



Case No.:
 DR16-0008; V16-0132
 Planner's initials: _____

FIRST AMENDED PROJECT INFORMATION SHEET

PROPERTY	Address(es): 6240 Roswell Road, Sandy Springs, GA	
	Parcel Tax ID: 17-008900020410	
	Land Lot(s): 89	Land District(s): 17
	Total acreage: +/- 0.73	Council district: 3
	Current zoning: C-1	Current use: Drive-thru restaurant
	Overlay district: Main Street District	Future land use: Living-Working Community

APPLICATION	Detailed request (include Ordinance/Code Section No.):	
	Section 12B.5.C.1 - Accessory structures shall not be located in any yard adjacent to a public street	
	(Withdrawn)	
	Section 103-73.K.1: Reduce driveway spacing requirements due to existing conditions	
	Section 103-73.K.5: Increase maximum number of driveways due to existing conditions	
	Petitioner: SunTrust Bank, c/o Dennis J. Webb, Jr.	
	Petitioner's address: 1230 Peachtree St., NE, Ste. 3100 Atlanta, GA 30309	
	Phone: 404-815-3500	Email: djwebb@sgrlaw.com

OWNER	Property owner: PHH Investments	
	Owner's address: 4030 Johns Creek Parkway Suwanee, GA 30024	
	Phone: 770-448-0300	Email: julie@hooverfoods.com
	Signature (authorizing initiation of the process):	
	<i>If the property is under contract and the owner is unavailable to sign, provide a copy of the contract</i>	

- TO BE FILLED OUT BY P&Z STAFF -

Pre-application meeting date:	Anticipated application date:
Anticipated PC date: N/A <input type="checkbox"/>	Anticipated BOA date:
ADDITIONAL INFORMATION NEEDED:	

FIRST AMENDED
STATEMENT OF INTENT

and

Other Material Required by
City of Sandy Springs Zoning Ordinance
For Variances

of

SunTrust Bank

for

± 0.73 Acres of Land Located in
Land Lot 89, 17th District
Fulton County, Georgia

Submitted for Applicant by:

Dennis J. Webb, Jr.
Vickie B. Chung
Smith, Gambrell & Russell, LLP
Promenade, Suite 3100
1230 Peachtree Street, NE
Atlanta, Georgia 30309
(404) 815-3500

I. INTRODUCTION

SunTrust Bank (the “Applicant”) currently operates a bank branch at 5898 Roswell Road. It hopes to relocate to 6240 Roswell Road, which is situated in the northwest quadrant of the intersection of Roswell Road and Johnson Ferry Road (the “Subject Property”). The Subject Property is roughly 0.73 acres, zoned C-1 (Community Business District) and within the Main Street Overlay District (the “Overlay”). The Subject Property does not presently comply with the requirements of the Overlay, however. It contains a 30-year old, \pm 2,780 square foot building used for a Wendy’s fast food restaurant. The restaurant building is set back at least 50 feet from both Roswell Road and Johnson Ferry Road. It has a drive-thru window that faces Johnson Ferry Road. It has 41 parking spaces, a number of which are located in the front yard between the building and the right-of-way. It also has full-access driveways onto both Roswell Road and Johnson Ferry Road.

The Applicant hopes to redevelop the site with SunTrust Bank’s new prototype which will consist of a new \pm 3,267 square foot bank branch building. The proposed redevelopment will transform the Subject Property from a legally non-compliant use to a modern, full service banking facility while at the same time bringing the site into compliance with the requirements of the Overlay, including:

- Orienting the new bank building to be closer to Roswell Road and Johnson Ferry Road;
- Reducing parking from the existing 41 spaces to 16 spaces;
- Locating all parking behind the building in order to enhance pedestrian access from the public right-of-way;

- Dedicating approximately 0.20 acres along Roswell Road and Johnson Ferry Road (almost 30% of the current area of the already small 0.73 acre Subject Property) to facilitate right-of-way enhancements;
- Enhancing streetscape improvements along Johnson Ferry Road;
- Adding a 10-foot sidewalk on Johnson Ferry Road (no sidewalk exists now);
- Adding an 8-foot landscape strip on Johnson Ferry Road; and
- Preserving a 10-foot supplemental zone on Johnson Ferry Road.

In addition to the above, the Applicant seeks to keep the two (2) existing curb cuts that have served the Subject Property for over three (3) decades. Both have operated safely as full-access driveways, as demonstrated in the Traffic Memorandum submitted with this Application (The City requested the Traffic Memorandum and it has been previously submitted, but is re-attached for convenience as Exhibit “A”). It includes Georgia Department of Transportation crash data from 2013 to 2015, the last years for which such information is available. That data shows that there were only three (3) crashes total at the Subject Property during the three (3) year period. Two (2) crashes occurred at the driveway on Roswell Road and one (1) on Johnson Ferry Road. Importantly, two (2) of the three (3) crashes involved left turning movements (i.e. crossing on-coming traffic lanes): One (1) of the two (2) crashes at the Roswell driveway involved a vehicle turning left to travel north, and the only crash at the Johnson Ferry driveway involved a left-turning (east bound) vehicle (See Exhibit “A”).

Despite these favorable statistics, the Applicant intends to downgrade the two (2) existing driveways from full-access to right-in/right-out only. This new, alternative configuration will make the already safe driveways safer by eliminating the possibility of left turns and limiting the direction of ingress and egress. It should minimize the impact that cars travelling to and from the

Subject Property will have on Roswell and Johnson Ferry Roads, because turning movements into and out of the Subject Property will now correspond with the flow of traffic. It also meets both GDOT and Sandy Springs Sight Distance Requirements for vehicles turning right onto the adjacent roadways (See Exhibit "A").

Before settling on this alternative, two (2) driveway configuration, the Applicant tried to eliminate one (1) of the driveways altogether. Early on, the Applicant contacted the owners of the parcels to the north and west and tried to negotiate for inter-parcel access through their properties to either Roswell Road or Johnson Ferry Road. The Applicant made written proposals, offering cash for the inter-parcel connection, offering to cover all costs to install the improvements associated with it, and offering to allow the property owners to use the Applicant's parking lot after-hours (Letters detailing negotiations for inter-parcel access have already been submitted but are re-attached for convenience as Exhibit "B"). Both property owners said "no," foreclosing an inter-parcel access option.

The Staff has informed the Applicant that it needs variances from sections 103-73(k)(1) and 103-73(k)(5) of the development regulations to maintain the existing curb cuts, even as more restrictive right-in/right-out access points. That is not what the City of Sandy Springs Code of Ordinances indicates, however, and the City has not interpreted the provisions to require variances in the past. For example, Section 103-73(k)(1) suggests that driveway curb cuts be spaced 300 feet apart. In this case, both existing curb cuts on the Subject Property are within 300 feet of existing curb cuts on the properties to the north and west. Staff states that the Applicant's proposal violates this requirement, but the Code expressly states that the spacing language of Section 103-73(k)(1) applies only to "new driveways," not driveways that have been in existence for over thirty (30) years. Further, and contrary to Staff's position, the purported spacing

“requirement” is not a requirement at all, but merely a guideline. Section 103-70(1) of the Development Code states that:

The sections enumerated in this article are guidelines, and are intended to be benchmark indicators of what standards could be acceptable.... The objective of these performance standards is not to suggest a single methodological standard of acceptance exclusive of all others. Rather they establish what would otherwise be allowed in the absence of an acceptable alternative.

Similarly, Staff notes that the Subject Property now has 183.72 feet of frontage on Roswell Road and 181.8 feet of frontage on Johnson Ferry Road, and Section 103-73(k)(5) requires 200 feet of property frontage for each driveway. Again, Staff treats this language as absolute, which it is not. Further, and as above, this provision would appear to apply only to new driveways, not pre-existing driveways. Finally, Staff has interpreted the Code to require variances in this case. In direct contravention to this position, however, the City has authorized two (2) other banks--both on corner lots and both in the Overlay, just like this one--to have driveways similar to those requested as of right and without a variance, as discussed in more detail below. The law requires that similarly situated property owners be treated similarly but, for reasons unknown, it appears the Applicant is being denied rights and privileges that the City has granted to others.

Despite these inconsistencies, and out of an abundance of caution, the Applicant files this application seeking the following:

- (a) Variance from Section 103-73(k)(1) of the Development Regulations to reduce driveway spacing requirements due to existing conditions; and
- (b) Variance from Section 103-73(k)(5) of the Development Regulations to increase the maximum number of driveways to allow for the two (2) driveways that currently exist.

The variances are warranted, as demonstrated below.

II. APPLICATION OF VARIANCE CONSIDERATIONS (Sec. 22.3.1) TO VARIANCES SOUGHT

The variance requests should be granted (a) because the application of the City's Ordinances to the Subject Property, due to extraordinary and exceptional conditions pertaining to the Subject Property not created by the Applicant, would create an unnecessary hardship for the Applicant while causing no detriment to the public; (b) because they are in harmony with the general purpose and intent of the zoning ordinance; and (c) because the requested variances are the minimum necessary for the Applicant to make possible the reasonable use of the property.

In its report, the Staff recommends denial of the two (2) curb cut configuration proposed and argues that the Applicant should be limited to only one (1) right-in/right-out access at Roswell Road. The Staff does not attempt to justify its contention factually. Instead, it simply proclaims that "there is no compelling reason to grant [the] variances" and that the "application of the Development Regulations does not create an unnecessary hardship." Staff's pronouncement ignores several obvious hardships, however.

For example, if access was limited to a right-in/right-out driveway at Roswell Road, cars could only enter the Subject Property from one (1) direction—southbound from Roswell Road. The data submitted with the Traffic Memorandum shows, however, that 60% of the traffic coming to the site today is travelling northbound, eastbound and westbound (See Exhibit "A"). That group would have no way to directly access the Subject Property. Rather, more than one-half of travelers to the Subject Property would be forced to: (A) make an illegal, left-hand U-turn across Roswell Road, or (B) circle the block, traveling west on Johnson Ferry, north on Sandy Springs Circle, and south on Roswell Road, a detour of over one-half mile. Most likely would reject both options and simply chose not to do business at this location, but those that

chose to disregard the risks of Option A or suffer the inconvenience of Option B would create life-safety and traffic congestion issues in and around the Subject Property.

The one (1) right-in/right-out access would also greatly limit the desirability, usability and marketability of the Subject Property. With this application, the Applicant has submitted a memorandum prepared by three (3) brokers from Cushman & Wakefield, an internationally-known real estate brokerage firm (A copy of the memorandum has already been submitted but is re-attached for convenience as Exhibit "C"). These brokers conclude that the desirability, usability and marketability of the Subject Property if limited to one (1) right-in/right-out access would be "severely impacted and diminished." Among other things, they report that the limited access would diminish both the pool of potential tenants who might be interested in the Subject Property, and the credit rating of potential tenants. It also would reduce the current fair market value of the Subject Property by 60%.

Equally important, by limiting access as it has proposed, the City would deny the Applicant rights and privileges extended to similarly situated property owners in the same zoning district. For example, Chase Bank recently constructed a branch one (1) block south on Roswell Road, at the corner of Roswell Road and Mount Vernon Highway (A copy of the Chase Bank site plan has previously been submitted but is re-attached for convenience as Exhibit "D"). The Chase Bank was granted two (2) driveway access points, a right-in/right-out on Roswell Road and a full-access driveway on Mount Vernon Highway. Neither met the so-called 300 foot "spacing requirement;" the Chase Bank driveway on Roswell Road is 85 feet from the nearest driveway to the south and the driveway on Mount Vernon is 110 feet from the nearest driveway to the west (See Exhibit "E", a Spacing Exhibit which has previously been submitted but is re-attached for convenience). The Chase Bank also does not meet the purported 200 foot "frontage

requirement” on Roswell Road; it has only 123 feet along Roswell (See Exhibit E). Inexplicably, while the City has taken the position that the Applicant can only have two (2) curb cuts if variances are granted, it took the opposite position with Chase; Chase Bank was allowed both curb cuts as of right and without having to prove hardship or seek a variance. Similarly, the City recently issued permits for the construction of a bank at the corner of Roswell Road and Vernon Woods Drive. Upon information and belief, those permits issued while this variance application was pending. That property was allowed a full-access driveway on Vernon Woods Drive, despite the fact that it had a second inter-parcel connection to Roswell Road (See Site Plan attached as Exhibit “F”, a copy of which has previously been submitted but is re-attached for convenience). That property does not meet the 200 foot frontage requirement on Vernon Woods Drive (See Spacing Exhibit attached as Exhibit “G”). It does not meet the 300 foot driveway spacing requirement on Vernon Woods Drive (See Exhibit “G”). It also fails the dictate of Section 103-73(E)(3), which prohibits full access driveways within 250 feet of a signalized intersection. Nonetheless, as with Chase Bank, that property owner was not required to demonstrate hardship or secure variances, but allowed the full-access driveway as of right. These examples do not appear to be isolated. The Applicant has not been able to identify one (1) instance where the City has attempted to restrict the owner of a corner lot in the Overlay to one (1) right-in/right-out driveway, except here.

Taking away one (1) of the existing curb cuts on the Subject Property and limiting the other to right-in/right-out only would create a significant hardship for the Subject Property’s owner, with little to no benefit to the public. As indicated above, the existing driveways will be made more safe and improve traffic flow in and around the site. Equally important, the conditions that necessitate the variances are not of the Subject Property owner’s making. The

driveways on the adjacent parcels and the Subject Property exist now and pre-date the adoption of the spacing requirements in the Development Regulations, and the frontage requirement did not exist when this site was originally platted or developed. The Applicant seeks no more than the minimum that will allow the Subject Property a reasonable use and to deny the Applicant's requested variance would force the owner of the Subject Property to suffer a hardship that the City has not required other, similarly situated property owners to endure. For all of these reasons, the Applicant asks that its variance application be approved.

III. NOTICE OF CONSTITUTIONAL CHALLENGE AND LEGAL AND CONSTITUTIONAL OBJECTIONS

A refusal to grant the requested Variances would be unlawful, arbitrary, capricious, irrational and a manifest abuse of discretion; all 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.

A refusal to grant the requested Variances would discriminate unfairly between the owner of the Subject Property and other property owners similarly situated, 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.

A refusal to grant the requested Variances would amount to a taking of property, 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.

A refusal to grant the requested Variances would be unjustified from a fact-based standpoint and instead would result only from constituent opposition, which would be an unlawful delegation of authority in violation of Article IX, Section II, Paragraph IV of the Georgia Constitution.

A refusal to grant the requested Variances would be invalid inasmuch as the Zoning Ordinance of the City of Sandy Springs is unlawful, null and void because its adoption and map adoption/maintenance did not comply with the requirements of its predecessor ordinance and/or the Zoning Procedures Law, O.C.G.A. § 36-66-1, *et seq.*

The Zoning Ordinance of the City of Sandy Springs lacks adequate standards for the Zoning Board of Appeals to exercise its power to review and vote on this Application. The standards are not sufficient to contain the discretion of the Board and to provide the Courts with a reasonable basis for judicial review. Because the stated standards (individually and collectively) are too vague and uncertain to provide reasonable guidance, the Zoning Ordinance is unlawful and violates, among other things, the Fifth Amendment and Fourteenth Amendment of the Constitution of the United States and Article I, Section III, Paragraph I and Article I, Paragraphs I and II of the Constitution of State of Georgia.

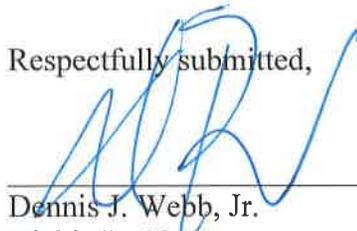
Any limitation on the time for presentation of the issues before the Zoning Board of Appeals is a violation of the guarantees of free speech under Article I, Section I, Paragraph V of the Constitution of the State of Georgia and the First Amendment of the Constitution of the United States. Further, said limitations are in violation of the right to petition and assemble, in violation of Article I, Section I, Paragraph IX of the Constitution of Georgia and the First Amendment of the Constitution of the United States, as well as the Due Process Clauses of the Constitution of Georgia and the Constitution of the United States.

IV. CONCLUSION

For the foregoing reasons, the Applicant respectfully requests that the requested variances be granted. The Applicant also invites and welcomes any comments from Staff or other officials of Sandy Springs so that such recommendations or input might be incorporated as conditions of approval of this Application.

This 21ST day of December, 2016.

