurred in preparation for, and appearance at trial.

Financial Impact:

There are sufficient funds in the Project to cover the additional sums.

Alternatives:

Proceed to a jury trial.

Attachments:

1. Resolution for Settlement_Selig

**STATE OF GEORGIA
COUNTY OF FULTON**

A RESOLUTION TO ACCEPT THE SETTLEMENT OF THE PURCHASE OF RIGHT-OF-WAY AND EASEMENTS RELATED TO A PORTION OF LAND LOCATED AT 7700 SPALDING DRIVE, SANDY SPRINGS, LAND LOT 313 OF THE 6TH DISTRICT FULTON COUNTY, GEORGIA, PARCEL NOS 06 0313LL0091 AND 06 0313LL0109 FOR THE TS-166/F-1069-03/F-1058-01/F-1235-01 SPALDING DRIVE (WINTERS CHAPEL ROAD TO HOLCOMB BRIDGE ROAD/SR 140) PROJECT

WHEREAS the City of Sandy Springs (the “City”) requires 3,128.62 sq. ft. more or less of Fee Simple Right-of-Way and 7,284.44 sq. ft. more or less of Temporary Easement as to the portion known as Project Parcel 12; and 1,622.51 sq. ft. more or less of Fee Simple Right-of-Way and 1,780.25 sq. ft. more or less of Temporary Easement as to the portion known as Project Parcel 14; and

WHEREAS the acquisition of the Right of Way and Easements are required to construction the TS-166/F-1069-03/F-1058-01/F-1235-01 Spalding Drive (Winters Chapel Road To Holcomb Bridge Road/Sr 140) Project (the “Project”); and,

WHEREAS the City and the Property Owner have in good faith agreed upon a total price of One Hundred Eighty-Seven Thousand, Five Hundred and No/100 Dollars (\$187,500.00), for the property interests, right of way, and easements required for the construction of the Project; and,

WHEREAS the Mayor and Council have considered the acquisition of the right of way and easements and have determined that the settlement is in the City’s best interest.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF SANDY SPRINGS, GEORGIA AS FOLLOWS:

1. That the City of Sandy Springs Mayor and Council approve the settlement and consent to purchase the Right of Way and Easement rights through that portion of land located in Land Lots 313 of the 6th District, Fulton County, Georgia; and,
2. The City Manager and City Attorney are hereby authorized to sign and execute all documents required to facilitate this transaction.

RESOLVED this 21st day of December, 2021.

APPROVED:

RUSSELL K. PAUL, Mayor

Attest:

RAQUEL GONZALEZ, City Clerk
(Seal)

STATE OF GEORGIA
CITY OF SANDY SPRINGS

**A RESOLUTION APPOINTING A MEMBER TO THE
SANDY SPRINGS PLANNING COMMISSION**

BE IT RESOLVED by the City Council of the City of Sandy Springs, Georgia (“City”) while in regular session on December 21, 2021 at 6:00 p.m. as follows:

SECTION 1. That Robin Conklin is hereby appointed to fill the unexpired term of Kevin King for Post 1 on the Sandy Springs Planning Commission, whose term will end on January 31, 2024; and

SECTION 2. That should a Board member not fulfill the completion of the term referenced herein, that the member appointed to replace said member shall serve the remainder of the term; and

SECTION 3. That this Resolution shall become effective upon its adoption.

RESOLVED this the 21st day of December, 2021.

Approved:

Russell K. Paul, Mayor

Attest:

Raquel D. González, City Clerk

(Seal)



SANDY SPRINGS
GEORGIA

FINANCIAL HIGHLIGHTS FY 2022
OCTOBER 31, 2021

UNAUDITED

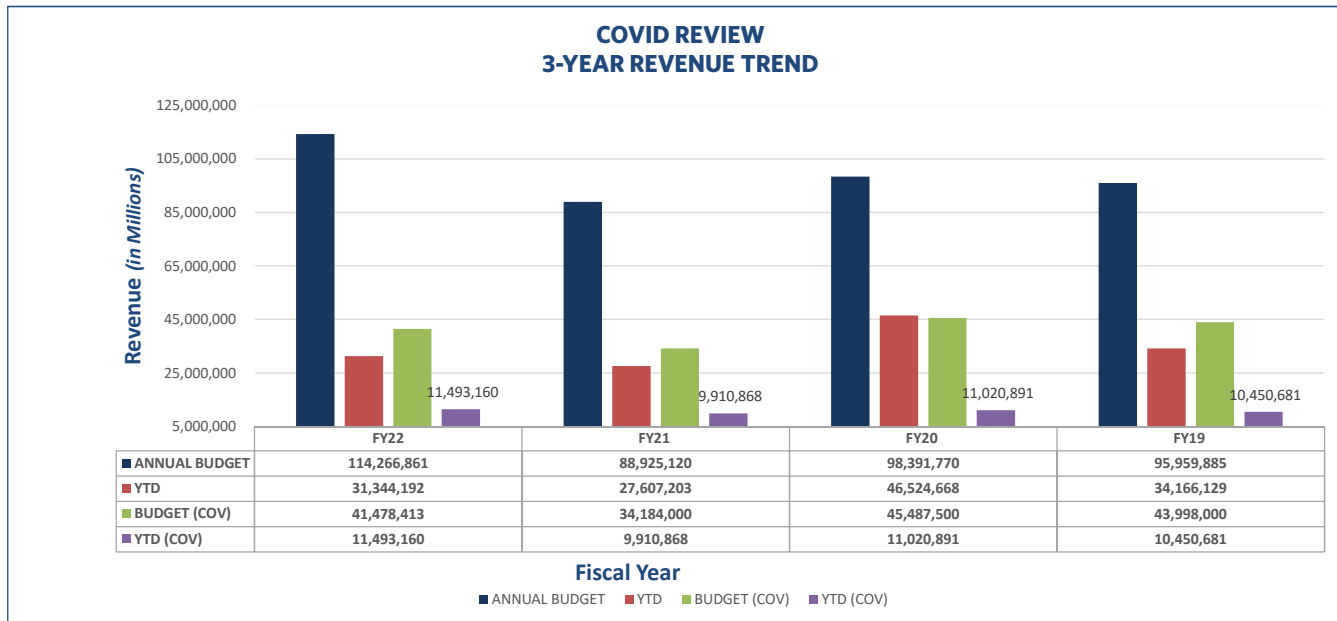


**COVID REVIEW - REVENUES TREND
THROUGH PERIOD 04, OCTOBER FY 2022**

GL ACCOUNT	DESCRIPTION	BUDGET FY2022	YTD FY 2022	BUDGET FY2021	YTD FY 2021	BUDGET FY2020	YTD FY 2020	BUDGET FY2019	YTD FY 2019
Revenues									
10020 351170	MUNICIPAL COURT	2,200,000	869,576	1,900,000	813,244	2,500,000	803,260	2,500,000	834,530
10050 347500	RECREATION PRG FEES-GYMNASTICS	200,000	5,645	63,000	0	420,000	7,411	495,000	160,060
10050 347501	RECREATION PRG FEES-ATHL LEIS	100,000	12,226	120,400	3,842	172,000	21,725	125,000	39,157
10050 347900	SSTC CONTRACT	100,000	30,000	84,000	30,000	120,000	40,000	60,000	40,000
10050 347910	FACILITY RENTALS	75,000	45,615	75,600	37,710	108,000	43,976	115,000	33,562
10090 311315	MOTOR VEHICLE TAVT FEE	2,500,000	1,100,204	1,000,000	947,242	1,000,000	648,682	1,000,000	213,720
10090 313100	LOCAL OPTION SALES TAX	25,000,000	7,859,451	20,000,000	6,411,592	25,000,000	6,980,276	24,500,000	6,585,049
10090 314200	ALCOHOLIC BEVERAGE EXCISE	1,100,000	316,364	824,000	302,793	1,000,000	274,291	1,000,000	275,914
10090 314300	EXCISE MIXED DRINK TAX	300,000	162,815	305,000	83,595	375,000	110,132	375,000	107,357
10090 316100	BUSINESS & OCCUPATION TAX	8,583,413	629,802	7,250,000	768,315	9,500,000	507,396	9,500,000	636,159
10090 321100	ALCOHOLIC BEVERAGE LIC	700,000	70,350	521,000	60,905	625,000	115,125	600,000	81,088
10090 361000	INTEREST REVENUE	100,000	29,491	250,000	51,490	1,000,000	478,119	225,000	435,697
10090 391275	TRANSFER IN FROM HOTEL MOTEL	450,000	339,629	1,731,000	376,998	3,562,500	964,089	3,393,000	983,314
10090 391280	TRANSFER IN FROM MVRET FUND	70,000	21,992	60,000	23,142	105,000	26,409	110,000	25,074
TOTAL REVENUES (COVID)		\$41,478,413	\$11,493,160	\$34,184,000	\$9,910,868	\$45,487,500	\$11,020,891	\$43,998,000	\$10,450,681
ANNUAL BUDGET		114,266,861	31,344,192 27.43%	88,925,120	27,607,203 31.05%	98,391,770	46,524,668 47.29%	95,959,885	34,166,129 35.60%



**COVID REVIEW - REVENUES TREND
THROUGH PERIOD 04, OCTOBER FY 2022**



**NOTES TO THE FINANCIAL STATEMENTS
OCTOBER 31, 2021**

Financial Overview / Highlights

- ▶ General Fund Revenues for the fiscal year approximate 27.43% compared to the Adopted Budget. We are at 33.33% of the year. Most revenues received in July are recognized in June. Revenues such as Electric Franchise and Ins Premium Tax occur once a year.
- ▶ General Fund Expenditures for the fiscal year approximate 18.33% compared to the Adopted Budget. We are at 33.33% of the year.

Variance Analysis

Account Name	YTD Actual	Annual Budget	% of Budget	Comments
Revenues - Fund 100				
Property Taxes	\$9,365,656	\$42,015,671	22.29%	
Motor Vehicle Tax	\$21,592	\$50,000	43.18%	<--These two will be adjusted as the rate at which the <-- old MVT phases out and the new TAVT increases
Motor Vehicle TAVT	\$1,100,204	\$2,500,000	44.01%	
Local Option Sales Tax	\$7,859,451	\$25,000,000	31.44%	
Business Occupational Tax	\$629,802	\$8,583,413	7.34%	
Insurance Premium Tax	\$7,782,186	\$7,500,000	103.76%	Payment normally received October of each year
Building Permits	\$673,285	\$1,450,000	46.43%	
Expenditures - Fund 100				
<u>All Departments</u>				
Workers Comp Insurance	\$257,511	\$598,836	43.00%	Includes all departments and is semi-annual

**CASH AND INVESTMENTS
THROUGH PERIOD 04, OCTOBER FY 2022**

UNAUDITED

SUNTRUST

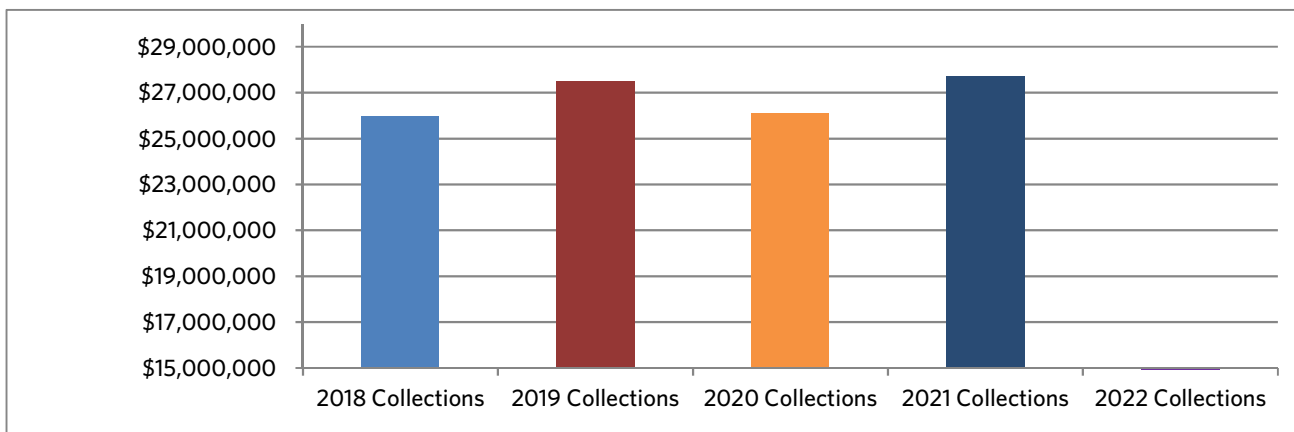
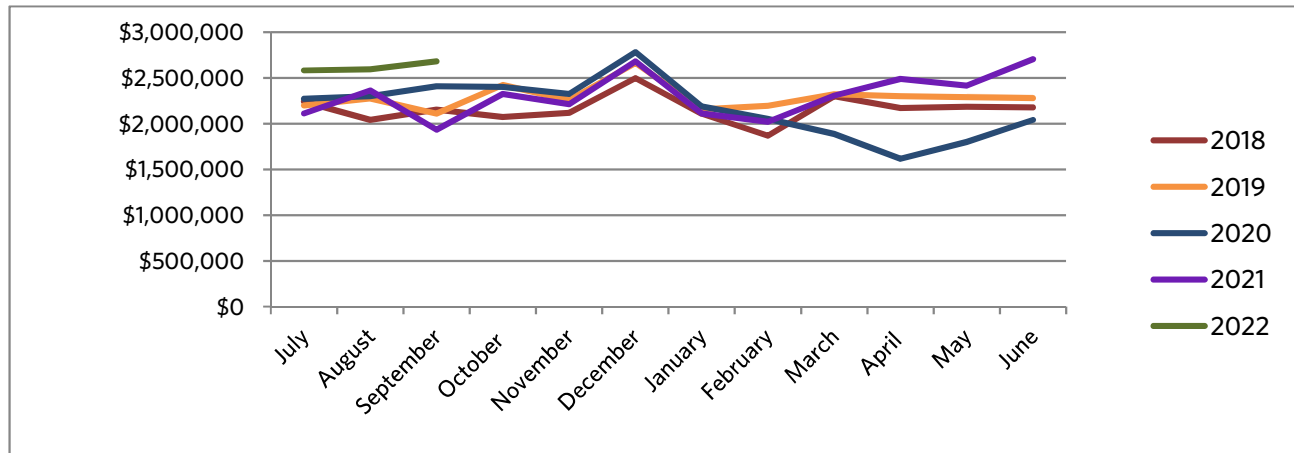
OPERATING ACCOUNT	\$25,004,759
COMMUNITY DEVELOPMENT ESCROW	3,399,000
POLICE - CUSTODIAL ESCROW	16,962
POLICE - FEDERAL FORFEITURE	109,259
POLICE - STATE SEIZED RESTRICTED	328,166
POLICE - STATE SEIZED UNRESTRICTED	211,347
POLICE - FEDERAL SEIZED TREASURY FUND	68,564
POLICE - FEDERAL SEIZED FUNDS US POSTAL SERVICES	77,370
HOTEL / MOTEL TAX ACCOUNT	381,408
COURT SERVICES	524,233
IMPACT FEE ACCOUNT	6,044,352
TREE FUND ACCOUNT	845,735
HOSPITALITY BOARD	1,376,290
TSPLOST FUND	52,654,535
DEVELOPMENT AUTHORITY MONEY MARKET ACCT	101,391
PUBLIC FACILITIES AUTHORITY-MONEY MARKET ACCT	1,519,262
PAC OPERATING & EVENTS ACCOUNT	2,199,449
TOTAL SUNTRUST	\$94,862,080

