



P&Z STAFF REPORT

Mayor and City Council Meeting, October 18, 2016

Case: **RZ16-0095 & U16-0024**
960, 980, & 1000 Johnson Ferry Road, 5780 Peachtree Dunwoody Road
 Northside Hospital
 Staff Contact: Catherine Mercier-Baggett (cmercier-baggett@sandyspringsga.gov)
 Report Date: October 4, 2016

REQUEST
To rezone the property located at 960, 980 1000 Johnson Ferry Road and 5780 Peachtree Dunwoody Road, from O-I to O-I for the expansion of the hospital building and the construction of a parking deck, with a use permit to increase the maximum building height from 60 feet to 105 feet and from four (4) stories to ten (10) for the deck, and with one (1) concurrent variance to increase the maximum lot coverage from 70% to 79%.

APPLICANT		
Property Owner: Hospital Authority of Fulton County	Petitioner: Northside Hospital, Inc.	Representative: Sharon Gay, Dentons LLP

SUMMARY <i>updated 10/04/2016</i>
Northside Hospital is proposing to expand its main building to accommodate 53 121 additional inpatient beds, as approved by the State, <i>and 9 new observation beds</i> in a new 125,000 sq.ft. tower, and to construct a 10-story, 1,271-space parking deck.

RECOMMENDATIONS
Planning Commission (09/15/2016)
Discussion: All were in support of the increase in the number of beds provided. The need for parking and the extra building space for future expansion were discussed.
Public comment: Dr. Joseph Funk spoke in support of the application. There was no opposition.
Approval conditional per staff recommended Conditions 1, 3.a, b, c and d, and 4.a. The Planning Commission recommended modification of Condition 2.a to a maximum of 1.756 million square feet of gross floor area, Condition 2.b to 5,673 parking spaces, and Condition 4.a (concurrent variance) to a lot coverage maximum of 1.321 million square feet (79%).
Motion: Nickles, seconded by Porter
Vote: Yes: Haggard, Maziar, Nickles and Porter
Abstain: Frostbaum
Absent: Johns

Department of Community Development

Approval conditional of the rezoning, **approval conditional** of the use permit for increased building height, and **partial approval** of the variance for increased lot coverage. See pp.23-24 for the detailed conditions.

PROPERTY INFORMATION

Location:	960, 980, & 1000 Johnson Ferry Road and 5780 Peachtree Dunwoody Road Land Lots 16 & 17, District 17 Parcels 170016LL1096; 170016LL1088; 170016LL1161; 170017LL1137; 170017LL1269; 170017LL1277
Council District:	5; Tiberio DeJulio
Road frontage:	Approximately 2,000 feet of frontage along Peachtree Dunwoody Rd Approximately 1,200 feet of frontage along Johnson Ferry Road
Acreage:	Total of approximately 36.73 acres (to be rezoned) Total of approximately 38.39 acres (entire campus)
Existing Zoning:	O-I (Office Institutional District) per 1988Z-0101; 1985Z-0119; 1990Z-0002
Existing Land Use:	Hospital & Medical Office
Overlay District:	Perimeter Community Improvement District
Special Planning Area:	Node 6: PCID; Regional Transit-Oriented Activity Center Character Area
Future Land Use Designation:	LWR (Living Working Regional)
Requested Zoning:	O-I (Office Institutional District)

PROCESS

Initial Community Meeting: April 27, 2016	Second Community Meeting: May 23, 2016	Planning Commission Hearing: September 15, 2016	Mayor and City Council Hearing: October 20, 2016
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EXISTING & PROPOSED DEVELOPMENT *updated 10/04/2016*

The Northside medical campus in Sandy Springs was developed under numerous rezonings, use permits and variances – see current entitlements table at the end of section. The current rezoning would consolidate the entire campus under a single case.

The Applicant provided square footages for existing buildings, parking counts, and number of employees but is unable to guarantee their accuracy. This complicates the analysis and the crafting of appropriate conditions.

The campus is divided into 4 tracts for the purposes of this report – see map at the end of this section.

The Hospital Tract includes a 8,000 sq.ft. daycare center and the 980,000 sq.ft. main hospital building that spreads over 8 stories, with ~~537 inpatient~~ 717 beds. *(The applicant provided this revised information on*

September 14, 2016; 180 beds are used in observation, labor and delivery and skilled care nursery units.) The proposed addition is 125,000 sq.ft. in size and intended to be 8 stories as well. The addition would host the ~~53~~ 121 new beds approved by the state, ~~57 existing beds relocated from other buildings~~, and 9 new observation beds intended to be occupied for periods of less than 24 hours. *The Hospital received approval from the state to increase the number of beds by 68, for a total of 121, on September 12, 2016.*

The Medical Office Tract includes two stand-alone medical office buildings, and two stand-alone parking decks, located between Hollis Cobb Circle and State Route 400. No changes are proposed to this tract.

The new parking deck is proposed on the Interstate Tract, where a single office building stands today although two buildings were approved by rezoning in 1985.

The last tract, the Tower Parking Deck Tract (tax parcel 17 0016 LL140), is a 5-story medical office building sitting on top of a 7-story parking deck on Peachtree Dunwoody Rd. It is excluded from this rezoning case due to ownership, however it is included for purposes of density and parking calculations as an integral part of the campus.

On the campus overall, the existing buildings add up to 1,561,000 square feet, according to the latest site plan submitted. The total square footage of all the buildings on campus would reach 1,686,000 sq.ft., the addition representing an increase of 8%. ~~The request made by the Applicant is for a total of 2.2M sq.ft. to account for discrepancies with the records of the size of existing buildings, and to allow for future remodeling. This request is more than 500,000 sq.ft. in excess of what is actually proposed on the submitted site plan.~~ *The application was updated on September 23, 2016, to request 1.9M sq.ft. This new request is still 214,000 sq.ft. above what is shown on the site plan.*

The campus employs over 7,000 workers and serves approximately 4,570 patients daily.

Existing Conditions and Entitlements

Tract	Existing	Approved	Latest Approved Zoning Actions
Hospital	980,000 sq.ft. of hospital; 537 beds 8,000 sq.ft. daycare	1,279,869 sq.ft. of hospital & medical office; 542 beds	Z90-0002, U90-0005: Rezoning from R-2 to O-I, with use permit for height; U90-0013: Helipad; U93-0008: Daycare Center
Medical Office	263,000 sq.ft. of office	254,239 sq.ft. of office	Z88-0101, U88-0082: Rezoning from O-I to O-I, with use permit for height
Interchange	140,000 sq.ft. of office	222,774 sq.ft. of office	Z85-0119, U85-0101: Rezoning from O-I to O-I, with use permit for height M85-052: Added 2 nd access from PDR; Z88-0007, Z91-0039: Reverted
Tower	170,000 sq.ft. of office	<i>Included in Hospital tract</i>	Z90-0002, U90-0005: Rezoning from R-2 to O-I, with use permit for height

Total existing GFA:	1,561,000 sq.ft.
Total approved GFA under current zoning:	1,756,882 sq.ft.
Total proposed GFA on proposed site plan:	1,686,000 sq.ft.
Total requested GFA in letter of intent:	2,200,000 sq.ft. 1,900,000 sq.ft

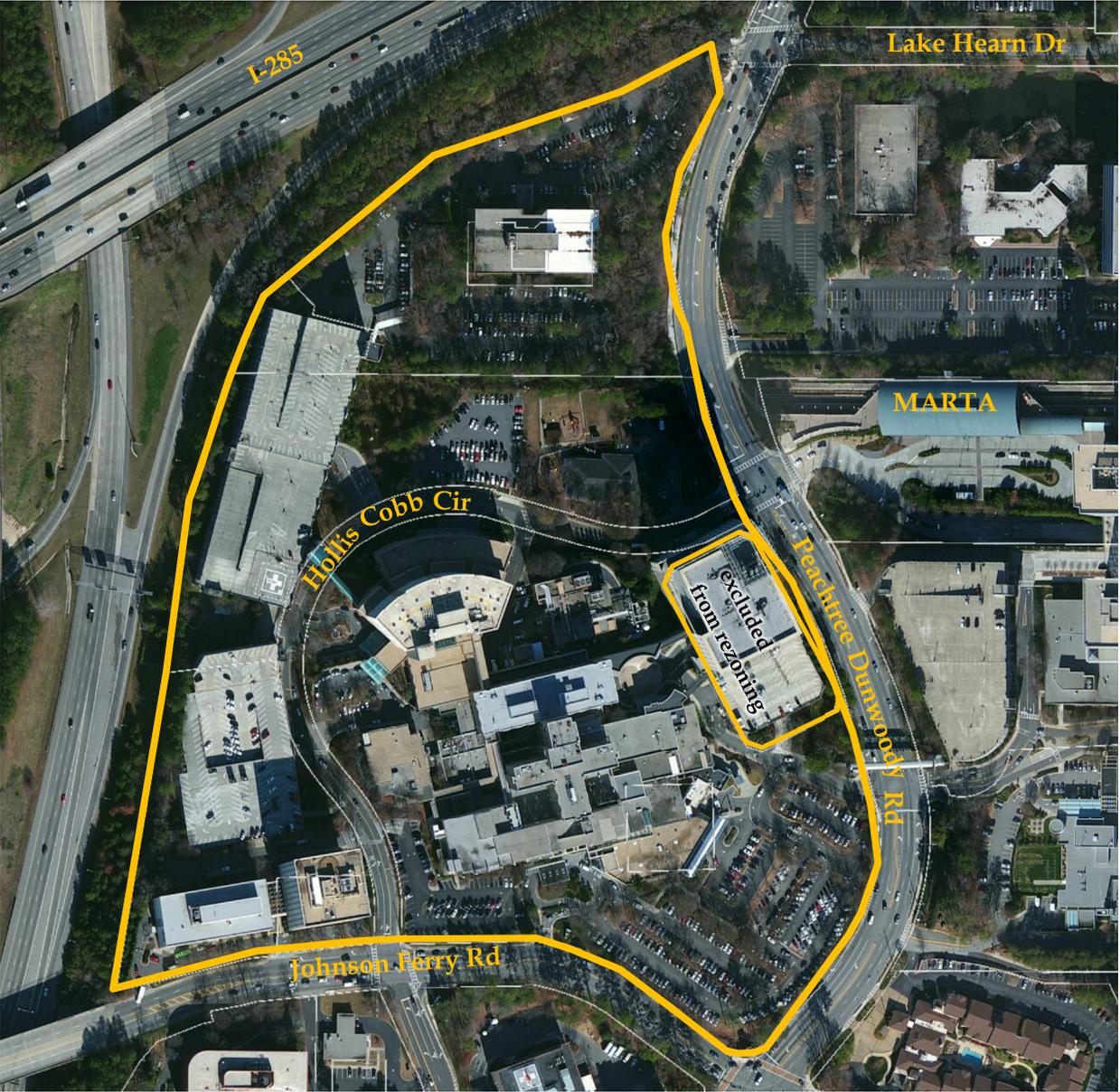
In an attempt to manage congestion and enhance pedestrian and vehicular circulation in the area, Northside provides subsidized MARTA cards and financial incentives to employees who refrain from driving to the campus, participates in commuting options managed by the PCID, relocated non-medical personnel to another site and allows telecommuting options, modified shift times for non-medical personnel and established 12-hour shifts for most clinical staff, is creating a wayfinding plan for the campus, and is currently working with the PCID and other stakeholders to create a comprehensive traffic and transportation study for the area. The study aims to assess the feasibility of a new access to SR 400 from Johnson Ferry Rd.

The City and the various stakeholders in the Medical Center District met for a first time in August to discuss potential solutions to help alleviate the congestion issues in the area. Northside Hospital has committed to participate in a shared congestion management strategy (see attachments at the end of this report).



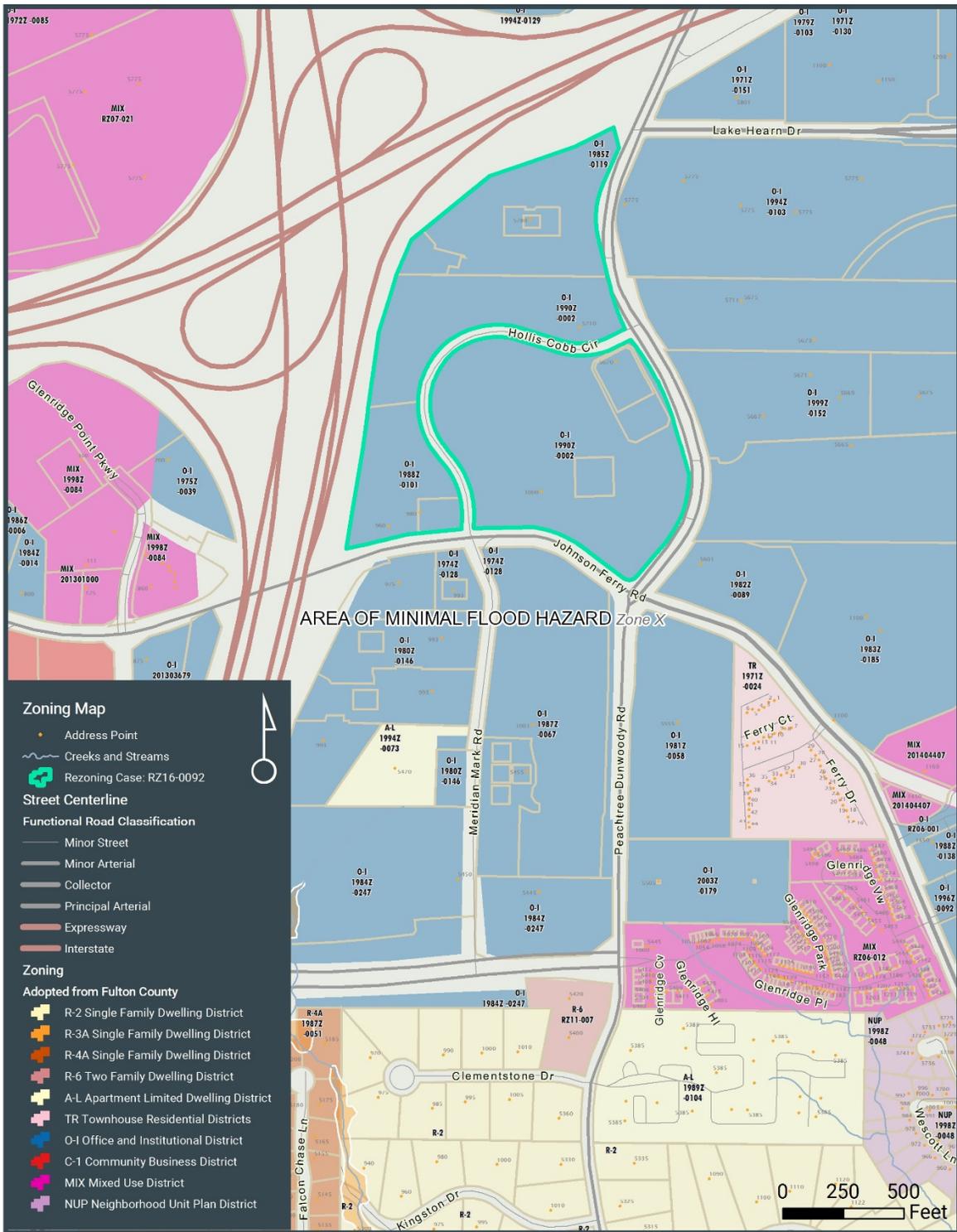
EXISTING LAND USES AND ZONING OF PROPERTY IN THE VICINITY					
Location relative to subject property	Zoning/ Land Use	Address	Land Area (acres)	Total square footage or units	Density (sf/acre or units/acre)
East	O-I per 1994Z-0103 (currently undergoing rezoning RZ16-0092) – Peachtree Pavillion	5775 Peachtree Dunwoody Rd	Approx 18.86 acres	400,000 sf	21,208 sf/acre
East	O-I per 1999Z-0152 – St. Joseph’s Hospital	5655 Peachtree Dunwoody Rd	Approx 30.99 acres	1,687,832 sf	54,463.77 sf/acre
East	O-I per 1983-0185 - Center Pointe Office Park	1100 Johnson Ferry Road NE	Approx 12.9 acres	381,000 sf	29,534.88 sf/acre
South	O-I per RZ16-0089 – Children’s Healthcare of Atlanta	0 & 5455 Meridian Mark Rd, 1001 Johnson Ferry Rd.	Approx 14.43 acres	833,471 sf	57,759.6 sf/acre
Southeast	O-I per 1981Z-0058 - The Medical Quarters	5555 Peachtree Dunwoody Road	Approx 8.4 acres	Data not readily available	Approved for 10,990 sf net leasable floor area/acre
Southwest	O-I per 1974Z-0128 - SunTrust Bank	0 Johnson Ferry Road	Approx 1.03 acres	Approx 3,800 sf	Approx 3,689 sf/acre
PROPOSED DEVELOPMENT					
--	O-I (Office Institutional District) – Northside Hospital	960, 980, & 1000 Johnson Ferry Road and 5780 Peachtree Dunwoody Road	38.39 acres	Approx 1.686M sf	43918 sf/a

AERIAL MAP



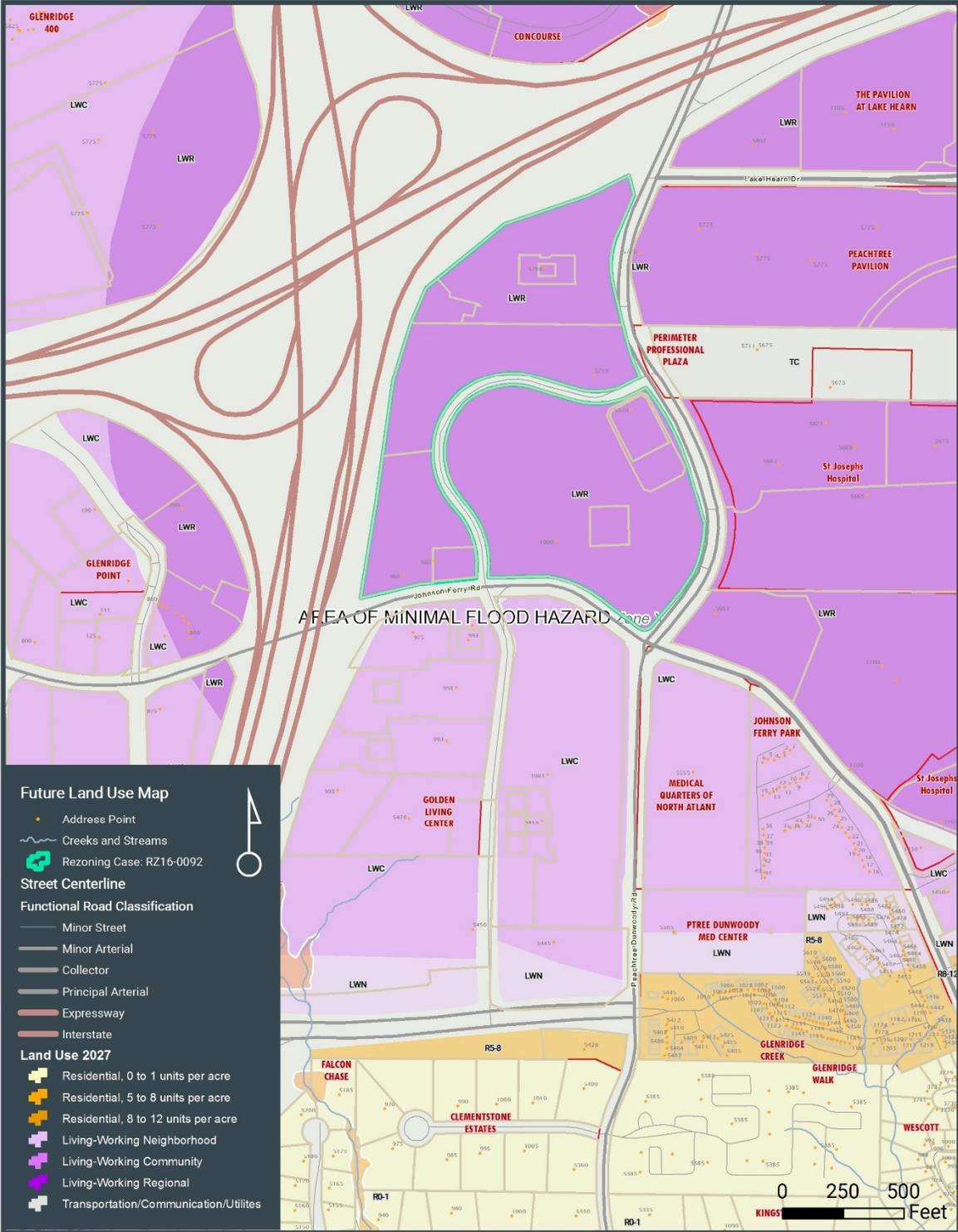
ZONING MAP

1000 Johnson Ferry Rd, 5780 Peachtree Dunwoody Rd



FUTURE LAND USE MAP

1000 Johnson Ferry Rd, 5780 Peachtree Dunwoody Rd



ZONING IMPACT ANALYSIS

Per Article 28.4.1, *Zoning Impact Analysis by the Planning Commission and the Department*, the staff shall make a written record of its investigation and recommendation on each rezoning petition with respect to the following factors.

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

Finding: Northside Hospital is located in the area colloquially known as Pill Hill, and is surrounded by two other major hospitals and hundreds of medical offices. The hospital has been in operation for over 40 years at this location. The Applicant reports an increase in inpatient days of 24.6% between 2010 and 2015. To respond to the demand, the State approved an expansion of the inpatient facilities. The gross square footage requested by the applicant exceeds the sum of the existing and proposed GFA by 514,000 sq.ft. Staff is of the opinion that the amount of square footage granted in this rezoning should reflect what is proposed on the site plan, i.e. 1.686M sq.ft.

Parking Analysis

The plans to construct a 10-story parking deck has prompted staff to assess the medical center area more comprehensively. This coincided with the Perimeter Small Area Plan, part of the comprehensive plan preparation undertaken by the City, with a focused effort on Pill Hill and the hospitals' needs.

Staff convened with hospital leadership, key property owners, transportation agencies and the PCID together three times already to launch an initiative to create a joint strategy. The City requests stakeholders to commit to a Shared Congestion and Parking Management Strategy, expected to be ready by November 18, 2016. Until the Strategy is finalized, staff believes some parking improvements could be made to accommodate the existing uses and future expansion of the hospital.

Existing Supply

Across the Northside campus, 4,665 space are available today. The construction at the 400/285 interchange will result in the loss of 110 surface parking spaces, which may or may not be rebuilt after the project is completed. If the rezoning were not approved, 4,555 spaces would be available in the near future.

The Applicant reports a shortage of parking spaces, in particular at midday, and users have to drive around the campus, spilling over into the streets, in search of a space to park. The deck would effectively provide 1,118 new spaces (153 surface spaces will be lost for the construction of the building addition and the deck itself). This represents an increase of 24.5% in supply.

Parking Requirements

Article XVIII of the Sandy Springs Zoning Ordinance sets parking requirement ratios for a variety of land uses. The formula to calculate the parking spaces required per the Zoning

Ordinance is based on a combination of the number of hospital beds and the number of employees (1 space per 4 beds + 1 space per 3 employees). The Applicant was unable to isolate the exact number of employees of the hospital (without those working instead in medical offices), and the formula in the Zoning Ordinance cannot be used in this instance. Additionally, the Ordinance does not distinguish between different types of office, and medical office is treated no differently than a call center in terms of parking ratio. A medical office appears to generate a higher demand of parking.

The Institute of Transportation Engineers (ITE) publishes data on parking generation and supply for a vast list of land uses. The book *Parking Generation, 4th Edition* is accepted by professionals as a reliable source of information, albeit dated in certain instances. The following calculations are based on the ITE data, using the 85th percentile peak.

Hospital (Land Use 610)

The ITE manual offers a ratio for an urban hospital during peak period demand based on GFA, and another based on number of beds*:

$$4.92 \text{ vehicles per bed: } 4.92 \times 590 = 2,902.8 \text{ vehicles}$$

$$4.92 \times 838 = 4,123 \text{ vehicles (updated 10/04/2016)}$$

or

$$6.36 \text{ vehicles per 1,000 sq.ft. of GFA: } 6.36 \times (1,105,000/1,000) = 7,027.8 \text{ vehicles}$$

Due to the high disparity between the two results, Staff relies on the ratio suggested by the Applicant in their parking study, based on past experience:

$$4.5 \text{ vehicles per bed} = 4.5 \times 590 = 2,655 \text{ vehicles}$$

$$4.5 \times 838 = 3,771 \text{ vehicles}$$

Medical Office (Land Use 720)

$$4.27 \text{ vehicles per 1,000 sq.ft. of GFA: } 4.27 \times (573,000/1,000) = 2,446.7 \text{ vehicles}$$

Daycare Center (Land Use 565)

$$3.70 \text{ vehicles per 1,000 sq.ft. of GFA: } 3.70 \times (8,000/1,000) = 29.6 \text{ vehicles}$$

$$\text{Total estimated demand: } 2,655 + 2,447 + 30 = 5,132 \text{ vehicles}$$

$$3,771 + 2,447 + 30 = 6,248 \text{ vehicles}$$

* Parking demand is calculated in number of vehicles expected to come to the site, not in number of parking spaces available (the latter is actually supply of parking).

Parking practice in the hospital industry traditionally recommends an “effective parking supply cushion”, i.e. a provision of parking spaces in addition of those necessary to respond to the demand. This allows drivers to quickly find a space to park, rather than drive parking aisle after parking aisle to find the few open spaces when the lot is getting full.

The estimated number of vehicles on campus during peak hour on a weekday is estimated at ~~5,132~~ 6,248. In addition to this demand, an “effective parking supply cushion” at a rate of 11.7% is desirable, per Forrest Hibbard, the parking consultant hired by the Applicant. The rationale is that extra spaces would reduce the time spent by drivers searching around the campus to find an open space. This places the required supply around ~~5,733~~ 6,979 parking spaces.

In light of these numbers, the existing supply of parking appears to be well below what is needed. However, this demand calculation does not take into account the proximity of a transit station, nor local and regional bus routes. It does not consider internal capture, where a patient may park once but visits a few offices on campus in the same trip. Nor does it take into consideration the increased efficiency that smart parking strategies and improved wayfinding could provide. Smart parking technologies maximize the use of parking by alerting users where spaces are available, via electronic signage on site or a phone application (see www.mobility.siemens.com or www.navigantresearch.com for more information).

Staff is unable to propose an appropriate reduction factor to account for transit, internal capture and efficient management, due to a lack of empirical data. Another method must then be used to determine what would be an appropriate number of spaces available on campus.

The study provided by the Applicant states that with the current supply of parking, there should be 487 spaces open to account for the cushion, while there are on average only 247 at the 85th percentile peak. Therefore, it can be interpreted that a “shortage” of 240 spaces causes drivers to search for parking longer than they should.

~~The new bed tower will generate a need for 315 spaces, according to the Applicant, including the effective supply cushion. With 130 beds in the new tower, the need should be 585 spaces, including effective supply cushion, using the ratio of 4.5 spaces per bed proposed by the applicant.~~

Adding the 240 “short” spaces and the ~~315~~ 585 spaces for future expansion to the existing supply of 4,665, a total of ~~5,220~~ 5,490 spaces should be provided on campus to effectively respond to the needs. Staff is of the opinion that parking should be capped to this number of spaces, unless a higher need is otherwise demonstrated, which is lower than Applicant’s request of 5,673 spaces.

$$240 + 585 + 4,665 = 5,490$$

Reducing Parking Demand

To further incentivize alternatives to single-occupancy of vehicles, carpooling could get preferred parking spaces. The LEED rating system for green buildings gives credit for projects providing 5% of parking spaces to carpooling. This would represent 261 spaces on Northside’s campus.

Single-occupancy vehicles could be deterred by charging a parking fee. The ITE Parking Generation manual reports that among the hospitals studied in their survey, those that charged a fee experienced a lower peak period parking demand. The daily fee ranged between \$2.00 and \$5.20.

Providing adequate facilities for cyclists and pedestrians is imperative to encourage the use of transit and other alternative modes of travel, both to get to the site, and also to travel within the near vicinity. A generally accepted ratio for bicycle parking is one space per 20 vehicle parking spaces. The location and distribution of the bike racks need to make the alternative modes of transportation convenient.

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

Finding: The expansion of the hospital should have limited impact on adjacent property. The Applicant believes the construction of the parking deck will help alleviate congestion issues from local streets by removing car drivers looking for a parking space.

C. Whether the property to be affected by the zoning proposal may have reasonable economic use as currently zoned.

Finding: The property has a viable economic use as is. However, the current hospital cannot respond to patient demand adequately without the increase in the number of inpatient beds.

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

Finding: Utilities and schools should remain unaffected, or minimally impacted.

Parking structures by themselves do not generate vehicular trips, it enables single-occupancy vehicle trips associated with the associated uses. In this case, the expansion of the hospital tower in itself will not require the addition of many parking spaces in relation to the overall supply.

The traffic study conducted by Michael Baker in May 2016, made part of this application, reveals no change in levels of service between the background and built scenarios in 2018 (when construction is anticipated to be over). The Community Development traffic engineer identified several inconsistencies in the study that renders the conclusions of the report difficult to properly assess. A revised study will be needed before a Land Disturbance Permit is issued, to determine actual impacts and associated mitigation measures.

E. Whether the zoning proposal is in conformity with the policies and intent of the land use plan.

Finding: The property is designated as Living Working Regional (LWR) in the Comprehensive Plan, and is located in Node 6: PCID and the Regional Transit-Oriented Activity Center Character Area. The LWR future land use designation corresponds with a recommended zoning district of MIX, with a residential component greater than 20-units per acre and commercial/office

use component exceeding 25,000 square foot per acre. Node 6 indicates that building heights should not be limited and that at least 20% of the site should be maintained as open space. Additional goals include provisions for shared parking with other properties in the area, encouraging and/or requiring the use of alternative transportation options, and providing direct access to MARTA services. The Regional Transit-Oriented Activity Center Character Area development patterns consist of high-intensity, mid and high-rise office towers, and connections to MARTA rail stations. Mixed-use redevelopment is strongly encouraged to include housing to better balance the existing employment opportunities. The Plan further states that as activity centers grow, satisfying parking needs is important to maintain the viability and attractiveness of the centers, although issues with excessive and limited parking should be considered (p.57).

Economic development policies within the plan encourages the expansion of industries suitable for the City in terms of job skills required, linkages to other economic activities in the City or region, impact on the resources of the area, and future prospects for expansion and creation of higher-skill job opportunities (p. 98-99). It specifically addresses the rapidly growing health care industry, recommending that the City anticipate and provide for the expansion of hospitals, medical offices, and complimentary uses (p.99).

The proposed expansion of the hospital generally conforms to the policies stated above, but the provision of parking should be minimized and campus employees should be encouraged to take advantage of public transit.

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

Finding: The 400/285 interchange project likely impact movement in the area during its construction, expected by Georgia DOT to last at least two years and be completed by 2020. Vehicular congestion, as discussed above, is a concern for City staff and constituents.

G. Whether the zoning proposal will permit a use which can be considered environmentally adverse to the natural resources, environment and citizens of Sandy Springs.

Finding: There are no anticipated environmentally adverse impacts. Stormwater management will be reviewed at the permitting stage.

CONCURRENT VARIANCES CONSIDERATIONS

Per article 22.3.1. Variance Considerations of the Zoning Ordinance, concurrent variances shall only be granted upon showing that:

A. Relief, if granted, would be in harmony with, or, could be made to be in harmony with, the general purpose and intent of the Zoning Ordinance; or,

B. The application of the particular provision of the Zoning Ordinance to a particular piece of property, due to extraordinary and exceptional conditions pertaining to that property because of its size, shape, or topography, would create an unnecessary hardship for the owner while causing no detriment to the public

Because the application was filed on June 17, 2016, and the text amendment to Article XXII was effective July 1, 2016, this concurrent variance is evaluated based on the criteria in place at the time.

Request No.1: To increase the maximum lot coverage in O-I zoning district, from 70% to 79% (*Sec. 8.1.3.J of the Zoning Ordinance*)

Finding: The intent of the lot coverage maximum is to ensure provision of open space to encourage congregation, pedestrian use and preservation of green space. Within the Regional Transit-Oriented Activity Center Character Area, open space is a crucial component of a walkable development.

The lot coverage is calculated in the ordinance as the sum of the footprint of all buildings and parking. While it is unlikely feasible to reduce the footprint of a building, a surface parking lot can be removed and the spaces incorporated into structured parking.

The expansion of the campus in its current location is constrained by SR 400 and I-285. New right-of-way for GDOT improvements will further constrain the site. There is little room to grow, except through densification. Both the proposed tower and parking deck would be located interior to the built area, without encroaching into setbacks.

The Applicant reports the current lot coverage to be 1,234,900 sq.ft, estimated at 74%. It already exceeds the 70% threshold by almost 50,000 sq.ft. (4%), and compliance with this standard would require the demolition of existing structures or surface, and preclude almost any new construction. The proposed deck and tower will increase the lot coverage by approximately 86,200 sq.ft, up to 79%.

Staff recommends **approval** of a variance, but limited to the current lot coverage of 74% (which is already out of compliance with the Zoning Ordinance), with no net loss of open space.

USE PERMIT CONSIDERATIONS

U16-0024: Use Permit request from Section 19.4.5 of the Zoning Ordinance to **increase the maximum height** for the parking deck to be located on Interchange Tract.

Per Article 19.2.4, Use Permit Considerations, staff shall make a written record of its investigation and recommendation on each petition with respect to the following factors:

A. Whether the proposed use is consistent with the Comprehensive Plan and/or other plans adopted by the City Council:

Finding: The O-I zoning district limits the height of structures to 60' or 4 stories, whichever is less. The request is to construct a 10-story parking deck reaching 105' in height.

The Comprehensive Plan policies for Node 6 – PCID encourage high-density development with the provision of open and green space. Structured parking is therefore preferred over surface parking. The development should take advantage of transit and consider shared parking with surrounding properties.

See the full discussion about parking in the Zoning Impact Analysis.

B. Whether the proposed use is compatible with land uses and zoning districts in the vicinity of the property for which the use permit is proposed:

Finding: The increase in parking availability encourages the use of single-occupant vehicles. Understandably many patients of the hospital and surrounding medical offices cannot rely on transit or other modes of transportation due to physical limitation, but staff is more likely to be able to and could be encouraged to do so. The provision of free parking for employees should be minimized.

C. Whether the proposed use may violate local, state and/or federal statutes, ordinances or regulations governing land development:

Finding: Staff is of the opinion that the proposed increase in height would not likely violate local, state, and/or federal statutes, ordinances, and regulations governing land development.

D. The effect of the proposed use on traffic flow, vehicular and pedestrian, along adjoining streets:

Finding: The Applicant suggested that the parking deck will alleviate some of the congestion on roads by directing drivers to the deck rather than letting them drive in vain from one lot to another, but was unable to quantify the relief. Alternatively, the provision of a greater supply of parking spaces may encourage the use of cars, thus generating traffic, as discussed above. The effect on the vehicular and pedestrian flow is unclear.

Further, smart parking technologies employed by hospital campuses and other large developments elsewhere demonstrate an effective tool for mitigating the perceived problem of parking shortage.

E. The location and number of off-street parking spaces:

Finding: See the full discussion about parking in the Zoning Impact Analysis.

F. The amount and location of open space:

Finding: The construction of the parking deck should be considered as an opportunity to maximize the open space on campus by reallocating surface spaces into the deck.

G. Protective Screening:

Finding: There is no significant grade change between Peachtree Dunwoody Rd and the proposed location of the parking deck, however there is a planted strip acting as a visual buffer of more than 50' in depth between the two.

The deck will be required to meet the design standards stipulated in Sec. 18.4.4 in terms of architecture style, materials and landscaping.

H. Hours and manner of operation:

Finding: The proposed deck will likely be in operation on a continuous basis, as is the hospital, but it should not interfere with nearby uses. The closest residences are located more than a half mile from the deck.

I. Outdoor lighting:

Finding: Outdoor lighting will be restricted to low-level security lighting with safeguards to assure no undue spillage onto adjacent parcels.

J. Ingress and egress to the property:

Finding: The deck will be accessed through the Interchange Tract and from Hollis Cobb Circle.

COMMENTS FROM OTHER PARTIES

Community Development Traffic Engineering:

In regards to the traffic study submitted on May 31st 2016, it concludes no impacts would occur with the addition of 135 beds (the number of beds has been referenced as 119, or 62, or something different in other locations of the reports/application submitted for the rezoning). Though the report is well written, there are several inconsistencies that would cause hesitation in assuring that there will be no impacts if the site was to develop as proposed, inclusive of the new beds and the new 10 story parking deck.

In regards to the parking study prepared on July 11th, 2016, it concludes that there is justification for the additional parking supply. Though this memorandum is well written and provides critical information to aid in the decision-making process, there is no clear justification for the particular number of parking supply proposed.

Though the issues stated above are not insignificant and should not be ignored, it is understood that there is a need for additional parking and that the impacts to the local transportation infrastructure may not be significant. However, based on the submitted information, it is recommended that the following be adhered to in granting the rezoning:

1. Limit the amount of requested parking supply to only that amount which is the sum of:
 - a. the number of lost parking spaces due to GDOT's interchange improvement project,
 - b. the number of parking spaces needed to accommodate the new addition of beds,
 - c. the number of parking spaces needed to eliminate the illegal parking referenced in the parking study memorandum,
 - d. the number of parking spaces that will be lost due to any street frontage improvements (as required of all Land Disturbance Permits).
2. Require the construction of the street frontage improvements as outlined herein in order to provide the multimodal facilities that would encourage those coming to the hospital (visitor/employee/etc.) or needing to travel between the medical offices in the vicinity to be able to do so without absolutely being dependent on a personal vehicle:
 - a. along the frontage of Peachtree Dunwoody Road, a separated cycle track (minimum 10 feet with a three-foot buffer from the travel lane), 30" curb and gutter, six-foot landscape strip, eight-foot sidewalk, and a two foot shoulder
 - b. along the frontage of Johnson Ferry Road, a minimum separated bicycle lane (minimum 8 feet), 30" curb and gutter, six-foot landscape strip, eight-foot sidewalk, and two foot shoulder
 - c. along the frontages of Hollis Cobb Circle, a two-foot landscape strip, six-foot sidewalk, and two foot shoulder.
3. Prepare a revised traffic study that more accurately captures the existing and future conditions of not only the proposed addition of beds, but also any redistribution of trips (or even any new trips) due to the new parking structure. Any impacts that become evident through the revised study must be mitigated as part of the Land Disturbance Permit
4. Investigate opportunities for shared parking, smart parking technologies and other parking management strategies that would reduce the on-site parking demand or increase the operating efficiency of the existing on-site parking supply
5. Either as part of this project, through the Land Disturbance Permit process, or with a commitment through the currently-in-development Pill Hill Strategy Plan:
 - a. Prepare and implement a wayfinding plan (preferably through the Land Disturbance Permitting stage of this project) for internal site and the surrounding area of their campus (1/4 mile radius)

- b. Prepare a multimodal access strategy plan that includes
 - i. existing conditions
 - ii. plan for onsite circulation and access for pedestrians/cyclists/transit users
 - iii. barriers to multimodal access to the site
 - iv. list of prioritized short/medium/long range projects that would address such barriers
 - v. program and method through which the list of projects will be implemented
- c. Prepare a parking management strategy that includes a two pronged approach
 - i. programmatic, infrastructure, and education/policy aspects to reduce the demand of parking
 - ii. methods of optimizing and increasing the efficiency of existing parking supply

The above is to compliment the recommendations from Public Works and others, not to summarize/supersede them.

Sandy Springs Public works:

For the project street frontages, the following provides a summary of existing transportation conditions:

- SR 400 is classified as an Expressway. The posted speed limit is 65 mph, and the average daily traffic is 134,000 vehicles per day (GDOT, 2015).
- I-285 (SR 407) is classified as an Interstate. The posted speed limit is 65 mph, and the average daily traffic is 207,300 vehicles per day (GDOT, 2015).
- Peachtree Dunwoody Road is classified as a Minor Arterial Street. The posted speed limit is 35 mph, and the average daily traffic is 25,140 vehicles per day (COSS, 2012)
- Johnson Ferry Road is classified as a Minor Arterial Street. The posted speed limit is 35 mph, and the average daily traffic is 23,100 vehicles per day (GDOT, 2015)
- Hollis Cobb Circle is a minor private street. The average daily traffic is 4,500 vehicles per day (COSS, 2014).
- The MARTA Medical Station serving the heavy rail Red Line is directly across from the Northside Hospital campus. The intersection of Peachtree Dunwoody at Hollis Cobb Drive provides direct vehicle, pedestrian, and bicycle access from the Hospital to the MARTA station. MARTA operates weekday bus service with Route 25 Peachtree Ind. Blvd/Johnson Ferry along the Peachtree Dunwoody Road frontage. There is a bus stop located at the intersection of Peachtree Dunwoody Road and Johnson Ferry Road.
- All street frontages are included in the Perimeter Community Improvement Design Overlay District which includes streetscape and street improvements to include pedestrian and bicycle accommodations, pedestrian and street lighting, street furniture, brick paver accents, and landscaping per Article 12 of the Zoning Ordinance and the Perimeter Community Improvement District Public Space Standards.

Public Works has identified the following Capital project in the project vicinity:

- T-0054 (FN-298, PI 0013141) Peachtree Dunwoody Road, Hammond Drive, Glenridge Drive ATMS - The Glenridge-Hammond-Peachtree Dunwoody ATMS project will add the system detection needed to expand an adaptive traffic signal control system to include an 30 intersections along 5 major corridors in the Perimeter Center region. Intersection upgrades will include the controller equipment, the necessary hardware and software components and software licensing, and equipment calibration.
- T-0021 (DK-440, PI 0015070) Peachtree Dunwoody at Lake Hearn Intersection (Medical Ctr to Dunwoody MARTA Station bicycle, pedestrian improvements) - The Perimeter Community Improvement District (PCID) is undertaking design of a two-way at-grade protected bicycle track

with accompanying sidewalk (with landscape strip separation) on the west side of Peachtree Dunwoody Road from Concourse Parkway to Hollis Cobb Drive.

- T-0057 (PI 000784) I-285/SR 400 Interchange Trail from Glenridge Connector to Peachtree Dunwoody Road - The project will construct a 12'-wide multiuse trail from the Glenridge Connector to Peachtree Dunwoody Road in Georgia DOT right-of-way as part of PI 0000784, I-285/SR 400 interchange reconstruction.
- I-285/State Route (SR) 400 Interchange Reconstruction (PI 000784) - The project proposes to construct new eastbound and westbound Collector/Distributor (CD) lanes along I-285, as well as northbound and southbound CD lanes along SR-400, new flyover bridges, reconstruction of existing ramps, and widening of existing bridges within the interchange. In addition, a multiuse trail will be constructed within the southeast quadrant of the interchange from Glenridge Connector to Peachtree Dunwoody Road. Right-of-way acquisition will be completed by December 2016. Construction is anticipated to begin in late 2016 with complete by spring 2020.

