
CITY COUNCIL AGENDA ITEM

TO: Mayor & City Council **DATE:** August 14, 2013

FROM: John McDonough, City Manager

AGENDA ITEM: **201202129** - 5730 Glenridge Drive, *Applicant: 5730 Glenridge Partners LLC*, to modify conditions 4 & 6 of Z79-0074 to allow driveway access onto Glenforest Road

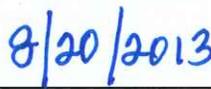
MEETING DATE: For Submission onto the August 20, 2013, City Council Regular Meeting Agenda

BACKGROUND INFORMATION: (Attach additional pages if necessary)

See attached:

Memorandum
Zoning Modification Petition

APPROVAL BY CITY MANAGER:  APPROVED

PLACED ON AGENDA FOR: 

CITY ATTORNEY APPROVAL REQUIRED: () YES () NO

CITY ATTORNEY APPROVAL: 

REMARKS:

To: John McDonough, City Manager

From: Angela Parker, Director of Community Development 

Date: August 6, 2013 for Submission onto the August 20, 2013 City Council Meeting Agenda

Agenda Item: **201202129 5730 Glenridge Drive**, Request for a Zoning Modification to Modify Condition 4 and Delete Condition 6 of Fulton County Zoning Case Z79-0074

Department of Community Development Recommendation:

WITHDRAWAL of the request to modify condition 4 and delete condition 6 of Fulton County Zoning Case Z79-0074.

The Department received a request for withdrawal from the application on August 8, 2013.

Background:

The site is located at the southwest corner of the intersection of Glenridge Drive and Glenforest Road. The property is zoned O-I (Office and Institutional District) conditional under Z79-0074 and is currently developed with an office building.

Request:

The applicant is requesting to modify condition 4. and delete condition 6. of Fulton County Zoning case Z79-0074 to allow for construction of a driveway onto Glenforest Road.

4. To the petitioner's agreement to provide a 25 foot wide natural undisturbed buffer, replant where sparsely vegetated, adjacent to the west and north property lines; and to provide a 35 foot wide natural undisturbed buffer, replanted where sparsely vegetated, adjacent to the east property line.

6. To the petitioner's agreement to allow no access to the property directly from Glenridge Drive or Glenforest Road, and to limit the use of the property to parking in conjunction with the office building located south of the subject property.

Neighborhood Meeting:

The following was discussed at a meeting attended by City Staff, the Applicant, and Glenridge-Hammond Neighborhood Association representatives held on July 25, 2013:

Applicant

The Applicant offered the following options:

- Additional revisions to traffic study
- Deferral of the case

Glenridge-Hammond Representatives

Expressed concerns include:

- The lack of documentation supporting the need for proposed driveway
- Recommendation to add a police officer to direct traffic or to provide do not block intersection signs

Additional meetings were held previously on December 27, 2012 and February 5, 2013.



Zoning Modification Petition No. 201202129

HEARING & MEETING DATES

Community Zoning Information Meeting
September 27, 2012

Mayor and City Council Hearing
August 20, 2013

APPLICANT/PETITIONER INFORMATION

Property Owners	Petitioner	Representative
5730 Glenridge Partners LLC	5730 Glenridge Partners LLC	Nathan V. Hendricks II

PROPERTY INFORMATION

Address, Land Lot, and District	5730 Glenridge Drive Land Lot 37, District 17
Council District	5
Frontage	192.67 feet of frontage along the west side of Glenridge Drive and 149.41 feet of frontage along the south side of Glenforest Road.
Area	6.52 acres
Existing Zoning and Use	O-I (Office Institutional District) conditional under Fulton County zoning case Z79-0074 and currently developed with an office building.
Overlay District	N/A
2027 Comprehensive Future Land Use Map Designation	Office (O)

INTENT

To modify condition 4 and delete condition 6 of Fulton County petition Z79-0074 as follows:

- To the petitioner's agreement to provide a 25 foot wide natural, undisturbed buffer, replanted where sparsely vegetated, adjacent to the west and north property lines; and to provide a 35 foot wide natural, undisturbed buffer, replanted where sparsely vegetated, adjacent to the east property line. **The encroachment of a driveway to access Glenforest Drive shall be allowed across and through the undisturbed buffer adjacent to the north property line. Said Driveway shall be a right turn out only and subject to the site plan submitted to the Department of Community Development dated received May 16, 2013. All re-plantings along the north property line shall be subject to the Sandy Springs Arborist approval.**
- ~~To the petitioner's agreement to allow no access to the property directly from Glenridge Drive or Glenforest Road, and to limit the use of the property to parking in conjunction with the office building located south of the subject property.~~