GEORGIA FUND ONE	\$88,443,262
FIRST HORIZON	1,250,000
US BANK - SINKING FUND	242
TOTAL INVESTMENT ACCOUNTS	\$89,693,504

TOTAL CASH AND CASH EQUIVALENTS **\$184,555,584**

**LOCAL OPTION SALES TAX COLLECTIONS
THROUGH PERIOD 04, OCTOBER FY 2022**

	2018 Collections	2019 Collections	2020 Collections	2021 Collections	2022 Collections	% Change from Prior Year
July	\$2,240,290	\$2,199,602	\$2,271,667	\$2,112,938	\$2,582,424	22.22%
August	2,041,079	2,275,504	2,300,996	2,364,510	2,595,359	9.76%
September	2,154,073	2,109,943	2,407,613	1,934,144	2,681,668	38.65%
October	2,074,045	2,423,979	2,401,716	2,325,366		
November	2,117,845	2,259,523	2,326,390	2,214,592		
December	2,497,910	2,663,619	2,782,971	2,681,846		
January	2,106,942	2,155,711	2,188,945	2,111,802		
February	1,868,609	2,197,080	2,051,568	2,020,770		
March	2,301,871	2,321,849	1,886,719	2,308,276		
April	2,170,864	2,299,086	1,615,942	2,489,800		
May	2,186,481	2,290,253	1,800,673	2,417,257		
June	2,178,187	2,279,757	2,040,463	2,705,025		
	\$25,938,196	\$27,475,907	\$26,075,662	\$27,686,326	\$7,859,451	-71.61%



**GENERAL FUND REVENUES & EXPENDITURES
THROUGH PERIOD 04, OCTOBER FY 2022**

11/24/2021

GL ACCOUNT	DESCRIPTION	OCTOBER MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
REVENUES					
100-0000-90-311100	CURRENT YEAR PROPERTY TAXES	8,724,393	9,365,656	42,015,671	22.29 %
100-0000-90-311310	MOTOR VEHICLE	7,721	21,592	50,000	43.18 %
100-0000-90-311315	MOTOR VEHICLE TAVT FEE	348,822	1,100,204	2,500,000	44.01 %
100-0000-90-311340	INTANGIBLES	128,266	388,832	750,000	51.84 %
100-0000-90-311600	REAL ESTATE TRANSFER TAX	45,724	145,540	300,000	48.51 %
100-0000-90-311710	ELECTRIC FRANCHISE TAX	-	-	5,800,000	- %
100-0000-90-311730	GAS FRANCHISE TAX	-	213,062	700,000	30.44 %
100-0000-90-311750	CABLE TV FRANCHISE TAX	379,282	379,282	1,300,000	29.18 %
100-0000-90-311760	TELEPHONE FRANCHISE TAX	35,734	42,389	200,000	21.19 %
100-0000-90-311790	SOLID WASTE FRANCHISE TAX	125,509	151,722	400,000	37.93 %
100-0000-90-313100	LOCAL OPTION SALES TAX	2,681,668	7,859,451	25,000,000	31.44 %
100-0000-90-314200	ALCOHOLIC BEVERAGE EXCISE	95,767	316,364	1,100,000	28.76 %
100-0000-90-314300	EXCISE MIXED DRINK TAX	52,942	162,815	300,000	54.27 %
100-0000-90-316100	BUSINESS & OCCUPATION TAX	57,601	629,802	8,583,413	7.34 %
100-0000-90-316110	BUSINESS AUDIT REVENUE	-	-	50,000	- %
100-0000-90-316200	INSURANCE PREMIUM TAX	7,782,186	7,782,186	7,500,000	103.76 %
	TOTAL TAXES	20,465,616	28,558,898	96,549,084	29.58 %
100-0000-90-321100	ALCOHOLIC BEVERAGE LIC	44,525	70,350	700,000	10.05 %
100-0000-90-321910	OTHER LICENSES AND PERMITS	6,769	32,382	90,000	35.98 %
100-0000-60-322210	PLANNING/ZONING FEES	8,958	37,546	80,000	46.93 %
100-0000-60-322215	DEVELOPMENT REVIEW FEE	27,037	122,110	100,000	122.11 %
100-0000-60-323120	BUILDING PERMITS	143,313	673,285	1,450,000	46.43 %
100-0000-60-323130	PLUMBING PERMITS	1,407	3,915	5,000	78.30 %
100-0000-60-323140	ELECTRICAL PERMITS	1,571	11,246	10,000	112.46 %
100-0000-60-323160	HVAC PERMITS	2,809	19,061	40,000	47.65 %
100-0000-60-323920	BLDG REINSPECTION FEE	350	1,450	5,000	29.00 %
	TOTAL LICENSES & PERMITS	236,739	971,346	2,480,000	39.17 %
100-0000-60-341320	DEVELOPMENT IMPACT FEES	3,993	17,591	-	- %
100-0000-90-341910	ELECTION QUALIFYING FEE	-	10,500	5,000	210.00 %
100-0000-30-342900	FALSE ALARM FEES	3,704	5,350	100,000	5.35 %
100-0000-30-342910	OTHER PUBLIC SAFETY FEES	15,000	15,000	-	- %
100-0000-40-343300	STATE ROAD MAINTENANCE FEES	11,760	58,800	141,120	41.67 %
100-0000-10-346900	SPECIAL EVENT FEES	600	1,850	-	- %
100-0000-50-347500	RECREATION PRG FEES-GYMNASTICS	-	5,645	200,000	2.82 %
100-0000-50-347501	RECREATION PRG FEES-ATHL LEIS	2,795	12,226	100,000	12.23 %
100-0000-50-347900	SSTC CONTRACT	10,000	30,000	100,000	30.00 %
100-0000-50-347910	FACILITY RENTALS	5,090	45,615	75,000	60.82 %
	TOTAL CHARGES & FEES	52,942	202,577	721,120	28.09 %
100-0000-20-351170	MUNICIPAL COURT	205,399	869,576	2,200,000	39.53 %
	TOTAL FINES & FORFEITURES	205,399	869,576	2,200,000	39.53 %
100-0000-90-361000	INTEREST REVENUE	17,313	29,491	100,000	29.49 %
	TOTAL INVESTMENT INCOME	17,313	29,491	100,000	29.49 %

**GENERAL FUND REVENUES & EXPENDITURES
THROUGH PERIOD 04, OCTOBER FY 2022**

11/24/2021

GL ACCOUNT	DESCRIPTION	OCTOBER MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
100-0000-90-349900	OTHER CHGS FOR SERVICES	10,666	34,781	-	- %
100-0000-40-381000	RENTAL REVENUE	21,255	75,333	-	- %
100-0000-40-381010	MARTA ADVERTISING CONTRAC	56,600	121,275	-	- %
100-0000-90-381100	ROYALTIES-GAS SOUTH	-	-	200,000	- %
100-0000-90-389000	MISCELLANEOUS REVENUE	6,427	47,867	50,000	95.73 %
100-0000-60-389100	PERMIT TECHNOLOGY FEE	4,120	17,061	40,000	42.65 %
100-0000-90-389200	INSURANCE REIMBURSEMENTS	200	28,076	50,000	56.15 %
TOTAL MISCELLANEOUS		99,268	324,393	340,000	95.41 %
100-0000-90-391275	TRANSFER IN FROM HOTEL MOTEL	108,930	339,629	450,000	75.47 %
100-0000-90-391280	TRANSFER IN FROM MVRET FUND	7,219	21,992	70,000	31.42 %
100-0000-90-391840	TRANSFER IN FROM DEV AUTH	-	-	600,000	- %
100-0000-90-392100	SALE OF ASSETS	1,155	26,290	10,000	262.90 %
100-0000-90-399999	USE OF FUND BALANCE	-	-	3,712,505	- %
TOTAL OTHER FINANCING SOURCES		117,303	387,911	4,842,505	8.01 %
100-0000-40-331100	FEDERAL MATCHING GRANTS	-	-	6,934,152	- %
100-0000-40-334110 SAP	GDOT L.A.R.P. GRANTS	-	-	100,000	- %
TOTAL OTHER REVENUES		-	-	7,034,152	- %
TOTAL REVENUES		\$21,194,579	\$31,344,192	\$114,266,861	27.43 %

GL ACCOUNT	DESCRIPTION	OCTOBER MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
CITY COUNCIL EXPENDITURES					
100-1310-10-511100	REGULAR SALARIES	12,333	37,000	148,000	25.00 %
100-1310-10-512200	SOCIAL SECURITY	765	2,294	9,176	25.00 %
100-1310-10-512300	MEDICARE	179	536	2,146	25.00 %
100-1310-10-512600	UNEMPLOYMENT TAX	-	-	665	- %
100-1310-10-512700	WORKERS' COMPENSATION	-	123	240	51.06 %
Salaries & Benefits		13,277	39,953	160,227	24.94 %
100-1310-10-523200	COMMUNICATIONS	266	798	4,400	18.14 %
100-1310-10-523500	TRAVEL	-	-	10,000	- %
100-1310-10-523600	DUES & FEES	5,302	5,488	38,000	14.44 %
100-1310-10-523700	EDUCATION/TRAINING	-	-	2,000	- %
100-1310-10-531100	GENERAL OPERATING SUPPLIES	-	-	3,000	- %
100-1310-10-531300	HOSPITALITY	586	612	13,600	4.50 %
Operations & Capital		6,154	6,898	71,000	9.72 %
TOTAL CITY COUNCIL		19,431	46,851	231,227	20.26 %

GL ACCOUNT	DESCRIPTION	OCTOBER MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
CITY MANAGER EXPENDITURES					
100-1320-10-511100	REGULAR SALARIES	54,498	174,792	924,856	18.90 %
100-1320-10-512101	HEALTH INSURANCE	3,585	13,650	88,644	15.40 %
100-1320-10-512102	DISABILITY INSURANCE	154	613	2,710	22.61 %
100-1320-10-512103	DENTAL INSURANCE	258	995	4,194	23.71 %
100-1320-10-512104	LIFE INSURANCE	326	1,225	5,359	22.85 %
100-1320-10-512200	SOCIAL SECURITY	1,511	6,488	57,342	11.31 %
100-1320-10-512300	MEDICARE	779	2,519	13,410	18.78 %
100-1320-10-512401	RETIREMENT 401A	7,797	23,112	110,982	20.83 %
100-1320-10-512402	401A RETIREMENT-457 MATCH	2,125	6,661	46,242	14.40 %
100-1320-10-512600	UNEMPLOYMENT TAX	-	-	570	- %
100-1320-10-512700	WORKERS' COMPENSATION	-	561	1,057	53.06 %
Salaries & Benefits		71,030	230,615	1,255,366	18.37 %
100-1320-10-523200	COMMUNICATIONS	478	1,398	4,200	33.27 %
100-1320-10-523500	TRAVEL	-	-	2,250	- %
100-1320-10-523600	DUES & FEES	56	9,189	8,475	108.43 %
100-1320-10-523700	EDUCATION/TRAINING	5,400	10,800	3,775	286.09 %
100-1320-10-531100	GENERAL OPERATING SUPPLIES	10	692	3,500	19.78 %
100-1320-10-531300	HOSPITALITY	509	1,164	4,000	29.10 %
Operations & Capital		6,454	23,243	26,200	88.71 %
TOTAL CITY MANAGER		77,484	253,858	1,281,566	19.81 %

GL ACCOUNT	DESCRIPTION	OCTOBER MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
CITY CLERK EXPENDITURES					
100-1330-10-511100	REGULAR SALARIES	15,544	49,108	221,427	22.18 %
100-1330-10-512101	HEALTH INSURANCE	2,039	8,139	20,308	40.08 %
100-1330-10-512102	DISABILITY INSURANCE	44	163	507	32.12 %
100-1330-10-512103	DENTAL INSURANCE	110	442	846	52.21 %
100-1330-10-512104	LIFE INSURANCE	100	399	991	40.23 %
100-1330-10-512200	SOCIAL SECURITY	890	2,838	13,729	20.67 %
100-1330-10-512300	MEDICARE	208	664	3,211	20.67 %
100-1330-10-512401	RETIREMENT 401A	1,515	4,972	26,572	18.71 %
100-1330-10-512402	401A RETIREMENT-457 MATCH	631	2,309	11,071	20.86 %
100-1330-10-512600	UNEMPLOYMENT TAX	25	25	285	8.76 %
100-1330-10-512700	WORKERS' COMPENSATION	-	204	538	37.96 %
Salaries & Benefits		21,107	69,262	299,485	23.13 %
100-1330-10-521300	TECHNICAL SERVICES	155	38,180	67,600	56.48 %
100-1330-10-522230	REP & MAINT-VEHICLES	-	-	2,500	- %
100-1330-10-523200	COMMUNICATIONS	86	258	1,500	17.18 %
100-1330-10-523300	ADVERTISING	-	300	2,000	15.00 %
100-1330-10-523400	PRINTING & BINDING	-	292	10,000	2.92 %
100-1330-10-523500	TRAVEL	-	-	3,000	- %
100-1330-10-523600	DUES & FEES	140	973	3,500	27.80 %
100-1330-10-523700	EDUCATION/TRAINING	375	406	2,000	20.30 %
100-1330-10-523900	CONTRACTUAL SERVICES	455	234,953	430,000	54.64 %
100-1330-10-531100	GENERAL OPERATING SUPPLIES	89	146	1,500	9.72 %
100-1330-10-531270	GASOLINE	-	-	500	- %
100-1330-10-531300	HOSPITALITY	-	62	500	12.47 %
Operations & Capital		1,299	275,570	524,600	52.53 %
TOTAL CITY CLERK		22,407	344,833	824,085	41.84 %