Public Works has identified the following Projects from City-adopted Plans in the project vicinity:

- Transportation Master Plan
- E16: Connect sidewalks along Peachtree Dunwoody Road from Mount Vernon Highway to City of Atlanta to provide pedestrian walking route for MARTA and trail access
- B16: Provide intersection capacity/operational improvements at Peachtree Dunwoody Road at Lake Hearn Drive (see Capital project T-0021).
- Bicycle, Pedestrian and Trail Plan
- S27: Sidewalks on Peachtree Dunwoody Rd from Lake Hearn Dr to Hammond Dr
- B24: Sidepath on Peachtree Dunwoody Rd from Glenridge Connector to Hammond Dr
- A29: Sidepath on Johnson Ferry Road from Glenridge Drive to Peachtree Dunwoody Road
- S06: Sidewalk on Johnson Ferry Road from Glenridge Drive to Peachtree Dunwoody Road
- Perimeter 2011 10-Year Update to the Livable Centers Initiative Study
- T-15: Enhanced Bus Stops for Existing Transit Services - Done in partnership with GRTA, MARTA, private land owners; provide sheltered stops with trash cans, lighting, bus schedules, area directories
- T-4: Multi-Modal Improvements to Johnson Ferry Road between Glenridge Connector and Old Johnson Ferry Road
- T-20: Multi-Modal Improvements to Meridian Mark Road / Hollis Cobb Circle between Glenridge Connector and Peachtree Dunwoody Road
- Other (Perimeter Commuter Trail System)
- A43: Hollis Cobb Circle Sidepath NB from Johnson Ferry Road to parking garage drive
- A44: Hollis Cobb Circle Sidepath WB from parking garage drive to Peachtree Dunwoody Road
- A29: Johnson Ferry Road Sidepath EB from Glenridge Drive to Peachtree Dunwoody Rd
- A20: Peachtree Dunwoody Road Sidepath SB from Glenridge Connector to I-285
- Other (Georgia Regional Transportation Authority/GRTA)
- GRTA is planning commuter bus service, Xpress, routes to operate along the Peachtree Dunwoody Road frontage from the Medical Center MARTA Station.

Public Works acknowledges that the Site Plan is conceptual in nature. However, any future development site plan shall meet all requirements of Articles 11 and 12 of the Development Ordinance at time of permitting. Public Works notes the following areas for potential non-compliance in review of proposed zoning site plan. Due to the incomplete nature of the plans for zoning approval, the comments reflect only what is apparent on the Site Plan.

Access (§103-72, §103-73, §103-77)

Proposed access shall meet sight distance requirements for posted speed. Interparcel access shall be maintained between proposed addition and parking garage as well as between existing site access points. All access shall be designed to minimize conflict with pedestrians and bicyclists. The gate at the driveway aligning with Lake Hearn Driveway shall be brought up to city design standards. Applicant shall initiate discussions with MARTA to discuss the potential for separated grade crossing access to the Medical Center MARTA station across Peachtree Dunwoody Road. Access at Hollis Cobb Drive and Johnson Ferry Road shall be revised to eliminate conflicts between vehicles and pedestrians.

Right-of-way (§103-75)

Applicant shall dedicate minimum right-of-way along the Johnson Ferry Road and Peachtree Dunwoody Road to provide for installation of the required Perimeter Community Improvement Design Overlay District streetscape and separated bicycle and pedestrian facilities. All walls and footings shall be located three feet behind the ROW. A 20-foot right-of-way miter is required at the intersection of Johnson Ferry Road and Peachtree Dunwoody Road.

Bicycle and Pedestrian Accommodations (§103-80, §103-74)

Applicant shall install required separated sidewalks and bicycle lane infrastructure per the Perimeter Community Improvement Design Overlay District along the street frontages of Johnson Ferry Road and Peachtree Dunwoody Road. The two-way cycle track and sidewalk shall be extended from Hollis Cobb Drive south to Johnson Ferry Road. A minimum of six-foot wide sidewalks shall be provided on both sides of Hollis Cobb Circle to complete internal pedestrian circulation system. Applicant shall provide ADA accessible paths from the public right-of-way to site arrival locations. Applicant shall identify potential for future connection to the SR 400 trail and design shall not preclude a future connection to the trail.

Recommended Conditions

- Applicant shall provide bicycle parking based on land use type and mix.
- Applicant shall provide sufficient right-of-way along the frontages of Peachtree Dunwoody Road and Johnson Ferry for separate bicycle and pedestrian infrastructure. The frontage along Peachtree Dunwoody Road shall include a future separated cycle track (minimum 10 feet with a three-foot buffer from the travel lane), 30" curb and gutter, six-foot landscape strip, eight-foot sidewalk, and two foot shoulder. The frontage along Johnson Ferry Road shall include a minimum separated bicycle lane (minimum 8 feet), 30" curb and gutter, six-foot landscape strip, eight-foot sidewalk, and two foot shoulder.

Sandy Springs Arborist:

No comment submitted at this time.

Sandy Springs Building Official: The Letter of Intent lists a host of initiatives the applicant is doing to mitigate traffic and the need for more parking, but the campus has a weak pedestrian circulation network, which tends to decrease the effectiveness of all the other mitigations.

The hospital should do a new campus-wide pedestrian circulation plan aimed at facilitating pedestrian circulation in general and consciously complementing and strengthening the initiatives cited in the Letter of Intent. The plan should include a design and construction budget and phasing plan, beginning with work associated with the two proposed projects at hand.

Sandy Springs Fire Marshal:

No comment submitted at this time.

Sandy Springs City Engineer: Parcels must be combined via a final plat before submitting for an LDP. A stormwater management report in full compliance with the Georgia Stormwater Management Manual shall be submitted for review and approval prior to the issuance of an LDP.

MARTA:

No comment submitted at this time

Fulton County Schools:

Not applicable

Fulton County Department of Health and Wellness:

The Fulton County Department of Health and Wellness will require that the owner/developer connect the proposed development to public water and public sanitary sewer which is available to the site.

Since this proposed development constitutes a premise where people work, live or congregate, onsite sanitary facilities will be mandatory, prior to use or occupancy.

This development must comply with the Fulton County Code of Ordinances and Code of Resolutions, Chapter 34 - Health and Sanitation, Article III - Smokefree Air.

If this proposed development includes a food service establishment, as defined in Fulton County Code of Ordinances and Code of Resolutions, Chapter 34 - Health and Sanitation, Article V - Food Service, the owner must submit kitchen plans for review and approval by this department before issuance of a building permit and beginning construction. The owner must obtain a food service permit prior to opening.

This department is requiring that plans indicating the number and location of outside refuse containers along with typical details of the pad and approach area for the refuse containers be submitted for review and approval.

Fulton County Environmental Justice and General Public Health Comments:

The Fulton County Department of Health and Wellness does not anticipate any adverse impacts to the health of humans or the environment by allowing the request to rezone from 0-1 to 0-1 to construct a parking deck and expansion of the main hospital building.

Public Services and Utilities:

No comment submitted at this time

PUBLIC PARTICIPATION

Only a handful of citizens participated in the Community Meetings. The main concern expressed was about construction timing with the many other developments occurring in Pill Hill.

The Department received a dozen emails in support of the rezoning and use permit, most of them from physicians, employees and volunteers of Northside Hospital. Those are included at the end of the package.

The Applicant has not yet provided a Public Participation Report.

DEPARTMENT OF COMMUNITY DEVELOPMENT RECOMMENDATION

In an effort to balance the need for improved hospital facilities to serve the public and the need to alleviate road congestion issues which constitute a public safety concern, staff recommends:

Approval conditional of the rezoning from O-I to O-I; and **approval conditional** of the use permit to increase the maximum building height from 60 feet to 105 feet and from four (4) stories to ten (10) stories for the parking deck, subject to the following conditions:

1. To the conceptual zoning site plan prepared by Long Engineering dated June 15, 2016 and received by the Department June 17, 2016. Any plan submitted subsequently for permitting shall meet or exceed all the requirements of the Code and Zoning Ordinance unless otherwise stated in these conditions;
2. To restrict the use of the property (included in these limitations the Tower Parking Deck Tract) as follows:
 - a. A maximum of 1,700,000 square feet of gross floor area;
 - b. A maximum of parking spaces of ~~5,220~~ 5,490;
3. To the following planning activities:
 - a. A commitment to the Shared Congestion and Parking Management Strategy initiated by the City of Sandy Springs;
 - b. A bicycle and pedestrian circulation plan detailing implementation actions to increase connectivity within the campus, to the MARTA station and to adjacent roadways. The plan shall be approved by the Director of Community Development prior to issuance of any certificate of occupancy;
 - c. A wayfinding program detailing implementation actions to increase readability of the site. The program shall identify at least three off-campus locations for wayfinding, to be shared with other partner of the Shared Strategy. Smart parking strategies shall be explored as well. The program shall be approved by the Director of Community Development prior to issuance of any certificate of occupancy;
 - d. A revised traffic study that accurately captures the existing and future conditions with the addition of beds and redistribution of trips (or any new trips) due to the new parking structure. Any impacts that become evident through the revised study shall be mitigated as part of the Land Disturbance Permit, as approved by the Public Works Manager of Transportation.
4. To the following site improvements:
 - a. Lot coverage shall not exceed 1,240,000 square feet (**Concurrent Variance 1**)
 - b. A minimum of 1 bicycle parking space per 20 vehicle parking spaces, to be distributed across campus in locations identified in bike/ped plan;

- c.** A minimum of 5% of employee parking spaces to be dedicated to carpooling and vanpooling (vehicles carrying at least one passenger in addition to the driver);
- d.** Street frontage improvements shall be constructed and dedicated to the City:
 - i.** Along Peachtree Dunwoody Road: A separated cycle track (minimum 10 feet with a three-foot buffer from the travel lane), 30" curb and gutter, six-foot landscape strip, eight-foot sidewalk, and a two-foot shoulder;
 - ii.** Along Johnson Ferry Road, a minimum separated bicycle lane (minimum 8 feet), 30" curb and gutter, six-foot landscape strip, eight-foot sidewalk, and two-foot shoulder;
 - iii.** Along Hollis Cobb Circle, a two-foot landscape strip, six-foot sidewalk, and two-foot shoulder.

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City Of Sandy Springs
Community Development



Case No.:

 Planner's initials: _____

APPLICATION FORM

APPLICATION	Purpose of the application: <u>Modification and Special Use Permit</u>
	Check all that apply: <input type="checkbox"/> Rezoning <input checked="" type="checkbox"/> Modification <input checked="" type="checkbox"/> Use permit(s) <input type="checkbox"/> Concurrent variance(s)
	Detailed request (include Zoning Ordinance section No. for concurrent variances):
	<u>Change existing zoning conditions to substitute a new site plan for three (3) tracts and allow maximum 2,200,000 SF for combined site.</u>
	<u>Allow for a 10-story parking deck</u>

COMMITTEE MEETING REPORT	Date and location of CM1: <u>April 27, 2016 at Northside Hospital - 1000 Johnson Ferry Rd.</u>
	Beginning time: <u>6:00pm</u> End time: <u>6:30pm</u>
	Summary of concerns discussed: <u>1) Coordination of project construction with three other construction projects in the area that will be occurring at approximately the same time period.</u>
	<u>2) Will both phases of the proposed project be built at the same time.</u>
	Does the application address the concerns discussed at the CMI? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Explain: <u>1) The application will address that Northside will reach out to the other projects in an attempt at project construction coordination.</u>
<u>2) The application will explain that the tower will be built in one or two phases depending on the timing of the regulatory approval processes.</u>	

- TO BE FILLED OUT BY P&Z STAFF -

Application date:	Planning Commission date:
CM2 date and time:	Mayor and City Council date:
ADDITIONAL REQUEST (FOR PUBLICATION)	

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City Of Sandy Springs
Community Development



AUTHORIZATION FORM - PART I

A- If the applicant is also the owner of the subject property:
Fill out the following section and have it notarized.

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: Hospital Authority of Fulton County	Sworn and subscribed before me this
Address: 1000 Johnson Ferry Road Atlanta, GA 30342	29 th day of APRIL 20 16
City, State, Zip Code: Atlanta, GA 30342	Notary public:
Email address: susan.sommers@northside.com	Seal:
Phone number: (404) 857-8809	
Owner's signature: <i>Susan Sommers as Vice Chairman, Hospital Authority of Fulton County</i> Authorizing Northside Hospital, Inc. as the Applicant.	
	Commission expires: 12/12/2017

B- If the applicant is *not* the owner of the subject property:
Fill out the following section, check the appropriate statement and have it notarized.

Applicant states under oath that:	
<input type="checkbox"/> 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	
<input type="checkbox"/> He/she has an option to purchase the subject property (<i>attach a copy of the contract</i>); or	
<input checked="" type="checkbox"/> He/she has an estate of years which permits the applicant to apply (<i>attach a copy of the lease</i>)	
Applicant's name: Northside Hospital, Inc. by	Sworn and subscribed before me this
Company name: Dentons LLP	25 th day of April 20 16
Address: 303 Peachtree Street NE Suite 5300	Notary public:
City, State, Zip Code: Atlanta, GA 30308	Patricia Redding
Email address: sharon.gay@dentons.com	Seal:
Phone number: 404-527-4676	
Applicant's signature: <i>Susan Sommers</i>	
	Commission expires:

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City Of Sandy Springs
Community Development



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:	Sharon A. Gay
Company:	Dentons, LLP
Address:	303 Peachtree Street, NE Suite 5300
City, State, Zip Code:	Atlanta, GA 30308
Email address:	sharon.gay@dentons.com
Phone number:	404-527-4676
Agent's signature:	<i>Sharon A. Gay</i>
Applicant's signature:	<i>Jessie V. Ammer</i>

Sworn and subscribed before me this	
<i>29</i> th day of <i>April</i> 20 <i>16</i>	
Notary public:	<i>Patricia Redding</i>
Seal:	
Commission expires:	

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Community Development



DISCLOSURE OF CONTRIBUTION FORM

Within the (2) years immediately preceding the filing of this zoning 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:

Hospital Authority of Fulton County
Northside Hospital, Inc.

Campaign Contributions:			
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: Sharon A. Gray	Date: 4/29/16
Signature: <i>Sharon A. Gray</i>	

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

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City Of Sandy Springs
Community Development

LETTER OF INTENT
ZONING IMPACT ANALYSIS
USE PERMIT ANALYSIS

for

APPLICATION FOR ZONING MODIFICATION AND USE
PERMIT FOR HOSPITAL AND MEDICAL OFFICE COMPLEX

for

± 38.39 acres of land

960 – 1000 Johnson Ferry Road and 5780 Johnson Ferry Road

Land Lots 16 and 17, 17th District, Fulton County, Georgia

**Modify conditions in O-I-C zoning to substitute new site plan and increase
allowable square footage**

Use Permit for 10-Story parking structure

Submitted on behalf of

NORTHSIDE HOSPITAL, INC.

by

Sharon A. Gay, Esq.

Daniel Baskerville

Dentons US LLP

303 Peachtree Street, N.E.

Suite 5300

Atlanta, Georgia 30308

404.527.4000

sharon.gay@dentons.com

dan.baskerville@dentons.com

INTRODUCTION

This Application is submitted for a ±38.39-acre assemblage of land located in the City of Sandy Springs at the northwest corner of the intersection of Johnson Ferry Road and Peachtree Dunwoody Road and known as 960, 980, and 1000 Johnson Ferry Road and 5780 Peachtree Dunwoody Road (collectively the "Property"). The Property is located in Land Lots 16 and 17, 17th District of Fulton County -- Tax Parcel Identification Nos. 170016LL1096, 170016LL1740, 170016LL1088, 170016LL1161, 170017LL1137, and 170017LL1277. Legal descriptions of the Property are attached as Exhibit A.

As shown on the Site Plan by Long Engineering dated May 2, 2016 and filed with this application (the "Site Plan"), the Property consists of three tracts that were zoned in the late 1980s – 1990 by Fulton County to O-I-C (Office-Institutional-Conditional) (see the Site Plan for a list of the approved zoning cases and use permits). The Hospital¹ and Medical Office Tracts are owned by the Hospital Authority of Fulton County and controlled and operated by Northside Hospital, Inc. ("Northside" or "Applicant") pursuant to a long-term lease. The footprint of the Interchange Tract medical office building is owned by Northside and leased to a medical group. The parking lot surrounding the Interchange building is owned by the Hospital Authority of Fulton County.

Northside seeks approval to modify the existing O-I-C zoning for the three tracts to substitute a new site plan and allow for a total of 2,200,000 SF of hospital and medical office and accessory uses on the Property as a whole and a use permit to allow construction of a 10-story parking structure on the Interchange and Hospital Tracts.²

This document is submitted as the Statement of Intent and Analysis required by Georgia law and the Zoning Ordinance of the City of Sandy Springs.

PROPERTY INFORMATION

The Property is bounded on the north by I-285, on the east by Peachtree Dunwoody Road, on the south by Johnson Ferry Road, and on the west by GA-400. The Georgia Department of Transportation (GDOT) owns right-of-way that extends to the office buildings and parking decks on the west side of the Property and almost to the edge of the parking lot north of the Interchange building. Hollis Cobb Circle, a private street, traverses the Hospital and Medical Office Tracts. A MARTA tunnel runs east-west across the Property as shown on the Site Plan. Other hospital and medical office uses are located on the opposite sides of Johnson Ferry and Peachtree Dunwoody Roads. The Medical Center MARTA station is located on the east side of Peachtree Dunwoody Road opposite Hollis Cobb Circle.

CURRENT AND PROPOSED USES

¹ The survey filed with this Application shows the Hospital Tract and the Tower Parking Deck Tract as two separate tracts because the Tower Tract is owned by Northside Hospital, Inc. However, both of these tracts are included in the zoning approvals for the Hospital Tract. Accordingly, they are collectively referred to as the "Hospital Tract" in this Application.

² The Hospital and Interchange Tracts will be replatted into a single parcel.

The Property is improved by a hospital, four medical office buildings, four parking decks, surface parking, and a day care center. The Hospital currently has 537 beds. Northside has experienced rapid growth in patient demand in recent years -- - almost ten percent in just the last two years. To meet the growing patient need, Northside has obtained regulatory approval to add 53 beds. Northside proposes to accommodate these additional beds and related and accessory uses in an eight-story addition to the north tower of the hospital building. The addition will be positioned between the cancer center and the existing medical office tower adjacent to Peachtree Dunwoody Road. The exterior materials used on this north tower addition will be a combination of metal panels, glass curtainwall, and precast concrete to be compatible with the nearby buildings. This tower will be built in one or two phases depending upon the pace of additional regulatory approval processes.

Northside also is experiencing a parking shortage at present and will need additional parking to serve the new tower. Many of its patients, employees, and visitors live in areas not served by MARTA or other bus or rail service. The number of spaces on the property today – 4540 – meets the minimum zoning requirements but has proven to be insufficient for actual needs. An additional 1000 spaces will be required under the O-I classification for the new tower. Furthermore, during the construction of the I-285/GA 400 improvements, approximately 110 parking spaces on the Interchange Tract will be unusable. To address these needs, Northside proposes to construct a 1277-space 10-story parking garage between the Interchange office building and the Women's Center wing of the hospital to meet current and future parking demand. The design and materials of the deck will be compatible with existing parking structures on the Property.

Each tract of the Property is zoned to a site plan that depicts specific buildings and uses and specifies the maximum square footage allowed. The Hospital Tract is almost at capacity for permitted square footage. Moreover, neither the Hospital nor the Interchange Tract zoning site plans include the proposed parking structure.

Specifically, Applicant requests the following:

Modification of the existing O-I-C zoning to:

- a) Condition the zoning of the three tracts collectively to the Site Plan;
- b) Allow maximum square footage of 2,200,000 for the Property as a whole; and

Use Permit to allow a ten-story parking structure as shown on the Site Plan.

JUSTIFICATION

Zoning Impact Analysis

A. Whether the proposed modification will permit uses that are suitable in view of the use and development of adjacent and nearby property. Northside proposes to continue the existing uses of the Property: hospital, medical office, accessory uses, and parking. These uses are consistent and compatible with the surrounding hospital and medical office uses east, west, and south of the Property. The north tower addition and the parking deck will enhance the capacity of "Pill Hill" to serve the medical needs of the City and the metro Atlanta region.

B. Whether the proposed modification will adversely affect the existing use or usability of adjacent or nearby property. No. The new structures have been designed and positioned for minimal impact on surrounding properties. The north tower addition will not be visible from public streets. The garage will be located in a low area approximately 100 ft. from and 14 ft. below the grade of Peachtree Dunwoody Road and will be screened by an existing mature tree and shrub buffer and new landscaping. No additional entrances to the Property are proposed.

C. Whether the Property has a reasonable economic use as currently zoned. The current zoning conditions constrain Northside's ability to respond to increased patient demand and to provide adequate parking for employees, patients, and visitors. Regulatory approval for additional beds was granted based on demonstrated need for additional hospital capacity. The zoning modification is necessary to allow Northside to meet that need.

D. Whether the proposed modification will result in a use which will or could cause excessive or burdensome use of existing streets, transportation facilities, utilities, or schools. There will be no impact on schools or utilities. Stormwater management will continue to be provided onsite. The parking garage will not encroach into the MARTA tunnel easement. Georgia Power will reroute their electrical feeds onsite and provide a new transformer for the parking deck.

A Traffic Impact Analysis conducted by Michael Baker International shows that the additional beds proposed in the north tower addition will increase peak hour traffic volumes entering and exiting the Property by approximately 12.4 percent. This minor increase in the overall traffic does not negatively impact any of the intersections along Peachtree Dunwoody Road or Johnson Ferry Road. All five of the study intersections will continue to operate at a Level of Service D or better in both the morning and afternoon peak hours.

In addition to the analysis of these proposed improvements, Northside is working with the City, the Perimeter Community Improvement District, and other stakeholders on a comprehensive traffic and transportation planning study for this area.

E. Whether the proposed modification is in conformity with the policies and intent of the City's Comprehensive Plan. The Property is designated "Living-Working Regional" in the Future Land Use Plan, which provides for commercial/office use in excess of 25,000 SF per acre. The current uses (40,800 SF/acre) and proposed uses (53,000 SF/acre) are consistent with that designation.

In addition, the Property is designated as "Regional Transit-Oriented Activity Center" in the Character Area Map. The current and proposed uses, density, and scale are consistent with this character area's defining features of predominantly mid-rise and high-rise offices, institutions, predominantly deck parking, regional employment center, and urban intensity.

F. Whether there are other existing or changing conditions affecting the use and development of the Property which give supporting grounds for either approval or disapproval of the proposed modification. As discussed elsewhere in this Application, Northside is experiencing rapidly growing patient demand. The zoning modification is needed to allow Northside to expand its physical capacity to meet this demand.

G. Whether the proposed modification will permit a land use which can be considered environmentally adverse to the natural resources, environment, and citizens of the City. No. In fact, the mission statement of Northside speaks to the positive impact on the community of this facility:

"Northside Hospital is committed to the health and wellness of our community. As such, we dedicate ourselves to being a center of excellence in providing high-quality health care. We pledge compassionate support, personal guidance and uncompromising standards to our patients in their journeys toward health of body and mind. To ensure innovative and unsurpassed care for our patients, we are dedicated to maintaining our position as regional leaders in select medical specialties. And to enhance the wellness of our community, we commit ourselves to providing a diverse array of educational and outreach programs."

Since the Sandy Springs campus opened in 1970, Northside has provided important and valuable services and has managed the Property in a responsible, environmentally sensitive manner. Granting the zoning modification will enable Northside, the City's largest employer, to provide health and wellness services to meet the growing demands of the community.

Use Permit Analysis (10-story Parking Structure)

1) Whether the proposed use is consistent with the Comprehensive Land Use Plan: As discussed above, parking decks are characteristic of the Regional Transit-Oriented Activity Center character area. Additionally, the Property is located in Land Use Node 6 – PCID. The Guidelines and Policies for Node 6 include the recommendation that "building heights should not be limited in this area." Accordingly, a 10-story parking deck in this location is consistent with the Comprehensive Plan.

2) Compatibility with land use and zoning districts in the vicinity: Parking structures are allowed in the O-I classification, which is the predominate classification in the medical complex vicinity. Both this Property and other hospital and medical office complexes in the area have multi-story buildings and parking garages that exceed the four-story limit in the O-I classification. Indeed, this Property already is approved for buildings and parking decks taller than the 10-story structure proposed in this Application. This parking deck will be set farther back from Peachtree Dunwoody Road than the 12-story parking and office structure that exists on the Property today.

3) Whether the proposed use may violate local, state, and/or federal statutes, ordinances or regulations governing land development: Northside will comply with all applicable land development, building code, and stormwater management regulations and requirements. We are aware of no violations that would be caused by the proposed use.

4) The effect of the proposed use on traffic flow, vehicular and pedestrian, along adjoining streets: Because of the current parking shortage, patients and visitors often drive around the Property and in and out of the entrances and exits along Johnson Ferry and Peachtree Dunwoody Roads searching for a parking space. The addition of the parking deck is not expected to increase traffic volumes, but will instead reduce the volume of circling vehicles by providing sufficient parking capacity necessary for the campus onsite.

Moreover, Northside has engaged a consultant to analyze the vehicular and pedestrian flow of the Property and is committed to implementing way-finding and other improvements recommended by the consultant.

5) The location and number of off-street parking spaces: A parking structure with this capacity (approximately 1277 spaces) is needed to provide the parking required by the Sandy Springs Zoning Ordinance for present and proposed uses. The number of parking spaces on the Property today barely satisfies the minimum requirements for the current uses. Visitors and patients often encounter a parking shortage on the Property, particularly during peak hours. This situation will worsen during construction of the GDOT I-285/GA-400 project because approximately 110 spaces in the Interchange surface parking lot are located within a GDOT construction easement, which will be used during the highway construction.

Moreover, the current parking available on the Property will be about 1000 spaces below the minimum requirements once the new tower is built. The deck is proposed to be located strategically between the Interchange office building and the Hospital, which have the greatest need for additional parking currently and after the north tower expansion is open.

6) The amount and location of open space: Natural and landscaped buffers, planting areas, sidewalks, and pocket courtyards exist throughout the Property. The parking garage will be located in an area that is largely covered with surface parking today. Additional landscaping will be provided around the parking deck.

7) Protective screening: There is an existing buffer of mature trees and shrubs along Peachtree Dunwoody Road from Hollis Cobb Circle to the Interchange entrance, which will provide ample screening for the parking garage. While some trees on the Interchange Tract must be removed to expand the stormwater detention facility and install an additional storm drainage pipe, new trees and landscaping will be provided. Furthermore, the structure will be located 14 ft. below the grade of the street and 100 ft. back from the right of way, which will further reduce the visual impact of the deck.

8) Hours and manner of operation: The parking deck will be open 24 hours a day, 7 days a week. Security will be provided continuously.

9) Outdoor lighting: Northside plans to install four lighting poles on top of the deck and some lights on and around the parking structure (in addition to interior lighting).

10) Ingress and egress to the property: The entrances to the Hospital and Interchange Tracts will not change. The parking deck will be accessible from Peachtree Dunwoody Road and Hollis Cobb Circle. As shown on the Site Plan, two entrances to the parking garage will be provided from the Interchange Tract and one from the Hospital Tract.

CONCLUSION

For the foregoing reasons, Applicant respectfully requests that this Application for Zoning Modification and Use Permit be approved.

Submitted this 2nd day of May, 2016.

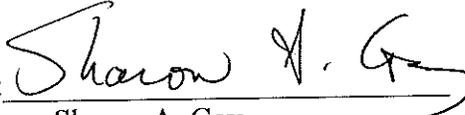
By: 
Sharon A. Gay

EXHIBIT A
LEGAL DESCRIPTIONS

RECEIVED

MAY 03 2016

City Of Sandy Springs
Community Development



Case No.:

RZ16-00 95

Planner's initials: **CMB**

PROJECT INFORMATION SHEET

PROPERTY	Address(es): 1000 Johnson Ferry Rd / 5780 Peachtree Dunwoody Rd.	
	Parcel Tax ID: 170016LL1096/170017LL1137, 170017LL1277	
	Land Lot(s): 1096/1127, 1277	Land District(s): 59
	Total acreage: 29.326	Council district: 5
	Current zoning: O-I-C	Current use: hospital & medical office
	Overlay district: PCID	Future land use: Living-Working Regional

APPLICATION	Purpose of the application: Rezoning	
	Check all that apply:	
	<input checked="" type="checkbox"/> Rezoning <input checked="" type="checkbox"/> Modification <input type="checkbox"/> Use permit(s) <input type="checkbox"/> Concurrent variance(s)	
	Detailed request (include Code/Ordinance Section No. for concurrent variances):	
	Increase allowed SF on hospital & Interchange tracts to 1,750,000 SF	
	Add 1270 space parking deck	
	Petitioner: Northside Hospital, Inc. by Dentons LLP	
	Petitioner's address: 303 Peachtree St. NE STE 5300	
Atlanta, GA 30308		
Phone: 404-527-4676	Email: sharon.gay@dentons.com	

OWNER	Property owner: Hospital Authority of Fulton County		
	Owner's address: 5710 Peachtree Dunwoody Rd.		
	Atlanta, Ga 30342		
	Phone: 404-841-8024	Email: john.cummings@northside.com	
	Signature (authorizing initiation of the process): <i>Debra V. Sommer</i>		
If the property is under contract and the owner is unavailable to sign, provide a copy of the contract			

- TO BE FILLED OUT BY P&Z STAFF -

Pre-application meeting date: 04/18/2016	Anticipated application date: 05/03/2016
CM1 date, time, and location: 04/27/2016, 6:00pm, Northside Hospital	
ADDITIONAL INFORMATION NEEDED:	
Traffic study	





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MAY 03 2016 1:20 pm

City Of Sandy Springs
Community Development 

APPLICATION

REZONING, USE PERMIT, ZONING MODIFICATION AND CONCURRENT VARIANCE

Application checklist:

Page No.	Item	Completed/ Included in Submittal*
1	Project Information Sheet	<input checked="" type="checkbox"/>
2 - 4	Detailed process and instructions	N/A
5	Application Form	<input checked="" type="checkbox"/>
6 - 8	Authorization and Disclosure forms	<input checked="" type="checkbox"/>
	Additional requirements:	
9	Letter of Intent	<input checked="" type="checkbox"/>
9	Zoning Impact Analysis	<input checked="" type="checkbox"/>
9	Use Permit Analysis	<input checked="" type="checkbox"/>
10	Concurrent Variance Analysis	<input type="checkbox"/>
11	Environmental Site Analysis	<input type="checkbox"/>
12	Environmental Impact Report	<input type="checkbox"/> or N/A <input checked="" type="checkbox"/>
12	Traffic Impact Study	<input type="checkbox"/> or N/A <input type="checkbox"/>
12	Development of Regional Impact	<input type="checkbox"/> or N/A <input checked="" type="checkbox"/>
12	Chattahoochee River Corridor Certificate	<input type="checkbox"/> or N/A <input checked="" type="checkbox"/>
12	Public Participation Report	N/A
13 - 14	Survey, Site Plan and Legal Description Checklist	<input checked="" type="checkbox"/>
15	Meeting schedule	N/A
16	Fee schedule	N/A
17	Sign specifications	N/A
18	Sign-in sheet suggested format	N/A

Provide also:

All the documents electronically (CD/DVD, thumb drive or via email) Note: The Legal Description must be in a Word document	<input checked="" type="checkbox"/>
Site plan: one (1) copy on 11"x17" and two (2) full-scale copies	<input checked="" type="checkbox"/>
Sign-in sheet completed at CM1	<input checked="" type="checkbox"/>

The Director reserves the right to request additional information deemed necessary to analyze the request.

Incomplete applications will not be accepted.

Planner's initials: _____

RECEIVED

MAY 03 2016

City Of Sandy Springs
Community Development



Case No.:

RZ16-00 95
Planner's initials: CNB

PROJECT INFORMATION SHEET

PROPERTY	Address(es): 1000 Johnson Ferry Rd / 5780 Peachtree Dunwoody Rd.	
	Parcel Tax ID: 170016LL1096/170017LL1137, 170017LL1277	
	Land Lot(s): 1096/1127, 1277	Land District(s): 59
	Total acreage: 29.326	Council district: 5
	Current zoning: O-I-C	Current use: hospital & medical office
	Overlay district: PCID	Future land use: Living-Working Regional

APPLICATION	Purpose of the application: Rezoning	
	Check all that apply:	
	<input checked="" type="checkbox"/> Rezoning <input checked="" type="checkbox"/> Modification <input type="checkbox"/> Use permit(s) <input type="checkbox"/> Concurrent variance(s)	
	Detailed request (include Code/Ordinance Section No. for concurrent variances):	
	Increase allowed SF on hospital & interchange tracts to 1,750,000 SF	
	Add 1270 space parking deck	
	Petitioner: Northside Hospital, Inc. by Dentons LLP	
Petitioner's address: 303 Peachtree St. NE STE 5300		
Atlanta, GA 30308		
Phone: 404-527-4676	Email: sharon.gay@dentons.com	

OWNER	Property owner: Hospital Authority of Fulton County	
	Owner's address: 5710 Peachtree Dunwoody Rd.	
	Atlanta, Ga 30342	
	Phone: 404-841-8024	Email: john.cummings@northside.com
	Signature (authorizing initiation of the process): <i>Neena V. Sommers</i>	
If the property is under contract and the owner is unavailable to sign, provide a copy of the contract		

- TO BE FILLED OUT BY P&Z STAFF -

Pre-application meeting date: 04/18/2016	Anticipated application date: 05/03/2016
CMI date, time, and location: 04/27/2016, 6:00 PM, Northside Hospital	
ADDITIONAL INFORMATION NEEDED	
Traffic study	

The following legal description has been copied from plans prepared by Long Engineering for Northside Hospital dated May 15, 2003 with latest revision dated November 20, 2007:

LEGAL DESCRIPTION NORTHSIDE HOSPITAL TRACT

ALL THAT TRACT OR PARCEL OF LAND LYING IN OR BEING IN LAND LOT 16 OF THE 17TH DISTRICT, UNINCORPORATED FULTON COUNTY, GEORGIA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

TO FIND THE POINT OF BEGINNING, COMMENCE AT THE INTERSECTION OF THE NORTHWESTERLY RIGHT-OF-WAY OF JOHNSON FERRY ROAD (VARIABLE RIGHT-OF-WAY WIDTH AT THIS POINT) WITH THE EASTERLY RIGHT-OF-WAY OF GEORGIA HIGHWAY 400 (FORMERLY KNOWN AS NORTH FULTON EXPRESSWAY) (VARIABLE RIGHT-OF-WAY WIDTH);

THENCE DEPART SAID EASTERLY RIGHT-OF-WAY OF GEORGIA HIGHWAY 400 AND PROCEED ALONG SAID NORTHWESTERLY RIGHT-OF-WAY OF JOHNSON FERRY ROAD, NORTH 66 DEGREES 28 MINUTES 48 SECONDS EAST FOR A DISTANCE OF 69.56 FEET TO A POINT;

THENCE CONTINUE ALONG THE NORTHWESTERLY AND NORTHERLY RIGHT-OF-WAY OF JOHNSON FERRY ROAD ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 635.62 FEET AND AN ARC LENGTH OF 180.20 FEET, BEING SUBTENDED BY A CHORD OF NORTH 74 DEGREES 36 MINUTES 01 SECOND EAST FOR A DISTANCE OF 179.60 FEET TO A POINT;

THENCE CONTINUE ALONG SAID NORTHERLY RIGHT-OF-WAY OF JOHNSON FERRY ROAD, NORTH 82 DEGREES 35 MINUTES 25 SECONDS EAST FOR A DISTANCE OF 269.98 FEET TO A POINT, AT WHICH POINT THE AFORESAID VARIABLE RIGHT-OF-WAY WIDTH MEETS WITH A RIGHT-OF-WAY WIDTH OF 100 FEET, SAID POINT BEING THE POINT OF BEGINNING;

THE POINT OF BEGINNING THUS ESTABLISHED, THENCE DEPART SAID NORTHERLY RIGHT-OF-WAY OF JOHNSON FERRY ROAD AND PROCEED ALONG THE APPROXIMATE CENTERLINE OF HOLLIS COBB CIRCLE (A PRIVATE ROAD) NORTH 00 DEGREES 41 MINUTES 04 SECONDS EAST FOR A DISTANCE OF 66.02 FEET TO A POINT;

THENCE CONTINUE ALONG SAID APPROXIMATE CENTERLINE OF HOLLIS COBB CIRCLE ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 296.51 FEET AND AN ARC LENGTH OF 201.84 FEET, BEING SUBTENDED BY A CHORD OF NORTH 18 DEGREES 48 MINUTES 53 SECONDS WEST FOR A DISTANCE OF 197.97 FEET TO A POINT;

THENCE CONTINUE ALONG SAID APPROXIMATE CENTERLINE OF HOLLIS COBB CIRCLE, NORTH 38 DEGREES 19 MINUTES 04 SECONDS WEST FOR A DISTANCE OF 85.28 FEET TO A POINT;

THENCE CONTINUE ALONG SAID APPROXIMATE CENTERLINE OF HOLLIS COBB CIRCLE, ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 302.75 FEET AND AN ARC LENGTH OF 651.87 FEET, BEING SUBTENDED BY A CHORD OF NORTH 23 DEGREES 22 MINUTES 17 SECONDS EAST FOR A DISTANCE OF 533.04 FEET TO A POINT;

THENCE DEPART SAID APPROXIMATE CENTERLINE OF HOLLIS COBB CIRCLE, NORTH 04 DEGREES 56 MINUTES 34 SECONDS WEST FOR A DISTANCE OF 233.20 FEET TO A POINT ON THE NORTH LINE OF LAND LOT 16 OF AFORESAID 17TH DISTRICT, BEING THE SOUTH LINE OF LAND LOT 17;

THENCE PROCEED ALONG SAID LAND LOT LINE SOUTH 89 DEGREES 36 MINUTES 14 SECONDS EAST FOR A DISTANCE OF 463.07 FEET TO A 5/8-INCH REINFORCING BAR AT THE SOUTHWESTERLY RIGHT-OF-WAY OF PEACHTREE-DUNWOODY ROAD (VARIABLE RIGHT-OF-WAY WIDTH AT THIS POINT);

THENCE DEPART SAID LAND LOT LINE AND PROCEED ALONG SAID SOUTHWESTERLY RIGHT-OF-WAY OF PEACHTREE-DUNWOODY ROAD ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 670.00 FEET

AND AN ARC LENGTH OF 221.21 FEET, BEING SUBTENDED BY A CHORD OF SOUTH 23 DEGREES 24 MINUTES 16 SECONDS EAST FOR A DISTANCE OF 220.21 FEET TO A POINT;

THENCE CONTINUE ALONG SAID SOUTHWESTERLY RIGHT-OF-WAY OF PEACHTREE- DUNWOODY ROAD, SOUTH 31 DEGREES 29 MINUTES 18 SECONDS EAST FOR A DISTANCE OF 208.48 FEET TO A POINT;

THENCE CONTINUE ALONG SAID SOUTHWESTERLY RIGHT-OF-WAY OF PEACHTREE- DUNWOODY ROAD ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 686.98 FEET AND AN ARC LENGTH OF 157.29 FEET, BEING SUBTENDED BY A CHORD OF SOUTH 26 DEGREES 18 MINUTES 14 SECONDS EAST FOR A DISTANCE OF 156.94 FEET TO A POINT;

THENCE CONTINUE ALONG SAID SOUTHWESTERLY RIGHT-OF-WAY OF PEACHTREE- DUNWOODY ROAD, SOUTH 19 DEGREES 44 MINUTES 41 SECONDS EAST FOR A DISTANCE OF 257.14 FEET TO A POINT;

THENCE PROCEED ALONG THE SOUTHWESTERLY, WESTERLY AND NORTHWESTERLY RIGHT-OF-WAY OF SAID PEACHTREE-DUNWOODY ROAD ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 430.77 FEET AND AN ARC LENGTH OF 376.11 FEET, BEING SUBTENDED BY A CHORD OF SOUTH 16 DEGREES 01 MINUTE 20 SECONDS WEST FOR A DISTANCE OF 364.28 FEET TO A POINT;

THENCE PROCEED ALONG SAID NORTHWESTERLY RIGHT-OF-WAY OF PEACHTREE- DUNWOODY ROAD, SOUTH 41 DEGREES 02 MINUTES 00 SECONDS WEST FOR A DISTANCE OF 188.63 FEET TO A POINT AT THE INTERSECTION WITH THE NORTHEASTERLY RIGHT-OF-WAY OF AFORESAID JOHNSON FERRY ROAD (100-FOOT RIGHT-OF-WAY WIDTH);

THENCE CONTINUE ALONG SAID NORTHEASTERLY RIGHT-OF-WAY OF JOHNSON FERRY ROAD, NORTH 52 DEGREES 52 MINUTES 44 SECONDS WEST FOR A DISTANCE OF 240.71 FEET TO A POINT;

THENCE PROCEED ALONG THE NORTHEASTERLY AND NORTHERLY RIGHT-OF-WAY OF SAID JOHNSON FERRY ROAD ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 393.31 FEET AND AN ARC LENGTH OF 269.71 FEET, BEING SUBTENDED BY A CHORD OF NORTH 72 DEGREES 31 MINUTES 27 SECONDS WEST FOR A DISTANCE OF 264.46 FEET TO A POINT;

THENCE CONTINUE ALONG SAID NORTHERLY RIGHT-OF-WAY OF JOHNSON FERRY ROAD, SOUTH 87 DEGREES 49 MINUTES 50 SECONDS WEST FOR A DISTANCE OF 222.86 FEET TO THE POINT OF BEGINNING.

SAID PROPERTY CONTAINS 20.6977 ACRES OR 901,591 SQUARE FEET.

The following legal description has been copied from plans prepared by Long Engineering for Northside Hospital dated May 15, 2003 with latest revision dated November 20, 2007:

LEGAL DESCRIPTION TOWER PARKING DECK TRACT

ALL THAT TRACT OR PARCEL OF LAND LYING IN OR BEING IN LAND LOT 16 OF THE 17TH DISTRICT, UNINCORPORATED FULTON COUNTY, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

TO FIND THE POINT OF BEGINNING, COMMENCE AT A POINT ON THE WESTERLY SIDE OF PEACHTREE-DUNWOODY ROAD, WEST OF AND ACROSS THE ROAD FROM THE MEDICAL CENTER METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY (MARTA) STATION, SAID POINT DEFINED BY A MARTA BRASS DISK NAMED "417-R" SET IN CONCRETE SIDEWALK ON SAID WEST SIDE OF PEACHTREE-DUNWOODY ROAD, HAVING GEORGIA STATE PLANE GRID COORDINATES PUBLISHED AS NORTH 1,423,302.775 AND EAST 2,240,115.787, SAID POINT BEING THE POINT OF COMMENCEMENT;
THENCE PROCEED ON A GRID BEARING OF SOUTH 05 DEGREES 04 MINUTES 41 SECONDS WEST FOR A GRID DISTANCE OF 768.70', AND WHOSE GROUND DISTANCE IS 768.81 FEET, TO A MARTA BRASS DISK NAMED "MED-3R" SET IN CONCRETE SIDEWALK ON AFORESAID WEST SIDE OF PEACHTREE-DUNWOODY ROAD, HAVING GEORGIA STATE PLANE GRID COORDINATES PUBLISHED AS NORTH 1,422,537.095 AND EAST 2,240,047.749, SAID POINT FROM WHICH ALL SUBSEQUENT BEARINGS HEREIN ARE STATED AS GRID BEARINGS BUT WHOSE DISTANCES ARE GROUND DISTANCES;
THENCE PROCEED SOUTH 24 DEGREES 22 MINUTES 04 SECONDS EAST FOR A DISTANCE OF 140.03 FEET TO THE POINT OF BEGINNING.