Respectfully submitted,



Dennis J. Webb, Jr.
Vickie B. Chung
Attorneys For Applicant

Smith, Gambrell & Russell, LLP
Promenade, Suite 3100
1230 Peachtree Street, N.E.
Atlanta, Georgia 30309-3592

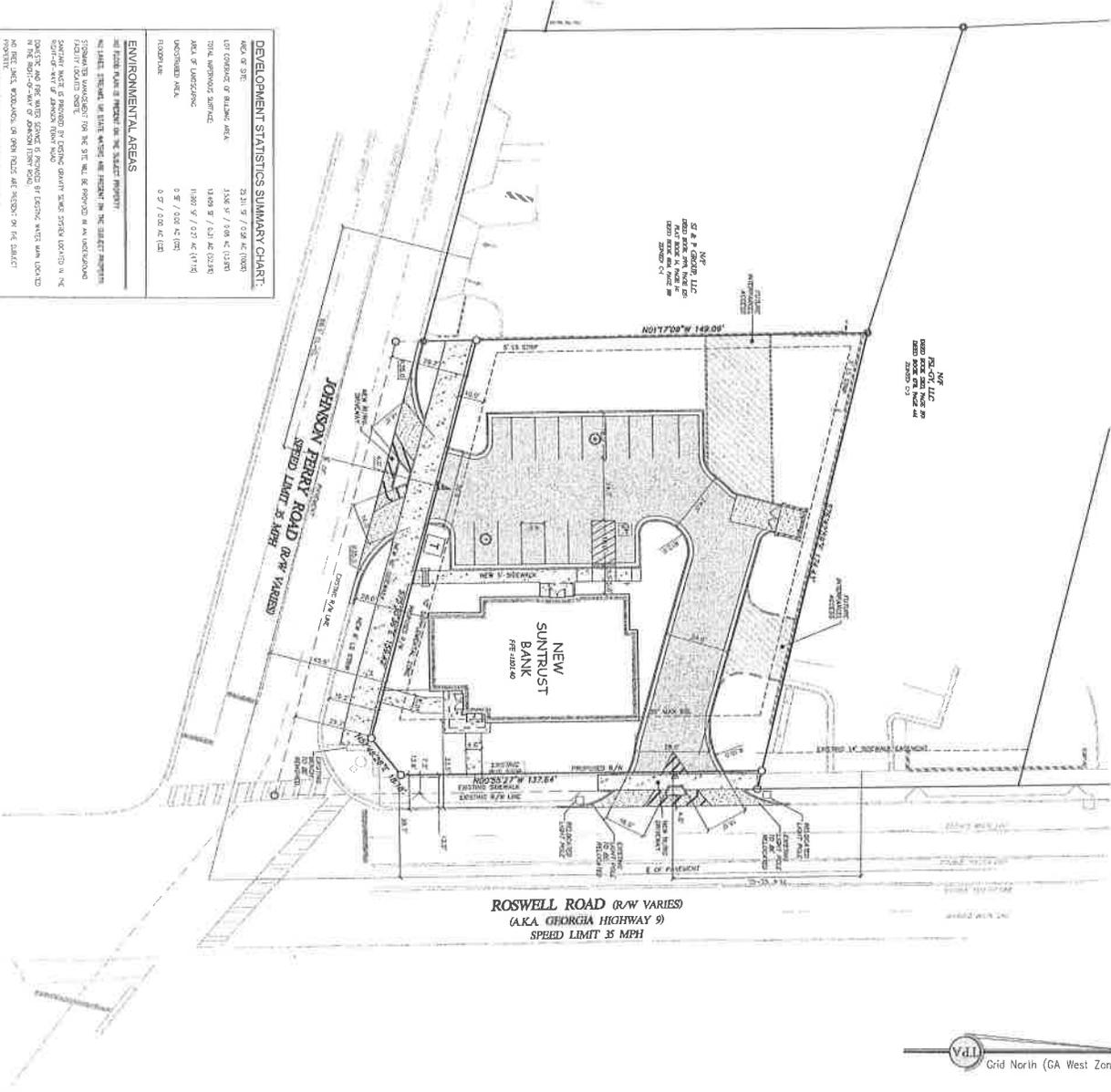
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DEVELOPMENT STATISTICS SUMMARY CHART:

ACRES OF SITE	23.11 ± 7.52 AC (1000)
LOT COVERAGE OF BUILDING AREA	13.68 ± 7.58 AC (593)
TOTAL IMPROVED SURFACE	14,498 ± 7,431 AC (624)
AREA OF LANDSCAPE	1,800 ± 7,271 AC (171)
UNDEVELOPED AREA	0 ± 7,528 AC (0)
FLOORS AREA	0 ± 7,528 AC (0)

ENVIRONMENTAL AREAS

THE TABLE, ATTACHED TO THIS PLAN, SHOWS THE PRESENT AND PROPOSED ENVIRONMENTAL AREAS. THE TABLE IS SUBJECT TO CHANGE AS MORE INFORMATION IS OBTAINED. THE TABLE IS NOT TO BE USED AS A BASIS FOR ANY ENVIRONMENTAL ACTION. THE TABLE IS NOT TO BE USED AS A BASIS FOR ANY ENVIRONMENTAL ACTION. THE TABLE IS NOT TO BE USED AS A BASIS FOR ANY ENVIRONMENTAL ACTION.



OWNER

P H INVESTMENTS
 4030 JONES CREEK PKWY
 SUWANEE, GA 30024

DEVELOPER

SUNTRUST
 26 KENNEDY DRIVE, SUITE 400
 NORCROSS, GEORGIA 30093
 ATLANTA, GA 30303
 (404) 872-5924

TAX PARCEL ID: 17 0089900020410

SITE ZONING: C-1 (COMMERCIAL BUSINESS DISTRICT)
 MAIN STREET URBAN DISTRICT

SITE AREA:
 0.34 ACRES

BUILDING SETBACK LINES:
 (REFER TO PLAN SHEET 17-0089900020410)

REGULATORY:
 12 FEET MINIMUM (FRONT FACE OF DRIVE)
 10 FEET MINIMUM (FRONT FACE OF DRIVE)
 15 FEET MINIMUM (FRONT FACE OF DRIVE)
 10 FEET MINIMUM (FRONT FACE OF DRIVE)
 10 FEET MINIMUM (FRONT FACE OF DRIVE)

REGULATORY:
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JOHNSON FERRY ROAD SUNTRUST

LAND LOT 89 - DISTRICT 17 - CITY OF SANDY SPRINGS, FULTON COUNTY, GEORGIA

Travis Potts Associates, Inc.
 4877 Park Drive, Suite 400
 Norcross, Georgia 30093
 Phone: (770)416-7511
 Fax: (770)416-6759
 www.travisfruit.com
 Contact Person: David Stoenmehl

NO.	DATE	DESCRIPTION	BY
1	08/11/2014	PRELIMINARY	PH
2	08/11/2014	REVISED	PH
3	08/11/2014	REVISED	PH
4	08/11/2014	REVISED	PH
5	08/11/2014	REVISED	PH
6	08/11/2014	REVISED	PH
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MEMORANDUM

To: Ms. Jeri Hall, Lincoln Harris CSG

From: Mr. John D. Walker, P.E., PTOE

Date: September 6, 2016

RE: ***Traffic Memorandum – Johnson Ferry Road SunTrust – Driveway Study***

Kimley-Horn is pleased to provide this memorandum summarizing the safety evaluation of the driveways for the proposed *SunTrust* development on the northwest corner of the intersection of Roswell Road (SR 9) at Johnson Ferry Road in the City of Sandy Springs, GA.

PROJECT OVERVIEW

SunTrust is a proposed bank development on a 0.53-acre site bordered by Roswell Road (SR 9) to the east and Johnson Ferry Road to the south in the City of Sandy Springs, Georgia. Access to the proposed development will be provided by one right-in/right-out driveway along Roswell Road (SR 9) and one right-in/right-out driveway along Johnson Ferry Road.

The purpose of the traffic memorandum is to evaluate the two existing unsignalized, full-movement driveways, which are proposed to be converted into two unsignalized right-in/right-out driveways, to serve traffic associated with the *SunTrust* development.

For the purposes of this analysis, Roswell Road (SR 9) is considered to have a north-south orientation while Johnson Ferry Road is considered to have an east-west orientation. Roswell Road (SR 9) is five-lane roadway with a posted speed limit of 35 MPH. According to the GDOT traffic count database, Roswell Road (SR 9) has an average two-way daily volume of approximately 33,600 vehicles per day. Johnson Ferry Road is a four-lane roadway with a posted speed limit of 35 MPH. According to the GDOT traffic count database, Johnson Ferry Road has an average two-way daily volume of approximately 16,200 vehicles per day.

A project site location map is illustrated on **Figure 1**. A project site aerial is shown on **Figure 2**. The existing peak hour traffic volumes and existing roadway geometry are shown on **Figure 3**.

CRASH DATA

Crash data in the vicinity of the intersection of Roswell Road (SR 9) at Johnson Ferry Road and the two site driveways were obtained for years 2013 to 2015. Fifty-four (54) accidents were recorded during the three-year period of 2013 to 2015. Of the fifty-four (54) crashes, three (3) crashes involved the site driveways and all three crashes occurred in year 2014.

There were two (2) crashes at the site driveway along Roswell Road (SR 9). One (1) crash involved a left-turning vehicle out of the driveway to travel north along Roswell Road (SR 9). One (1) crash involved a right-turning vehicle out of the driveway to travel south along Roswell Road (SR 9) that subsequently rear-ended a car waiting at the traffic signal. There was one (1) crash at the site driveway along Johnson Ferry Road, which involved a left-turning vehicle out of the driveway to travel east along Johnson Ferry Road.

The accident reports for the driveways are included in the attachments.

SIGHT DISTANCE

Per Georgia Department of Transportation’s (GDOT’s) *Regulations for Driveway and Encroachment Control*, for Roswell Road (SR 9), a five-lane roadway with a posted speed limit of 35 MPH, the minimum intersection sight distance is 415 feet to the left (SDL) and 465 feet to the right (SDR) along Roswell Road (SR 9). For Johnson Ferry Road, a four-lane undivided roadway with a posted speed limit of 35 MPH, the minimum intersection sight distance is 390 feet to the left (SDL) and 440 feet to the right (SDR) along Johnson Ferry Road. It should be noted that the City of Sandy Springs, per the City of Sandy Springs’ *Code of Ordinances*, requires a greater minimum intersection sight distance than GDOT. The sight distances are displayed in **Table 1**.

Table 1: Intersection Sight Distance at Site Driveways				
Intersection Sight Distance, in feet				
Approach	Direction	Minimum Required		Available
		GDOT	City of Sandy Springs	
Site Driveway along Roswell Rd (SR 9)	SDL (looking north)	≥ 415'	≥ 465'	505'
	SDR (looking south)	≥ 465'	≥ 490'	420'
Site Driveway along Johnson Ferry Rd	SDL (looking east)	≥ 390'	≥ 410'	415'
	SDR (looking west)	≥ 440'	≥ 440'	720'

A sight distance excerpt from both GDOT’s *Regulations for Driveway and Encroachment Control* and City of Sandy Springs’ *Code of Ordinances* are included in the attachments.

OBSERVED QUEUE ANALYSIS

Queuing at the intersection of Roswell Road (SR 9) at Johnson Ferry Road during the PM peak hour was observed on Thursday, August 25, 2016, and the Mid-day peak hour was observed on Tuesday, August 30, 2016.

Based on a site visit observing the PM peak hour and the Mid-day peak hour, the site driveway along Roswell Road (SR 9) was blocked occasionally due to southbound vehicle queuing at the signal. However, vehicles were able to get out of the site between signal cycles. No queuing of vehicles to prevent vehicles exiting the site at the site driveway along Johnson Ferry Road was observed.

CONCLUSION AND RECOMMENDATIONS

SunTrust is a proposed bank development on a 0.53-acre site bordered by Roswell Road (SR 9) to the east and Johnson Ferry Road to the south in the City of Sandy Springs, Georgia.

The purpose of the traffic memorandum is to evaluate the two existing unsignalized, full-movement driveways, which are proposed to be converted into two unsignalized right-in/right-out driveways, to serve traffic associated with the *SunTrust* development.

A total of three (3) accidents occurred at the two driveways between years 2013 to 2015. Of the three (3) total accidents, two (2) of the crashes involved a left-turning vehicle out of the driveway. Converting the driveways into a right-in/right-out movement will eliminate the safety issue associated with left-turns out of the site.

The observed sight distance at the driveway along Roswell Road (SR 9) shows that the sight distance is approximately 505 feet to the left, which is greater than the minimum required sight distance of 465 feet to the left. The observed sight distance at the driveway along Johnson Ferry Road shows that the sight distance is approximately 415 feet to the left, which is greater than the minimum required sight distance of 410 feet to the left. Additionally, the signal upstream is able to provide gaps to allow vehicles to exit safely.

The observed queuing at the driveways showed that vehicles occasionally queued from the signal at Johnson Ferry Road to the site driveway along Roswell Road (SR 9). However, vehicles were able to exit the site between traffic signal cycles. Along Johnson Ferry Road, vehicles did not queue beyond the site driveway and vehicles were able to exit the site.

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

Sincerely,

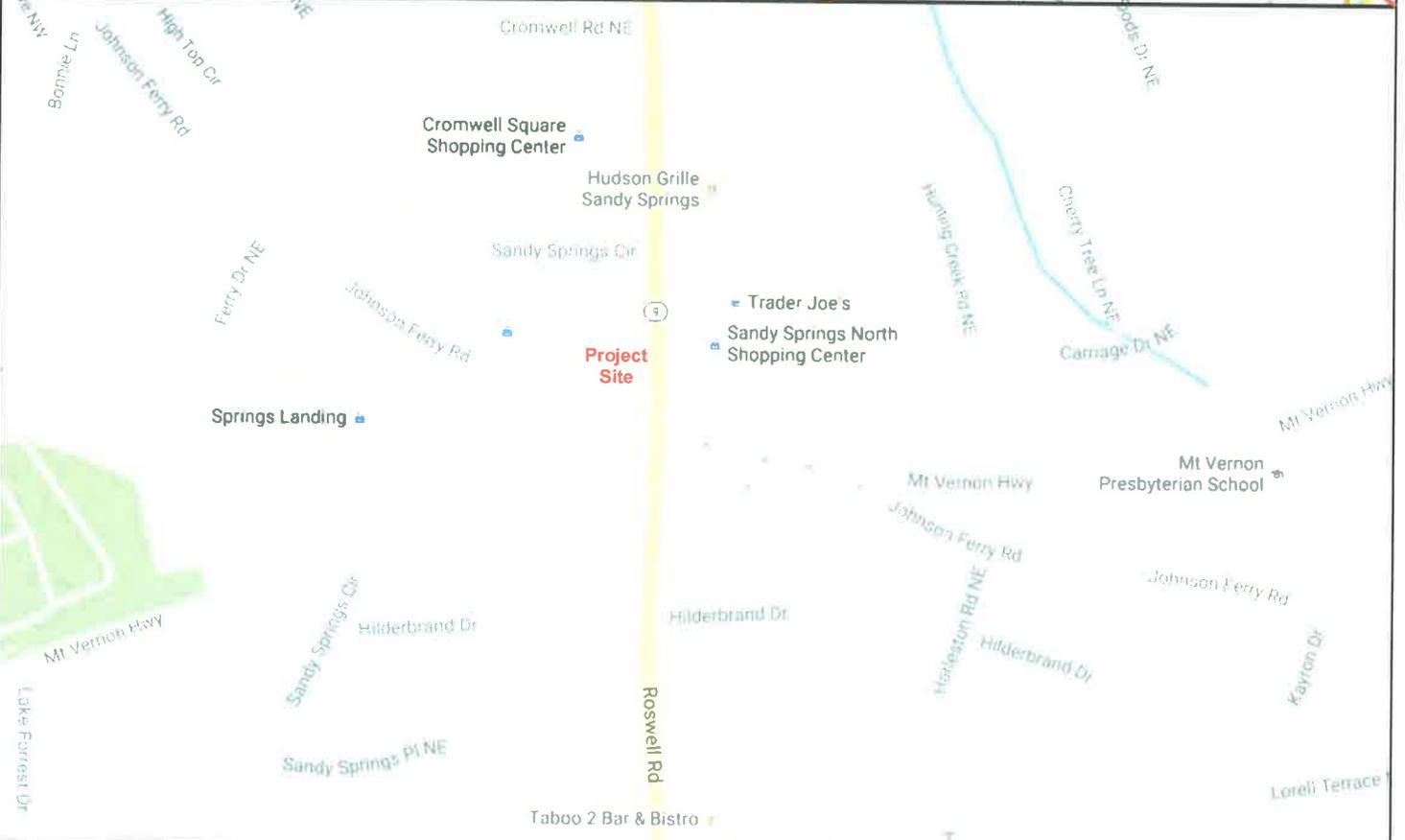
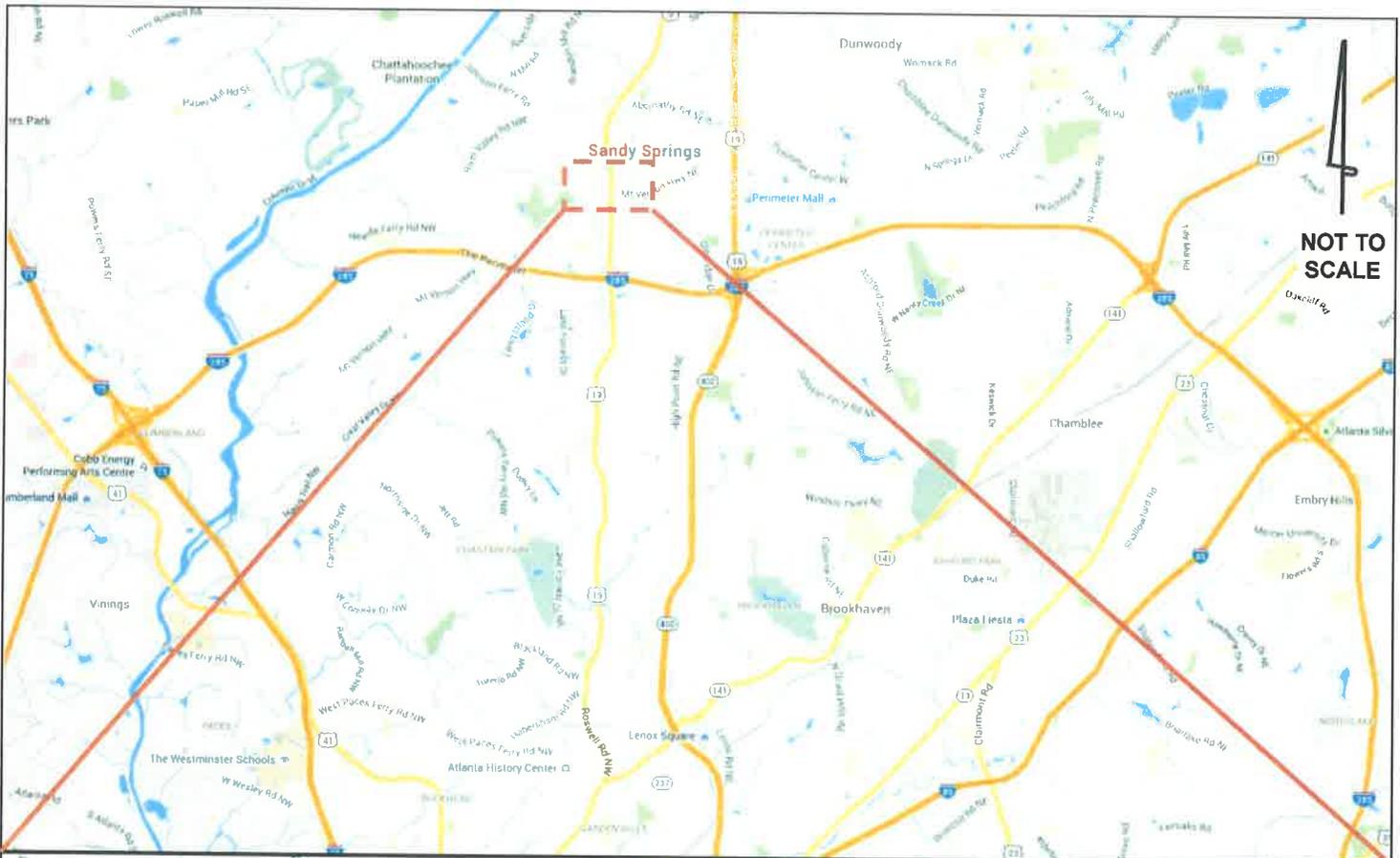
KIMLEY-HORN AND ASSOCIATES, INC.



