Traffic Impact Study

for

Conley Village DRI 2009

City of Atlanta, Fulton County, Georgia

Prepared for:

Georgia Regional Transportation Authority

Atlanta Regional Commission

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PROJECT DESCRIPTION: Conley Village is proposed to be a mixed-use, residential and retail, development containing 255 apartments, 200 senior living dwelling units, 72 townhomes, and 12,250 square feet (sf) of retail and services use space (assumed to include two restaurants) when completed in 2015. The approximately 25-acre project site is located in the northwest quadrant of the intersection of Conley Road and Forrest Park Road, northeast of State Route 54 (Jonesboro Road) and east of Interstate I-285, in the southeast portion of the City of Atlanta in Fulton County, Georgia. The site will be accessed at three (3) points, two (2) on Conley Road and one (1) on Forrest Park Road; all at existing site access locations (one existing site access location will be eliminated). The primary roadway network near the site consists of the functionally classified Local Street Conley Road, Urban Minor Collector Forrest Park Road, and Urban Minor Arterial State Route 54.

The site is currently zoned RG-2 and the zoning is being changed to MR-3 (multifamily housing) to accommodate the proposed development. Internal roadways will connect all residential and commercial areas to vehicular access points on both Conley Road and Forrest Park Road. An internal roadway will provide access through the site between Conley Road and Forrest Park Road, but the residential site parking areas will be controlled access. Sidewalks will be provided connecting all buildings and parking areas on the site and to the existing external sidewalks adjacent to the site. The total number of parking spaces on the site will meet the minimum zoning requirements. The property adjacent to the west of the site is currently being used as a retention pond and a parking lot. The property is bounded to the north by a stream and the adjacent property is forested and vacant. Several single-family homes are located to the east of the site and a low-rise apartment complex is located south of the site on the opposite side of Conley Road.

CAPACITY ANALYSIS CRITERIA: The impact of the traffic generated by the proposed development in the Year 2015, when the project is completed, during peak weekday morning and evening periods was analyzed. The existing and planned lane configurations and traffic controls provided adequate Levels of Service (LOS), "D" or better. There are no relevant programmed roadway improvements in the area.

TRIP GENERATION, DISTRIBUTION, AND ASSIGNMENT METHODOLOGY: The Institute of Transportation Engineers *Trip Generation*, 7th Edition, 2003 and *Trip Generation Handbook*, 2nd Edition, 2004, rates and equations were used to determine the trips generated by the land uses in the development, the internal capture trip reductions between different land uses (10% of total new trips), and the pass-by trip reductions (13.7% of existing daily pass-by traffic). Mode split was assumed as 10% based on the availability of public transit. The development is expected to generate 2,744 new external vehicular trips daily, with 171 in and 247 out in the morning and with 142 in and 83 out in the evening peak weekday hours, when the development is completed. Of the daily trips to be generated by the development, approximately 53% are expected to be external vehicular trips, after internal capture, pass-by, and mode split reductions are taken.

Trip distribution is based on the existing traffic patterns in the area for similar land uses, the intensity of residential occupancy in the area based on US Census Data, the existing and programmed roadway network in the area, knowledge of the area, and engineering

judgment. Trip assignment is based on the location of the land uses on the site, the internal circulation, and the directional distribution for the external trips. Based on turning movement counts collected, approximately 68% of the new trips are expected to use westbound Conley Road to northbound Jonesboro Road, with approximately 22% of the residential trips to/from the north on SR 54, 22% to/from the east on I-285, and 18% to/from the west on I-285. Twelve percent of the residential and 40% of the retail trips are expected to be to/from the southeast on Jonesboro Road (SR 54). Approximately 14% of the new trips are expected to/from the east on Conley Road and 6% to/from the north on Forrest Park Road.

ANALYSIS METHODOLOGY: The Transportation Research Board (TRB) *Highway Capacity Manual*, 2000, (HCM2000) methodology was used to determine the LOS using the analysis software Synchro, Version 6. A 2% annual background traffic growth rate was used (although a negative 6% annual growth rate was calculated based on the historical traffic counts in the area provided by the Georgia Department of Transportation), and would account for previously approved, but incomplete, developments that may be occupied by the Year 2015.

STUDY NETWORK DETERMINATION: Based on the trip generation and assignment methodology previously described and knowledge of the roadway network near the site, the LOS "D" planning level daily roadway segment capacity was determined. The study network was identified where the project-generated trips are expected to exceed 7% of this capacity (before internal capture, pass-by, or modal split reductions are applied). No roadway segments were studied. The following intersections were studied:

- All three (3) site access points;
- Conley Road at Forrest Park Road;
- Conley Road at Jonesboro Road (SR 54); and
- Jonesboro Road (SR 54) at the I-285 Ramps.

DATA SOURCES: Turning movement counts and 24-hour bi-directional counts were collected during 3-5 March 2009.

FINDINGS AND CONCLUSIONS: The development of the Site is NOT expected to result in unplanned and poorly served development. As shown in the traffic impact analysis, no inadequacies were identified at the study intersections.

PROJECT SUMMARY

Name and Number of DRI	Conley Village (DRI# 2009)
Jurisdiction	City of Atlanta/Fulton County
Local Development Approval Sought	Re-Zoning
Location	Southeast Atlanta
Uses and Intensities of Uses	12,250 square feet Commercial proposed
	255 Apartment units proposed
	200 senior living units
	72 Townhomes
Project Phasing and Build-Out	2015
Trip Generation (ADT, AM, PM Peak)	2,744/418/225

1. INTRODUCTION

This report presents a variety of analyses and documentation for submittal as the major portion of the Georgia Regional Transportation Authority (GRTA) Development of Regional Impact (DRI) Review Package for the proposed Conley Village development. Conley Village is a mixed-use development located in southeast portion of the City of Atlanta in Fulton County, Georgia. These analyses have been initiated in response to a re-zoning from RG-2 to MR-3. Due to the size and characteristics of the Site, it qualifies for a DRI level of review and analysis per rules and guidelines established by GRTA, the Atlanta Regional Commission (ARC), and the Georgia Department of Community Affairs (DCA). The Applicant has elicited to undertake the GRTA review via the Non-Expedited Review Process.

The proposed development consists of a total of 255 apartments, 200 senior living dwelling units, 72 townhomes, and 12,250 square feet (sf) of retail and services use space (assumed to be two sit-down restaurants totaling 4,750sf, a 2,000 sf carry-out restaurant and a 5,500 sf retail type store for the purpose of trip generation). The Site may be developed in more than one Phase for marketing purposes, but only Build-Out was analyzed, and this report addresses the analyses and findings at Site Build-Out. The Build-Out Year for the Site is 2015.

2.1 Project Description

The approximately 25-acre project site is located in the northwest quadrant of the intersection of Conley Road and Forrest Park Road, northeast of State Route 54 (Jonesboro Road) and east of Interstate I-285, in the southeast portion of the City of Atlanta in Fulton County, Georgia. Figure 2-1 shows the Site Location showing the roadways in the immediate vicinity of the Site. Figure 2-2 shows an aerial photograph of the near vicinity of the Site.

2.2 Site Plan – Types and Amounts of Development

Conley Village is proposed to be a mixed-use, residential and retail, development containing 255 apartments, 200 senior living dwelling units, 72 townhomes, and 12,250 square feet (sf) of retail and services use space when completed in 2015. The Site area is approximately 25 acres. The Site Plan is shown in Figure 2-3.

To the west of the site is a retention pond and parking lot. To the north is a stream and forested vacant land. Several single-family homes are located to the southeast and apartments are located south of the site.

2.3 Project Phasing Schedule

The Site may be developed in more than one Phase for marketing purposes; however the analyses and report focus only upon the conditions at Site Build-Out. The Build-Out Year for the Site is 2015.

2.4 Site Parking Requirements

The site will contain the required 859 parking spaces based on 1.1 spaces per dwelling unit, 0.99 spaces per senior living unit, and 1 space per 600 square feet of retail use.