THE POINT OF BEGINNING THUS DESCRIBED THENCE PROCEED SOUTH 27 DEGREES 28 MINUTES 36 SECONDS EAST FOR A DISTANCE OF 334.94 FEET TO A POINT;
THENCE SOUTH 17 DEGREES 35 MINUTES 34 SECONDS WEST FOR A DISTANCE OF 31.25 FEET TO A POINT;
THENCE SOUTH 62 DEGREES 30 MINUTES 37 SECONDS WEST FOR A DISTANCE OF 148.43 FEET TO A POINT;
THENCE NORTH 72 DEGREES 27 MINUTES 38 SECONDS WEST FOR A DISTANCE OF 31.22 FEET TO A POINT;
THENCE NORTH 27 DEGREES 28 MINUTES 12 SECONDS WEST FOR A DISTANCE OF 128.18 FEET TO A POINT;
THENCE SOUTH 62 DEGREES 31 MINUTES 24 SECONDS WEST FOR A DISTANCE OF 4.17 FEET TO A POINT;
THENCE NORTH 27 DEGREES 28 MINUTES 36 SECONDS WEST FOR A DISTANCE OF 35.00 FEET TO A POINT;
THENCE NORTH 62 DEGREES 31 MINUTES 24 SECONDS EAST FOR A DISTANCE OF 4.18 FEET TO A POINT;
THENCE NORTH 27 DEGREES 28 MINUTES 12 SECONDS WEST FOR A DISTANCE OF 171.91 FEET TO A POINT;
THENCE NORTH 17 DEGREES 37 MINUTES 01 SECOND EAST FOR A DISTANCE OF 31.19 FEET TO A POINT;
THENCE NORTH 62 DEGREES 33 MINUTES 57 SECONDS EAST FOR A DISTANCE OF 148.38 FEET TO A POINT;
THENCE SOUTH 72 DEGREES 33 MINUTES 47 SECONDS EAST FOR A DISTANCE OF 31.22 FEET TO THE POINT OF BEGINNING.

SAID PARCEL CONTAINS 1.6573 ACRES OR 72,191 SQUARE FEET.

LEGAL DESCRIPTION INTERCHANGE TRACT

ALL THAT TRACT OR PARCEL OF LAND LYING IN OR BEING IN LAND LOT 17 OF THE 17TH DISTRICT, CITY OF SANDY SPRINGS, FULTON COUNTY, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

TO FIND THE POINT OF BEGINNING, COMMENCE AT A POINT MARKED BY A 5/8-INCH REINFORCING BAR AT THE INTERSECTION OF THE EASTERLY OR SOUTHEASTERLY MARGIN OF THE RIGHT-OF-WAY OF GEORGIA HIGHWAY 400 (FORMERLY KNOWN AS NORTH FULTON EXPRESSWAY) (VARIABLE RIGHT-OF-WAY WIDTH) WITH THE SOUTHERN LINE OF LAND LOT 17 OF AFORESAID DISTRICT, BEING THE NORTHERN LINE OF LAND LOT 16;

THENCE DEPART SAID SOUTHERN LINE OF LAND LOT 17 AND PROCEED ALONG SAID SOUTHEASTERLY RIGHT-OF-WAY OF GEORGIA HIGHWAY 400 NORTH 24 DEGREES 37 MINUTES 20 SECONDS EAST FOR A DISTANCE OF 155.45 FEET TO A POINT MARKED BY CONCRETE RIGHT-OF-WAY MONUMENT;
THENCE CONTINUE ALONG SAID SOUTHEASTERLY RIGHT-OF-WAY OF GEORGIA HIGHWAY 400, NORTH 49 DEGREES 17 MINUTES 14 SECONDS EAST FOR A DISTANCE OF 60.25 FEET TO THE POINT OF BEGINNING;

THE POINT OF BEGINNING THUS ESTABLISHED, THENCE CONTINUE ALONG SAID SOUTHEASTERLY RIGHT-OF-WAY OF GEORGIA HIGHWAY 400 THE FOLLOWING THREE COURSES AND DISTANCES:

NORTH 49 DEGREES 17 MINUTES 14 SECONDS EAST FOR A DISTANCE OF 357.90 FEET TO A CONCRETE RIGHT-OF-WAY MONUMENT;

THENCE NORTH 68 DEGREES 42 MINUTES 12 SECONDS EAST FOR A DISTANCE OF 369.06 FEET TO A CONCRETE RIGHT-OF-WAY MONUMENT;

THENCE NORTH 60 DEGREES 25 MINUTES 12 SECONDS EAST FOR A DISTANCE OF 245.89 FEET TO A CONCRETE RIGHT-OF-WAY MONUMENT AT THE NORTHWESTERLY RIGHT-OF-WAY OF PEACHTREE DUNWOODY ROAD (VARIABLE RIGHT-OF-WAY WIDTH AT THIS POINT);

THENCE DEPART SAID SOUTHEASTERLY RIGHT-OF-WAY OF GEORGIA HIGHWAY 400 AND PROCEED ALONG THE NORTHWESTERLY AND WESTERLY RIGHT-OF-WAY OF PEACHTREE DUNWOODY ROAD THE FOLLOWING ELEVEN COURSES AND DISTANCES: SOUTH 03 DEGREES 06 MINUTES 10 SECONDS EAST FOR A DISTANCE OF 54.89 FEET TO A POINT;

THENCE SOUTH 23 DEGREES 29 MINUTES 14 SECONDS WEST FOR A DISTANCE OF 111.33 FEET TO A POINT;

THENCE ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 1,308.10 FEET AND AN ARC LENGTH OF 175.75 FEET, BEING SUBTENDED BY A CHORD OF SOUTH 19 DEGREES 28 MINUTES 13 SECONDS WEST FOR A DISTANCE OF 175.62 FEET TO A POINT;

THENCE ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 502.86 FEET AND AN ARC LENGTH OF 75.66 FEET, BEING SUBTENDED BY A CHORD OF SOUTH 11 DEGREES 18 MINUTES 38 SECONDS WEST FOR A DISTANCE OF 75.59 FEET TO A POINT;

THENCE SOUTH 05 DEGREES 40 MINUTES 26 SECONDS WEST FOR A DISTANCE OF 31.44 FEET TO A POINT;

THENCE ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 732.42 FEET AND AN ARC LENGTH OF 57.18 FEET, BEING SUBTENDED BY A CHORD OF SOUTH 03 DEGREES 54 MINUTES 10 SECONDS WEST FOR A DISTANCE OF 57.16 FEET TO A ONE-HALF INCH REINFORCING BAR;

THENCE ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 731.23 FEET AND AN ARC LENGTH OF 13.05 FEET, BEING SUBTENDED BY A CHORD OF SOUTH 01 DEGREES 08 MINUTES 59 SECONDS WEST FOR A DISTANCE OF 13.05 FEET TO A POINT;

THENCE ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 64.50 FEET AND AN ARC LENGTH OF 12.25 FEET, BEING SUBTENDED BY A CHORD OF SOUTH 06 DEGREES 51 MINUTES 35 SECONDS WEST FOR A DISTANCE OF 12.23 FEET TO A POINT;

The following legal description has been copied from plans prepared by Long Engineering for Northside Hospital dated May 15, 2003 with latest revision dated November 20, 2007:

LEGAL DESCRIPTION MEDICAL OFFICE BUILDINGS TRACT

ALL THAT TRACT OR PARCEL OF LAND LYING IN OR BEING IN LAND LOT 16 AND 17 OF THE 17TH DISTRICT, CITY OF SANDY SPRINGS, GEORGIA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE INTERSECTION OF THE NORTHWESTERLY RIGHT-OF-WAY OF JOHNSON FERRY ROAD (VARIABLE RIGHT-OF-WAY WIDTH AT THIS POINT) WITH THE EASTERLY RIGHT-OF-WAY OF GEORGIA HIGHWAY 400 (FORMERLY KNOWN AS NORTH FULTON EXPRESSWAY) (VARIABLE RIGHT-OF-WAY WIDTH);

THENCE DEPART SAID NORTHERLY RIGHT-OF-WAY OF JOHNSON FERRY ROAD AND PROCEED ALONG SAID EASTERLY RIGHT-OF-WAY OF GEORGIA HIGHWAY 400, NORTH 13 DEGREES 58 MINUTES 50 SECONDS EAST FOR A DISTANCE OF 423.78 FEET TO A 5/8-INCH REINFORCING BAR FOUND;

THENCE CONTINUE ALONG SAID EASTERLY RIGHT-OF-WAY OF GEORGIA HIGHWAY 400, NORTH 04 DEGREES 52 MINUTES 41 SECONDS EAST FOR A DISTANCE OF 230.58 FEET TO A 5/8-INCH REINFORCING BAR FOUND;

THENCE CONTINUE ALONG SAID EASTERLY RIGHT-OF-WAY OF GEORGIA HIGHWAY 400, NORTH 04 DEGREES 46 MINUTES 31 SECONDS EAST FOR A DISTANCE OF 154.32 FEET TO A POINT;

THENCE CONTINUE ALONG SAID EASTERLY RIGHT-OF-WAY OF GEORGIA HIGHWAY 400, NORTH 04 DEGREES 24 MINUTES 03 SECONDS EAST FOR A DISTANCE OF 99.93 FEET TO A 5/8-INCH REINFORCING BAR FOUND;

THENCE CONTINUE ALONG SAID EASTERLY RIGHT-OF-WAY OF GEORGIA HIGHWAY 400, NORTH 16 DEGREES 06 MINUTES 20 SECONDS EAST FOR A DISTANCE OF 270.96 FEET TO A 5/8-INCH REINFORCING BAR FOUND AT THE NORTH LINE OF LAND LOT 16 OF AFORESAID 17TH DISTRICT, BEING THE SOUTH LINE OF LAND LOT 17;

THENCE CONTINUE ALONG SAID EASTERLY RIGHT-OF-WAY OF GEORGIA HIGHWAY 400, NORTH 24 DEGREES 37 MINUTES 20 SECONDS EAST FOR A DISTANCE OF 155.45 FEET TO A CONCRETE RIGHT OF WAY MONUMENT;

THENCE CONTINUE ALONG SAID EASTERLY RIGHT-OF-WAY OF GEORGIA HIGHWAY 400, NORTH 49 DEGREES 17 MINUTES 14 SECONDS EAST FOR A DISTANCE OF 60.25 FEET TO A POINT;

THENCE CONTINUE SOUTH 40 DEGREES 44 MINUTES 17 SECONDS EAST FOR A DISTANCE OF 33.37 FEET TO A POINT;

THENCE CONTINUE SOUTH 42 DEGREES 57 MINUTES 50 SECONDS EAST FOR A DISTANCE OF 38.41 FEET TO A POINT;

THENCE CONTINUE ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 4.30 FEET AND AN ARC LENGTH OF 7.38 FEET, BEING SUBTENDED BY A CHORD OF SOUTH 36 DEGREES 23 MINUTES 00 SECONDS EAST FOR A DISTANCE OF 6.51 FEET TO A POINT;

THENCE CONTINUE SOUTH 12 DEGREES 47 MINUTES 36 SECONDS WEST FOR A DISTANCE OF 14.34 FEET TO A POINT;

THENCE CONTINUE SOUTH 75 DEGREES 31 MINUTES 26 SECONDS EAST FOR A DISTANCE OF 101.83 FEET TO A POINT;

THENCE CONTINUE SOUTH 77 DEGREES 18 MINUTES 38 SECONDS EAST FOR A DISTANCE OF 24.32 FEET TO A POINT;

THENCE CONTINUE ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 26.60 FEET AND AN ARC LENGTH OF 7.62 FEET, BEING SUBTENDED BY A CHORD OF SOUTH 19 DEGREES 33 MINUTES 46 SECONDS EAST FOR A DISTANCE OF 7.59 FEET TO A POINT;

THENCE CONTINUE NORTH 76 DEGREES 18 MINUTES 20 SECONDS WEST FOR A DISTANCE OF 15.70 FEET TO A POINT;

THENCE CONTINUE SOUTH 14 DEGREES 37 MINUTES 34 SECONDS WEST FOR A DISTANCE OF 47.50 FEET TO A POINT;

THENCE CONTINUE NORTH 75 DEGREES 19 MINUTES 19 SECONDS WEST FOR A DISTANCE OF 9.37 FEET TO A POINT;

THENCE CONTINUE SOUTH 14 DEGREES 15 MINUTES 16 SECONDS WEST FOR A DISTANCE OF 4.31 FEET TO A POINT;

THENCE CONTINUE NORTH 73 DEGREES 48 MINUTES 19 SECONDS WEST FOR A DISTANCE OF 28.82 FEET TO A POINT;

THENCE CONTINUE SOUTH 14 DEGREES 27 MINUTES 00 SECONDS WEST FOR A DISTANCE OF 36.66 FEET TO A POINT;

THENCE CONTINUE ALONG SAID NORTH LINE OF LAND LINE 16, SOUTH 89 DEGREES 36 MINUTES 14 SECONDS EAST FOR A DISTANCE OF 152.69 FEET TO A POINT;

THENCE DEPART SAID LAND LOT LINE SOUTH 04 DEGREES 56 MINUTES 34 SECONDS EAST FOR A DISTANCE OF 233.20 FEET TO A POINT ON THE APPROXIMATE CENTERLINE OF HOLLIS COBB CIRCLE (A PRIVATE ROAD);

THENCE CONTINUE ALONG THE APPROXIMATE CENTERLINE OF HOLLIS COBB CIRCLE ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 302.75 FEET AND AN ARC LENGTH OF 651.86 FEET, BEING SUBTENDED BY A CHORD OF SOUTH 23 DEGREES 22 MINUTES 15 SECONDS WEST FOR A DISTANCE OF 533.03 FEET TO A POINT;

THENCE CONTINUE ALONG THE APPROXIMATE CENTERLINE OF HOLLIS COBB CIRCLE SOUTH 38 DEGREES 18 MINUTES 45 SECONDS EAST FOR A DISTANCE OF 85.28 FEET TO A POINT;

THENCE CONTINUE ALONG THE APPROXIMATE CENTERLINE OF HOLLIS COBB CIRCLE ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 296.51 FEET AND AN ARC LENGTH OF 201.84 FEET, BEING SUBTENDED BY A CHORD OF SOUTH 18 DEGREES 48 MINUTES 46 SECONDS EAST FOR A DISTANCE OF 197.96 FEET TO A POINT;

THENCE CONTINUE ALONG THE APPROXIMATE CENTERLINE OF HOLLIS COBB CIRCLE SOUTH 00 DEGREES 40 MINUTES 39 SECONDS WEST FOR A DISTANCE OF 61.31 FEET TO A POINT ON THE NORTHERLY RIGHT-OF-WAY OF AFORESAID JOHNSON FERRY ROAD, AT WHICH POINT THE AFORESAID VARIABLE RIGHT-OF-WAY WIDTH MEETS WITH A 100-FOOT RIGHT-OF-WAY WIDTH;

THENCE PROCEED ALONG SAID NORTHERLY VARIABLE RIGHT-OF-WAY OF JOHNSON FERRY ROAD, SOUTH 82 DEGREES 51 MINUTES 40 SECONDS WEST FOR A DISTANCE OF 202.93 FEET TO A POINT;

THENCE CONTINUE ALONG SAID NORTHERLY AND NORTHWESTERLY RIGHT-OF-WAY OF JOHNSON FERRY ROAD SOUTH 07 DEGREES 24 MINUTES 35 SECONDS EAST FOR A DISTANCE OF 5.62 FEET TO A POINT;

THENCE CONTINUE ALONG SAID NORTHERLY AND NORTHWESTERLY RIGHT-OF-WAY OF JOHNSON FERRY ROAD SOUTH 82 DEGREES 35 MINUTES 25 SECONDS WEST FOR A DISTANCE OF 67.72 FEET TO A POINT;

THENCE CONTINUE ALONG SAID NORTHERLY AND NORTHWESTERLY RIGHT-OF-WAY OF JOHNSON FERRY ROAD ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 635.61 FEET AND AN ARC LENGTH OF 180.20 FEET, BEING SUBTENDED BY A CHORD OF SOUTH 74 DEGREES 35 MINUTES 58 SECONDS WEST FOR A DISTANCE OF 179.60 FEET TO A POINT;

THENCE CONTINUE ALONG SAID NORTHWESTERLY RIGHT-OF-WAY OF JOHNSON FERRY ROAD, SOUTH 66 DEGREES 28 MINUTES 48 SECONDS WEST FOR A DISTANCE OF 69.56 FEET TO THE POINT OF BEGINNING;

SAID PROPERTY CONTAINS 8.9928 ACRES OR 391,727 SQUARE FEET.

May 20, 2016

**COSS PLANNING & ZONING
RECEIVED 05/23/2016****BY ELECTRONIC MAIL AND HAND DELIVERY**

Ms. Michelle M. Alexander
Director, Department of Community Development
City of Sandy Springs
7840 Roswell Road
Building 500
Sandy Springs, Georgia 30350

Re: RZ 16-0095 and U 16-0024– Amendment to Letter of Intent to Request Concurrent Variance to Increase Maximum Lot Coverage to Seventy-Nine Percent (79%)

Dear Michelle:

Northside Hospital, Inc. ("Northside") has applied to rezone the medical campus and adjoining parcels from O-I-C to O-I-C to allow additional square footage to be developed on the Property and to obtain a use permit to allow construction of a ten-story parking structure. Upon further review of the existing as-built conditions and the zoning site plan, we have concluded that the Property currently exceeds the seventy percent (70%) lot coverage limitation in the O-I regulations and that the proposed improvements will increase this nonconformity slightly. Specifically, the area of the footprint of all existing buildings and parking currently stands at seventy-four percent (74%). Northside now files this amendment to the pending application to seek a concurrent variance to increase the maximum allowable lot coverage to seventy-nine percent (79%) so that the proposed tower addition and parking structure may be constructed.

Enclosed please find the following:

- 1) Two full-size copies and one 11 x 17 copy of a Site Plan by Long Engineering, Inc. dated May 23, 2016; and
- 2) Check for \$350 made payable to the City of Sandy Springs.

Relief requested:

Concurrent Variance Request for relief from Section 8.1.3.(J) to allow the area of the total footprint of all buildings and parking to exceed the maximum lot coverage of seventy percent (70%) and to allow lot coverage of seventy-nine percent (79%).

Concurrent Variance Analysis (Lot Coverage)

Article XXII, Section 22.3.1 of the City of Sandy Springs Zoning Ordinance provides that variances may be granted upon a showing that:

A. Relief, if granted, would be in harmony with, or, could be made to be in harmony with, the general purposes and intent of the Zoning Ordinance; or

B. The application of the particular provision of the Zoning Ordinance to a particular piece of property, due to extraordinary and exceptional conditions pertaining to that property because of its size, shape, or topography, would create an unnecessary hardship for the owner while causing no detriment to the public.

Northside respectfully submits that both standards are met in this case.

A. The majority of the increase in lot coverage will be due to the construction of the new parking deck. The current zoning for the Interchange Tract already allows for the construction of a new office building in the approximate location of the proposed parking deck. Thus, this additional lot coverage was already contemplated in the existing zoning, and Northside is merely proposing to substitute a parking deck for the office building on this undeveloped portion of the Property.

There is an existing buffer of mature trees and shrubs along Peachtree Dunwoody Road from Hollis Cobb Circle to the Interchange entrance, which will provide ample screening for the parking garage. New trees and landscaping will be provided. Furthermore, the structure will be located 14 ft. below the grade of the street and 100 ft. back from the right of way, which will further reduce the visual impact of the deck. Accordingly, this requested relief is in harmony with the general purposes and intent of the Zoning Ordinance.

B. The requested variance relates to Northside's ability to respond to increased patient demand and to provide adequate parking for employees, patients, and visitors on its existing campus. The current lot coverage on the Property is approximately seventy-four percent (74%). With the development of the eight-story addition to the north tower of the hospital building and the construction of the ten-story parking deck as proposed in this application, the lot coverage will increase because the parking deck will be constructed partially on an area that currently is undeveloped. Given the irregular, triangular shape of the Property, the as-built conditions, and the topography of the Interchange Tract, there is no other way to provide the needed capacity on the Property to respond to increased patient demand or provide adequate parking without additions to the existing hospital building and the construction of a new a parking deck, which will increase the lot coverage.

For these reasons, denial of this request for a concurrent variance would create an unnecessary hardship not only for Northside but also for its patients and staff. Granting this relief will not cause a detriment to the public because existing screening and landscaping will be enhanced. Furthermore, stormwater management will be provided in accordance with all applicable regulatory requirements and additional stormwater capacity will be provided, thereby minimizing any impact of increased impervious surface.

Conclusion

Northside respectfully requests that this application, including the amendment to seek a concurrent variance, be granted.

Thank you for your assistance and consideration..

Very truly yours,



Sharon A. Gay

cc via email: Ms. Catherine Mercier-Baggett
Susan Sommers, Esq.
Mr. John Cummings
Mr. Carlos Washington

LETTER OF INTENT (Amended June 24, 2016)

ZONING IMPACT ANALYSIS

USE PERMIT ANALYSIS

CONCURRENT VARIANCE ANALYSIS

for

**APPLICATION FOR REZONING, USE PERMIT AND
CONCURRENT VARIANCE FOR HOSPITAL AND MEDICAL
OFFICE COMPLEX – RZ 16-0095 and U-16-0024**

for

± 38.39 acres of land

960 – 1000 Johnson Ferry Road and 5780 Peachtree Dunwoody Road

Land Lots 16 and 17, 17th District, Fulton County, Georgia

**Revise conditions in O-I-C zoning to substitute new site plan and increase
allowable square footage**

Use Permit for 10-story parking structure

Concurrent Variance to allow lot coverage of 79 percent

Submitted on behalf of

NORTHSIDE HOSPITAL, INC.

by

Sharon A. Gay, Esq.

Daniel Baskerville

Dentons US LLP

303 Peachtree Street, N.E.

Suite 5300

Atlanta, Georgia 30308

404.527.4000

sharon.gay@dentons.com

dan.baskerville@dentons.com

INTRODUCTION

This Application is submitted for a ±38.39-acre assemblage of land located in the City of Sandy Springs at the northwest corner of the intersection of Johnson Ferry Road and Peachtree Dunwoody Road and known as 960, 980, and 1000 Johnson Ferry Road and 5780 Peachtree Dunwoody Road (collectively the "Property"). The Property is located in Land Lots 16 and 17, 17th District of Fulton County -- Tax Parcel Identification Nos. 170016LL1096, 170016LL1740, 170016LL1088, 170016LL1161, 170017LL1137, and 170017LL1277. Legal descriptions of the Property were attached to the original Letter of Intent as **Exhibit A**.

As shown on the Site Plan by Long Engineering dated May 2, 2016 and last revised June 15, 2016 and filed with the City of Sandy Springs on June 17, 2016 (the "Site Plan"), the Property consists of three tracts that were zoned in the late 1980s – 1990 by Fulton County to O-I-C (Office-Institutional-Conditional) (see the Site Plan for a list of the approved zoning cases, use permits and variances). The Hospital¹ and Medical Office Tracts are owned by the Hospital Authority of Fulton County and controlled and operated by Northside Hospital, Inc. ("Northside" or "Applicant") pursuant to a long-term lease. The footprint of the Interchange Tract medical office building is owned by Northside and leased to a medical group. The parking lot surrounding the Interchange building is owned by the Hospital Authority of Fulton County.

Northside seeks approval to modify the existing O-I-C zoning for the three tracts to substitute a new site plan and allow for a total of 2,200,000 SF of hospital and medical office and accessory uses on the Property as a whole, a use permit to allow construction of a 10-story parking structure on the Interchange and Hospital Tracts,² and a concurrent variance to allow the area of the total footprint of all buildings and parking to exceed the maximum lot coverage of seventy percent (70%) and to allow lot coverage of 79 percent (79%).

This document is submitted as the Statement of Intent and Analysis required by Georgia law and the Zoning Ordinance of the City of Sandy Springs.

PROPERTY INFORMATION

The Property is bounded on the north by I-285, on the east by Peachtree Dunwoody Road, on the south by Johnson Ferry Road, and on the west by GA-400. The Georgia Department of Transportation (GDOT) owns right-of-way that extends to the office buildings and parking decks on the west side of the Property and almost to the edge of the parking lot north of the Interchange building. Hollis Cobb Circle, a private street, traverses the Hospital and Medical Office Tracts. A MARTA tunnel runs east-west across the Property as shown on the Site Plan. Other hospital and medical office uses are located on the opposite sides of Johnson Ferry and Peachtree Dunwoody

¹ The survey filed with this Application shows the Hospital Tract and the Tower Parking Deck Tract as two separate tracts because the Tower Tract is owned by Northside Hospital, Inc. However, both of these tracts are included in the zoning approvals for the Hospital Tract. Accordingly, they are collectively referred to as the "Hospital Tract" in this Application.

² The Hospital and Interchange Tracts will be replatted into a single parcel.

Roads. The Medical Center MARTA station is located on the east side of Peachtree Dunwoody Road opposite Hollis Cobb Circle.

CURRENT AND PROPOSED USES

The Property is improved by a hospital, four medical office buildings, four parking decks, surface parking, and a day care center. The Hospital currently has 537 beds. Northside has experienced rapid growth in patient demand in recent years -- almost ten percent in just the last two years. To meet the growing patient need, Northside has obtained regulatory approval to add 53 beds. In addition, Northside plans to add nine observation beds that would be occupied by patients for less than 24 hours. Northside proposes to accommodate these additional beds and related and accessory uses in an eight-story addition to the north tower of the hospital building. Fifty-seven beds will be moved from other areas of the existing hospital to the north tower addition.³

The addition will be positioned between the Cancer Center and the existing medical office tower adjacent to Peachtree Dunwoody Road. The exterior materials used on this north tower addition will be a combination of metal panels, glass curtainwall, and precast concrete to be compatible with the nearby buildings. This tower will be built in one or two phases depending upon the pace of regulatory approval processes.

Northside is experiencing a parking shortage at present and will need additional parking to serve the new tower. Northside is a major regional healthcare destination. Many of its patients, employees, and visitors live in areas not served by MARTA or other bus or rail service. Moreover, healthcare patients -- who often are in wheelchairs, on crutches, in labor, or otherwise physically limited -- generally are more likely to drive or to be driven to the campus by a friend or family member rather than commuting by mass transit. The number of spaces on the property today -- 4665 -- meets the minimum zoning requirements but has proven to be insufficient for actual needs. The hospital and medical offices currently employ approximately 7000 medical professionals and staff and experience about 4570 patient encounters per day. Given recent history, both of these numbers are expected to increase. Furthermore, during the construction of the I-285/GA 400 improvements, approximately 110 parking spaces on the Interchange Tract will be unusable. To address these needs, Northside proposes to construct a 1277-space 10-story parking garage between the Interchange office building and the Women's Center wing of the hospital to meet current and future parking demand. The design and materials of the deck will be compatible with existing parking structures on the Property.

Each tract of the Property is zoned to a site plan that depicts specific buildings and uses and specifies the maximum square footage allowed. The Hospital Tract is almost at capacity for permitted square footage. Moreover, neither the Hospital nor the Interchange Tract zoning site plans include the proposed parking structure.

³ Northside also plans to add six observation beds to the existing Women's Center.

Specifically, Applicant requests the following:

Amend the existing O-I-C zoning to:

- a) Condition the zoning of the three tracts collectively to the Site Plan;
- b) Allow maximum square footage of 2,200,000 for the Property as a whole;

Use Permit to allow a ten-story parking structure as shown on the Site Plan; and

Concurrent Variance to allow for the area of the total footprint of all buildings and parking to have a total lot coverage of seventy-nine percent (79%).

JUSTIFICATION

Zoning Impact Analysis

A. Whether the proposed modification will permit uses that are suitable in view of the use and development of adjacent and nearby property. Northside proposes to continue the existing uses of the Property: hospital, medical office, accessory uses, and parking. These uses are consistent and compatible with the surrounding hospital and medical office uses east, west, and south of the Property. The north tower addition and the parking deck will enhance the capacity of "Pill Hill" to serve the medical needs of the City and the metro Atlanta region.

B. Whether the proposed modification will adversely affect the existing use or usability of adjacent or nearby property. No. The new structures have been designed and positioned for minimal impact on surrounding properties. The north tower addition will not be visible from public streets. The garage will be located in a low area approximately 100 ft. from and 14 ft. below the grade of Peachtree Dunwoody Road and will be screened by an existing mature tree and shrub buffer and new landscaping. No additional entrances to the Property are proposed.

C. Whether the Property has a reasonable economic use as currently zoned. The current zoning conditions constrain Northside's ability to respond to increased patient demand and to provide adequate parking for employees, patients, and visitors. Regulatory approval for additional beds was granted based on demonstrated need for additional hospital capacity. The zoning modification is necessary to allow Northside to meet that need.

D. Whether the proposed modification will result in a use which will or could cause excessive or burdensome use of existing streets, transportation facilities, utilities, or schools. There will be no impact on schools or utilities. Stormwater management will continue to be provided onsite. The parking garage will not encroach into the MARTA tunnel easement. Georgia Power will reroute their electrical feeds onsite and provide a new transformer for the parking deck.

A Traffic Impact Analysis conducted by Michael Baker International dated May 31, 2016 concluded that all five of the study intersections will continue to operate at the same level of service in both the morning and afternoon peak hours after the north tower addition is opened. Specifically, the Peachtree Dunwoody/Johnson Ferry intersection will continue to operate at Level E, and the

other four will continue to operate at Level D or better (see pp. 12-13 of the Traffic Impact Analysis). The impact will be minimal relative to existing conditions.

Notwithstanding this conclusion, Northside is mindful of the general concerns of City official and neighbors regarding traffic volume and congestion in the vicinity. To reduce vehicular traffic to the Property, lessen peak hour congestion, and enhance pedestrian and vehicular circulation and efficiency, Northside has undertaken the following:

- Provides subsidized MARTA cards to employees (at least 500 daily riders)
- Provides financial incentive to employees who do not drive to the campus
- Participates in commuting options managed by the Perimeter CID
- Relocated non-medical personnel to other properties and allowed telecommuting options
- Changed shift times for non-medical personnel to reduce traffic congestion during peak hours
- Provides shuttle service among Northside properties in the Pill Hill area to minimize driving by employees and staff to meetings
- Relocated some employee parking off campus and provided shuttle service
- Changed most clinical staff to 12-hour shifts in order to alleviate traffic congestion during peak hours
- Pays for a police officer to direct pedestrian and vehicular traffic at the Hollis Cobb/Peachtree Dunwoody intersection
- Engaged a consultant to develop a wayfinding plan for the Property to improve interior circulation and signage and enhance signage and wayfinding information at access points on Peachtree Dunwoody and Johnson Ferry
- Voluntarily provides financial support to the Perimeter CID
- Currently working with the Perimeter CID and other stakeholders on a comprehensive traffic and transportation planning study for this area.

E. Whether the proposed modification is in conformity with the policies and intent of the City's Comprehensive Plan. The Property is designated "Living-Working Regional" in the Future Land Use Plan, which provides for commercial/office use in excess of 25,000 SF per acre. The current uses (40,800 SF/acre) and proposed uses (53,000 SF/acre) are consistent with that designation.

In addition, the Property is designated as "Regional Transit-Oriented Activity Center" in the Character Area Map. The current and proposed uses, density, and scale are consistent with this

character area's defining features of predominantly mid-rise and high-rise offices, institutions, predominantly deck parking, regional employment center, and urban intensity.

F. Whether there are other existing or changing conditions affecting the use and development of the Property which give supporting grounds for either approval or disapproval of the proposed modification. As discussed elsewhere in this Application, Northside is experiencing rapidly growing patient demand. The zoning modification is needed to allow Northside to expand its physical capacity to meet this demand and provide essential healthcare services.

G. Whether the proposed modification will permit a land use which can be considered environmentally adverse to the natural resources, environment, and citizens of the City. The Zoning Ordinance provides that an environmentally adverse use "poses a potential or immediate threat to the environment and/or is physically harmful or destructive to living beings as described in Executive Order 12898 of February 11, 1994 regarding federal actions to address environmental justice." Code Section 3.3.5. The application does not seek to change the existing uses of the Property, which cannot be considered environmentally adverse.

The new structures are proposed to be constructed on land that is mostly covered with impervious surfaces already. Modern stormwater management facilities will be provided, thereby eliminating any adverse impact on the environment or natural resources.

As to the impact on citizens, the mission statement of Northside speaks to the positive impact on the community of this facility:

"Northside Hospital is committed to the health and wellness of our community. As such, we dedicate ourselves to being a center of excellence in providing high-quality health care. We pledge compassionate support, personal guidance and uncompromising standards to our patients in their journeys toward health of body and mind. To ensure innovative and unsurpassed care for our patients, we are dedicated to maintaining our position as regional leaders in select medical specialties. And to enhance the wellness of our community, we commit ourselves to providing a diverse array of educational and outreach programs."

Since the Sandy Springs campus opened in 1970, Northside has provided important and valuable services and has managed the Property in a responsible, environmentally sensitive manner. Approving the rezoning will enable Northside, the City's largest employer, to provide health and wellness services to meet the growing demands of the community.

Use Permit Analysis (10-story Parking Structure)

1) Whether the proposed use is consistent with the Comprehensive Land Use Plan: As discussed above, parking decks are characteristic of the Regional Transit-Oriented Activity Center character area. Additionally, the Property is located in Land Use Node 6 – PCID. The Guidelines and Policies for Node 6 include the recommendation that "building heights should not be limited in this area." Accordingly, a 10-story parking deck in the location proposed is consistent with the Comprehensive Plan.

2) Compatibility with land use and zoning districts in the vicinity: Parking structures are allowed in the O-I classification, which is the predominate classification in the medical complex

vicinity. Both this Property and other hospital and medical office complexes in the area have multi-story buildings and parking garages that exceed the four-story limit in the O-I classification. Indeed, this Property already is approved for buildings and parking decks taller than the 10-story structure proposed in this Application. This parking deck will be set farther back from Peachtree Dunwoody Road than the 12-story parking and office structure that exists on the Property today.

3) Whether the proposed use may violate local, state, and/or federal statutes, ordinances or regulations governing land development: Northside will comply with all applicable land development, building code, and stormwater management regulations and requirements. We are aware of no violations that would be caused by the proposed use.

4) The effect of the proposed use on traffic flow, vehicular and pedestrian, along adjoining streets: Because of the current parking shortage, patients and visitors often drive around the Property and in and out of the entrances and exits along Johnson Ferry and Peachtree Dunwoody Roads searching for a parking space. The addition of the parking deck will reduce the volume of circling vehicles and ease congestion on Hollis Cobb Circle by providing sufficient parking capacity necessary for the campus onsite.

See Section D. of the Zoning Analysis for further information on traffic management strategies already in place.

5) The location and number of off-street parking spaces: A parking structure with this capacity (approximately 1277 spaces) is needed to provide the parking required by the Sandy Springs Zoning Ordinance and actual conditions for present and proposed uses. Northside is experiencing a parking shortage at present and will need additional parking to serve the new tower. Visitors and patients often encounter a parking shortage on the Property, particularly during peak hours. Many of its patients, employees, and visitors live in areas not served by MARTA or other bus or rail service. The number of spaces on the property today – 4665 – meets the minimum zoning requirements but has proven to be insufficient for actual needs. The hospital and medical offices currently employ approximately 7000 medical professionals and staff and experience about 4570 patient encounters per day. The parking shortage will worsen during construction of the GDOT I-285/GA-400 project because approximately 110 spaces in the Interchange surface parking lot are located within a GDOT construction easement, which will be used during the highway construction.

The deck is proposed to be located strategically between the Interchange office building and the Hospital, which have the greatest need for additional parking currently and after the north tower expansion is open.

6) The amount and location of open space: Natural and landscaped buffers, planting areas, sidewalks, and pocket courtyards exist throughout the Property. The parking garage will be located in an area that is largely covered with surface parking today. Additional landscaping will be provided around the parking deck.

7) Protective screening: There is an existing buffer of mature trees and shrubs extending along Peachtree Dunwoody Road from Hollis Cobb Circle to the Interchange entrance, which will provide ample screening for the parking garage. While some trees on the Interchange Tract must be removed to expand the stormwater detention facility and install an additional storm drainage pipe,

new trees and landscaping will be provided. Furthermore, the structure will be located 14 ft. below the grade of the street and 100 ft. back from the right of way, which will further reduce the visual impact of the deck.

8) Hours and manner of operation: The parking deck will be open 24 hours a day, 7 days a week. Security will be provided continuously.

9) Outdoor lighting: Northside plans to install four lighting poles on top of the deck and some lights on and around the parking structure (in addition to interior lighting).

10) Ingress and egress to the property: The entrances to the Hospital and Interchange Tracts will not change. The parking deck will be accessible from Peachtree Dunwoody Road and Hollis Cobb Circle. As shown on the Site Plan, two entrances to the parking garage will be provided from the Interchange Tract and one from the Hospital Tract.

Concurrent Variance Analysis (Lot Coverage)

Article XXII, Section 22.3.1 of the City of Sandy Springs Zoning Ordinance provides that variances may be granted upon a showing that:

A. Relief, if granted, would be in harmony with, or, could be made to be in harmony with, the general purposes and intent of the Zoning Ordinance; or

B. The application of the particular provision of the Zoning Ordinance to a particular piece of property, due to extraordinary and exceptional conditions pertaining to that property because of its size, shape, or topography, would create an unnecessary hardship for the owner while causing no detriment to the public.

Northside respectfully submits that both standards are met in this case.

A. The majority of the increase in lot coverage will be due to the construction of the new parking deck. The current zoning for the Interchange Tract already allows for the construction of a new office building in the approximate location of the proposed parking deck. Thus, this additional lot coverage was already contemplated in the existing zoning, and Northside is merely proposing to substitute a parking deck for the office building on this undeveloped portion of the Property.

There is an existing buffer of mature trees and shrubs along Peachtree Dunwoody Road from Hollis Cobb Circle to the Interchange entrance, which will provide ample screening for the parking garage. New trees and landscaping will be provided. Furthermore, the structure will be located 14 ft. below the grade of the street and 100 ft. back from the right of way, which will further reduce the visual impact of the deck. Accordingly, this requested relief is in harmony with the general purposes and intent of the Zoning Ordinance.

B. The requested variance relates to Northside's ability to respond to increased patient demand and to provide adequate parking for employees, patients, and visitors on its existing campus. The current lot coverage on the Property is approximately seventy-four percent (74%). With the development of the eight-story addition to the north tower of the hospital building and the

construction of the ten-story parking deck as proposed in this application, the lot coverage will increase because the parking deck will be constructed partially on an area that currently is undeveloped. Given the irregular, triangular shape of the Property, the as-built conditions, and the topography of the Interchange Tract, there is no other way to provide the needed capacity on the Property to respond to increased patient demand or provide adequate parking without additions to the existing hospital building and the construction of a new a parking deck, which will increase the lot coverage.

For these reasons, denial of this request for a concurrent variance would create an unnecessary hardship not only for Northside but also for its patients and staff. Granting this relief will not cause a detriment to the public because existing screening and landscaping will be enhanced. Furthermore, stormwater management will be provided in accordance with all applicable regulatory requirements and additional stormwater capacity will be provided, thereby minimizing any impact of increased impervious surface.

CONSTITUTIONAL OBJECTIONS

The Property cannot be economically developed or used as currently zoned. Therefore, the Applicant respectfully submits that the Zoning Ordinance of the City of Sandy Springs, Georgia, as amended from time to time, to the extent that it classifies the Property in any zoning district that would preclude development of a hospital addition and parking garage as proposed, is unconstitutional as a taking of property, a denial of equal protection, an arbitrary and capricious act, and an unlawful delegation of authority under the specific constitutional provisions later set forth herein. Any existing inconsistent zoning of the Property pursuant to the City of Sandy Springs Zoning Ordinance deprives the Applicant of any alternative reasonable use and development of the Property. Additionally, all other zoning classifications would deprive the Applicant of any reasonable use and development of the Property. Further, any attempt by the Planning Commission or City Council to impose greater restrictions upon the manner in which the Property will be developed than presently exist would be equally unlawful.

Accordingly, Applicant submits that the current zoning classifications and any other zoning of the Property save for what has been requested constitute an arbitrary and unreasonable use of the zoning and police powers because they bear no substantial relationship to the public health, safety, morality or general welfare of the public and substantially harm the Applicant and Property owner. All inconsistent zoning classifications between the existing zoning and the zoning requested hereunder would constitute an arbitrary and unreasonable use of the zoning and police powers because they bear or would bear no substantial relationship to the public health, safety, morality or general welfare of the public and would substantially harm the Applicant. Further, the existing inconsistent zoning classifications and conditions as well as all zoning and plan classifications intervening between the existing inconsistent zoning classification and that required to develop this Project would constitute a taking of the Applicant's private property without just compensation and without due process in violation of the Fifth Amendment and Fourteenth Amendment of the Constitution of the United States, and Article I, Section I, Paragraph I and Article I, Section III, Paragraph I of the Constitution of the State of Georgia and the Due Process and Equal Protection Clauses of the Fourteenth Amendment to the Constitution of the United States.

Further, the Applicant respectfully submits that failure to approve the requested zoning changes, use permit, and concurrent variance would be unconstitutional and would discriminate in an arbitrary, capricious and unreasonable manner between the Applicant and owners of similarly situated property in violation of Article I, Section III, Paragraph I of the Constitution of the State of Georgia and the Equal Protection Clause of the Fourteenth Amendment of the Constitution of the United States.

Finally, the Applicant respectfully submits that the Mayor and City Council cannot lawfully impose more restrictive standards upon the development of the Property than presently exist, as to do so not only would constitute a taking of the Property as set forth above, but also would amount to an unlawful delegation of their authority, in response to neighborhood opposition, in violation of Article IX, Section IV, Paragraph II of the Georgia Constitution.

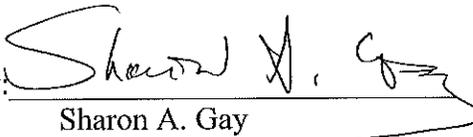
This Application meets favorably the prescribed test set out by the Georgia Supreme Court to be used in establishing the constitutional balance between private property rights and zoning and planning as an expression of the government's police power. See Guhl vs. Holcomb Bridge Road, 238 Ga. 322 (1977).

CONCLUSION

Northside is a primary stroke center, cardiovascular center, and maternity center. Availability of these services is critical to the community. The State of Georgia has recognized the need for additional patient capacity by granting a certificate of need. The tower addition and parking deck will enhance access, improve vehicular circulation, and allow for the growth that the State has deemed necessary for public health.

For the foregoing reasons, Applicant respectfully requests that this Application for Rezoning, Use Permit, and Concurrent Variance be approved.