GL ACCOUNT	DESCRIPTION	OCTOBER MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
FINANCE EXPENDITURES					
100-1500-10-511100	REGULAR SALARIES	95,395	348,786	1,567,607	22.25 %
100-1500-10-512101	HEALTH INSURANCE	10,288	44,157	154,344	28.61 %
100-1500-10-512102	DISABILITY INSURANCE	357	1,343	4,982	26.96 %
100-1500-10-512103	DENTAL INSURANCE	509	2,270	7,497	30.28 %
100-1500-10-512104	LIFE INSURANCE	803	3,018	10,346	29.17 %
100-1500-10-512200	SOCIAL SECURITY	5,726	20,886	97,178	21.49 %
100-1500-10-512300	MEDICARE	1,339	4,885	22,723	21.50 %
100-1500-10-512401	RETIREMENT 401A	10,622	35,855	187,972	19.07 %
100-1500-10-512402	401A RETIREMENT-457 MATCH	4,041	15,097	78,530	19.22 %
100-1500-10-512600	UNEMPLOYMENT TAX	65	171	1,900	8.97 %
100-1500-10-512700	WORKERS' COMPENSATION	-	1,144	4,624	24.74 %
Salaries & Benefits		129,146	477,612	2,137,703	22.34 %
100-1500-10-521200	PROFESSIONAL SERVICES	-	-	10,000	- %
100-1500-10-521210	PROF SVCS-AUDIT	40,000	40,000	50,000	80.00 %
100-1500-10-521300	TECHNICAL SERVICES	-	95,112	160,000	59.44 %
100-1500-10-523200	COMMUNICATIONS	562	1,269	2,000	63.45 %
100-1500-10-523300	ADVERTISING	-	3,600	10,000	36.00 %
100-1500-10-523400	PRINTING & BINDING	656	656	2,000	32.79 %
100-1500-10-523500	TRAVEL	-	-	7,000	- %
100-1500-10-523600	DUES & FEES	40	1,385	5,000	27.69 %
100-1500-10-523700	EDUCATION/TRAINING	1,664	5,354	10,000	53.54 %
100-1500-10-523900	CONTRACTUAL SERVICES	951	5,096	11,000	46.33 %
100-1500-10-523950	MERCHANT SVCS CHARGES	73	73	1,000	7.30 %
100-1500-10-531100	GENERAL OPERATING SUPPLIES	561	1,534	5,000	30.69 %
100-1500-10-531300	HOSPITALITY	-	61	500	12.17 %
100-1500-10-531750	UNIFORMS	-	-	500	- %
100-1500-10-542400	COMPUTER EQUIPMENT	-	-	10,000	- %
Operations & Capital		44,507	154,140	284,000	54.27 %
TOTAL FINANCE		173,653	631,752	2,421,703	26.09 %

GL ACCOUNT	DESCRIPTION	OCTOBER MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
LEGAL SERVICES EXPENDITURES					
100-1530-10-511100	SALARIES	17,867	69,165	315,400	21.93 %
100-1530-10-512101	HEALTH INSURANCE	1,439	5,754	22,000	26.16 %
100-1530-10-512102	DISABILITY INSURANCE	65	259	1,000	25.90 %
100-1530-10-512103	DENTAL INSURANCE	111	443	1,200	36.89 %
100-1530-10-512104	LIFE INSURANCE	146	582	1,400	41.58 %
100-1530-10-512200	SOCIAL SECURITY	1,067	4,126	19,555	21.10 %
100-1530-10-512300	MEDICARE	250	846	4,574	18.50 %
100-1530-10-512401	401A RETIREMENT	2,144	6,258	37,848	16.53 %
100-1530-10-512402	401A RETIREMENT-457 MATCH	893	2,607	15,770	16.53 %
100-1530-10-512600	UNEMPLOYMENT TAX	-	-	285	- %
100-1530-10-512700	WORKERS' COMPENSATION	-	-	450	- %
Salaries & Benefits		23,981	90,041	419,482	21.46 %
100-1530-10-521250	PROF SVCS-LEGAL	19,202	114,183	450,000	25.37 %
100-1530-10-521255	PROF SVCS-LITIGATION	1,048	45,447	450,000	10.10 %
Operations & Capital		20,250	159,630	900,000	17.74 %
TOTAL LEGAL SERVICES		44,230	249,671	1,319,482	18.92 %

GL ACCOUNT	DESCRIPTION	OCTOBER MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
INFORMATION SERVICES EXPENDITURES					
100-1535-10-511100	SALARIES	95,333	347,267	1,294,790	26.82 %
100-1535-10-512101	HEALTH INSURANCE	13,734	55,129	175,802	31.36 %
100-1535-10-512102	DISABILITY INSURANCE	314	1,209	4,898	24.69 %
100-1535-10-512103	DENTAL INSURANCE	712	2,889	9,256	31.21 %
100-1535-10-512104	LIFE INSURANCE	705	2,717	10,160	26.74 %
100-1535-10-512200	SOCIAL SECURITY	5,604	20,364	80,277	25.37 %
100-1535-10-512300	MEDICARE	1,311	4,762	18,774	25.37 %
100-1535-10-512401	401A RETIREMENT	11,391	38,157	155,375	24.56 %
100-1535-10-512402	401A RETIREMENT-457 MATCH	4,746	17,290	64,739	26.71 %
100-1535-10-512600	UNEMPLOYMENT TAX	-	-	1,615	- %
100-1535-10-512700	WORKERS' COMPENSATION	-	1,021	3,883	26.30 %
Salaries & Benefits		133,849	490,805	1,819,569	26.97 %
100-1535-10-521300	TECHNICAL SERVICES	7,250	441,129	630,107	70.01 %
100-1535-10-521310	TECHNICAL SERVICES-SECURITY	-	71,785	165,600	43.35 %
100-1535-10-522320	EQUIPMENT OPERATING LEASE	13,805	26,224	100,000	26.22 %
100-1535-10-523200	COMMUNICATIONS	813	2,442	11,600	21.05 %
100-1535-10-523500	TRAVEL	-	-	5,000	- %
100-1535-10-523600	DUES & FEES	900	2,366	6,000	39.44 %
100-1535-10-523700	EDUCATION/TRAINING	264	6,591	14,000	47.08 %
100-1535-10-523900	CONTRACTUAL SERVICES	-	275	15,000	1.83 %
100-1535-10-531100	GENERAL SUPPLIES & MATLS	68	290	7,000	4.14 %
100-1535-10-531600	SMALL TOOLS & EQUIPMENT	789	4,358	22,022	19.79 %
100-1535-10-542400	COMPUTER EQUIPMENT	-	44,347	143,330	30.94 %
Operations & Capital		23,889	599,808	1,119,659	53.57 %
TOTAL INFORMATION SERVICES		157,739	1,090,613	2,939,228	37.11 %

GL ACCOUNT	DESCRIPTION	OCTOBER MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
HUMAN RESOURCES EXPENDITURES					
100-1540-10-511100	SALARIES	24,165	69,609	309,718	22.47 %
100-1540-10-512101	HEALTH INSURANCE	6,809	18,759	43,057	43.57 %
100-1540-10-512102	DISABILITY INSURANCE	122	256	1,177	21.72 %
100-1540-10-512103	DENTAL INSURANCE	328	797	1,488	53.54 %
100-1540-10-512104	LIFE INSURANCE	274	574	2,644	21.72 %
100-1540-10-512200	SOCIAL SECURITY	1,432	4,084	18,612	21.94 %
100-1540-10-512300	MEDICARE	335	1,074	4,491	23.91 %
100-1540-10-512401	401A RETIREMENT	1,615	5,437	37,166	14.63 %
100-1540-10-512402	401A RETIREMENT-457 MATCH	345	1,574	15,486	10.16 %
100-1540-10-512600	UNEMPLOYMENT TAX	28	95	380	25.00 %
100-1540-10-512700	WORKERS' COMPENSATION	-	245	510	48.06 %
Salaries & Benefits		35,453	102,503	434,729	23.58 %
100-1540-10-521200	PROFESSIONAL SERVICES	14,151	53,205	177,000	30.06 %
100-1540-10-523200	COMMUNICATIONS	226	535	1,500	35.67 %
100-1540-10-523300	ADVERTISING	-	99	5,000	1.98 %
100-1540-10-523500	TRAVEL	-	-	5,000	- %
100-1540-10-523600	DUES & FEES	-	15	2,500	0.60 %
100-1540-10-523700	EDUCATION/TRAINING	548	1,807	7,000	25.81 %
100-1540-10-531100	GENERAL SUPPLIES & MATLS	29	855	2,000	42.75 %
100-1540-10-531300	HOSPITALITY	950	1,107	2,000	55.33 %
Operations & Capital		15,905	57,623	202,000	28.53 %
TOTAL HUMAN RESOURCES		51,358	160,126	636,729	25.15 %

GL ACCOUNT	DESCRIPTION	OCTOBER MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
FACILITIES MANAGEMENT EXPENDITURES					
100-1565-10-511100	SALARIES	77,106	273,014	1,094,978	24.93 %
100-1565-10-512101	HEALTH INSURANCE	12,188	48,468	162,340	29.86 %
100-1565-10-512102	DISABILITY INSURANCE	242	1,003	5,449	18.41 %
100-1565-10-512103	DENTAL INSURANCE	547	2,189	9,410	23.27 %
100-1565-10-512104	LIFE INSURANCE	525	2,235	9,706	23.03 %
100-1565-10-512200	SOCIAL SECURITY	4,629	16,336	67,888	24.06 %
100-1565-10-512300	MEDICARE	1,083	3,820	15,877	24.06 %
100-1565-10-512401	401A RETIREMENT	9,246	30,410	131,397	23.14 %
100-1565-10-512402	401A RETIREMENT-457 MATCH	3,689	15,447	54,749	28.21 %
100-1565-10-512600	UNEMPLOYMENT TAX	-	-	1,710	- %
100-1565-10-512700	WORKERS' COMPENSATION	-	654	9,299	7.03 %
Salaries & Benefits		109,255	393,576	1,562,803	25.18 %
100-1565-10-521200	PROFESSIONAL SERVICES	27,655	104,918	323,500	32.43 %
100-1565-10-521300	TECHNICAL SERVICES	15	66,540	69,747	95.40 %
100-1565-10-522100	CLEANING SERVICES	24,159	71,784	243,800	29.44 %
100-1565-10-522110	GARBAGE DISPOSAL	3,878	12,667	83,000	15.26 %
100-1565-10-522210	REP & MAINT-EQUIPMENT	8,381	98,920	331,425	29.85 %
100-1565-10-522220	REP & MAINT-BUILDINGS	73,693	222,570	960,634	23.17 %
100-1565-10-522310	BUILDING OPERATING LEASE	25,555	102,219	325,000	31.45 %
100-1565-10-522320	EQUIPMENT OPERATING LEASE	-	3,747	34,000	11.02 %
100-1565-10-523200	COMMUNICATIONS	845	2,582	5,998	43.05 %
100-1565-10-523250	POSTAGE	3,250	7,101	49,000	14.49 %
100-1565-10-523700	EDUCATION/TRAINING	-	863	12,500	6.90 %
100-1565-10-531100	GENERAL OPERATING SUPPLIES	6,219	29,458	150,000	19.64 %
100-1565-10-531210	WATER	45,514	138,439	321,200	43.10 %
100-1565-10-531220	NATURAL GAS	7,838	17,213	100,400	17.14 %
100-1565-10-531230	ELECTRICITY	49,786	157,523	781,200	20.16 %
100-1565-10-531600	SMALL TOOLS & EQUIPMENT	227	4,004	15,000	26.69 %
100-1565-10-531750	UNIFORMS	-	971	12,000	8.09 %
100-1565-10-541200	SITE IMPROVEMENTS	-	-	200,000	- %
100-1565-10-542400	COMPUTER EQUIPMENT	-	-	10,090	- %
100-1565-10-579000	CONTINGENCIES	-	-	25,000	- %
Operations & Capital		277,013	1,041,520	4,053,494	25.69 %
TOTAL FACILITIES MANAGEMENT		386,269	1,435,096	5,616,297	25.55 %

GL ACCOUNT	DESCRIPTION	OCTOBER MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
COMMUNICATIONS EXPENDITURES					
100-1570-10-511100	SALARIES	48,536	181,308	608,836	29.78 %
100-1570-10-512101	HEALTH INSURANCE	4,950	26,840	55,446	48.41 %
100-1570-10-512102	DISABILITY INSURANCE	244	708	2,248	31.51 %
100-1570-10-512103	DENTAL INSURANCE	366	1,775	4,008	44.28 %
100-1570-10-512104	LIFE INSURANCE	548	1,502	5,048	29.75 %
100-1570-10-512200	SOCIAL SECURITY	2,957	10,484	37,748	27.77 %
100-1570-10-512300	MEDICARE	692	2,452	8,829	27.77 %
100-1570-10-512401	401A RETIREMENT	4,544	15,315	73,060	20.96 %
100-1570-10-512402	401A RETIREMENT-457 MATCH	1,720	6,402	30,442	21.03 %
100-1570-10-512600	UNEMPLOYMENT TAX	-	95	665	14.29 %
100-1570-10-512700	WORKERS' COMPENSATION	-	449	1,986	22.63 %
Salaries & Benefits		64,557	247,331	828,316	29.86 %
100-1570-10-521201	PROF SVCS-GOVERNMENT SERVICES	47,165	141,496	566,000	25.00 %
100-1570-10-522230	REP & MAINT-VEHICLES	-	-	500	- %
100-1570-10-523200	COMMUNICATIONS	415	1,276	3,700	34.49 %
100-1570-10-523300	ADVERTISING	-	1,945	25,000	7.78 %
100-1570-10-523400	PRINTING & BINDING	-	50	10,000	0.50 %
100-1570-10-523500	TRAVEL	-	-	2,250	- %
100-1570-10-523600	DUES & FEES	-	15	2,250	0.67 %
100-1570-10-523700	EDUCATION/TRAINING	-	-	5,250	- %
100-1570-10-523900	CONTRACTUAL SERVICES	335	26,282	19,130	137.39 %
100-1570-10-523905	WEBSITE ENHANCEMENTS	31,759	42,484	198,000	21.46 %
100-1570-10-531100	GENERAL SUPPLIES & MATLS	-	563	10,000	5.63 %
100-1570-10-531270	GASOLINE	-	-	500	- %
100-1570-10-531300	HOSPITALITY	-	795	5,000	15.90 %
100-1570-10-542400	COMPUTER EQUIPMENT	-	12,492	16,800	74.36 %
Operations & Capital		79,674	227,400	864,380	26.31 %
TOTAL COMMUNICATIONS		144,232	474,731	1,692,696	28.05 %