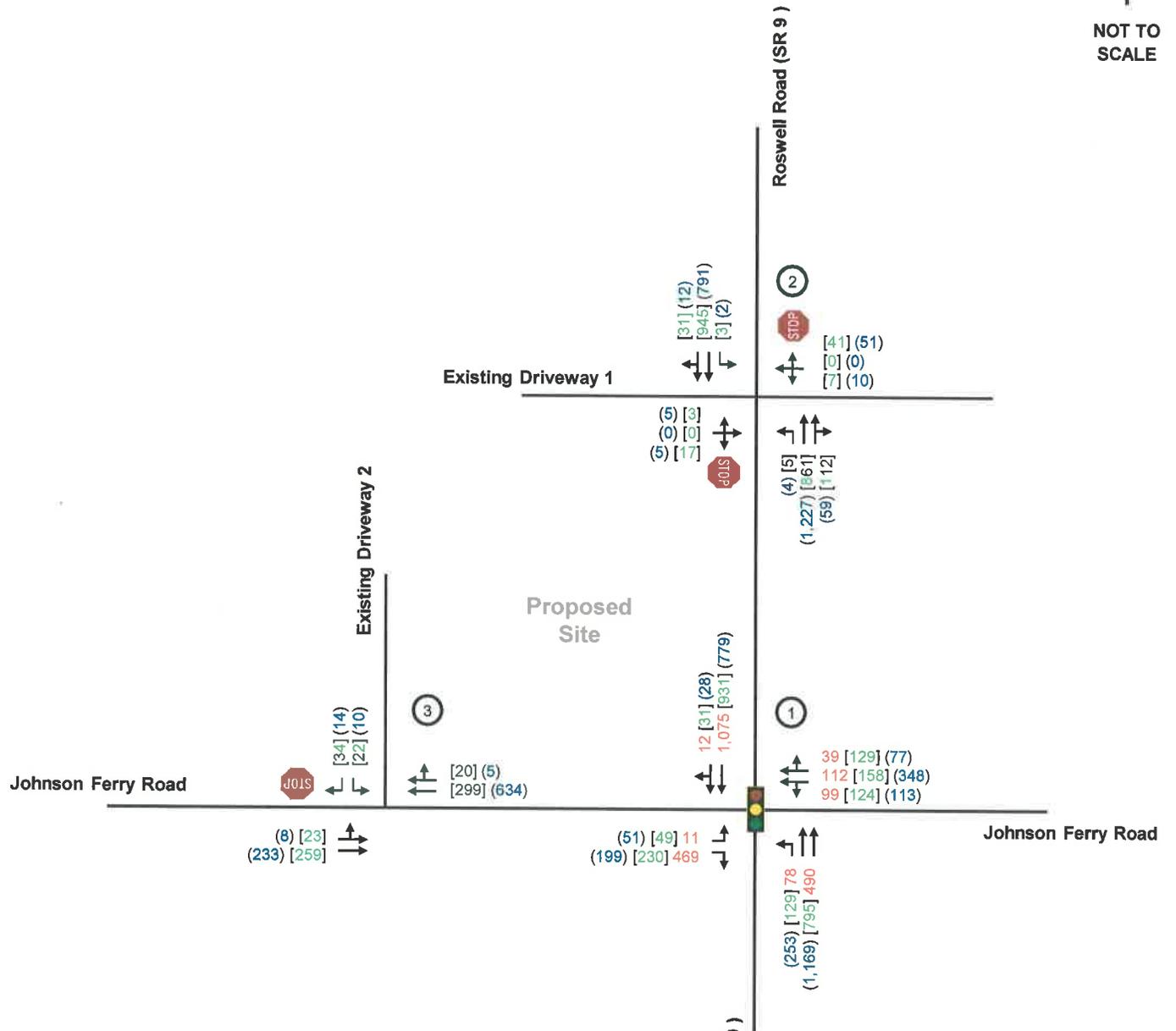
John D. Walker, P.E., PTOE
Vice President/Senior Associate

Attachments:

- Figure 1: Site Location Map
- Figure 2: Site Aerial
- Figure 3: Existing 2016 Traffic Conditions
- Accident Reports
- Excerpt from GDOT's *Regulations for Driveway and Encroachment Control*
- Excerpt from the City of Sandy Springs' *Code of Ordinances* on Sight Distance
- Raw Traffic Counts







LEGEND

- Existing Roadway Laneage
- STOP Existing STOP Control
- XX AM Peak Hour Traffic Volumes
- [XX] Mid-Day Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes
- (X) Intersection Reference Number

Accident#	ESUMA	# of Vehicles	Dept	Time	Count	Route	Intersecting Motor Vehicle	Injured	Fatalities	Minor or Collusion	Dir/Veh 1	Dir/Veh 2	Dir/Veh 3	Minor Vch 3
4343424	1211000900	1	Sandy Springs Police Dept	1/17/2013 10:31:00	FULTON	ROSWELL RD	JOHNSON FERRY RD	0	0	0 Angle	East	South	Turning Right	Stopped
4358457	1211000900	1	Sandy Springs Police Dept	2/3/2013 17:40:00	FULTON	JOHNSON FERRY RD	S.R. 9 ROSWELL RD	0	0	0 Sideswipe-Same Direction	West	West	Turning Right	Stopped
4393611	1211000900	1	Sandy Springs Police Dept	3/15/2013 1:41:00	FULTON	ROSWELL RD	JOHNSON FERRY RD	0	0	0 Rear End	South	South	Straight	Stopped
4401899	1211000900	1	Sandy Springs Police Dept	3/25/2013 12:43:00	FULTON	JOHNSON FERRY RD	ROSWELL RD	1	0	0 Rear End	East	West	Backing	Stopped
4426174	1211000900	1	Sandy Springs Police Dept	4/9/2013 18:57:00	FULTON	JOHNSON FERRY RD	ROSWELL RD	0	0	0 Sideswipe-Same Direction	South	South	Changing Lanes	Stopped
4426594	1211000900	1	Sandy Springs Police Dept	4/29/2013 20:26:00	FULTON	JOHNSON FERRY RD	ROSWELL RD S. R. 9	0	0	0 Rear End	East	East	Straight	Stopped
4531565	1211000900	1	Sandy Springs Police Dept	4/20/2013 19:35:00	FULTON	JOHNSON FERRY RD	ROSWELL RD S. R. 9	0	0	0 Sideswipe-Same Direction	South	South	Changing Lanes	Stopped
4531626	1211000900	1	Sandy Springs Police Dept	6/8/2013 3:30:00	FULTON	STATE ROUTE 9	JOHNSON FERRY ROAD	0	0	0 Rear End	West	West	Backing	Stopped
4531644	1211000900	1	Sandy Springs Police Dept	6/12/2013 7:35:00	FULTON	STATE ROUTE 9	JOHNSON FERRY ROAD	0	0	0 Rear End	North	North	Straight	Stopped
4532126	1211000900	1	Sandy Springs Police Dept	6/12/2013 17:10:00	FULTON	STATE ROUTE 9 ROSWELL RD	MT. VERNON HWY	0	0	0 Rear End	North	North	Straight	Stopped
4532735	1211000900	1	Sandy Springs Police Dept	7/31/2013 6:55:00	FULTON	STATE ROUTE 9 ROSWELL ROAD	STATE ROUTE 9 ROSWELL ROAD	0	0	0 Angle	South	South	Turning Left	Stopped
4535700	1211000900	1	Sandy Springs Police Dept	8/9/2013 8:01:00	FULTON	STATE HWY 9	SANDY SPRINGS CIR	2	0	0 Rear End	North	North	Straight	Stopped
4538634	1211000900	1	Sandy Springs Police Dept	8/14/2013 6:40:00	FULTON	STATE HWY 9	JOHNSON FERRY RD	1	0	0 Not A Collision with Motor Vehicle	East	East	Turning Right	Stopped
4565341	1211000900	1	Sandy Springs Police Dept	9/9/2013 18:04:00	FULTON	STATE ROUTE 9 ROSWELL RD	JOHNSON FERRY RD	0	0	0 Rear End	East	East	Turning Right	Stopped
4571720	1211000900	1	Sandy Springs Police Dept	9/16/2013 9:24:00	FULTON	STATE ROUTE 9	JOHNSON FERRY RD	0	0	0 Angle	East	South	Turning Right	Straight
4576855	1211000900	1	Sandy Springs Police Dept	9/21/2013 8:53:00	FULTON	JOHNSON FERRY RD	ROSWELL RD S. R. 9	0	0	0 Angle	East	South	Turning Right	Straight
4627782	1211000900	1	Sandy Springs Police Dept	10/31/2013 13:12:00	FULTON	ROSWELL RD	JOHNSON FERRY RD	0	0	0 Rear End	South	South	Straight	Stopped
4642695	1211000900	1	Sandy Springs Police Dept	11/15/2013 13:31:00	FULTON	ROSWELL RDSR-9	JOHNSON FERRY RD	0	0	0 Sideswipe-Same Direction	South	South	Straight	Stopped
4654739	1211000900	1	Sandy Springs Police Dept	11/25/2013 12:01:00	FULTON	JOHNSON FERRY RD	STATE ROUTE 9 ROSWELL RD	0	0	0 Sideswipe-Same Direction	West	West	Changing Lanes	Straight
4745277	1211000900	1	Sandy Springs Police Dept	2/5/2014 14:32:00	FULTON	JOHNSON FERRY RD	SR 9	0	0	0 Rear End	South	North	Changing Lanes	Straight
4745387	1211000900	1	Sandy Springs Police Dept	2/13/2014 23:46:00	FULTON	ROSWELL RD	JOHNSON FERRY RD	0	0	0 Rear End	South	West	Changing Lanes	Stopped
4769504	1211000900	1	Sandy Springs Police Dept	2/21/2014 9:06:00	FULTON	JOHNSON FERRY RD	SR 9 (ROSWELL RD)	1	0	0 Angle	East	South	Straight	Stopped
4785197	1211000900	1	Sandy Springs Police Dept	3/22/2014 11:52:00	FULTON	STATE HWY 9 ROSWELL RD	SANDY SPRINGS CIRCLE	0	0	0 Angle	East	South	Entering/Leaving Driveway	Straight
4791332	1211000900	1	Sandy Springs Police Dept	4/14/2014 16:49:00	FULTON	JOHNSON FERRY RD NE	S. R. 9 ROSWELL RD	1	0	0 Angle	South	West	Straight	Straight
4841191	1211000900	1	Sandy Springs Police Dept	5/8/2014 18:15:00	FULTON	SR 9 ROSWELL RD	ROSWELL RD	1	0	0 Angle	South	West	Turning Left	Straight
4852191	1211000900	1	Sandy Springs Police Dept	5/19/2014 18:03:00	FULTON	ROSWELL RD NORTH	DRIVERWAY TO 6221 ROSWELL RD	0	0	0 Rear End	North	North	Turning Left	Stopped
4872956	1211000900	1	Sandy Springs Police Dept	6/10/2014 17:30:00	FULTON	JOHNSON FERRY RD	S. R. 9 (ROSWELL RD)	0	0	0 Rear End	North	North	Straight	Stopped
4905343	1211000900	1	Sandy Springs Police Dept	7/12/2014 18:06:00	FULTON	SR-9 ROSWELL RD	JOHNSON FERRY RD NE	0	0	0 Rear End	West	West	Straight	Stopped
4910278	1211000900	1	Sandy Springs Police Dept	7/18/2014 12:59:00	FULTON	SR 9 ROSWELL RD	JOHNSON FERRY RD NE	0	0	0 Rear End	South	South	Straight	Stopped
4947897	1211000900	1	Sandy Springs Police Dept	8/21/2014 8:50:00	FULTON	JOHNSON FERRY RD	ROSWELL RD	1	0	0 Rear End	South	South	Straight	Stopped
4983758	1213175325	1	Sandy Springs Police Dept	9/16/2014 14:19:00	FULTON	ROSWELL RD	JOHNSON FERRY RD NE	0	0	0 Rear End	West	West	Straight	Changing Lanes
5009729	1211000900	1	Sandy Springs Police Dept	10/7/2014 12:30:00	FULTON	6240 ROSWELL RD	JOHNSON FERRY RD	0	0	0 Angle	South	None	Entering/Leaving Driveway	Stopped
5035367	1211000900	1	Sandy Springs Police Dept	10/30/2014 20:33:00	FULTON	JOHNSON FERRY RD NE	S. R. 9 ROSWELL RD NB	0	0	0 Angle	South	None	Straight	Parked
5045710	1213175325	1	Sandy Springs Police Dept	11/10/2014 14:54:00	FULTON	ROSWELL RD	JOHNSON FERRY RD NE	0	0	0 Angle	West	West	Turning Right	Stopped
5077029	1211000900	1	Sandy Springs Police Dept	12/5/2014 18:34:00	FULTON	JOHNSON FERRY RD	STATE ROUTE 9	0	0	0 Sideswipe-Same Direction	West	West	Changing Lanes	Stopped
5127967	1213167825	1	Sandy Springs Police Dept	1/3/2015 19:10:00	FULTON	STATE ROUTE 9	JOHNSON FERRY RD NE	2	0	0 Rear End	North	North	Changing Lanes	Turning Left
5129068	1213167825	1	Sandy Springs Police Dept	1/4/2015 9:20:00	FULTON	ROSWELL RDSR-9	JOHNSON FERRY RD NE	0	0	0 Angle	North	West	Straight	Turning Left
5153557	1213131823	1	Sandy Springs Police Dept	3/1/2015 10:12:00	FULTON	STATE RT 9 ROSWELL RD	JOHNSON FERRY RD	0	0	0 Not A Collision with Motor Vehicle	North	West	Straight	Straight
5201612	1213131823	1	Sandy Springs Police Dept	3/1/2015 23:15:00	FULTON	SR-9 ROSWELL RD	JOHNSON FERRY RD	0	0	0 Angle	South	South	Turning Left	Straight
5281177	1211000900	1	Sandy Springs Police Dept	4/3/2015 19:00:00	FULTON	ROSWELL RD	MOUNT VERNON HWY NE	1	0	0 Angle	East	South	Turning Left	Straight
5341713	1211000900	1	Sandy Springs Police Dept	6/23/2015 14:54:00	FULTON	ROSWELL RDSR-9	JOHNSON FERRY RD NE	0	0	0 Angle	North	West	Turning Right	Straight
5359577	1211000900	1	Sandy Springs Police Dept	7/17/2015 8:46:00	FULTON	ROSWELL RD	JOHNSON FERRY RD	0	0	0 Angle	North	West	Turning Right	Straight
5380895	1211000900	1	Sandy Springs Police Dept	8/19/2015 15:05:00	FULTON	SR ROSWELL ROAD	JOHNSON FERRY ROAD	0	0	0 Sideswipe-Same Direction	North	South	Straight	Stopped
5430013	1213065523	1	Sandy Springs Police Dept	6/4/2015 16:56:00	FULTON	GA HWY 9 ROSWELL RD	JOHNSON FERRY RD NE	0	0	0 Rear End	North	North	Turning Right	Straight
5480948	1213065523	1	Sandy Springs Police Dept	10/23/2015 8:34:00	FULTON	JOHNSON FERRY RD NE	SR-9 ROSWELL RD	2	0	0 Rear End	East	East	Backing	Stopped
5484368	1211000900	1	Sandy Springs Police Dept	10/23/2015 19:26:00	FULTON	JOHNSON FERRY RD	STATE ROUTE 9	0	0	0 Rear End	East	East	Straight	Stopped
5486016	1211000900	1	Sandy Springs Police Dept	10/27/2015 16:10:00	FULTON	JOHNSON FERRY RD NE	ROSWELL RD	0	0	0 Angle	West	West	Straight	Straight
5494715	1211000900	1	Sandy Springs Police Dept	11/1/2015 13:22:00	FULTON	ROSWELL RDSR-9	JOHNSON FERRY RD	0	0	0 Angle	North	South	Straight	Turning Left
5494728	1211000900	1	Sandy Springs Police Dept	10/31/2015 13:00:00	FULTON	ROSWELL RD	JOHNSON FERRY RD NE	0	0	0 Angle	North	West	Straight	Turning Left
5524770	1211000900	1	Sandy Springs Police Dept	11/24/2015 13:04:00	FULTON	ROSWELL RD	JOHNSON FERRY RD NE	0	0	0 Angle	North	North	Turning Right	Straight
5531040	1211000900	1	Sandy Springs Police Dept	11/27/2015 17:22:00	FULTON	ROSWELL RD	JOHNSON FERRY RD NE	0	0	0 Angle	South	South	Turning Left	Straight
5744005	1211000900	1	Sandy Springs Police Dept	5/14/2013 13:01:00	FULTON	STATE HWY 9	JOHNSON FERRY RD NE	0	0	0 Angle	North	North	Entering/Leaving Driveway	Straight
5774077	1211000900	1	Sandy Springs Police Dept	5/20/2013 14:01:00	FULTON	ROSWELL RD	JOHNSON FERRY RD	0	0	0 Angle	North	South	Turning Left	Straight