Figure 2-1. Site Location Map

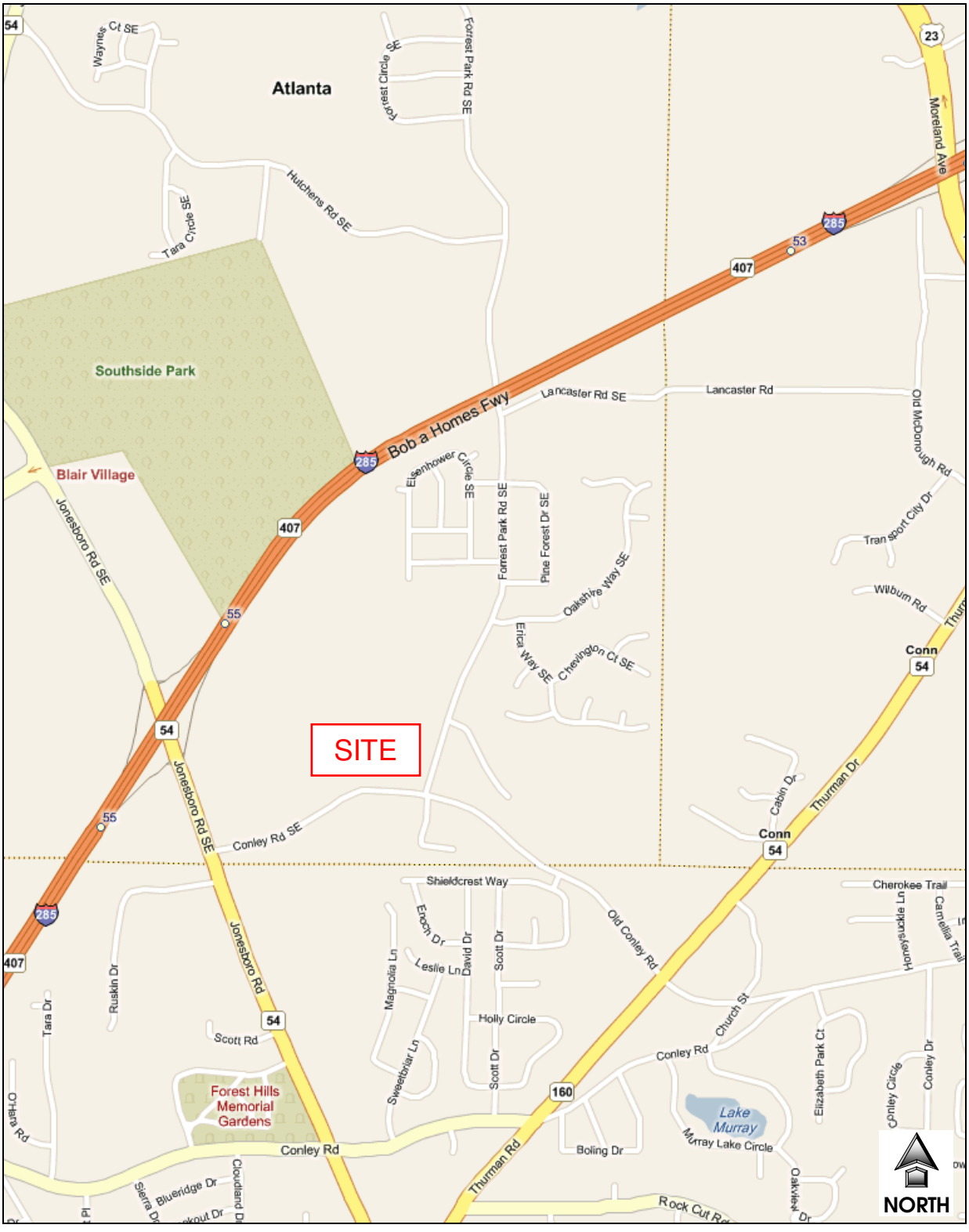
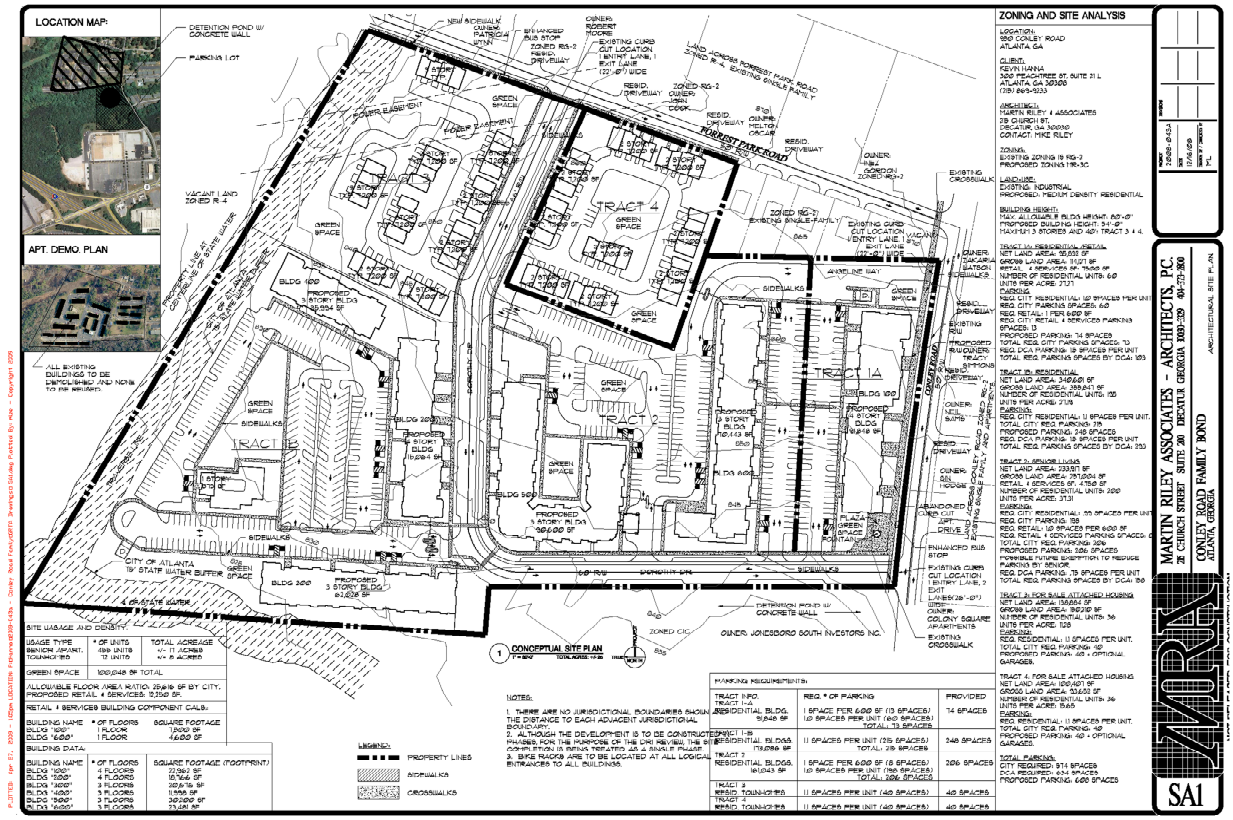


Figure 2-2. Site Aerial

Figure 2-3. Site Plan



2.5 Site Access Points and Driveways

The site will be accessed at three (3) points, two (2) on Conley Road and one (1) on Forrest Park Road, all at existing site access locations (one existing site access location on Conley Road will be eliminated). Briefly, the driveways are as follows:

- Driveway 1 is the west access point on Conley Road, which will be a full movement access point that will serve both the retail and residential land uses.
- Driveway 2 is the east access point on Conley Road, which will also be a full movement access point that will serve both the retail and residential land uses.
- Driveway 3 is the access point on Forrest Park Road, which will be a full movement access point that will primarily serve the residential land uses.

3.1 Trip Generation

As noted above, the Site will consist of 255 apartments, 200 senior living dwelling units, 72 townhomes, and 12,250 square feet (sf) of retail and services use space (assumed to include two restaurants).

The number of vehicle trips expected from the Site was estimated. The trip generation was based on the Site Plan and information provided by the developer and site civil engineer.

The typical procedure for determining the traffic generated by a new development is to apply the rates or equations developed by the Institute of Transportation Engineers (ITE) as published in *Trip Generation*, 7th Edition, 2003, an ITE Informational Report, and related information in the *Trip Generation Handbook*, 2nd Edition, 2004, an ITE Recommended Practice. The rates and equations in these documents are calculated from nationally collected data. The rates and equations were used to estimate the number of trips expected for the Site. However, because the equations provided by ITE for Land Use Code 814, Specialty Retail, provides abnormally low peak hour volumes, the peak hour of the adjacent street trip generation equations for Land Use Code 852 were used to provide a more conservative approach. Since there are two (2) MARTA bus stops adjacent to the site that will remain and be enhanced, the reduction in external vehicular trips was assumed to be 10%. The ITE Land Use Codes used in the analyses are shown in Table 3-1.

Internal capture rates, published in ITE's *Trip Generation Handbook*, between the retail/restaurants and residences were used to reduce trips based on the mixed-use nature of the Site.

Pass-by trips were also reduced from the trip generation for the commercial uses. The pass-by rates used were taken from ITE's *Trip Generation Handbook*, and are shown in Table 3-1. A limits test was performed to determine whether the number of daily pass-by trips that would be expected based on the rates given in ITE's *Trip Generation Handbook* would be more than 15% of the ADT for the adjacent roadways. It was determined that the calculated pass-by trip reduction volume is 13.7% of the existing daily volume on the adjacent roadways and is expected to be 11.8% of the Year 2015 adjacent street volumes.

Trip Generation has been determined for the Site Build-Out (Year 2015). The results of the trip generation are shown in Table 3-1. The Trip Generation and Internal Capture Worksheets are included in Appendix A.

Table 3-1. Site Build-Out Trip Generation

ITE Code	Land Use	Intensity		Daily	AM Peak Hour		PM Peak Hour	
				Total	In	Out	In	Out
Retail & Services								
933	Carry Out Restaurant	2.00	ksf	1,432	53	35	27	25
814	Specialty Retail Center	5.50	ksf	273	86	86	99	108
932	Sit-Down Restaurant	4.75	ksf	604	29	26	32	20
	Total new retail trips	12.25	ksf	2,309	168	147	158	153
	Internal Capture (total)			231	8	10	14	18
	External (total)			2,078	160	137	144	135
	Passby Reduction	80%		1,662			115	108
	Total new external trips			416	160	137	29	27
Residential								
220	Apartment	255	units	1,683	26	103	103	55
230	Townhouse	72	units	485	7	33	31	15
252	Sr Adult Attached Housing	200	units	696	7	9	13	9
	Total new residential trips	527	units	2,864	40	145	147	79
	Internal Capture (total)			231	10	8	18	14
	Total new external trips			2,633	30	137	129	65
TOTALS	**TOTAL TRIPS**			**5,173**	**208**	**292**	**305**	**232**
	TOTAL INTERNAL TRIPS		**10%**	**462**	**18**	**18**	**32**	**32**
	TOTAL EXTERNAL TRIPS			**4,711**	**190**	**274**	**273**	**200**
	TOTAL PASSBY TRIPS		**35%**	**1,662**			**115**	**108**
	TOTAL EXTERNAL VEHICLE TRIPS			**3,049**	**190**	**274**	**158**	**92**
	TRANSIT TRIPS REDUCTION		**10%**	**305**	**19**	**27**	**16**	**9**
	TOTAL NEW VEHICULAR TRIPS			**2,744**	**171**	**247**	**142**	**83**

3.2 Trip Distribution and Traffic Assignment

Trip distribution is based on the existing traffic patterns in the area for similar land uses, the intensity of residential occupancy in the area based on US Census Data, the existing and programmed roadway network in the area, knowledge of the area, and engineering judgment. Trip assignment will be based on the location of the land uses on the site, the availability of internal circulation, and the directional distribution for the external trips.

Based on turning movement counts collected during 3-5 March 2009, approximately 68% of the new trips are expected to use westbound Conley Road to northbound Jonesboro Road, with approximately 22% of the residential trips to/from the north on SR 54, 22% to/from the east on I-285, and 18% to/from the west on I-285. Twelve percent of the residential and 40% of the retail trips are expected to be to/from the southeast on Jonesboro Road (SR 54). Approximately 14% of the new trips are expected to/from the east on Conley Road and 6% to/from the north on Forrest Park Road.

The trip distributions developed for the Site are shown in Figure 3-1 for Site Build-Out (Year 2015). The appropriate distribution percentages were applied to the trips generated by the Site as shown in Table 3-1 for Site Build-Out (Year 2015), and the traffic volumes were assigned to the road network. The weekday AM and PM peak hour turning volumes expected at the study intersections from the Site are shown in Figure 3-2 for Site Build-Out (Year 2015).