Submitted this 24th day of June, 2016.

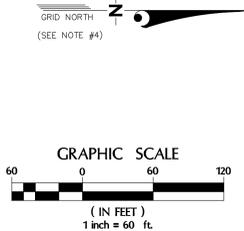
By: 
Sharon A. Gay

MEDICAL OFFICE BUILDINGS TRACT
8.992 ACRES
OR
391,693 SQ. FT.

GEORGIA HIGHWAY 400
(VARIABLE R/W WIDTH)

Course	Bearing	Distance
L1	N 14°27'00" E	36.66'
L2	S 73°48'19" E	28.82'
L3	N 14°15'16" E	4.91'
L4	S 75°19'19" E	9.37'
L5	N 14°37'34" E	47.50'
L6	S 76°19'20" E	15.70'
L7	Rad: 26.60' Arc: 7.62'	
L8	Chd: N 19°33'46" W 7.59'	
L9	N 77°18'58" W 24.32'	
L10	N 75°31'26" W 101.83'	
L11	N 12°47'36" E 14.34'	
L12	Chd: N 30°23'00" W 6.43'	
L13	N 42°57'50" W 38.41'	
L14	N 40°44'17" W 33.37'	

R/W DEDICATION - SOUTH TRACT
(HATCHED SHADING)
0.0239 ACRES
OR
1,042 SQ.FT.



SCOTISH RITE CHILDREN'S MEDICAL CENTER

NORTHSIDE HOSPITAL
AREA
904,008 SQ. FT.
20.75 ACRES
PRESENT ZONING
O-I - CONDITIONAL
(FULTON COUNTY)



8 STORY
444 BEDS
(EXISTING)

NORTHSIDE HOSPITAL TRACT
20.6977 ACRES
OR
901,591 SQ.FT.
INCLUDES AREA OF TOWER PARKING DECK TRACT

TOWER PARKING DECK TRACT
1.6573 ACRES
OR
72,191 SQ.FT.

INTERCHANGE TRACT
7.044 ACRES
OR
306,844 SQ.FT.

R/W DEDICATION - NORTH TRACT
(HATCHED SHADING)
0.0219 ACRES
OR
955 SQ.FT.

LEGEND

P.O.C.	POINT OF COMMENCEMENT
P.O.B.	POINT OF BEGINNING
IP	IRON PIN FOUND
RF	REINFORCING BAR FOUND
W.L.J.CAP	WITH W.L. JORDEN CAP
CMF	CONCRETE R/W MONUMENT FOUND
IP	COMPUTED POINT (NOTHING SET)
IP	IRON PIN SET
P.K. SET	P.K. NAIL SET
R/W	RIGHT-OF-WAY
CLF	CHAIN LINK FENCE
B.O.C.	BACK OF CURB
PC	POINT OF CURVATURE
PT	POINT OF TANGENCY
MARTA	METROPOLITAN ATLANTA REGIONAL TRANSIT AUTHORITY

SURVEYOR'S CERTIFICATION

I HEREBY CERTIFY THAT THIS PLAT AND THE SURVEY UPON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE MINIMUM STANDARD REQUIREMENTS OF GEORGIA LAW.

TIM SLATON
GEORGIA REGISTERED LAND SURVEYOR
GEORGIA REGISTRATION NUMBER 2405

1780 CORPORATE DRIVE, SUITE 410
NORCROSS, GEORGIA 30093
PHONE: 770-931-8005

INTERCHANGE OFFICE BUILDING
FOOTPRINT AREA 0.6570 ACRES
(26,440 SQ.FT.)

Course	Bearing	Distance
L41	S 89°31'07" E	86.93'
L42	S 00°28'53" W	10.50'
L43	S 89°44'51" E	35.90'
L44	N 44°22'59" E	14.37'
L45	S 89°31'07" E	95.20'
L46	S 00°27'46" W	117.91'
L47	N 89°27'25" W	228.16'
L48	N 00°32'34" E	117.67'
L49	S 00°32'34" W	129.75'

NOTE: LINE L49 IS TIE TO BUILDING CORNER

PARKING SUMMARY
OPEN-AIR SURFACE PARKING
ON INTERCHANGE TRACT
(EXCLUDING PARKING DECK)
REGULAR SPACES = 334
H/C SPACES = 9

PROJECT NO:03-7230

11-20-07 REVISED PARKING COUNT
10-6-06 ADDED BE ON L.L.L.
2-15-06 REMOVED PARKING TRACT REUSE IN AS-BUILT COUNT
3-16-05 INTERCHANGE DESIGNATION, TOWER PARKING DECK PARCEL, MISC.
2-14-05 INTERCHANGE DESIGNATION, TOWER PARKING DECK PARCEL, MISC.
12-27-04 RIGHT-OF-WAY PARKING
5-29-03 MODIFY R/W ALONG PEACHTREE-DUNWOODY RD., AREA, LEGAL DESC. Z

1775 The Exchange
Suite 215
Atlanta, Georgia 30339
Tel 770.951.2495
Fax 770.951.2490
www.longeng.com

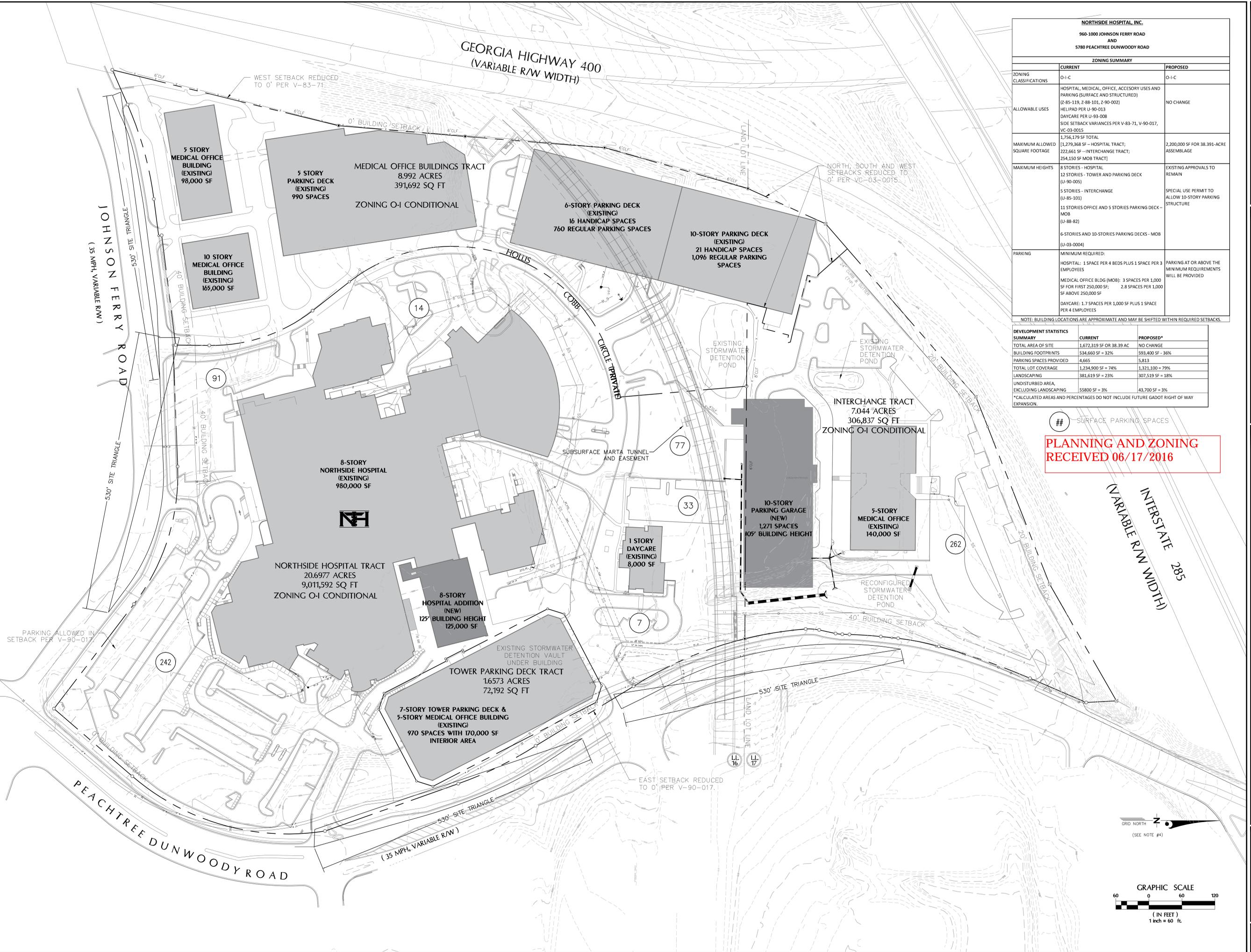
LONG ENGINEERING, INC.

BOUNDARY SURVEY
OF
NORTHSIDE HOSPITAL PROPERTY
CITY OF SANDY SPRINGS
FULTON COUNTY, GEORGIA
PREPARED FOR NORTHSIDE HOSPITAL, INC.
LAND LOTS 16 & 17, 17TH DISTRICT

DATE 5-15-03
DESIGN QC:
CADD QC:
DESIGNED BY: BOK
DRAWN BY: BOK

SHEET
1 OF 1

04-76503



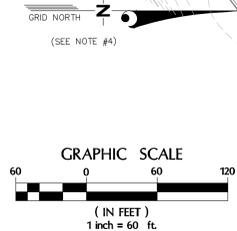
NORTHSIDE HOSPITAL, INC. 960-1000 JOHNSON FERRY ROAD AND 5780 PEACHTREE DUNWOODY ROAD		
ZONING SUMMARY		
	CURRENT	PROPOSED
ZONING CLASSIFICATIONS	O-I-C	O-I-C
ALLOWABLE USES	HOSPITAL, MEDICAL, OFFICE, ACCESSORY USES AND PARKING (SURFACE AND STRUCTURED) (Z-85-119, Z-88-101, Z-90-002) HELIPAD PER U-90-013 DAYCARE PER U-93-008 SIDE SETBACK VARIANCES PER V-83-71, V-90-017, VC-03-0015	NO CHANGE
MAXIMUM ALLOWED SQUARE FOOTAGE	1,756,179 SF TOTAL (1,279,368 SF - HOSPITAL TRACT; 222,661 SF - INTERCHANGE TRACT; 254,150 SF MOB TRACT)	2,200,000 SF FOR 38.391-ACRE ASSEMBLAGE
MAXIMUM HEIGHTS	8 STORIES - HOSPITAL 12 STORIES - TOWER AND PARKING DECK (U-90-005) 5 STORIES - INTERCHANGE (U-85-101) 11 STORIES OFFICE AND 5 STORIES PARKING DECK - MOB (U-88-82) 6-STORIES AND 10-STORIES PARKING DECKS - MOB (U-03-0004)	EXISTING APPROVALS TO REMAIN SPECIAL USE PERMIT TO ALLOW 10-STORY PARKING STRUCTURE
PARKING	MINIMUM REQUIRED: HOSPITAL: 1 SPACE PER 4 BEDS PLUS 1 SPACE PER 3 EMPLOYEES MEDICAL OFFICE BLDG (MOB): 3 SPACES PER 1,000 SF FOR FIRST 250,000 SF; 2.8 SPACES PER 1,000 SF ABOVE 250,000 SF DAYCARE: 1.7 SPACES PER 1,000 SF PLUS 1 SPACE PER 4 EMPLOYEES	PARKING AT OR ABOVE THE MINIMUM REQUIREMENTS WILL BE PROVIDED

NOTE: BUILDING LOCATIONS ARE APPROXIMATE AND MAY BE SHIFTED WITHIN REQUIRED SETBACKS.

DEVELOPMENT STATISTICS SUMMARY	CURRENT	PROPOSED*
TOTAL AREA OF SITE	1,672,319 SF OR 38.39 AC	NO CHANGE
BUILDING FOOTPRINTS	534,660 SF = 32%	593,400 SF = 36%
PARKING SPACES PROVIDED	4,665	5,813
TOTAL LOT COVERAGE	1,234,900 SF = 74%	1,321,100 = 79%
LANDSCAPING	381,619 SF = 23%	307,519 SF = 18%
UNDISTURBED AREA, EXCLUDING LANDSCAPING	55800 SF = 3%	43,700 SF = 3%

*CALCULATED AREAS AND PERCENTAGES DO NOT INCLUDE FUTURE GADOT RIGHT OF WAY EXPANSION.

SURFACE PARKING SPACES
PLANNING AND ZONING RECEIVED 06/17/2016



REVISION	DATE	DESCRIPTION

1775 The Exchange
Suite 215
Atlanta, Georgia 30339
Tel 770.951.2495
Fax 770.951.2496
www.longeng.com



ZONING SITE PLAN
OF
NORTHSIDE HOSPITAL PROPERTY
UNINCORPORATED
PREPARED FOR NORTHSIDE HOSPITAL, INC.
FULTON COUNTY, GEORGIA
LAND LOTS 16 & 17, 17TH DISTRICT

DATE	05-02-2016
DESIGN QC	
CADD QC	
DESIGNED BY	MOJ
DRAWN BY	AS



Case No.:

RZ16-0095 + U16-0024
Planner's initials: CM6

APPLICATION FORM

APPLICATION	Purpose of the application: <u>Rezoning Special Use Permit and Concurrent Variance</u>
	Check all that apply: <input checked="" type="checkbox"/> Rezoning <input type="checkbox"/> Modification <input checked="" type="checkbox"/> Use permit(s) <input checked="" type="checkbox"/> Concurrent variance(s)
	Detailed request (include Zoning Ordinance section No. for concurrent variances):
	<u>Change existing zoning conditions to substitute a new site plan for three (3) tracts and allow maximum 2,200,000 SF for combined site.</u>
	<u>Allow for 10-story parking deck.</u>
	<u>Relief from Section 8.1.3(J) to increase maximum lot coverage to 79%.</u>

COMMUNITY MEETING REPORT	Date and location of CM1: <u>April 27, 2016 at Northside Hospital, 1000 Johnson Ferry Rd.</u>
	Beginning time: <u>6:00 pm</u> End time: <u>6:30 pm</u>
	Summary of concerns discussed: <u>1) Coordination of project construction with three other construction projects in the area that will be occurring at approximately the same time period.</u>
	<u>2) Will both phases of the proposed project be built at the same time.</u>
	Does the application address the concerns discussed at the CM1? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Explain: <u>1) The application will address that Northside will reach out to the other projects in an attempt at project construction coordination.</u>
<u>2) The application will explain that the tower will be built in one or two phases depending on the timing of the regulatory approval processes.</u>	

- TO BE FILLED OUT BY P&Z STAFF -

Application date:	Planning Commission date:
CM2 date and time:	Mayor and City Council date:
OFFICIAL REQUEST (FOR PUBLICATION):	
RECEIVED	
JUN 17 2016	

RECEIVED

June 16, 2016

JUN 17 2016

City Of Sandy Springs
Community Development**BY ELECTRONIC MAIL AND HAND DELIVERY**Ms. Michelle M. Alexander
Director, Department of Community Development
City of Sandy Springs
7840 Roswell Road
Building 500
Sandy Springs, Georgia 30350Re: RZ 16-0095, U 16-0024, and Concurrent Variance application/100 Johnson Ferry Road
and 5780 Peachtree Dunwoody Road – Variance application and revised site plan

Dear Michelle:

Northside Hospital, Inc. has applied to rezone the medical campus and adjoining parcels from O-I-C to O-I-C to allow additional square footage to be developed on the Property and to obtain a use permit to allow construction of a ten-story parking structure. We previously transmitted by electronic mail an amendment to the application to seek a concurrent variance to increase the maximum allowable lot coverage to seventy-nine percent (79%) so that the proposed tower addition and parking structure may be constructed.

Your staff has requested some revisions to the site plan previously filed.

Enclosed please find the following:

- 1) Three full-size copies and two 11 x 17 copies of a Site Plan by Long Engineering, Inc. dated May 2, 2016 and last revised June 15, 2016;
- 2) Original application for concurrent variance;
- 3) Revised zoning application form; and
- 2) Check for \$350 made payable to the City of Sandy Springs (for the variance application).

Please let us know if you have any questions.

Thank you for your assistance and consideration..

Very truly yours,



Sharon A. Gay

cc via email: Ms. Catherine Mercier-Baggett
Susan Sommers, Esq.
Mr. John Cummings
Mr. Carlos Washington

Northside Hospital Atlanta Expansion Tower

BACKGROUND

- Northside Hospital Atlanta was the first hospital constructed on what is now commonly referred to as “Pill Hill” and first opened its doors in 1970.
- The hospital’s last major inpatient renovation and expansion project occurred between 2005 and 2010 with the addition of 93 inpatient beds, bringing the hospital’s total bed count to 537 beds.
- Northside Hospital Atlanta is in the position of once again undertaking a major campus expansion, renovation and reconfiguration project in order to continue to effectively and efficiently provide high quality healthcare services to its growing patient base. The project will include the addition of a new patient tower.
- Specifically, the new tower will include:
 - The addition of 53 inpatient beds on the first five occupied floors of the newly constructed tower;
 - The replacement and reconfiguration of 57 inpatient beds from existing hospital locations to three additional floors atop the newly constructed tower;
 - The addition of 9 outpatient observation beds on the top floor of the newly constructed tower; and
 - The development of space to house 25 relocated physician sleep rooms.

NEED FOR 53 ADDITIONAL INPATIENT BEDS

- Over the past several years, Northside Hospital Atlanta has experienced strong growth in inpatient utilization. In fact, between 2010 and 2015 inpatient days increased from 116,916 days to 145,651 days. The increase in inpatient days represents 24.6% growth over this time period (a compound annual growth rate of approximately 4.5%).
- The 145,651 inpatient days experienced at Northside Hospital Atlanta represents a 74.3% occupancy rate. Thus, the hospital already is operating at optimal utilization.
- During the course of a typical year, Northside Hospital Atlanta experiences periods of critically high inpatient occupancy rates. Oftentimes these periods of peak inpatient demand occur randomly while other periods are driven by seasonality, *i.e.* flu season. Regardless of the root cause, periods of peak inpatient demand result in a “ripple effect” of operational inefficiencies. A lack of available inpatient beds not only delays the onset of inpatient care for a direct admission, but it also can lead to intrahospital transfer delays, for example, from the Emergency Department.

- Such delays will become unmanageable without increasing bed capacity. In fact, based on the 4.5% CAGR experienced in inpatient days since 2010, by 2020, Northside Hospital Atlanta can be expected to experience 181,508 inpatient days. If bed size is not increased, the hospital will annually operate at an average occupancy of 92.6%. Northside Hospital Atlanta would be unable to accept additional patient during period of peak inpatient demand.
- As a result of this high utilization, Northside Hospital Atlanta requested and received a determination from the State of Georgia that a 10% or 53-bed increase in its inpatient capacity was exempt from Certificate of Need review. Even with the addition of these 53 inpatient beds, the hospital will operate at nearly 84.3% in 2020 based on projected inpatient days.

NEED FOR REPLACEMENT AND RECONFIGURATION OF 57 EXISTING INPATIENT BEDS

- The project is needed to replace 57 outdated inpatient beds, many of which were originally constructed more than 40 years ago.
- Although the rooms housing these beds have been cosmetically changed over the years, they remain the same size they were when they were originally constructed. The floor space in these rooms is relatively small given the increases in technology and clinical requirements that have occurred over the past 40+ years, and their size makes them less than ideal by today's standards.
- The replacement and reconfiguration of these beds from existing hospital locations to the top three floors of the newly built tower will allow for modern rooms appropriately sized to accommodate equipment and other items needed to provide patient care.

NEED FOR ADDITION OF 9 OBSERVATION BEDS

- Nine additional 23-hour observation beds are needed to monitor patients who currently do not need an inpatient admission but who may be admitted if their condition deteriorates.

NEED FOR DEVELOPMENT OF SPACE FOR 25 PHYSICIAN SLEEP ROOMS

- Physician sleep rooms will be relocated from the basement of the existing North Tower onto the 5th floor of newly built tower. The physician sleep rooms principally serve the OB physicians and midwives, anesthesia physicians and anesthesiologists, and other surgeons who may need to remain in-house for an extended period or overnight to adequately accommodate the care of patients.
- The present sleep rooms are very small and do not have private bathrooms, thereby requiring the physicians staying in them to go down the hall to use public restrooms. The relocated sleep rooms will be larger in square footage with a bathroom in each room.

September 14, 2016

RECEIVED 09/15/2016
Intended for Planning Commission,
but motion to accept new material at
public hearing failed

BY ELECTRONIC MAIL AND HAND DELIVERY

Mr. Lane Frostbaum, Chair
Members of the Sandy Springs Planning Commission
7840 Roswell Road
Building 500
Sandy Springs, Georgia 30350

Re: RZ16-0095 and U16-0024 -- Application of Northside Hospital for 960 - 1000 Johnson Ferry Road and 5780 Peachtree Dunwoody Road

Dear Mr. Chair and Members of the Planning Commission:

This firm represents Northside Hospital, Inc. with regard to the above-referenced applications. We are writing in response to the P&Z Staff Report dated August 30, 2016 and received on September 9, 2016.

Proposed Conditions

We respectfully request that the Planning Commission recommend approval of the applications with the following conditions:

Approval Conditional of the Rezoning from O-I and **Approval Conditional** of the Use Permit to increase the maximum building height from 60' to 105' and from four (4) stories to ten (10) stories for a parking deck, subject to the following conditions:

1. To the conceptual zoning site plan prepared by Long Engineering dated June 15, 2016 and received by the Department on June 17, 2016. Any plan subsequently submitted for permitting shall meet or exceed all the requirements of the Code and Zoning Ordinance unless otherwise stated in these Conditions;
2. To restrict the use of the Property (including the Tower Parking Deck Tract) as follows:
 - a. Maximum of 2,200,000 sq. ft. of gross floor area;
 - b. Maximum of 5,673 parking spaces.
3. To the following planning activities:
 - a. Enter into a written agreement to participate in the Shared Congestion and Traffic Management Strategy initiated by the City of Sandy Springs;

- b. Prior to issuance of a certificate of occupancy for the parking deck, the applicant will submit a copy of its campus wayfinding program for information;
 - c. The applicant will develop a bicycle and pedestrian circulation plan for the Property and submit to the City for information prior to issuance of certificate of occupancy for the parking deck.
4. To the following site improvements:
- a. Lot coverage shall not exceed 79 percent (**Concurrent Variance 1**);
 - b. Bicycle parking spaces shall be provided at the number and in the locations identified in the bicycle/pedestrian circulation plan; 50 percent of these spaces shall be provided prior to issuance of a certificate of occupancy for the parking deck;
 - c. A minimum of 50 parking spaces will be dedicated to carpooling (vehicles carrying at least one passenger in addition to the driver).

Analysis

We appreciate the effort by the staff to analyze the unique needs and circumstances of the Property. However, we respectfully submit that the conditions proposed in the Staff Report do not fully account for the existing conditions and constraints of a medical campus that was built several decades ago, the rapid growth in patient demand that Northside has experienced in recent years and expects to continue to encounter, and the unique needs of the patients, visitors, physicians, and staff in a 24-hour medical service delivery environment. We offer the following response to the conditions as proposed.

Condition 1. Agreed.

Condition 2. Uses

a. Square footage: Not only does the proposed cap of 1,700,000 sq. ft. not allow any flexibility to meet expected continued growth in patient demand, it constitutes **a reduction of 56,882 sq. ft.** from the current zoning approved for the Property. No reason is given for *reducing* the allowed capacity for this rapidly growing medical campus. For at least the last six years, Community Development staff have urged Northside representatives to plan for future growth and modify the outdated zoning approvals accordingly. *That is the purpose of this application.* Over the last three years, Northside has experienced a 22 percent increase in average daily patient count (see **Attachment A**). We expect the need to respond to increased patient load and changing technology to continue. Policy makers should allow Northside, the City's largest employer, to provide for the present and future health care needs of the City and region.

b. Parking: Northside has engaged in extensive analysis of current parking shortages and current and future parking demand and has provided professional parking demand analysis. The Staff Report largely accepts the methodology used by our consultant; however, the requested number of spaces is then arbitrarily reduced based on factors that are not analyzed or quantified and in some cases are not applicable to Northside's operations. Moreover, there is no recognition of need to accommodate future growth. Northside has received regulatory approval for construction of the new tower, which will accommodate not only the 53 new beds cited in the application but also 11 observation beds, all of which

will be located on the first three floors of the new tower (see **Attachment B**). The additional top three floors of the new tower will have room for additional growth of 68 beds in the future.

In addition, the nature of a hospital operation involves more than just beds for care lasting more than 24 hours. Northside has approximately 170 beds that are utilized for emergency short term care, including observation units, labor and delivery units, and the special care nursery unit. These existing short term beds and future beds should be considered in determining parking needs.

The campus is largely built out (see discussion of condition 4.a. below). There is only one location for a parking structure; accordingly, we must build the proposed structure to accommodate current needs and some future growth in patient demand as evidenced by the rapid growth in demand the hospital has seen in recent years and will continue to face in the future.

The Staff Report recommends a parking maximum of 5220 spaces unless "a higher need is otherwise demonstrated." The materials previously provided and the summary of our professional parking analysis attached as **Attachment B** demonstrate that need. The request for 5,673 parking spaces should be approved.

Condition 3. Planning activities:

a. Agreed (as phrased above).

b., c. Northside has already engaged a consultant to prepare a wayfinding plan and expects to begin implementation soon. Northside is similarly willing to conduct a bicycle/pedestrian study and submit both plans to the City for information. However, we cannot agree to conditions that grant the staff unfettered authority to approve or reject these plans, especially when the City has no adopted criteria or standards for such plans in general or for medical campuses in particular. These proposed conditions are overbroad and too vague and arbitrary to be enforced.

d. To the extent that revisions to the traffic study are desired, Northside is willing to discuss reasonable revisions with the staff. However, the proposed zoning condition as written is overbroad and too vague to be enforced.

Condition 4. Site improvements:

a. Lot coverage: As noted above, the Property was developed several decades ago. The hospital opened in 1970, and most of the medical office space was constructed in the 1980s. This development was done in accordance with Fulton County zoning classifications and approvals in effect at the time. Current lot coverage is just below 74 percent, which exceeds the current zoning classification limitation of 70 percent, making the Property legally nonconforming as to current zoning limitations for lot coverage. Once the Georgia Department of Transportation exercises its existing right to take acreage in the northwest corner of the site for I-285/GA 400 construction, the gross acreage of the Property will be reduced, thereby resulting in an increased degree of nonconformity (i.e., the percentage of lot coverage as a fraction of the total acreage will increase). Moreover, any dedication of additional right of way as contemplated by proposed condition 4.d. would further reduce the acreage of the site.

The only location for a parking structure is the open area and surface parking lot behind the Interchange medical office building. Adding this structure and the bed tower will increase the degree of lot coverage nonconformity slightly. To keep within the lot coverage recommended by staff, Northside would have to demolish surface parking spaces or a building. The majority of the remaining surface parking spaces

serve the emergency department or provide parking that must be kept available at all times for emergency medical teams. Eliminating or reducing this parking would have a material adverse effect on patient and medical team access. Thus, capping the lot coverage at the current level is not feasible. The standards for approval of a variance have been met and the requested relief should be granted.

b. Bicycle parking spaces: Northside agrees that cyclists should be accommodated on the Property in a thoughtful, strategic manner. However, the ratio of bike parking spaces to vehicular spaces proposed in the Staff Report does not appear to be based on any adopted City zoning requirement or policy or recognized standard. Moreover, it is premature to select an arbitrary number in advance of completion of the required bicycle/pedestrian plan.

c. Carpooling spaces: Again, Northside agrees that providing designated carpool spaces can be a useful tool. However, the proposed five percent requirement does not appear to be based on any adopted City zoning standard or policy. Nor does this proposed requirement recognize the realities of a 24/7 medical complex or the broad geographic distribution of employees' residences. Medical professionals and staff do not clock in and out at regular, standardized times as do traditional office workers, which is a prerequisite to effective use of van pools and carpools. They often must work unplanned overtime. They frequently are called in for emergency cases such as heart attack, stroke, emergency surgery, and women giving birth. These cases are time-dependent, and intervention must be provided within minutes to prevent death or disability.

Northside has reviewed carpool/vanpool space dedication requirements in the City of Atlanta Zoning Code, which does establish a clear policy for high-density zoning classifications. The requirement is typically for 2 percent of vehicle spaces up to a maximum of 50 spaces; accordingly, we have proposed 50 spaces.

d. Street frontage improvements: All of the street frontage along the public streets is owned by the Hospital Authority of Fulton County ("HAFC"). Hollis Cobb Circle is a private street on land owned by the HAFC, which has no plans to dedicate this street to the City. Georgia courts have clearly established that local zoning requirements cannot be imposed upon hospital authorities. The HAFC may be willing to consider *voluntary* construction of some pedestrian and cyclist improvements. The following factors must be taken into consideration:

- 1) Sidewalks and curb and gutter already exist along the public streets, and there is a sidewalk on the private street.
- 2) Determination of any additional needs should be made in the context of the bicycle/pedestrian plan.
- 3) When the hospital campus and medical office buildings were developed, a substantial area of right-of-way was dedicated to public use. Thus, the public policy goal has been addressed. Note that this dedication was done prior to the adoption of the Development Impact Fee Act. Any further dedication of right of way for system improvements must be handled in conformity with that Act.
- 4) The Property has 3287 linear feet -- almost 2/3 mile -- of public street frontage. While Northside has not had sufficient time since receiving the Staff Report last Friday to prepare a detailed engineering analysis, we estimate that the proposed improvements would require dedication of approximately 1.5 acres of HAFC-owned land (and even more if Hollis Circle were dedicated). These improvements would conflict with existing storm and sanitary sewer infrastructure, critical electrical infrastructure for the

hospital, and numerous existing surface parking spaces. Furthermore, any such dedication may create nonconformities as to required yards and setbacks.

Thank you for your consideration of our requests. We will have Northside officials and consultants at the hearing to address your questions.

Very truly yours,



Sharon A. Gay
Partner

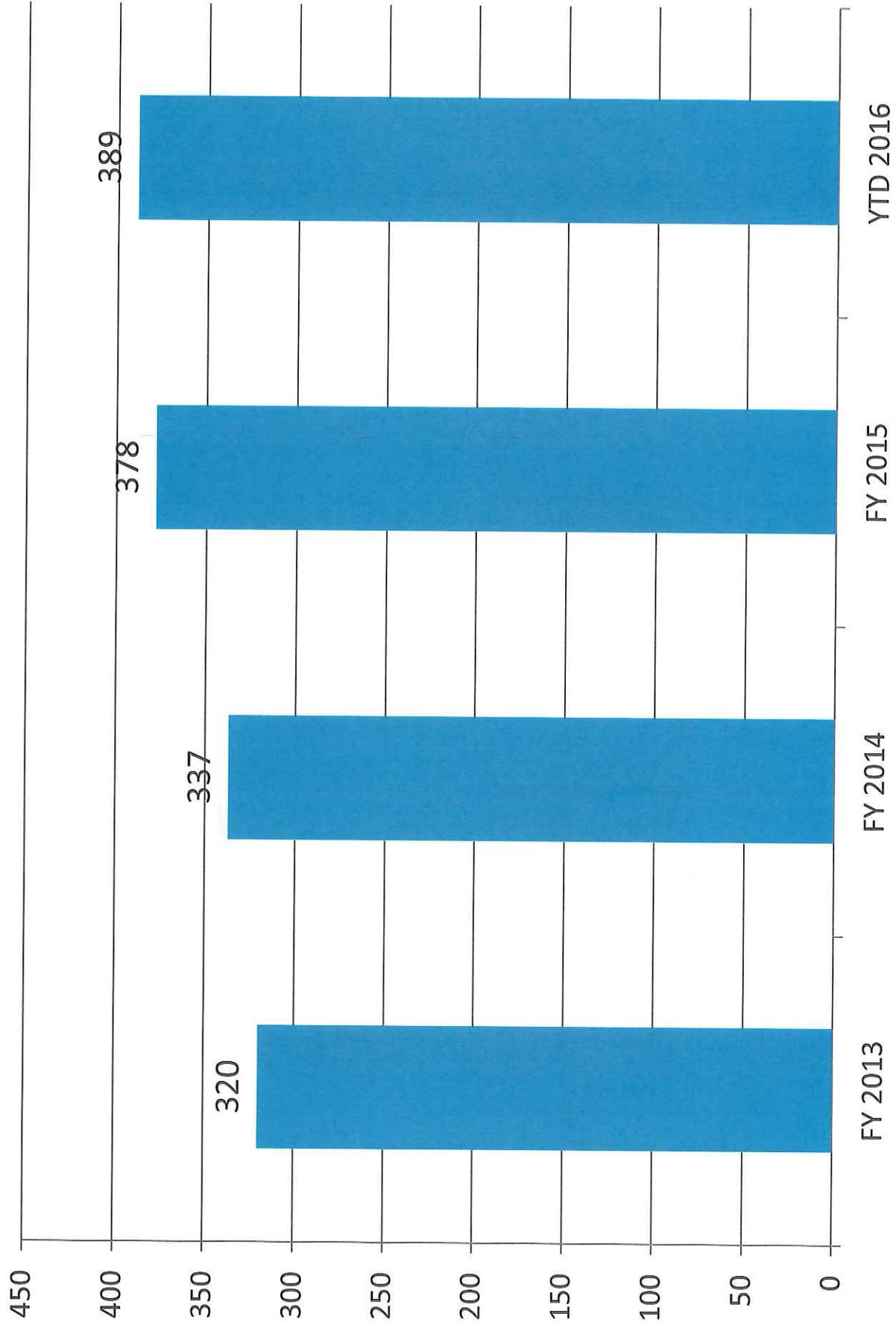


Edward H. Lindsey
Partner

cc: Ms. Michelle Alexander
Ms. Ginger Sottile
Ms. Catherine Mercier-Baggett

ATTACHMENT A

Northside Hospital Average Daily Census



ATTACHMENT B

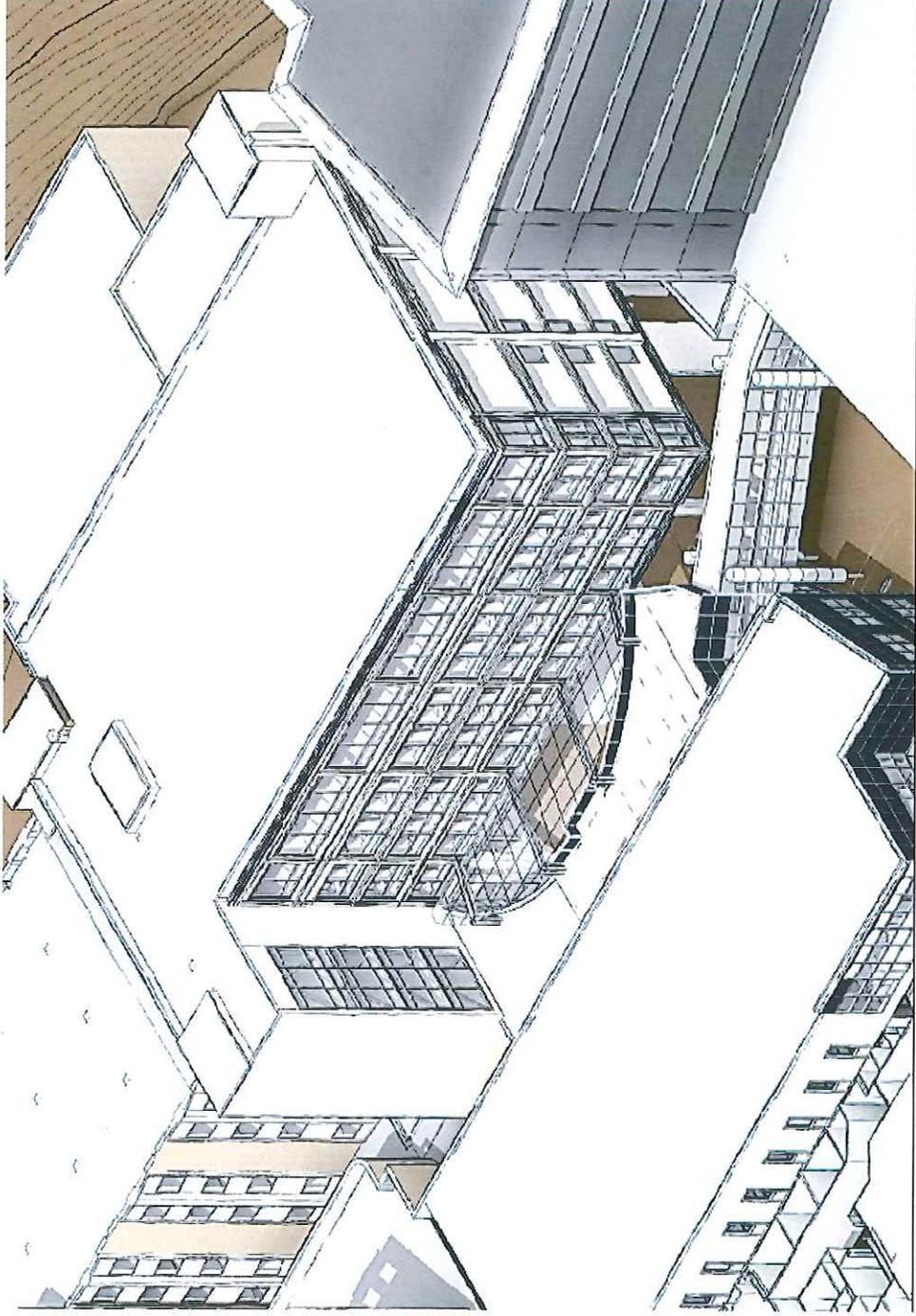
Northside Hospital's Continuing Growth

Northside Hospital has experienced significant growth over the past few years.

- Northside Hospital is a recognized leader in providing high quality, easily accessible care to the community.
- Patient Days, and hence the number of patients in the hospital each day, have grown 22% from 2013 to 2016.
- The Department of Community Health ("DCH") recognized the surge in demand for Northside services by approving on December 8, 2015 an increase in the number of inpatient beds by 10% increasing from 537 to 590. In addition, This week DCH also approved the construction of the new hospital tower that will accommodate in the future 66 additional beds over and above the 590 currently authorized.
- This growth, of course, has resulted in more patients, family members, visitors and staff needed to provide this high quality care coming to Pill Hill.
- In order to continue to meet the growing needs of the community, Northside must be able to grow, which includes critical infrastructure such as adequate parking.

Northside Hospital's Growth

Northside intends to put the additional 53 beds in a 5-story building with 3 patient floors (floors 2,3 and 4). The 5th floor will house mechanical systems.





**GEORGIA DEPARTMENT
OF COMMUNITY HEALTH**

Nathan Deal, Governor

Clyde L. Reese III, Esq., Commissioner

2 Peachtree Street, NW | Atlanta, GA 30303-3159 | 404-656-4507 | www.dch.georgia.gov

**Writer's Direct Dial
(404) 463-0691**

December 8, 2015

Mr. Brian Toporek
Senior Planner
Northside Hospital, Inc.
1000 Johnson Ferry Road
Atlanta, Georgia 30342

**Re: DET2015-174—Request for Letter of Determination Regarding Increase in
Hospital Bed Capacity; Northside Hospital, Inc. – Atlanta, Fulton County,
Georgia**

Dear Mr. Toporek:

The Georgia Department of Community Health (the "Department") is in receipt of Northside Hospital, Inc.'s ("Northside") request for a letter of determination regarding the proposed increase of its authorized acute care bed capacity. The Department received the request on October 27, 2015 and docketed the request as DET2015-174. Thank you for your efforts to comply with the State's Certificate of Need ("CON") laws.

It is the understanding of the Department that Northside owns and operates Northside Hospital-Atlanta, a 537-bed acute care hospital located at 1000 Johnson Ferry Road, Atlanta, Fulton County, Georgia. Through its request, Northside seeks a written determination from the Department that it may increase its bed capacity by fifty-three (53) beds without prior CON review and approval. With the proposed addition of fifty-three (53) beds, Northside's CON capacity would increase to 590.

O.C.G.A. § 31-6-47(a)(15) provides that the CON law does not apply to an increase of up to ten (10) beds or 10% of capacity, whichever is greater, in any consecutive two-year period, in a hospital that has maintained an overall occupancy rate greater than 75% for the previous twelve month period. See also Rule 111-2-2-.03(14).

A hospital seeking to avail itself of this exemption to increase its CON-authorized acute care beds must provide documentation to the Department showing an occupancy rate greater than

Mr. Brian Toporek
December 8, 2015
Page | 2

75% for a period of twelve months preceding the request. A hospital may not request or utilize this exemption more than once in a two-year period.

Northside has not requested and received a previous determination to increase its beds pursuant to this exemption. Northside submitted documentation with the determination request showing an overall occupancy rate of 75.5% for the twelve (12) month period from October, 2014 through September, 2015.

Please be advised that based on the documentation provided, Northside may proceed to add fifty-three (53) general acute care beds to its authorized CON bed capacity pursuant to O.C.G.A. § 31-6-47(a)(15) without prior CON review and approval. Northside may not avail itself of this exemption again for a period of two years from the date of this letter, or no earlier than December 8, 2017.

This determination is based upon the facts and circumstances as outlined in the request. Should any of these facts and circumstances change in a material way that conflicts with the provisions of the law cited above, this determination would be void.

I hope this reply is responsive to your request. Please feel free to contact me if you have any further questions or concerns.