Accident Number
2014003635

Agency NCIC No.
0605600

GEORGIA UNIFORM MOTOR VEHICLE
ACCIDENT REPORT

County
FULTON

Date Rec. by DOT
5/27/2016 8:32:17 PM

Date 03/22/2014 Day Of Week SATURDAY Time 11:52 Off. Arrived 12:13

Vehicles 2 Injuries 0 Fatalities 0

Inside City Of:
Sandy Springs

Hit And Run?
Suppl. To Original?
Private Property?

Road of Occurrence STATE HWY 9 ROSWELL RD 380 Feet From Its Intersection With SANDY SPRINGS CIRCLE South

UNIT 1 - DRIVER

Last Name First Middle
Address
City SANDY SPRINGS State GA Zip 30328 DOB
Driver's License No Class State GA Male Female
Posted Speed 35 Insurance Co. GEICO INDEMNITY Policy No.
Year 2005 Make MAZDA Model WAGON Telephone No.
VIN JM3LW28JX50541964 Vehicle Color Gold
Tag # PCT2309 State GA County FULTON Year 2014
Trailer
 Same as Driver
Owner's Last Name First Middle
Address
City SANDY SPRINGS State GA Zip 30328
Removed By DRIVER Request List
Alcohol Test No Type Not Tested Results None Given Drug Test No Type Results
Driver Cond Not Drinking Direction of Travel E Vision Obscured Not Obscured Contributing Factors Failed to Yield, Misjudged Clearance
Vehicle Cond No Known Defects Vehicle Maneuver Entering/Leaving Driveway
Most Harmful Event Motor Vehicle In Motion Vehicle Class Privately Owned Vehicle Type: Van
Traffic Ctrl Lanes Device Inoperative? Yes No
Injured Taken To : By:
EMS Notified Time EMS Arrival Time
Hospital Arrival Time Photos Taken Yes No By:

UNIT 2 - DRIVER

Last Name First Middle
Address
City ATLANTA State GA Zip 30350 DOB
Driver's License No Class State GA Male Female
Posted Speed 35 Insurance Co. ESSENTIA Policy No.
Year 1967 Make PONTIAC Model GT0 Telephone No.
VIN 242177K144772 Vehicle Color Maroon
Tag # PTN5636 State GA County FULTON Year 2014
Trailer
 Same as Driver
Owner's Last Name First Middle
Address
City ATLANTA State GA Zip 30350
Removed By DRIVER Request List
Alcohol Test No Type Not Tested Results None Given Drug Test No Type Results
Driver Cond Not Drinking Direction of Travel S Vision Obscured Not Obscured Contributing Factors No Contributing Factors
Vehicle Cond No Known Defects Vehicle Maneuver Straight
Most Harmful Event Motor Vehicle In Motion Vehicle Class Privately Owned Vehicle Type: Passenger Car
Traffic Ctrl Lanes Device Inoperative? Yes No
Injured Taken To : By:
EMS Notified Time EMS Arrival Time
Hospital Arrival Time Photos Taken Yes No By:

Commercial Vehicles Only

Carrier Name
Vehicle # 1
Address City State Zip
No. of Axles G.V.W.R Fed. Reportable Yes No Cargo Body Type
Vehicle Config. I.C.C.M.C. # U.S. D.O.T. # Interstate
Intrastate
C.D.L. ? Yes No C.D.L. Suspended? Yes No
Vehicle Placarded ? Yes No Hazardous Materials? Yes No
Released ? Yes No
If YES, Name or 4 Digit Number from Diamond
 Ran Off Road Down Hill Runaway Cargo Loss or Shift Separation of Units

Commercial Vehicles Only

Carrier Name
Vehicle # 2
Address City State Zip
No. of Axles G.V.W.R Fed. Reportable Yes No Cargo Body Type
Vehicle Config. I.C.C.M.C. # U.S. D.O.T. # Interstate
Intrastate
C.D.L. ? Yes No C.D.L. Suspended? Yes No
Vehicle Placarded ? Yes No Hazardous Materials? Yes No
Released ? Yes No
If YES, Name or 4 Digit Number from Diamond
 Ran Off Road Down Hill Runaway Cargo Loss or Shift Separation of Units

Officer Information

Report By: ROMERO Department: UNIFORM Report Date: 3/22/2014 7:40:34 PM Submitted By: SANDY SPRINGS PD TR IN HOUSE INTERFACE Checked By: MCNABB Date Checked: 3/22/2014 3:14:00 PM

Witnesses

None Listed

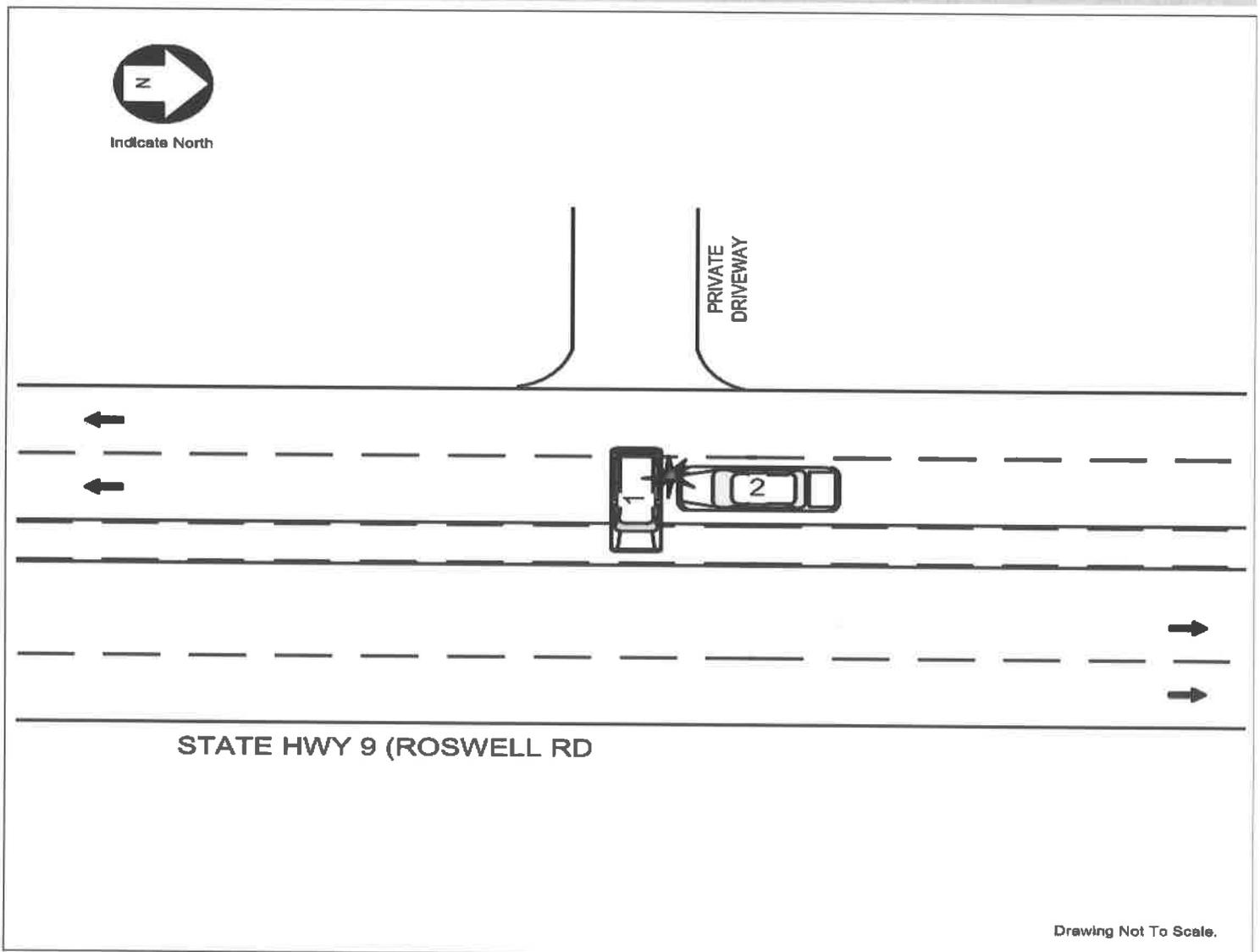
Remarks

Added :Mar 22 2014 12:27PM

On March 22, 2014 I responded to the parking lot of Wendy's, 6240 Roswell Road, Sandy Springs, Fulton County, GA 30328 in reference to a motor vehicle accident. The investigation revealed that Vehicle 1 was exiting the private driveway to head East across State Hwy 9 (Roswell Road) to head North on State Hwy 9 (Roswell Road). Vehicle 2 was heading South on State Hwy 9 (Roswell Road) towards Johnson Ferry Road. Vehicle 1 proceeded to enter on to the roadway of State Hwy 9 (Roswell Road) and struck Vehicle 2.

Driver 1 stated that other vehicles (not on scene) allowed her enter on to the roadway and that Vehicle 2 began to move.

Diagram



Citations

Unit	Name	Violation
1		40-6-73, VEHICLE ENTERING ROADWAY (E232883)

Collision Information

First Harmful Event	Traffic Way Flow	Weather	Surface Cond.	Light Cond.	Manner of Collision	Location at area of Impact	Road Comp.	Road Def.	Road Character	Construction / Maintenance Zone
Motor Vehicle In Motion	Two-Way Trafficway with no physical separation	Cloudy	Dry	Daylight	Angle	On Roadway	Black Top	No Defects	Straight on Hillcrest	None

Vehicle Information

VEH #	Number of Occupants	Point of Initial Contact	Damage To Vehicles	Skid Distance Before Impact	After	Width of Road
1	1	Left Side-Near Rear	Slight	0	0	0
2	1	Right Side-Far Front	Slight	0	0	0

Property Damage

None Listed

Involved Persons

Last Name	First	Address	City	State	Zip	Age	Sex	Vehicle #	Pos	Injury	Taken for treat.	Eject	Safety Equip.	Extric	Air Bag
									Front Seat-Left Side	Not Injured	No	Not Ejected	Lap and Shoulder Belt	No	Non-Deployed Air Bag
									Front Seat-Left Side	Not Injured	No	Not Ejected	Lap and Shoulder Belt	No	No Air Bag In This Seat

Accident Number
2014004740

Agency NCIC No.
0605600

GEORGIA UNIFORM MOTOR VEHICLE
ACCIDENT REPORT

County
FULTON

Date Rec. by DOT
5/27/2016 8:43:16 PM

Date 04/14/2014 Day Of Week MONDAY Time 16:49 Off. Arrived 16:50

Vehicles 2 Injuries 1 Fatalities 0

Inside City Of:
Sandy Springs

Hit And Run?
Suppl. To Original?
Private Property?

Road of Occurrence JOHNSON FERRY RD
NE

At Its Intersection With ROSWELL RD

UNIT 1 - DRIVER

Last Name First Middle
Address
City State Zip DOB
CARTERSVILLE GA 30120

Driver's License No Class State Male Female
GA

Posted Speed 35 Insurance Co. Policy No.
USAA CASUALTY INSURANCE COMPANY

Year 2011 Make Model Telephone No.
HONDA ACCORD U.S.

VIN Vehicle Color
1HGCP2F7XBA045616 Blue

Tag # State County Year
PRW9808 GA BARTOW 2014

Trailer

Same as Driver
Owner's Last Name First Middle
Address
City State Zip
CARTERSVILLE GA 30120

Removed By WRECKER Request List

Alcohol Test No Type Not Tested Results None Given Drug Test No Type Results

Driver Cond Not Drinking Direction of Travel S Vision Obscured Not Obscured Contributing Factors Failed to Yield

Vehicle Cond No Known Defects Vehicle Maneuver Turning Left

Most Harmful Event Motor Vehicle In Motion Vehicle Class Privately Owned Vehicle Type: Passenger Car

Traffic Ctrl Lanes Device Inoperative? Yes No

Injured Taken To : By:

EMS Notified Time EMS Arrival Time

Hospital Arrival Time Photos Taken Yes No By:

UNIT 2 - DRIVER

Last Name First Middle
Address
City State Zip DOB
MAPLETON GA 30126

Driver's License No Class State Male Female
GA

Posted Speed 35 Insurance Co. Policy No.
PROGRESSIVE PRFMIFR INSURANCE

Year 2014 Make Model Telephone No.
FORD EXPLORER

VIN Vehicle Color
1FM5K7F80EGA30678 Silver

Tag # State County Year
CBH2797 GA COBB 2016

Trailer

Same as Driver
Owner's Last Name First Middle
Address
City State Zip
MAPLETON GA 30126

Removed By WRECKER Request List

Alcohol Test No Type Not Tested Results None Given Drug Test No Type Results

Driver Cond Not Drinking Direction of Travel W Vision Obscured Not Obscured Contributing Factors No Contributing Factors

Vehicle Cond No Known Defects Vehicle Maneuver Straight

Most Harmful Event Motor Vehicle In Motion Vehicle Class Privately Owned Vehicle Type: Passenger Car

Traffic Ctrl Lanes Device Inoperative? Yes No

Injured Taken To : By:

EMS Notified Time EMS Arrival Time

Hospital Arrival Time Photos Taken Yes No By:

Commercial Vehicles Only

Carrier Name
Vehicle # 1
Address City State Zip
No. of Axles G.V.W.R Fed. Reportable Yes No Cargo Body Type
Vehicle Config. I.C.C.M.C. # U.S. D.O.T. # Interstate
Intrastate
C.D.L. ? Yes No C.D.L. Suspended? Yes No
Vehicle Placarded ? Yes No Hazardous Materials? Yes No
Released ? Yes No
If YES, Name or 4 Digit Number from Diamond
 Ran Off Road Down Hill Runaway Cargo Loss or Shift Separation of Units

Commercial Vehicles Only

Carrier Name
Vehicle # 2
Address City State Zip
No. of Axles G.V.W.R Fed. Reportable Yes No Cargo Body Type
Vehicle Config. I.C.C.M.C. # U.S. D.O.T. # Interstate
Intrastate
C.D.L. ? Yes No C.D.L. Suspended? Yes No
Vehicle Placarded ? Yes No Hazardous Materials? Yes No
Released ? Yes No
If YES, Name or 4 Digit Number from Diamond
 Ran Off Road Down Hill Runaway Cargo Loss or Shift Separation of Units

Officer Information

Report By: CASTRO Department: SPECIAL OPERATIONS Report Date: 4/15/2014 10:52:37 AM Submitted By: SANDY SPRINGS PD TR IN HOUSE INTERFACE Checked By: LEVY Date Checked: 4/15/2014 9:40:00 AM