GL ACCOUNT	DESCRIPTION	OCTOBER MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
GENERAL ADMINISTRATION EXPENDITURES					
100-1595-10-511200	PART-TIME/TEMP EMPLOYEES	-	-	45,000	- %
100-1595-10-512200	SOCIAL SECURITY	-	-	2,790	- %
100-1595-10-512300	MEDICARE	-	-	652	- %
100-1595-10-512500	TUITION REIMBURSEMENT	-	-	100,000	- %
100-1595-10-512600	UNEMPLOYMENT TAX	-	-	100	- %
Salaries & Benefits		-	-	148,542	- %
100-1595-10-521200	PROFESSIONAL SERVICES	44,506	45,987	230,000	19.99 %
100-1595-10-521240	PROF SVCS-NON-PROFITS	34,375	81,250	787,500	10.32 %
100-1595-10-521300	TECHNICAL SERVICES	-	57,643	-	- %
100-1595-10-523100	PROPERTY & LIABILITY INS	-	1,408,369	1,354,000	104.02 %
100-1595-10-523200	COMMUNICATIONS	11,184	26,537	100,000	26.54 %
100-1595-10-523300	ADVERTISING	1,200	12,672	-	- %
100-1595-10-531100	GENERAL SUPPLIES & MATLS	-	-	75,000	- %
100-1595-10-579000	CONTINGENCIES	-	-	300,000	- %
100-1595-10-579010	CITY MANAGER CONTINGENCIES	-	-	140,000	- %
Operations & Capital		91,265	1,632,458	2,986,500	54.66 %
TOTAL GENERAL ADMINISTRATION		91,265	1,632,458	3,135,042	52.07 %

GL ACCOUNT	DESCRIPTION	OCTOBER MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
MUNICIPAL COURT EXPENDITURES					
100-2650-20-511100	REGULAR SALARIES	39,316	139,371	555,446	25.09 %
100-2650-20-512101	HEALTH INSURANCE	5,838	22,326	92,590	24.11 %
100-2650-20-512102	DISABILITY INSURANCE	122	465	2,720	17.09 %
100-2650-20-512103	DENTAL INSURANCE	273	1,052	5,048	20.84 %
100-2650-20-512104	LIFE INSURANCE	274	1,046	5,273	19.83 %
100-2650-20-512200	SOCIAL SECURITY	2,350	8,319	34,437	24.16 %
100-2650-20-512300	MEDICARE	550	1,946	8,054	24.16 %
100-2650-20-512401	RETIREMENT 401A	3,228	10,524	66,654	15.79 %
100-2650-20-512402	401A RETIREMENT-457 MATCH	858	3,245	27,773	11.68 %
100-2650-20-512600	UNEMPLOYMENT TAX	77	354	950	37.25 %
100-2650-20-512700	WORKERS' COMPENSATION	-	409	5,292	7.72 %
Salaries & Benefits		52,885	189,055	804,237	23.51 %
100-2650-20-521260	PROF SVCS-COURT	19,971	56,796	326,600	17.39 %
100-2650-20-521300	TECHNICAL SERVICES	2,638	6,810	120,000	5.68 %
100-2650-20-523200	COMMUNICATIONS	250	751	6,240	12.04 %
100-2650-20-523300	ADVERTISING	-	-	1,000	- %
100-2650-20-523400	PRINTING & BINDING	-	507	1,000	50.68 %
100-2650-20-523600	DUES & FEES	-	265	1,000	26.50 %
100-2650-20-523700	EDUCATION/TRAINING	-	-	10,000	- %
100-2650-20-523950	MERCHANT SVCS CHARGES	-	-	1,500	- %
100-2650-20-531100	GENERAL OPERATING SUPPLIES	-	560	4,000	13.99 %
100-2650-20-531300	HOSPITALITY	-	-	1,500	- %
100-2650-20-531600	SMALL TOOLS & EQUIPMENT	-	-	3,000	- %
Operations & Capital		22,859	65,688	475,840	13.80 %
TOTAL MUNICIPAL COURT		75,744	254,744	1,280,077	19.90 %

GL ACCOUNT	DESCRIPTION	OCTOBER MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
POLICE EXPENDITURES					
100-3210-30-511100	REGULAR SALARIES	977,563	3,215,961	13,236,745	24.30 %
100-3210-30-511110	BONUSES	15,500	42,500	-	- %
100-3210-30-511200	PART-TIME/TEMP EMPLOYEES	27,247	87,616	380,000	23.06 %
100-3210-30-511300	OVERTIME	99,417	293,801	800,000	36.73 %
100-3210-30-512101	HEALTH INSURANCE	126,575	499,741	1,601,542	31.20 %
100-3210-30-512102	DISABILITY INSURANCE	2,941	12,180	39,766	30.63 %
100-3210-30-512103	DENTAL INSURANCE	7,114	27,854	85,272	32.66 %
100-3210-30-512104	LIFE INSURANCE	6,597	26,205	86,537	30.28 %
100-3210-30-512200	SOCIAL SECURITY	66,868	216,675	820,678	26.40 %
100-3210-30-512300	MEDICARE	15,723	50,758	191,934	26.45 %
100-3210-30-512401	RETIREMENT 401A	111,757	341,014	1,588,409	21.47 %
100-3210-30-512402	401A RETIREMENT-457 MATCH	43,852	146,606	661,837	22.15 %
100-3210-30-512500	TUITION REIMBURSEMENT	1,731	1,731	25,000	6.92 %
100-3210-30-512600	UNEMPLOYMENT TAX	203	638	17,575	3.63 %
100-3210-30-512700	WORKERS' COMPENSATION	1,612	175,557	345,476	50.82 %
Salaries & Benefits		1,504,699	5,138,837	19,880,771	25.85 %
100-3210-30-521200	PROFESSIONAL SERVICES	8,579	50,117	175,000	28.64 %
100-3210-30-521270	JAIL SERVICES	1,350	38,240	300,000	12.75 %
100-3210-30-521275	INMATE MEDICAL SERVICES	213	2,996	150,000	2.00 %
100-3210-30-521300	TECHNICAL SERVICES	56,678	369,080	1,278,000	28.88 %
100-3210-30-522100	CLEANING SERVICES	-	14,016	84,100	16.67 %
100-3210-30-522110	GARBAGE DISPOSAL	-	495	2,000	24.73 %
100-3210-30-522210	REP & MAINT-EQUIPMENT	413	2,996	40,000	7.49 %
100-3210-30-522220	REP & MAINT-BUILDINGS	758	3,614	17,500	20.65 %
100-3210-30-522230	REP & MAINT-VEHICLES	43,470	116,011	375,000	30.94 %
100-3210-30-522310	BUILDING OPERATING LEASE	49,831	218,520	679,000	32.18 %
100-3210-30-522320	EQUIPMENT OPERATING LEASE	-	243	2,000	12.13 %
100-3210-30-523200	COMMUNICATIONS	15,223	47,347	185,000	25.59 %
100-3210-30-523250	POSTAGE	48	218	3,000	7.26 %
100-3210-30-523300	ADVERTISING	3,785	11,479	14,000	81.99 %
100-3210-30-523400	PRINTING & BINDING	570	2,944	7,000	42.05 %
100-3210-30-523500	TRAVEL	1,767	14,187	60,000	23.64 %
100-3210-30-523600	DUES & FEES	655	2,262	14,000	16.15 %
100-3210-30-523700	EDUCATION/TRAINING	11,224	23,717	120,000	19.76 %
100-3210-30-523900	CONTRACTUAL SERVICES	4,360	18,431	90,000	20.48 %
100-3210-30-523950	MERCHANT SVCS CHARGES	311	857	1,000	85.74 %
100-3210-30-531100	GENERAL OPERATING SUPPLIES	4,685	25,204	57,884	43.54 %
100-3210-30-531150	UNDERCOVER OPERATIONS	-	-	5,000	- %
100-3210-30-531210	WATER	106	300	2,000	15.02 %
100-3210-30-531220	NATURAL GAS	1,106	2,813	17,000	16.55 %
100-3210-30-531230	ELECTRICITY	4,715	16,639	55,000	30.25 %
100-3210-30-531270	GASOLINE	47,249	140,894	525,000	26.84 %
100-3210-30-531300	HOSPITALITY	4,183	11,691	25,060	46.65 %
100-3210-30-531600	POLICE EQUIPMENT	12,093	41,274	175,000	23.59 %
100-3210-30-531750	UNIFORMS	11,808	28,306	166,000	17.05 %
100-3210-30-542200	VEHICLES	-	28,566	745,000	3.83 %
100-3210-30-579000	CONTINGENCIES	-	-	50,000	- %
Operations & Capital		285,179	1,233,456	5,419,544	22.76 %
TOTAL POLICE		1,789,878	6,372,293	25,300,315	25.19 %

GL ACCOUNT	DESCRIPTION	OCTOBER MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
FIRE EXPENDITURES					
100-3510-30-511100	REGULAR SALARIES	604,332	2,223,116	7,978,708	27.86 %
100-3510-30-511200	PART-TIME/TEMP EMPLOYEES	9,821	36,660	194,500	18.85 %
100-3510-30-511300	OVERTIME	38,971	125,798	450,000	27.96 %
100-3510-30-512101	HEALTH INSURANCE	103,841	416,961	1,379,297	30.23 %
100-3510-30-512102	DISABILITY INSURANCE	2,009	78,129	154,974	50.41 %
100-3510-30-512103	DENTAL INSURANCE	5,188	20,925	67,462	31.02 %
100-3510-30-512104	LIFE INSURANCE	4,467	17,741	59,273	29.93 %
100-3510-30-512200	SOCIAL SECURITY	38,055	139,798	494,680	28.26 %
100-3510-30-512300	MEDICARE	8,998	32,793	115,692	28.34 %
100-3510-30-512401	RETIREMENT 401A	65,091	215,984	957,445	22.56 %
100-3510-30-512402	401A RETIREMENT-457 MATCH	26,113	96,083	398,936	24.08 %
100-3510-30-512600	UNEMPLOYMENT TAX	202	715	11,685	6.12 %
100-3510-30-512700	WORKERS' COMPENSATION	2,861	67,509	126,184	53.50 %
Salaries & Benefits		909,949	3,472,212	12,388,836	28.03 %
100-3510-30-521200	PROFESSIONAL SERVICES	-	3,743	10,000	37.43 %
100-3510-30-521300	TECHNICAL SERVICES	2,989	96,123	123,582	77.78 %
100-3510-30-522210	REP & MAINT-EQUIPMENT	2,225	12,383	66,500	18.62 %
100-3510-30-522220	REP & MAINT-BUILDINGS	4,182	42,127	80,700	52.20 %
100-3510-30-522230	REP & MAINT-VEHICLES	24,680	81,083	279,000	29.06 %
100-3510-30-523200	COMMUNICATIONS	3,751	11,270	48,000	23.48 %
100-3510-30-523400	PRINTING & BINDING	-	210	3,800	5.54 %
100-3510-30-523500	TRAVEL	3,275	5,624	38,000	14.80 %
100-3510-30-523600	DUES & FEES	915	5,792	15,000	38.61 %
100-3510-30-523700	EDUCATION/TRAINING	14,376	23,735	74,220	31.98 %
100-3510-30-523900	CONTRACTUAL SERVICES	5,397	22,307	118,400	18.84 %
100-3510-30-531100	GENERAL OPERATING SUPPLIES	10,967	26,364	81,300	32.43 %
100-3510-30-531160	EMS MEDICAL SUPPLIES	21,206	45,184	117,500	38.45 %
100-3510-30-531210	WATER	1,426	3,937	25,000	15.75 %
100-3510-30-531220	NATURAL GAS	912	2,079	25,000	8.31 %
100-3510-30-531230	ELECTRICITY	4,656	13,268	52,000	25.52 %
100-3510-30-531270	GASOLINE	15,559	51,407	150,000	34.27 %
100-3510-30-531300	HOSPITALITY	376	4,609	19,280	23.90 %
100-3510-30-531600	SMALL TOOLS & EQUIPMENT	2,020	24,731	80,050	30.89 %
100-3510-30-531750	UNIFORMS	2,081	16,162	101,300	15.95 %
100-3510-30-542100	MACHINERY & EQUIPMENT	-	-	30,000	- %
100-3510-30-542300	FURNITURE & FIXTURES	-	1,235	7,500	16.47 %
100-3510-30-542400	COMPUTER EQUIPMENT	-	-	2,500	- %
100-3510-30-579000	CONTINGENCIES	-	-	100,000	- %
100-3510-30-581200	CAPITAL LEASE PRINCIPAL	406,621	406,621	1,021,097	39.82 %
100-3510-30-582200	CAPITAL LEASE INTEREST	37,863	37,863	121,724	31.11 %
Operations & Capital		565,476	937,855	2,791,453	33.60 %
TOTAL FIRE		1,475,425	4,410,067	15,180,289	29.05 %