DEPARTMENT OF COMMUNITY DEVELOPMENT RECOMMENDATION 201202129 – WITHDRAWAL

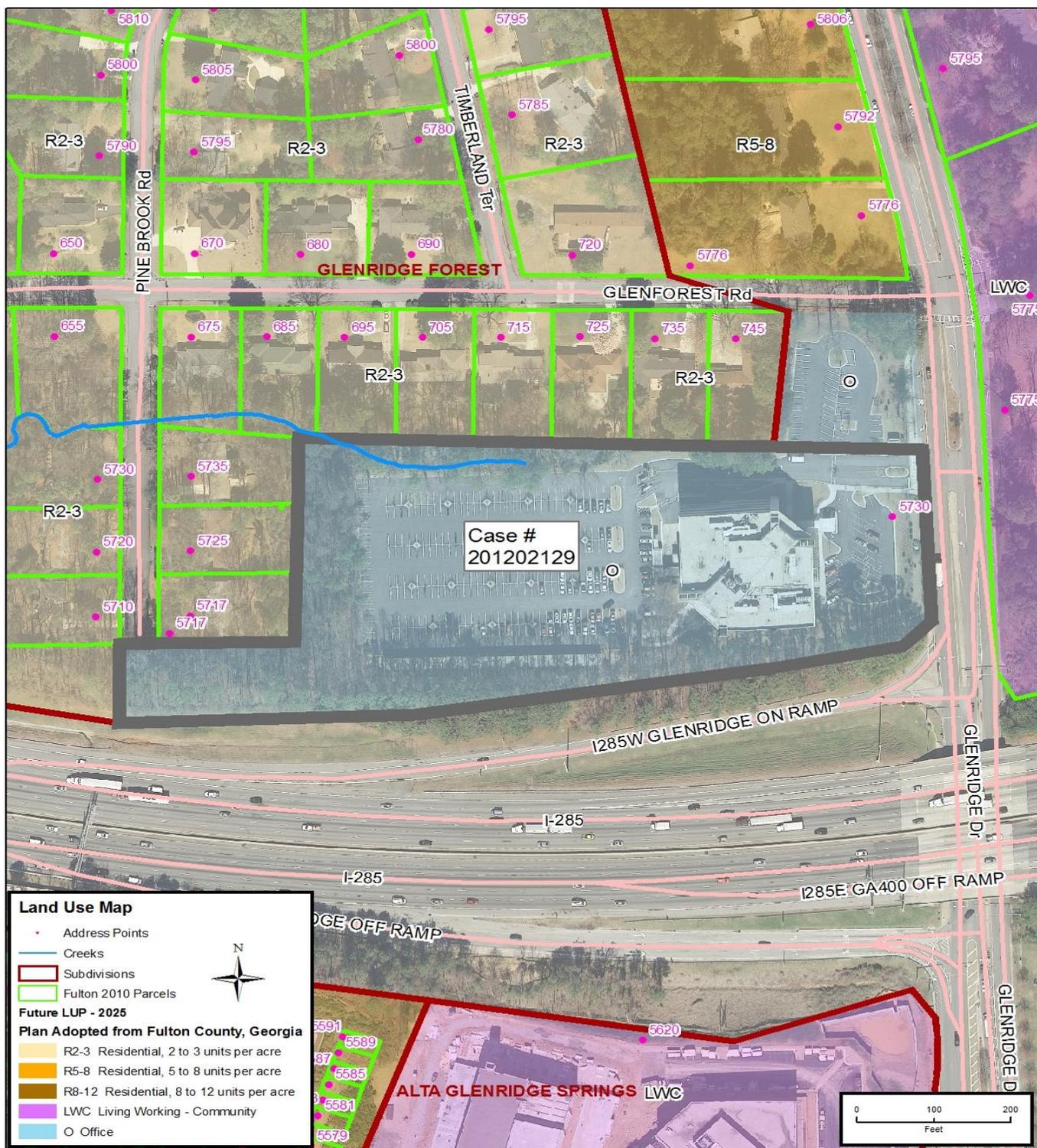
The Department received a request for withdrawal from the application on August 8, 2013.

EXISTING LAND USE AND ZONING OF ABUTTING PROPERTY

SUBJECT PETITION 201301779	Existing Use		Land Area (Acres)	Square footage	Density (Square Feet per Acre)
		Office		6.52	102,692
Location in relation to subject property					
Location in relation to subject property	Zoning	Use	Land Area (Acres)	Square Footage or Number of Units	Density (Number of Units per Acre)
North	TR 201300437	Pulte Development	8.231	63	7.65 units/ac
North	R-3	Glenridge Hammond (Adjacent to north property line)	3.52	8 units	2± units/ac
South	N/A	I-285	-	-	-
West	R-3	Glenridge Hammond (Adjacent to west property line)	1.27	3 units	2± units/ac

Future Land Use Map

5730 Glenridge Drive



APPLICANT'S INTENT

To modify condition 4 and delete condition 6 of Fulton County petition Z79-0074 as follows:

4. To the petitioner's agreement to provide a 25 foot wide natural, undisturbed buffer, replanted where sparsely vegetated, adjacent to the west and north property lines; and to provide a 35 foot wide natural, undisturbed buffer, replanted where sparsely vegetated, adjacent to the east property line. The encroachment of a driveway to access Glenforest Drive shall be allowed across and through the undisturbed buffer adjacent to the north property line. Said Driveway shall be a right turn out only and subject to the site plan submitted to the Department of Community Development dated received May 16, 2013. All re-plantings along the north property line shall be subject to the Sandy Springs Arborist approval.
- ~~6. To the petitioner's agreement to allow no access to the property directly from Glenridge Drive or Glenforest Road, and to limit the use of the property to parking in conjunction with the office building located south of the subject property.~~

The staff is of the opinion that the applicant's request to modify condition 4 and delete condition 6 to allow a driveway through the 25 foot natural undisturbed buffer could cause a detriment to the public. The proposed encroachment does not provide the minimum spacing of 200 feet required by the Development regulations. Also, staff finds that the traffic study provided by the applicant does not support the need for driveway access onto Glenforest Road. Finally, the proposal is not consistent with the following policies of the Comprehensive Plan:

Protected Neighborhood Designation (2027 Comprehensive Plan, Chapter 1: Vision, Character Areas, and Future Land Use – Page 42)

The Visionary Character Area Map designated "protected neighborhoods" as part of the development of the Comprehensive Plan Community Assessment, which was the first phase of the development of the City's Comprehensive Plan (adopted January 16, 2007). That preliminary map is included for reference as it was used to inform the development of several other maps as part of the creation of the Community Agenda.

The boundaries of these areas were used to develop a Protected Neighborhood Map documenting the City's desire to clearly delineate areas where it is important to maintain a separation from the uses along Roswell Road and other area that might encroach into established residential neighborhoods. This desire to protect neighborhoods is an important aspect of the City's vision for its future. Additional policies addressing this issue can be found in Chapter 5 of this Community Agenda. Any development or redevelopment adjacent to a protected neighborhood boundary must be carefully considered for compatibility and an appropriate transition must be established.