Witnesses

None Listed

Remarks

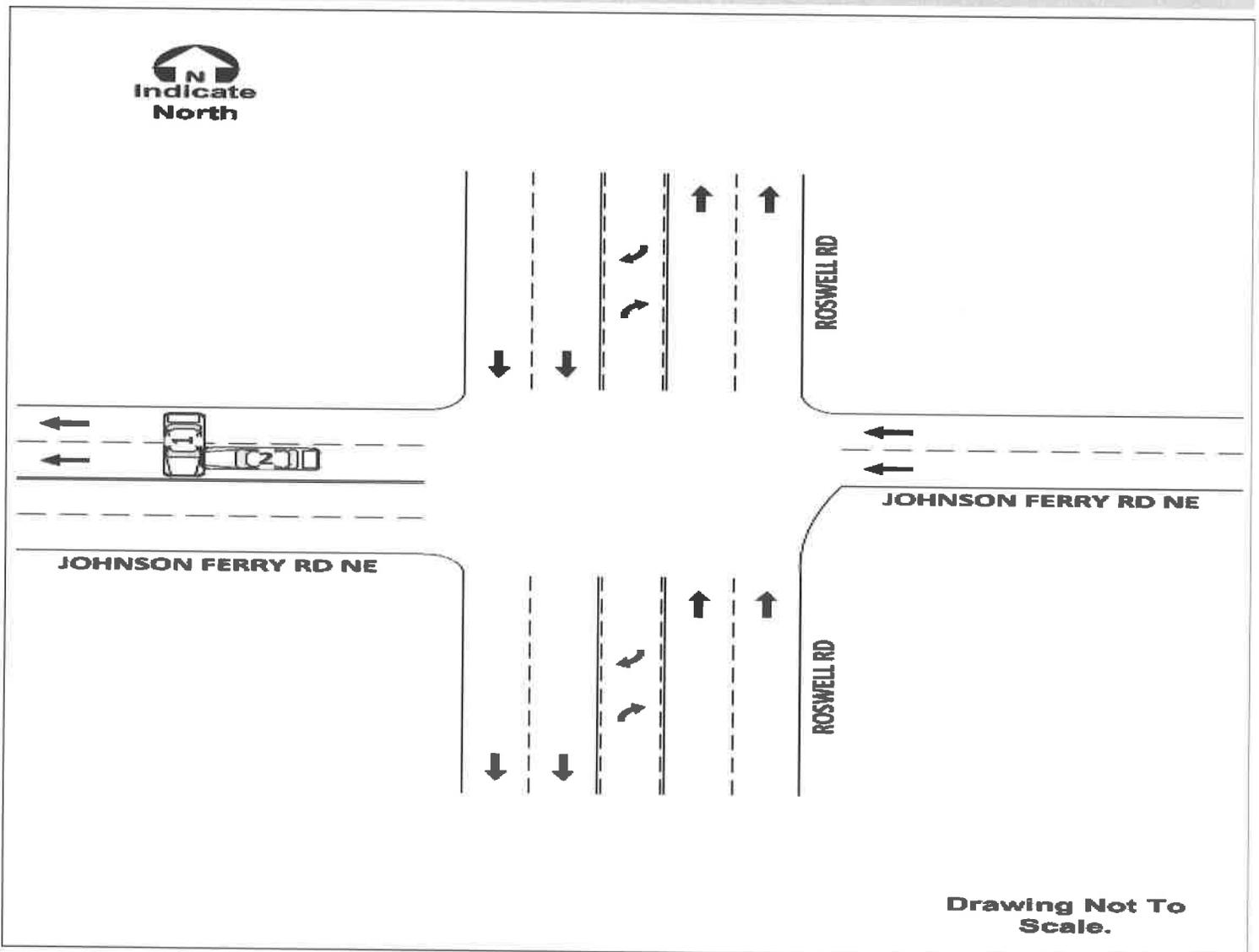
Added :Apr 14 2014 4:58PM

Based on statements from both drivers and physical evidence.

Vehicle #2 was traveling west on Johnson Ferry Rd in the 1st lane. Vehicle #1 was attempting to make a left turn onto Johnson Ferry Rd from the Wendys parking lot. Westbound traffic in the right lane on Johnson Ferry stopped to let Vehicle #1 out. Vehicle #1 pulled out in front of vehicle #2 which struck vehicle #1.

The driver of vehicle #1 suffered a small abrasion to her right wrist but refused medical attention.

Diagram



Citations

Unit	Name	Violation
1		40-6-73, VEHICLE ENTERING ROADWAY ()

Collision Information

First Harmful Event	Traffic Way Flow	Weather	Surface Cond.	Light Cond.	Manner of Collision	Location at area of Impact	Road Comp.	Road Def.	Road Character	Construction / Maintenance Zone
Motor Vehicle In Motion	Two-Way Trafficway with no physical separation	Cloudy	Dry	Daylight	Angle	On Roadway	Black Top	No Defects	Straight and Level	None

Vehicle Information

VEH #	Number of Occupants	Point of Initial Contact	Damage To Vehicles	Skid Distance Before Impact	After	Width of Road
1	1	Left Side-Center	Moderate	0	0	48
2	1	Front End	Moderate	0	0	48

Property Damage

None Listed

Involved Persons

Last Name	First	Address	City	S t a t e	Zip	A g e	S e x	V e h #	P o s	Injury	Taken for treat.	Eject	Safety Equip.	Extric	Air Bag
									Front Seat-Left Side	Not Injured	No	Not Ejected	Lap and Shoulder Belt	No	Deployed Air Bag
									Front Seat-Left Side	Visible	No	Not Ejected	Lap and Shoulder Belt	No	Deployed Air Bag

Accident Number
2014012266

Agency NCIC No.
0605600

GEORGIA UNIFORM MOTOR VEHICLE
ACCIDENT REPORT

County
FULTON

Date Rec. by DOT
5/27/2016 9:57:14 PM

Date 09/16/2014 Day Of Week TUESDAY Time 14:19 Off. Arrived 14:29

Vehicles 2 Injuries 0 Fatalities 0

Inside City Of:
Sandy Springs

Hit And Run?
Suppl. To Original?
Private Property?

Road of Occurrence ROSWELL RD

At Its Intersection With JOHNSON FERRY RD NE

UNIT 1 - DRIVER

Last Name First Middle
Address
City COLLEGE PARK State GA Zip 30349 DOB
Driver's License No Class State GA Male Female
Posted Speed 35 Insurance Co. ETHIO-AMERICAN Policy No. INSURANCE COMPA
Year 2004 Make KIA Model SEDONA Telephone No.
VIN KNDUP131446493773 Vehicle Color Black
Tag # TX11030 State GA County Year 2015
Trailer
 Same as Driver
Owner's Last Name First Middle
Address
City COLLEGE PARK State GA Zip 30349
Removed By DRIVER Request List
Alcohol Test No Type Not Tested Results None Given Drug Test No Type Vision Obscured Not Obscured Contributing Factors Other
Driver Cond Not Drinking Direction of Travel S Vehicle Maneuver Entering/Leaving Driveway
Most Harmful Event Motor Vehicle In Motion Vehicle Class Privately Owned Vehicle Type: Van
Traffic Ctrl Lanes Device Inoperative? Yes No
Injured Taken To : By:
EMS Notified Time EMS Arrival Time
Hospital Arrival Time Photos Taken Yes No By:

UNIT 2 - DRIVER

Last Name First Middle
Address
City ATLANTA State GA Zip 30305 DOB
Driver's License No Class State GA Male Female
Posted Speed 35 Insurance Co. ENCOMPASS HOME Policy No. AND AUTO INSURA
Year 2014 Make LAND ROVER Model RANGE ROVER Telephone No.
VIN SALWG2WF5EA361098 Vehicle Color Gold
Tag # CBW9434 State GA County FULTON Year 2015
Trailer
 Same as Driver
Owner's Last Name First Middle
Address
City ATLANTA State GA Zip 30305
Removed By DRIVER Request List
Alcohol Test No Type Not Tested Results None Given Drug Test No Type Vision Obscured Not Obscured Contributing Factors No Contributing Factors
Driver Cond Not Drinking Direction of Travel S Vehicle Maneuver Stopped
Most Harmful Event Motor Vehicle In Motion Vehicle Class Privately Owned Vehicle Type: Passenger Car
Traffic Ctrl Lanes Device Inoperative? Yes No
Injured Taken To : By:
EMS Notified Time EMS Arrival Time
Hospital Arrival Time Photos Taken Yes No By:

Commercial Vehicles Only

Carrier Name
Vehicle # 1
Address City State Zip
No. of Axles G.V.W.R Fed. Reportable Yes No Cargo Body Type
Vehicle Config. I.C.C.M.C. # U.S. D.O.T. # Interstate
Intrastate
C.D.L. ? Yes No C.D.L. Suspended? Yes No
Vehicle Placarded ? Yes No Hazardous Materials? Yes No
Released ? Yes No
If YES, Name or 4 Digit Number from Diamond
 Ran Off Road Down Hill Runaway Cargo Loss or Shift Separation of Units

Commercial Vehicles Only

Carrier Name
Vehicle # 2
Address City State Zip
No. of Axles G.V.W.R Fed. Reportable Yes No Cargo Body Type
Vehicle Config. I.C.C.M.C. # U.S. D.O.T. # Interstate
Intrastate
C.D.L. ? Yes No C.D.L. Suspended? Yes No
Vehicle Placarded ? Yes No Hazardous Materials? Yes No
Released ? Yes No
If YES, Name or 4 Digit Number from Diamond
 Ran Off Road Down Hill Runaway Cargo Loss or Shift Separation of Units

Officer Information

Report By: GOMEZ Department: UNIFORM Report Date: 9/17/2014 11:09:54 PM Submitted By: SANDY SPRINGS PD TR IN HOUSE INTERFACE Checked By: MCNABB Date Checked: 9/16/2014 2:58:00 PM

Witnesses

None Listed

Remarks

Added :Sep 16 2014 2:34PM

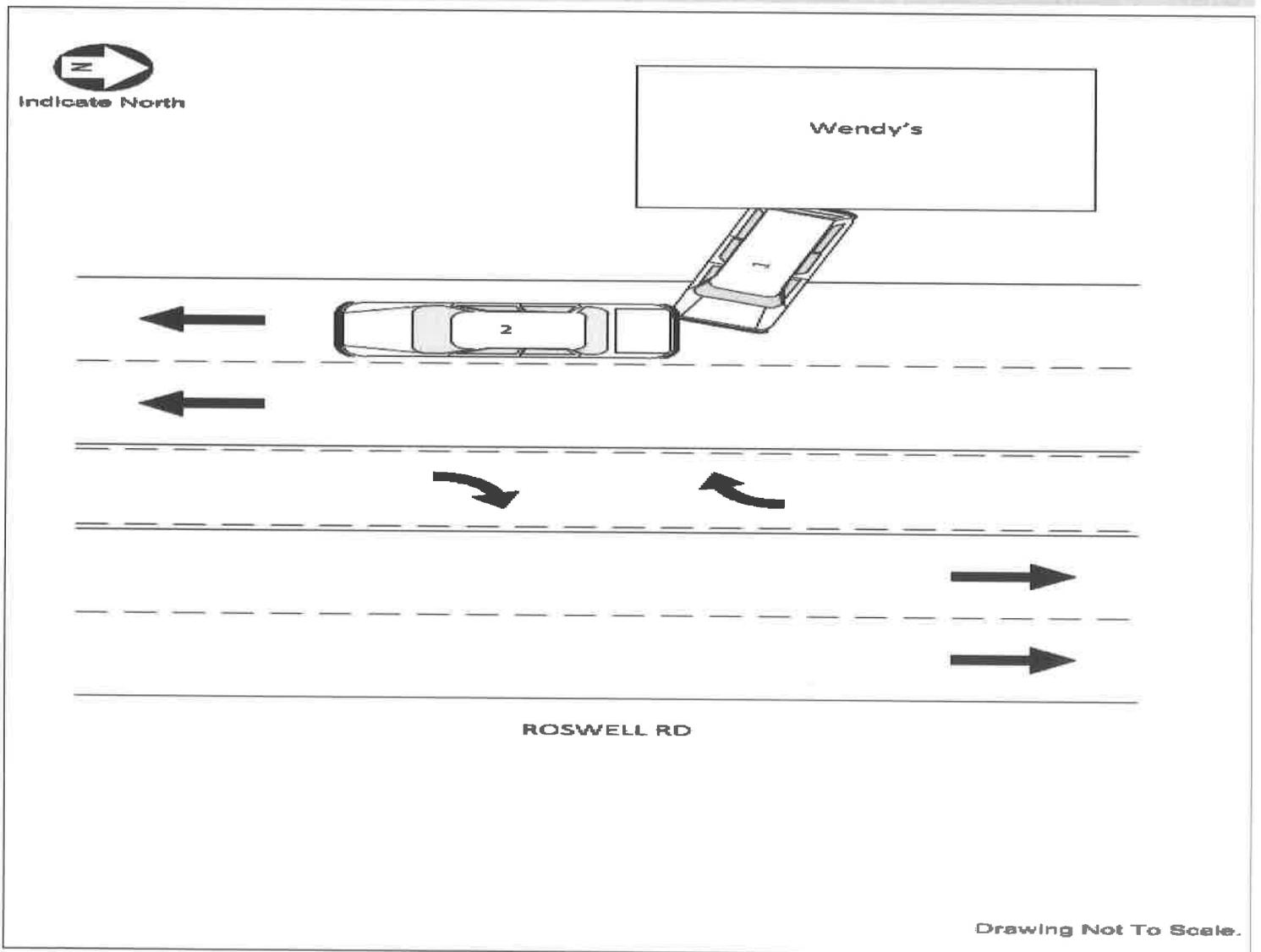
Both vehicles were located on Roswell Rd at Johnson Ferry Rd.

Driver one said he was exiting the Wendy's parking lot and struck vehicle two.

Driver two said she was stopped on Roswell Rd waiting for the traffic light to cycle, when driver one struck her vehicle.

No injuries were reported on scene.

Diagram



Citations

Unit	Name	Violation
1		40-6-122, STARTING PARKED VEHICLE (E245108)

Collision Information

First Harmful Event	Traffic Way Flow	Weather	Surface Cond.	Light Cond.	Manner of Collision	Location at area of Impact	Road Comp.	Road Def.	Road Character	Construction / Maintenance Zone
Motor Vehicle In Motion	Two-Way Trafficway with no physical separation	Clear	Dry	Daylight	Rear End	On Roadway	Black Top	No Defects	Straight and Level	None

Vehicle Information

VEH #	Number of Occupants	Point of Initial Contact	Damage To Vehicles	Skid Distance Before Impact	After	Width of Road
1	1	Front End	Slight	0	0	60
2	1	Right Side-Far Rear	Slight	0	0	60

Property Damage

None Listed

Involved Persons

Last Name	First	Address	City	State	Zip	Age	Sex	Vehicle #	Pos	Injury	Taken for treat.	Eject	Safety Equip.	Extric	Air Bag
									Front Seat-Left Side	Not Injured	No	Not Ejected	Lap and Shoulder Belt	No	Non-Deployed Air Bag
									Front Seat-Left Side	Not Injured	No	Not Ejected	Lap and Shoulder Belt	No	Non-Deployed Air Bag

3E SIGHT DISTANCE-without medians

Driveways should be located to provide adequate sight distance. Minimum intersection sight distance criteria are provided in Table 3-4. The line of sight establishes the boundary of a sight triangle, within which there should be no sight obstruction.

Abdul to revise table

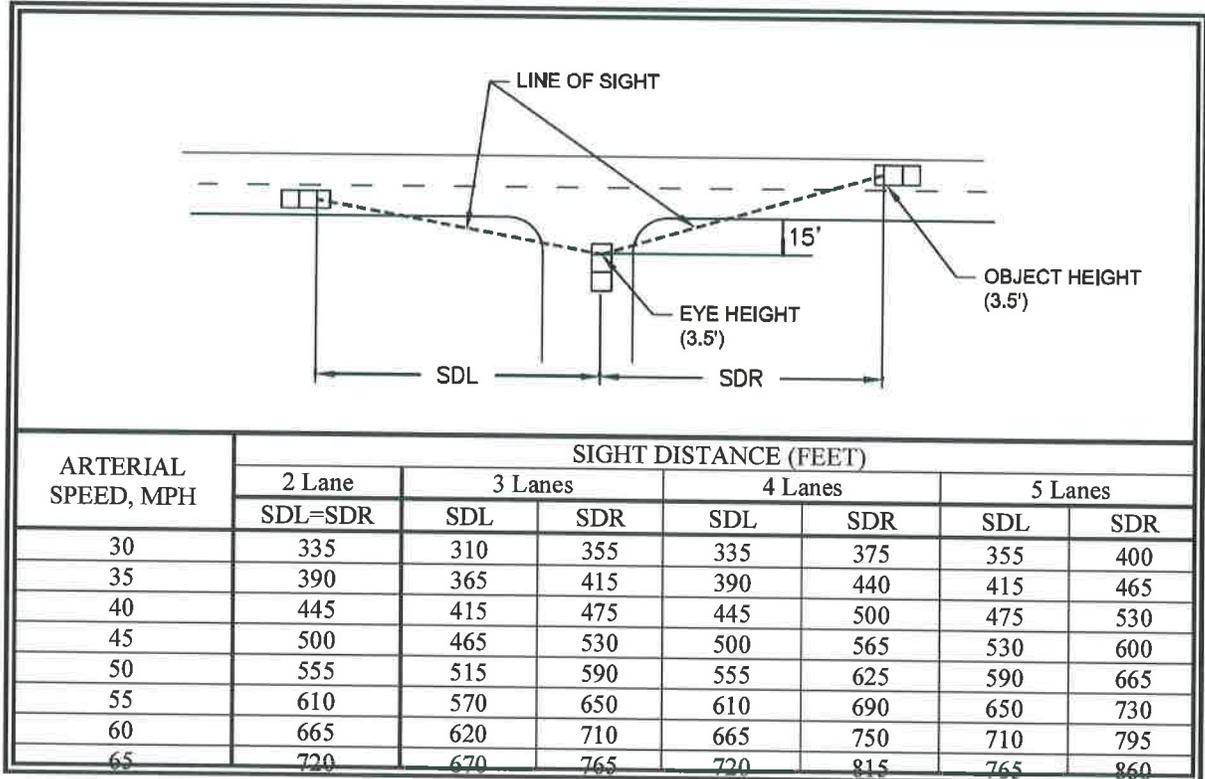


TABLE 3-4 INTERSECTION SIGHT DISTANCE REQUIREMENTS

The sight distance criteria are based on the time required for a vehicle to make a left turn from a stop-controlled approach to the State Highway (AASHTO Case B1). The time to execute the maneuver is based on recommendations contained in NCHRP Report 383, *Intersection Sight Distance*. The sight distances, for a two-lane road, are the distances traveled at the arterial speed during 7.5 seconds. The time is increased by 0.5 seconds for each additional lane to be crossed.