GL ACCOUNT	DESCRIPTION	OCTOBER MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
EMERGENCY MANAGEMENT EXPENDITURES					
100-3810-30-511100	SALARIES	7,282	27,561	90,586	30.42 %
100-3810-30-512101	HEALTH INSURANCE	499	1,980	6,328	31.29 %
100-3810-30-512102	DISABILITY INSURANCE	17	69	216	31.74 %
100-3810-30-512103	DENTAL INSURANCE	25	99	313	31.74 %
100-3810-30-512104	LIFE INSURANCE	38	154	484	31.78 %
100-3810-30-512200	SOCIAL SECURITY	446	1,686	5,616	30.02 %
100-3810-30-512300	MEDICARE	104	394	1,313	30.03 %
100-3810-30-512401	401A RETIREMENT	874	3,074	10,870	28.28 %
100-3810-30-512402	401A RETIREMENT-457 MATCH	364	1,378	4,530	30.42 %
100-3810-30-512600	UNEMPLOYMENT TAX	-	-	95	- %
100-3810-30-512700	WORKERS' COMPENSATION	-	82	114	71.67 %
Salaries & Benefits		9,649	36,476	120,465	30.28 %
100-3810-30-521200	PROFESSIONAL SERVICES	65,000	130,000	260,000	50.00 %
100-3810-30-521300	TECHNICAL SERVICES	-	450	8,200	5.49 %
100-3810-30-522210	REP & MAINT-EQUIPMENT	-	-	5,000	- %
100-3810-30-523200	COMMUNICATIONS	175	699	2,000	34.96 %
100-3810-30-523500	TRAVEL	-	-	5,500	- %
100-3810-30-523700	EDUCATION/TRAINING	-	-	1,000	- %
100-3810-30-531100	GENERAL SUPPLIES & MATLS	408	10,684	30,000	35.61 %
100-3810-30-531102	EMERGENCY EVENT RESPONSE	-	-	100,000	- %
100-3810-30-531600	SMALL TOOLS & EQUIPMENT	-	-	18,500	- %
100-3810-30-542100	MACHINERY & EQUIPMENT	-	-	43,000	- %
100-3810-30-572000	PAYMENTS TO OTHER AGENCIES	150,507	361,216	625,000	57.79 %
Operations & Capital		216,090	503,049	1,098,200	45.81 %
TOTAL EMERGENCY MANAGEMENT		225,739	539,525	1,218,665	44.27 %

GL ACCOUNT	DESCRIPTION	OCTOBER MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
PUBLIC WORKS EXPENDITURES					
100-4100-40-511100	SALARIES	198,913	736,892	2,879,293	25.59 %
100-4100-40-511300	OVERTIME	-	-	60,000	- %
100-4100-40-512101	HEALTH INSURANCE	27,524	112,803	376,180	29.99 %
100-4100-40-512102	DISABILITY INSURANCE	884	3,471	11,208	30.97 %
100-4100-40-512103	DENTAL INSURANCE	1,481	6,135	20,395	30.08 %
100-4100-40-512104	LIFE INSURANCE	1,904	7,588	24,169	31.40 %
100-4100-40-512200	SOCIAL SECURITY	11,901	44,009	178,516	24.65 %
100-4100-40-512300	MEDICARE	2,783	10,292	41,750	24.65 %
100-4100-40-512401	401A RETIREMENT	21,878	73,496	345,516	21.27 %
100-4100-40-512402	401A RETIREMENT-457 MATCH	8,658	30,785	143,964	21.38 %
100-4100-40-512600	UNEMPLOYMENT TAX	32	261	3,230	8.07 %
100-4100-40-512700	WORKERS' COMPENSATION	-	2,135	39,102	5.46 %
Salaries & Benefits		275,958	1,027,868	4,123,323	24.93 %
100-4100-40-521200	PROFESSIONAL SERVICES	989	989	25,000	3.96 %
100-4100-40-521300	TECHNICAL SERVICES	19,153	132,870	191,176	69.50 %
100-4100-40-522230	REP & MAINT-VEHICLES	869	2,283	15,000	15.22 %
100-4100-40-522240	STREETLIGHT MAINTENANCE	-	4,734	15,000	31.56 %
100-4100-40-522260	GUARDRAIL MAINTENANCE	-	-	25,000	- %
100-4100-40-522270	SIDEWALK MAINTENANCE	-	-	25,000	- %
100-4100-40-522280	FIBER MAINTENANCE	-	-	40,000	- %
100-4100-40-523200	COMMUNICATIONS	2,839	8,379	40,404	20.74 %
100-4100-40-523500	TRAVEL	50	50	12,500	0.40 %
100-4100-40-523600	DUES & FEES	288	494	7,000	7.05 %
100-4100-40-523700	EDUCATION/TRAINING	90	4,283	20,000	21.42 %
100-4100-40-523900	CONTRACTUAL SERVICES	499,010	1,057,326	4,679,637	22.59 %
100-4100-40-523900 REMVL	CONTRACTUAL SERVICES	26,771	116,974	300,000	38.99 %
100-4100-40-523900 SAP	CONTRACTUAL SERVICES	-	-	100,000	- %
100-4100-40-531100	GENERAL OPERATING SUPPLIES	67	6,305	75,000	8.41 %
100-4100-40-531235	STREET LIGHTS	120,809	362,116	1,525,000	23.75 %
100-4100-40-531270	GASOLINE	2,197	6,697	25,000	26.79 %
100-4100-40-531600	SMALL TOOLS & EQUIPMENT	-	46	41,000	0.11 %
100-4100-40-531700	OTHER SUPPLIES	379	15,308	-	- %
100-4100-40-531700 COMMU	MATERIALS--COMMUNITY APPEAR	424	424	5,000	8.48 %
100-4100-40-531700 SIGNA	MATERIALS--TRAFFIC SIGNAL MAIN	42,143	48,280	200,000	24.14 %
100-4100-40-531700 STORM	MATERIALS--STORMWATER MAINT	2,442	5,331	30,000	17.77 %
100-4100-40-531700 STREE	MATERIALS--STREET MAINT	37,504	56,632	180,000	31.46 %
100-4100-40-531700 WASTE	MATERIALS--WASTE HAUL	2,000	2,000	35,000	5.71 %
100-4100-40-531750	UNIFORMS	450	2,854	7,000	40.77 %
100-4100-40-542200	MOTOR VEHICLES	-	-	66,000	- %
100-4100-40-572000	PAYMENTS TO OTHER AGENCIES	-	-	175,000	- %
100-4100-40-579000	CONTINGENCIES	-	-	100,000	- %
Operations & Capital		758,474	1,834,374	7,959,717	23.05 %
TOTAL PUBLIC WORKS		1,034,432	2,862,242	12,083,040	23.69 %

GL ACCOUNT	DESCRIPTION	OCTOBER MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
FLEET MANAGEMENT EXPENDITURES					
100-4900-10-511100	SALARIES	9,733	35,458	128,666	27.56 %
100-4900-10-512101	HEALTH INSURANCE	939	3,743	6,328	59.16 %
100-4900-10-512102	DISABILITY INSURANCE	35	140	279	50.08 %
100-4900-10-512103	DENTAL INSURANCE	41	163	313	51.99 %
100-4900-10-512104	LIFE INSURANCE	79	314	625	50.27 %
100-4900-10-512200	SOCIAL SECURITY	571	2,078	7,978	26.05 %
100-4900-10-512300	MEDICARE	134	486	1,865	26.06 %
100-4900-10-512401	401A RETIREMENT	1,168	3,922	15,439	25.40 %
100-4900-10-512402	401A RETIREMENT-457 MATCH	487	1,772	6,434	27.55 %
100-4900-10-512600	UNEMPLOYMENT TAX	-	-	190	- %
100-4900-10-512700	WORKERS' COMPENSATION	-	82	158	51.71 %
Salaries & Benefits		13,186	48,158	168,275	28.62 %
100-4900-10-521200	PROFESSIONAL SERVICES	8,278	61,640	130,000	47.42 %
100-4900-10-521300	TECHNICAL SERVICES	-	-	20,000	- %
100-4900-10-523200	COMMUNICATIONS	78	235	1,000	23.54 %
100-4900-10-523700	EDUCATION/TRAINING	-	-	1,500	- %
100-4900-10-531100	GENERAL SUPPLIES & MATLS	-	810	3,500	23.14 %
100-4900-10-531270	GASOLINE	-	-	3,700	- %
100-4900-10-531750	UNIFORMS	-	-	1,000	- %
Operations & Capital		8,357	62,685	160,700	39.01 %
TOTAL FLEET MANAGEMENT		21,543	110,843	328,975	33.69 %

GL ACCOUNT	DESCRIPTION	OCTOBER MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
PARKS & RECREATION EXPENDITURES					
100-6110-50-511100	SALARIES	69,166	241,355	924,030	26.12 %
100-6110-50-511200	PT/TEMP EMPLOYEES - GYM	244	364	260,000	0.14 %
100-6110-50-511201	PT/TEMP EMPLOYEES - ATHLETICS	14,815	59,939	230,000	26.06 %
100-6110-50-511202	PT/TEMP EMPLOYEES - PARK	7,740	29,523	125,000	23.62 %
100-6110-50-511203	PT/TEMP EMPLOYEES-LEISURE	1,878	10,916	85,000	12.84 %
100-6110-50-512101	HEALTH INSURANCE	9,067	36,027	101,109	35.63 %
100-6110-50-512102	DISABILITY INSURANCE	241	965	2,744	35.17 %
100-6110-50-512103	DENTAL INSURANCE	397	1,588	4,980	31.89 %
100-6110-50-512104	LIFE INSURANCE	521	2,085	6,131	34.01 %
100-6110-50-512200	SOCIAL SECURITY	5,708	20,597	57,290	35.95 %
100-6110-50-512300	MEDICARE	1,335	4,817	13,398	35.95 %
100-6110-50-512401	401A RETIREMENT	8,230	27,136	110,883	24.47 %
100-6110-50-512402	401A RETIREMENT-457 MATCH	3,314	11,883	46,202	25.72 %
100-6110-50-512600	UNEMPLOYMENT TAX	122	492	5,225	9.42 %
100-6110-50-512700	WORKERS' COMPENSATION	840	7,253	19,598	37.01 %
Salaries & Benefits		123,619	454,940	1,991,590	22.84 %
100-6110-50-521300	TECHNICAL SERVICES	-	15,038	13,440	111.89 %
100-6110-50-522100	CLEANING SERVICES	11,200	22,400	70,880	31.60 %
100-6110-50-522220	REP & MAINT-BUILDINGS	384	384	10,000	3.84 %
100-6110-50-522230	REP & MAINT-VEHICLES	803	2,190	3,000	73.01 %
100-6110-50-522240	REP & MAINT-PARKS	41,865	136,815	443,000	30.88 %
100-6110-50-523200	COMMUNICATIONS	981	3,152	15,426	20.44 %
100-6110-50-523300	ADVERTISING	447	4,472	10,000	44.72 %
100-6110-50-523500	TRAVEL	222	940	7,000	13.42 %
100-6110-50-523600	DUES & FEES	470	538	4,200	12.81 %
100-6110-50-523700	EDUCATION/TRAINING	518	1,758	12,092	14.54 %
100-6110-50-523900	CONTRACTUAL SERVICES	94,226	220,381	814,200	27.07 %
100-6110-50-523950	MERCHANT SVCS CHARGES	409	2,053	12,500	16.42 %
100-6110-50-531100	GENERAL OPERATING SUPPLIES	114	3,419	6,000	56.98 %
100-6110-50-531102	PROGRAM SUPPLIES	2,231	12,369	60,000	20.61 %
100-6110-50-531210	WATER	3,995	9,184	66,500	13.81 %
100-6110-50-531220	NATURAL GAS	995	2,534	13,500	18.77 %
100-6110-50-531230	ELECTRICITY	11,066	31,745	162,245	19.57 %
100-6110-50-531270	GASOLINE	1,774	4,608	15,000	30.72 %
100-6110-50-531300	HOSPITALITY	-	109	1,000	10.86 %
100-6110-50-531600	SMALL TOOLS & EQUIPMENT	302	302	60,000	0.50 %
100-6110-50-531750	UNIFORMS	232	232	3,500	6.62 %
100-6110-50-542200	MOTOR VEHICLES	-	1,440	40,000	3.60 %
100-6110-50-579000	CONTINGENCIES	-	-	50,000	- %
Operations & Capital		172,234	476,062	1,893,483	25.14 %
TOTAL PARKS & RECREATION		295,853	931,002	3,885,073	23.96 %

GL ACCOUNT	DESCRIPTION	OCTOBER MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
COMMUNITY DEVELOPMENT EXPENDITURES					
100-7450-60-511100	SALARIES	201,701	712,867	2,683,539	26.56 %
100-7450-60-512101	HEALTH INSURANCE	32,650	124,744	385,409	32.37 %
100-7450-60-512102	DISABILITY INSURANCE	708	2,579	8,988	28.70 %
100-7450-60-512103	DENTAL INSURANCE	1,461	5,581	15,260	36.57 %
100-7450-60-512104	LIFE INSURANCE	1,531	5,601	18,612	30.09 %
100-7450-60-512200	SOCIAL SECURITY	11,973	42,236	166,380	25.39 %
100-7450-60-512300	MEDICARE	2,800	9,878	38,911	25.39 %
100-7450-60-512401	401A RETIREMENT	21,018	67,883	322,025	21.08 %
100-7450-60-512402	401A RETIREMENT-457 MATCH	8,304	29,420	134,177	21.93 %
100-7450-60-512600	UNEMPLOYMENT TAX	144	589	3,610	16.31 %
100-7450-60-512700	WORKERS' COMPENSATION	531	2,369	32,904	7.20 %
Salaries & Benefits		282,822	1,003,748	3,809,815	26.35 %
100-7450-60-521300	TECHNICAL SERVICES	655	60,191	162,000	37.15 %
100-7450-60-522230	REP & MAINT-VEHICLES	830	2,912	15,000	19.41 %
100-7450-60-523200	COMMUNICATIONS	2,117	6,364	26,500	24.02 %
100-7450-60-523300	ADVERTISING	1,890	4,560	20,000	22.80 %
100-7450-60-523500	TRAVEL	175	2,517	13,000	19.36 %
100-7450-60-523600	DUES & FEES	190	1,252	34,000	3.68 %
100-7450-60-523700	EDUCATION/TRAINING	1,968	5,390	18,000	29.94 %
100-7450-60-523900	CONTRACTUAL SERVICES	17,540	50,785	101,700	49.94 %
100-7450-60-523950	MERCHANT SVCS CHARGES	-	-	100	- %
100-7450-60-531100	GENERAL OPERATING SUPPLIES	52	1,833	29,574	6.20 %
100-7450-60-531270	GASOLINE	2,181	6,347	23,000	27.59 %
100-7450-60-531300	HOSPITALITY	503	1,960	10,000	19.60 %
100-7450-60-531750	UNIFORMS	770	770	10,000	7.70 %
Operations & Capital		28,870	144,879	462,874	31.30 %
TOTAL COMMUNITY DEVELOPMENT		311,692	1,148,627	4,272,689	26.88 %