Land Use Policies – Protected Neighborhoods (2027 Comprehensive Plan, Chapter 5: Policies – Page 100)

The following policies apply to all properties within the boundary of protected neighborhoods as shown on the future land use plan map. Where consistent with the context, such policies may be determined appropriate in transitional areas.

1. Protect the character and integrity of existing neighborhoods, while also meeting the needs of communities.
2. Delineate and maintain firm, visible boundaries of protected neighborhoods, and prevent the encroachment of incompatible land uses, including, commercial, office, and multi-family land uses into protected neighborhoods.
3. During rezoning and development application review, carefully address the interface between protected neighborhoods and commercial areas, especially within the Roswell Road corridor.
4. Limit infill development within protected neighborhoods to densities that are consistent with the surrounding residential development.
5. Discourage, or prohibit, flag lots.
6. Residential infill development in protected neighborhoods should maintain the existing dwelling setback pattern in relation to the street.

Land Use Policies – Transitional Areas (2027 Comprehensive Plan, Chapter 5: Policies – Page 100)

Transitional areas are areas where land use changes from one use to another and areas with the same use, but where intensities change from lower to higher.

1. When a rezoning or use permit proposal is received in a transitional area, the proposal should carefully regulate through conditions, the building height, building placement, intensities, densities, location of parking, placement of accessory uses, buffers, tree protection, landscaping, exterior lighting, site amenities and other site planning features to be compatible with protected neighborhoods. "Compatible" means that the characteristics of different land uses or activities located near each other are in harmony and without conflict.
2. Effective, compatible transitions among uses should be the primary criterion in evaluating any proposed change in land use adjacent to parcels of less intense land uses. Effective, compatible transitions should generally follow a hierarchy as follows: From single-family, detached residential properties in neighborhoods outward to higher density detached housing to attached housing (e.g., townhouses), to offices and only then to commercial or mixed uses.
3. Screening, separation, and buffers in transitional areas or live/work areas, when abutting protected neighborhoods, should observe recommended practices and avoid discouraged practices for screening neighborhoods, as shown in the attached captioned photos (exhibit 1), and as summarized below:
 - a. Establish combination screens, consisting of opaque wooden fences or masonry walls, and a fast-growing evergreen hedge.
 - b. Increase buffer and building separation widths as intensity of non-residential development or density of multi-family development increases.
 - c. Preserve existing wooded buffers and replant with evergreens trees and shrubs where sparsely vegetated.
 - d. Screen rooftop mechanical equipment from the view of residential uses.
 - e. Retaining walls supporting parking lots at grade changes on lots abutting neighborhoods, when required, should be setback from the property line and softened with plant materials.
4. Minimize intrusion of light, sound, traffic and night-time activity between non-residential uses and single-family neighborhoods.
5. Generally, the redevelopment of existing detached, single-family homes in transitional areas is preferred over rezoning that allows the adaptive reuse of such dwellings for other land uses.
6. Discourage, or prohibit, interparcel vehicular access between single-family and higher density residential areas and more intense or non-residential land uses. Vehicular access/egress from businesses onto residential streets is strongly discouraged, if not prohibited.
7. The area and lot width of any new lot for detached, single-family dwellings facing the same street as that serving the neighborhood, should not be less than 80 percent of the area of the existing lot it abuts in the protected neighborhood fronting on the same street.

*Based on these reasons, the staff recommends **WITHDRAWAL** of this modification request.*

DEPARTMENT COMMENTS

The staff held a Focus Meeting with Transportation, Building and Permitting, Fire, Code Enforcement, Site Development, and the Arborist on May 31, 2013 at which the no comments where generated.

<p>Transportation Planner</p>	<p>Traffic data presented in letter received April 16 lacks the following substantiating information: crash analysis, measured vehicle delay at existing driveway for left turning vehicles, and trip generation and distribution for square footage of total leasable space by use type (medical office). Applicant shall provide an operation analysis that addresses that the existing queue block/courtesy gap condition and the relationship to increased background trips.</p> <p>If zoning modification is approved, the following Land Disturbance Permit requirements shall apply. The minimum allowed spacing for the proposed driveway on Glenforest Road is 200 feet from Glenridge Drive as measured between the centerlines per Section 103-73(k). The queue length and taper for proposed left turn lane shall meet requirements 103-73(h). The minimum width for a one-way drive is 15 feet per Section 103-73(d). Driveway shall meet sight distance requirements of Section 103-77(f). All lanes on Glenforest Road shall be 12 feet wide, excluding curb and gutter per Section 103-75. All widening on Glenforest Road shall occur on the south side of the roadway. The width of the median on Glenforest Road shall be a minimum of six feet wide as measured from the back of curb. Land Disturbance Permit will trigger right-of-way dedication of 11 feet from back of curb along entire property frontage of Glenforest Road and a 20-foot miter at the intersection of Glenforest Road and Glenridge Drive per Section 103-75.</p> <p>Existing private driveway on Glenridge Drive shall be designed to include median to restrict left turns exiting the site.</p>
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STAFF RECOMMENDATION

The staff recommends **WITHDRAWAL** of this modification request; however, should the Mayor and City Council decide to approve the modification the staff recommends the approval be subject to the following conditions. The applicant's agreement to these conditions would not change staff recommendations. These conditions shall prevail unless otherwise stipulated by the Mayor and City Council.