Figure 3-1. Site Build-Out Trip Distribution

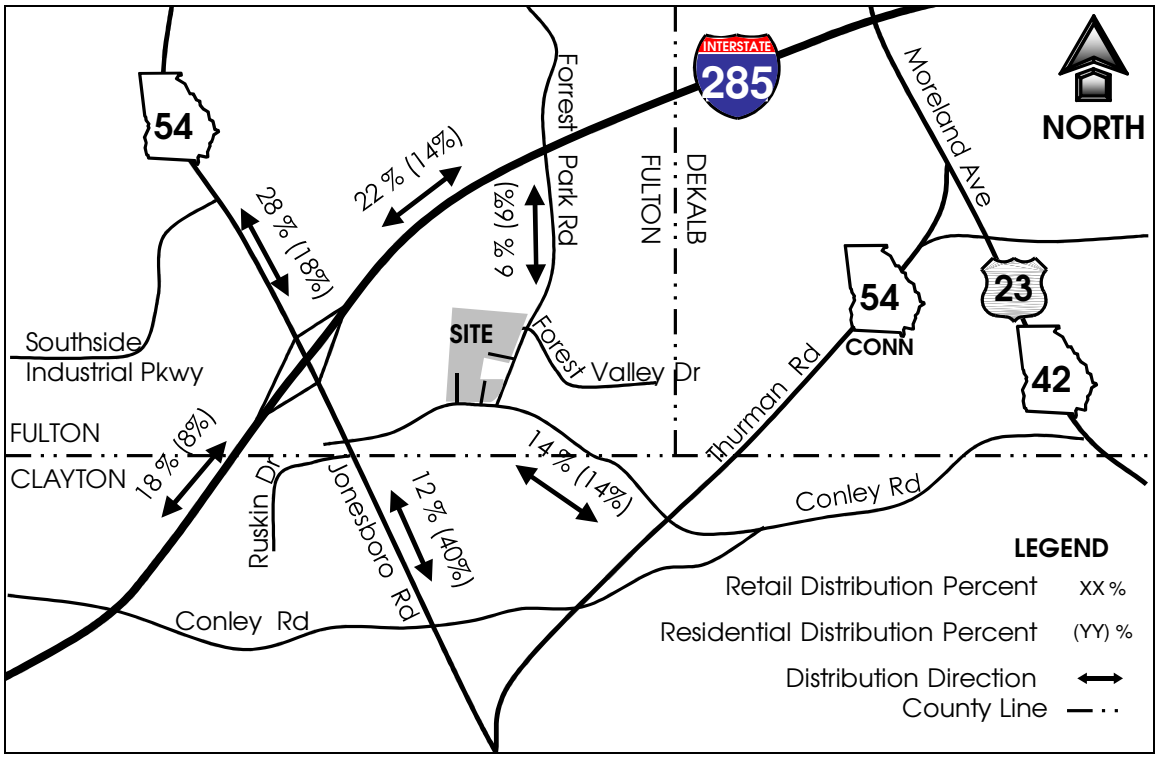
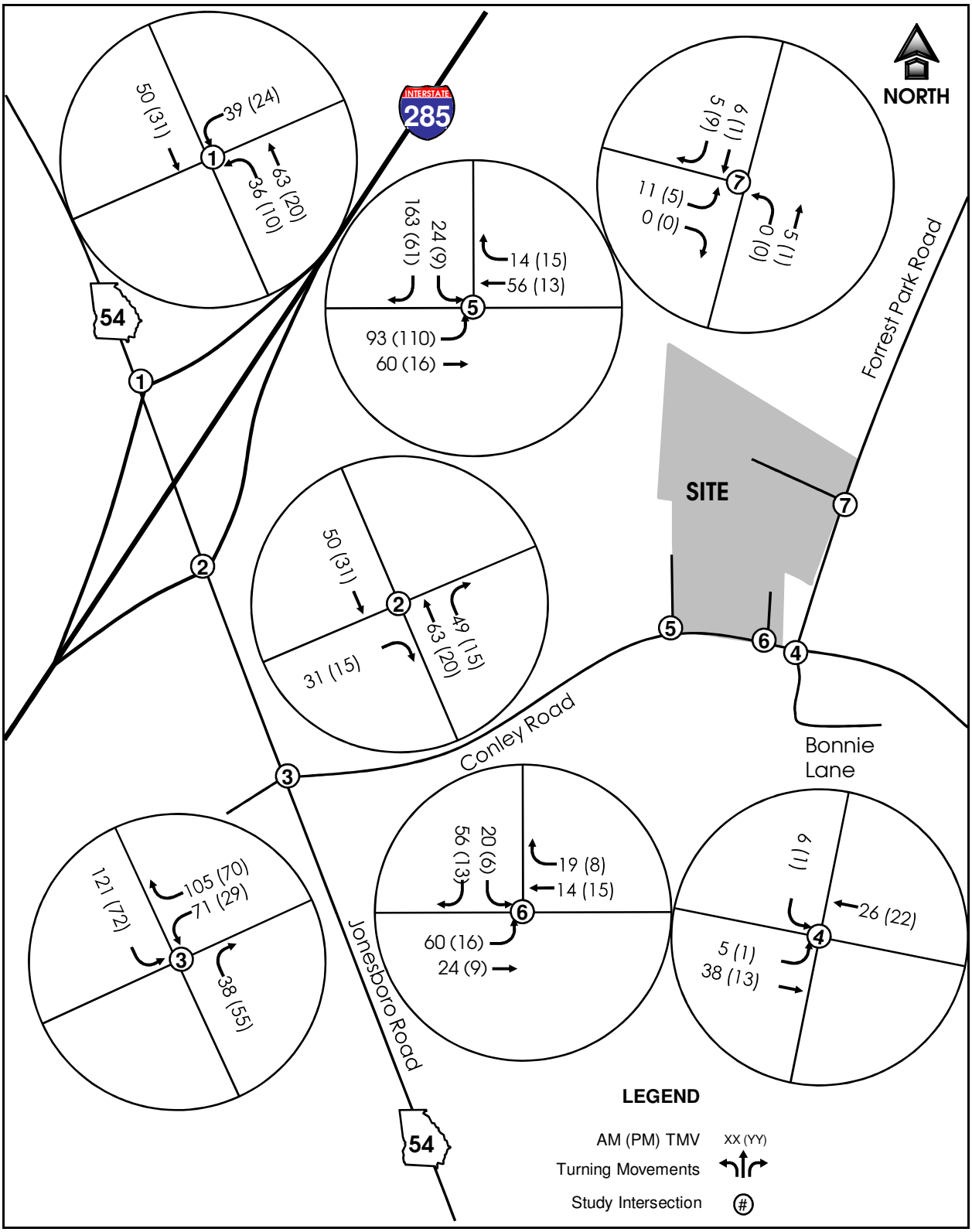


Figure 3-2. Site Build-Out Traffic Volumes

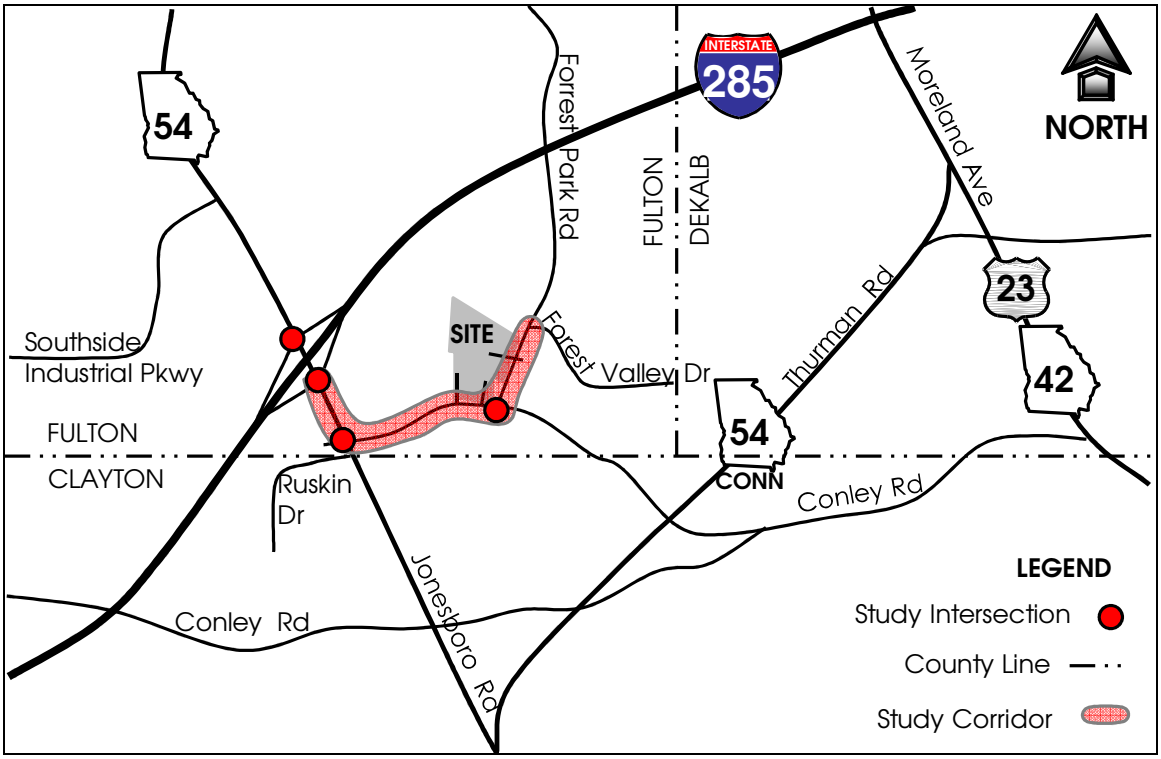


Based on the trip generation and assignment methodology previously described and knowledge of the roadway network near the site, the LOS "D" planning level daily roadway segment capacity was determined. The study network was identified where the project-generated trips are expected to exceed 7% of this capacity (before internal capture, pass-by, or modal split reductions are applied). No roadway segments were identified to be studied because sufficient capacity exists to absorb the project traffic. The following are the intersections studied: See Figure 5.

- All three (3) site access points;
- Conley Road at Forrest Park Road;
- Conley Road at Jonesboro Road (SR 54);
- Jonesboro Road at I-285 Eastbound Ramps; and
- Jonesboro Road at I-285 Westbound Ramps.

Figure 4-1 shows the location of the study intersections.

Figure 4-1. Study Network and Study Intersections



5.1 Level of Service Standards

Operating conditions at intersections and roadway segments are evaluated in terms of Levels of Service (LOS). For the GRTA DRI process, Fulton County's LOS Standards for the roadways in the Study Area are assumed to be LOS D. Therefore, LOS A through D are considered to be adequate peak hour operations, and LOS E and F are considered inadequate peak hour conditions. It is desirable, after new development has been put in place, that no less than an LOS D be maintained. However, if a specific location operates at LOS E or F under existing traffic conditions, then GRTA finds as acceptable, after background traffic, and also after the Site's traffic, has been added to the specific location, a return to LOS E.

An explanation of levels of service can be found in the EXPLANATION OF LEVELS OF SERVICE Section at the end of the report.

6.1 Existing Roadway Facilities

To determine existing traffic conditions of the identified study roadway segments and study intersections in the area, an inventory was made of the major roads surrounding the Site. The physical and traffic control elements of each of the roadways, as well as the functional classification and other important elements for the study roadways, follows:

- **Conley Road** is a two-lane undivided local street with a speed limit of 35 mph. Conley Road primarily runs east-west from SR 54 (Jonesboro Road) where it aligns with an industrial and retail use driveway and runs to the east to US 23/SR 42. The intersection of Conley Road and SR 54 (Jonesboro Road) is signalized. There are MARTA bus stops along Conley Road.

- **Forrest Park Road** is a two-lane undivided urban minor collector with a speed limit of 35 mph. Forrest Park Road primarily runs north-south from Conley Road where it aligns with Bonnie Lane to the north across I-285 to Thomasville Drive. There are MARTA bus stops along Forrest Park Road.

- **SR 54 (Jonesboro Road)** is a four-lane urban minor arterial with a two-way left turn lane and a speed limit of 40 mph. SR 54 (Jonesboro Road) primarily runs north-south from McDonough Boulevard south to Jonesboro. There are MARTA and CTran bus stops along SR 54 (Jonesboro Road).

Figure 6-1 shows the existing traffic controls and lane configurations at the study intersections.

6.2 Existing Traffic Volumes

After consultation with GRTA and ARC it was determined that capacity analyses would be performed at the study intersections for the weekday AM peak hour and the weekday PM peak hour. For these two peak periods, turning movement counts were collected on Tuesday and Wednesday, March 10 and 11, 2009 at the following intersections:

- I-285 Eastbound ramps at SR 54;
- I-285 Westbound ramps at SR 54;
- Conley Road at SR 54;
- Forrest Park Road at Conley Road; and,
- Existing Apartment Complex driveway at Conley Road.