Sincerely,

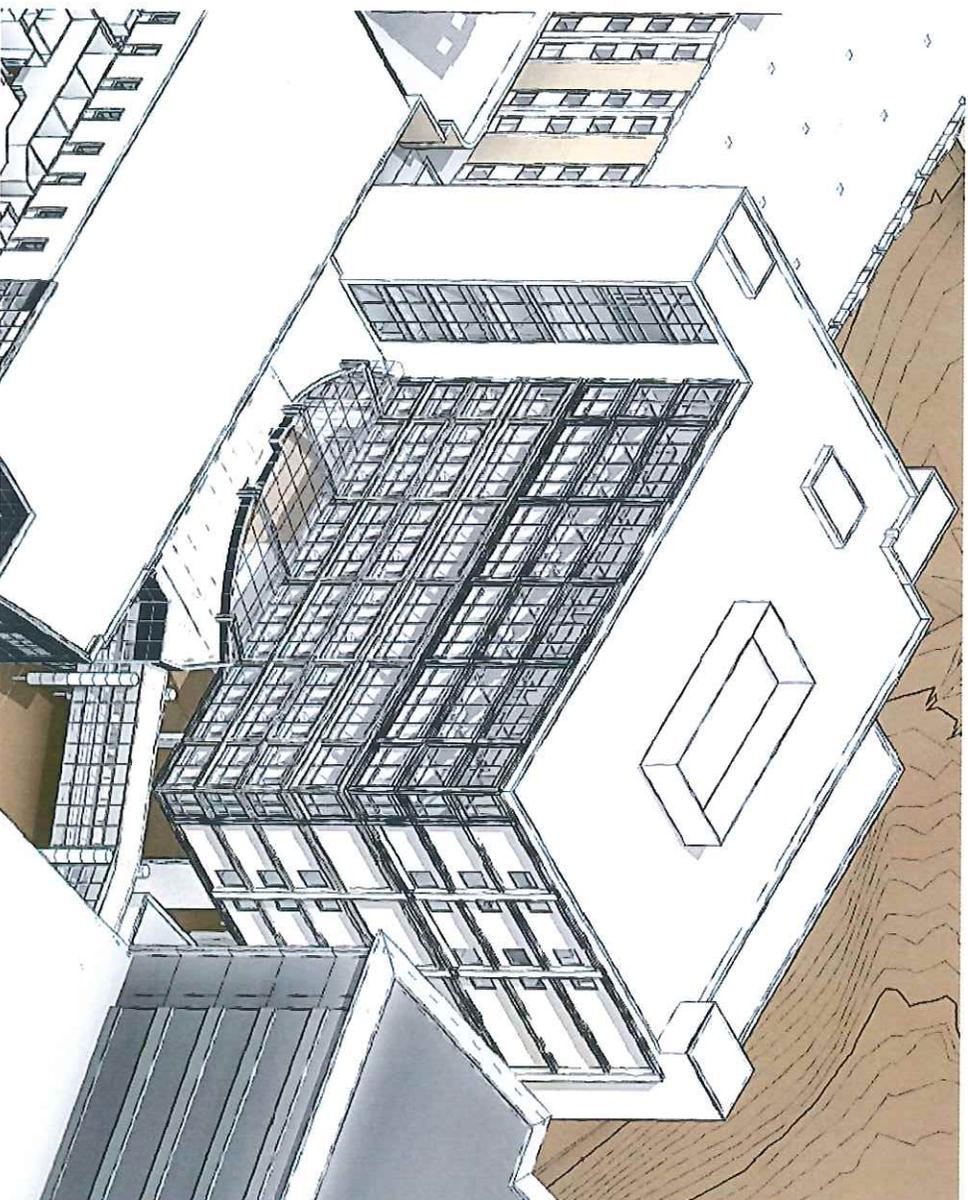


Roxana D. Tatman
Legal Director, Health Planning
Georgia Department of Community Health
Healthcare Facility Regulation Division

cc: Kathy Butler Polvino, Esq.
DET File

Northside Hospital's Growth

In addition, Northside received Certificate of Need approval for a \$70.6 million project to add 3 additional floors which can accommodate 66 more beds.



Northside Hospital Project

The City of Sandy Springs Planning and Zoning staff (“P&Z Staff”) report recommends:

- “approval conditional of the rezoning, approval conditional of the use permit for increased building height, and partial approval of the variance for increased lot coverage. See pp.21-22 for the detailed conditions.”
- “. . . a total of 5220 spaces should be provided on campus to effectively respond to the needs.”
- This recommendation on parking spaces is 453 spaces less than the requested 5673 spaces in Northside Hospital's application and will severely impact its ability to meet the medical needs of the Sandy Springs and the greater metro community.

Northside Hospital Parking Demand

The P&Z Staff report calculation is flawed for the following reasons:

- It fails to take into account reasonably anticipated future growth within Northside Hospital's New Tower of an additional 68 beds over and above the presently approved 590 beds.
- It fails to consider the additional hospital daily activities that are not reflected in the bed count but are an integral part of any hospital's operation. These include used every day on an emergency basis including observation units, labor & delivery observation units, and the special care nursery unit. These add an additional 180 beds to the hospital and increase the pressure on its parking infrastructure.
- It fails to consider expected continuing future increased medical demand at the hospital as indicated by the 22% increase in the daily census population at the hospital.
- It fails to consider the practical need to build into the parking deck future projected hospital growth as a parking deck cannot simply add new floors after it is constructed.

Northside Hospital Parking Demand

Step 1 in analysis of additional Parking Spaces:

Merely accounting for the 68 additional beds that will be accommodated in the new hospital tower, you create a need for an additional 342 Parking spaces over and above the 5220 spaces recommended by the P&Z Staff:

(68 beds x 4.5 vehicles per bed) x 11.7% "effective parking supply cushion" = 342 additional parking spaces

See page 10 of P&Z Staff Report for Explanation of Calculation formula

Northside Hospital Parking Demand

Step 2 in analysis of additional Parking Spaces:

- Take into account the continued increased demand for Northside Hospital medical services as evidenced by the 22% growth in the past 3 years.
- Take into account the 180 medical beds utilized at Northside on an emergency basis including observation units, labor & delivery observation units, and the special care nursery unit.

Northside Hospital Parking Demand

Step 3 in analysis of additional Parking Spaces:

5220 Parking Spaces recommended by the P&Z Staff

+342 Additional Parking Spaces needed to accommodate the 68 additional beds in the new hospital tower

+115 Additional Parking Spaces which may be accommodated in the new parking deck to assist in handling emergency care and future growth

5677 *Total Parking Spaces Requested by Northside Hospital*

Northside Hospital's Commitment to Finding Transportation Alternatives to Ease Congestion

These efforts include:

- Moved employees to off-site parking and provided time off (PTO) incentives for those who choose this option.
- Provided shuttle service for off site parkers. We currently have four buses running.
- Added incentives including subsidized MARTA cards and prizes (**Ipad, Apple Watch, and gift cards**) for MARTA riders.
- Incentives are provided for those who do not bring a car at all to the campus to encourage car and van pools.
- Provided a Sandy Springs police officer in the afternoon at the Hollis Cobb/ Peachtree Dunwoody Road intersection to allow traffic to flow as freely as possible.
- Limited on site meetings for any group larger than 25 and allowed them to be hosted off site at local hotels.
- Increased the work from home options where possible.
- Moved several large non-clinical departments to off site locations.
- Funded a traffic study, which is currently underway, through Georgia Department of Transportation and PCID to evaluate options for improvements.
- Routed students, vendors, independent contractors and meeting attendees to off site parking
- Agreement to work with Sandy Springs and the Pill Hill Community to ease traffic.

Utilizing the P&Z Staff Method of Calculating Parking Needs in Light of Actual & Projected Future Hospital Bed Space Demand

Northside Hospital Parking Demand

<u>Entity</u> Hospital	Current		
	City Staff Count (1)	Actual Count (2)	Future Count (3)
Medical Office			
Beds	590	770	838
Spaces per bed	<u>4.50</u>	<u>4.50</u>	<u>4.50</u>
Spaces Needed	2,655.0	3,465.0	3,771.0
Daycare Center			
Square feet	573,000	573,000	573,000
Spaces/1,000 sq. ft.	<u>4.27</u>	<u>4.27</u>	<u>4.27</u>
Spaces Needed	2,447.0	2,447.0	2,447.0
Total Parking Space Demand			
Effective Cushion	5,132	5,942	6,248
Spaces needed	<u>11.7%</u> <u>5,733</u>	<u>11.7%</u> <u>6,638</u>	<u>11.7%</u> <u>6,980</u>

Notes:

- 1) reflects existing inpatient beds and DCH 53 approved beds
- 2) includes existing beds (537), approved DCH beds (53), current Observation beds (34), Labor and Delivery beds (42), Labor and Delivery observation beds (20), and Skilled Care Nursery Beds (84).
- 2) includes all beds and 68 future beds

Addendum #4
Received 09/23/2016
Planning & Zoning

September 23, 2016

BY ELECTRONIC MAIL AND HAND DELIVERY

Ms. Michelle Alexander
Director, Department of Community Development
City of Sandy Springs
7840 Roswell Road, Building 500
Sandy Springs, Georgia 30350

Re: RZ 16-0095, U 16-0024

Dear Michelle:

Pursuant to your request, we have prepared an amendment to the above-referenced application to reflect new information regarding regulatory approval for additional beds and to revise the parking analysis accordingly.

Enclosed please find the following:

1. Amendment to application dated September 23, 2016, including proposed conditions; and
2. Public participation report.

Please include these documents in the file for this matter.

Thank you for your continued consideration and assistance.

Very truly yours,



Sharon A. Gay
Partner

Enclosures

cc: Ginger Sottile w/encls.
Catherine Mercier-Baggett w/encls.
Susan Sommers, Esq. w/encls.

**AMENDMENT TO APPLICATION FOR REZONING, USE PERMIT AND
CONCURRENT VARIANCE FOR HOSPITAL AND MEDICAL OFFICE COMPLEX
RZ 16-0095 and U-16-0024**

for

± 38.39 acres of land

960 – 1000 Johnson Ferry Road and 5780 Peachtree Dunwoody Road

Land Lots 16 and 17, 17th District, Fulton County, Georgia

SEPTEMBER 23, 2016

Introduction

Northside Hospital, Inc. ("Northside" or the "Applicant") respectfully submits this amendment to application RZ 16-0095/U-16-0024 to provide additional information that has recently become available regarding regulatory approvals and short-term bed capacity, amend the square footage request, update the parking analysis, and propose conditions.

Future Growth and Bed Count

As discussed in the application and previous amendments and submittals, Northside has experienced significant growth in patient demand in recent years. "Patient days," or the number of patients in the hospital per day, have increased 22 percent in the last three years. This growth has resulted in more patients, family members, visitors, and staff present on the campus each day. This rapid increase in patient days is driving the urgent need for the proposed hospital expansion and parking structure.

In December 2015, the Department of Community Health ("DCH") approved an increase in the number of patient beds from 537 to 590. See **Exhibit A**. That increase was the basis for our initial application. These beds would be housed on levels 2 - 4 of the tower. However, the proposed tower addition is sized to accommodate additional growth beyond those 53 beds. On September 12, 2016, DCH issued a Certificate of Need for buildout of three additional floors in the proposed eight-story bed tower. A copy is attached as **Exhibit B**. This approval will allow Northside to configure the new tower to accommodate another 68 beds for a total of 121 net new beds.

Furthermore, in an effort to more thoroughly explain our patient volume and associated parking needs, we have carefully reviewed and analyzed the existing bed count. Northside's operations include observation units, labor and delivery observation units, and the skilled care nursery unit. These units house 180 beds that are in use daily on an emergency and as-needed basis. The new tower can accommodate 11 new observation beds on the lower floors. While these are not overnight/extended care beds regulated by DCH, they are occupied and thus add to the pressure on the existing parking infrastructure.

Revised Square Footage Request

Our initial application requested an increase in approved square footage from 1,756,179 SF to 2,200,000 SF. Our reasons were as follows:

- 1) Given the age of the existing buildings (the hospital was built in 1970 and most other buildings were constructed in the 1980s) and the lack of complete as-built drawings, we are not confident that our calculation of 1,561,000 in current square footage is accurate. For example, the various buildings are connected by an elaborate tunnel system, which may not be included in that square footage number. Accordingly, we are seeking a square footage cushion so as to avoid inadvertent nonconformity if additional records are discovered that demonstrate a larger as-built area.
- 2) In addition to needing 125,000 SF for the bed tower, we expect the necessity to respond to increased patient load and changing technology to continue. We would like some additional square footage flexibility to renovate existing space. For example, in the past Northside has converted non-habitable space to patient space.
- 3) For at least the last six years, Community Development staff have urged Northside representatives to plan for future growth and modify the outdated zoning approvals accordingly. That is a primary purpose of this application.

Nonetheless, we understand the concerns expressed by the staff and Planning Commission members regarding the magnitude of the requested square footage. **Accordingly, we amend the application to request approval of 1,900,000 SF.** That would yield 125,000 SF for the bed tower and a cushion of 214,000 SF for calculation errors and internal remodeling.

Updated Parking Analysis

Northside appreciates the careful and thorough analysis in the Staff Report regarding appropriate parking ratios and agrees with the formulas proposed -- i.e., 4.5 spaces per bed for hospital uses; 4.27 spaces/1000 SF for medical office; 3.7 spaces/1000 SF for the daycare facility; and an 11.7 % supply cushion. Those calculations resulted in a parking requirement of 5,733 spaces, which is 100 spaces more than requested in the application. However, the Staff Report then recommends a parking maximum of 5,220 spaces rather than the requested 5,673 spaces unless "a higher need is otherwise demonstrated."

The above-described existing short term beds and future beds demonstrate that need. When the approved new beds, approved future capacity, and existing and planned observation beds are included, the parking requirement for the hospital alone is 3,771 spaces (4.5 x 838 beds). Added to the other requirements, the **total parking supply requirement is 6,980 spaces:**

4.5 x 838 beds = 3,771 spaces

4.27/1000 SF for 573,000 SF MOB = 2,447 spaces

3.7/1000 SF for 8,000 SF daycare = 30 spaces

11.7% cushion = 732 spaces

See **Exhibit C** for a detailed breakdown of these calculations.

In the absence of adopted or objective standards, we cannot assess the parking demand reduction criteria suggested in the Staff Report. However, **our request for 5,673 spaces represents an 18.7 percent decrease from the 6,980 space supply requirement as calculated based on the City's recommended criteria.** Moreover, the campus will lose 110 spaces in a few months when the highway construction begins and must remove 153 surface spaces to make room for the bed tower and parking garage construction.

Note also that the campus is largely built out and in fact already exceeds the lot coverage limits. There is only one location for a parking structure; accordingly, we must build the proposed structure to accommodate current needs and some future increase in patient demand as evidenced by the rapid growth in demand the hospital has seen in recent years and expects to continue to face in the future. The request for 5,673 parking spaces should be approved.

Proposed Conditions

Approval Conditional of the Rezoning from O-I and Approval Conditional of the Use Permit to increase the maximum building height from 60 ft. to 105 ft. and from four (4) stories to ten (10) stories for a parking deck, subject to the following conditions:

1. To the conceptual zoning site plan prepared by Long Engineering dated June 15, 2016 and received by the Department on June 17, 2016. Any plan subsequently submitted for permitting shall meet or exceed all applicable requirements of the Code and Zoning Ordinance unless otherwise stated in these Conditions.
2. To restrict the use of the Property (including the Tower Parking Deck Tract) as follows:
 - a. Maximum of 1,900,000 sq. ft. of gross floor area;
 - b. Maximum of 5,673 parking spaces.
3. To the following planning activities:
 - a. Enter into a written agreement to participate in the Shared Congestion and Traffic Management Strategy initiated by the City of Sandy Springs;
 - b. Prior to issuance of a certificate of occupancy for the parking deck, the Applicant will submit a copy of its campus wayfinding program for information;
 - c. The Applicant will develop a bicycle and pedestrian circulation plan for the Property and submit to the City for information prior to issuance of a certificate of occupancy for the parking deck.
4. To the following site improvements:
 - a. Lot coverage shall not exceed 79 percent (**Concurrent Variance 1**);

b. Bicycle parking spaces shall be provided at the number and in the locations identified in the bicycle/pedestrian circulation plan; 50 percent of these spaces shall be provided prior to issuance of a certificate of occupancy for the parking deck;

c. A minimum of 50 parking spaces will be dedicated to carpooling (vehicles carrying at least one passenger in addition to the driver).

As discussed in more detail in our letter to the Planning Commission dated September 14, 2016, there are considerable legal and physical impediments to the street frontage conditions proposed in the Staff Report. Furthermore, the proposed conditions, which differ from the PCID Overlay standards in the Zoning Ordinance, were not provided or discussed in advance, leaving us little time for engineering analysis. Assuming the Hospital Authority of Fulton County would consent to any of these changes to its property, our preliminary analysis is that installation of the proposed infrastructure would require the removal of dozens of trees, including a number of mature hardwoods; conflict with existing electrical conduits, driveways and parking aisles; and in some areas run into significant topographic challenges. Note that a continuous sidewalk already exists along the public streets and the west side of the private street. We look forward to discussing these proposals in further detail with staff.

Governmental Immunity

Nothing in this application as amended should be construed to waive the governmental immunity of the Hospital Authority of Fulton County as to its property either now or in the future. The Georgia Court of Appeals has held that the status of hospital authorities as governmental entities entitles them to immunity from local zoning regulations "when such an entity is in the exercise of its governmental functions." *Macon-Bibb County Hosp. Authority v. Madison*, 420 S.E.2d 586, 204 Ga. App. 741 (1992).

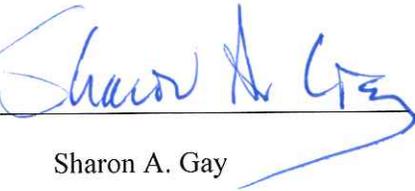
O.C.G.A. § 31-7-75 deems hospital authorities to "exercise public and essential governmental functions." It is a clear exercise of the governmental function of the Authority "to acquire by purchase, lease, or otherwise and to operate projects" and "to construct, reconstruct, improve, alter, and repair projects." O.C.G.A. § 31-7-75 (4), (5). "Project" includes the acquisition, construction, and equipping of hospitals, health care facilities, dormitories, office buildings, clinics, housing accommodations, nursing homes, rehabilitation centers, extended care facilities, and other public health facilities for the use of patients and officers and employees of any institution under the supervision and control of any hospital authority or leased by the hospital authority for operation by others to promote the public health needs of the community and all utilities and facilities deemed by the authority necessary or convenient for the efficient operation thereof. O.C.G.A. § 31-7-71(5). Clearly, the hospital and medical office buildings and accessory structures and the planned improvements constitute a "project" within the meaning of state law.

Conclusion

Northside is a primary stroke center, cardiovascular center, and maternity center. Availability of these services is critical to the community. The State of Georgia has recognized the need for additional patient capacity by previously granting approval for 53 beds and recently issuing a certificate of need for construction of space to accommodate 68 more beds. The tower addition and parking deck will enhance access, improve vehicular circulation, and allow for the growth that the State has deemed necessary for public health.

For the foregoing reasons, Applicant respectfully requests that this Application for Rezoning, Use Permit, and Concurrent Variance be approved.

Submitted this 23th day of September, 2016.

By: 

Sharon A. Gay

Partner, Dentons US LLP

For Northside Hospital, Inc.

EXHIBIT A

12/8/15 DCH LETTER



Nathan Deal, Governor

Clyde L. Reese III, Esq., Commissioner

2 Peachtree Street, NW | Atlanta, GA 30303-3159 | 404-656-4507 | www.dch.georgia.gov

**Writer's Direct Dial
(404) 463-0691**

December 8, 2015

Mr. Brian Toporek
Senior Planner
Northside Hospital, Inc.
1000 Johnson Ferry Road
Atlanta, Georgia 30342

**Re: DET2015-174—Request for Letter of Determination Regarding Increase in
Hospital Bed Capacity; Northside Hospital, Inc. – Atlanta, Fulton County,
Georgia**

Dear Mr. Toporek:

The Georgia Department of Community Health (the “Department”) is in receipt of Northside Hospital, Inc.’s (“Northside”) request for a letter of determination regarding the proposed increase of its authorized acute care bed capacity. The Department received the request on October 27, 2015 and docketed the request as DET2015-174. Thank you for your efforts to comply with the State’s Certificate of Need (“CON”) laws.

It is the understanding of the Department that Northside owns and operates Northside Hospital-Atlanta, a 537-bed acute care hospital located at 1000 Johnson Ferry Road, Atlanta, Fulton County, Georgia. Through its request, Northside seeks a written determination from the Department that it may increase its bed capacity by fifty-three (53) beds without prior CON review and approval. With the proposed addition of fifty-three (53) beds, Northside’s CON capacity would increase to 590.

O.C.G.A. § 31-6-47(a)(15) provides that the CON law does not apply to an increase of up to ten (10) beds or 10% of capacity, whichever is greater, in any consecutive two-year period, in a hospital that has maintained an overall occupancy rate greater than 75% for the previous twelve month period. See also Rule 111-2-2-.03(14).

A hospital seeking to avail itself of this exemption to increase its CON-authorized acute care beds must provide documentation to the Department showing an occupancy rate greater than

Mr. Brian Toporek
December 8, 2015
Page | 2

75% for a period of twelve months preceding the request. A hospital may not request or utilize this exemption more than once in a two-year period.

Northside has not requested and received a previous determination to increase its beds pursuant to this exemption. Northside submitted documentation with the determination request showing an overall occupancy rate of 75.5% for the twelve (12) month period from October, 2014 through September, 2015.

Please be advised that based on the documentation provided, Northside may proceed to add fifty-three (53) general acute care beds to its authorized CON bed capacity pursuant to O.C.G.A. § 31-6-47(a)(15) without prior CON review and approval. Northside may not avail itself of this exemption again for a period of two years from the date of this letter, or no earlier than December 8, 2017.

This determination is based upon the facts and circumstances as outlined in the request. Should any of these facts and circumstances change in a material way that conflicts with the provisions of the law cited above, this determination would be void.

I hope this reply is responsive to your request. Please feel free to contact me if you have any further questions or concerns.

Sincerely,



Roxana D. Tatman
Legal Director, Health Planning
Georgia Department of Community Health
Healthcare Facility Regulation Division

cc: Kathy Butler Polvino, Esq.
DET File

EXHIBIT B

9/12/16 DCH CERTIFICATE OF NEED

Official Georgia Certificate of Need

Project Description: Hospital Expansion and Renovation

Project Identifier: GA 2016-025

Defined Location: Northside Hospital
1000 Johnson Ferry Road
Atlanta, Fulton County, Georgia 30342

Approved Expenditure: \$70,599,054

Service Area: State Service Delivery Region 3

Review Analyst: Karesha Berkeley Laing

Legal Name: Northside Hospital, Inc. d/b/a Northside Hospital

Address: 1000 Johnson Ferry Road
Atlanta, Fulton County, Georgia 30342

Main Business Phone: 404.851.8000

Contact Person: Brian Toporek, Senior Planner

This Certificate is only valid for the certificate holder, defined location, expenditures, and service area listed herein. Should any of this information change, this Certificate shall no longer be valid, except that this Certificate may be transferred to another person who acquires the health care facility that is the subject of this Certificate. In addition, this Certificate is only valid for the defined scope identified in the Certificate of Need application and any and all attachments thereto. If the Certificate Holder discovers in implementing the project that the expenditures required will exceed the Maximum Expenditure allowed per Rule 111-2-2-.03(13), the Certificate Holder Agrees to immediately cease construction and apply for a Cost Overrun Certificate.

This Certificate is granted based on assurances from the Certificate Holder that annual and periodic surveys and questionnaires requested by the Department will be answered and submitted completely, accurately, and timely. Should such surveys and questionnaires not be submitted completely, accurately, and timely, this Certificate shall be subject to revocation.

This Certificate is predicated on accurate and timely progress reports as indicated in the Important Dates section below. If a certificate holder fails to accurately and timely report such progress by the reporting dates specified herein, this Certificate shall be subject to revocation.

This Certificate is granted based on a phased approach to construction and completion of the project. The Certificate Holder must report progress on each phase within 45 days of the deadlines identified below or this Certificate shall be subject to revocation.

Phase 1: 10/1/2018 Phase 2: 10/1/2021 Phase 3: Phase 4: Phase 5:

This Certificate is granted based on a promise by the Certificate Holder to provide indigent and charity care to patients of the Certificate Holder at an annual rate of % of the adjusted gross revenue of the hospital or service. If the Certificate Holder fails to meet this commitment or, in the alternative, fails to remit the difference in the amount promised and the amount delivered to the Georgia Indigent Care Trust Fund, this Certificate shall be subject to revocation.

This Certificate is subject to appeal within thirty (30) days from the Date of Approval noted herein. Should a bona fide request for an appeal be received, you will be notified, and this Certificate shall be suspended until the appeal is resolved. Upon the resolution of any such appeal, you will be issued a revised Certificate denoting corrected Important Dates. You are strongly advised not to make a substantial obligation of funds until the time period for requesting an appeal has expired.

Date of Approval: 9/12/2016

Effective Date: 9/12/2016

Mandatory Commencement Date: 9/12/2017

Mandatory Completion Date: 10/1/2021

Approved by: Rachel L. King, J.D.
Executive Director, Office of Health Planning
Department of Community Health

Signature: *Rachel L. King* Date: 9/12/2016



EXHIBIT C

PARKING SUPPLY CALCULATION

Utilizing the P&Z Staff Method of Calculating Parking Needs in Light of Actual & Projected Future Hospital Bed Space Demand

Northside Hospital Parking Demand

Entity	Current		
	City Staff Count (1)	Actual Count (2)	Future Count (3)
Hospital			
Beds	590	770	838
Spaces per bed	<u>4.50</u>	<u>4.50</u>	<u>4.50</u>
Spaces Needed	2,655.0	3,465.0	3,771.0
Medical Office			
Square feet	573,000	573,000	573,000
Spaces/1,000 sq. ft.	<u>4.27</u>	<u>4.27</u>	<u>4.27</u>
Spaces Needed	2,447.0	2,447.0	2,447.0
Daycare Center			
Square feet	8,000	8,000	8,000
Spaces/1,000 sq. ft.	<u>3.7</u>	<u>3.7</u>	<u>3.7</u>
Spaces Needed	30.0	30.0	30.0
Total Parking Space Demand	5,132	5,942	6,248
Effective Cushion	<u>11.7%</u>	<u>11.7%</u>	<u>11.7%</u>
Spaces needed	<u>5,733</u>	<u>6,638</u>	<u>6,980</u>

- Notes:
- 1) reflects existing inpatient beds and DCH 53 approved beds
 - 2) includes existing beds (537), approved DCH beds (53), current Observation beds (34), Labor and Delivery beds (42), Labor and Delivery observation beds (20), and Skilled Care Nursery Beds (84).
 - 2) includes all beds and 68 future beds

PUBLIC PARTICIPATION REPORT
APPLICATION FOR REZONING AND USE PERMIT

Case Number: RZ16-0095 & U16-0024

Applicant: Northside Hospital by Sharon Gay, Dentons LLP

In accordance with Sec. 28.4.7.b of the Zoning Ordinance of Sandy Springs, the applicant submits this Public Participation Report.

1. All Parties Contacted: The applicant utilized the list provided by Sandy Springs Planning and Zoning staff, of all property owners within a 500' radius of the subject property, to notify all individuals and/or entities on such lists of all public meetings associated with this application. (see attached, Exhibit A - Property Owners' List)

2. Methods of Notification: The applicant has mailed separate Notices for both community meetings, and the Planning Commission, and Mayor and Council meeting. These notices include the dates and locations of all meetings. (see attached, Exhibit B - Letter's of Notice)

3. Summary and Response to any Concerns and Issues Discussed: There were only two issues/concerns discussed at the first community meeting. No members of the public attended the second community meeting, so no issues/concerns were discussed at that meeting. (see attached, Exhibit C - Community Meeting Sign-in Sheets)

The following is a summary of the issues/concerns discussed, and the applicant's response to each:

i) An issue was raised about whether their would be coordination of project construction with the three other construction projects that will be going on in the area within approximately the same time period. The response was, that Northside will reach out to the other projects in an attempt at project construction coordination.

ii) There was also a question about whether the tower with the new beds will be built in one or two phases. The response was, that depends on the timing of the regulatory process, as to when the second group of new beds is approved.

EXHIBIT A - PROPERTY OWNERS' LIST

R216-0095 (Northside Hospital)

500'-Radius Owners' List

Owner	OwnerAddr1	OwnerAddr2
NORTHSIDE HOSPITAL INC	1000 JOHNSON FERRY RD	SANDY SPRINGS GA 30342 1611
BD CENTER POINTE LLC	3950 SHACKLEFORD RD SUITE 300	DULUTH GA 30096 8268
INTERCHANGE LLC THE	6285 BARFIELD RD STE 250	ATLANTA GA 30328
TROPAUER ALAN & EILEEN SHERRY	5555 PEACHTREE DUNWOODY RD NE SUITE 330	SANDY SPRINGS GA 30342
TRITT RAMIE A	5555 PTREE-DUNWOODY RD #107	ATLANTA GA 30342
GRIFFIN & KAREMPELIS REAL ESTATE PARTNERSHIP	5555 PEACHTREE DUNWOODY RD	ATLANTA GA 30324
SAINT JOSEPHS HOSPITAL	5665 PEACHTREE DUNWOODY RD NE	SANDY SPRINGS GA 30342
BAUCOM PROPERTIES LLC	1006 STOVALL BLVD NE	ATLANTA GA 30319
COHEN BRIAN S	17 EAST FERRY DR	SANDY SPRINGS GA 30319
J AND J REAL ESTATE HOLDINGS LLC	570 GLEN MANOR CT	ATLANTA GA 30328
NORTHSIDE HOSPITAL INC	1000 JOHNSON FERRY RD	ATLANTA GA 30342
FLEMISH JASON M	33 JOHNSON FERRY PKWY NE	SANDY SPRINGS GA 30319
HOSPITAL AUTHORITY OF FULTON COUNTY	5710 PEACHTREE DUNWOODY RD	ATLANTA GA 30342
COOPER CARTER W & EVALEIGH S	5 WEST FERRY DR	SANDY SPRINGS GA 30319
RICE MICHAEL STEVEN	35 JOHNSON FERRY PKWY NE	SANDY SPRINGS GA 30319
PREWETT AMANDA R	19 EAST FERRY DR	SANDY SPRINGS GA 30319
DOWNEY ROBERT SCOTT	24 EAST FERRY DR	SANDY SPRINGS GA 30319 4312
MC CORD MARVIN O III	8046 ROSWELL RD STE 202	ATLANTA GA 30350
DENBO ARIEL B	26 EAST FERRY DR NE	SANDY SPRINGS GA 30319
GODWIN LINDA T	13 WEST FERRY CT NE	SANDY SPRINGS GA 30319
BEAVER JOHN R	42 W FERRY DR NE	ATLANTA GA 30319
LEVY REAL ESTATE HOLDINGS LLC	5555 PEACHTREE DUNWOODY RD # 340	SANDY SPRINGS GA 30342
GRIFFIN & KAREMPELIS REAL EST PTRNS	5555 PEACHTREE DUNWOODY RD # 169	SANDY SPRINGS GA 30342
JONES W DAVID	11 WEST FERRY CT	SANDY SPRINGS GA 30319
J & J REAL ESTATE HOLDINGS LLC	570 GLEN MANOR CT	ATLANTA GA 30328
LHT NORTH ATLANTA L L C	5669 PEACHTREE DUNWOODY RD NE STE 250	ATLANTA GA 30342
ACEVEDO JOSE & SHANN	44 WEST FERRY DR	SANDY SPRINGS GA 30319
ADAMS DAVID B DR	5555 PEACHTREE DUNWOODY RD # 251	SANDY SPRINGS GA 30342
MARTA	2424 PIEDMONT RD	ATLANTA GA 30324
DENNARD PAULA L	28 EAST FERRY DR	SANDY SPRINGS GA 30319
ADAMS HOLLY KOVACS	31 JOHNSON FERRY PKWY NE	ATLANTA GA 30319

CAROL S LEWIS LIVING TRUST THE	82 CORA HILLS CT	LAS VEGAS NV 89148
MEDICAL QUARTERS UNIT THREE FORTY NINE PTRNS T-	5555 PEACHTREE DUNWOODY RD # 349	SANDY SPRINGS GA 30342
FULTON COUNTY	141 PRYOR ST SW SUITE 7000	ATLANTA GA 30303
PSP HOLDINGS LLC	5555 PEACHTREE DUNWOODY RD UNIT 201	ATLANTA GA 30342
ROUSSEAU ROBERT T & SUZANNE S	40 FORREST LAKE DR	ATLANTA GA 30327
SCHWARZKOPF MICHAEL A	P.O. BOX 420941	ATLANTA GA 30342
GOLDMAN JOHN A	5555 PEACHTREE DUNWOODY RD # 293	SANDY SPRINGS GA 30342
GRIFFIN & KAREMPELIS REAL ESTATE PARTNERSHIP	5555 PTREE-DUNWOODY RD # #185	ATLANTA GA 30342
HABTE ESKINDER	7 WEST FERRY CT	ATLANTA GA 30319
PARKWAY PROPERTIES LP	311 S WACKER STE 4400	CHICAGO IL 60606
RYE STANLEY E & PAMELA	5555 PEACHTREE DUNWOODY RD # 240	SANDY SPRINGS GA 30342
KUEKES BARBARA O	100 BUENA VISTA DR	CARY NC 27513 5300
RENTFRO PHILIP L	30 JOHNSON FERRY PKWY NE	SANDY SPRINGS GA 30319 4311
GRAVES DAVID M & CHRISTEN C	8 W FERRY CT NE	ATLANTA GA 30319
HOSPITAL AUTHORITY OF FULTON COUNTY	1000 JOHNSON FERRY RD NE	ATLANTA GA 30342
SARANGA YVES M	2479 PEACHTREE RD NE #1315	ATLANTA GA 30305 4134
RLN PROPERTIES L L C	5555 PEACHTREE DUNWOODY RD # 325	SANDY SPRINGS GA 30342
SUMMERS J CHAPPELL JR	5555 PEACHTREE DUNWOODY RD	ATLANTA GA 30324
TCIDDS LLC	5555 PEACHTREE DUNWOODY RD # G-90	ATLANTA GA 30342
GREGORY CHARLES E & SHAPIRO RICHARD S	5555 PEACHTREE DUNWOODY RD # 275	SANDY SPRINGS GA 30342
NEZHAT FARR	P.O. BOX 888166	ATLANTA GA 30356
FAGAN MAURICE JR & MAURICE J III	5555 PEACHTREE DUNWOODY RD # 140	SANDY SPRINGS GA 30342
BAUCOM PROPERTIES LLC	1006 STOVALL BLVD NE	ATLANTA GA 30319
STEWART MICHAEL B	5555 PEACHTREE DUNWOODY RD	ATLANTA GA 30342
TAPP BARBARA S & BRIAN D	43 W FERRY DR NE	ATLANTA GA 30319
SAVIANO BERNADETTE L	14 WEST FERRY CT	SANDY SPRINGS GA 30319
DAVIES CHERYL A	2341 SKYLINE DR	GAINESVILLE GA 30501
BAUCOM PROPERTIES LLC	1006 STOVALL BLVD NE	ATLANTA GA 30319
COOMBS SUSAN M	6 WEST FERRY DR NE	SANDY SPRINGS GA 30319
CATTIE HOWARD JR & DENISE M	27 EAST FERRY DR NE	SANDY SPRINGS GA 30319
MARTIN SONDRAS TR	25 E FERRY DR NE	ATLANTA GA 30319 4312
GRIFFIN & KAREMPELIS REAL ESTATE PRTNESHIP	5555 PEACHTREE DUNWOODY RD # 190	ATLANTA GA 30342
CLARENCE BRETT	12 WEST FERRY CT	SANDY SPRINGS GA 30319
HUDSON JOE R	41 WEST FERRY DR NE	SANDY SPRINGS GA 30319 4310

C N INVESTMENT PARTNERS L P	0 P.O. BOX 720374	ATLANTA GA 30358
FIELD NANCY A	4 WEST FERRY DR	SANDY SPRINGS GA 30319
WILSON TANYA M	32 JOHNSON FERRY PKWY NE	SANDY SPRINGS GA 30319
REEF AMERICA REIT II CORP IIII	P. O. BOX 4900	SCOTTSDALE AZ 85261 4900
SHANNON CURT	16 E FERRY DR NE	ATLANTA GA 30319 4312
FIFTY ONE FIFTY FIVE FIFTY FIVE PEACHTREE DUNWOOL	5555 PEACHTREE DUNWOODY RD # G 51	SANDY SPRINGS GA 30342
ABIDE AIMEE	34 JOHNSON FERRY PKWY NE	SANDY SPRINGS GA 30319
RATHBURN MELISA A DDS	P.O. BOX 450233	ATLANTA GA 31145
KENNETH MURPHY L L C	5555 PEACHTREE DUNWOODY RD	SANDY SPRINGS GA 30342
SUN TRUST BANK ATL	7700 FORSYTH BLVD FLOOR 9	SAINT LOUIS MO 63105
WEINTRAUB SAMUEL I	20 EAST FERRY DR	SANDY SPRINGS GA 30319
CUCHER BOBB G	965 HEARDS FERRY RD NW	ATLANTA GA 30328
FRYER ROBERT M	5555 PEACHTREE DUNWOODY RD # G 56	SANDY SPRINGS GA 30342
SCOTTISH RITE HOSPITAL FOR CRIPPLED CHILDREN	1665 TULLIE CIR	ATLANTA GA 30329 2303
HOSPITAL AUTH OF FULTON COUNTY	960 PEACHTREE RD NE STE 335	ATLANTA GA 30342
CARCAR NOEMI A	21 EAST FERRY DR NE	SANDY SPRINGS GA 30319
RICE JONATHAN	5155 CHEMIN DE VIE NE	ATLANTA GA 30342
ANDERSON BRENT L & SUSAN C	40 WEST FERRY DR NE	SANDY SPRINGS GA 30319
GK & H LLC	5555 PEACHTREE DUNWOODY RD # 190	ATLANTA GA 30342
KALB SUZANNE R & ROBERT D	3 WEST FERRY DR NE	SANDY SPRINGS GA 30319
CIMINO JUSTEN E	37 WEST FERRY DR	SANDY SPRINGS GA 30319
HOSPITAL AUTH OF FULTON COUNTY	960 JOHNSON FERRY RD NE STE 335	ATLANTA GA 30342
SHULTZ MARILYN K	15 WEST FERRY CT NE	SANDY SPRINGS GA 30319
BRAATEN JEANINE A	39 WEST FERRY DR	SANDY SPRINGS GA 30319
QUARLES STEPHEN P	38 WEST FERRY DR	SANDY SPRINGS GA 30319
HARDTKE ARNO S JR	1754 WILDER CT	DUNWOODY GA 30338 3522
GROSSMAN JENNY	570 GLEN MANOR CT	ATLANTA GA 30328
DE LOZIER ARTHUR C	2234 CHESTERFIELD DR	MARYVILLE TN 37803 6537
GRIFFIN EDMOND I	5555 PEACHTREE DUNWOODY RD # 190	SANDY SPRINGS GA 30342
HCRI 5670 PEACHTREE DUNWOODY LLC	4500 DORR ST	TOLEDO OH 43615
WALTER ROBERT C & WALTER PRISCILLA D	22 FERRY DR NE	ATLANTA GA 30319
GRIFFIN EDMOND I	5555 PEACHTREE DUNWOODY RD	SANDY SPRINGS GA 30342
MORRISON MANAGEMENT SPECIALISTS INC	4721 MORRISON DR STE 300	MOBILE AL 36609 3350
RLN PROPERTIES L L C	5555 PEACHTREE DUNWOODY RD # 325	ATLANTA GA 30342

MEDICAL QUARTERS UNIT THREE FORTY NINE PARTNER	5555 PEACHTREE DUNWOODY RD # #349	ATLANTA GA 30342
TRITT RAMIE A	5555 PTREE DUNWOODY RD	ATLANTA GA 30342
NORTHSIDE 993 LLC	1000 JOHNSON FERRY RD	ATLANTA GA 30342
HCRI 975 JOHNSON FERRY LLC	4500 DORR ST	TOLEDO OH 43615
SUN TRUST BANK ATL	7700 FORSYTH BLVD FLOOR 9	SAINT LOUIS MO 63105
WEINTRAUB MARVIN	36 WEST FERRY DR	SANDY SPRINGS GA 30319
BLYTHE BECKY S	4350 DAVIDSON AVE	ATLANTA GA 30319
C N INVESTMENT PARTNERS L P	P O BOX 720374	ATLANTA GA 30358
MC LAURIN NANCY G	5555 PTREE DUNWOODY RD	ATLANTA GA 30342
FOWLER HEATHER	5555 PEACHTREE DUNWOODY RD SUITE 5555	ATLANTA GA 30342
TRITT RAMIE A	5555 PTREE DUNWOODY RD	ATLANTA GA 30342
EDMONDSON STEPHEN W	P.O. BOX 1228	CLAYTON GA 30525
BLYTHE BRUCE T	8 PIEDMONT CTR # 420	ATLANTA GA 30305
LINNEA VANCE	7840 ROSWELL ROAD BLDG 500	SANDY SPRINGS GA 30050
TRISHA THOMPSON	145 RIVER NORTH DRIVE NW	SANDY SPRINGS GA 30328
RONDA SMITH	76 LONG ISLAND PLACE	SANDY SPRINGS GA 30328

EXHIBIT B - LETTER'S OF NOTICE

April 13, 2016

Dear Neighbor,

Northside Hospital (NSH) is experiencing a significant increase in patient volume/demand. To address the increased patient volume, NSH has obtained the regulatory approval required to add 53 beds. They plan to accommodate that authorization with an addition to the hospital building. They also plan to construct a parking deck to accommodate current needs as well as the needs of the new space.

These proposed changes require amending some of the existing zoning conditions. Specifically, updates will be required to the site plans that were adopted as part of the conditions in 1988 and 1990 when the property was zoned to O-I-C (Office-Institutional-Conditional).

You are invited to review and discuss the planned improvements at a community meeting on April 27, 2016 at 6:00 p.m. The meeting will be held on the Northside Hospital Campus in the Dining Conference Room at 1000 Johnson Ferry Road NE, Atlanta, GA 30342.

We plan to file an application to amend the existing zoning of the property to change some of the zoning conditions with the City of Sandy Springs on May 3, 2016.

NSH looks forward to sharing the plans for these improvements and discussing the plans with neighbors. If you have questions prior to the meeting, please contact Sharon Gay at 404.527.4676 or Dan Baskerville at 404.527.8539.

May 9, 2016

Dear Neighbor,

Northside Hospital (NSH) is experiencing a significant increase in patient volume/demand. To address the increased patient volume, NSH has obtained the regulatory approval required to add 53 beds. They plan to accommodate that authorization with an addition to the hospital building. They also plan to construct a parking deck to accommodate current needs as well as the needs of the new space.

These proposed changes require amending some of the existing zoning conditions and a special use permit for the height of the parking deck. Specifically, updates will be required to the site plans that were adopted as part of the conditions in 1988 and 1990 when the property was zoned to O-I-C (Office-Institutional-Conditional). To this end NSH filed a rezoning and special use permit application (**Case# RZ16-0095/U16-0024**) on May 3, 2016.

As you may recall from a previous correspondence, we held an initial community meeting to review and discuss the planned improvements on April 27, 2016. You are invited to a second such meeting to review and discuss the planned improvements on May 23, 2016 at 6:00 p.m. The meeting will be held at Sandy Springs City Hall, 7840 Roswell Road, Building 500 (Municipal Court Entrance).

Subsequent to the community meeting, the next scheduled public meetings for our application are the Sandy Spring Planning Commission hearing on July 21, 2016 at 6:00 p.m. and the Mayor and City Council hearing on August 16, 2016 at 6:00 p.m. Both meetings will be held at Sandy Springs City Hall, 7840 Roswell Road, Building 500 (Municipal Court Entrance).

NSH looks forward to sharing the plans for these improvements and discussing the plans with neighbors. If you have questions prior to the meeting, please contact Sharon Gay at 404.527.4676 or Dan Baskerville at 404.527.8539.

August 23, 2016

Dear Neighbor,

We are sending you this letter to update the information from our previous letter regarding the Planning Commission and City Council meetings.

Northside Hospital (NSH) is experiencing a significant increase in patient volume/demand. To address the increased patient volume, NSH has obtained the regulatory approval required to add 53 beds. They plan to accommodate that authorization with an addition to the hospital building. They also plan to construct a parking deck to accommodate current needs as well as the needs of the new space.

These proposed changes require amending some of the existing zoning conditions and a special use permit for the height of the parking deck. Specifically, updates will be required to the site plans that were adopted as part of the conditions in 1988 and 1990 when the property was zoned to O-I-C (Office-Institutional-Conditional). To this end NSH filed a rezoning and special use permit application (**Case# RZ16-0095/U16-0024**) on May 3, 2016.