1. To the petitioner's site plan submitted to the Zoning Department August 6, 1979.
2. To the petitioner's agreement to submit to the Director of Planning for his approval, prior to any defoliation or alteration of this site, a grading plan and such other engineering documents as may be required by the Department of Public Works including a hydrological study to be submitted prior to grading, soil sedimentation and erosion controls while the project is under development, and provisions for water retention, and the method of continuing maintenance of these facilities if required, and to the petitioner's further agreement, to work with the Public Works Department to resolve the existing drainage problem.
3. To the petitioner's agreement to submit to the Director of Planning for his approval, prior to the issuance of a grading permit, a detailed landscape plan. And further, to the petitioner's agreement that said landscaping as approved by the Director of Planning shall be in place within six (6) months after construction is complete.
4. To the petitioner's agreement to provide a 25 foot wide natural, undisturbed buffer, replanted where sparsely vegetated, adjacent to the west and north property lines; and to provide a 35 foot wide natural, undisturbed buffer, replanted where sparsely vegetated, adjacent to the east property line. The encroachment of a driveway to access Glenforest Drive shall be allowed across and through the undisturbed buffer adjacent to the north property line. Said Driveway shall be a right turn out only and subject to the site plan submitted to the Department of Community Development dated received May 16, 2013. All re-plantings along the north property line shall be subject to the Sandy Springs Arborist approval.
5. To the petitioner's agreement to retain all major trees as indicated on the site plan, including the two oak trees indicated in the parking bays.
- ~~6. To the petitioner's agreement to allow no access to the property directly from Glenridge Drive or Glenforest Road, and limit the use of the property to parking in conjunction with the office building located south of the subject property.~~
7. To the petitioner's agreement to comply with the recommendations of the Department of Public Works in resolving the existing and anticipated drainage problem associated with the present General Motors Development and proposed parking lot.

Attachments

Site Plan(s) dated received May 16, 2013

Letter of Intent dated received September 5, 2012

Kimley-Horn and Associates, Inc. Letter dated received November 28, 2012

Kimley-Horn and Associates, Inc. Letter dated received April 16, 2013

Glenridge-Hammond Neighborhood Association Letter dated received August 5, 2013

201202129
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SEP. 05 2012

LETTER OF INTENT

City of Sandy Springs
Community Development

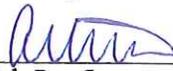
The property is located at the northeast corner of the intersection of Glenridge Drive and Glenforest Road and forms the northerly portion of the property commonly known as 5730 Glenridge Drive, Sandy Springs, Georgia 30342 (the "Property"). The Property is zoned to the O-1 Classification pursuant to Z-79-74 FC for parking in conjunction with the Office Building on the southerly portion of the referenced 5730 Glenridge Drive property.

Given the lack of a full service traffic signal on Glenridge Drive which would benefit the 5730 Glenridge Drive property and the high volume of traffic along Glenridge Drive in front of the 5730 Glenridge Drive property, there has long been the practical need of vehicular and pedestrian access to and from the 5730 Glenridge Drive property over, across and through the Property which forms the northerly portion as referenced to Glenforest Road. The Conditions of Zoning of Z-79-74 FC prohibit this access. The Mayor and City Council recently approved RZ-07-021/CV07-020/U07-008 for the rezoning of the 26.03 Acre Tract directly across Glenridge Drive from the 5730 Glenridge Drive property. In the Comments of the Public Works Department associated with that rezoning request it was stated that ". . .The increased traffic volumes will create a safety and operational hazard in accessing the 5730 site. . ." Accordingly, what had been a practical need of vehicular and pedestrian access to and from the 5730 Glenridge Drive property over, across and through the Property to Glenforest Road has now become a real and significant health and safety issue. Therefore, the Applicant requests that Condition 4. of Z-79-74 FC be modified to allow access crossing to the north Property line over, across and through the 25 foot natural undisturbed buffer provided for under Condition 4 and that Condition 6. of Z-79-74 FC be modified to delete ". . .Glenforest Road. . ." from the second line. The Applicant has submitted simultaneously herewith a Site Plan which incorporates the proposed curbcut on Glenforest Road planned in a fashion to protect the neighborhood to the west from cut thru traffic and thus to preserve the Land Use Policies for Transitional Areas which discourage vehicular access/egress from businesses onto residential streets. Therefore, 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. Accordingly, this Zoning Modification Application is entirely appropriate and the appropriateness of this Zoning Modification Application and the constitutional assertions of the Applicant are more particularly stated and set forth on Exhibit "A" attached hereto and by reference thereto made a part hereof.

Now, therefore, the Applicant requests that this Modification Application be approved as submitted in order that the Applicant may proceed with the lawful use and development of its Property.

APPLICANT:

5730 Glenridge Partners LLC

By: 
Donald D. Stone
Its: Vice President


Nathan V. Hendricks III
Attorney for the Applicant

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

EXHIBIT "A"

APPROPRIATENESS OF APPLICATION
AND
CONSTITUTIONAL ASSERTIONS

The refusal to approve the Modification requested will result in a taking of the Applicant's valuable property rights in violation of the just compensation clause of the Constitution of Georgia 1983, Article 1, Section 3, Paragraph 1 and the just compensation clause of the Fifth Amendment to the United States Constitution. Further, such refusal to approve the requested Modification discriminates in an arbitrary, unreasonable, capricious and unconstitutional manner between the Applicant and owners of similarly situated property in violation of Article 1, Section 1, Paragraph 2 of the Constitution of the State of Georgia and in violation of the Equal Protection Clause of the Fourteenth Amendment to the United States Constitution. Additionally, such refusal to approve the requested Modification would constitute a gross abuse of discretion and would constitute a violation of the Applicant's rights to substantive and procedural due process as guaranteed by the Constitution of the State of Georgia 1983, Article 1, Section 1, Paragraph 1 as well as the Fifth and Fourteenth Amendments to the United States Constitution.