Figure 6-2 shows the existing volumes at the study intersections for the weekday AM peak hour and the weekday PM peak hour.

Average Daily Traffic (ADT) volumes were acquired from GDOT permanent counting stations located in the study area for the six year period 2002 to 2007. Twenty-four hour volume – classification was also collected on Tuesday, March 10, 2009 at the following locations:

- Conley Road east of SR 54 (Jonesboro Road); and,
- Forrest Park Road north of Conley Road.

The count data is included in Appendix B.

6.3 Capacity Analysis: Existing Conditions

Using the methodologies described in the EXPLANATION OF LEVEL OF SERVICE Section below, the Levels of Service were determined for the study intersections for Existing conditions. Table 6-1 presents the results of the intersection capacity analysis for Existing conditions. Printouts of these analyses are included in Appendix C.

Figure 6-1. Existing Traffic Controls and Lane Configurations

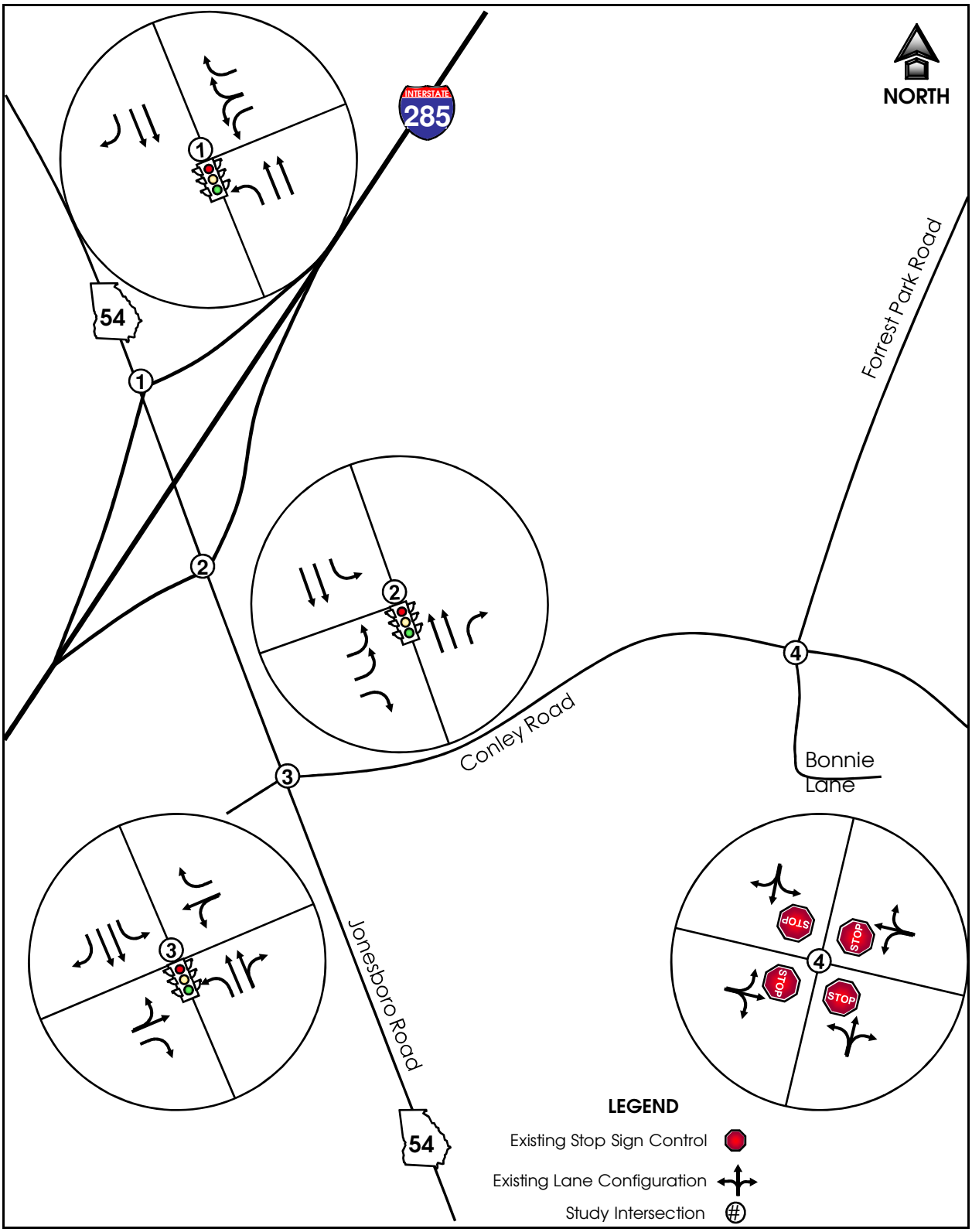


Figure 6-2. Existing Traffic Volumes

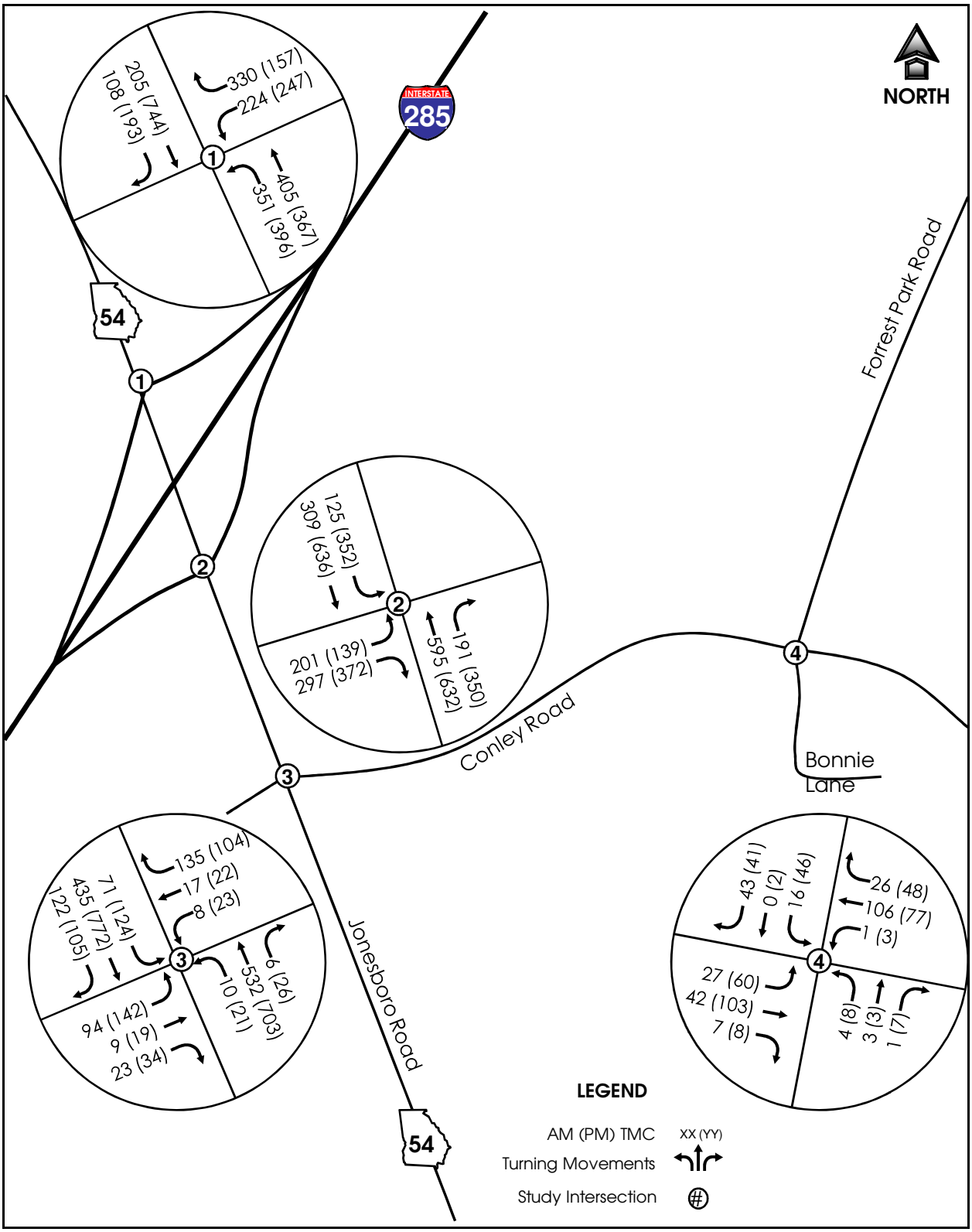


Table 6-1. Existing Levels of Service

Intersection No.	Intersection Name	Control	Move-ment	A.M. Peak Hour Approach	A.M. Peak Hour Overall	P.M. Peak Hour Approach	P.M. Peak Hour Overall
1	SR 54 at I-285 WB Ramps	Traffic Signal	Overall	*	B	*	C
2	SR 54 at I-285 EB Ramps	Traffic Signal	Overall	*	C	*	C
3	SR 54 at Conley Road	Traffic Signal	Overall	*	B	*	C
4	Conley Rd at Forrest Park Rd	All Way STOP	NB	A	A	A	A
			SB	A		A	
			EB	A		A	
			WB	A		A	

As can be seen from Table 6-1, all of the intersections function at adequate Levels of Service for Existing conditions.

May it be noted that Intersections 1, 2, and 3 along the SR 54 (Jonesboro Road) corridor will be retimed within the next couple of months of when this report is written, according to the Signal Timing Manager at the Georgia Department of Transportation.

7. PLANNED AND PROGRAMMED IMPROVEMENTS

The local Transportation Improvement Program (TIP), the State Transportation Improvement Program (STIP), the Regional Transportation Plan (RTP), and the GDOT Construction Work Program have been researched to determine if there are any proposed transportation improvements, either programmed or planned, that would impact the Site. For identified projects, the opening-to-traffic dates, sponsors, costs of projects, funding sources, and logical termini are usually also identified. No programmed improvements were identified as relevant to this study.