As you may recall from previous correspondence, we held two community meetings to review and discuss the planned improvements. The first meeting was on April 27, 2016 and the second was held on May 23, 2016.

The new dates for our next scheduled public meetings for our application are the Sandy Springs Planning Commission hearing on September 15, 2016 at 6:00 p.m. and the Mayor and City Council hearing on October 18, 2016 at 6:00 p.m. Both meetings will be held at Sandy Springs City Hall, 7840 Roswell Road, Building 500 (Municipal Court Entrance).

If you have questions please contact Sharon Gay at 404.527.4676 or Dan Baskerville at 404.527.8539.

EXHIBIT C - COMMUNITY MEETING SIGN-IN SHEETS

October 5, 2016

Received 10/05/2016
Planning & Zoning
Addendum No.5

BY ELECTRONIC MAIL AND U.S. MAIL

Ms. Michelle Alexander
Director, Department of Community Development
City of Sandy Springs
7840 Roswell Road, Building 500
Sandy Springs, Georgia 30350

Re: RZ 16-0095, U 16-0024 -- Northside Hospital Proposed Conditions (Revised from September 23)

Dear Michelle:

Thank you for your time and advice last week. Following up on our meeting, we have made some changes to the proposed conditions to reflect our discussion. Our proposed conditions are enclosed. We have revised Conditions 3.b and c. and 4.a., b., and c. based on our conversation.

Please note the following:

Square footage: We have left the proposed square footage at 1,900,000 SF (down from 2,200,000 SF as requested in our initial application but above the 1,756,179 SF recommended by the Planning Commission). As we discussed, our reasons are two-fold:

1) Given the age of the existing buildings (the hospital was built in 1970 and most other buildings were constructed in the 1980s) and the lack of complete as-built drawings, we are not confident that our calculation of 1,561,000 in current square footage is accurate. For example, the various buildings are connected by an elaborate tunnel system, which may not be included in that square footage number. Accordingly, we are seeking a square footage cushion so as to avoid inadvertent nonconformity if additional records are discovered that demonstrate a larger as-built area.

2) In addition to needing 125,000 SF for the new bed tower, we expect the necessity to respond to increased patient load and changing technology to continue. We would like some additional square footage flexibility to renovate existing non-habitable space into patient space *within existing building footprints*. For example, in the past Northside has added 11 exam rooms and 6 holding rooms to the Emergency Department and added Linear Accelerator Vaults to the Cancer Center.

We understand that this square footage cap would apply within the existing and proposed building footprints and heights as shown on the Site Plan.

Traffic study: During the meeting, our traffic consultant confirmed that the study submitted in May included the future bed expansion referenced in our September 23 Amendment to the Application. If further analysis or clarification is needed, we can provide that information during the permitting process.

Lot coverage: We have converted our percentage request to 1,303,900 square feet.

Street frontage improvements: As we have noted in previous correspondence, there are substantial legal and physical impediments to the street frontage improvements and right of way dedication proposed in the Staff Report, some of which exceed the adopted PCID Overlay standards in the Zoning Ordinance.

All of the street frontage along the public streets is owned by the Hospital Authority of Fulton County ("HAFC"). Hollis Cobb Circle is a private street on land owned by the HAFC, which has no plans to dedicate this street to the City. Georgia courts have clearly established that local zoning requirements cannot be imposed upon hospital authorities. Nor can a municipality require a state-created authority to dedicate property. The HAFC may be willing to consider *voluntary* construction of some pedestrian and cyclist improvements. The following factors must be taken into consideration:

- 1) Sidewalks and curb and gutter already exist along the public streets, along with benches, decorative lighting and landscaping and there is a sidewalk on the private through street.
- 2) Determination of specific additional needs should be made in the context of the required bicycle/pedestrian plan.
- 3) When the hospital campus and medical office buildings were developed, a substantial area of right of way was dedicated to public use. Note that this dedication was done prior to the adoption of the Development Impact Fee Act. Any further dedication of right of way for or construction of system improvements must be handled in conformity with that Act.
- 4) While no specific plans were provided, we project that the proposed improvements would conflict with existing storm and sanitary sewer infrastructure, critical electrical infrastructure for the hospital, and numerous existing surface parking spaces, and in some areas would run into significant topographic challenges.
- 5) The Property has 3,287 linear feet -- almost 2/3 mile -- of public street frontage. While Northside has not had sufficient time to prepare a detailed engineering analysis, we estimate that the proposed improvements would require dedication of approximately 1.5 acres of HAFC-owned land (and even more if Hollis Circle were dedicated). Furthermore, any such dedication may create nonconformities as to required yards and setbacks.
- 6) Our rough estimate is that the construction cost for the proposed improvements likely would exceed \$5 million and could be considerably higher (excluding the cost of right of way). Any decision to expend such funds must be made in the context of the statutory duties and limitations of the HAFC and the responsibilities of Northside, a nonprofit hospital, to provide health care services, not public off-site infrastructure.
- 7) Finally, there are concerns about the timing of any such additional construction in rights of way on land adjacent to the roadway where massive construction of the I-285/GA 400 Interchange project is about to occur.

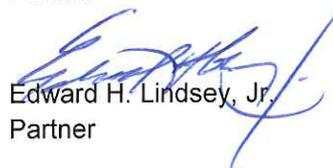
We look forward to analyzing these proposed improvements in more detail and working further with staff to determine what may be possible.

Thank you for your continued consideration and assistance.

Very truly yours,



Sharon A. Gay
Partner



Edward H. Lindsey, Jr.
Partner

Enclosure

cc: Ginger Sottile w/encl.
Catherine Mercier-Baggett w/encl.
Susan Sommers, Esq. w/encl.

RZ16-0095 and U16-0024

**Application of Northside Hospital for 960 - 1000 Johnson Ferry Road
and 5780 Peachtree Dunwoody Road**

Proposed Conditions

Draft 10/5/16

1. To the conceptual zoning site plan prepared by Long Engineering dated June 15, 2016 and received by the Department on June 17, 2016. Any plan subsequently submitted for permitting shall meet or exceed all applicable requirements of the Code and Zoning Ordinance unless otherwise stated in these Conditions.

2. To restrict the use of the Property (including the Tower Parking Deck Tract) as follows:
 - a. Maximum of 1,900,000 sq. ft. of gross floor area;
 - b. Maximum of 5,673 parking spaces.

3. To the following planning activities:
 - a. Enter into a written agreement to participate in the Shared Congestion and Traffic Management Strategy initiated by the City of Sandy Springs;
 - b. Prior to issuance of a certificate of occupancy for the parking deck, the Applicant will submit a copy of its campus wayfinding program;
 - c. The Applicant will develop a bicycle and pedestrian circulation plan for the Property and submit to the City prior to issuance of a certificate of occupancy for the parking deck.

4. To the following site improvements:
 - a. Lot coverage shall not exceed 1,303,900 square feet (**Concurrent Variance 1**);
 - b. Bicycle parking spaces shall be provided at the number and in the locations identified in the bicycle/pedestrian circulation plan and shall be installed prior to issuance of a certificate of occupancy for the parking deck;
 - c. A minimum of 50 parking spaces will be dedicated to carpooling (vehicles carrying at least one passenger in addition to the driver).

Northside Hospital – North Tower Addition Traffic Impact Analysis

*Prepared for:
Northside Hospital*



NORTHSIDE HOSPITAL

*Prepared by:
Michael Baker International*

Michael Baker
INTERNATIONAL

May 20, 2016

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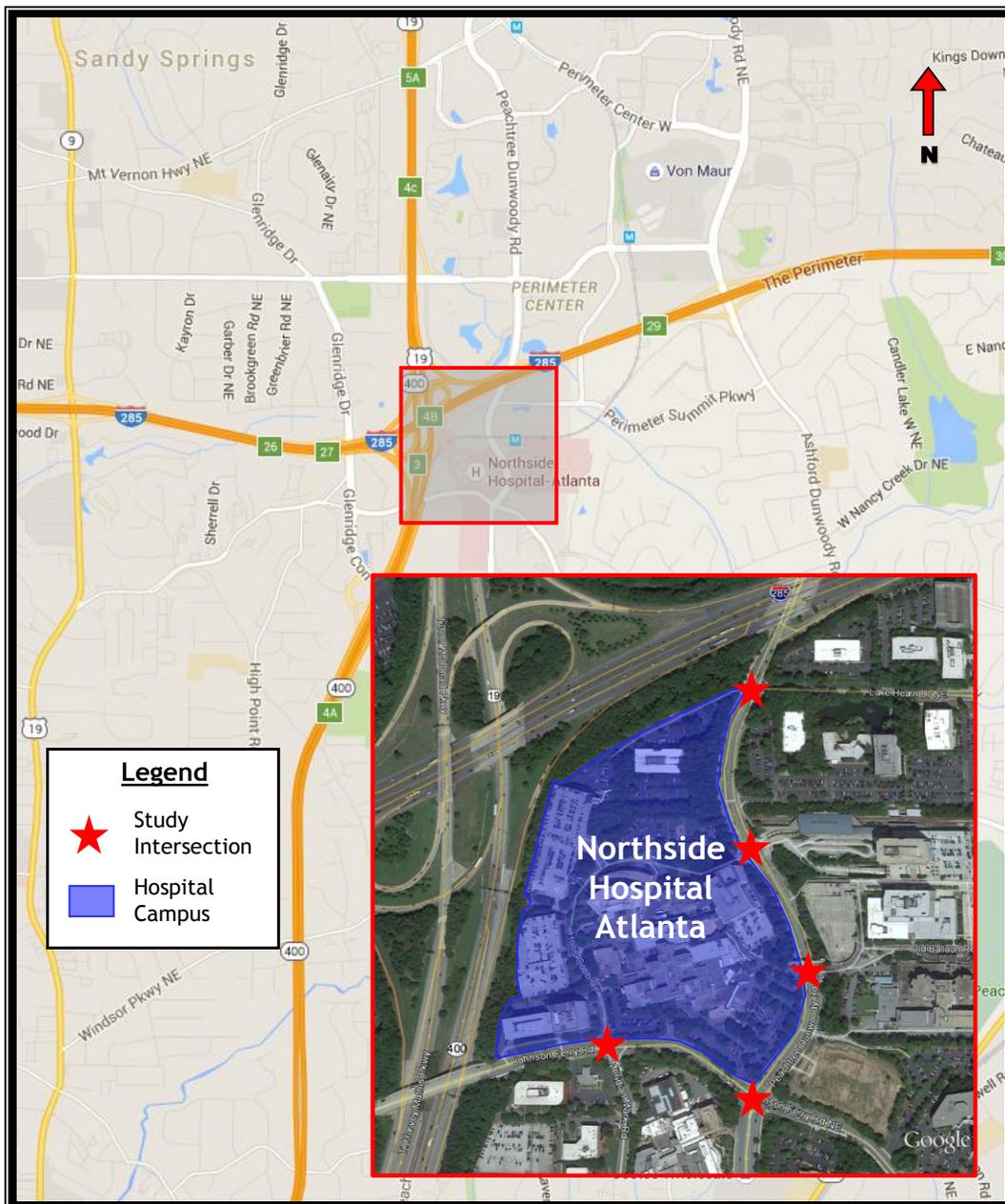
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1.0 INTRODUCTION

Northside Hospital is preparing to expand their Atlanta facility with the construction of the North Tower Addition and parking deck on the existing campus. Re-zoning is required to construct this expansion. This study will estimate the volume of traffic produced by this expansion, distribute the traffic to the existing roadway network and, if necessary, will make recommendations for roadway or traffic control improvements to accommodate this added traffic.

Figure 1: Site Location Map



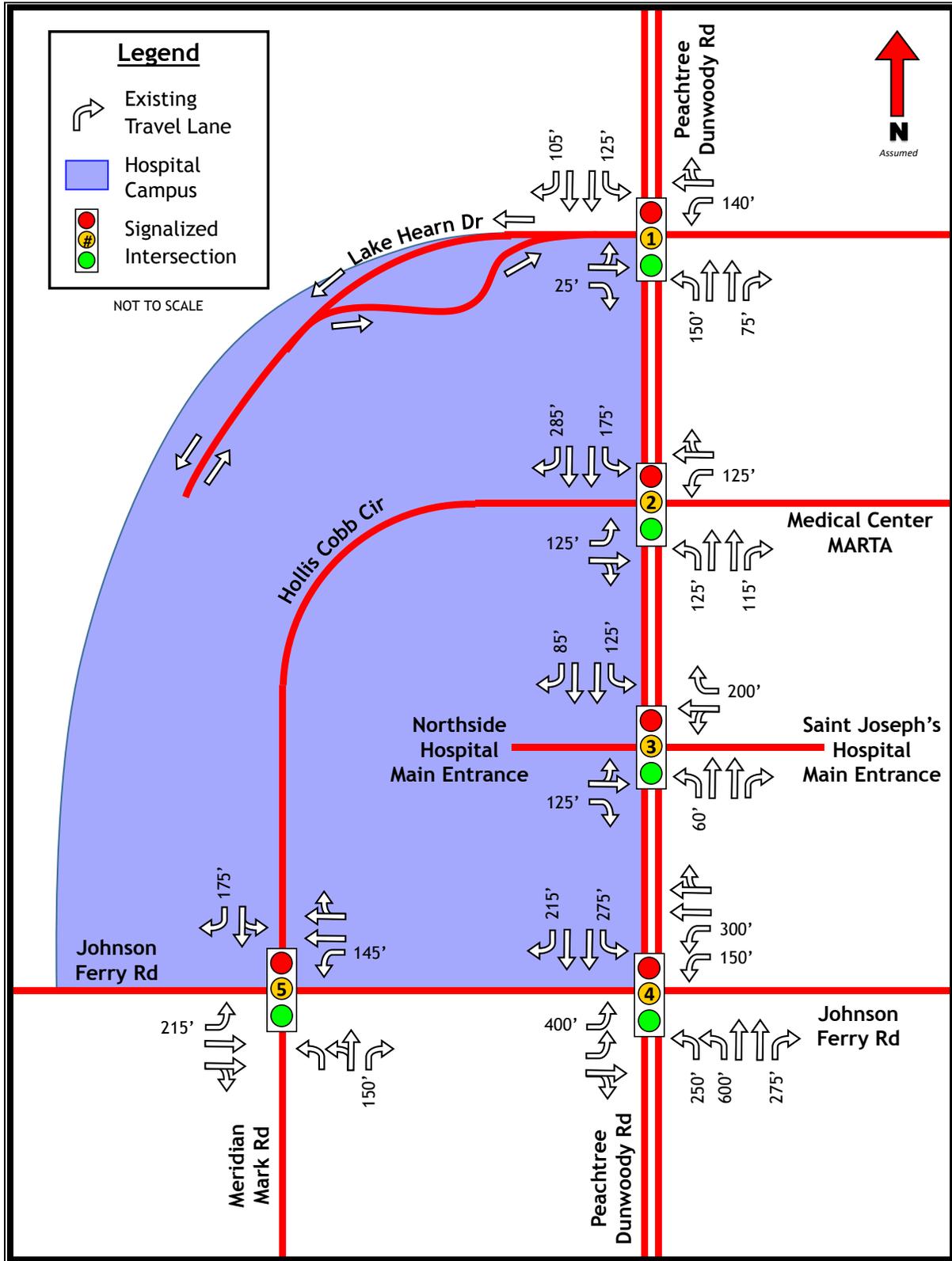
2.0 EXISTING CONDITIONS

The Northside Hospital Atlanta campus is located in the south east corner of the interchange of SR 400 at I-285, bounded on the east by Peachtree Dunwoody Road and on the south by Johnson Ferry Road. Four full-access signalized intersections provide ingress and egress to and from the hospital; Peachtree Dunwoody Road at Lake Hearn Drive, Peachtree Dunwoody Road at Hollis Cobb Circle, Peachtree Dunwoody Road at Northside Hospital Main Entrance/Saint Joseph's Hospital Main Entrance and Johnson Ferry Road at Hollis Cobb Circle/Meridian Mark Road. Peachtree Dunwoody Road and Johnson Ferry Road intersect at a signalized intersection, located to the southeast of the hospital campus.

Peachtree Dunwoody Road is a four-lane divided Minor Arterial with a posted speed limit of 35 mph, which travels north and south through the study area. Johnson Ferry Road is a four-lane undivided Minor Arterial with a posted speed of 35 mph, which travels east and west through the study area. Lake Hearn Drive, east of Peachtree Dunwoody Road, is a two-lane Major Collector with a posted speed limit of 35 mph. South of Johnson Ferry Road, Meridian Mark Road is a three-lane local road with a posted speed limit of 35 mph. Lake Hearn Drive to the west of Peachtree Dunwoody Road, Hollis Cobb Circle and the Northside Hospital Main Entrance/Saint Joseph's Hospital Main Entrance are each two-lane local roads with no posted speed limit.

The existing geometry and traffic control for the study intersections are shown in Figure 2.

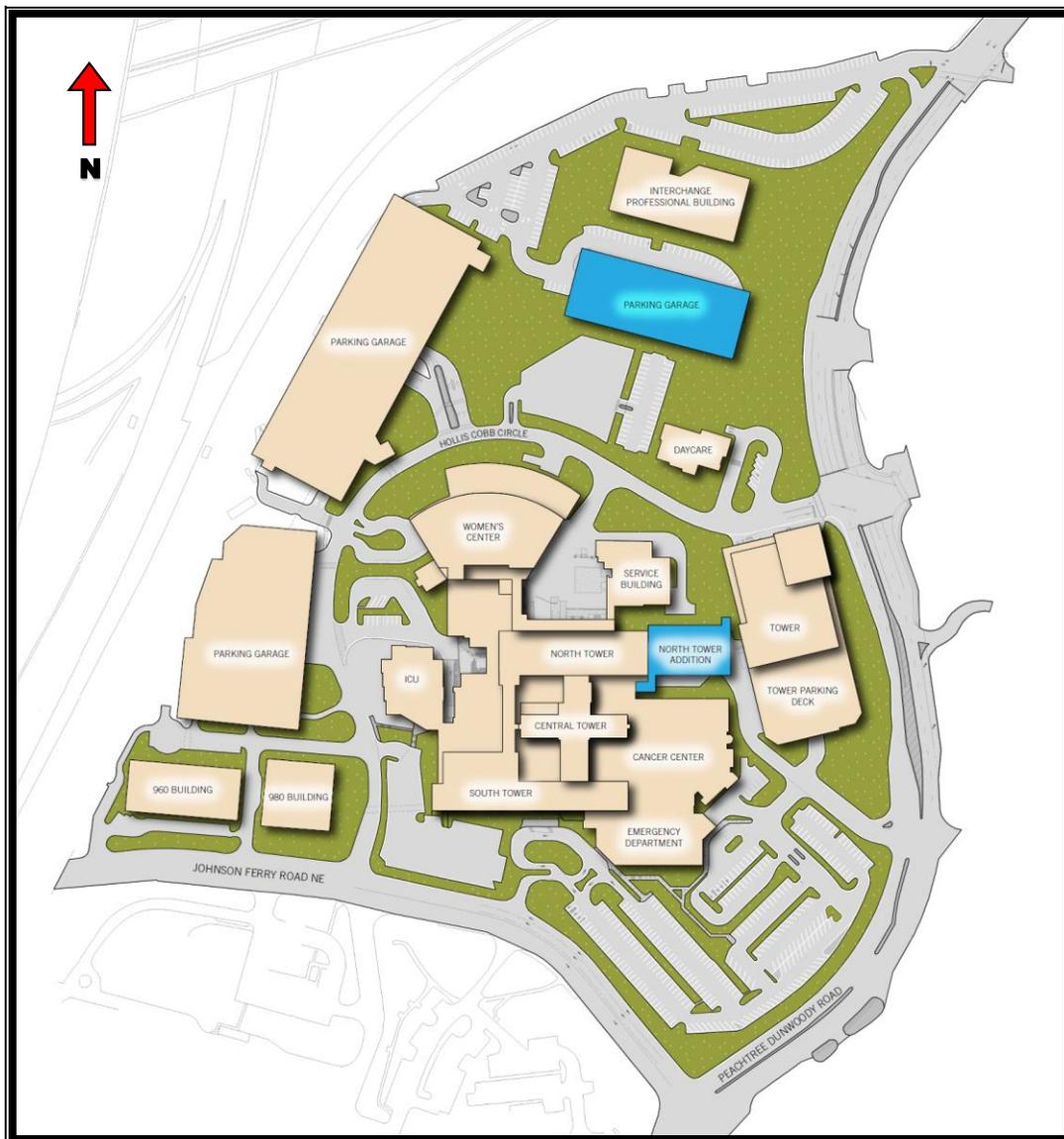
Figure 2: Existing Conditions



3.0 PROPOSED DEVELOPMENT

The North Tower Addition will be constructed on the Northside Hospital Atlanta campus adjacent to the existing North Tower. A new parking deck is also proposed to be added just south of the Interchange Professional Building. The North Tower Addition may be constructed in two phases, both of which are planned to be open by December 2017. Phase one will include with 69 beds and approximately 65,575 square feet. Phase two will include 66 beds and approximately 46,500 square feet. The new parking deck will contain 1,271 parking spaces within 406,000 square feet. As the proposed parking deck will be constructed upon an existing parking lot, no new access is planned. A site map showing the location of these proposed additions is presented in Figure 3.

Figure 3: Proposed Development



4.0 TRAFFIC VOLUMES

4.1 Existing Traffic Volumes

Existing turning movement volumes for the morning and afternoon peak periods were collected at each of the study intersections on Wednesday, April 20, 2016. The morning peak hour occurred between 7:30 and 8:30 AM and the afternoon peak hour occurred between 5:15 and 6:15 PM. Due to several high-volume driveways located between the study intersections, the counts along Peachtree Dunwoody Road and Johnson Ferry Road are not balanced. Copies of the raw traffic counts are provided in Appendix A.

4.2 Historical Growth

To determine the anticipated background growth for the study intersections, historical Average Annual Daily Traffic (AADT) volumes for roadways in the project vicinity, were obtained from the Georgia Department of Transportation. As presented in Table 1, the five-year and ten-year growth has been negative on Peachtree Dunwoody Road and positive on Johnson Ferry Road. However, total growth in the area, as shown in the weighted average calculation, has been negative for the five-year and ten-year period.

Table 1: Historical Average Daily Traffic

County	Road Name	Station ID	Location	Year	Average Annual Daily Traffic (AADT)	Average Annual Growth Rate	
						10-Year	5-Year
Fulton	Peachtree Dunwoody Road	1215644	Between Glenridge Connector and Johnson Ferry Road	2004*	34,920	-4.8%	-2.4%
				2005*	35,270		
				2006	28,990		
				2007	30,080		
				2008	24,690		
				2009*	24,000		
				2010	19,050		
				2011	21,330		
				2012*	21,210		
				2013*	21,310		
2014*	21,300						
Fulton	Johnson Ferry Road	1215646	Between Glenridge Connector and Peachtree Dunwoody Road	2004	20,910	0.3%	2.2%
				2005*	21,540		
				2006	14,260		
				2007	19,040		
				2008*	18,930		
				2009	19,300		
				2010*	18,970		
				2011*	18,950		
				2012*	18,840		
				2013	21,520		
2014*	21,500						
*No field count collected, AADT estimated from previous year					Weighted Average	-2.3%	-0.1%

4.3 Background Traffic Volumes

For a conservative analysis, a negative growth rate was not applied to the collected peak hour traffic volumes for development of the opening year background volumes. The 2018 Background Traffic for the study area is assumed to be the same as the existing volumes. These morning and afternoon peak hour traffic volumes for the study intersections are shown in Figure 4.

4.4 Development Traffic Volumes

The *Institute of Transportation Engineers (ITE) Trip Generation*, 9th Edition, was consulted to identify number of trip ends typical for the land use, Hospital (610), and to estimate the percentages of entering and exiting trips for each peak hour. Production of trip ends for a Hospital are available based upon three independent variables: Number of Employees, 1,000 Sq. Feet Gross Floor Area, and Number of Beds. The change in number of employees is unknown based upon the North Tower Addition and the existing Sq. Feet Gross Floor Area for Northside Hospital is beyond the upper limit of data used to produce rates for *ITE Trip Generation*. Therefore, trip generation for the North Tower Addition was conducted using Number of Beds.

The applicable AM Peak Hour of Adjacent Street Traffic (AM Peak) and PM Peak Hour of Adjacent Street Traffic (PM Peak) sheets from *ITE Trip Generation* are included in Appendix B. The resulting number of peak hour trips anticipated to be generated following construction of the North Tower Addition are shown in Table 2.

Table 2: Trip Generation

ITE Description	ITE Code	Unit	No. of Units	Peak Hour	Trip Generation			
					Rate	Trips		
						Total	Enter	Exit
Hospital	610	Beds	135	AM Peak of Adjacent Street	1.32	178	128	50
				PM Peak of Adjacent Street	1.42	192	63	128

The generated trips produced by the North Tower Addition were then distributed to the roadway network. As mentioned previously, the new parking deck will be constructed on an existing parking lot, so no new access is planned. Due to the location of the parking deck it will primarily be used by hospital employees. Most hospital employees work non-traditional shift hours, not an 8 AM to 5 PM workday, so they arrive and depart outside of the peak hours of the adjacent roadways. Therefore, a negligible number of existing peak hour trips are expected to be re-routed to the Lake Hearn intersection from other hospital entrances. New peak hour trips generated by the North Tower Addition have been distributed proportionally over the four existing signalized entrances. The distributed traffic for the AM Peak and PM Peak hours are shown in Figure 5.

4.5 Build Traffic Volumes

Total traffic volumes for the study area intersections were produced for the Build condition by combining the 2018 Background traffic volumes and Trip Generation volumes for each peak hour. The resulting 2018 AM Peak Build and 2018 PM Peak Build volumes are shown in Figure 6.

Figure 5: Trip Generation Traffic Volumes

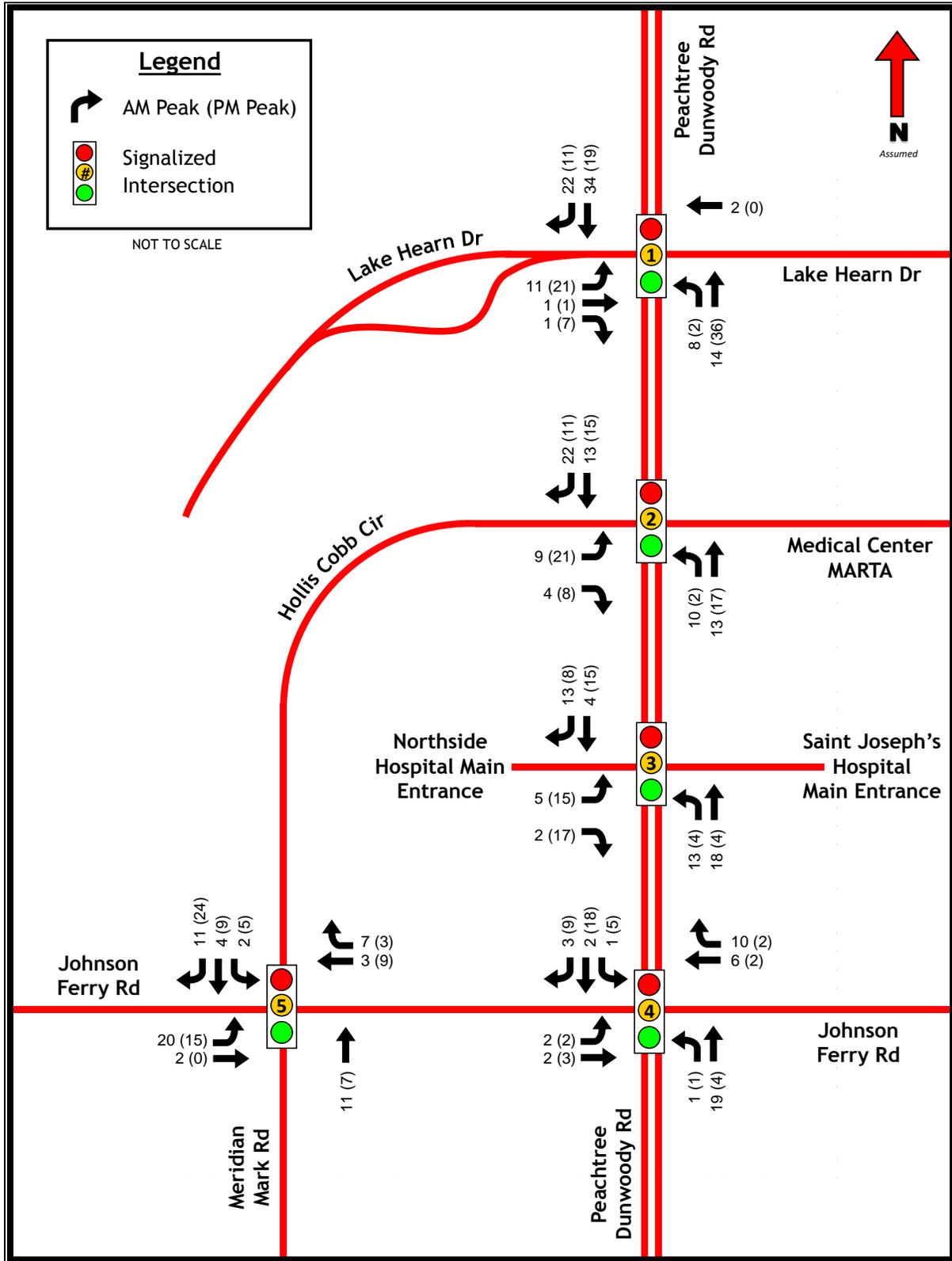
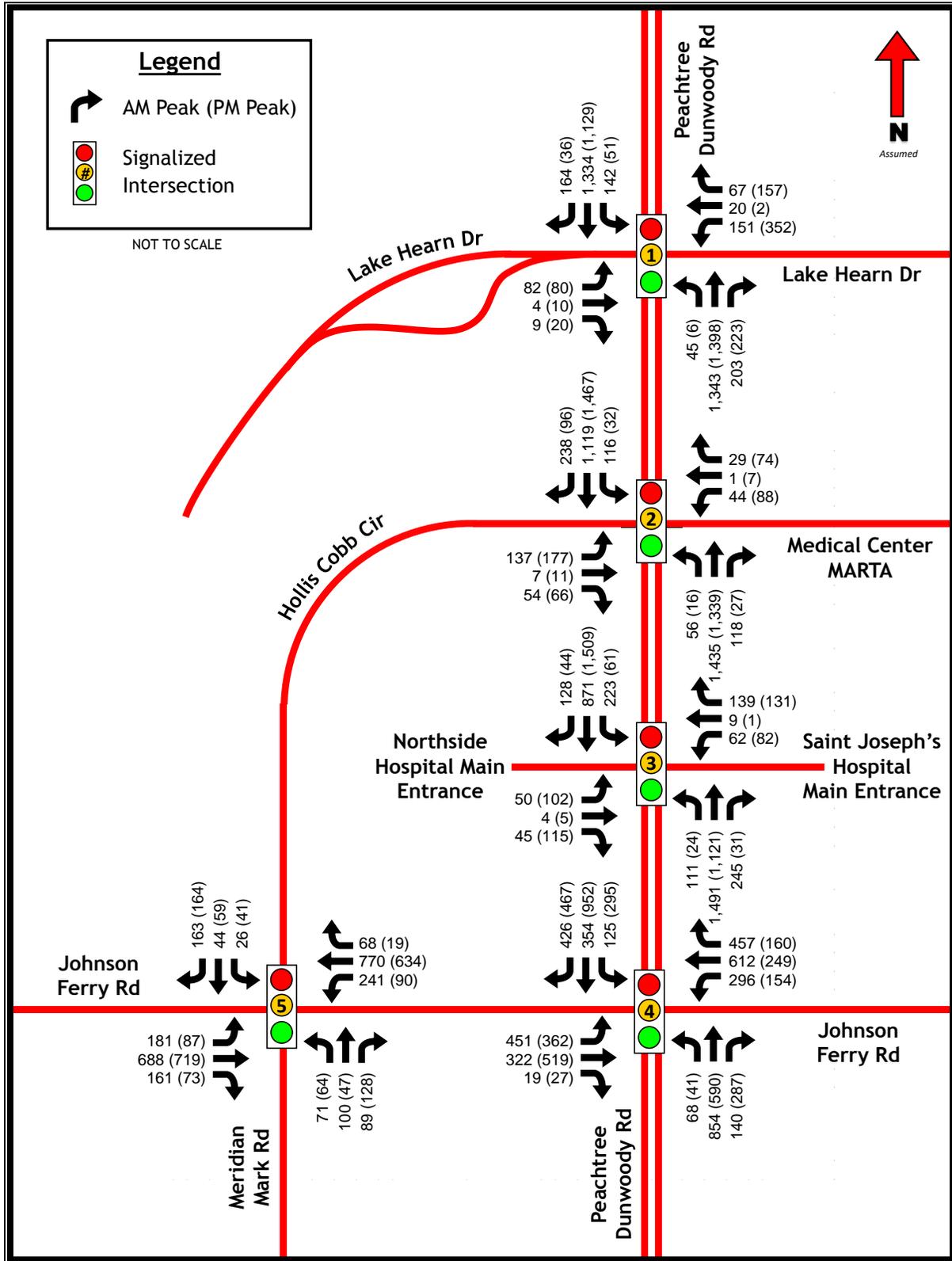


Figure 6: 2018 Build Traffic Volumes



5.0 CAPACITY ANALYSIS

The traffic software *Synchro with SimTraffic* was used to perform capacity analysis for the study area intersections. Using the methods described in the Highway Capacity Manual (HCM), *Synchro* evaluates the performance of an intersection or group of intersections and determines the average delay experienced by each vehicle as a result of traffic control devices, which then provides a Level of Service (LOS). Definitions of LOS for Signalized intersections are shown in Table 3.

Table 3: Level of Service Definitions

Level of Service	Control Delay Per Vehicle (sec)
	Signalized Intersection
A	≤ 10
B	> 10 and ≤ 20
C	> 20 and ≤ 35
D	> 35 and ≤ 55
E	> 55 and ≤ 80
F	> 80

5.1 Background Conditions

Capacity analysis for each of the study intersections was first completed for the 2018 Background conditions. The morning and afternoon peak hour Background traffic volumes were analyzed with the existing geometry, traffic control and signal timing conditions. The resulting LOS for each intersection is shown in Table 4 and the *Synchro* reports are provided in Appendix C.

Table 4: 2018 Background LOS Results

Intersection			2018 Background Level of Service (Delay in sec/veh)	
Number	Name	Approach	AM Peak	PM Peak
1	Peachtree Dunwoody Road at Lake Hearn Road	EB	F (87.6)	F (98.2)
		WB	D (48.5)	D (51.1)
		NB	B (13.5)	C (33.6)
		SB	C (21.3)	C (29.8)
		Total	C (21.2)	D (36.5)
2	Peachtree Dunwoody Road at Hollis Cobb Circle/ Medical Center MARTA	EB	E (68.4)	F (86.7)
		WB	E (57.5)	E (67.2)
		NB	A (9.0)	B (18.4)
		SB	B (11.7)	B (10.0)
		Total	B (14.6)	C (21.6)
3	Peachtree Dunwoody Road at Northside Hospital/ Saint Joseph's Hospital	EB	E (66.0)	F (104.2)
		WB	E (66.7)	F (97.5)
		NB	B (11.5)	B (10.2)
		SB	B (13.3)	A (3.9)
		Total	B (17.2)	B (18.6)
4	Peachtree Dunwoody Road at Johnson Ferry Road	EB	E (71.2)	F (134.1)
		WB	F (96.1)	E (68.7)
		NB	E (58.3)	E (56.0)
		SB	F (80.6)	E (56.9)
		Total	E (78.2)	E (75.5)
5	Johnson Ferry Road at Hollis Cobb Circle/ Meridian Mark Road	EB	C (32.5)	B (13.9)
		WB	B (14.1)	A (8.5)
		NB	E (67.0)	F (82.6)
		SB	F (148.3)	F (108.4)
		Total	D (37.9)	C (30.1)

As shown above, all the signalized entrances to the hospital are projected to operate at LOS D or better during both the morning and afternoon peak hours in the Background conditions. Peachtree Dunwoody Road at Johnson Ferry Road is expected to operate at LOS E during each peak hour in the Background conditions.

5.2 Build Conditions

To evaluate the impacts of the additional traffic produced by the North Tower Addition the 2018 Build Volumes, as shown in Figure 6, were evaluated with the existing geometry, existing traffic control and existing signal timing conditions. The LOS results for each intersection in the study area for the Build condition are shown in Table 5, and the *Synchro* reports are included in Appendix D.

Table 5: 2018 Build LOS Results

Intersection			2018 Build Level of Service (Delay in sec/veh)	
Number	Name	Approach	AM Peak	PM Peak
1	Peachtree Dunwoody Road at Lake Hearn Road	EB	F (87.2)	F (108.2)
		WB	D (47.0)	D (53.0)
		NB	B (15.1)	C (32.4)
		SB	C (23.3)	C (30.1)
		Total	C (22.9)	D (37.0)
2	Peachtree Dunwoody Road at Hollis Cobb Circle/ Medical Center MARTA	EB	E (71.1)	F (85.2)
		WB	E (56.6)	E (64.5)
		NB	A (9.8)	B (19.3)
		SB	B (12.6)	B (12.5)
		Total	B (15.7)	C (23.3)
3	Peachtree Dunwoody Road at Northside Hospital/ Saint Joseph's Hospital	EB	E (67.2)	F (94.9)
		WB	E (66.9)	F (86.7)
		NB	B (11.6)	B (10.1)
		SB	B (13.9)	A (4.7)
		Total	B (17.5)	B (18.3)
4	Peachtree Dunwoody Road at Johnson Ferry Road	EB	E (72.8)	F (112.1)
		WB	F (98.9)	E (65.8)
		NB	E (58.8)	E (60.8)
		SB	E (78.2)	E (69.4)
		Total	E (79.0)	E (76.4)
5	Johnson Ferry Road at Hollis Cobb Circle/ Meridian Mark Road	EB	C (33.6)	B (14.7)
		WB	B (15.9)	B (13.8)
		NB	E (66.9)	F (82.7)
		SB	F (150.1)	F (113.6)
		Total	D (40.0)	C (34.3)

In the Build conditions, all intersections in the study area will continue to operate at the same level of service as in the Background conditions, during both the morning and afternoon peak hours.

6.0 CONCLUSIONS

The volume of traffic generated by the North Tower Addition and new parking deck proposed at Northside Hospital Atlanta is projected to be minimal. This minor increase in the overall area traffic does not negatively impact any of the study area intersections along Peachtree Dunwoody Road and Johnson Ferry Road. As all study area intersections are projected to maintain the same LOS as with the background volumes, no geometric or operational improvements are needed to mitigate this development.