Any approval of this Modification request subject to conditions which are different from the conditions requested by the Applicant, to the extent such different conditions would have the effect of further restricting the Applicant's utilization of the subject property would also constitute an arbitrary, capricious and discriminatory act and would likewise violate each of the provisions of the State and Federal Constitutions set forth hereinabove. The refusal to approve this requested Modification would result in a real, substantial and significantly detrimental hardship to be borne by the Applicant without any corresponding public benefit or legitimate connection to public health, safety, morals and general welfare. The community at large will not be affected by the approval of the requested Modification.



Kimley-Horn
and Associates, Inc.

RECEIVED

NOV 28 2012

November 28, 2012

City of Sandy Springs
Community Development

817 West Peachtree Street, NW
The Biltmore, Suite 601
Atlanta, Georgia 30308-1148

Via Hand-Delivery

Mayor Galambos and City Council Members
C/O Angela Parker, Director of Community Development
7840 Roswell Road
Sandy Springs, Georgia 30350

**Re: 5730 Glenridge Drive
Application No. 201202129**

Dear Mayor Galambos and City Council Members:

We have been working with the Glenridge Medical Center owners for several years to insure that the users of this building have adequate and safe access to their site. Traffic on Glenridge Drive has increased dramatically over the years and patients, in particular, are challenged in their ability to safely enter and exit the site during certain times during the average day. Development of the large recently approved mixed use project across Glenridge Drive at 5730 Glenridge Drive ("Mixed Use Project"), with its primary access aligned with Glenforest Road, will worsen traffic conditions at the medical center's driveway onto Glenridge Drive. In order to provide adequate and safe access to the Glenridge Medical Center site, and comply with the City's own transportation policies, we believe an alternative ingress/egress route is necessary.

In 2010, we counted traffic at the medical center driveway at Glenridge Drive and Glenforest road at Glenridge Drive between 7:00 am and 6:00 pm on a typical weekday. The counts show very low numbers at both locations. Outbound or inbound volumes for either location only exceeded 60 vehicles per hour once and that was the exiting traffic from Glenforest Road between 8:00 am and 9:00 am. During most hours the volumes were less than 30 vehicles per hour, or an average of less than one vehicle every two minutes.

The attached diagram shows how the medical center can access Glenridge Drive via Glenforest Drive without adversely affecting the Glenforest neighborhood, and traffic flow into and out of the neighborhood. Traffic flowing into and out of the medical center will be forced to and from the traffic signal at Glenridge and will not be allowed to pass any houses or driveways to houses. Also, the counts show the medical center's traffic operations will be compatible with the neighborhood traffic. In the mornings, the primary direction of travel for the medical center traffic is inbound and the neighborhood primarily outbound (to Glenridge Drive). These directions of travel are reversed in the afternoons. Additionally, traffic volumes to and from the medical center are generally oriented to the south and that traffic is not likely to use the access to Glenforest Road. Thus, the alternative proposed route will cause no negative impact on the Glenforest neighborhood.

■
TEL 404 419 8700
FAX 404 419 8701



On the other hand, if the proposed alternative access route is not permitted, vehicular congestion and conflicting traffic movements at the Glenridge Drive/I-285 Intersection will increase crash potential and result in unacceptable delays in ingress/egress of the Medical Building. The Medical Building's existing sole access is less than 250 feet from the intersection of Glenridge Drive and the I-285 ramp access network. Indeed, the City's own published policies require that this proposed alternative access route be approved to protect the general health, safety and welfare of the public.

The Sandy Springs Comprehensive Plan dated November 20, 2007 and the Sandy Springs Transportation Master Plan dated August 2008 list eleven transportation policies intended to direct the future of the City and protect residential areas from adverse traffic impacts. Policies that we think are specifically relevant to this proposed improvement include:

Policy 1: Improve traffic signal operations and intersection safety. Traffic signal operations control movements at intersections, where through movement capacity is most limited. An optimally timed and coordinated signal system can significantly reduce travel delay and stops along a corridor. Intersection safety is also important, as intersections typically have more conflict points and experience more crashes than roadway segments. Improvements to reduce conflicts and enhance driver expectancy can reduce crash frequency and severity.

Access to the signal at Glenforest Drive and Glenridge Drive is consistent with this policy.

If this application is not approved, maintenance of the existing condition, as well as the future traffic levels resulting from the approval of the Mixed Use Project, violate this policy. The intersection of Glenridge Drive and the I-285 ramp network are located within 250 feet of the existing driveway. With the current levels of traffic on Glenridge Drive, and more so with the traffic resulting from the development of the Mixed Use Project, the intersection of Glenridge and I-285 is severely congested. It is necessary, to reduce crash frequency and severity, to improve the intersection by reducing conflicts and enhancing driver expectancy. By adding the proposed alternative route, which provides access to a signalized intersection, in lieu of solely relying on an unsignalized driveway immediately adjacent to a large, busy intersection, this policy is implemented.

Policy 2: Reduce traffic congestion at "hot spots." Traffic congestion along arterials typically occurs where two major roads cross, limiting the available green time for each road. Reducing congestion at these "hot spots" can reduce overall travel time.

Allowing left turning traffic to and from the medical center to access the signal, with its excess capacity on the western leg, reduces the unsignalized "hot spot" at the medical center's existing driveway. The approval of this application implements this policy; a denial runs counter to this policy.



Policy 4: Provide a grid system of streets within downtown and elsewhere to disperse traffic over several roads. Connectivity of the roadway network can provide additional options for travel in congested areas. A well-developed grid allows dispersion of traffic over several roads. Over time, the various routes tend towards providing similar travel time. In a less comprehensive fashion, additional roadway connections can provide multiple paths for travelers to use in accessing the main roadway, reducing congestion at critical intersections. It can also provide an alternative to travel on congested arterials for those making local trips to destinations along a busy arterial corridor.

Options are always better for a roadway network. The option of the proposed alternative to access Glenridge Drive via the signalized intersection of Glenforest Drive serves to implement this policy by providing multiple paths for travelers to use in accessing Glenridge Drive and reduce congestion at the critical Glenridge Drive/I-285 intersection.