8.1 Future No Build Traffic Volumes

Between the time this study is performed and the Site is built out in Year 2015, the traffic volumes on the adjacent roadways are expected to increase. This is due to other development which will take place both in the study area by the Year 2015, as well as growth outside of it, whether or not the Site being studied is built. This growth is called background traffic growth. There are generally two components to background traffic growth:

(a) growth close to the Site due to specific, identified developments already in the "pipeline" (that is, actual nearby developments already approved, or further along in the approval process, that can reasonably be expected to be built by Site Build-Out (Year 2015)), sometimes called "background development"; and

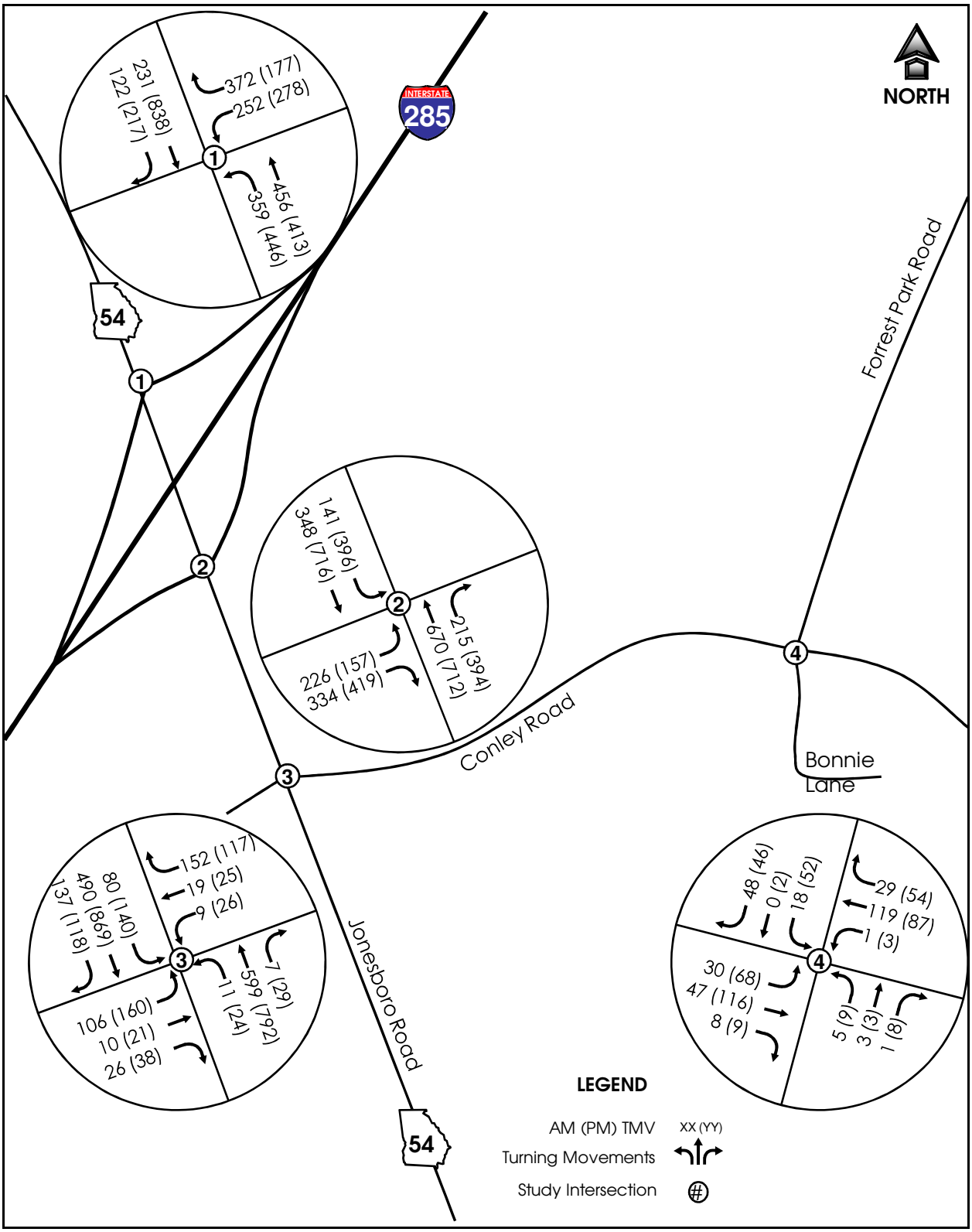
(b) general traffic growth along major roadways due to the expanding nature of the region, and to other non-specific development further from the Site, often simply referred to as "background growth". Growth of this nature can generally be determined by examining historic trends in the vicinity of the Site, and by applying those trends to the appropriate roadways.

No background developments have been identified close enough to the Site, and proposed to either reach build-out, or sustain some amount of development, either before or in the same time frame as Site Build-Out (Year 2015).

Based on the historical traffic volumes collected in the vicinity of the Site, and after consultation with GRTA staff, a 2% annual background traffic growth rate was used, although a negative 6% annual growth rate was calculated based on the historical traffic counts for the last six years (2004 – 2007) in the area provided by the Georgia Department of Transportation (GDOT). The use of the 2% growth rate accounts for any background trips from previously approved developments that may be occupied by the Year 2015.

The Future No Build traffic volumes were developed by adding the background growth out to the Year 2015 to existing traffic. The Future No Build traffic volumes are shown in Figure 8-1.

Figure 8-1. Future No Build Traffic Volumes



8.2 Capacity Analysis: Future No Build Conditions

Using the methodologies described in the EXPLANATION OF LEVEL OF SERVICE Section below, the Levels of Service were determined for the study intersections for Future No Build conditions. Table 8-1 presents the results of the intersection capacity analyses for Future No Build traffic conditions, assuming existing lane configurations and traffic control. Printouts of these analyses are included in Appendix D.

Table 8-1. Future No Build Levels of Service

Intersection		Control	Move-ment	A.M. Peak Hour		P.M. Peak Hour	
No.	Name			Approach	Overall	Approach	Overall
1	SR 54 at I-285 WB Ramps	Traffic Signal	Overall	*	B	*	C
2	SR 54 at I-285 EB Ramps	Traffic Signal	Overall	*	B	*	C
3	SR 54 at Conley Road	Traffic Signal	Overall	*	B	*	B
4	Conley Rd at Forrest Park Rd	All Way STOP	NB	A	A	A	A
			SB	A		A	
			EB	A		A	
			WB	A		A	

As can be seen from Table 8-1, all of the movements, and all of the overall intersection operations, are expected to function at adequate Levels of Service for Future No Build conditions.

The projected volumes for Site Build-Out were added to the Future No Build traffic volumes to represent the total traffic expected in the area when the Site is complete. The Future Build traffic volumes are shown in Figure 9-1.

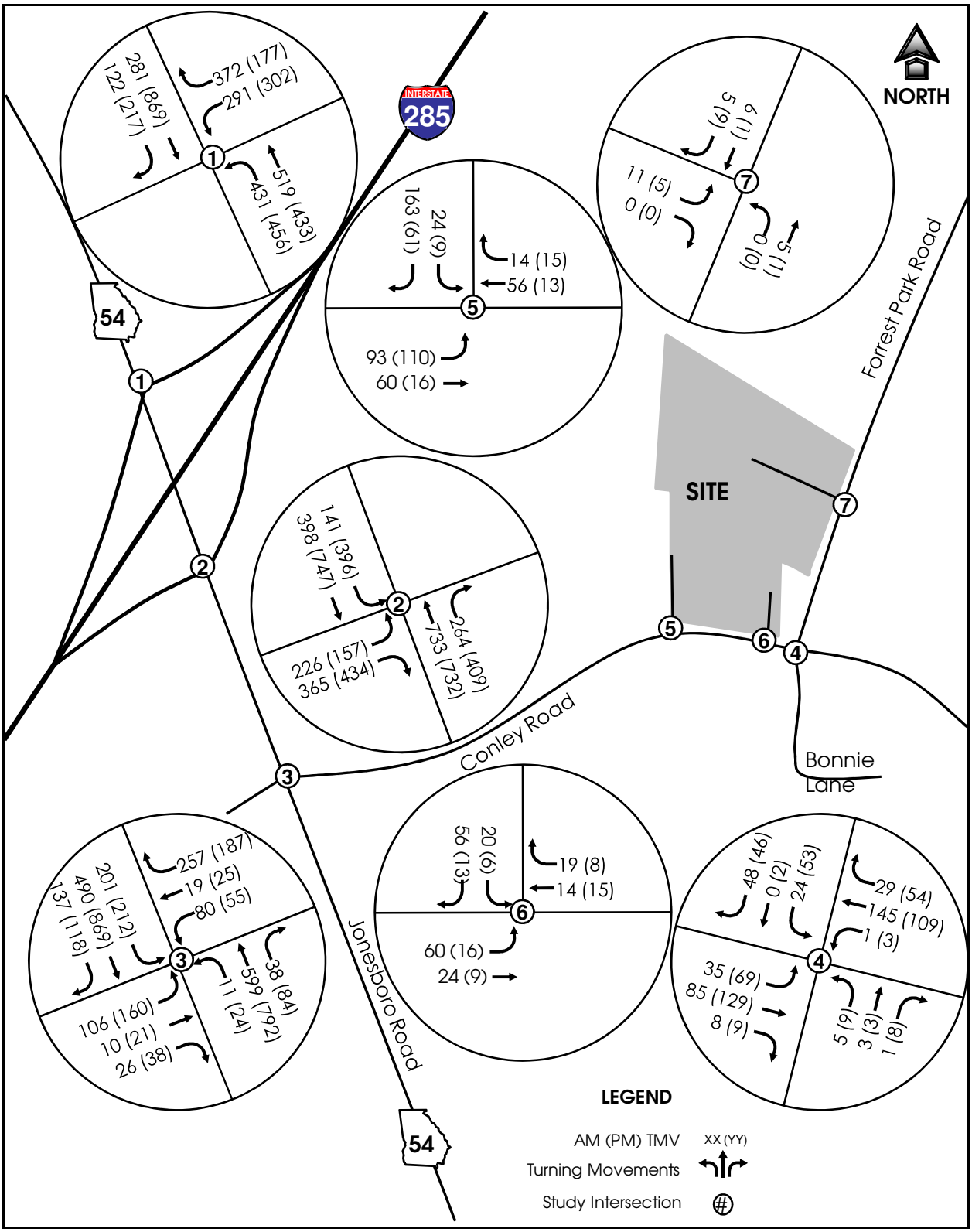
9.1 Capacity Analysis: Future Build Conditions

Using the methodologies described in the EXPLANATION OF LEVEL OF SERVICE Section below, the Levels of Service were determined for the study intersections for Future Build traffic conditions. Table 9-1 presents the results of the intersection capacity analysis for Future Build traffic conditions, but still assuming the existing lane configurations and traffic control. Printouts of these analyses are included in Appendix E.