GL ACCOUNT	DESCRIPTION	OCTOBER MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
ECONOMIC DEVELOPMENT EXPENDITURES					
100-7520-60-511100	SALARIES	5,685	20,824	192,767	10.80 %
100-7520-60-512101	HEALTH INSURANCE	499	1,980	44,399	4.46 %
100-7520-60-512102	DISABILITY INSURANCE	16	64	1,036	6.14 %
100-7520-60-512103	DENTAL INSURANCE	16	63	2,585	2.45 %
100-7520-60-512104	LIFE INSURANCE	36	143	1,902	7.53 %
100-7520-60-512200	SOCIAL SECURITY	342	1,252	11,951	10.47 %
100-7520-60-512300	MEDICARE	80	293	2,796	10.47 %
100-7520-60-512401	401A RETIREMENT	682	2,002	23,132	8.65 %
100-7520-60-512402	401A RETIREMENT-457 MATCH	284	1,041	9,638	10.80 %
100-7520-60-512600	UNEMPLOYMENT TAX	-	-	190	- %
100-7520-60-512700	WORKERS' COMPENSATION	-	123	920	13.32 %
Salaries & Benefits		7,640	27,784	291,316	9.54 %
100-7520-60-521205	PROF SVCS-OTHER	-	-	25,000	- %
100-7520-60-523200	COMMUNICATIONS	45	136	1,000	13.64 %
100-7520-60-523300	ADVERTISING	2,950	2,950	18,700	15.78 %
100-7520-60-523500	TRAVEL	-	-	3,600	- %
100-7520-60-523600	DUES & FEES	213	1,664	16,345	10.18 %
100-7520-60-523700	EDUCATION/TRAINING	-	42	3,875	1.09 %
100-7520-60-531100	GENERAL SUPPLIES & MATLS	-	-	500	- %
100-7520-60-531300	HOSPITALITY	502	1,064	3,000	35.48 %
Operations & Capital		3,711	5,857	72,020	8.13 %
TOTAL ECONOMIC DEVELOPMENT		11,351	33,641	363,336	9.26 %

GL ACCOUNT	DESCRIPTION	OCTOBER MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
TRANSFERS EXPENDITURES					
100-9000-90-581300	NOTE PRINCIPAL	17,197	68,646	203,678	33.70 %
100-9000-90-582300	NOTE INTEREST EXPENSE	2,413	9,797	31,652	30.95 %
100-9000-90-611110	TRANSFER OUT TO PAC	-	334,292	1,314,607	25.43 %
100-9000-90-611351	TRANSFER OUT TO CAPITAL PROJEC	991,047	3,964,186	14,525,971	27.29 %
100-9000-90-611360	TRANSFER OUT TO FAC AUTH	-	-	12,624,640	- %
100-9000-90-611561	XFER OUT TO STORMWATER	143,333	573,333	1,720,000	33.33 %
Operations & Capital		1,153,991	4,950,255	30,420,548	16.27 %
	TOTAL TRANSFERS	1,153,991	4,950,255	30,420,548	16.27 %
	TOTAL EXPENDITURES	\$7,563,714	\$27,933,225	\$114,431,062	24.41 %
GENERAL FUND - 100		\$13,630,866	\$3,410,967	(\$164,201)	

**CONFISCATED ASSET FUND REVENUES & EXPENDITURES
THROUGH PERIOD 04, OCTOBER FY 2022**

11/24/2021

GL ACCOUNT	DESCRIPTION	OCTOBER MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
REVENUES					
210-0000-30-351320	STATE SEIZED FUNDS REV	-	114,360	75,000	152.48 %
210-0000-30-351325	FEDERAL SEIZED FUNDS REV	1,770	75,047	125,000	60.04 %
	TOTAL FINES & FORFEITURES	1,770	189,406	200,000	94.70 %
	TOTAL REVENUES	\$1,770	\$189,406	\$200,000	94.70 %
POLICE EXPENDITURES					
210-3210-30-531600	SMALL TOOLS & EQUIPMENT	-	-	200,000	- %
	TOTAL POLICE	-	-	200,000	- %
	TOTAL EXPENDITURES	\$-	\$-	\$200,000	- %
CONFISCATED ASSET FUND - 210		\$1,770	\$189,406	\$-	- %

GL ACCOUNT	DESCRIPTION	OCTOBER MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
REVENUES					
215-0000-30-342500	ALL REVENUE	290,848	868,547	3,000,000	28.95 %
	TOTAL CHARGES & FEES	290,848	868,547	3,000,000	28.95 %
	TOTAL REVENUES	\$290,848	\$868,547	\$3,000,000	28.95 %
EMERGENCY MANAGEMENT EXPENDITURES					
215-3810-30-572000	PAYMENTS TO OTHER AGENCIES	290,848	868,547	3,000,000	28.95 %
	TOTAL EMERGENCY MANAGEMENT	290,848	868,547	3,000,000	28.95 %
	TOTAL EXPENDITURES	\$290,848	\$868,547	\$3,000,000	28.95 %
E911 FUND - 215		\$-	\$-	\$-	- %

**TREE FUND REVENUES & EXPENDITURES
THROUGH PERIOD 04, OCTOBER FY 2022**

11/24/2021

GL ACCOUNT	DESCRIPTION	OCTOBER MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
REVENUES					
220-0000-50-341320	DEVELOPMENT IMPACT FEES	28,530	99,919	150,000	66.61 %
	TOTAL CHARGES & FEES	28,530	99,919	150,000	66.61 %
220-0000-50-399999	USE OF FUND BALANCE	-	-	181,000	- %
	TOTAL OTHER FINANCING SOURCES	-	-	181,000	- %
	TOTAL REVENUES	\$28,530	\$99,919	\$331,000	30.19 %
TREE FUND EXPENSE EXPENDITURES					
220-6240-00-541200	SITE IMPROVEMENTS	-	30,907	74,295	41.60 %
	TOTAL TREE FUND EXPENSE	-	30,907	74,295	41.60 %
TRANSFERS OUT EXPENDITURES					
220-9000-90-611351	TRANSFER TO CAPITAL PROJECTS	-	-	331,000	- %
	TOTAL TRANSFERS OUT	-	-	331,000	- %
	TOTAL EXPENDITURES	\$-	\$30,907	\$405,295	7.63 %
TREE FUND - 220		\$28,530	\$69,012	(\$74,295)	(92.89%)

**IMPACT FEE FUND REVENUES & EXPENDITURES
THROUGH PERIOD 04, OCTOBER FY 2022**

11/24/2021

GL ACCOUNT	DESCRIPTION	OCTOBER MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
REVENUES					
225-0000-60-341320 PARKS	IMPACT FEES - PARKS	90,873	388,958	200,000	194.48 %
225-0000-60-341320 PUBSA	IMPACT FEES - PUBLIC SAFETY	8,896	38,924	-	- %
225-0000-60-341320 TRANS	IMPACT FEES - TRANSPORTATION	33,334	158,472	-	- %
	TOTAL CHARGES & FEES	133,103	586,354	200,000	293.18 %
	TOTAL REVENUES	\$133,103	\$586,354	\$200,000	293.18 %
TRANSFERS EXPENDITURES					
225-0000-90-611100 PARKS	TRANSFER TO GENERAL FUND	3,405	3,405	-	- %
225-0000-90-611351 TRANS	TRANSFER TO CAPITAL PROJECTS	-	-	200,000	- %
	TOTAL TRANSFERS	3,405	3,405	200,000	1.70 %
	TOTAL EXPENDITURES	\$3,405	\$3,405	\$200,000	1.70 %
IMPACT FEE FUND - 225		\$129,699	\$582,950	\$-	- %

**CDBG FUND REVENUES & EXPENDITURES
THROUGH PERIOD 04, OCTOBER FY 2022**

11/24/2021

GL ACCOUNT	DESCRIPTION	OCTOBER MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
REVENUES					
245-0000-60-361000	INTEREST REVENUE	117	335	-	- %
	TOTAL INVESTMENT INCOME	117	335	-	- %
245-0000-60-399999	USE OF FUND BALANCE	-	-	684,425	- %
	TOTAL OTHER FINANCING SOURCES	-	-	684,425	- %
245-0000-60-331100	FEDERAL MATCHING GRANTS	-	-	650,000	- %
	TOTAL OTHER REVENUES	-	-	650,000	- %
	TOTAL REVENUES	\$117	\$335	\$1,334,425	0.03 %
COMMUNITY DEVELOPMENT BLOCK GR EXPENDITURES					
245-7450-60-541400 AC181	INFRASTRUCTURE	62,195	83,932	468,543	17.91 %
245-7450-60-541400 CDB21	INFRASTRUCTURE	-	-	600,000	- %
	TOTAL CDBG	62,195	83,932	1,068,543	7.85 %
CDBG FUND DEBT SERVICE EXPENDITURES					
245-8000-00-581300	NOTE PRINCIPAL	-	-	653,208	- %
245-8000-00-581300 ACT19	NOTE PRINCIPAL	-	287,000	-	- %
245-8000-00-582300	NOTE INTEREST EXPENSE	-	-	81,217	- %
245-8000-00-582300 ACT19	NOTE INTEREST EXPENSE	-	40,608	-	- %
	TOTAL CDBG FUND DEBT SERVICE	-	327,608	734,425	44.61 %
	TOTAL EXPENDITURES	\$62,195	\$411,541	\$1,802,968	22.83 %
CDBG FUND - 245		(\$62,078)	(\$411,206)	(\$468,543)	87.76 %

**HOTEL/MOTEL TAX FUND REVENUES & EXPENDITURES
THROUGH PERIOD 04, OCTOBER FY 2022**

11/24/2021

GL ACCOUNT	DESCRIPTION	OCTOBER MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
REVENUES					
275-0000-50-314100	HOTEL/MOTEL TAX	381,408	1,189,176	1,600,000	74.32 %
	TOTAL TAXES	381,408	1,189,176	1,600,000	74.32 %
	TOTAL REVENUES	\$381,408	\$1,189,176	\$1,600,000	74.32 %
TRANSFERS EXPENDITURES					
275-9000-90-611100	TRANSFER TO GENERAL FUND	108,930	339,629	450,000	75.47 %
275-9000-90-611555	TRANSFER OUT TO ARTS CENTER	149,893	467,346	600,000	77.89 %
275-9000-90-611850	TRANSFER TO HOSPITALITY	122,585	382,201	550,000	69.49 %
	TOTAL TRANSFERS	381,408	1,189,176	1,600,000	74.32 %
	TOTAL EXPENDITURES	\$381,408	\$1,189,176	\$1,600,000	74.32 %
HOTEL/MOTEL TAX FUND - 275		\$-	\$-	\$-	- %

**RENTAL MOTOR VEH EXCISE TAX FD REVENUES & EXPENDITURES
THROUGH PERIOD 04, OCTOBER FY 2022**

11/24/2021

GL ACCOUNT	DESCRIPTION	OCTOBER MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
REVENUES					
280-0000-90-314400	EXCISE TAX ON RENTAL MV	7,219	21,960	70,000	31.37 %
	TOTAL TAXES	7,219	21,960	70,000	31.37 %
	TOTAL REVENUES	\$7,219	\$21,960	\$70,000	31.37 %
RMVET EXPENDITURES EXPENDITURES					
280-9000-90-611100	TRANSFER TO GENERAL FUND	7,219	21,960	70,000	31.37 %
	TOTAL RMVET EXPENDITURES	7,219	21,960	70,000	31.37 %
	TOTAL EXPENDITURES	\$7,219	\$21,960	\$70,000	31.37 %
RENTAL MOTOR VEH EXCISE TAX FD - 280		\$-	\$-	\$-	- %

PROJECT DESCRIPTION	PROJ #	OCTOBER MTD ACTUAL	2022 YTD ACTUAL	CUMULATIVE ACTUAL	CUMULATIVE BUDGET	AVAILABLE BUDGET
REVENUES						
T-SPLOST TAX		1,813,613	5,437,323	83,956,390	89,465,012	5,508,623
FEDERAL MATCHING GRANTS	TS131	-	-	-	3,050,000	3,050,000
INTEREST REVENUE		-	-	247,459	-	(247,459)
		\$1,813,613	\$5,437,323	\$84,203,848	\$92,515,012	\$8,311,164
TRANSPORTATION						
TEI-Spalding@Dalrymple/Trowbridge	TS103	-	-	2,402,631	2,580,000	177,369
TEI-Roswell@GrogansFerry	TS105	99,719	386,681	4,618,327	4,700,000	81,673
TEI-Riverview@Northside	TS106	-	5,554	868,758	2,950,000	2,081,242
TEI-SCOOT Upgrade	TS107	(860)	2,470	1,489,402	1,450,000	(39,402)
TEI-Roswell@Dalrymple	TS108	-	660	229,231	1,840,000	1,610,769
TEI-MountParan@PowersFerry	TS110	-	-	354,329	400,000	45,671
TEI-Spalding@Pitts	TS111	4,773	16,553	310,235	2,718,179	2,407,944
TEI-MountVernon@LongIsland	TS115	-	-	91,937	91,937	-
LMC-PeachtreeDun Bike/Ped Trail	TS131	-	-	-	6,100,000	6,100,000
LMC-Central Parkway Sidewalk	TS136	-	-	15,899	15,899	-
LMC-JohnsonFerry:Glenridge/WellsFar	TS137	-	-	472,581	527,699	55,118
SWP-JohnsonFerry:Harleston/Glenridg	TS161	-	-	415,275	416,417	1,142
SWP-Windsor:PeachtreeDun/CityLimit	TS164	32,965	34,420	1,204,969	1,213,603	8,634
SWP-Northwood:Kingsport/Roswell	TS165	-	-	268,968	265,240	(3,728)
SWP-Spalding:SpaldingLake/Publix	TS166	13,400	18,512	800,416	1,763,352	962,936
SWP-BrandonMill:MarshCr/LostForest	TS167	354,695	505,084	1,939,844	1,550,728	(389,116)
SWP-Dalrymple:Princeton/Duncourtney	TS168	16,362	16,362	201,244	659,155	457,911
SWP-DunwoodyClub:Spalding/Fenimore	TS169	58,221	58,221	1,062,343	1,165,000	102,657
SWP-InterstateN:CityLimit/Northside	TS170	555	1,425	2,535,153	3,050,000	514,847
SWP-Roberts:Northridge/DavisAcademy	TS171	-	17,955	503,133	530,304	27,171
SWP-BrandonMill:LostForest/BrandonR	TS172	-	-	191,281	1,465,000	1,273,719
JohnsonFerry/MountVernon Efficiency	TS191	7,468	28,074	2,066,622	25,300,000	23,233,378
MountVernon Multiuse Path	TS192	144,351	425,931	1,488,114	10,414,500	8,926,386
Hammond Phase 1 (ROW/Design)	TS193	10,581	1,099,420	12,152,046	12,498,000	345,954
T-SPLOST ADMIN COSTS	TS999	59,480	216,149	4,119,610	8,850,000	4,730,390
		\$801,712	\$2,833,471	\$39,802,346	\$92,515,012	\$52,712,666
T-SPLOST PROJECTS FUND - 335		\$1,011,901	\$2,603,852	\$44,401,502	\$-	(\$44,401,502)