We believe that this proposed access modification is entirely consistent with the City's adopted policies in that medical center traffic will not be allowed through the neighborhood. Further, we believe that safety for the traveling public at and around the Glenridge Drive/I-285 access ramp intersection will be improved through this proposed access management proposal. Crash severity and potential will be significantly reduced. In addition, given the increase in traffic and the additional traffic that will come from the Mixed Use Project, this alternative is necessary to address the resulting increase in traffic, which will only increase congestion, crash potential and severity, and conflicting traffic movements at the Glenridge Drive/I-285 access ramp intersection.

Very truly yours,

KIMLEY-HORN AND ASSOCIATES, INC.

A handwritten signature in black ink that reads "Ed Ellis".

G. Edward Ellis, P.E.
Regional Vice President

RECEIVED

APR 16 2013

April 12, 2013

PERMITS

The Biltmore, Suite 601
817 West Peachtree Street, NW
Atlanta, Georgia 30308

Mayor Eva Galambos and Council Members
City of Sandy Springs, Georgia
7840 Roswell Road, Building 500
Sandy Springs, Georgia 30350

Re: 5730 Glenridge Drive
Application No. 201202129

Dear Mayor Galambos and City Council Members:

At the request of the Glenforest Neighborhood Association, we have prepared an update of the traffic study previously performed on August 5, 2010 and summarized for you in my letter of November 28, 2012.

We also have prepared projections of future traffic by adding the impact of the proposed development of the Lakeside Development and the continued lease-up of both Lakeside Development and the Glenridge Medical Center utilizing data presented in the Lakeside Development Revised Traffic Impact Study to Sandy Springs Planning Commission on August 13, 2010.

The purpose of this study is to further define the impact of the anticipated increases in traffic on the Glenridge Medical Center and to determine the impact on the Glenforest Neighborhood, should our client be granted an exit only driveway to Glenforest Drive in order to gain access to the existing traffic signal. This study includes an analysis of the incremental impact on the Level of Service (LOS) at both the Glenforest Drive intersection with Glenridge Road and the entrance to the Medical Center, expected "waiting times," and the length of queues that might impact the neighborhood if this driveway access is granted.

Our analysis substantiates the logical conclusion that the additional cars passing in front of the Glenridge Medical Center entrance generated by further development and leasing of the Lakeside Project creates a substantial increase in delay for anyone wishing to leave Glenridge Medical Center and travel north on Glenridge Drive. Table 1A contained in the August 13, 2010 Lakeside Development Zoning Application shows that 6,373 additional cars are predicted per day from the expansion and approximately 65 percent either enter from the south or exit to the south, crossing in front of the entrance to the Glenridge Medical project. During the AM peak hour an additional 510 cars pass by and during the PM peak hour approximately 521 cars are estimated to pass and impact exiting cars from Glenridge Medical.

If left hand turns are prohibited from the current Glenridge Medical exit and moved to Glenforest, then left turns can be made safely and potential congestion substantially reduced. This modification in traffic patterns alone improves the LOS from a failing "F" to an acceptable "B" under all conditions at the Glenridge Medical exit as shown in Table 2. On the other hand, if the modification is not made, our data confirms that the length of time that the approach is in an "F" (or failed) condition will continue to grow.

The increased traffic on Glenforest from Glenridge Medical will have negligible impact on the neighborhood if the exit is properly designed to provide adequate stacking for left-turn queues that might result from peak Glenridge Medical traffic. The reasons are as follows:

- No traffic will be allowed to enter Glenridge Medical nor to turn left into the neighborhood, so no traffic will pass any houses.
- The medical center's traffic patterns will be compatible with the neighborhood traffic. In the morning, the primary direction of travel for the medical center is naturally inbound and the neighborhood primarily outbound to Glenridge Drive. These patterns are reversed in the afternoon.

These results are shown in the attached tables and figure which demonstrate that during peak hours the Glenforest neighborhood traffic currently generates only 5 left-turning vehicles at Glenridge in the AM peak and only 2 in the PM peak. If all the left hand turning traffic is moved from the Medical Center entrance and when full lease up occurs this total left-turning traffic volume is projected to be 15 during the AM peak and 21 during the PM peak. This equates to about one car every 4 minutes in the AM peak and one every 3 minutes in the PM peak. The eastbound approach to Glenridge (from the neighborhood) maintains an "E" rating during the AM and PM peak hours with negligible impact to neighborhood traffic. Given that the traffic signals will be re-timed as redevelopment of Lakeside takes place, there should be no significant additional waiting time to exit the Glenforest neighborhood due to traffic from the Medical Center.

We were also asked to evaluate the impact on Level of Service for various stages of lease-up and development of both the Lakeside Development and Glenridge Medical. While it is not feasible within the scope of this study to demonstrate these changes in service for each possible phase of development, we evaluated three scenarios and have summarized the results in Tables 1-3. The three scenarios include:

- Current traffic counts on March 6, 2013 under No-Build (only existing entrance and exit to Glenridge Medical in use) and Build (projected traffic counts when all left hand turn traffic is moved to the Glenforest/Glenridge Road intersection) conditions.
- Projected No-Build and Build conditions when Lakeside and Glenridge Medical are leased to 90 percent from their current occupancies of approximately 70 percent.
- Projected No-Build and Build conditions with the above occupancy increases plus the proposed additional Lakeside development (DRI).

The data indicates that at the intersection of Glenridge Drive and Glenforest Road/Lakeside Driveway, the overall LOS during peak hours is not affected by traffic from Glenridge Medical, even after lease up, and the average eastbound queue is not increased by more than one car in the AM peak hour (when neighbors would be expected to be leaving home) and is only increased by 1-2 cars in the PM peak hour. The wait time remains about the same due to improved signal timing. Thus traffic from the neighborhood will not be affected and wait

times will not be significantly impacted at any time during the day because of traffic from Glenridge Medical.