Table 9-1. Future Build Levels of Service

Intersection		Control	Move-ment	A.M. Peak Hour		P.M. Peak Hour	
No.	Name			Approach	Overall	Approach	Overall
1	SR 54 at I-285 WB Ramps	Traffic Signal	Overall	*	B	*	C
2	SR 54 at I-285 EB Ramps	Traffic Signal	Overall	*	B	*	C
3	SR 54 at Conley Road	Traffic Signal	Overall	*	B	*	B
4	Conley Rd at Forrest Park Rd	All Way STOP	NB	A	A	A	A
			SB	A		A	
			EB	A		A	
			WB	A		A	
5	Driveway 1 at Conley Rd	STOP Sign on Side Street	SB	B	N.A.	A	N.A.
			EB	A		A	
			WB	A		A	
6	Driveway 2 at Conley Rd	STOP Sign on Side Street	SB	A	N.A.	A	N.A.
			EB	A		A	
			WB	A		A	
7	Driveway 3 at Forrest Park Rd	STOP Sign on Side Street	NB	A	N.A.	A	N.A.
			SB	A		A	
			EB	A		A	

Figure 9-1. Future Build Traffic Volumes

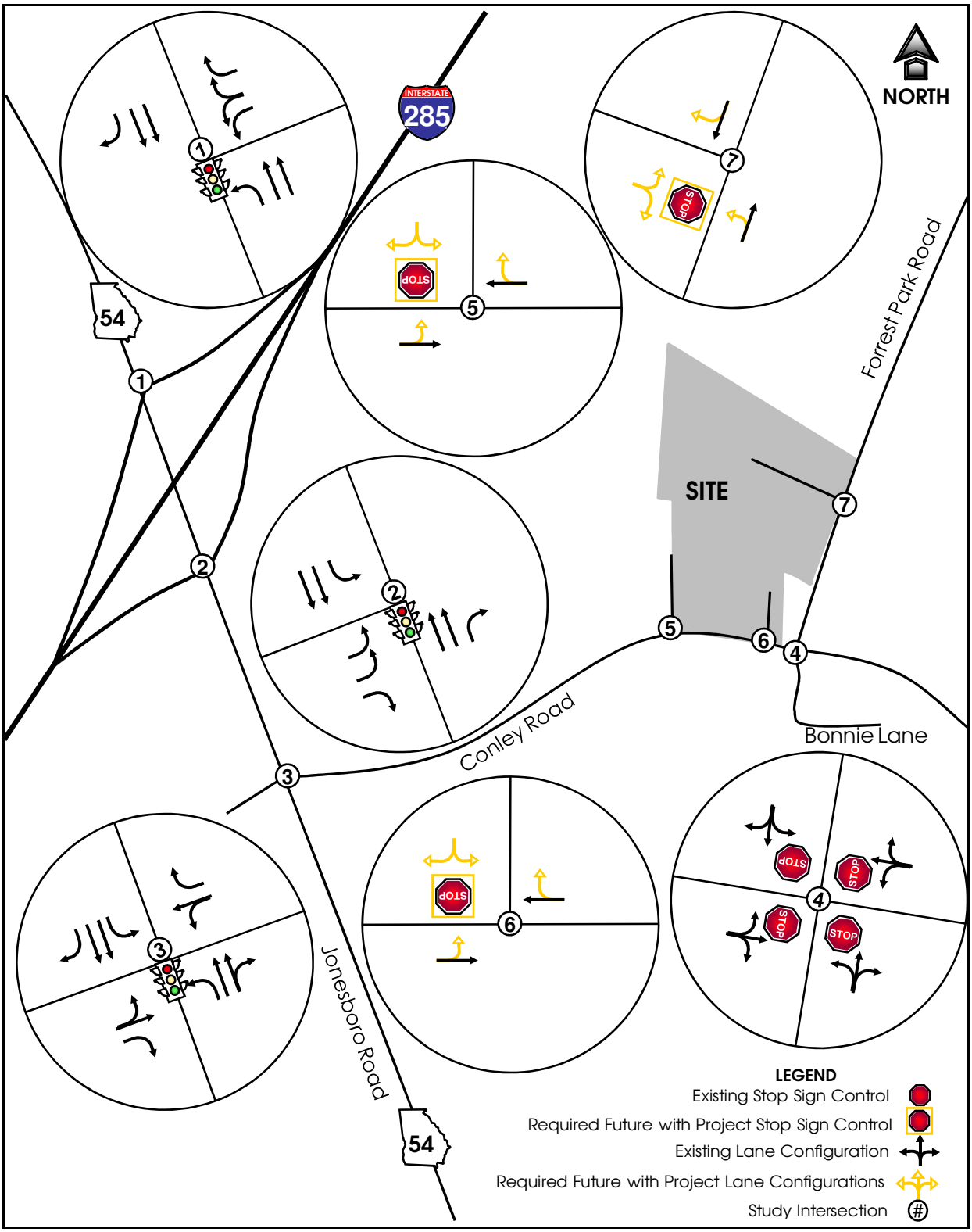


As can be seen from Table 9-1, all of the movements, and all of the overall intersection operations, are expected to function at adequate Levels of Service for Future Build traffic conditions.

9.2 Site Access Analysis

As can be seen in Table 9-1, the site access driveways will operate at adequate Levels of Service, if they are provided with the appropriate lane configurations and traffic control. See Figure 9-2 for the desired site access lane configurations and traffic control.

Figure 9-2. Future Traffic Controls and Lane Configurations



10.1 Introduction

This section of the report presents a summary of the data and information that address the GRTA and ARC DRI Review Criteria contained in the *GRTA/ARC DRI Checklist*, and its companion, *GRTA DRI Review Checklist – User's Guide*, May 2008. As well as *ARC DRI Checklist,* March 2009, and its companion, *ARC DRI Guidebook*, March 2009.

10.2 General Project Information

1. ***What is the project name, DRI number, local jurisdiction, and local government action required?*** For project name, DRI number, and local jurisdiction, see the cover page of this report. For the local government action required, this is discussed in Section 1 of this report.

2. ***What is the project description, including acreage?*** The project description is addressed in Sections 2.2 and 3.1 of this report.

3. ***What is the project location, and project phasing and build-out year?*** Project location is described in Section 2.1 of this report. Project phasing is described in Section 2.3 of this report.

4. ***What is the current description of the site?*** The site is currently zoned RG-2 (general multi-family residential).

5. ***Is any portion of the project built or under construction?*** No.

6. ***What are the affected local governments?*** The affected local governments are Fulton County and the City of Atlanta.

7. ***What are the land uses / development located adjacent to the site?*** The adjacent land uses and adjacent development are discussed in Section 2.2 of this report.

8. ***What are the new taxes generated by the project? What are the expected annual local tax revenues?*** The anticipated property tax collection for year end 2009 is $6,500, for year end 2010 it is $52,000, for year end 2011 it is $200,000 and for year end 2012 and beyond it is $250,000. This does not include sales tax revenues that will be generated by the commercial properties.

9. ***What are site access roads?*** The site access roads, and other nearby roadways, are described in Chapter 4 and Section 6.1 of this report.

10. ***What is the number of site driveways proposed?*** A detailed discussion of the site's access points is contained in Section 2.5 of this report.

11. ***What is the total traffic volume to be generated by this site?*** Section 3.1 and Table 3.1 of this report describe the site's trip generation in detail.

12. ***What is the estimated water supply demand to be generated by this project? And, is sufficient water capacity available?*** The estimated water supply demand to be generated by this project is .0261 MGD.

13. ***What is the estimated sewerage flow to be generated by this project? And, is sufficient wastewater capacity available?*** The estimated sewer supply demand to be generated by this project is 0.101 MGD.

14. ***What is the estimated solid waste to be generated by this project? And, is sufficient landfill capacity available?*** Based on information provided by Waste Management Inc. and historical collection cycles for similar projects, the solid waste to be generated by this project is 1,284 tons per year.

15. ***What is the number of students expected to be generated by the project?*** Approximately 275 students.

Identify the schools that the project's students are expected to attend, and the capacities:

Heritage Academy Elementary School
3500 Villa Drive
Atlanta, Ga. 30354
Public School, Pre-K to 5th Grade
Enrollment: 536

Howell Elementary School
3900 Macedonia Road
Atlanta, Ga. 30354
Public School, Kindergarten to5th Grade
Enrollment: 431

Kip Achieve Academy
3900 Macedonia Road
Atlanta, Ga. 30354
Public School, 5th and 6th grade only
Enrollment: 131

South Atlanta High School
800 Hutchens Road
Atlanta, Ga. 30354
Public School, 9th thru 12th grade
Enrollment: 1,275

10.3 Regional Policies and Adopted Plans (A.1 through A.6)

1. ***Are the proposed development's uses and intensities consistent with the Unified Growth Policy Map (UGPM) and the Regional Development Types Matrix? (GRTA and ARC)*** Yes. The study site is located within the Urban Neighborhood of the UGPM. The uses and intensities of the project relate to the Regional Development Types Matrix in the following manner: General Commercial with 13 jobs per acre and an average height of 1 to 4 stories are conditionally recommended for Urban Neighborhoods. Residential with 7 units per acre and an average height of 2 stories are conditionally recommended for Urban Neighborhoods. Residential Townhomes with 12 units per acre and an average height of 2 stories are conditionally recommended for Urban Neighborhoods.

2. ***Is the project consistent with the policies of the Regional Development Plan (RDP)? (GRTA and ARC)*** The project meets or exceeds the following RDP policies, and in the following manner:

   - Promote sustainable economic growth in all areas of the region - the development promotes sustainable economic growth by providing a mixed-use environment in which people can live, work, and shop. All of these aspects work together to provide for one another and create economic growth for the region. In addition, the project provides for mixed income and multi-generational housing, providing an opportunity for extended families to live n close proximity to one another.

   - Encourage development within principal transportation corridors, the Central Business District, activity centers and town centers - the development is not located along or near a principal transportation corridor, the Central Business District, activity centers and town centers. However, it is located within an Urban Neighborhood and all commercial and residential types and densities are conditionally recommended according to the Regional Development Types Matrix.

   - Increase opportunities for mixed-use development, transit-oriented development, infill and redevelopment - the development is a mixed-use development containing an apartment complex, senior living

center, townhomes, and a retail component. The Project is located near Hartsfield/Jackson International Airport, one of the region's largest employers, along with Delta Airlines' main offices. The development is also located in close proximity to the Southside Industrial Park and other employers along the Commercial and industrial corridor located just east of the site along SR 54 (Jonesboro Road), furthering the opportunity for residents in the development to live and work in the same area. The development is transit-oriented with MARTA bus Route 78 running in front of the site along Conley Road. The Project will also eliminate an existing dilapidated structure and replace it with new construction.

- At strategic regional locations, plan and retain industrial and freight land uses - the site is currently zoned RG-2 (general multi-family residential) and is proposed to be rezoned as MR-3 (multifamily housing).

- Design transportation infrastructure to protect the context of adjoining development and provide a sense of place appropriate for our communities – no intersection deficiencies were identified in the traffic analyses. Sidewalks are also being proposed internally on the site and on Conley Road to connect to the internal sidewalk system. Five-foot bike lanes are being proposed along Conley Road in front of the site and internally of the site, as well as bicycle spaces and racks being provided.

- Promote the reclamation of brownfield development sites - the site is not a brownfield, however, the development will eliminate two existing apartment complexes, one of which is completely vacant and boarded up while the other is minimally occupied with several burnt out buildings still standing but unoccupied. For years these units have threatened to destroy the fabric of an otherwise stable community. This Project will demolish all of these structures and replace them with modern, clean, safe, affordable housing.

- Protect the character and integrity of existing neighborhoods, while also meeting the needs of communities – the development will eliminate two existing apartment complexes, one of which is completely vacant and boarded up while the other is minimally occupied with several burnt out buildings still standing but unoccupied. For years these units have threatened to destroy the fabric of an otherwise stable community. This Project will demolish all of these structures and replace them with modern, clean, safe, affordable housing. The mixed-use nature of the development will meet the needs of the community by providing more places to live and shop in close proximity of work. Sidewalks are also being proposed internally on the

site and on Conley Road to connect to the internal sidewalk system. Five-foot bike lanes are being proposed along Conley Road in front of the site and internally of the site, as well as bicycle spaces and racks being provided. Transit options are being provided through MARTA bus routes along the development also.

- Encourage a variety of home styles, densities and price ranges in locations that are accessible to jobs and services to ensure housing for individuals and families of all incomes and age groups – Conley Village will embody this criteria. As stated, the Project is located near Hartsfield/Jackson Airport, Delta Airlines, and the Southside Industrial Park. The development increases the diversity of housing type in the immediate (1/4 mile radius) neighborhood. Within the site, there are a variety of homestyles including apartments, townhomes and senior living. There are currently no Senior Living Centers within 1/4 mile of this development.