The sight distances given in Table 3-4 are for undivided highways. If the highway is divided, the effect of the median should be considered in determining the required sight distance. Based on the conditions, it may be feasible for the crossing maneuver to be done in two stages with a stop in the median. However, the intersection should only be treated in this manner if the signing and marking is accordingly provided. Otherwise, the sight distance requirements should be increased to account for the additional width that must be crossed. See AASHTO Green Book, Chapter 9 Intersections, for adjustments due to grades greater than 3% and design vehicles other than passenger cars.

Sec. 103-77. - Street intersections.

- (a) *Angle of intersection.* The angle of roadway intersections shall be consistent with the requirements for driveways as set for in section 103-73(a).
- (b) *Intersection approaches: horizontal alignment.*
 - (1) New local streets which approach an intersection with a street in a category higher than itself on a horizontal curve having a centerline radius less than 240 feet shall provide a tangent section of roadway at least 30 feet long. Collectors approaching an intersection with a major thoroughfare on a horizontal curve having a centerline radius of less than 550 feet shall also provide the 30 foot tangent section. The tangent length shall be measured along the centerline of the street, from the right-of-way line of the intersecting street, extended, to the point of tangency with the centerline of the curve section.
 - (2) New major thoroughfares shall provide tangent sections at intersections with streets in equal or higher categories as needed to provide adequate stopping distances at their design speeds.
- (c) *Intersection approaches: vertical alignment.*
 - (1) *Approach landings internal to residential subdivisions.* For approaches to intersections internal to a residential subdivision, a leveling of the street at a grade not exceeding five percent shall be provided for a distance of not less than 50 feet as measured from the back of curb of the intersecting.
 - (2) *Approach landings at local streets.* For new street intersections with local streets, a leveling of the street at a grade not exceeding three percent shall be provided for a distance of not less than 50 feet as measured from the back of curb of the intersecting street.
 - (3) *Approach landings at collectors or arterials.* As a street approaches an intersection with a collector or arterial, there shall be a suitable leveling of the street at a grade not exceeding two percent and for a distance not less than the following minimums:

Table 11.8-1. Approach Distances at Major Intersections

APPROACHING STREET CLASSIFICATION	MINIMUM APPROACH TANGENT ⁽¹⁾
Principal or Minor Arterial	100 feet
Collector	75 feet
Local (residential and nonresidential)	50 feet

Notes:

(1) Distance of the approach is measured from edge of pavement of the intersecting street to the point of curvature in the approaching street.

(d) *Intersection radii.*

- (1) Intersection radii for roadways as measured at back of curb and for the right-of-way lines shall be as follows. The minimum roadway radii for the intersection of local and nonresidential local streets is 25 feet. For all other roadway classifications the minimum roadway radii is 40 feet. When a local or residential collector intersects a higher classification of roadway, the radii shall be a minimum of 40 feet. Larger radii may be required for streets intersecting at an angle of less than 90 degrees; or when vehicle and operating circumstances dictate. As approved by the public works director, the radii can be reduced a maximum of five feet for the following reasons:
 - a. Separation from street, or
 - b. Removal of obstruction.
- (2) Intersecting right-of-way lines may be joined by an arc having the minimum radius shown, or by a miter which cuts across the right-of-way lines connecting the points where the required radius would have otherwise been tangent. Miters shall be measured as provided in section 103-75(b).

(e) *Islands.*

- (1) Islands in street intersections shall conform to the design requirements of the standard drawings. In no case shall anything in an island extend more than three feet above the street grade within the right-of-way, except traffic regulatory devices and other infrastructure erected or approved by the city. No island shall be approved which contains less than 100 square feet for median islands or 50 square feet for corner islands.
- (2) Islands with the right-of-way or access easements shall be constructed with mountable curb sections per GDOT specifications, unless otherwise approved by the public works director.
- (3) Islands are an important form of intersection channelization that is often needed to prohibit undesirable movements, define the paths of allowed movements, and provide a refuge area for pedestrians. Any location where two outbound lanes are proposed for a driveway at an un-signalized location, the right line must be for right-out only movement, and separated from the other lane by a raised island.
- (4) Painted lines are an effective means to direct the paths of vehicular movement. However, raised islands are more effective during times when visibility is reduced. When islands are to serve as pedestrian refuge areas, they should be constructed as raised islands. All sign posts to be placed

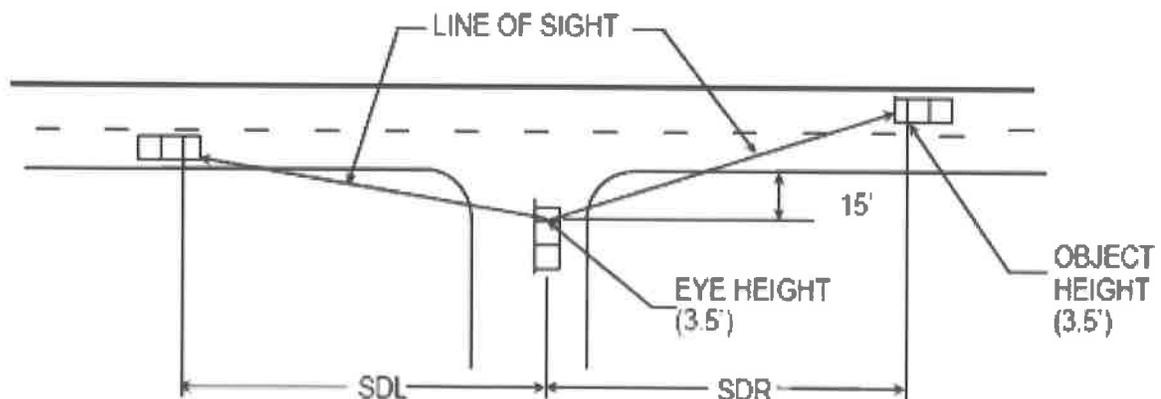
within concrete area must have hole through pavement structure. The hole may be either formed, drilled or sawed.

- (5) When multiple crosswalks are required to pass through islands, the required size may exceed the 100 square feet mentioned above. The additional area may be required to install wheelchair ramps. As an alternate to ramps, the pedestrian travel way can be "slotted" through the island, remaining on the grade of the roadway.
- (6) Raised islands should be offset from the edge of the adjacent travel lane on all sides. The amount of offset shall be a minimum of 18 inches as measured from the edge of the travel lane to the face of the curb. When raised islands are adjacent to roadways with posted speed limits of 50 MPH or greater, the island shall be offset from the edge of the roadway by a minimum distance of ten feet.

(f) *Intersection corner sight distance.*

- (1) Intersections shall be designed with adequate corner sight distance. Where necessary, back slopes shall be flattened and horizontal or vertical curves lengthened to provide the minimum required sight distance.
- (2) The minimum corner sight distance requirement may be calculated using AASHTO "Policy on Geometric Design of Highways and Streets," Chapter 9 (Intersections), latest edition. Intersection sight distance is determined with an assumed height of driver's eye of 3.5 feet and an assumed height of object of 3.5 feet when measuring in the vertical plane. When measuring in the horizontal plane, the intersection sight distance is determined with an assumed driver's eye location from a point four feet offset from the centerline and 15 feet from the edge of closest travel lane to a point along the centerline of the closest oncoming travel lane. When measuring in either plane, the line of sight must remain in the proposed standard dedicated ROW:

Table 11.8-2. Minimum Corner Sight Distance



DESIGN SPEED (MPH)	SIGHT DISTANCE (FT) ⁽¹⁾				
	2 LANES	3 AND 4 LANES		5 AND 6 LANES	
	SDL=SDR	SDL	SDR	SDL	SDR
25	280	n/a	n/a	n/a	n/a
30	335	350	375	400	420
35	390	410	440	465	490
40	445	470	500	530	560
45	500	530	560	595	630
50	555	590	625	660	700
55	610	650	685	730	770

Notes:

(1) SDL refers to "Sight Distance to the Left" and SDR refers to "Sight Distance to the Right"

(2) Minimum corner sight distance for stopped passenger vehicles turning onto a roadway with no median and grades of three-percent or less. Distances shall be adjusted for entering roadways with different design characteristics.

(g) *Obstructing visibility at intersections.* On any corner lot, within an area formed by the lot lines on the street sides of such lot and a line (miter) joining points on such lot lines located at a distance of 20 feet from the point of their intersection, the following shall apply:

- (1) There shall be no fence or wall or hedge higher than three feet.
- (2) There shall be no obstruction to vision, other than a post or column or tree (except standards erected by city) exceeding one foot in greatest cross-sectional dimension, between a height of three feet and a height of 15 feet above the established grade of either of the intersecting

streets.

(3) The public works director may required additional restrictions based on the horizontal or vertical curvature of the roadway or any unique design features of the intersection.

(h) *Turning lanes at intersections.* Left turning lanes shall be provided on all new internal project streets, classified as a collector or higher, intersecting a major thoroughfare, and may be required in other locations to meet traffic demand and safe operations. Right turning lanes may be required to meet traffic demands or safety concerns. When provided, turning lanes shall meet the criteria for turn lanes in section 103-73(f),(g).

(Ord. No. 2008-09-48, § 1, 9-16-2008)

Project ID: 16-9349-001
 Location: Roswell Rd & Johnson Ferry Rd
 City: Sandy Springs

PEAK HOURS

Day: Tuesday
 Date: 8/23/2016

AM

Start Time	Roswell Rd Northbound			Roswell Rd Southbound			Johnson Ferry Rd Eastbound			Johnson Ferry Rd Westbound		
	Left	Thru	Rgt	Left	Thru	Rgt	Left	Thru	Rgt	Left	Thru	Rgt
Peak Hour Analysis from 07:00 AM to 09:00 AM												
Peak Hour for Entire Intersection Begins at 07:15 AM												
7:15 AM	16	131	0	147	0	281	2	283	0	0	128	128
7:30 AM	18	124	0	142	0	275	3	278	3	0	113	116
7:45 AM	19	91	0	110	0	272	5	274	3	0	115	120
8:00 AM	25	144	0	169	0	247	5	252	3	0	113	116
Total Volume	78	490	0	568	0	1075	12	1087	11	0	469	480
% App. Total	13.7	86.3	0.0	100	0.0	98.9	1.1	100	2.3	0.0	97.7	100
PHF	0.938											
Cars, PU, Vans	74	484	0	558	0	1070	12	1082	10	0	466	476
% Cars, PU, Vans	94.9	98.8	0.0	98.2	0.0	99.5	100.0	99.5	90.9	0.0	99.4	99.2
Heavy Trucks	4	6	0	10	0	5	0	5	1	0	3	4
% Heavy Trucks	5.1	1.2	0.0	1.8	0.0	0.5	0.0	0.5	9.1	0.0	0.6	0.8

NOON

Start Time	Roswell Rd Northbound			Roswell Rd Southbound			Johnson Ferry Rd Eastbound			Johnson Ferry Rd Westbound		
	Left	Thru	Rgt	Left	Thru	Rgt	Left	Thru	Rgt	Left	Thru	Rgt
Peak Hour Analysis from 11:30 AM to 01:30 PM												
Peak Hour for Entire Intersection Begins at 12:15 PM												
12:15 PM	31	206	0	237	0	233	12	245	14	0	58	72
12:30 PM	30	202	0	232	0	250	5	255	7	0	49	56
12:45 PM	37	200	0	237	0	202	7	209	12	0	60	72
1:00 PM	31	187	0	218	0	246	7	253	16	0	63	79
Total Volume	129	795	0	924	0	931	31	962	49	0	230	279
% App. Total	14.0	86.0	0.0	100	0.0	96.8	3.2	100	17.6	0.0	82.4	100
PHF	0.975											
Cars, PU, Vans	129	789	0	918	0	923	31	954	49	0	230	279
% Cars, PU, Vans	100.0	99.2	0.0	99.4	0.0	99.1	100.0	99.2	100.0	0.0	100.0	100.0
Heavy Trucks	0	6	0	6	0	8	0	8	0	0	0	0
% Heavy Trucks	0.0	0.8	0.0	0.6	0.0	0.9	0.0	0.8	0.0	0.0	0.0	0.0

PM

Start Time	Roswell Rd Northbound			Roswell Rd Southbound			Johnson Ferry Rd Eastbound			Johnson Ferry Rd Westbound		
	Left	Thru	Rgt	Left	Thru	Rgt	Left	Thru	Rgt	Left	Thru	Rgt
Peak Hour Analysis from 04:15 PM to 06:15 PM												
Peak Hour for Entire Intersection Begins at 04:30 PM												
4:30 PM	81	276	0	357	0	198	5	203	10	0	51	61
4:45 PM	62	290	0	352	0	208	7	215	10	0	44	54
5:00 PM	54	299	0	353	0	178	8	186	16	0	53	69
5:15 PM	56	304	0	360	0	195	8	203	15	0	51	66
Total Volume	253	1169	0	1422	0	779	28	807	51	0	199	250
% App. Total	17.8	82.2	0.0	100	0.0	96.5	3.5	100	20.4	0.0	79.6	100
PHF	0.988											
Cars, PU, Vans	252	1165	0	1417	0	776	28	804	51	0	197	248
% Cars, PU, Vans	99.6	99.7	0.0	99.6	0.0	99.6	100.0	99.6	100.0	0.0	99.0	99.2
Heavy Trucks	1	4	0	5	0	3	0	3	0	0	2	2
% Heavy Trucks	0.4	0.3	0.0	0.4	0.0	0.4	0.0	0.4	0.0	0.0	1.0	0.8

Project ID: 16-9349-002
 Location: Roswell Rd & Wendys Dwy
 City: Sandy Springs

PEAK HOURS

Day: Tuesday
 Date: 8/23/2016

NOON

Start Time	Roswell Rd Northbound			Roswell Rd Southbound			Wendys Dwy Eastbound			Wendys Dwy Westbound							
	Left	Thru	Rgt	Left	Thru	Rgt	Left	Thru	Rgt	Left	Thru	Rgt					
12:15 PM	2	213	38	253	1	244	5	250	1	0	1	2	2	0	13	15	520
12:30 PM	2	229	23	254	2	246	10	258	0	0	8	8	1	0	11	12	532
12:45 PM	1	217	29	247	0	208	9	217	1	0	1	2	1	0	10	11	477
1:00 PM	0	202	22	224	0	247	7	254	1	0	7	8	3	0	7	10	496
Total Volume	5	861	112	978	3	945	31	979	3	0	17	20	7	0	41	48	2025
% App. Total	0.5	88.0	11.5	100	0.3	96.5	3.2	100	0.949	0.625	0.625	100	14.6	0.0	85.4	100	
PHF	0.963																
Cars, PU, Vans	5	855	112	972	3	937	31	971	3	0	17	20	7	0	41	48	2011
% Cars, PU, Vans	100.0	99.3	100.0	99.4	100.0	99.2	100.0	99.2	100.0	0.0	100.0	100.0	100.0	0.0	100.0	100.0	99.3
Heavy Trucks	0	6	0	6	0	8	0	8	0	0	0	0	0	0	0	0	14
% Heavy Trucks	0.0	0.7	0.0	0.6	0.0	0.8	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7