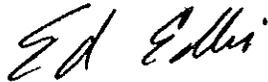
Lastly, we were asked to comment on the traffic design criteria for the proposed exit onto Glenforest by Glenridge Medical.

- The driveway can and should be constructed in a way that physically restricts left-turn movements onto Glenforest Drive from Glenridge Medical and prohibits any movements into Glenridge Medical from Glenforest.
- The driveway should be designed so that it is visually obscure from the neighborhood.
- The driveway exit should be located so as to provide easy movement by the neighbors and the Medical Building users as they move into the appropriate turn lanes approaching Glenridge Drive. The further from the Glenridge Road intersection the better as this will negate any potential weaving or conflicts for vehicles as they approach the intersection.

In conclusion, we believe that this proposed access modification is entirely consistent with the City's policies and concerns over traffic control and congestion. We further believe that safety for all the traveling public at and around the Glenridge Drive/I-285 access ramp intersection will be substantially improved through this proposed access management proposal. The potential for increased crashes and their severity will be reduced significantly.

In addition, given the increase in traffic and the additional traffic that will come from the Lakeside Development, this alternative is the best and preferred solution to permanently address the resulting congestion and conflicting traffic movements at this increasingly congested driveway adjacent to the I-285 interchange.

Very truly yours,



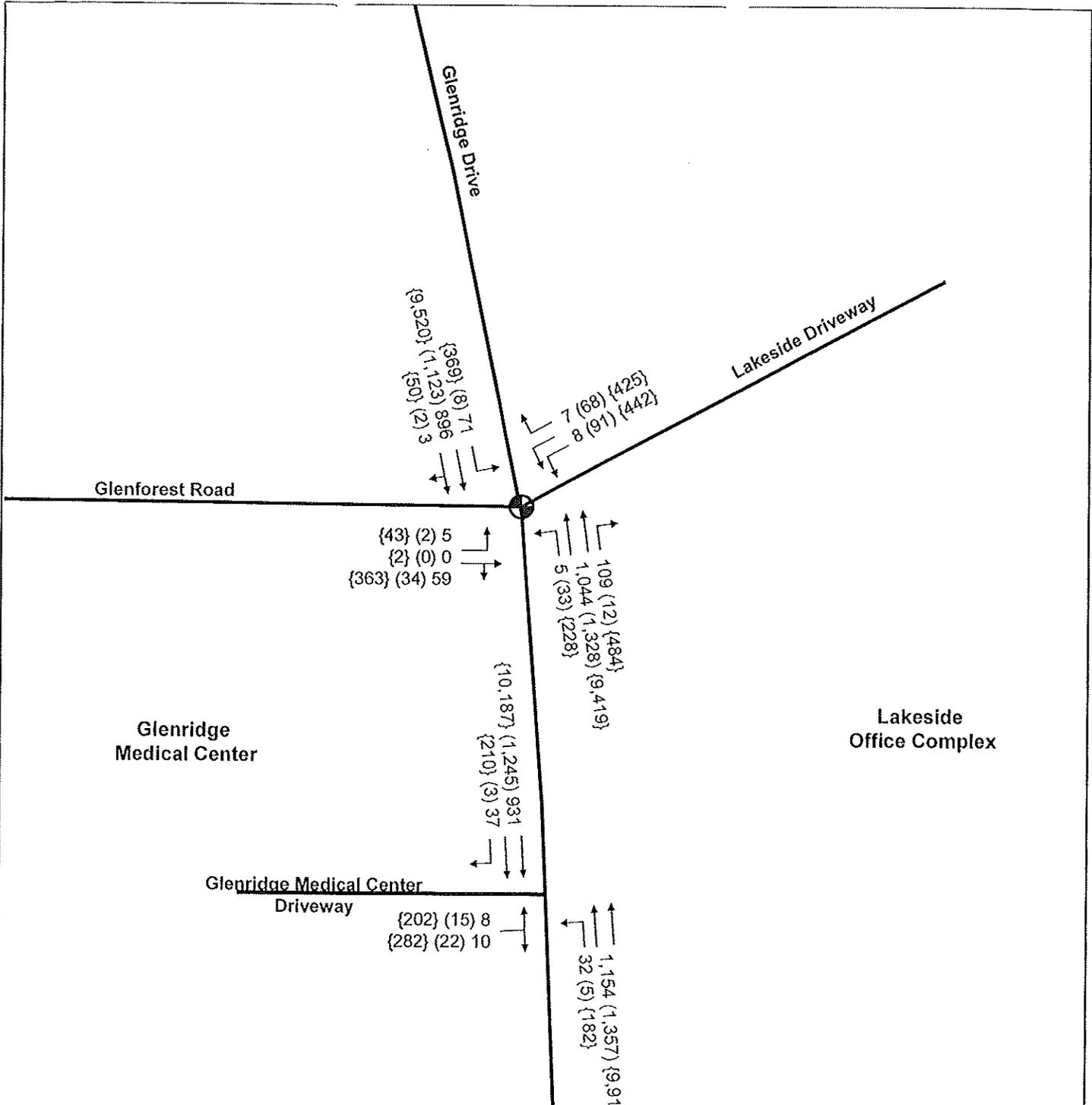
KIMLEY-HORN AND ASSOCIATES, INC.