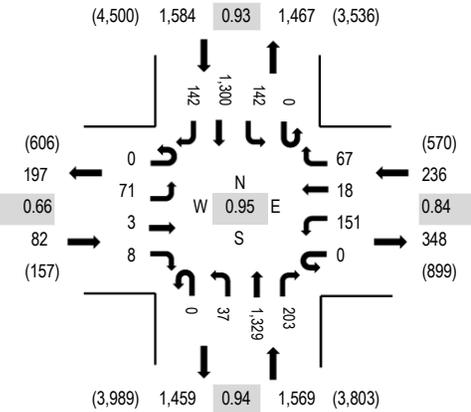
APPENDIX A : TRAFFIC COUNTS



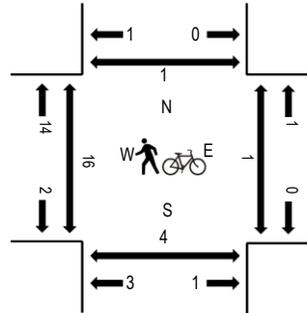
(303) 216-2439
www.alltrafficdata.net

Location: #1 Peachtree Dunwoody Rd & Lake Hearn Dr AM
Date and Start Time: Wednesday, April 20, 2016
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Office Drwy Eastbound				Lake Hearn Dr Westbound				Peachtree Dunwoody Rd Northbound				Peachtree Dunwoody Rd Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:30:00 AM	0	1	0	1	0	16	2	7	0	6	111	12	0	22	290	67	535	2,362	0	0	0	0
6:45:00 AM	0	2	0	3	0	10	6	12	1	5	125	23	0	26	272	69	554	2,718	0	1	0	1
7:00:00 AM	0	3	0	2	0	14	0	11	1	4	185	21	0	27	288	41	597	3,079	2	0	1	0
7:15:00 AM	0	7	0	1	0	19	3	6	1	8	250	29	0	34	281	37	676	3,348	3	0	1	0
7:30:00 AM	0	28	1	2	0	41	6	13	0	9	337	55	0	30	331	38	891	3,471	3	0	2	0
7:45:00 AM	0	20	1	1	0	30	5	12	0	12	357	49	0	40	345	43	915	3,400	4	0	1	0
8:00:00 AM	0	12	0	3	0	38	2	19	0	9	328	52	0	33	339	31	866	3,345	0	0	0	0
8:15:00 AM	0	11	1	2	0	42	5	23	0	7	307	47	0	39	285	30	799	3,285	7	1	1	1
8:30:00 AM	0	8	0	2	0	31	9	21	1	7	298	54	0	41	322	26	820	3,197	3	0	2	0
8:45:00 AM	0	5	0	3	0	33	3	26	0	12	336	60	1	32	314	35	860		6	2	2	2
9:00:00 AM	0	16	0	6	0	30	1	24	0	10	314	41	0	37	300	27	806		2	0	2	0
9:15:00 AM	0	7	0	8	0	21	1	28	0	8	264	47	1	45	259	22	711		3	2	2	0

Peak Rolling Hour Flow Rates

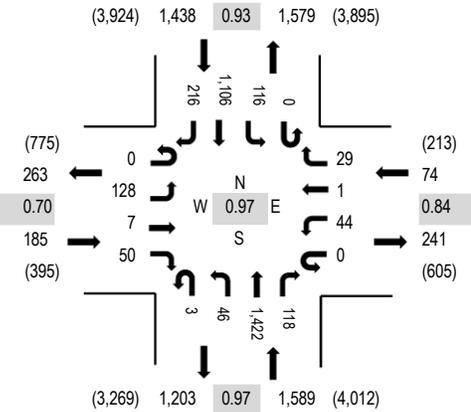
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Lights	0	71	3	8	0	146	18	66	0	37	1,316	197	0	141	1,282	142	3,427
Mediums	0	0	0	0	0	5	0	1	0	0	13	6	0	1	16	0	42
Total	0	71	3	8	0	151	18	67	0	37	1,329	203	0	142	1,300	142	3,471



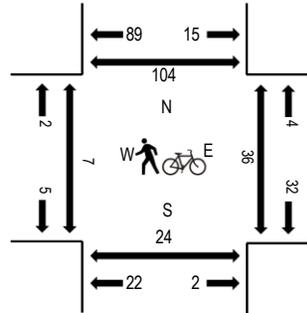
(303) 216-2439
www.alltrafficdata.net

Location: #2 Peachtree Dunwoody Rd & Hollis Cobb Circle AM
Date and Start Time: Wednesday, April 20, 2016
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Hollis Cobb Circle Eastbound			Hollis Cobb Circle Westbound			Peachtree Dunwoody Rd Northbound			Peachtree Dunwoody Rd Southbound			Total	Rolling Hour	Pedestrian Crossings							
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North				
6:30:00 AM	0	12	0	8	0	5	1	2	0	13	113	17	0	14	229	79	493	2,262	0	7	3	26
6:45:00 AM	0	11	1	8	0	7	1	7	1	22	148	23	0	15	200	69	513	2,594	0	12	4	20
7:00:00 AM	0	13	0	4	0	6	0	4	0	19	222	19	0	21	228	44	580	2,928	2	6	2	18
7:15:00 AM	0	20	1	10	0	9	0	6	1	10	295	23	0	25	227	49	676	3,186	2	4	1	23
7:30:00 AM	0	48	2	16	0	9	1	8	0	17	330	30	0	33	281	50	825	3,286	0	16	12	27
7:45:00 AM	0	42	3	11	0	13	0	9	0	9	375	15	0	27	265	78	847	3,238	2	10	11	34
8:00:00 AM	0	21	0	9	0	12	0	7	2	10	354	36	0	32	299	56	838	3,196	2	1	0	3
8:15:00 AM	0	17	2	14	0	10	0	5	1	10	363	37	0	24	261	32	776	3,120	3	9	1	40
8:30:00 AM	0	15	1	10	0	11	2	6	0	13	334	32	0	35	279	39	777	2,996	1	4	0	17
8:45:00 AM	0	17	0	19	0	10	0	12	2	9	372	25	0	22	273	44	805		0	2	2	24
9:00:00 AM	0	18	2	9	0	15	2	13	1	11	344	27	0	21	262	37	762		1	4	2	15
9:15:00 AM	0	24	0	7	0	10	0	10	0	10	297	20	1	20	215	38	652		2	8	0	6

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	1	5
Lights	0	127	7	44	0	35	1	23	3	45	1,412	109	0	111	1,092	212	3,221
Mediums	0	1	0	3	0	9	0	6	0	1	10	9	0	5	13	3	60
Total	0	128	7	50	0	44	1	29	3	46	1,422	118	0	116	1,106	216	3,286



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Location: #3 Peachtree Dunwoody Rd & St. Josephs Hospital Ent AM

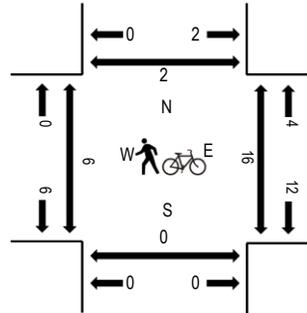
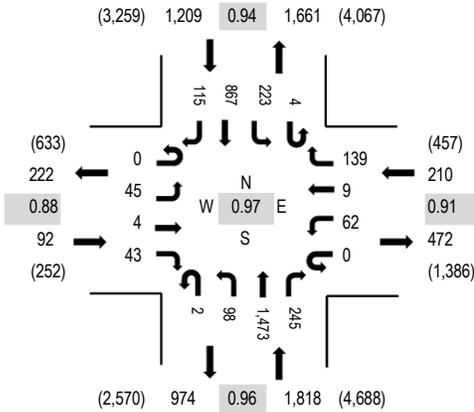
Date and Start Time: Wednesday, April 20, 2016

Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Northside Hospital Ent Eastbound				St. Josephs Hospital Ent Westbound				Peachtree Dunwoody Rd Northbound				Peachtree Dunwoody Rd Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:30:00 AM	0	6	0	3	0	5	0	7	1	26	134	60	0	65	145	25	477	2,245	1	0	0	0
6:45:00 AM	0	5	0	16	0	3	1	6	1	37	183	52	0	62	133	38	537	2,581	2	4	0	0
7:00:00 AM	0	6	1	7	0	9	0	10	0	24	236	58	0	57	144	34	586	2,882	1	4	0	0
7:15:00 AM	0	3	1	14	0	5	2	16	0	32	295	63	1	50	140	23	645	3,155	1	2	0	0
7:30:00 AM	0	13	1	11	0	12	1	45	1	19	343	47	0	63	226	31	813	3,329	1	3	0	0
7:45:00 AM	0	11	1	11	0	14	3	37	0	27	381	66	0	48	206	33	838	3,312	2	6	0	0
8:00:00 AM	0	14	1	11	0	18	2	27	1	25	376	68	1	60	230	25	859	3,298	0	2	0	1
8:15:00 AM	0	7	1	10	0	18	3	30	0	27	373	64	3	52	205	26	819	3,254	3	5	0	1
8:30:00 AM	0	6	1	13	0	12	1	23	0	29	356	65	0	49	221	20	796	3,082	1	2	0	0
8:45:00 AM	0	11	2	11	0	16	3	35	0	18	365	50	1	53	243	16	824		2	2	0	0
9:00:00 AM	0	9	1	14	0	18	0	30	2	22	340	76	4	48	231	20	815		0	3	0	0
9:15:00 AM	0	13	0	17	0	19	3	23	0	24	281	40	1	60	153	13	647		1	3	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4
Lights	0	44	4	43	0	62	9	139	2	97	1,455	245	4	223	841	113	3,281
Mediums	0	1	0	0	0	0	0	0	0	1	18	0	0	0	22	2	44
Total	0	45	4	43	0	62	9	139	2	98	1,473	245	4	223	867	115	3,329



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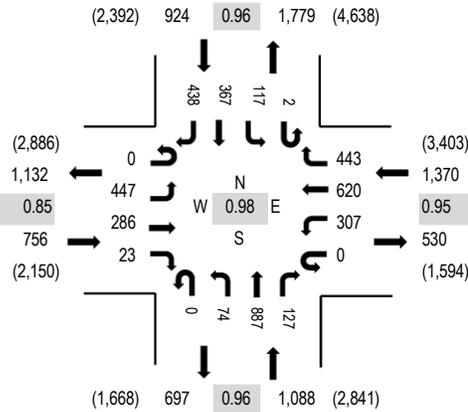
Location: #4 Peachtree Dunwoody Rd & Johnson Ferry Rd AM

Date and Start Time: Wednesday, April 20, 2016

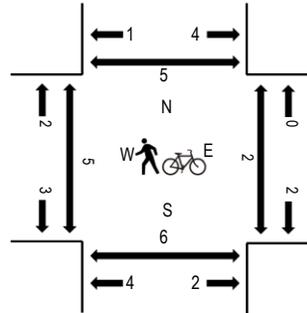
Peak Hour: 07:45 AM - 08:45 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Johnson Ferry Rd Eastbound				Johnson Ferry Rd Westbound				Peachtree Dunwoody Rd Northbound				Peachtree Dunwoody Rd Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:30:00 AM	0	89	51	6	0	30	61	31	0	11	105	35	0	19	40	70	548	2,778	0	0	0	0
6:45:00 AM	0	98	70	4	0	29	82	46	0	7	130	39	1	11	50	74	641	3,195	0	1	0	0
7:00:00 AM	0	91	55	3	0	40	116	86	0	8	144	28	0	28	56	54	709	3,610	1	0	1	0
7:15:00 AM	0	111	66	7	0	59	142	107	0	15	190	24	0	34	53	72	880	3,955	1	0	1	0
7:30:00 AM	0	105	90	5	0	68	147	110	0	9	187	37	0	36	75	96	965	4,080	1	0	0	1
7:45:00 AM	0	113	78	4	0	78	143	140	0	26	208	48	0	31	84	103	1,056	4,138	1	0	0	1
8:00:00 AM	0	121	92	9	0	79	159	96	0	13	213	31	1	29	96	115	1,054	4,137	1	1	0	1
8:15:00 AM	0	110	60	1	0	71	157	101	0	19	227	24	1	28	97	109	1,005	4,097	1	1	6	1
8:30:00 AM	0	103	56	9	0	79	161	106	0	16	239	24	0	29	90	111	1,023	3,928	2	0	0	2
8:45:00 AM	0	81	86	14	0	59	156	117	0	7	247	43	1	37	103	104	1,055		1	1	1	2
9:00:00 AM	0	92	71	8	0	48	149	110	0	16	237	30	1	39	87	126	1,014		3	0	0	3
9:15:00 AM	0	105	74	12	0	37	125	78	0	14	157	33	2	28	78	93	836		0	3	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
Lights	0	436	282	21	0	302	616	441	0	71	883	126	2	115	353	424	4,072
Mediums	0	11	4	2	0	5	4	2	0	3	4	1	0	2	13	13	64
Total	0	447	286	23	0	307	620	443	0	74	887	127	2	117	367	438	4,138



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www.alltrafficdata.net

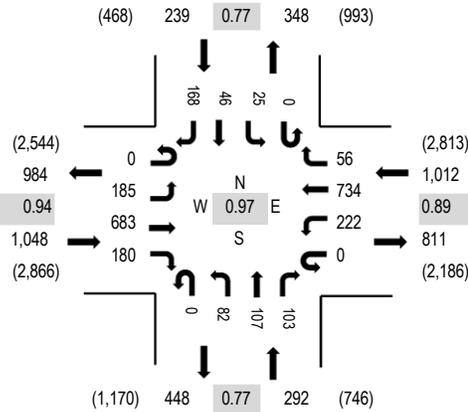
Location: #5 Hollis Cobb Circle & Johnson Ferry Rd AM

Date and Start Time: Wednesday, April 20, 2016

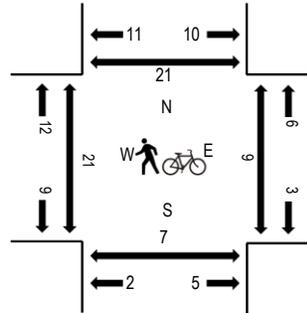
Peak Hour: 07:15 AM - 08:15 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Johnson Ferry Rd Eastbound				Johnson Ferry Rd Westbound				Hollis Cobb Circle Northbound				Hollis Cobb Circle Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:30:00 AM	0	96	135	39	0	54	61	23	0	10	38	26	0	0	8	3	493	2,129	13	0	0	5
6:45:00 AM	0	86	152	40	0	44	95	14	0	13	39	21	0	2	8	11	525	2,287	6	1	1	5
7:00:00 AM	0	46	140	26	0	42	123	18	0	14	35	23	0	2	10	16	495	2,430	4	1	1	3
7:15:00 AM	0	53	151	45	0	39	160	13	0	28	33	34	0	5	14	41	616	2,591	3	1	0	3
7:30:00 AM	0	40	175	40	0	52	172	14	0	24	28	28	0	7	11	60	651	2,542	6	5	4	4
7:45:00 AM	0	53	174	52	0	79	181	17	0	13	26	16	0	7	13	37	668	2,464	5	2	2	5
8:00:00 AM	0	39	183	43	0	52	221	12	0	17	20	25	0	6	8	30	656	2,361	7	1	1	9
8:15:00 AM	0	29	154	26	0	58	193	18	0	17	15	20	0	4	8	25	567	2,275	2	1	0	2
8:30:00 AM	0	32	140	38	0	48	224	11	0	14	16	9	0	7	11	23	573	2,222	6	4	1	3
8:45:00 AM	0	32	150	35	0	49	225	11	0	16	4	18	0	6	6	13	565		9	1	1	5
9:00:00 AM	0	21	156	39	0	52	208	9	0	21	16	15	0	4	9	20	570		6	2	0	5
9:15:00 AM	0	18	160	28	0	38	174	9	0	20	9	25	0	6	6	21	514		1	0	0	2

Peak Rolling Hour Flow Rates

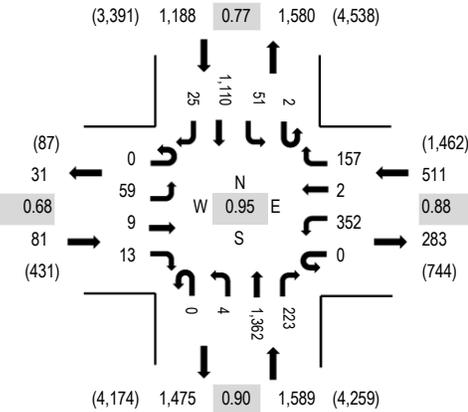
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	4
Lights	0	184	672	178	0	219	727	55	0	82	107	98	0	23	46	165	2,556
Mediums	0	1	11	2	0	3	6	0	0	0	0	5	0	2	0	1	31
Total	0	185	683	180	0	222	734	56	0	82	107	103	0	25	46	168	2,591



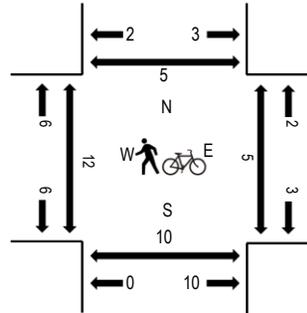
(303) 216-2439
www.alltrafficdata.net

Location: #1 Peachtree Dunwoody Rd & Lake Hearn Dr PM
Date and Start Time: Wednesday, April 20, 2016
Peak Hour: 05:15 PM - 06:15 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Office Drwy Eastbound			Lake Hearn Dr Westbound			Peachtree Dunwoody Rd Northbound			Peachtree Dunwoody Rd Southbound			Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru Right	U-Turn	Left	Thru Right	U-Turn	Left	Thru Right	U-Turn	Left	Thru Right			West	East	South	North	
3:30:00 PM	0	39	4 10	0	49	0 33	0	1	251 15	0	31	248	6	687	2,966	3	0	3	0
3:45:00 PM	0	27	12 13	0	34	2 28	0	3	271 16	0	32	232	2	672	3,073	2	0	2	0
4:00:00 PM	0	26	8 13	0	87	0 50	0	1	311 29	0	33	221	6	785	3,198	3	0	3	0
4:15:00 PM	0	24	4 14	0	88	0 42	0	3	342 38	0	21	243	3	822	3,193	2	0	2	0
4:30:00 PM	0	27	3 29	0	97	1 48	0	1	312 35	0	16	221	4	794	3,211	1	3	1	3
4:45:00 PM	0	31	6 10	0	104	0 33	0	2	339 30	1	12	225	4	797	3,206	4	0	4	0
5:00:00 PM	0	25	5 9	0	87	0 56	0	0	303 33	0	12	249	1	780	3,297	5	1	7	1
5:15:00 PM	0	19	6 5	0	93	1 51	0	2	367 57	1	13	221	4	840	3,369	8	1	6	1
5:30:00 PM	0	21	3 5	0	99	0 41	0	0	314 48	0	13	240	5	789	3,366	1	1	1	1
5:45:00 PM	0	12	0 3	0	88	1 39	0	1	365 73	0	12	288	6	888		3	2	3	2
6:00:00 PM	0	7	0 0	0	72	0 26	0	1	316 45	1	13	361	10	852		0	0	0	0
6:15:00 PM	0	6	5 0	0	69	0 43	1	2	290 41	0	20	346	14	837		2	0	2	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	59	9	13	0	346	2	157	0	4	1,354	218	2	51	1,097	25	3,337
Mediums	0	0	0	0	0	6	0	0	0	0	8	5	0	0	13	0	32
Total	0	59	9	13	0	352	2	157	0	4	1,362	223	2	51	1,110	25	3,369



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Location: #2 Peachtree Dunwoody Rd & Hollis Cobb Circle PM

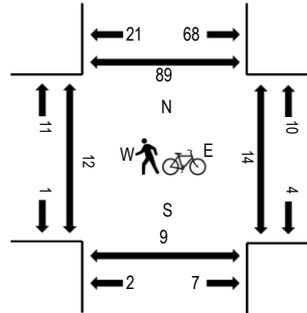
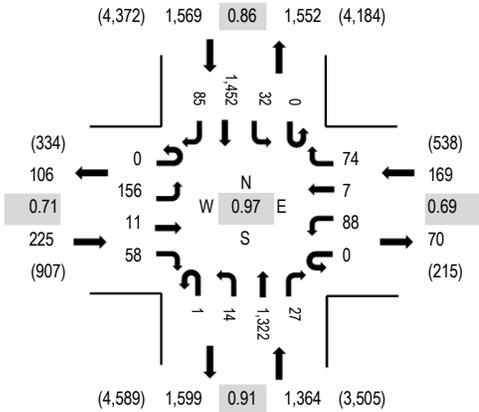
Date and Start Time: Wednesday, April 20, 2016

Peak Hour: 05:15 PM - 06:15 PM

Peak 15-Minutes: 06:00 PM - 06:15 PM

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Hollis Cobb Circle Eastbound				Hollis Cobb Circle Westbound				Peachtree Dunwoody Rd Northbound				Peachtree Dunwoody Rd Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
3:30:00 PM	0	49	1	46	0	20	2	20	3	6	192	6	1	8	279	21	654	2,844	3	2	3	27
3:45:00 PM	0	59	5	26	0	15	2	13	0	8	223	4	0	9	248	16	628	2,965	1	7	6	19
4:00:00 PM	0	50	4	22	0	24	2	19	0	5	275	11	0	7	301	21	741	3,145	5	9	4	20
4:15:00 PM	0	67	5	27	0	29	0	26	2	9	291	10	0	7	333	15	821	3,157	1	7	1	24
4:30:00 PM	0	68	3	18	0	33	4	27	0	5	232	10	0	6	349	20	775	3,171	3	10	8	30
4:45:00 PM	0	68	2	30	0	25	2	24	0	1	281	9	0	4	348	14	808	3,202	2	2	2	26
5:00:00 PM	0	66	5	21	0	34	0	16	0	7	238	7	0	6	338	15	753	3,221	3	8	0	32
5:15:00 PM	0	46	3	15	0	30	4	27	0	4	338	6	0	8	335	19	835	3,327	6	4	1	27
5:30:00 PM	0	50	5	24	0	20	3	20	0	6	305	8	0	9	338	18	806	3,307	2	4	2	27
5:45:00 PM	0	29	2	8	0	15	0	13	1	1	364	8	0	6	361	19	827		4	4	3	19
6:00:00 PM	0	31	1	11	0	23	0	14	0	3	315	5	0	9	418	29	859		0	2	3	16
6:15:00 PM	0	23	1	16	0	13	0	19	0	11	285	10	0	5	390	42	815		2	3	0	10

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Lights	0	156	8	58	0	84	6	69	1	14	1,313	25	0	27	1,440	83	3,284
Mediums	0	0	3	0	0	4	1	5	0	0	9	2	0	5	11	2	42
Total	0	156	11	58	0	88	7	74	1	14	1,322	27	0	32	1,452	85	3,327



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Location: #3 Peachtree Dunwoody Rd & St. Josephs Hospital Ent PM

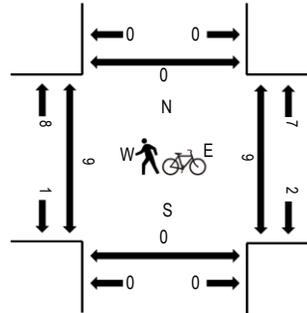
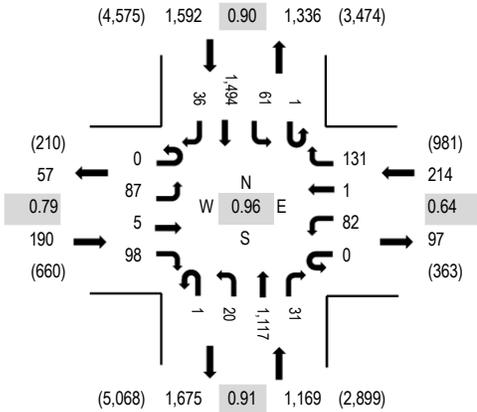
Date and Start Time: Wednesday, April 20, 2016

Peak Hour: 05:15 PM - 06:15 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Northside Hospital Ent Eastbound			St. Josephs Hospital Ent Westbound			Peachtree Dunwoody Rd Northbound			Peachtree Dunwoody Rd Southbound			Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru Right	U-Turn	Left	Thru Right	U-Turn	Left	Thru Right	U-Turn	Left	Thru Right			West	East	South	North
3:30:00 PM	0	27	2 51	0	50	0 68	0	7	118 12	0	24	307 15	681	2,916	3	3	0	0
3:45:00 PM	0	24	1 41	0	51	1 54	1	3	169 21	0	16	272 11	665	3,021	4	3	0	0
4:00:00 PM	0	31	4 49	0	65	0 67	1	12	180 19	0	15	314 8	765	3,130	2	7	0	0
4:15:00 PM	0	23	3 39	0	38	0 55	0	7	228 28	0	14	356 14	805	3,081	2	2	0	0
4:30:00 PM	0	30	3 30	0	46	1 45	1	6	199 16	1	10	384 14	786	3,104	4	6	0	0
4:45:00 PM	0	21	1 21	0	42	1 50	2	6	212 12	0	14	380 12	774	3,046	5	0	0	0
5:00:00 PM	0	24	1 26	0	52	0 48	0	7	170 12	0	10	358 8	716	3,071	3	6	0	0
5:15:00 PM	0	30	0 30	0	31	0 52	0	4	267 6	0	13	388 7	828	3,165	6	5	0	0
5:30:00 PM	0	23	4 24	0	20	1 34	1	7	255 8	0	11	329 11	728	3,095	1	2	0	0
5:45:00 PM	0	14	1 25	0	21	0 25	0	5	307 10	1	14	369 7	799		2	2	0	0
6:00:00 PM	0	20	0 19	0	10	0 20	0	4	288 7	0	23	408 11	810		0	0	0	0
6:15:00 PM	0	8	0 10	0	10	0 23	0	7	263 11	0	17	396 13	758		1	1	0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Lights	0	85	5	95	0	82	1	129	1	18	1,109	31	1	59	1,480	35	3,131
Mediums	0	2	0	3	0	0	0	2	0	2	8	0	0	2	13	1	33
Total	0	87	5	98	0	82	1	131	1	20	1,117	31	1	61	1,494	36	3,165



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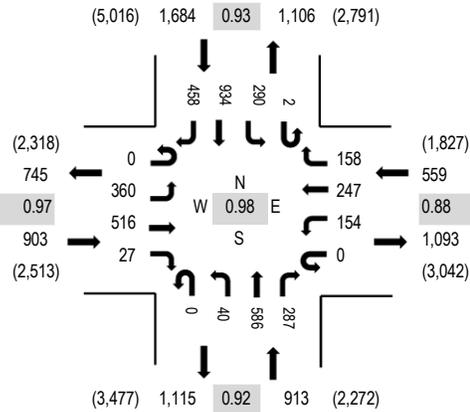
Location: #4 Peachtree Dunwoody Rd & Johnson Ferry Rd PM

Date and Start Time: Wednesday, April 20, 2016

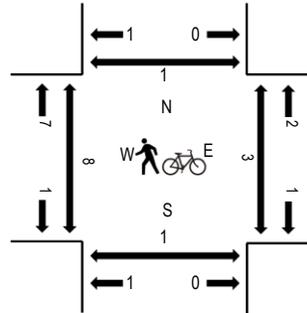
Peak Hour: 05:15 PM - 06:15 PM

Peak 15-Minutes: 06:00 PM - 06:15 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Johnson Ferry Rd Eastbound				Johnson Ferry Rd Westbound				Peachtree Dunwoody Rd Northbound				Peachtree Dunwoody Rd Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
3:30:00 PM	0	56	101	11	0	58	106	25	0	20	55	49	0	80	168	133	862	3,678	2	2	1	0
3:45:00 PM	0	83	108	10	0	67	83	41	0	22	65	59	0	64	201	111	914	3,810	3	0	0	2
4:00:00 PM	0	78	98	20	0	63	56	31	0	34	92	45	0	65	213	119	914	3,838	1	2	1	1
4:15:00 PM	0	107	110	10	0	70	48	40	0	21	94	59	0	87	253	89	988	3,907	1	0	3	0
4:30:00 PM	0	78	120	11	0	81	54	38	0	10	106	41	1	84	261	109	994	3,937	3	0	1	2
4:45:00 PM	1	68	111	7	0	55	58	41	0	16	93	58	2	69	289	74	942	3,926	1	0	0	0
5:00:00 PM	0	73	121	11	0	58	53	21	0	12	113	78	0	90	233	120	983	4,010	2	1	1	2
5:15:00 PM	0	96	132	5	0	38	56	44	0	10	113	69	0	69	265	121	1,018	4,059	4	1	0	0
5:30:00 PM	0	84	132	11	0	51	66	42	0	11	145	76	0	63	205	97	983	4,013	2	1	0	1
5:45:00 PM	0	83	136	4	0	30	63	36	0	9	165	68	2	89	225	116	1,026		2	0	1	0
6:00:00 PM	0	97	116	7	0	35	62	36	0	10	163	74	0	69	239	124	1,032		0	1	0	0
6:15:00 PM	1	97	115	4	0	13	66	42	0	12	145	60	0	77	195	145	972		1	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Lights	0	358	510	26	0	153	246	152	0	40	583	281	2	288	923	452	4,014
Mediums	0	2	6	1	0	1	1	6	0	0	3	6	0	2	10	6	44
Total	0	360	516	27	0	154	247	158	0	40	586	287	2	290	934	458	4,059



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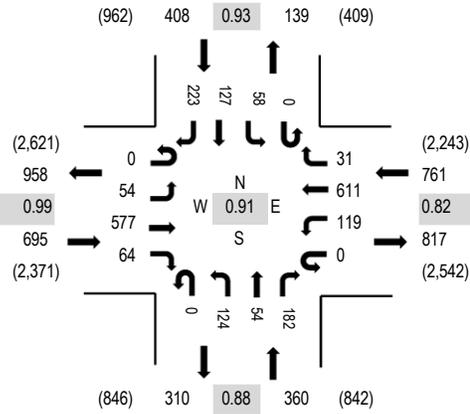
Location: #5 Hollis Cobb Circle & Johnson Ferry Rd PM

Date and Start Time: Wednesday, April 20, 2016

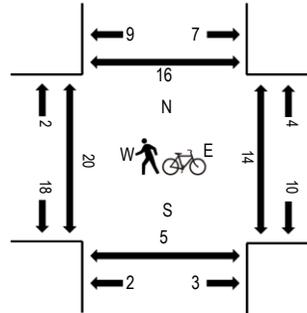
Peak Hour: 03:30 PM - 04:30 PM

Peak 15-Minutes: 03:30 PM - 03:45 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Johnson Ferry Rd Eastbound				Johnson Ferry Rd Westbound				Hollis Cobb Circle Northbound				Hollis Cobb Circle Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
3:30:00 PM	0	15	146	14	0	32	191	8	0	46	10	37	0	20	20	70	609	2,224	8	3	1	7
3:45:00 PM	0	12	142	18	0	29	145	5	0	37	14	51	0	9	28	58	548	2,159	4	5	0	2
4:00:00 PM	0	17	142	14	0	40	138	8	0	22	17	44	0	17	35	47	541	2,085	5	3	1	2
4:15:00 PM	0	10	147	18	0	18	137	10	0	19	13	50	0	12	44	48	526	2,112	3	3	3	4
4:30:00 PM	0	16	161	18	0	40	130	4	0	22	13	42	0	17	41	40	544	2,093	1	2	2	2
4:45:00 PM	1	16	133	17	0	21	140	1	0	16	10	24	0	14	37	44	474	2,084	3	0	2	3
5:00:00 PM	0	19	182	13	0	30	164	8	0	24	12	26	0	13	41	36	568	2,093	9	1	3	7
5:15:00 PM	0	18	177	12	0	20	145	5	0	16	15	40	0	10	17	32	507	2,053	10	0	0	8
5:30:00 PM	0	22	204	19	0	23	151	2	0	20	11	24	0	7	12	40	535	2,101	6	5	2	4
5:45:00 PM	0	10	158	20	0	19	166	4	0	14	6	38	0	13	7	28	483		7	1	1	2
6:00:00 PM	0	22	180	22	0	28	163	5	0	14	8	26	0	6	14	40	528		1	0	0	1
6:15:00 PM	0	27	182	27	0	33	174	6	0	12	10	39	0	9	5	31	555		9	2	0	5

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	53	566	63	0	116	604	30	0	120	51	179	0	57	127	223	2,189
Mediums	0	1	11	1	0	3	7	1	0	4	3	3	0	1	0	0	35
Total	0	54	577	64	0	119	611	31	0	124	54	182	0	58	127	223	2,224

APPENDIX B : ITE TRIP GENERATION SHEETS

Hospital (610)

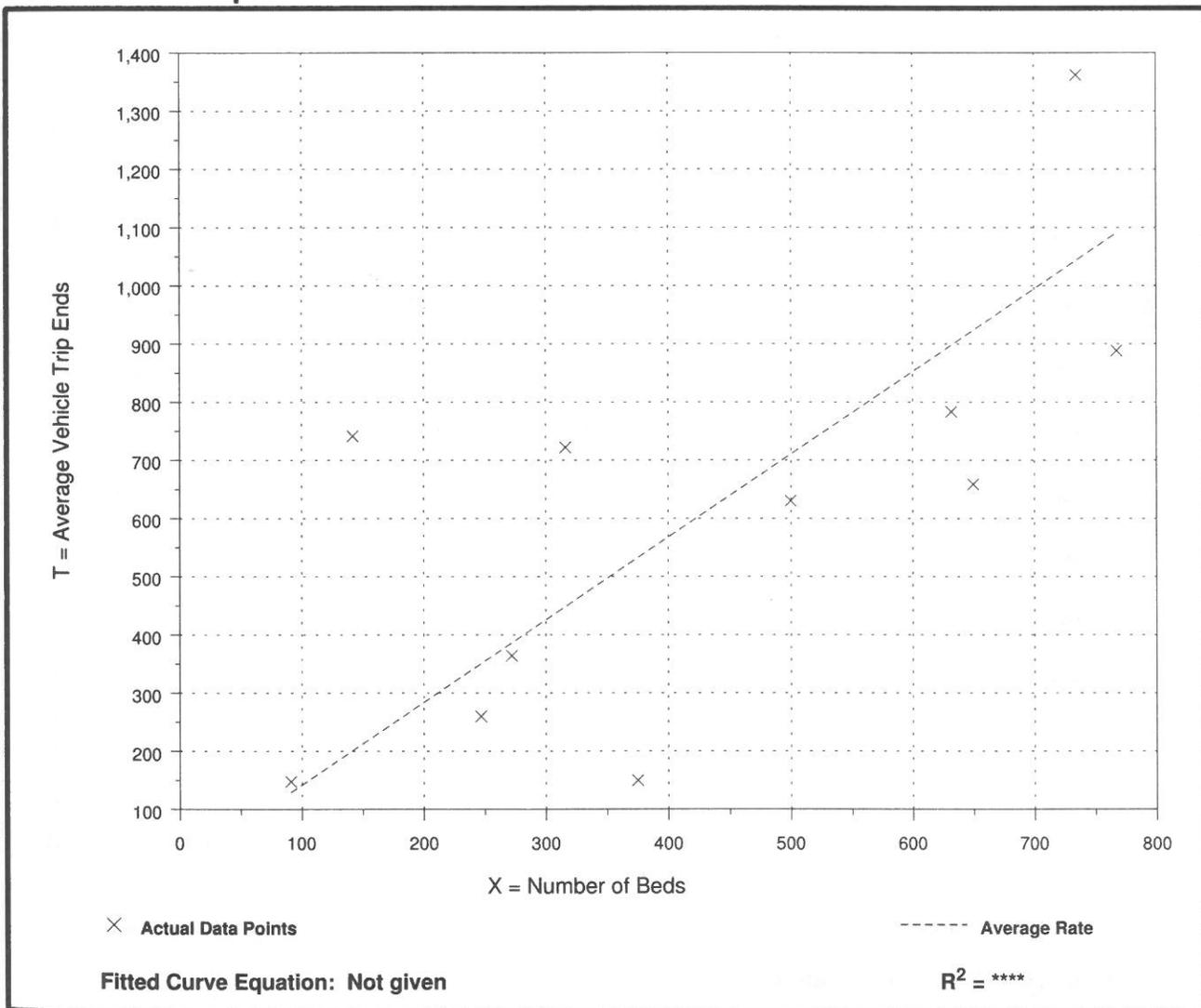
Average Vehicle Trip Ends vs: Beds
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 11
 Average Number of Beds: 430
 Directional Distribution: 33% entering, 67% exiting

Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
1.42	0.40 - 5.22	1.44

Data Plot and Equation



APPENDIX C : 2018 BACKGROUND SYNCHRO REPORTS

HCM Signalized Intersection Capacity Analysis
1: Peachtree Dunwoody Rd & Lake Hearn

2018 AM Background

5/4/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	71	3	8	151	18	67	37	1329	203	142	1300	142
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.7	6.7	6.5	6.7		5.6	6.0	6.0	5.6	6.0	6.0
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Fr _t		1.00	0.85	1.00	0.88		1.00	1.00	0.85	1.00	1.00	0.85
Fl _t Protected		0.95	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1777	1583	1770	1643		1770	3539	1583	1770	3539	1583
Fl _t Permitted		0.67	1.00	0.47	1.00		0.12	1.00	1.00	0.09	1.00	1.00
Satd. Flow (perm)		1243	1583	878	1643		222	3539	1583	177	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	77	3	9	164	20	73	40	1445	221	154	1413	154
RTOR Reduction (vph)	0	0	8	0	56	0	0	0	48	0	0	61
Lane Group Flow (vph)	0	80	1	164	37	0	40	1445	173	154	1413	93
Turn Type	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4		4	8			2		2	6		6
Actuated Green, G (s)		13.1	13.1	35.3	35.3		92.8	87.0	87.0	100.0	90.6	90.6
Effective Green, g (s)		13.1	13.1	35.3	35.3		92.8	87.0	87.0	100.0	90.6	90.6
Actuated g/C Ratio		0.09	0.09	0.24	0.24		0.62	0.58	0.58	0.67	0.60	0.60
Clearance Time (s)		6.7	6.7	6.5	6.7		5.6	6.0	6.0	5.6	6.0	6.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		108	138	299	386		197	2052	918	217	2137	956
v/s Ratio Prot				c0.06	0.02		0.01	0.41		c0.04	c0.40	
v/s Ratio Perm		c0.06	0.00	0.07			0.12		0.11	c0.43		0.06
v/c Ratio		0.74	0.01	0.55	0.10		0.20	0.70	0.19	0.71	0.66	0.10
Uniform Delay, d ₁		66.8	62.5	48.5	44.9		15.1	22.4	14.9	20.7	19.6	12.5
Progression Factor		1.00	1.00	1.00	1.00		0.46	0.61	0.24	1.00	1.00	1.00
Incremental Delay, d ₂		23.6	0.0	2.1	0.1		0.4	1.6	0.3	10.2	1.6	0.2
Delay (s)		90.4	62.5	50.6	45.0		7.4	15.1	3.8	30.9	21.2	12.7
Level of Service		F	E	D	D		A	B	A	C	C	B
Approach Delay (s)		87.6			48.5			13.5			21.3	
Approach LOS		F			D			B			C	
Intersection Summary												
HCM 2000 Control Delay			21.2				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.72									
Actuated Cycle Length (s)			150.0				Sum of lost time (s)			24.8		
Intersection Capacity Utilization			74.9%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

2: Peachtree Dunwoody Rd & Hollis Cobb Cir/MARTA

2018 AM Background

5/4/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	128	7	50	44	1	29	46	1422	118	116	1106	216
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.3	7.3		7.3	7.3		6.7	6.4	6.4	6.7	6.4	6.4
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Fr _t	1.00	0.87		1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85
Fl _t Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1619		1770	1592		1770	3539	1583	1770	3539	1583
Fl _t Permitted	0.74	1.00		0.72	1.00		0.20	1.00	1.00	0.09	1.00	1.00
Satd. Flow (perm)	1370	1619		1335	1592		381	3539	1583	177	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	139	8	54	48	1	32	50	1546	128	126	1202	235
RTOR Reduction (vph)	0	47	0	0	28	0	0	0	28	0	0	73
Lane Group Flow (vph)	139	15	0	48	5	0	50	1546	100	126	1202	162
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Actuated Green, G (s)	20.7	20.7		20.7	20.7		102.3	96.8	96.8	115.5	103.4	103.4
Effective Green, g (s)	20.7	20.7		20.7	20.7		102.3	96.8	96.8	115.5	103.4	103.4
Actuated g/C Ratio	0.14	0.14		0.14	0.14		0.68	0.65	0.65	0.77	0.69	0.69
Clearance Time (s)	7.3	7.3		7.3	7.3		6.7	6.4	6.4	6.7	6.4	6.4
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	189	223		184	219		310	2283	1021	264	2439	1091
v/s Ratio Prot		0.01			0.00		0.01	c0.44		c0.04	c0.34	
v/s Ratio Perm	c0.10			0.04			0.10		0.06	0.33		0.10
v/c Ratio	0.74	0.07		0.26	0.02		0.16	0.68	0.10	0.48	0.49	0.15
Uniform Delay, d ₁	62.0	56.3		57.8	55.9		8.4	16.8	10.1	15.2	11.0	8.1
Progression Factor	0.94	1.11		1.00	1.00		0.54	0.50	0.19	3.22	0.76	0.66
Incremental Delay, d ₂	12.9	0.1		0.8	0.0		0.2	1.3	0.2	1.0	0.6	0.2
Delay (s)	71.1	62.3		58.6	56.0		4.7	9.7	2.0	50.1	8.9	5.6
Level of Service	E	E		E	E		A	A	A	D	A	A
Approach Delay (s)		68.4			57.5			9.0			11.7	
Approach LOS		E			E			A			B	
Intersection Summary												
HCM 2000 Control Delay			14.6				HCM 2000 Level of Service				B	
HCM 2000 Volume to Capacity ratio			0.67									
Actuated Cycle Length (s)			150.0				Sum of lost time (s)			20.4		
Intersection Capacity Utilization			76.5%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

3: Peachtree Dunwoody Rd & Northside/St. Joseph's

2018 AM Background

5/4/2016

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	45	4	43	62	9	139	98	1473	245	223	867	115	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Fr _t		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	
Fl _t Protected		0.96	1.00		0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (prot)		1780	1583		1785	1583	1770	3539	1583	1770	3539	1583	
Fl _t Permitted		0.58	1.00		0.71	1.00	0.30	1.00	1.00	0.10	1.00	1.00	
Satd. Flow (perm)		1090	1583		1322	1583	566	3539	1583	192	3539	1583	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	49	4	47	67	10	151	107	1601	266	242	942	125	
RTOR Reduction (vph)	0	0	43	0	0	137	0	0	76	0	0	14	
Lane Group Flow (vph)	0	53	4	0	77	14	107	1601	190	242	942	111	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	
Protected Phases		4			8		5	2		1	6		
Permitted Phases	4		4	8		8	2		2	6		6	
Actuated Green, G (s)		14.0	14.0		14.0	14.0	114.0	106.9	106.9	128.0	116.9	116.9	
Effective Green, g (s)		14.0	14.0		14.0	14.0	114.0	106.9	106.9	128.0	116.9	116.9	
Actuated g/C Ratio		0.09	0.09		0.09	0.09	0.76	0.71	0.71	0.85	0.78	0.78	
Clearance Time (s)		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		101	147		123	147	487	2522	1128	343	2758	1233	
v/s Ratio Prot							0.01	0.45		c0.08	0.27		
v/s Ratio Perm		0.05	0.00		c0.06	0.01	0.16		0.12	c0.52		0.07	
v/c Ratio		0.52	0.03		0.63	0.10	0.22	0.63	0.17	0.71	0.34	0.09	
Uniform Delay, d ₁		64.8	61.8		65.5	62.2	4.6	11.3	7.0	25.7	5.0	3.9	
Progression Factor		1.00	1.00		1.00	1.00	0.96	1.05	1.25	1.71	0.97	1.08	
Incremental Delay, d ₂		4.8	0.1		9.6	0.3	0.1	0.6	0.1	5.9	0.3	0.1	
Delay (s)		69.7	61.9		75.0	62.5	4.5	12.4	8.9	49.7	5.1	4.4	
Level of Service		E	E		E	E	A	B	A	D	A	A	
Approach Delay (s)		66.0			66.7			11.5			13.3		
Approach LOS		E			E			B			B		
Intersection Summary													
HCM 2000 Control Delay			17.2									HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.71										
Actuated Cycle Length (s)			150.0									Sum of lost time (s)	12.0
Intersection Capacity Utilization			73.6%									ICU Level of Service	D
Analysis Period (min)			15										
c Critical Lane Group													

HCM Signalized Intersection Capacity Analysis
4: Peachtree Dunwoody Rd & Johnson Ferry Rd

2018 AM Background

5/4/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	449	320	19	296	606	447	67	835	140	124	352	423
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.7	7.1		7.0	7.1		7.0	5.7	5.7	6.3	5.7	5.7
Lane Util. Factor	0.97	1.00		0.97	0.95		0.97	0.95	1.00	1.00	0.95	1.00
Fr _t	1.00	0.99		1.00	0.94		1.00	1.00	0.85	1.00	1.00	0.85
Fl _t Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	1847		3433	3314		3433	3539	1583	1770	3539	1583
Fl _t Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	1847		3433	3314		3433	3539	1583	1770	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	488	348	21	322	659	486	73	908	152	135	383	460
RTOR Reduction (vph)	0	2	0	0	88	0	0	0	107	0	0	290
Lane Group Flow (vph)	488	367	0	322	1057	0	73	908	45	135	383	170
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	23.0	35.2		31.5	44.0		8.2	44.0	44.0	13.2	48.3	48.3
Effective Green, g (s)	23.0	35.2		31.5	44.0		8.2	44.0	44.0	13.2	48.3	48.3
Actuated g/C Ratio	0.15	0.23		0.21	0.29		0.05	0.29	0.29	0.09	0.32	0.32
Clearance Time (s)	6.7	7.1		7.0	7.1		7.0	5.7	5.7	6.3	5.7	5.7
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	526	433		720	972		187	1038	464	155	1139	509
v/s Ratio Prot	0.14	c0.20		0.09	c0.32		0.02	c0.26		c0.08	0.11	
v/s Ratio Perm									0.03			0.11
v/c Ratio	0.93	0.85		0.45	1.09		0.39	0.87	0.10	0.87	0.34	0.33
Uniform Delay, d ₁	62.7	54.9		51.7	53.0		68.5	50.4	38.5	67.6	38.7	38.6
Progression Factor	0.86	1.01		1.00	1.00		1.00	1.00	1.00	1.03	1.06	2.68
Incremental Delay, d ₂	19.7	12.2		0.4	55.5		1.3	10.2	0.4	36.5	0.8	1.7
Delay (s)	73.9	67.5		52.1	108.5		69.8	60.6	39.0	106.2	41.9	105.3
Level of Service	E	E		D	F		E	E	D	F	D	F
Approach Delay (s)		71.2			96.1			58.3			80.6	
Approach LOS		E			F			E			F	
Intersection Summary												
HCM 2000 Control Delay			78.2				HCM 2000 Level of Service		E			
HCM 2000 Volume to Capacity ratio			0.98									
Actuated Cycle Length (s)			150.0				Sum of lost time (s)		26.8			
Intersection Capacity Utilization			95.3%				ICU Level of Service		F			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
5: Meridian Mark Rd/Hollis Cobb Cir & Johnson Ferry Rd