PROJECT DESCRIPTION	PROJ #	OCTOBER MTD ACTUAL	2022 YTD ACTUAL	CUMULATIVE ACTUAL	CUMULATIVE BUDGET	AVAILABLE BUDGET
CAPITAL CONTINGENCY	C9999	-	-	-	4,739,175	4,739,175
		\$-	\$-	\$-	\$4,739,175	\$4,739,175
FACILITIES						
HERITAGE BLUESTONE BLDG	F0002	-	-	2,187,608	2,189,874	2,265
FIRE STATION	F0004	-	-	1,664,016	1,253,957	(410,059)
TROWBRIDGE FACILITY	F0005	-	-	2,160,961	2,260,000	99,039
BACK-UP E911 CALL CENTER	F0007	-	-	244,443	350,000	105,557
CULTURAL CENTER	F0008	-	-	21,052	2,500,000	2,478,948
PUBLIC SAFETY BUILDING	F0009	-	-	59,250	100,000	40,750
WAYFINDING SIGNAGE	F2101	2,500	24,071	31,950	1,500,000	1,468,050
CISTERN IMPROVEMENTS	F2102	-	-	285,893	305,000	19,107
CITY CENTER MASTER PLAN UPDATE	F2103	25,000	40,300	40,300	190,000	149,700
VETERANS PARK	F2104	6,915	39,241	390,466	386,000	(4,466)
ELECTRIC VEHICLE CHARGING STATIONS	F2201	-	-	-	75,738	75,738
MT VERNON MULTI PATH CAMERA	F2202	-	-	-	16,000	16,000
HVAC MINI SPLIT FOR IT SERVERS	F2203	-	-	-	30,000	30,000
HVAC CHILLER PLANT MINI SPLIT	F2204	-	-	-	20,000	20,000
FACILITIES MAINTENANCE	F2205	78,881	78,881	94,993	579,000	484,007
FIREFIGHTER TURN OUT GEAR	FD221	-	-	116,480	166,000	49,520
RADIO MCT FIRE TRUCKS	FD222	-	16,213	16,213	35,800	19,587
FIRE DEPARTMENT STRATEGIC PLAN	FD223	-	-	-	25,000	25,000
		\$113,296	\$198,706	\$7,313,626	\$11,982,369	\$4,668,742
CITY CENTER						
LAND ACQUISITION & DEMOLITION	CC001	-	-	34,086,321	35,240,213	1,153,892
UTILITIES RELOCATION	CC006	-	-	40,000	2,770,000	2,730,000
SANDY SPRINGS CIRCLE PHASE 2	CC010	-	48,841	6,326,964	8,087,570	1,760,606
FURNITURE FIXTURES & EQUIPMENT	CC011	-	-	7,770,465	7,834,555	64,090
		\$-	\$48,841	\$48,223,751	\$53,932,338	\$5,708,587
ARTS PROGRAM						
OUTDOOR ART PROGRAM	A0001	-	13,500	240,413	276,913	36,500
INDOOR ART PROGRAM	A0002	-	-	5,000	100,000	95,000
PAY AND COMP STUDY IMPLEMENTATION	A2201	-	-	-	800,000	800,000
		\$-	\$13,500	\$245,413	\$1,176,913	\$931,500
CIPV						
CAPITAL VEHICLE PURCHASE	CIPV	-	-	-	2,958,011	2,958,011
		\$-	\$-	\$-	\$2,958,011	\$2,958,011
CM221						
ORGANIZATIONAL LEADERSHIP DEV	CM221	-	-	-	37,500	37,500
		\$-	\$-	\$-	\$37,500	\$37,500
I2201						
MULTI FACTOR AUTHENTICATION	I2201	-	5,137	5,137	15,000	9,863
		\$-	\$5,137	\$5,137	\$15,000	\$9,863
I2202						
NETWORK HARDWARE REPLACEMENT	I2202	100,561	100,561	100,561	105,000	4,439
		\$100,561	\$100,561	\$100,561	\$105,000	\$4,439
V2201						
FLEET ELECTRIC VEHICLES	V2201	-	119,789	119,789	240,000	120,211
		\$-	\$119,789	\$119,789	\$240,000	\$120,211

PROJECT DESCRIPTION	PROJ #	OCTOBER MTD ACTUAL	2022 YTD ACTUAL	CUMULATIVE ACTUAL	CUMULATIVE BUDGET	AVAILABLE BUDGET
TRANSPORTATION						
ROSWELL ROAD PHASE I	T0019	132,504	206,214	725,532	8,406,826	7,681,294
CHATTAHOOCHEE RIVER BRIDGE	T0035	900	3,161	134,328	760,000	625,672
GLENRIDGE @ ROSWELL RD INTERSECTION	T0043	-	-	1,648,993	1,937,354	288,361
CARPENTER DR REALIGNMENT	T0046	-	-	3,385,326	3,436,199	50,872
HAMMOND PD GLENRIDGE ATMS	T0054	-	-	1,699,535	1,721,735	22,201
CITY CENTER TRANSPORTATION NETWORK	T0058	11,339	18,872	3,683,243	3,915,000	231,757
BIKE/PED/TRAIL DESIGN & IMPEM	T0060	3,815	98,317	1,842,847	2,258,919	416,072
CITY SPRINGS STREETSCAPES	T0062	-	-	1,556,642	1,589,063	32,421
NORTH END REVITALIZATION	T0063	4,151	4,151	673,477	1,550,000	876,523
PEACHTREE @ TELFORD IMPROVEMENT	T0064	11,340	123,750	1,971,011	2,110,937	139,926
SIGNAL PREEMPTION EMERG RESPONSE	T0065	-	-	778,504	780,000	1,496
SR140 HOLCOMB @ SPALDING ROW	T0066	-	-	-	450,000	450,000
MT VERNON @ DUPREE SIGNAL	T0067	-	5,469	348,700	350,000	1,300
TRANSPORTATION MASTER PLAN	T0068	-	-	345,500	350,000	4,500
PEACHTREE-DUNWOODY@WINDSOR	T0069	900	7,400	205,702	1,200,000	994,298
ACCESS MANAGEMENT PLAN	T0070	9,115	9,115	400,558	100,000	(300,558)
NORTH END ROSWELL ROAD BOULEVARD	T0071	-	-	144,730	200,000	55,270
WATER RELIABILITY PROGRAM	T2000	250	859	802,751	1,000,000	197,249
SR400 ENHANCEMENTS	T2001	-	-	-	5,900,940	5,900,940
PAVEMENT MANAGEMENT PROGRAM	T2201	13,402	13,402	45,360	7,300,000	7,254,640
CITY BEAUTIFICATION PROGRAM	T2202	-	-	-	200,000	200,000
GUARDRAIL REPLACEMENT PROGRAM	T2203	-	-	-	300,000	300,000
BRIDGE & DAM MAINTENANCE	T2204	-	-	-	900,000	900,000
INTERSECTION & OPERATIONAL IMP	T2205	-	2,350	2,350	600,000	597,650
TRAFFIC MANAGEMENT PROGRAM	T2206	-	63,233	185,564	625,000	439,436
TRAFFIC CALMING	T2207	-	-	-	25,000	25,000
PTD/LAKE HEARN MULTIMODAL INT IMP	T2208	-	-	-	1,100,000	1,100,000
I285 ROSWELL RD INNOVATIVE INTERSEC	T2209	-	-	-	150,000	150,000
BRT JOINT FEASIBILITY STUDY	T2210	-	-	-	50,000	50,000
ROSWELL RD CHATT PED BRIDGE	T2211	-	-	-	200,000	200,000
Bridge Improvements	T2212	26,805	26,805	100,000	100,000	-
PAVEMENT MANAGEMENT PROGRAM	T3000	1,531,610	1,452,208	53,890,747	53,931,583	40,836
CITY BEAUTIFICATION PROGRAM	T4000	500	4,500	274,744	402,572	127,829
SIDEWALK PROGRAM	T6000	-	2,524	10,357,719	10,630,500	272,781
INTERSECTIONS & OPERATIONAL	T7000	29,371	63,535	6,343,799	6,391,048	47,249
GUARDRAIL REPLACEMENT PROGRAM	T7500	58,960	58,960	461,288	734,150	272,862
UNDERGROUND UTILITY PROGRAM	T8000	-	-	76,684	500,000	423,316
LAKE FORREST DAM MAINTENANCE	T9000	-	28,886	1,643,351	3,554,882	1,911,531
BRIDGE & DAM MAINTENANCE	T9100	76,757	76,757	594,701	450,000	(144,701)
TRAFFIC MANAGEMENT PROGRAM	T9500	17,825	23,018	6,369,717	6,536,507	166,790
TRAFFIC CALMING	T9600	-	-	305,906	354,823	48,917
		\$1,929,544	\$2,293,485	\$100,999,309	\$133,053,036	\$32,053,728

PROJECT DESCRIPTION	PROJ #	OCTOBER MTD ACTUAL	2022 YTD ACTUAL	CUMULATIVE ACTUAL	CUMULATIVE BUDGET	AVAILABLE BUDGET
PARKS						
SS TENNIS CENTER	P0006	-	-	791,774	787,679	(4,095)
HAMMOND PARK IMPROVEMENTS	P0007	274,144	407,207	4,368,564	4,458,981	90,417
MORGAN FALLS OVERLOOK PARK	P0009	-	-	4,194,521	4,365,033	170,512
MORGAN FALLS ATHLETIC FIELDS	P0010	-	-	5,575,239	5,584,130	8,891
ALLEN ROAD PARK	P0013	-	(1,476)	440,162	440,415	253
CROOKED CREEK PARK	P0020	-	-	446,878	448,607	1,729
ISON SPRINGS ELEMENTARY (IGA)	P0025	-	9,327	242,481	250,000	7,519
CITY TRAIL CONSTRUCTION	P0028	-	-	293,250	750,000	456,750
RIVERSHORE FLOODPLAIN	P0029	2,500	2,500	24,900	125,000	100,100
TRIANGLE PARK	P0030	30,456	30,456	328,274	318,285	(9,989)
PARKLAND ACQUISITION	P0031	-	1,157,959	3,300,912	3,350,000	49,088
TRAIL SEGMENT 2A P&E AND CONST	P2201	-	-	-	2,500,000	2,500,000
TRAIL ROW ACQUISITION	P2202	5,000	8,000	8,000	250,000	242,000
SANDY SPRINGS MIDDLE SCHOOL IGA	P2203	3,675	6,575	16,400	110,000	93,600
RIDGEVIEW MIDDLE SCHOOL IGA	P2204	-	-	-	75,000	75,000
NANCY CREEK STREAM RESTORATION	P2205	-	300	300	570,000	569,700
SUSTAINABILITY PLAN/POLICY	P2206	-	-	-	75,000	75,000
TREE FUND INVASIVE SPECIES REMOVAL	P2207	4,402	4,402	4,402	30,000	25,598
TREE FUND TREES ATLANTA PARTNERSHIP	P2208	-	-	-	80,000	80,000
TREE FUND CAPITAL PROJECTS	P2209	-	-	-	139,000	139,000
TREE FUND SURVEYS	P2210	-	-	-	30,000	30,000
TREE FUND MAINTENANCE	P2211	-	-	-	52,000	52,000
POLICE EQUIPMENT	PD221	7,261	27,695	61,588	195,520	133,932
MOTOROLA RADIO REPLACEMENTS	PD222	-	-	82,479	130,000	47,521
		\$327,438	\$1,652,945	\$20,180,124	\$25,114,650	\$4,934,526
		-	-	49,145	-	(49,145)
		\$-	\$-	\$49,145	\$-	(\$49,145)
CAPITAL PROJECTS FUND - 351		\$2,684,695	\$4,919,495	\$233,245,129	\$308,540,298	\$75,295,168

**PUBLIC FACILITIES AUTHORITY REVENUES & EXPENDITURES
THROUGH PERIOD 04, OCTOBER FY 2022**

11/24/2021

GL ACCOUNT	DESCRIPTION	OCTOBER MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
REVENUES					
360-0000-10-361000	INTEREST REVENUE	13	750,197	750,000	100.03 %
360-0000-10-362000	REALIZED GAIN/LOSS	-	(24,684)	-	- %
360-0000-10-371000	OTHER CONTRIBUTIONS	-	323,369	323,369	100.00 %
360-0000-10-391100	TRANSFER IN FROM GENERAL FUND	-	37,330,600	37,330,600	100.00 %
360-0000-10-391351	TRANSFER IN FROM CAPITAL PROJ	-	21,298,031	21,298,031	100.00 %
360-0000-10-391356	TRANSFER IN FROM IMPACT FEES	-	300,000	300,000	100.00 %
360-0000-10-392100	SALE OF ASSETS	-	9,283,250	9,000,000	103.15 %
360-0000-10-393100	REVENUE BOND PROCEEDS	-	386,340,000	386,340,000	100.00 %
360-0000-10-393400	PREMIUM ON BOND ISSUED	-	5,509,473	5,509,473	100.00 %
TOTAL PUBLIC FACILITIES AUTH REVENU		13	461,110,235	460,851,473	100.06 %
360-9000-90-381100	CONTINGENT PAYMENT	-	1,519,120	-	- %
360-9000-90-391100	TRANSFER IN FROM GENERAL FUND	-	46,964,684	45,111,804	104.11 %
360-9000-90-393100	REVENUE BOND PROCEEDS	-	8,299,542	8,299,542	100.00 %
TOTAL PFA OTHER FINANCING USES		-	56,783,346	53,411,346	106.31 %
TOTAL REVENUES		\$13	\$517,893,582	\$514,262,819	100.71 %
PUBLIC FACILITIES - PUB SAF EXPENDITURES					
360-3100-00-541300 PF002	BUILDINGS	12,476	11,267,096	42,100,000	26.76 %
TOTAL PUBLIC FACILITIES - PUB SAF		12,476	11,267,096	42,100,000	26.76 %
PUBLIC FACILITIES - FIRE EXPENDITURES					
360-3510-00-541300 PF003	BUILDINGS	909,481	3,433,826	10,000,000	34.34 %
360-3510-00-541300 PF004	BUILDINGS	35,136	696,544	5,000,000	13.93 %
360-3510-00-541300 PF221	BUILDINGS	-	-	900,000	- %
TOTAL PUBLIC FACILITIES - FIRE		944,617	4,130,370	15,900,000	25.98 %
PUBLIC FACILITIES AUTH CONSTR EXPENDITURES					
360-6220-00-521200	PROFESSIONAL SERVICES	-	19,296,211	19,323,125	99.86 %
360-6220-00-541400	INFRASTRUCTURE	-	195,517,829	196,882,073	99.31 %
360-6220-00-541405	INFRASTRUCTURE - OTHER	-	648,025	775,000	83.62 %
360-6220-00-541410	INFRASTRUCTURE - SPECIAL	-	10,696,253	10,945,260	97.72 %
360-6220-00-579000	CONTINGENCIES	-	-	1,286,542	- %
TOTAL PUBLIC FACILITIES AUTH CONSTR		-	226,158,319	229,212,000	98.67 %
PUBLIC FACILITIES AUTH DEBT EXPENDITURES					
360-8000-00-581100	PRINCIPAL DEBT RETIREMENT	-	15,305,000	13,150,000	116.39 %
360-8000-00-582100	INTEREST EXPENSE	2,784,820	38,750,904	36,348,010	106.61 %
360-8000-00-584000	COSTS OF ISSUANCE	-	2,095,289	2,095,290	100.00 %
360-8000-00-584001	BOND DISCOUNT	-	1,317,628	1,317,628	100.00 %
360-8000-00-584100	REFUNDING ESCROW	-	162,949,891	162,949,891	100.00 %
TOTAL PUBLIC FACILITIES AUTH DEBT		2,784,820	220,418,712	215,860,819	102.11 %
PFA OTHER FINANCING USES EXPENDITURES					
360-9000-90-611100	TRANSFER TO GENERAL FUND	-	11,190,000	11,190,000	100.00 %
TOTAL PFA OTHER FINANCING USES		-	11,190,000	11,190,000	100.00 %
TOTAL EXPENDITURES		\$3,741,913	\$473,164,497	\$514,262,819	92.01 %
PUBLIC FACILITIES AUTHORITY - 360		(\$3,741,900)	\$44,729,085	\$-	- %