G. Edward Ellis, P.E.
Regional Vice-President

Table 1 Glenridge Drive & Glenforest Road/Lakeside Driveway Level-of-Service Analysis (Delay in Seconds)						
Scenario	Control	Approach	No-Build		Build	
			AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
Existing	Signalized	Overall	A (5.2)	B (10.4)	A (5.5)	B (10.8)
	Signalized	EB	E (70.2)	E (67.7)	E (69.9)	E (68.4)
	EB Left Queue		22 feet	11 feet	39 feet	47 feet
Lease-Up	Signalized	Overall	A (5.3)	B (12.4)	A (5.7)	B (12.9)
	Signalized	EB	E (70.1)	E (65.6)	E (69.9)	E (66.5)
	EB Left Queue		22 feet	11 feet	43 feet	52 feet
Lease-Up + DRI	Signalized	Overall	B (18.7)	C (30.9)	B (18.6)	C (30.8)
	Signalized	EB	E (59.5)	D (42.2)	E (59.8)	D (42.9)
	EB Left Queue		20 feet	8 feet	39 feet	40 feet

Table 2 Glenridge Drive & Glenridge Medical Center Driveway Level-of-Service Analysis (Delay in Seconds)						
Scenario	Control	Approach	No-Build		Build	
			AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
Existing	Unsignalized	EB Stop	D (31.7)	F (87.0)	B (11.5)	B (12.6)
		NBL Yield	B (10.6)	B (11.9)	B (10.5)	B (11.9)
Lease-Up	Unsignalized	EB Stop	E (35.1)	F (132.3)	B (11.5)	B (12.7)
		NBL Yield	B (10.7)	B (12.0)	B (10.7)	B (12.0)
Lease-Up + DRI	Unsignalized	EB Stop	F (56.4)	F (500.1)	B (11.6)	B (12.7)
		NBL Yield	B (11.3)	B (14.5)	B (11.3)	B (14.5)

Note *: Level-of-Service delay is measured in units of seconds.



NOT TO SCALE

LEGEND

- Existing 2013 Roadway Laneage
- ⊕ Existing 2013 Traffic Signal
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes
- {XX} 12-Hour Traffic Volumes

Dickerson, Patrice

From: d falc <dfalc1961@yahoo.com>
Sent: Monday, August 05, 2013 3:18 PM
To: Parker, Angela
Cc: Abaray, Linda; Dickerson, Patrice; njleathers@aol.com; gsmonash@gmail.com; rharville@jlainc.com; thaea@aol.com
Subject: 5730 Glenridge Dr. - Deferral request
Attachments: Edwards Neighborhood Assn Letter.doc

Ms. Parker,

While the Glenridge-Hammond Neighborhood Association is not necessarily opposed to further deferring the 5730 Glenridge case, we do question the potential value in doing so. This case has been 'dragging on' for more than seven months and we have not progressed very much. The applicant is requesting the additional time in order to continue to modify his traffic study. The traffic engineers have been working with the applicant for at least three years, ample time for studying traffic patterns in order to justify the request to create the roadway into the neighborhood.

The study submitted by the traffic engineers would have included any necessary metrics, as these folks are very capable professionals. It may be that some of the information is not possible to be gathered. For example, one piece of information that Public Works stated was lacking from the traffic study - vehicle delay at existing driveway for left turning vehicles. Mr. Edwards has already stated that it is not possible to present a meaningful statistic. (Number 4 of the April 12, 2013 letter from Mr. Edwards to the President of the Glenridge-Hammond Neighborhood Assn.)

Another concern has been raised by neighbors and involves the cost the neighborhood is continuing to incur. We have engaged professional assistance and have been receiving consultation and advise for this case since December 2012. Additional time obviously means additional expense to the neighborhood.

We would like Staff to review the request for deferral and to determine whether there can be any additional meaningful information gathered, beyond what has already been submitted, to justify the request for more time.

For your convenience, I have attached the letter from Mr. Edwards to the neighborhood association.

Regards,
Doug Falciglia
President - Glenridge-Hammond Neighborhood Assn.

5730 GLENRIDGE PARTNERS, LLC

April 12, 2013

Mr. Doug Falciglia
President
Glenridge Hammond Neighborhood Association

Dear Mr. Falciglia,

In response to the request of the Neighborhood to further define the impact of the redevelopment of the Lakeside Project on the Glenridge Medical Property and to project the impact on your neighborhood of our proposed access to the traffic light at Glenforest Road, we retained Kimley-Horn and Associates. Their report to the Mayor, City Council and to the Neighborhood is attached.

In addition to the requested impact report which I believe generally answers the questions you have asked in our meetings, you asked some specific questions about traffic patterns. We can confirm answers to most of those questions, but others are beyond the scope of the report to obtain.

1. The biggest impact on patients leaving Glenridge Medical that is caused by the additional traffic from the lease-up and additional development of the Lakeside Project will be:

- a. Excessive wait times and queues at the entrance that will extend the period of time that the Level of Service is an "F" beyond current "peak hour difficulties".
- b. Current left hand turn difficulties will therefore be exacerbated, increasing the likelihood of increased accidents from the approximate addition of 6,373 cars per day of which approximately 65% cross in front of Glenridge Medical.

2. The numbers of patients and office workers leaving Glenridge Medical during our PM peak hour is 37 now and predicted to be 47 once we are fully occupied. The number of cars turning left now are 15 and predicted to be 19 upon lease up. The total number of cars exiting during the day are 484, of which 202 turn left. Upon lease up, these numbers grow to 622 and 260.

Unfortunately, we can not differentiate between patients and doctors or office workers in this study.

3. We do not know where the patients are going when they leave, but we do know that the majority turn right.

4. The wait time to turn left by a patient varies so widely during the day that it is impossible to present "an average time" that is meaningful. The data and intuition tells us that the Level of Service deterioration to an "F" is a general measure of a very long wait time at Peak Hours of service.

We hope that you will agree that the new studies and analysis support the necessity for improved accessibility to Glenridge Medical and also addresses your concerns about the impact on the neighborhood.

Best regards,

5730 Glenridge Partners, LLC

Ralph G. Edwards, Jr.
Managing Member