PM

Start Time	Roswell Rd Northbound			Roswell Rd Southbound			Wendys Dwy Eastbound			Wendys Dwy Westbound							
	Left	Thru	Rgt	Left	Thru	Rgt	Left	Thru	Rgt	Left	Thru	Rgt					
4:30 PM	2	284	17	303	1	200	4	205	1	0	0	1	2	0	11	13	522
4:45 PM	0	310	12	322	0	215	5	220	1	0	1	2	2	0	14	16	560
5:00 PM	0	322	11	333	1	180	2	183	2	0	2	4	4	0	13	17	537
5:15 PM	2	311	19	332	0	196	1	197	1	0	2	3	2	0	13	15	547
Total Volume	4	1227	59	1290	2	791	12	805	5	0	5	10	10	0	51	61	2166
% App. Total	0.3	95.1	4.6	100	0.2	98.3	1.5	100	0.915	0.625	0.625	100	16.4	0.0	83.6	100	
PHF	0.968																
Cars, PU, Vans	4	1223	59	1286	2	788	12	802	5	0	5	10	10	0	51	61	2159
% Cars, PU, Vans	100.0	99.7	100.0	99.7	100.0	99.6	100.0	99.6	100.0	0.0	100.0	100.0	100.0	0.0	100.0	100.0	99.7
Heavy Trucks	0	4	0	4	0	3	0	3	0	0	0	0	0	0	0	0	7
% Heavy Trucks	0.0	0.3	0.0	0.3	0.0	0.4	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3

Peak Hour Analysis from 11:30 AM to 01:30 PM
 Peak Hour for Entire Intersection Begins at 12:15 PM

Peak Hour Analysis from 04:15 PM to 06:15 PM
 Peak Hour for Entire Intersection Begins at 04:30 PM

Peak Start Times	
AM	12:00 AM
MD	11:30 AM
PM	4:15 PM

Project ID: 16-9349-003
 Location: Wendys Dwy & Johnson Ferry Rd
 City: Sandy Springs

Day: Tuesday
 Date: 8/23/2016

Start Time	Wendys Dwy												Johnson Ferry Rd											
	Northbound						Southbound						Eastbound						Westbound					
	Left	Thru	Rgt	Peds	App. Total	Int. Total	Left	Thru	Rgt	Peds	App. Total	Int. Total	Left	Thru	Rgt	Peds	App. Total	Int. Total	Left	Thru	Rgt	Peds	App. Total	Int. Total
11:30 AM	0	0	0	0	0	0	5	0	9	4	14	0	4	73	0	0	77	0	0	74	4	0	78	169
11:45 AM	0	0	0	0	0	0	2	0	1	13	3	56	4	52	0	3	56	0	86	3	0	0	90	149
12:00 PM	0	0	0	0	0	0	5	0	3	6	8	0	2	61	0	3	63	0	64	6	4	0	70	141
12:15 PM	0	0	0	0	0	0	4	0	13	9	17	0	9	68	0	2	77	0	90	3	1	1	93	187
Total	0	0	0	0	0	0	16	0	26	32	42	0	19	254	0	8	273	0	1	314	16	5	331	646
12:30 PM	0	0	0	0	0	0	3	0	5	1	8	0	5	54	0	0	59	0	65	5	0	0	70	137
12:45 PM	0	0	0	0	0	0	4	0	9	0	13	0	5	63	0	0	68	0	75	5	0	0	80	161
1:00 PM	0	0	0	0	0	0	11	0	7	2	18	0	4	74	0	0	78	0	69	7	0	0	76	172
1:15 PM	0	0	0	0	0	0	7	0	7	1	14	0	8	72	0	0	80	0	72	3	0	0	75	169
Total	0	0	0	0	0	0	25	0	28	4	53	0	22	263	0	0	285	0	0	281	20	0	301	639

BREAK

4:15 PM	0	0	0	0	0	0	3	0	6	2	9	0	4	53	0	0	57	0	0	154	2	0	156	222
4:30 PM	0	0	0	0	0	0	2	0	2	1	4	0	1	57	0	1	58	0	168	0	0	0	168	230
4:45 PM	0	0	0	0	0	0	2	0	3	0	5	0	2	53	0	0	55	0	166	1	0	0	167	227
5:00 PM	0	0	0	0	0	0	3	0	3	0	6	0	1	70	0	0	71	0	146	2	0	0	148	225
Total	0	0	0	0	0	0	10	0	14	3	24	0	8	233	0	1	241	0	0	634	5	0	639	904
5:15 PM	0	0	0	0	0	0	0	0	4	2	4	0	2	60	0	0	62	0	139	5	0	0	144	210
5:30 PM	0	0	0	0	0	0	2	0	3	0	5	0	1	61	0	0	62	0	125	2	0	0	127	194
5:45 PM	0	0	0	0	0	0	4	0	4	0	8	0	2	58	0	0	60	0	150	2	0	0	152	220
6:00 PM	0	0	0	0	0	0	2	0	4	0	6	0	2	58	0	0	60	0	162	1	0	0	163	229
Total	0	0	0	0	0	0	8	0	15	2	23	0	7	237	0	0	244	0	0	576	10	0	586	853

Grand Total	0	0	0	0	0	0	59	0	83	41	142	0	56	987	0	9	1043	0	1	1805	51	5	1857	3042
Approch %	0.0	0.0	0.0	0.0	0.0	0.0	41.5	0.0	58.5	28.9	0.0	0.0	5.4	94.6	0.0	0.9	0.0	0.0	0.1	97.2	2.7	0.3	0.0	0.0
Total %	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	2.7	1.3	4.7	0.0	1.8	32.4	0.0	0.3	34.3	0.0	0.0	59.3	1.7	0.2	61.0	0.0
Cars, PU, Vans	0	0	0	0	0	0	59	0	83	41	142	0	56	979	0	9	1035	0	1	1797	51	5	1849	3026
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	100.0	100.0	0.0	100.0	99.2	0.0	100.0	99.2	0.0	100.0	99.6	100.0	100.0	99.6	99.5
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	8	0	0	8	16
% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.8	0.0	0.0	0.4	0.0	0.0	0.4	0.5

Project ID: 16-9349-003

Location: Wendys Dwy & Johnson Ferry
City: Sandy Springs

PEAK HOURS

Day: Tuesday
Date: 8/23/2016

NOON

Start Time	Wendys Dwy Northbound			Wendys Dwy Southbound			Johnson Ferry Rd Eastbound			Johnson Ferry Rd Westbound		
	Left	Thru	Rgt	Left	Thru	Rgt	Left	Thru	Rgt	Left	Thru	Rgt

Peak Hour Analysis from 11:30 AM to 01:30 PM
Peak Hour for Entire Intersection Begins at 12:15 PM

12:15 PM	0	0	0	4	0	13	17	9	68	0	77	0	90	3	93	187
12:30 PM	0	0	0	3	0	5	8	5	54	0	59	0	65	5	70	137
12:45 PM	0	0	0	4	0	9	13	5	63	0	68	0	75	5	80	161
1:00 PM	0	0	0	11	0	7	18	4	74	0	78	0	89	7	76	172
Total Volume	0	0	0	22	0	34	56	23	259	0	282	0	299	20	319	657
% App. Total	0.0	0.0	0.0	39.3	0.0	60.7	100	8.2	91.8	0.0	100	0.0	93.7	6.3	100	
PHF	0.000			0.778			0.904			0.858						
Cars, PU, Vans	0	0	0	22	0	34	56	23	259	0	282	0	297	20	317	655
% Cars, PU, Vans	0.0	0.0	0.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	0.0	99.3	100.0	99.4	99.7
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.6	0.3

PM

Start Time	Wendys Dwy Northbound			Wendys Dwy Southbound			Johnson Ferry Rd Eastbound			Johnson Ferry Rd Westbound		
	Left	Thru	Rgt	Left	Thru	Rgt	Left	Thru	Rgt	Left	Thru	Rgt

Peak Hour Analysis from 04:15 PM to 06:15 PM
Peak Hour for Entire Intersection Begins at 04:15 PM

4:15 PM	0	0	0	3	0	6	9	4	53	0	57	0	154	2	156	222
4:30 PM	0	0	0	2	0	2	4	1	57	0	58	0	168	0	168	230
4:45 PM	0	0	0	2	0	3	5	2	53	0	55	0	166	1	167	227
5:00 PM	0	0	0	3	0	3	6	1	70	0	71	0	146	2	148	225
Total Volume	0	0	0	10	0	14	24	8	233	0	241	0	634	5	639	904
% App. Total	0.0	0.0	0.0	41.7	0.0	58.3	100	3.3	96.7	0.0	100	0.0	99.2	0.8	100	
PHF	0.000			0.667			0.849			0.951						
Cars, PU, Vans	0	0	0	10	0	14	24	8	232	0	240	0	632	5	637	901
% Cars, PU, Vans	0.0	0.0	0.0	100.0	0.0	100.0	100.0	100.0	99.6	0.0	99.6	0.0	99.7	100.0	99.7	99.7
Heavy Trucks	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2	3
% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.4	0.0	0.3	0.0	0.3	0.3

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Martha H. Byrd, CCIM, CPM®
First Vice President
Asset Manager
Corporate Real Estate

SunTrust Bank
Mall Code GA-ATL-0052
303 Peachtree Center Ave., Ste. 670
Atlanta, GA 30303
Tel 404.588.7518
Fax 404.827.6572
Martha.Byrd@SunTrust.com

August 26, 2016

Ruben Hovanesian
Transportation Engineer
City of Sandy Springs
7840 Roswell Road, Building 500
Sandy Springs, GA 30350

Re: 6240 Roswell Road
Cross Access Easement

Dear Mr. Hovanesian:

I represent SunTrust Bank as the Asset Manager for the Retail Portfolio of branch banks in Atlanta, Georgia. In this capacity I am charged with procuring branch locations for SunTrust's Retail Branch expansion program.

As part of this expansion, SunTrust is currently pursuing a branch at the Wendy's site located at 6240 Roswell Road in Sandy Springs, Georgia. In order to complete the transaction for this branch, SunTrust needs, among other things, variances and design and site plan approval from the City of Sandy Springs.

In recent meetings, the City of Sandy Springs asked SunTrust to explore the possibility of securing a cross access easement agreement from either of the adjacent property owners: both the Goodyear Tire Store (North) and the Zafron Restaurant (West).

Therefore, I recently met with the owner of the Zafron restaurant, Mr. Peter Teimiori, and explained what the City was requesting. As a follow-up, our Cushman Wakefield broker prepared a document outlining what would be needed as far as a cross access easement and the financial compensation SunTrust was prepared to offer in return for that easement agreement (see attached letter). Mr. Teimiori declined the offer and stated that he was not interested in a cross easement arrangement.

Page 2
Hovanesian/Byrd
August 26, 2016

In this same pursuit, I approached Rob Morrison, the Manager of the Goodyear property north of the Wendy's property. Mr. Morrison informed me that he was not the owner and in fact the property is in a Trust and is in the process of being sold. He also explained that CB Richard Ellis represented this location for the Trust. Therefore, Cushman Wakefield approached the CB Richard Ellis group's representative to determine if the owner would be willing to enter into a cross access easement agreement. The CB Richard Ellis broker who handles the Trust informed the Cushman Broker that the Trust was not interested.

SunTrust has diligently pursued the request of the City in regard to cross access easement agreements with both adjacent property owners but the response in each case was negative. Despite this fact, and as explained in meetings with the City, SunTrust remains willing to grant an interparcel access easement to an adjoining property for future use should the entitlements for the subject property be approved.

Sincerely,



Martha H. Byrd

Attachment

Dean McNaughton

July 12, 2016

Mr. Kirk Buttle
CBRE
3280 Peachtree Road
Suite 1400
Atlanta, GA 30305

Re: Access Easement between 6260 Roswell Road and 6240 Roswell Rd, Sandy Springs, GA

Dear Kirk:

As we discussed, SunTrust currently has the property at 6240 Roswell Road, contiguous to the Goodyear at 6260 Roswell Road, under contract and would like to build a new branch on this site. Through the permitting approval process with the City, we have learned that the City is now trying to enforce a minimum spacing of 300' between driveways. They have asked us to approach contiguous land owners to see if we can obtain one access easement from either adjacent property owner in order to address their objective regarding traffic improvements. On behalf of SunTrust Bank, please consider the following as an outline of the basic terms for an offer to acquire an access easement across your client's property. This letter is not binding as our next step will be to work with you to prepare a formal contract:

Price:	\$25,000
Type:	Reciprocal access easement outlined on the attached site plan
Reciprocal Parking Easement:	As an additional incentive, as we understand you will be losing your overflow parking on the Goodyear site, SunTrust would be willing to allow you a reciprocal parking easement for your patrons after 7 PM on our property .
Offer expires:	15 days from the date of this letter;
Site Improvements:	SunTrust will cover cost to install any improvements associated with this easement, but after installation each party will maintain the easement area on its property at its own expense

If the above is acceptable, please let me know and we will prepare the appropriate documents. If you have any questions or comments on the enclosed, please do not hesitate to contact me.

Sincerely,



Dean McNaughton
Senior Director

Dean McNaughton
Senior Director



**Cushman & Wakefield of
Georgia, Inc.**
3300 One Atlantic Center
1201 West Peachtree Street
Atlanta, GA 30309-3425
(404) 853 5363 Tel
(404) 853 5383 Fax
www.cushwake.com

July 8, 2016

Mr. Peter Teimori
SJ&P Group
236 Johnson Ferry Rd
Atlanta, GA 30328

Re: Access Easement between 236 Johnson Ferry Road and 6240 Roswell Rd, Sandy Springs, GA

Dear Mr. Teimori:

Last week I believe you met with Martha Byrd with SunTrust Bank. SunTrust currently has the property at 6240 Roswell Road, contiguous to your property at 236 Johnson Ferry Road, under contract and would like to build a new branch on this site. Through the permitting approval process with the City, we have learned that the City is now trying to limit curb cuts within 300' of traffic signals. They have asked us to approach contiguous land owners to see if we can obtain one access easements in order to comply with these new regulations. On behalf of SunTrust Bank, the following outlines an offer to acquire an access easement across your property:

Price:	\$25,000
Type:	Reciprocal access easement outlined on the attached site plan as well as access to the City's storm water pipes at the southeast corner of your property.
Reciprocal Parking Easement:	As an additional incentive, SunTrust would be willing to allow you a reciprocal parking easement for your patrons on our property during non-business hours during week nights and on weekends.

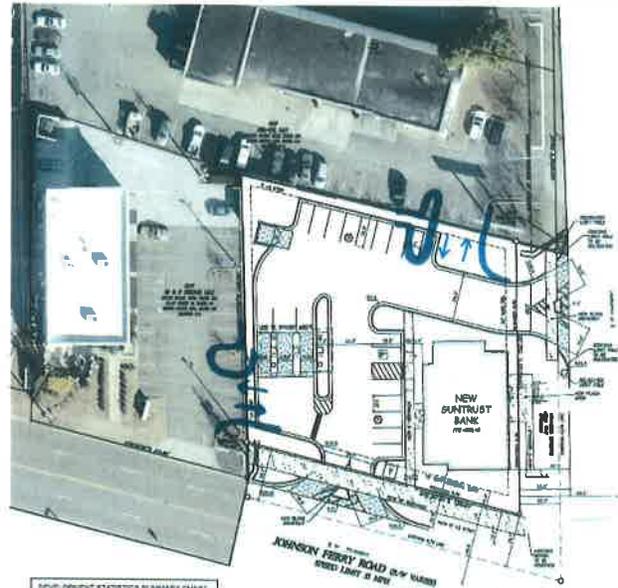
If the above is acceptable, please let me know and we will prepare the appropriate documents. If you have any questions or comments on the enclosed, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Dean McNaughton", written over a light blue horizontal line.

Dean McNaughton
Senior Director

- Proposed
- Existing
- Adjacent
- Other



DEVELOPMENT STATISTICS SUMMARY CHART:

AREA TO BE	62,100 SQ. FT.
AREA OF ADJACENT	1,200,000 SQ. FT.
AREA OF ADJACENT	1,200,000 SQ. FT.
AREA OF ADJACENT	1,200,000 SQ. FT.
AREA OF ADJACENT	1,200,000 SQ. FT.