**CREATE SANDY SPRINGS REVENUES & EXPENDITURES
THROUGH PERIOD 04, OCTOBER FY 2022**

11/24/2021

GL ACCOUNT	DESCRIPTION	OCTOBER MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
REVENUES					
555-0000-54-347500	EDUCATION PROGRAM	-	-	42,500	- %
555-0000-51-347600	MEMBERSHIPS	100	10,300	98,000	10.51 %
555-0000-56-347900	TICKET REVENUE	88,287	295,653	1,670,000	17.70 %
555-0000-56-347905	FACILITY/TICKET-HANDLING FEES	27,015	53,318	286,000	18.64 %
555-0000-56-347910	FACILITY RENTALS	55,706	130,943	697,000	18.79 %
555-6196-56-347920	F&B REVENUE	43,477	181,197	747,100	24.25 %
	TOTAL CHARGES & FEES	214,585	671,410	3,540,600	18.96 %
555-0000-56-371000	OTHER CONTRIBUTIONS	-	4,123	850,000	0.49 %
555-0000-56-389900	MISCELLANEOUS INCOME	336	10,863	5,500	197.51 %
	TOTAL MISCELLANEOUS	336	14,986	855,500	1.75 %
555-0000-90-391100	TRANSFER IN FROM GENERAL FUND	-	334,292	1,314,608	25.43 %
555-0000-50-391275	TRANSFER IN FROM HOTEL MOTEL	149,893	467,346	600,000	77.89 %
	TOTAL OTHER FINANCING SOURCES	149,893	801,638	1,914,608	41.87 %
	TOTAL REVENUES	\$364,814	\$1,488,035	\$6,310,708	23.58 %
ARTS CENTER - ADMINISTRATION EXPENDITURES					
555-6191-51-511100	SALARIES	118,354	443,067	1,591,282	27.84 %
555-6191-51-511200	PT/TEMP EMPLOYEES	-	-	200,000	- %
555-6191-51-512101	HEALTH INSURANCE	13,432	57,325	178,757	32.07 %
555-6191-51-512102	DISABILITY INSURANCE	420	1,566	4,501	34.80 %
555-6191-51-512103	DENTAL INSURANCE	671	2,682	8,477	31.64 %
555-6191-51-512104	LIFE INSURANCE	944	3,520	10,115	34.80 %
555-6191-51-512200	SOCIAL SECURITY	7,144	26,616	98,673	26.97 %
555-6191-51-512300	MEDICARE	1,671	6,225	23,080	26.97 %
555-6191-51-512401	401A RETIREMENT	11,644	42,153	191,094	22.06 %
555-6191-51-512402	401A RETIREMENT-457 MATCH	4,272	17,093	79,415	21.52 %
555-6191-51-512600	UNEMPLOYMENT TAX	190	580	1,000	57.98 %
555-6191-51-512700	WORKERS' COMPENSATION	-	1,824	2,364	77.17 %
555-6191-51-512100	PROFESSIONAL SERVICES	-	-	20,000	- %
555-6191-51-5121300	TECHNICAL SERVICES	7,120	11,974	97,130	12.33 %
555-6191-51-5122100	CLEANING SERVICES	-	-	50,000	- %
555-6191-51-5123200	COMMUNICATIONS	1,686	5,915	29,160	20.28 %
555-6191-51-5123300	ADVERTISING	34,947	65,807	200,000	32.90 %
555-6191-51-5123350	PROMOTIONS	-	-	30,950	- %
555-6191-51-5123400	PRINTING & BINDING	-	3,495	9,500	36.79 %
555-6191-51-5123500	TRAVEL	-	-	4,050	- %
555-6191-51-5123600	DUES & FEES	170	618	9,010	6.86 %
555-6191-51-5123700	EDUCATION/TRAINING	-	-	3,900	- %
555-6191-51-5123800	LICENSES	-	2,507	8,400	29.85 %
555-6191-51-5123900	CONTRACTUAL SERVICES	3,930	3,930	11,000	35.73 %
555-6191-51-5123950	MERCHANT SVCS CHARGES	3,150	6,604	24,000	27.52 %
555-6191-51-5131100	GENERAL SUPPLIES & MATLS	40	2,369	5,200	45.55 %
555-6191-51-5131300	HOSPITALITY	-	2,428	2,000	121.38 %
555-6191-51-5131750	UNIFORMS	-	-	11,000	- %
555-6191-51-5142100	MACHINERY & EQUIPMENT	-	3,399	100,000	3.40 %
555-6191-51-5142300	FURNITURE & FIXTURES	-	5,902	20,000	29.51 %
555-6191-51-5179000	CONTINGENCIES	-	-	40,000	- %
	TOTAL ARTS CENTER - ADMINISTRATION	209,783	717,600	3,064,058	23.42 %

GL ACCOUNT	DESCRIPTION	OCTOBER MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
ARTS CENTER - THEATRE EXPENDITURES					
555-6192-52-521200	PROFESSIONAL SERVICES	-	-	100,000	- %
555-6192-52-522220	REP & MAINT-BUILDINGS	141	1,549	103,000	1.50 %
555-6192-52-522330	OTHER RENTALS	3,430	3,810	55,600	6.85 %
555-6192-52-523300	ADVERTISING	611	43,614	152,500	28.60 %
555-6192-52-523850	ARTIST FEES	80,031	245,099	1,054,750	23.24 %
555-6192-52-523900	CONTRACTUAL SERVICES	(7,804)	(12,303)	133,500	(9.22%)
555-6192-52-531100	GENERAL SUPPLIES & MATLS	295	688	26,500	2.60 %
555-6192-52-531300	HOSPITALITY	3,321	4,633	56,800	8.16 %
555-6192-52-531500	COSTS OF GOODS SOLD	-	25,892	77,600	33.37 %
555-6192-52-531600	SMALL TOOLS & EQUIPMENT	-	15,186	72,000	21.09 %
555-6192-52-531700	OTHER SUPPLIES	-	1,065	4,500	23.66 %
TOTAL ARTS CENTER - THEATRE		80,026	329,233	1,836,750	17.92 %

GL ACCOUNT	DESCRIPTION	OCTOBER MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
ARTS CENTER - CONFERENCE CTR EXPENDITURES					
555-6193-53-522220	REP & MAINT-BUILDINGS	-	-	20,000	- %
555-6193-53-523900	CONTRACTUAL SERVICES	18,706	46,230	81,700	56.58 %
555-6193-53-531100	GENERAL SUPPLIES & MATLS	844	5,533	51,000	10.85 %
555-6193-53-531500	COSTS OF GOODS SOLD	-	-	114,900	- %
555-6193-53-531600	SMALL TOOLS & EQUIPMENT	-	-	35,000	- %
555-6193-53-531700	OTHER SUPPLIES	-	364	8,000	4.55 %
TOTAL ARTS CENTER - CONFERENCE CTR		19,550	52,127	310,600	16.78 %

GL ACCOUNT	DESCRIPTION	OCTOBER MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
ARTS CENTER - EDUCATION PROGRM EXPENDITURES					
555-6194-54-521200	PROFESSIONAL SERVICES	-	-	53,000	- %
555-6194-54-523300	ADVERTISING	-	-	45,000	- %
555-6194-54-523700	EDUCATION ASSISTANCE	-	-	40,000	- %
555-6194-54-531300	HOSPITALITY	-	-	5,300	- %
555-6194-54-531700	OTHER SUPPLIES	-	-	600	- %
TOTAL ARTS CENTER - EDUCATION PROG		-	-	143,900	- %

GL ACCOUNT	DESCRIPTION	OCTOBER MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
ARTS CENTER - SPECIAL EVENTS EXPENDITURES					
555-6195-55-523300	ADVERTISING	4,432	6,076	107,200	5.67 %
555-6195-55-531100	GENERAL SUPPLIES & MATLS	-	479	19,600	2.44 %
555-6195-55-531300	HOSPITALITY	-	-	3,800	- %
555-6195-55-531350	SPECIAL EVENTS	24,369	198,135	541,000	36.62 %
555-6195-55-531500	COSTS OF GOODS SOLD	-	-	47,000	- %
TOTAL ARTS CENTER - SPECIAL EVENTS		28,801	204,690	718,600	28.48 %

GL ACCOUNT	DESCRIPTION	OCTOBER MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
ARTS CENTER - HERITAGE EXPENDITURES					
555-6196-56-521200	PROFESSIONAL SERVICES	-	240	105,800	0.23 %
555-6196-56-522210	REP & MAINT-EQUIPMENT	-	-	15,000	- %
555-6196-56-523300	ADVERTISING	-	-	30,000	- %
555-6196-56-531100	GENERAL SUPPLIES & MATLS	-	-	46,000	- %
555-6196-56-531600	SMALL TOOLS & EQUIPMENT	-	-	40,000	- %
TOTAL ARTS CENTER - HERITAGE		-	240	236,800	0.10 %
TOTAL EXPENDITURES		\$338,160	\$1,303,890	\$6,310,708	20.66 %
CREATE SANDY SPRINGS - 555		\$26,654	\$184,145	\$-	- %

**STORMWATER FUND REVENUES & EXPENDITURES
THROUGH PERIOD 04, OCTOBER FY 2022**

11/24/2021

GL ACCOUNT	DESCRIPTION	OCTOBER MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
REVENUES					
561-0000-90-391100	TRANSFER IN FROM GENERAL FUND	143,333	13,848,333	14,995,000	92.35 %
	TOTAL OTHER FINANCING SOURCES	143,333	13,848,333	14,995,000	92.35 %
	TOTAL REVENUES	\$143,333	\$13,848,333	\$14,995,000	92.35 %
STORMWATER CAPITAL MAINT & IMP EXPENDITURES					
561-4250-40-521200	PROFESSIONAL SERVICES	12,391	1,021,512	1,100,476	92.82 %
561-4250-40-521200 GREEN	PROFESSIONAL SERVICES	-	59,722	136,066	43.89 %
561-4250-40-541450	STORMWATER IMPROVEMENT	67,721	8,289,480	10,047,549	82.50 %
561-4250-40-541450 GREEN	STORMWATER IMPROVEMENT	-	-	285,000	- %
561-4250-40-541450 MABRY	STORMWATER IMPROVEMENT	-	1,556,996	1,556,996	100.00 %
	TOTAL STORMWATER CAPITAL MAINT &	80,112	10,927,710	13,126,088	83.25 %
STORMWATER OPERATIONS EXPENDITURES					
561-4320-40-521200	PROFESSIONAL SERVICES	3,403	176,479	179,134	98.52 %
561-4320-40-522240	REP & MAINT-OTHER	-	1,103,519	1,332,919	82.79 %
561-4320-40-523900	CONTRACTUAL SERVICES	-	170,152	187,541	90.73 %
561-4320-40-542100	MACHINERY & EQUIPMENT	-	56,697	66,697	85.01 %
	TOTAL STORMWATER OPERATIONS	3,403	1,506,846	1,766,291	85.31 %
TRANSFERS EXPENDITURES					
561-9000-90-611351 P2205	TRANSFER TO CAPITAL PROJECTS	-	-	570,000	- %
	TOTAL TRANSFERS	-	-	570,000	- %
	TOTAL EXPENDITURES	\$83,515	\$12,434,556	\$15,462,379	80.42 %
STORMWATER FUND - 561		\$59,819	\$1,413,777	(\$467,379)	(302.49%)

**DEVELOPMENT AUTHORITY REVENUES & EXPENDITURES
THROUGH PERIOD 04, OCTOBER FY 2022**

11/24/2021

GL ACCOUNT	DESCRIPTION	OCTOBER MTD ACTUAL	YTD ACTUAL	ADOPTED BUDGET	% OF BUDGET
REVENUES					
840-0000-10-389000	CONTRACT PAYMENTS	10,500	10,500	-	- %
	TOTAL MISCELLANEOUS	10,500	10,500	-	- %
	TOTAL REVENUES	\$10,500	\$10,500	\$-	- %
DEVELOPMENT AUTHORITY EXPENDITURES					
840-1595-10-523100	PROPERTY & LIABILITY INS	80	2,131	-	- %
	TOTAL DEVELOPMENT AUTHORITY	80	2,131	-	- %
	TOTAL EXPENDITURES	\$80	\$2,131	\$-	- %
DEVELOPMENT AUTHORITY - 840		\$10,420	\$8,370	\$-	- %