2018 AM Background
5/4/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Volume (vph)	161	686	161	241	767	61	71	89	89	24	40	152
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.3	5.7		7.0	5.7		7.0	7.0	7.0		7.1	7.1
Lane Util. Factor	1.00	0.95		1.00	0.95		0.95	0.95	1.00		1.00	1.00
Flt	1.00	0.97		1.00	0.99		1.00	1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00		0.98	1.00
Satd. Flow (prot)	1770	3438		1770	3500		1681	1763	1583		1828	1583
Flt Permitted	0.30	1.00		0.17	1.00		0.95	1.00	1.00		0.98	1.00
Satd. Flow (perm)	564	3438		311	3500		1681	1763	1583		1828	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	175	746	175	262	834	66	77	97	97	26	43	165
RTOR Reduction (vph)	0	11	0	0	3	0	0	0	88	0	0	152
Lane Group Flow (vph)	175	910	0	262	897	0	69	105	9	0	69	13
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		3	3		4	4	
Permitted Phases	6			2					3			4
Actuated Green, G (s)	81.9	64.3		104.5	80.6		14.3	14.3	14.3		11.4	11.4
Effective Green, g (s)	81.9	64.3		104.5	80.6		14.3	14.3	14.3		11.4	11.4
Actuated g/C Ratio	0.55	0.43		0.70	0.54		0.10	0.10	0.10		0.08	0.08
Clearance Time (s)	6.3	5.7		7.0	5.7		7.0	7.0	7.0		7.1	7.1
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	449	1473		539	1880		160	168	150		138	120
v/s Ratio Prot	0.05	c0.26		c0.11	c0.26		0.04	c0.06			c0.04	
v/s Ratio Perm	0.17			0.23					0.01			0.01
v/c Ratio	0.39	0.62		0.49	0.48		0.43	0.62	0.06		0.50	0.10
Uniform Delay, d1	17.2	33.3		14.7	21.6		64.0	65.3	61.7		66.6	64.5
Progression Factor	1.00	1.00		1.34	0.55		1.00	1.00	1.00		1.13	2.75
Incremental Delay, d2	0.6	2.0		0.4	0.4		1.9	7.1	0.2		2.8	0.4
Delay (s)	17.8	35.2		20.1	12.3		65.9	72.3	61.9		77.9	177.8
Level of Service	B	D		C	B		E	E	E		E	F
Approach Delay (s)		32.5			14.1			67.0			148.3	
Approach LOS		C			B			E			F	
Intersection Summary												
HCM 2000 Control Delay			37.9				HCM 2000 Level of Service				D	
HCM 2000 Volume to Capacity ratio			0.58									
Actuated Cycle Length (s)			150.0				Sum of lost time (s)			26.8		
Intersection Capacity Utilization			64.8%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
1: Peachtree Dunwoody Rd & Lake Hearn

2018 PM Background
5/4/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	59	9	13	352	2	157	4	1362	223	51	1110	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.7	6.7	6.5	6.7		5.6	6.0	6.0	5.6	6.0	6.0
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frt		1.00	0.85	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.96	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1786	1583	1770	1587		1770	3539	1583	1770	3539	1583
Flt Permitted		0.64	1.00	0.49	1.00		0.15	1.00	1.00	0.06	1.00	1.00
Satd. Flow (perm)		1192	1583	909	1587		278	3539	1583	108	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	64	10	14	383	2	171	4	1480	242	55	1207	27
RTOR Reduction (vph)	0	0	13	0	80	0	0	0	47	0	0	12
Lane Group Flow (vph)	0	74	1	383	93	0	4	1480	195	55	1207	15
Turn Type	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4		4	8			2		2	6		6
Actuated Green, G (s)		15.5	15.5	62.3	62.3		94.1	92.7	92.7	104.7	98.0	98.0
Effective Green, g (s)		15.5	15.5	62.3	62.3		94.1	92.7	92.7	104.7	98.0	98.0
Actuated g/C Ratio		0.09	0.09	0.35	0.35		0.52	0.52	0.52	0.58	0.54	0.54
Clearance Time (s)		6.7	6.7	6.5	6.7		5.6	6.0	6.0	5.6	6.0	6.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0	0.1	0.1	3.0	3.0	3.0
Lane Grp Cap (vph)		102	136	507	549		156	1822	815	124	1926	861
v/s Ratio Prot				c0.17	0.06		0.00	c0.42		c0.02	c0.34	
v/s Ratio Perm		0.06	0.00	c0.09			0.01		0.12	0.24		0.01
v/c Ratio		0.73	0.01	0.76	0.17		0.03	0.81	0.24	0.44	0.63	0.02
Uniform Delay, d1		80.2	75.2	49.3	40.9		23.7	36.4	24.2	30.7	28.4	18.9
Progression Factor		1.00	1.00	1.00	1.00		0.78	0.91	0.62	1.00	1.00	1.00
Incremental Delay, d2		22.4	0.0	6.3	0.1		0.1	3.5	0.6	2.5	1.6	0.0
Delay (s)		102.6	75.3	55.6	41.0		18.5	36.6	15.6	33.3	29.9	18.9
Level of Service		F	E	E	D		B	D	B	C	C	B
Approach Delay (s)		98.2			51.1			33.6			29.8	
Approach LOS		F			D			C			C	
Intersection Summary												
HCM 2000 Control Delay			36.5			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.80									
Actuated Cycle Length (s)			180.0			Sum of lost time (s)			24.8			
Intersection Capacity Utilization			84.7%			ICU Level of Service				E		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

2: Peachtree Dunwoody Rd & Hollis Cobb Cir/MARTA

2018 PM Background

5/4/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	156	11	58	88	7	74	14	1322	27	32	1452	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.3	7.3		7.3	7.3		6.7	6.4	6.4	6.7	6.4	6.4
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.87		1.00	0.86		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1628		1770	1609		1770	3539	1583	1770	3539	1583
Flt Permitted	0.69	1.00		0.71	1.00		0.11	1.00	1.00	0.13	1.00	1.00
Satd. Flow (perm)	1283	1628		1319	1609		209	3539	1583	249	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	170	12	63	96	8	80	15	1437	29	35	1578	92
RTOR Reduction (vph)	0	53	0	0	67	0	0	0	9	0	0	20
Lane Group Flow (vph)	170	22	0	96	21	0	15	1437	20	35	1578	72
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Actuated Green, G (s)	29.0	29.0		29.0	29.0		129.0	125.2	125.2	132.2	126.8	126.8
Effective Green, g (s)	29.0	29.0		29.0	29.0		129.0	125.2	125.2	132.2	126.8	126.8
Actuated g/C Ratio	0.16	0.16		0.16	0.16		0.72	0.70	0.70	0.73	0.70	0.70
Clearance Time (s)	7.3	7.3		7.3	7.3		6.7	6.4	6.4	6.7	6.4	6.4
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	206	262		212	259		182	2461	1101	228	2493	1115
v/s Ratio Prot		0.01			0.01		0.00	0.41		c0.00	c0.45	
v/s Ratio Perm	c0.13			0.07			0.06		0.01	0.11		0.05
v/c Ratio	0.83	0.08		0.45	0.08		0.08	0.58	0.02	0.15	0.63	0.06
Uniform Delay, d1	73.0	64.2		68.3	64.2		11.4	14.0	8.4	10.2	14.2	8.2
Progression Factor	0.99	1.06		1.00	1.00		0.68	1.27	1.00	0.79	0.66	0.62
Incremental Delay, d2	22.7	0.1		1.5	0.1		0.2	0.9	0.0	0.3	1.0	0.1
Delay (s)	94.8	68.4		69.9	64.3		8.0	18.8	8.5	8.3	10.4	5.2
Level of Service	F	E		E	E		A	B	A	A	B	A
Approach Delay (s)		86.7			67.2			18.4			10.0	
Approach LOS		F			E			B			B	
Intersection Summary												
HCM 2000 Control Delay			21.6				HCM 2000 Level of Service				C	
HCM 2000 Volume to Capacity ratio			0.66									
Actuated Cycle Length (s)			180.0				Sum of lost time (s)			20.4		
Intersection Capacity Utilization			66.9%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

3: Peachtree Dunwoody Rd & Northside/St. Joseph's

2018 PM Background

5/4/2016

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	87	5	98	82	1	131	20	1117	31	61	1494	36	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Flt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	
Flt Protected		0.95	1.00		0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (prot)		1778	1583		1775	1583	1770	3539	1583	1770	3539	1583	
Flt Permitted		0.53	1.00		0.48	1.00	0.13	1.00	1.00	0.20	1.00	1.00	
Satd. Flow (perm)		978	1583		896	1583	233	3539	1583	370	3539	1583	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	95	5	107	89	1	142	22	1214	34	66	1624	39	
RTOR Reduction (vph)	0	0	95	0	0	126	0	0	7	0	0	6	
Lane Group Flow (vph)	0	100	12	0	90	16	22	1214	28	66	1624	33	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	
Protected Phases		4			8		5	2		1	6		
Permitted Phases	4		4	8		8	2		2	6		6	
Actuated Green, G (s)		20.2	20.2		20.2	20.2	144.8	141.0	141.0	150.8	144.0	144.0	
Effective Green, g (s)		20.2	20.2		20.2	20.2	144.8	141.0	141.0	150.8	144.0	144.0	
Actuated g/C Ratio		0.11	0.11		0.11	0.11	0.80	0.78	0.78	0.84	0.80	0.80	
Clearance Time (s)		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		109	177		100	177	219	2772	1240	362	2831	1266	
v/s Ratio Prot							0.00	0.34		c0.01	c0.46		
v/s Ratio Perm		c0.10	0.01		0.10	0.01	0.08		0.02	0.15		0.02	
v/c Ratio		0.92	0.07		0.90	0.09	0.10	0.44	0.02	0.18	0.57	0.03	
Uniform Delay, d1		79.1	71.5		78.9	71.7	5.5	6.4	4.3	3.8	6.7	3.7	
Progression Factor		1.00	1.00		1.00	1.00	1.09	1.56	1.20	0.69	0.50	0.37	
Incremental Delay, d2		60.0	0.2		58.9	0.2	0.2	0.4	0.0	0.2	0.7	0.0	
Delay (s)		139.1	71.6		137.8	71.9	6.1	10.4	5.2	2.9	4.0	1.4	
Level of Service		F	E		F	E	A	B	A	A	A	A	
Approach Delay (s)		104.2			97.5			10.2			3.9		
Approach LOS		F			F			B			A		
Intersection Summary													
HCM 2000 Control Delay			18.6									HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.61										
Actuated Cycle Length (s)			180.0									Sum of lost time (s)	12.0
Intersection Capacity Utilization			68.0%									ICU Level of Service	C
Analysis Period (min)			15										
c Critical Lane Group													

HCM Signalized Intersection Capacity Analysis

4: Peachtree Dunwoody Rd & Johnson Ferry Rd

2018 PM Background

5/4/2016

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	360	516	27	154	247	158	40	586	287	290	934	458	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	6.7	7.1		7.0	7.1		7.0	5.7	5.7	6.3	5.7	5.7	
Lane Util. Factor	0.97	1.00		0.97	0.95		0.97	0.95	1.00	1.00	0.95	1.00	
Flt	1.00	0.99		1.00	0.94		1.00	1.00	0.85	1.00	1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	3433	1849		3433	3332		3433	3539	1583	1770	3539	1583	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (perm)	3433	1849		3433	3332		3433	3539	1583	1770	3539	1583	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	391	561	29	167	268	172	43	637	312	315	1015	498	
RTOR Reduction (vph)	0	1	0	0	59	0	0	0	216	0	0	188	
Lane Group Flow (vph)	391	589	0	167	381	0	43	637	96	315	1015	310	
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm	
Protected Phases	7	4		3	8		5	2		1	6		
Permitted Phases									2			6	
Actuated Green, G (s)	24.0	48.8		14.2	39.3		7.8	52.8	52.8	38.1	82.4	82.4	
Effective Green, g (s)	24.0	48.8		14.2	39.3		7.8	52.8	52.8	38.1	82.4	82.4	
Actuated g/C Ratio	0.13	0.27		0.08	0.22		0.04	0.29	0.29	0.21	0.46	0.46	
Clearance Time (s)	6.7	7.1		7.0	7.1		7.0	5.7	5.7	6.3	5.7	5.7	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	457	501		270	727		148	1038	464	374	1620	724	
v/s Ratio Prot	0.11	c0.32		c0.05	0.11		0.01	c0.18		c0.18	c0.29		
v/s Ratio Perm									0.06			0.20	
v/c Ratio	0.86	1.18		0.62	0.52		0.29	0.61	0.21	0.84	0.63	0.43	
Uniform Delay, d1	76.3	65.6		80.3	62.1		83.4	54.8	47.9	68.1	37.1	32.9	
Progression Factor	1.12	0.91		1.00	1.00		1.00	1.00	1.00	1.08	1.18	1.80	
Incremental Delay, d2	13.8	97.7		4.2	0.7		1.1	2.7	1.0	13.7	1.6	1.6	
Delay (s)	99.4	157.1		84.5	62.8		84.5	57.5	48.9	87.4	45.5	60.8	
Level of Service	F	F		F	E		F	E	D	F	D	E	
Approach Delay (s)		134.1			68.7			56.0			56.9		
Approach LOS		F			E			E			E		
Intersection Summary													
HCM 2000 Control Delay			75.5									HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio			0.86										
Actuated Cycle Length (s)			180.0									Sum of lost time (s)	26.8
Intersection Capacity Utilization			87.2%									ICU Level of Service	E
Analysis Period (min)			15										
c Critical Lane Group													

HCM Signalized Intersection Capacity Analysis
5: Meridian Mark Rd/Hollis Cobb Cir & Johnson Ferry Rd

2018 PM Background
5/4/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Volume (vph)	72	719	73	90	625	16	64	40	128	36	50	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.3	5.7		7.0	5.7		7.0	7.0	7.0		7.1	7.1
Lane Util. Factor	1.00	0.95		1.00	0.95		0.95	0.95	1.00		1.00	1.00
Flt	1.00	0.99		1.00	1.00		1.00	1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	0.99	1.00		0.98	1.00
Satd. Flow (prot)	1770	3491		1770	3526		1681	1747	1583		1824	1583
Flt Permitted	0.36	1.00		0.28	1.00		0.95	0.99	1.00		0.98	1.00
Satd. Flow (perm)	670	3491		530	3526		1681	1747	1583		1824	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	78	782	79	98	679	17	70	43	139	39	54	152
RTOR Reduction (vph)	0	2	0	0	1	0	0	0	130	0	0	140
Lane Group Flow (vph)	78	859	0	98	695	0	55	58	9	0	93	12
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		3	3		4	4	
Permitted Phases	6			2					3			4
Actuated Green, G (s)	126.5	118.6		128.4	119.9		11.4	11.4	11.4		14.7	14.7
Effective Green, g (s)	126.5	118.6		128.4	119.9		11.4	11.4	11.4		14.7	14.7
Actuated g/C Ratio	0.70	0.66		0.71	0.67		0.06	0.06	0.06		0.08	0.08
Clearance Time (s)	6.3	5.7		7.0	5.7		7.0	7.0	7.0		7.1	7.1
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	519	2300		436	2348		106	110	100		148	129
v/s Ratio Prot	0.01	c0.25		c0.01	0.20		0.03	c0.03			c0.05	
v/s Ratio Perm	0.10			0.15					0.01			0.01
v/c Ratio	0.15	0.37		0.22	0.30		0.52	0.53	0.09		0.63	0.10
Uniform Delay, d1	8.5	13.9		8.7	12.5		81.6	81.7	79.4		80.0	76.5
Progression Factor	1.00	1.00		0.84	0.66		1.00	1.00	1.00		1.07	1.53
Incremental Delay, d2	0.1	0.5		0.2	0.3		4.2	4.5	0.4		8.1	0.3
Delay (s)	8.7	14.4		7.5	8.6		85.9	86.2	79.8		93.8	117.3
Level of Service	A	B		A	A		F	F	E		F	F
Approach Delay (s)		13.9			8.5			82.6			108.4	
Approach LOS		B			A			F			F	
Intersection Summary												
HCM 2000 Control Delay			30.1				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.40									
Actuated Cycle Length (s)			180.0				Sum of lost time (s)			26.8		
Intersection Capacity Utilization			55.0%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

APPENDIX D : 2018 BUILD SYNCHRO REPORTS

HCM Signalized Intersection Capacity Analysis
1: Peachtree Dunwoody Rd & Lake Hearn

2018 AM Build
5/4/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	82	4	9	151	20	67	45	1343	203	142	1334	164
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.7	6.7	6.5	6.7		5.6	6.0	6.0	5.6	6.0	6.0
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Fr _t		1.00	0.85	1.00	0.88		1.00	1.00	0.85	1.00	1.00	0.85
Fl _t Protected		0.95	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1778	1583	1770	1648		1770	3539	1583	1770	3539	1583
Fl _t Permitted		0.67	1.00	0.46	1.00		0.11	1.00	1.00	0.09	1.00	1.00
Satd. Flow (perm)		1242	1583	861	1648		198	3539	1583	165	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	89	4	10	164	22	73	49	1460	221	154	1450	178
RTOR Reduction (vph)	0	0	9	0	55	0	0	0	49	0	0	64
Lane Group Flow (vph)	0	93	1	164	40	0	49	1460	172	154	1450	114
Turn Type	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4		4	8			2		2	6		6
Actuated Green, G (s)		14.8	14.8	37.0	37.0		91.4	85.5	85.5	98.0	88.8	88.8
Effective Green, g (s)		14.8	14.8	37.0	37.0		91.4	85.5	85.5	98.0	88.8	88.8
Actuated g/C Ratio		0.10	0.10	0.25	0.25		0.61	0.57	0.57	0.65	0.59	0.59
Clearance Time (s)		6.7	6.7	6.5	6.7		5.6	6.0	6.0	5.6	6.0	6.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		122	156	307	406		182	2017	902	206	2095	937
v/s Ratio Prot				c0.06	0.02		0.01	0.41		c0.05	c0.41	
v/s Ratio Perm		c0.07	0.00	0.08			0.15		0.11	c0.44		0.07
v/c Ratio		0.76	0.01	0.53	0.10		0.27	0.72	0.19	0.75	0.69	0.12
Uniform Delay, d ₁		65.9	61.0	47.1	43.6		16.7	23.6	15.6	22.5	21.2	13.5
Progression Factor		1.00	1.00	1.00	1.00		0.48	0.64	0.29	1.00	1.00	1.00
Incremental Delay, d ₂		24.1	0.0	1.8	0.1		0.6	1.7	0.3	13.8	1.9	0.3
Delay (s)		90.0	61.0	48.9	43.7		8.6	16.9	4.9	36.3	23.1	13.7
Level of Service		F	E	D	D		A	B	A	D	C	B
Approach Delay (s)		87.2			47.0			15.1			23.3	
Approach LOS		F			D			B			C	
Intersection Summary												
HCM 2000 Control Delay			22.9				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.75									
Actuated Cycle Length (s)			150.0				Sum of lost time (s)			24.8		
Intersection Capacity Utilization			75.3%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

2: Peachtree Dunwoody Rd & Hollis Cobb Cir/MARTA

2018 AM Build

5/4/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	137	7	54	44	1	29	56	1435	118	116	1119	238
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.3	7.3		7.3	7.3		6.7	6.4	6.4	6.7	6.4	6.4
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Fr _t	1.00	0.87		1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85
Fl _t Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1617		1770	1592		1770	3539	1583	1770	3539	1583
Fl _t Permitted	0.74	1.00		0.71	1.00		0.20	1.00	1.00	0.09	1.00	1.00
Satd. Flow (perm)	1370	1617		1329	1592		369	3539	1583	168	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	149	8	59	48	1	32	61	1560	128	126	1216	259
RTOR Reduction (vph)	0	50	0	0	27	0	0	0	29	0	0	83
Lane Group Flow (vph)	149	17	0	48	6	0	61	1560	99	126	1216	176
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Actuated Green, G (s)	21.7	21.7		21.7	21.7		101.4	95.6	95.6	114.4	102.1	102.1
Effective Green, g (s)	21.7	21.7		21.7	21.7		101.4	95.6	95.6	114.4	102.1	102.1
Actuated g/C Ratio	0.14	0.14		0.14	0.14		0.68	0.64	0.64	0.76	0.68	0.68
Clearance Time (s)	7.3	7.3		7.3	7.3		6.7	6.4	6.4	6.7	6.4	6.4
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	198	233		192	230		303	2255	1008	259	2408	1077
v/s Ratio Prot		0.01			0.00		0.01	c0.44		c0.04	c0.34	
v/s Ratio Perm	c0.11			0.04			0.13		0.06	0.33		0.11
v/c Ratio	0.75	0.07		0.25	0.02		0.20	0.69	0.10	0.49	0.50	0.16
Uniform Delay, d ₁	61.6	55.4		56.9	55.1		8.9	17.6	10.5	16.5	11.7	8.6
Progression Factor	0.96	1.22		1.00	1.00		0.55	0.52	0.18	3.01	0.78	0.86
Incremental Delay, d ₂	13.6	0.1		0.7	0.0		0.3	1.4	0.2	1.1	0.6	0.2
Delay (s)	72.6	67.5		57.6	55.1		5.1	10.6	2.0	50.6	9.7	7.7
Level of Service	E	E		E	E		A	B	A	D	A	A
Approach Delay (s)		71.1			56.6			9.8			12.6	
Approach LOS		E			E			A			B	
Intersection Summary												
HCM 2000 Control Delay			15.7				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.69									
Actuated Cycle Length (s)			150.0				Sum of lost time (s)			20.4		
Intersection Capacity Utilization			77.4%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

3: Peachtree Dunwoody Rd & Northside/St. Joseph's

2018 AM Build

5/4/2016

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	50	4	45	62	9	139	111	1491	245	223	871	128	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Fr _t		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	
Fl _t Protected		0.96	1.00		0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (prot)		1780	1583		1785	1583	1770	3539	1583	1770	3539	1583	
Fl _t Permitted		0.59	1.00		0.69	1.00	0.30	1.00	1.00	0.10	1.00	1.00	
Satd. Flow (perm)		1091	1583		1279	1583	563	3539	1583	185	3539	1583	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	54	4	49	67	10	151	121	1621	266	242	947	139	
RTOR Reduction (vph)	0	0	44	0	0	137	0	0	76	0	0	15	
Lane Group Flow (vph)	0	58	5	0	77	14	121	1621	190	242	947	124	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	
Protected Phases		4			8		5	2		1	6		
Permitted Phases	4		4	8		8	2		2	6		6	
Actuated Green, G (s)		14.2	14.2		14.2	14.2	114.0	106.7	106.7	127.8	116.5	116.5	
Effective Green, g (s)		14.2	14.2		14.2	14.2	114.0	106.7	106.7	127.8	116.5	116.5	
Actuated g/C Ratio		0.09	0.09		0.09	0.09	0.76	0.71	0.71	0.85	0.78	0.78	
Clearance Time (s)		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		103	149		121	149	486	2517	1126	338	2748	1229	
v/s Ratio Prot							0.01	0.46		c0.08	0.27		
v/s Ratio Perm		0.05	0.00		c0.06	0.01	0.18		0.12	c0.53		0.08	
v/c Ratio		0.56	0.03		0.64	0.10	0.25	0.64	0.17	0.72	0.34	0.10	
Uniform Delay, d ₁		64.9	61.7		65.4	62.0	4.6	11.5	7.1	27.4	5.1	4.1	
Progression Factor		1.00	1.00		1.00	1.00	0.94	1.04	1.19	1.63	1.06	1.20	
Incremental Delay, d ₂		6.9	0.1		10.5	0.3	0.1	0.5	0.1	6.4	0.3	0.1	
Delay (s)		71.8	61.7		75.9	62.3	4.5	12.6	8.6	51.0	5.7	5.0	
Level of Service		E	E		E	E	A	B	A	D	A	A	
Approach Delay (s)		67.2			66.9			11.6			13.9		
Approach LOS		E			E			B			B		
Intersection Summary													
HCM 2000 Control Delay			17.5									HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.72										
Actuated Cycle Length (s)			150.0									Sum of lost time (s)	12.0
Intersection Capacity Utilization			74.1%									ICU Level of Service	D
Analysis Period (min)			15										
c Critical Lane Group													

HCM Signalized Intersection Capacity Analysis

4: Peachtree Dunwoody Rd & Johnson Ferry Rd

2018 AM Build

5/4/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	451	322	19	296	612	457	68	854	140	125	354	426
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.7	7.1		7.0	7.1		7.0	5.7	5.7	6.3	5.7	5.7
Lane Util. Factor	0.97	1.00		0.97	0.95		0.97	0.95	1.00	1.00	0.95	1.00
Fr _t	1.00	0.99		1.00	0.94		1.00	1.00	0.85	1.00	1.00	0.85
Fl _t Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	1847		3433	3312		3433	3539	1583	1770	3539	1583
Fl _t Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	1847		3433	3312		3433	3539	1583	1770	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	490	350	21	322	665	497	74	928	152	136	385	463
RTOR Reduction (vph)	0	2	0	0	89	0	0	0	107	0	0	280
Lane Group Flow (vph)	490	369	0	322	1073	0	74	928	45	136	385	183
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	22.5	35.4		31.1	44.3		8.2	44.5	44.5	12.9	48.5	48.5
Effective Green, g (s)	22.5	35.4		31.1	44.3		8.2	44.5	44.5	12.9	48.5	48.5
Actuated g/C Ratio	0.15	0.24		0.21	0.30		0.05	0.30	0.30	0.09	0.32	0.32
Clearance Time (s)	6.7	7.1		7.0	7.1		7.0	5.7	5.7	6.3	5.7	5.7
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	514	435		711	978		187	1049	469	152	1144	511
v/s Ratio Prot	0.14	c0.20		0.09	c0.32		0.02	c0.26		c0.08	0.11	
v/s Ratio Perm									0.03			0.12
v/c Ratio	0.95	0.85		0.45	1.10		0.40	0.88	0.10	0.89	0.34	0.36
Uniform Delay, d ₁	63.2	54.8		52.0	52.9		68.5	50.3	38.2	67.9	38.5	38.8
Progression Factor	0.84	0.99		1.00	1.00		1.00	1.00	1.00	1.06	1.10	2.45
Incremental Delay, d ₂	24.7	12.0		0.5	58.9		1.4	10.9	0.4	42.0	0.8	1.9
Delay (s)	77.8	66.1		52.5	111.8		69.9	61.2	38.6	114.0	43.2	96.9
Level of Service	E	E		D	F		E	E	D	F	D	F
Approach Delay (s)		72.8			98.9			58.8			78.2	
Approach LOS		E			F			E			E	
Intersection Summary												
HCM 2000 Control Delay			79.0				HCM 2000 Level of Service			E		
HCM 2000 Volume to Capacity ratio			0.99									
Actuated Cycle Length (s)			150.0				Sum of lost time (s)			26.8		
Intersection Capacity Utilization			96.5%				ICU Level of Service			F		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
 5: Meridian Mark Rd/Hollis Cobb Cir & Johnson Ferry Rd

2018 AM Build
 5/4/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Volume (vph)	181	688	161	241	770	68	71	100	89	26	44	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.3	5.7		7.0	5.7		7.0	7.0	7.0		7.1	7.1
Lane Util. Factor	1.00	0.95		1.00	0.95		0.95	0.95	1.00		1.00	1.00
Flt	1.00	0.97		1.00	0.99		1.00	1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00		0.98	1.00
Satd. Flow (prot)	1770	3439		1770	3496		1681	1764	1583		1829	1583
Flt Permitted	0.27	1.00		0.16	1.00		0.95	1.00	1.00		0.98	1.00
Satd. Flow (perm)	504	3439		297	3496		1681	1764	1583		1829	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	197	748	175	262	837	74	77	109	97	28	48	177
RTOR Reduction (vph)	0	12	0	0	3	0	0	0	87	0	0	163
Lane Group Flow (vph)	197	911	0	262	908	0	69	117	10	0	76	14
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		3	3		4	4	
Permitted Phases	6			2					3			4
Actuated Green, G (s)	83.8	62.4		103.0	75.3		15.3	15.3	15.3		11.9	11.9
Effective Green, g (s)	83.8	62.4		103.0	75.3		15.3	15.3	15.3		11.9	11.9
Actuated g/C Ratio	0.56	0.42		0.69	0.50		0.10	0.10	0.10		0.08	0.08
Clearance Time (s)	6.3	5.7		7.0	5.7		7.0	7.0	7.0		7.1	7.1
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	462	1430		533	1754		171	179	161		145	125
v/s Ratio Prot	0.06	c0.27		c0.11	c0.26		0.04	c0.07			c0.04	
v/s Ratio Perm	0.18			0.23					0.01			0.01
v/c Ratio	0.43	0.64		0.49	0.52		0.40	0.65	0.06		0.52	0.11
Uniform Delay, d1	16.8	34.8		15.6	25.1		63.1	64.8	60.9		66.3	64.1
Progression Factor	1.00	1.00		1.16	0.58		1.00	1.00	1.00		1.13	2.82
Incremental Delay, d2	0.6	2.2		0.4	0.5		1.6	8.3	0.2		3.4	0.4
Delay (s)	17.4	37.0		18.4	15.2		64.6	73.1	61.0		78.3	181.0
Level of Service	B	D		B	B		E	E	E		E	F
Approach Delay (s)		33.6			15.9			66.9			150.1	
Approach LOS		C			B			E			F	
Intersection Summary												
HCM 2000 Control Delay			40.0				HCM 2000 Level of Service				D	
HCM 2000 Volume to Capacity ratio			0.60									
Actuated Cycle Length (s)			150.0				Sum of lost time (s)			26.8		
Intersection Capacity Utilization			65.2%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
1: Peachtree Dunwoody Rd & Lake Hearn

2018 PM Build
5/4/2016

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	80	10	20	352	2	157	6	1398	223	51	1129	36	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		6.7	6.7	6.5	6.7		5.6	6.0	6.0	5.6	6.0	6.0	
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00	
Flt		1.00	0.85	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85	
Flt Protected		0.96	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (prot)		1784	1583	1770	1587		1770	3539	1583	1770	3539	1583	
Flt Permitted		0.63	1.00	0.44	1.00		0.14	1.00	1.00	0.05	1.00	1.00	
Satd. Flow (perm)		1180	1583	813	1587		266	3539	1583	94	3539	1583	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	87	11	22	383	2	171	7	1520	242	55	1227	39	
RTOR Reduction (vph)	0	0	20	0	78	0	0	0	47	0	0	18	
Lane Group Flow (vph)	0	98	2	383	95	0	7	1520	195	55	1227	21	
Turn Type	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	
Protected Phases		4		3	8		5	2		1	6		
Permitted Phases	4		4	8			2		2	6		6	
Actuated Green, G (s)		18.1	18.1	62.3	62.3		94.2	92.8	92.8	104.6	98.0	98.0	
Effective Green, g (s)		18.1	18.1	62.3	62.3		94.2	92.8	92.8	104.6	98.0	98.0	
Actuated g/C Ratio		0.10	0.10	0.35	0.35		0.52	0.52	0.52	0.58	0.54	0.54	
Clearance Time (s)		6.7	6.7	6.5	6.7		5.6	6.0	6.0	5.6	6.0	6.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0	0.1	0.1	3.0	3.0	3.0	
Lane Grp Cap (vph)		118	159	481	549		150	1824	816	116	1926	861	
v/s Ratio Prot				c0.17	0.06		0.00	c0.43		c0.02	c0.35		
v/s Ratio Perm		0.08	0.00	c0.11			0.02		0.12	0.26		0.01	
v/c Ratio		0.83	0.01	0.80	0.17		0.05	0.83	0.24	0.47	0.64	0.02	
Uniform Delay, d1		79.4	72.9	49.4	40.9		23.9	37.0	24.1	32.3	28.6	18.9	
Progression Factor		1.00	1.00	1.00	1.00		0.63	0.85	0.54	1.00	1.00	1.00	
Incremental Delay, d2		36.7	0.0	8.9	0.2		0.1	3.9	0.6	3.0	1.6	0.1	
Delay (s)		116.2	72.9	58.3	41.1		15.1	35.5	13.6	35.3	30.2	19.0	
Level of Service		F	E	E	D		B	D	B	D	C	B	
Approach Delay (s)		108.2			53.0			32.4			30.1		
Approach LOS		F			D			C			C		
Intersection Summary													
HCM 2000 Control Delay			37.0									HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio			0.83										
Actuated Cycle Length (s)			180.0									Sum of lost time (s)	24.8
Intersection Capacity Utilization			84.7%									ICU Level of Service	E
Analysis Period (min)			15										
c Critical Lane Group													

HCM Signalized Intersection Capacity Analysis

2: Peachtree Dunwoody Rd & Hollis Cobb Cir/MARTA

2018 PM Build

5/4/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	177	11	66	88	7	74	16	1339	27	32	1467	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.3	7.3		7.3	7.3		6.7	6.4	6.4	6.7	6.4	6.4
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.87		1.00	0.86		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1623		1770	1609		1770	3539	1583	1770	3539	1583
Flt Permitted	0.69	1.00		0.70	1.00		0.10	1.00	1.00	0.13	1.00	1.00
Satd. Flow (perm)	1291	1623		1308	1609		195	3539	1583	234	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	192	12	72	96	8	80	17	1455	29	35	1595	104
RTOR Reduction (vph)	0	59	0	0	66	0	0	0	9	0	0	22
Lane Group Flow (vph)	192	25	0	96	22	0	17	1455	20	35	1595	82
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Actuated Green, G (s)	32.0	32.0		32.0	32.0		125.9	122.1	122.1	129.3	123.8	123.8
Effective Green, g (s)	32.0	32.0		32.0	32.0		125.9	122.1	122.1	129.3	123.8	123.8
Actuated g/C Ratio	0.18	0.18		0.18	0.18		0.70	0.68	0.68	0.72	0.69	0.69
Clearance Time (s)	7.3	7.3		7.3	7.3		6.7	6.4	6.4	6.7	6.4	6.4
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	229	288		232	286		169	2400	1073	215	2434	1088
v/s Ratio Prot		0.02			0.01		0.00	0.41		c0.00	c0.45	
v/s Ratio Perm	c0.15			0.07			0.07		0.01	0.11		0.05
v/c Ratio	0.84	0.09		0.41	0.08		0.10	0.61	0.02	0.16	0.66	0.07
Uniform Delay, d1	71.5	61.8		65.7	61.7		13.2	15.8	9.4	11.8	16.0	9.3
Progression Factor	0.99	1.09		1.00	1.00		0.71	1.17	1.00	0.81	0.74	0.61
Incremental Delay, d2	22.6	0.1		1.2	0.1		0.2	1.1	0.0	0.3	1.1	0.1
Delay (s)	93.1	67.3		66.9	61.8		9.6	19.6	9.5	9.8	13.0	5.8
Level of Service	F	E		E	E		A	B	A	A	B	A
Approach Delay (s)		85.2			64.5			19.3			12.5	
Approach LOS		F			E			B			B	
Intersection Summary												
HCM 2000 Control Delay			23.3				HCM 2000 Level of Service				C	
HCM 2000 Volume to Capacity ratio			0.68									
Actuated Cycle Length (s)			180.0				Sum of lost time (s)			20.4		
Intersection Capacity Utilization			68.4%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

3: Peachtree Dunwoody Rd & Northside/St. Joseph's

2018 PM Build

5/4/2016

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	102	5	115	82	1	131	24	1121	31	61	1509	44	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Flt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	
Flt Protected		0.95	1.00		0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (prot)		1778	1583		1775	1583	1770	3539	1583	1770	3539	1583	
Flt Permitted		0.55	1.00		0.46	1.00	0.12	1.00	1.00	0.19	1.00	1.00	
Satd. Flow (perm)		1020	1583		850	1583	221	3539	1583	361	3539	1583	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	111	5	125	89	1	142	26	1218	34	66	1640	48	
RTOR Reduction (vph)	0	0	109	0	0	124	0	0	7	0	0	7	
Lane Group Flow (vph)	0	116	16	0	90	18	26	1218	27	66	1640	42	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	
Protected Phases		4			8		5	2		1	6		
Permitted Phases	4		4	8		8	2		2	6		6	
Actuated Green, G (s)		23.2	23.2		23.2	23.2	141.7	137.9	137.9	147.9	141.0	141.0	
Effective Green, g (s)		23.2	23.2		23.2	23.2	141.7	137.9	137.9	147.9	141.0	141.0	
Actuated g/C Ratio		0.13	0.13		0.13	0.13	0.79	0.77	0.77	0.82	0.78	0.78	
Clearance Time (s)		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		131	204		109	204	206	2711	1212	350	2772	1240	
v/s Ratio Prot							0.00	0.34		c0.01	c0.46		
v/s Ratio Perm		c0.11	0.01		0.11	0.01	0.10		0.02	0.15		0.03	
v/c Ratio		0.89	0.08		0.83	0.09	0.13	0.45	0.02	0.19	0.59	0.03	
Uniform Delay, d1		77.1	69.0		76.4	69.1	6.7	7.5	5.0	4.6	7.9	4.3	
Progression Factor		1.00	1.00		1.00	1.00	0.93	1.32	0.83	0.72	0.51	0.44	
Incremental Delay, d2		45.6	0.2		37.6	0.2	0.2	0.4	0.0	0.2	0.7	0.0	
Delay (s)		122.7	69.2		114.1	69.3	6.4	10.4	4.2	3.5	4.8	1.9	
Level of Service		F	E		F	E	A	B	A	A	A	A	
Approach Delay (s)		94.9			86.7			10.1			4.7		
Approach LOS		F			F			B			A		
Intersection Summary													
HCM 2000 Control Delay			18.3									HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.62										
Actuated Cycle Length (s)			180.0									Sum of lost time (s)	12.0
Intersection Capacity Utilization			69.3%									ICU Level of Service	C
Analysis Period (min)			15										
c Critical Lane Group													

HCM Signalized Intersection Capacity Analysis

4: Peachtree Dunwoody Rd & Johnson Ferry Rd

2018 PM Build

5/4/2016

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	362	519	27	154	249	160	41	590	287	295	952	467	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	6.7	7.1		7.0	7.1		7.0	5.7	5.7	6.3	5.7	5.7	
Lane Util. Factor	0.97	1.00		0.97	0.95		0.97	0.95	1.00	1.00	0.95	1.00	
Flt	1.00	0.99		1.00	0.94		1.00	1.00	0.85	1.00	1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	3433	1849		3433	3332		3433	3539	1583	1770	3539	1583	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (perm)	3433	1849		3433	3332		3433	3539	1583	1770	3539	1583	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	393	564	29	167	271	174	45	641	312	321	1035	508	
RTOR Reduction (vph)	0	1	0	0	58	0	0	0	221	0	0	196	
Lane Group Flow (vph)	393	592	0	167	387	0	45	641	91	321	1035	312	
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm	
Protected Phases	7	4		3	8		5	2		1	6		
Permitted Phases									2			6	
Actuated Green, G (s)	23.8	53.1		14.2	43.8		7.9	47.9	47.9	38.7	78.0	78.0	
Effective Green, g (s)	23.8	53.1		14.2	43.8		7.9	47.9	47.9	38.7	78.0	78.0	
Actuated g/C Ratio	0.13	0.30		0.08	0.24		0.04	0.27	0.27	0.22	0.43	0.43	
Clearance Time (s)	6.7	7.1		7.0	7.1		7.0	5.7	5.7	6.3	5.7	5.7	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	453	545		270	810		150	941	421	380	1533	685	
v/s Ratio Prot	0.11	c0.32		c0.05	0.12		0.01	c0.18		c0.18	c0.29		
v/s Ratio Perm									0.06			0.20	
v/c Ratio	0.87	1.09		0.62	0.48		0.30	0.68	0.22	0.84	0.68	0.46	
Uniform Delay, d1	76.6	63.5		80.3	58.3		83.4	59.2	51.4	67.8	40.9	36.0	
Progression Factor	1.12	0.89		1.00	1.00		1.00	1.00	1.00	1.20	1.34	2.15	
Incremental Delay, d2	15.1	63.1		4.2	0.4		1.1	4.0	1.2	13.6	2.0	1.8	
Delay (s)	101.0	119.5		84.5	58.7		84.5	63.2	52.6	95.1	56.6	79.3	
Level of Service	F	F		F	E		F	E	D	F	E	E	
Approach Delay (s)		112.1			65.8			60.8			69.4		
Approach LOS		F			E			E			E		
Intersection Summary													
HCM 2000 Control Delay			76.4									HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio			0.86										
Actuated Cycle Length (s)			180.0									Sum of lost time (s)	26.8
Intersection Capacity Utilization			87.7%									ICU Level of Service	E
Analysis Period (min)			15										
c Critical Lane Group													

HCM Signalized Intersection Capacity Analysis
 5: Meridian Mark Rd/Hollis Cobb Cir & Johnson Ferry Rd

2018 PM Build
 5/4/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Volume (vph)	87	719	73	90	634	19	64	47	128	41	59	164
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.3	5.7		7.0	5.7		7.0	7.0	7.0		7.1	7.1
Lane Util. Factor	1.00	0.95		1.00	0.95		0.95	0.95	1.00		1.00	1.00
Flt	1.00	0.99		1.00	1.00		1.00	1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	0.99	1.00		0.98	1.00
Satd. Flow (prot)	1770	3491		1770	3524		1681	1754	1583		1825	1583
Flt Permitted	0.35	1.00		0.28	1.00		0.95	0.99	1.00		0.98	1.00
Satd. Flow (perm)	651	3491		527	3524		1681	1754	1583		1825	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	95	782	79	98	689	21	70	51	139	45	64	178
RTOR Reduction (vph)	0	2	0	0	1	0	0	0	130	0	0	162
Lane Group Flow (vph)	95	859	0	98	709	0	59	62	9	0	109	16
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		3	3		4	4	
Permitted Phases	6			2					3			4
Actuated Green, G (s)	125.1	116.6		126.0	117.4		11.8	11.8	11.8		16.2	16.2
Effective Green, g (s)	125.1	116.6		126.0	117.4		11.8	11.8	11.8		16.2	16.2
Actuated g/C Ratio	0.69	0.65		0.70	0.65		0.07	0.07	0.07		0.09	0.09
Clearance Time (s)	6.3	5.7		7.0	5.7		7.0	7.0	7.0		7.1	7.1
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	505	2261		428	2298		110	114	103		164	142
v/s Ratio Prot	0.01	c0.25		c0.01	0.20		0.04	c0.04			c0.06	
v/s Ratio Perm	0.12			0.15					0.01			0.01
v/c Ratio	0.19	0.38		0.23	0.31		0.54	0.54	0.09		0.66	0.11
Uniform Delay, d1	9.2	14.8		9.5	13.6		81.5	81.5	79.0		79.3	75.3
Progression Factor	1.00	1.00		1.23	1.01		1.00	1.00	1.00		1.07	1.66
Incremental Delay, d2	0.2	0.5		0.2	0.3		5.0	5.2	0.4		9.7	0.4
Delay (s)	9.3	15.3		11.9	14.1		86.4	86.7	79.4		94.7	125.2
Level of Service	A	B		B	B		F	F	E		F	F
Approach Delay (s)		14.7			13.8			82.7			113.6	
Approach LOS		B			B			F			F	

Intersection Summary

HCM 2000 Control Delay	34.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	26.8
Intersection Capacity Utilization	55.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			