ENVIRONMENTAL AREAS:

NO SIGNIFICANT IMPACT TO ENVIRONMENT



OWNER:
P H INVESTMENTS
1400 22ND STREET, SUITE 100
DUNWOODY, GA 30328

DEVELOPER:
SUNTRUST
1000 PHILIP STREET, SUITE 1000
ATLANTA, GA 30309

TAX PARCEL ID: 17-00800300010

SITE ZONING: C-2 (COMMERCIAL BUSINESS DISTRICT)

ADJACENT PARCEL: 17-00800300010

ADJACENT OWNER: SUNTRUST

ADJACENT ADDRESS: JOHNSON FERRY ROAD

ADJACENT BUSINESS: SUNTRUST

NO.	DATE	DESCRIPTION
1	10/1/00	PRELIMINARY
2	10/1/00	FINAL

JOHNSON FERRY ROAD
SUNTRUST



Prepared by: [Name]
Checked by: [Name]
Date: [Date]

Shea A. Meddin

July 14, 2016

Mr. Peter Teimori
SJ&P Group
236 Johnson Ferry Rd
Atlanta, GA 30328

Re: Access Easement between 236 Johnson Ferry Road and 6240 Roswell Rd, Sandy Springs, GA

Dear Mr. Teimori:

Last week I believe you met with Martha Byrd with SunTrust Bank. SunTrust currently has the property at 6240 Roswell Road, contiguous to your property at 236 Johnson Ferry Road, under contract and would like to build a new branch on this site. Through the permitting approval process with the City, we have learned that the City is now trying to enforce a minimum spacing of 300' between driveways. They have asked us to approach contiguous land owners to see if we can obtain one access easement from either adjacent property owner in order to address their objective regarding traffic improvements. On behalf of SunTrust Bank, please consider the following as an outline of the basic terms for an offer to acquire an access easement across your property. This letter is not binding as our next step will be to work with you to prepare a formal contract:

Price:	\$40,000
Type:	Reciprocal access easement outlined on the attached site plan as well as access to the City's storm water pipes at the southeast corner of your property.
Reciprocal Parking Easement:	As an additional incentive, as we understand you will be losing your overflow parking on the Goodyear site, SunTrust would be willing to allow you a reciprocal parking easement for your patrons after 7 PM on our property .
Offer expires:	15 days from the date of this letter;
Site Improvements:	SunTrust will cover cost to install any improvements associated with this easement, but after installation each party will maintain the easement area on its property at its own expense

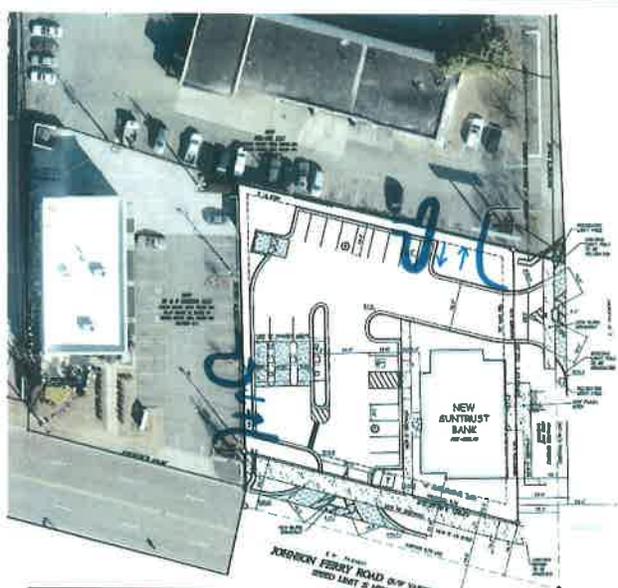
If the above is acceptable, please let me know and we will prepare the appropriate documents. If you have any questions or comments on the enclosed, please do not hesitate to contact me.

Sincerely,



Shea Meddin
Director

- Site Building Footprint



DEVELOPMENT STATISTICS SUMMARY (FOOT)

NET AREA	10,000
NET DEVELOP. AREA	10,000
NET IMPROVEMENT AREA	10,000
NET COVERED AREA	10,000
NET OPEN AREA	10,000

ENVIRONMENTAL AREAS

NO ENVIRONMENTAL AREAS ARE IDENTIFIED ON THIS SITE. THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.



OWNER
P H H INVESTMENTS
 4000 JOHN WALKER BLVD
 ATLANTA, GA 30304

DEVELOPER
SUNTRUST
 10000 SUNTRUST BLVD
 ATLANTA, GA 30304

TAX PARCEL ID: 17 00000000000000
 SITE ZONING: O (OFFICE BUILDING)
 SUBMIT DATE: 01/20/17

SITE AREA
 10,000

BUILDING FOOTPRINT
 10,000

USE TYPE SUMMARY
 OFFICE

PARKING SUMMARY
 100

NO.	DESCRIPTION	DATE
1	PRELIMINARY	01/20/17
2	FINAL	01/20/17



JOHNSON FERRY ROAD
SUNTRUST



DATE: 01/20/17
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 PROJECT NO.: [Number]

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Memorandum

To: Board of Appeals
From: Dean McNaughton, Peter Glover, Shea Meddin
Date: December 1, 2016
Re: 6240 Roswell Road – SunTrust Bank

Outlined below are the opinions of the three Cushman and Wakefield brokers listed above regarding the impact that one right-in/right-out driveway on Roswell Road will have on the marketability/fair market value of 6240 Roswell Road (the "Property") as a commercial parcel, and not just to SunTrust Bank.

--

In the event that the City of Sandy Springs limited the ingress/egress of the Property to one right-in/right-out, we believe that the fair market value and marketability would be severely impacted and diminished. One right-in/right-out not only likely limits the pool of potential tenants/users, but it also decreases the ground rent that a tenant/user would be willing to pay. It is our opinion that the large majority of credit tenants (banks, quick serve restaurants, drug stores, etc...) would not be willing to sign a lease at this Property if ingress/egress is limited to one right-in/right-out driveway. Therefore, in addition to a lower ground lease rental rate, it is very likely that the credit profile of a potential tenant would be significantly inferior to a tenant profile similar to that of SunTrust.

By way of example, we estimate the fair market annual rental rate, if SunTrust leased the site (assuming full ingress/egress curb cuts on Roswell Road and Johnson Ferry Road), at \$230,000 per year which would equate to an estimated sale value for the property around \$4,600,000 (assuming a conservative 5% cap rate – which is market for SunTrust). If the ingress/egress is limited to one right-in/right-out only, it is our belief that the market ground rent for the property would decrease to around \$150,000 per year. Further due to the likely decreased credit profile of a tenant willing to accept a property with ingress/egress limited to one right-in/right-out driveway, it is our belief that the property would trade around an 8% cap rate. So, if we assume a reduced ground rent at \$150,000 per year and a cap rate of 8%, the property would be worth \$1,875,000 (or \$2,725,000 (59.23%) less than if leased by SunTrust at \$230,000 per year) if limited to one right-in/right-out driveway.

Sincerely,

A handwritten signature in blue ink, appearing to be 'SM'.

Shea Meddin

A handwritten signature in blue ink, appearing to be 'Dean McNaughton'.

Dean McNaughton

A handwritten signature in blue ink, appearing to be 'Peter Glover'.

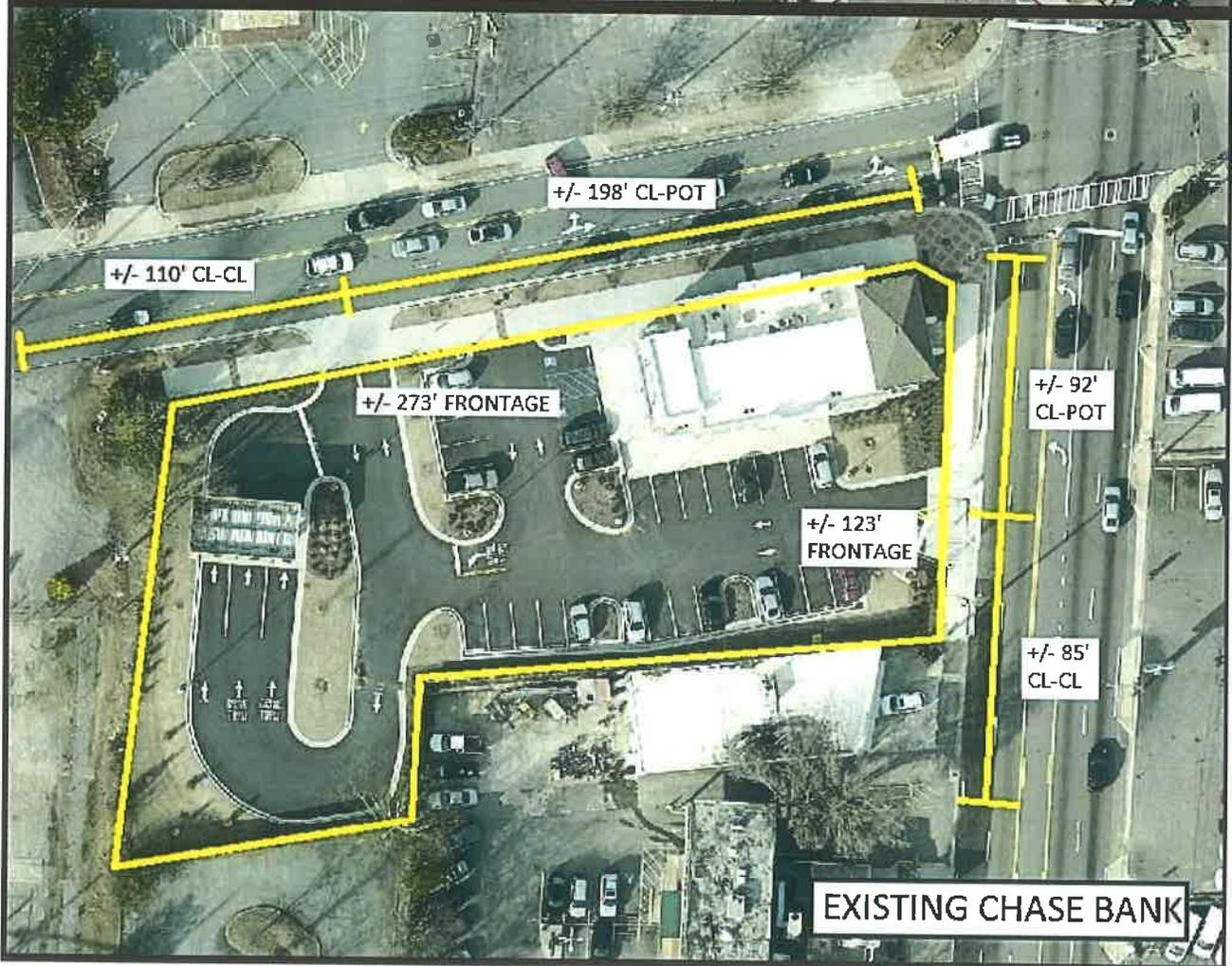
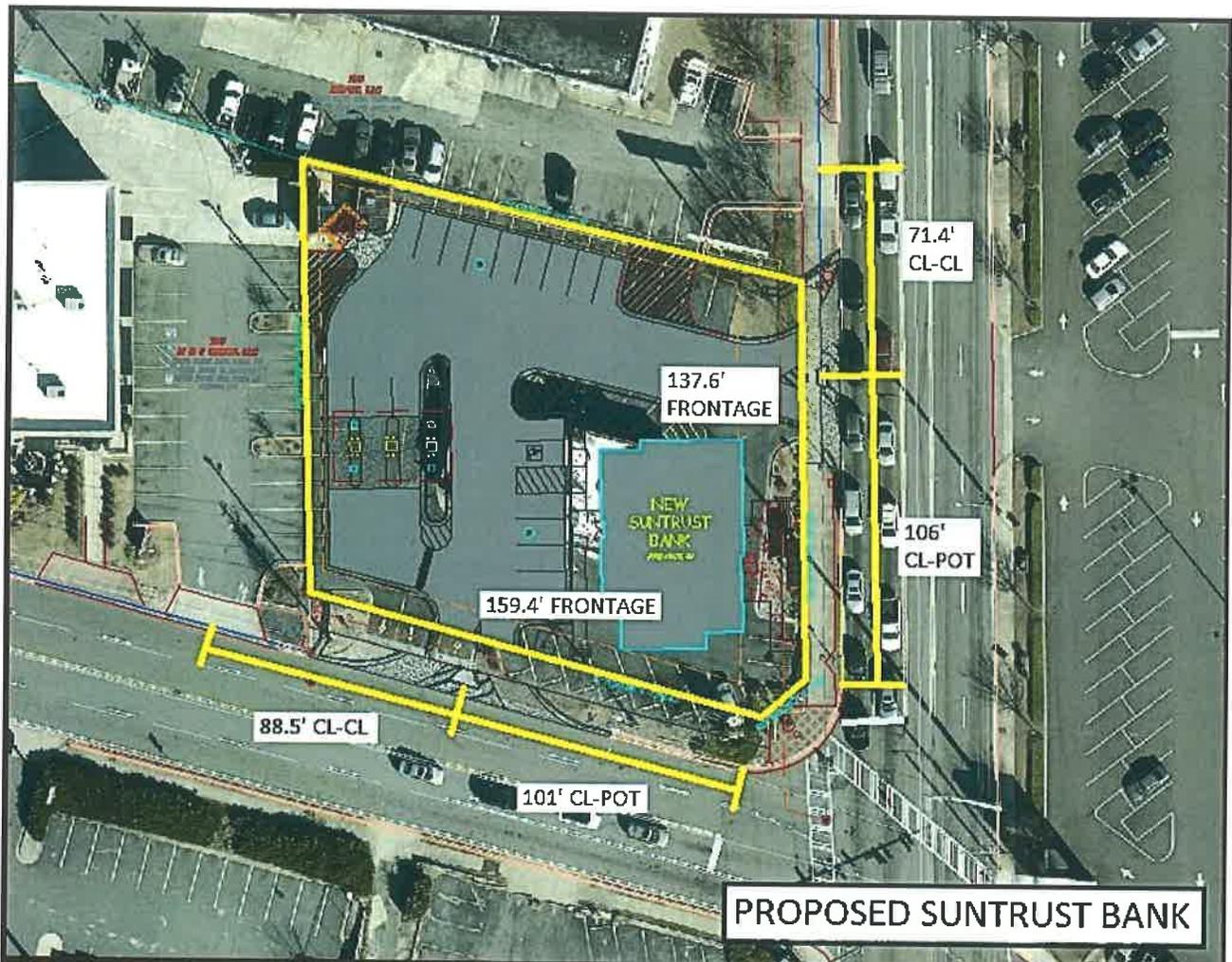
Peter Glover.

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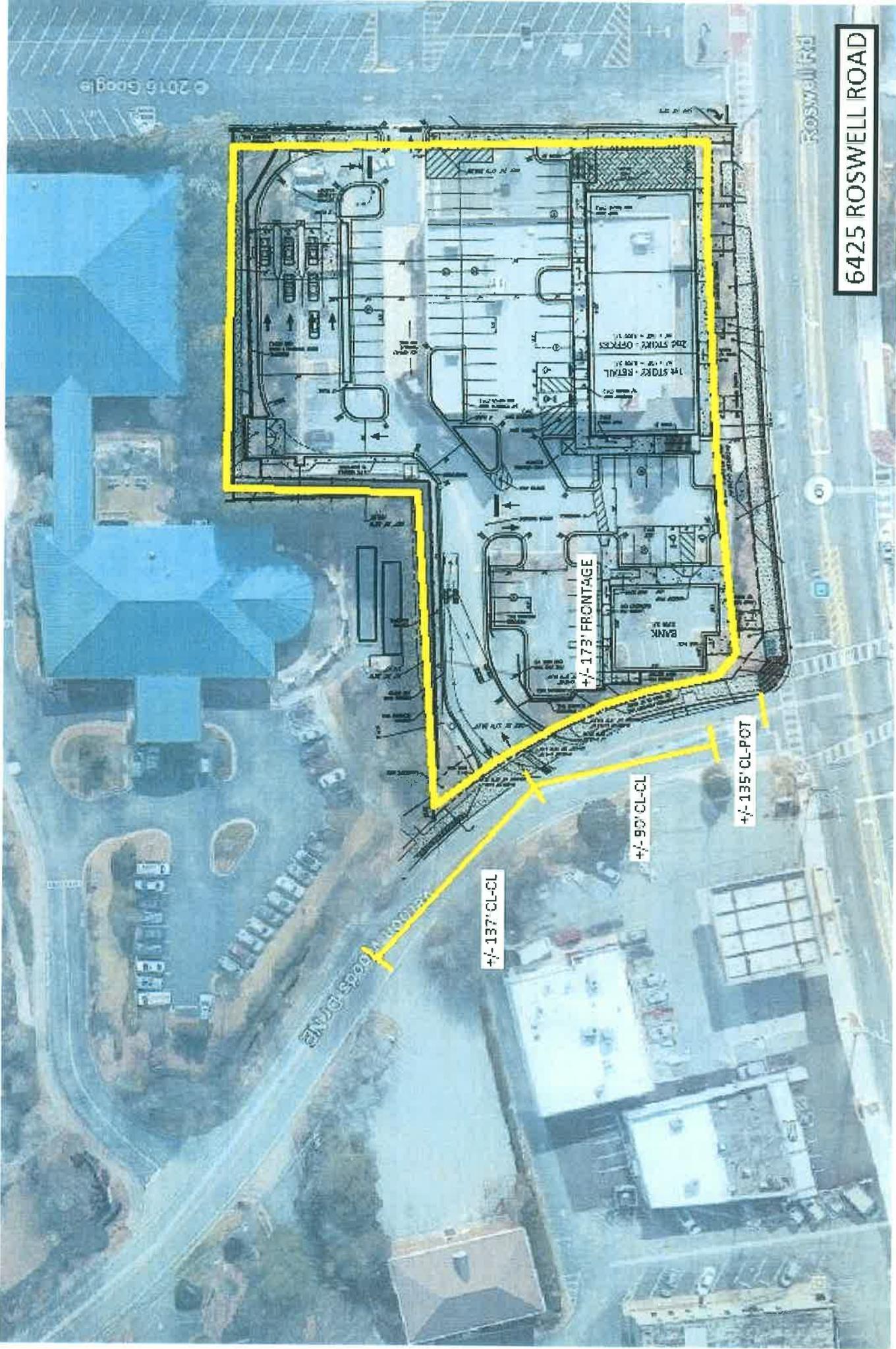
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6425 ROSWELL ROAD



1st STOR. - RETAIL
2nd STOR. - OFFICES

+/- 173' FRONTAGE

+/- 137' CL-CL

+/- 90' CL-CL

+/- 135' CL-POT

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