- Promote new communities that feature greenspace and neighborhood parks, pedestrian scale, support transportation options and provide an appropriate mix of uses and housing types - the development provides residents with ample open space, with green space, sidewalks and bike lanes between the buildings creating gathering places for residents.

- Promote sustainable and energy-efficient development - the development will contain native and drought tolerant landscaping,

- Protect environmentally-sensitive areas including wetlands, floodplains, small water supply watersheds, rivers and stream corridors - there is a small stream present within the limits of this project site. The developers have gone to great lengths to protect these areas. Appropriate county and state buffers are shown on the site plan.

- Increase the amount, quality, connectivity, and accessibility of greenspace – 100,048 square feet the site is being preserved as open space, with sidewalks and bike lanes between the buildings creating gathering places for residents.

- Provide strategies to preserve and enhance historic resources - there are no historic sites, buildings, or neighborhoods on the site.

- Through regional infrastructure planning, discourage growth in undeveloped areas of the region - the site is not located in an undeveloped area of the region. It is a redevelopment of an existing, vacant apartment complex. To the west of the site is a retention pond and parking lot. To the north is a stream and forested vacant land.

Several single-family homes are located to southeast and apartments are located south of the site.

3. ***Is there adequate water provisions available and accessible to the site? (ARC only)*** Yes, see Section 10.2, question 12, above.

4. ***Is there adequate sewer capacity available and accessible to the site? (ARC only)*** Yes, see Section 10.2, question 13, above.

5. ***Does the development incorporate stormwater best management practices from the State of Georgia Manual? (ARC only)*** Yes, the development will incorporate stormwater best management practices from the State of Georgia Manual, latest edition.

6. ***Is the project located on or within half a mile of a regionally significant roadway as identified by the Regional Strategic Transportation System (RSTS) Map? (GRTA and ARC)*** Yes, SR 54 (Jonesboro Road), which is located within a Mega-Corridor.

7. ***Are the transportation impacts identified in the traffic analysis consistent with the TIP/RTP? (GRTA and ARC)*** Yes. There were no intersection deficiencies identified in the traffic analysis. For a list of the TIP/RTP projects, see Chapter 7 of this report.

8. ***Is the project located within a Livable Centers Initiative (LCI) study area, and is it consistent with the study's recommendations? (GRTA and ARC)*** No, the project is not located within a Livable Centers Initiative.

9. ***Is the proposed development located within a transportation study area?*** There are no active studies.

10. ***Is the project located within and consistent with the recommendations of a sub-regional or multi-modal corridor study? (GRTA and ARC)*** The project is not located within a sub-regional or multi-modal corridor study.

11. ***Is the project consistent with the Atlanta Regional Freight Mobility Plan? (GRTA and ARC)*** Yes, SR 54 is part of the Priority Freight Highway Network.

12. ***Are there other regional policies and/or adopted plans not fully addressed here that the project is attempting to be consistent with? (GRTA and ARC)*** No.

10.4 Local Standards Supporting Regional Policies (A.7)

1. ***Is the proposed development consistent with the host local government's Future Development Plan or other comparable document? (GRTA and ARC)*** The city of Atlanta is currently considering a proposed change in land use. The city recognizes that the current land use designation (commercial and industrial) is totally inconsistent with current and planned land usage. The Project is consistent with the proposed land use change.

2. ***Is the proposed development consistent with the local government's transportation plans? (GRTA and ARC)*** Yes.

3. ***Is the proposed development consistent with the local government's sub-area studies? (GRTA and ARC)*** Yes, there are no current sub-area studies, note *The Connect Atlanta Plan.*

4. ***Is the proposed development consistent with any adjacent or potentially affected local government's Future Development Map? (GRTA and ARC)*** The current *City of Atlanta Future Land Use Map*, 2008 shows the land uses to be Industrial pending a proposed change.

5. ***Do local regulations impact the ability of the proposed DRI to meet GRTA DRI Review Criteria? (GRTA only)*** No.

6. ***Are there other consistency issues not fully addressed here? (GRTA only)*** No.

10.5 Mixture of Uses (B.1) (ARC only)

1. ***Does the development incorporate a mixture of complementary land uses?*** Yes, there are two complementary land uses, and the project is located within a ½ mile of external complementary uses.

2. ***Does the development have vertically mixed uses?*** Yes.

3. ***The development contains or is in close proximity to active or passive green space?*** Yes, there is a combination of both active and passive green space.

10.6 Jobs to Housing Balance (B.2) (ARC only)

1. ***Is the development located in close proximity to a metro job center (as defined and listed in the Guidebook?*** Yes, the Project is located near the Atlanta Hartsfield/Jackson International Airport, the region's largest job center, along with Delta Airlines and the Southside Industrial Park.

10.7 Housing Diversity and Choice (B.3) (ARC only)

1. ***For developments with a residential component, are at least 10% of the residential units of differing housing type? (See guidebook for definition of housing types.)*** Yes.

2. ***For developments with a residential component, does the development add a new housing type to the immediate (1/4 mile) surrounding neighborhood?*** Yes, there are currently no senior living centers within 1/4 mile of this development. In addition, there are no **new** multifamily housing units within the area.

3. ***For developments with a multifamily rental component, does the development achieve certain affordability levels?*** • Yes, at least 30% of the residential rental units provided are affordable to those making 80% or less of the area median income.

4. ***For developments with a multifamily senior rental component, does the seniors component achieve certain affordability levels?***—Yes,100% of the residential senior units provided will be affordable to those at 60% or below of the area median income.

5. ***For developments with a homeownership component, does the development achieve certain affordability levels?*** Yes, at least 20% of the for-sale units will be affordable to those making 110% or less of area median income.

6. ***For developments without a residential component, does the development add a new use that is not prevalent in the immediate (1/4 mile) surrounding neighborhood?*** N/A

10.7 Aging in Place (B.4) (ARC only)

1. ***If the development includes a senior housing component, does the development include accessibility features and location to services and transportation alternatives?:*** Yes, the development includes accessibility measures and is located within 1/4 mile of basic services and transportation alternatives. The Project itself will contain certain services and amenities specifically tailored for needs of senior residents (e.g. walking trails, meeting rooms, retail services, etc.).

2. ***For developments with multifamily senior rental component, does the development offer services and/or facilities to accommodate aging in place (see Guidebook for more details).*** Yes

10.8 Accessibility – Non-Motorized (B.4)

1. ***Are there sidewalks provided within the proposed development? (GRTA and ARC)*** Yes, there are sidewalks on both sides of all streets. Sidewalks located internal to the apartment component link each of the buildings to the amenities and the commercial areas of the site.

2. ***Are there existing or proposed sidewalks along all external street frontages that connect to the internal sidewalk network? (GRTA and ARC)*** Yes, the developer is proposing to install sidewalks on Conley Road that will connect to the internal sidewalk system.

3. ***Is bicycle parking provided at all non-residential, multi-family buildings, and other pedestrian attractors? (GRTA and ARC)*** Yes, the developer is proposing such bicycle parking facilities.

4. ***Does the project include the construction of multi-use trails? (GRTA and ARC)*** No.

5. ***Are intersections designed for pedestrian safety, including marked crossing, curb extensions, median refuges, raised crosswalks, and pedestrian actuation devices?*** Yes, marked crossings and pedestrians refuges.

6. ***Are pedestrian connections between building entrances and the internal/external sidewalk network provided? (GRTA and ARC)*** Yes.

7. ***Do these non-motorized facilities shorten the distance between land uses that are on and off-site? (GRTA and ARC)*** No, due to the shape of the site, and its current existing neighbors, there is little opportunity for connectivity to off-site land uses. Marginal shortening of distances between internal land uses, however easier accessibility for pedestrians who will not have to go through vehicular gates between internal land uses.

8. ***Does the development contribute to public streetscapes with pedestrian-friendly amenities, such as benches, lighting, street trees, trash cans, pedestrian entrance on street level, and windows at street level? (GRTA and ARC)*** Yes, along Conley Road there are proposed street trees, windows at street level, and pedestrian entrances to the retail land uses.

9. ***Is the development's parking located where it does not visually dominate from the street and allows for easy and safe pedestrian access to buildings? (GRTA and ARC)*** Yes, the development's parking is located where it allows for easy and safe pedestrian access to buildings.

10. ***Are buildings oriented to existing or proposed public roads with minimum setbacks? (GRTA and ARC)*** No.

11. ***Where there are sidewalks, is the width adequate? (ARC only)*** Yes. The developer is proposing to replace with 5-foot wide sidewalks.

10.9 Accessibility – Transit (B.5)

1. ***Is there a fixed guideway transit station available? (GRTA and ARC)*** No.

2. ***Is bus operated transit service available? (GRTA and ARC)*** Yes, MARTA Route 78 is available on Conley Road. MARTA and CTRAN Routes 502 are available at the intersection of Conley Road and SR 54 (Jonesboro Road).

3. ***Is the applicant providing transit facilities, such as a dedicated park-and-ride facility and/or a shuttle bus service (for a minimum of two years)? (GRTA and ARC)*** No.

4. ***Is the applicant providing amenities at existing or proposed transit facilities, such as covered bus shelters, trash receptacles, benches, landing pads, lighting, or bicycle parking? (GRTA and ARC)*** Yes, there is a landing pad and bicycle parking.

5. ***Is the development proposed at "transit ready" densities, based upon potential future service? (GRTA and ARC)*** Yes. According to ARC, Transit Ready Densities are illustrated on the Regional Development Type Matrix for places that are considered Station Communities, Town Centers, Regional Centers, or Central City. General Commercial with 13 jobs per acre and an average height of 1 to 4 stories, residential with 7 units per acre and an average height of 2 stories, and residential Townhomes with 12 units per acre and an average height of 2 stories are conditionally recommended for Urban Neighborhoods. The commercial portion of the site is estimated to have 40 jobs on two acres, for a density of approximately twenty jobs per acre. The commercial buildings will be one story. The residential portion of the site is expected to have 527 units on 25 acres, for a density of approximately 21 units per acre. Of the residential buildings, 2 will be 4 stories, 5 will be 3 stories and 18 will be 2 stories.

6. ***For developments earning at least 1 point under Affordability Levels, is the development located in proximity to transit?*** Yes, the development is located within 1/4 mile to transit.

7. ***Is transit available beyond peak-hours of travel? (GRTA only)*** Yes.

8. ***Is the proposed development consistent with other transit related issues not fully addressed above? (GRTA only)*** N/A

10.10 Access Management (B.7)

1. ***Is access provided from internal roadways, access roads, or shared driveways? (GRTA and ARC)*** Yes, shared access along internal road.

2. ***If the development is adjacent to more than one roadway, is access provided via the lowest functionally classified roadway? (GRTA and ARC)*** The development is adjacent to two roadways, and access is provided via both roadways.

3. ***Do access points align with opposing streets or with existing, planned or likely locations of future median breaks? (GRTA and ARC)*** No.

4. ***Are all proposed traffic signals located at the intersection of public roadways that provide access to the entire site, and serve as many properties and interests as possible? (GRTA and ARC)*** No traffic signals are proposed at the access to the site. However, there is a traffic signal located at the intersection of a public roadway which leads to the site.

5. ***Does the proposed development provide an adequate, uninterrupted driveway throat length for the corridor? (GRTA and ARC)*** Yes, the main access drive does.

6. ***Are all proposed access points outside of the functional area of any adjacent intersections? (ARC only)*** Yes.

7. ***If the development is adjacent to a designated scenic byway, the development maintains the natural vegetative character of the scenic byway? (ARC only)*** N.A.

8. ***Do the proposed access points meet minimum spacing requirements established by GDOT or other permitting agency? (GRTA only)*** Yes, GDOT has been involved in the discussion about access location.

9. ***Are there other access management issues that are not fully addressed here? (GRTA only)*** No.

10.11 Connectivity (B.8)

1. ***Does the development provide multiple ingress/egress points and have access to multiple roadways? (GRTA and ARC)*** There are three access points. Two access points onto Conley Road and one onto Forrest Park Road.

2. ***Do internal streets within the proposed development connect to adjacent parcels at stub outs or dead end streets? (GRTA and ARC)*** No.

3. ***Does the internal street network minimize traveling distances by providing relatively direct circulation throughout the site? (GRTA and ARC)*** Yes.

4. ***Can the internal street network be reasonable anticipated to add to the public roadway? (GRTA and ARC)*** No.

5. ***Is the development consistent with other connectivity related issues not fully addressed here? (GRTA only)*** N.A.

10.12 Project Character and Design (B.9)

1. ***Is the development a redevelopment site? (ARC only)*** Yes, it is currently multi-family apartments.

2. ***Does the development re-use or rehabilitate existing and/or historic structures, not including sheds? (ARC only)*** No.

3. ***Does the development create or enhance community spaces such as public plazas, squares, parks, etc.? (ARC only)*** No.

4. ***Does the development provide no more parking than the minimum required by the local jurisdiction? (ARC only)*** Yes, the site will contain the required 859 parking spaces based on 1.1 spaces per dwelling unit, 0.99 spaces per senior living unit, and 1 space per 600 square feet of retail use.

5. ***Does the site design incorporate alternative design principles, including but not limited to reduced lot sizes, rear access via an alleyway network, shared driveways, reduced building setbacks, architectural compatibility, and screening of equipment? (ARC only)*** No.

6. ***If the development includes a senior housing component, does the development include accessibility features and location of services and transportation alternatives? (ARC only)*** Yes, the development includes accessibility measures and is located within ¼ mile of basic services and transportation alternatives.

10.13 Community Facilities and Infrastructure Adequacy (B.10 and B.11)

1. ***Does the development require new and/or additional services and/or facilities (fire, police, school)? (ARC only)*** No, new facilities are not needed.

2. ***Is the development located in an area where adequate infrastructure is in place to serve the needs of residents, employees, and visitors? (ARC only)*** Yes, the development is located in an area where there is existing infrastructure in place to meet the service needs of residents, employees, and visitors of the development.

3. ***If the development is predominately industrial, what is the proximity to the nearest inter-modal station or other freight transfer location? (ARC only***) The site is not predominately industrial.

4. ***If the development is predominately industrial, what is the proximity to interstate highway access? (ARC only)*** The site is not predominately industrial.

5. ***Does the development propose clean-fueled vehicles? (ARC only)*** No.

6. ***Is the development consistent with other infrastructure related issues not fully addressed here?*** N.A.

10.14 Open Space and Preservation/Environmental Quality (C.1 thru C.5)

1. ***Does the development avoid critical historical and environmental areas (State Planning Part V Criteria, small water supply watersheds, etc)? (ARC only)*** Yes.

2. ***Does the development encroach upon habitat currently under or flagged for conservation under a regional or state conservation or green infrastructure plan? (ARC only)*** No.

3. ***Is the development located on land physically suitable for development (avoids steep slopes greater than 20%, floodplains, stream corridors, groundwater recharge areas)? (ARC only)*** Yes, the development is located on land physically suitable for development.

4. ***Is site clearing restricted only to areas where absolutely necessary for construction access, buildings, roads, and utilities? (ARC only)*** Yes.

5. ***How much land is being preserved as open space? (ARC only***) 100,048 sf Yes

6. ***Does / will the development incorporate native plants and drought tolerant landscaping? (ARC only)*** Native and drought tolerant landscaping will be utilized where practical. YES

7. ***Does the development have built-in irrigation systems? (ARC only) Yes*** The project will use a combination of standard built in and drip applications in the common areas where practical.

8. ***Does the development exclude ornamental water features and fountains? (ARC only)*** No, one water feature/fountain is planned.

9. ***Does the development include permeable pavement in driveways and parking areas? (ARC only)*** No.

10. ***Does the applicant limit turf in public / common areas? (ARC only)*** Yet to be determined.

11. ***For developments that include multi-family components, does the applicant use sub-unit metering? (ARC only)*** Yes, the project expects to include sub unit metering.

12. ***Does the development have a storm water management plan? (ARC only)*** Yes.

13. ***Will the proposed development require a stream buffer variance under any applicable ordinances? (ARC only)*** Yes.

14. ***Does the development use "green-building" techniques for site selection, construction and operation practices, energy and water use efficiency, and providing healthy building spaces? (ARC only)*** Not answered.

15. ***List the "green-building" design techniques that the development uses. (ARC only)*** NA

16. ***Is the development seeking a LEED certification? (ARC only)*** NA

17. ***Is the development seeking an Earthcraft certification? (ARC only)*** NA

10.15 Vehicle Miles of Travel (D.1)

1. ***Is off-site trip generation to/from the development reduced by at least 15%? (GRTA only)*** On a daily basis, internal capture accounts for a 10% reduction of external trips, pass-by trips capture an additional 33% of what might otherwise be new external trips, and transit trip capture accounts for another 10% reduction.

2. ***For developments with residential components, is the development located within ½ mile of a number of existing jobs equal to or greater than 50% of the number of dwelling units in the development? (GRTA only)*** Yes, the

commercial and industrial developments along SR 54 (Jonesboro Road) just east of the site.

3. ***For developments without residential components, is the development located within ½ mile of a number of existing dwelling units equal to or greater than 50% of the number of new jobs created by the development? (GRTA only)*** N.A.

4. ***Is the development designed to encourage the use of alternative transportation modes both on-site and off-site? (GRTA only)*** Yes, the MARTA Route 78 bus stop is located on the corner of the site and Conley Road, the MARTA and CTRAN Routes 502 are at the corner of Conley Road and SR 54 (Jonesboro Road), there is a proposed five foot bike lane along Conley Road and in the site, and there are five foot sidewalks both internally and externally of the site.

5. ***Does the development consist of a mixture of complementary land uses or is it located within a short walking distance (less than ½ mile) to external complementary uses?*** Yes, the apartments are within easy walking distance of the retail component.

6. ***Does the traffic analysis utilize all available and practical trip reductions techniques? (GRTA only)*** Yes, internal capture of complementary uses, pass-by reductions for the retail component, and transit trip reductions.

7. ***Are there conditions beyond the control of the developer and local government that impact the ability of the development to reduce vehicles of travel? (GRTA only)*** No.

10.16 Transportation and Traffic Analysis (D.2)

1. ***Does the development impact regional mobility? (GRTA only)*** Technically yes, as it is over the DCA threshold for a DRI, and thus by definition has regional impacts. However, this is a small DRI barely over the threshold, and the types of land uses that it contains (an apartment complex, and a neighborhood retail center) will not likely produce many long-distance trips. Thus we believe that it will have either no, or minimal, regional impacts.

2. ***Does the development affect the safety or operations of impacted roadways? (GRTA only)*** There are no generally accepted quantitative thresholds for a definitive answer in regard to safety. There appear to be no safety related issues connected with the access points of this DRI. There are no changes in Levels of Service (LOS's) at the studied intersections. Thus there appear to be no lasting negative operational impacts either.

3. ***Do existing and proposed (in a transportation improvement program) infrastructure of impacted roadways continue to operate in a safe and efficient manner while adequately serving new trips generated by the development? (GRTA only)*** Yes.

4. ***Are the proposed mitigation measures (from the DRI traffic analysis) feasible and within the control of the applicant or appropriate agencies to implement as a means of addressing negative impacts to the transportation system? (GRTA only)*** There are no negative level of service impacts. There are no projected operational inadequacies. Thus there are no recommended mitigation measures.

5. ***Can the proposed mitigation measures be implemented within the time frame proposed for development build-out? (GRTA only)*** There are no negative level of service impacts. There are no projected operational inadequacies. Thus there are no recommended mitigation measures.

6. ***Are there any other issues not fully addressed here which require clarification or explanation? (GRTA only)*** No.

10.17 Relationship to Existing Development and Infrastructure (D.3)

1. ***Is the development located within an area where existing or planned infrastructure will be in place by project build-out to meet the service needs of residents, employees, and visitors to the project? (GRTA only)*** Yes.

2. ***If the development is predominantly industrial, what is the proximity to the nearest inter-modal station or other freight transfer location? (GRTA only)*** The development is not primarily industrial.

3. ***If the development is predominantly industrial, what is the proximity to interstate access? (GRTA only)*** The development is not primarily industrial.

4. ***Are there other utility/local authorities, other than transportation related, the development team is having discussions with concerning future infrastructure needs? (GRTA only)*** The development team has had discussions with the Water and Sewer Authority. A letter of availability from them is forthcoming.

5. ***Are there any other issues not fully addressed here which require clarification or explanation?*** (GRTA only) No.

Capacity analyses of the study intersections were completed using procedures in the Transportation Research Board's Highway Capacity Manual (HCM), 2000. This is the usual methodology for the analysis of traffic conditions. The software program Synchro 6 (a nationally recognized computer software package for analyzing capacities and Levels of Service) was used to perform the capacity analyses for the study intersections.

Levels of Service for signalized intersections are reported in composite fashion, i.e., one LOS for the entire intersection, and are presented in terms of average control delay. Individual turning movements at signalized intersections may experience inadequate LOS, even when those volumes are relatively low, while the intersection as a whole has an adequate LOS. This is because the major movements on the major roadway are given priority in assigning signal green time.

Traffic conditions at unsignalized intersections, with stop sign control on the minor street only, are evaluated for the minor street approach(es) and for the left turns from the major street. This is because the major street traffic is assumed to have no delay since there is no control (no stop sign). Inadequate Levels of Service for minor street approaches to unsignalized intersections are not uncommon, as the continuous flow traffic will always get the priority. For two-way stop controlled intersections, the *Highway Capacity Manual* does not calculate a composite Level of Service for the entire intersection.

Levels of Service for all-way STOP controlled intersections are reported both for study intersection movements, and in composite fashion, i.e., one LOS for the entire intersection, and are based on average control delay.

The *Highway Capacity Manual* Level of Service criteria for signalized and unsignalized intersections are shown in the following table.

Highway Capacity Manual Intersection LOS Criteria

Level of Service	Control Delay (seconds per vehicle)	
	Signalized Intersection	Unsignalized Intersection
A	≤ 10	≤ 10
B	>10 and ≤20	>10 and ≤15
C	>20 and ≤35	>15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	> 80	> 50

Source: Highway Capacity Manual, 2000.

Appendix A – Trip Generation Worksheets

Appendix B – Peak Hour Turning Movement Counts

Appendix C – Capacity Analyses: Existing Conditions

Appendix D – Capacity Analyses: Future No Build Conditions

Appendix E – Capacity Analyses: Future Build Total Conditions