Transportation Analysis

Civic Center Mixed-Use DRI #2542

City of Atlanta, Georgia

Report Prepared:

February 2016

Prepared for:

Weingarten Realty Investors

Prepared by:

Kimley-Horn and Associates, Inc.
817 West Peachtree Street NW, The Biltmore, Suite 601
Atlanta, Georgia 30308
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TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

LIST OF APPENDICES

Available Upon Request

Raw Traffic Count Data
Synchro Capacity Analyses

EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed Civic Center Mixed-Use development located in the City of Atlanta, Georgia. The approximate 19-acre site is bordered by Piedmont Avenue to the west, Pine Street to the north, and Ralph McGill Boulevard to the south. Central Park Place is located approximately 500' to the east of the site. The project site is adjacent to the Prato at Midtown apartments, a residential development located on the east side of the block, and the Southface Energy Institute building located on the north side of the block. The proposed development will be mixed-use, consisting of approximately 2,046,000 square feet of residential, retail, office, hotel, and restaurant land uses.

The project is a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review due to the project size exceeding 700,000 SF of mixed-use development in a region core area type. The DRI trigger for this development is submittal of the horizontal SAP (Special Administrative Permit) Application with the City of Atlanta. The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on December 15, 2015 by the City of Atlanta.

The proposed project is expected to be completed by 2020. The proposed site will consist of the following land uses and densities:

Residential:	750 apartments and 15 townhomes
Retail:	246,000 SF (combination of grocery, retail, and restaurants)
Office:	700,000 SF
Hotel:	300 rooms

The DRI analysis includes an estimation of the overall vehicle trips projected to be generated by the development, also known as gross trips. Reductions to gross trips are also considered in the analysis, including mixed-use reductions, alternative transportation mode reductions, and pass-by trip reductions.

Mixed-use reductions occur when a site has a combination of different land uses that interact with one another. For example, people living in a residential development may walk to the restaurants and retail instead of driving off-site or to the site. This reduces the number of vehicle trips that will be made on the roadway, thus reducing traffic congestion. These types of interactions are expected at the Civic Center Mixed-Use development – including residents, workers, and hotel guests walking to the restaurant, retail, and grocery land uses as well as residents and hotel guests working in the office development.

Alternative modes reductions are taken when a site can be accessed by modes other than vehicles (walking, bicycling, transit, etc.). As the Civic Center Mixed-Use development is located in a region core with proximity to transit and increased pedestrian facilities, a 20% alternative mode reduction was taken. The project site is located within 0.5 miles of the Civic Center MARTA Rail Station which is served by the Red and Gold lines seven days a week. The project site is also adjacent to MARTA Bus Route 16 and is 0.3 miles from MARTA Bus Route 110; both bus routes provide service seven days a week.

Pass-by reductions are taken for retail and restaurant trips only. Traffic normally travelling along a roadway may choose to visit a retail or restaurant establishment that is along the vehicle's path. These trips were already on the road and would therefore only be new trips on the driveways. For the Civic Center Mixed-Use development, pass-by reductions were taken for only the retail and restaurant land uses.

Capacity analyses were performed throughout the study network for the Existing 2015 conditions, the Projected 2020 No-Build conditions, and the Projected 2020 Build conditions.

- Existing 2015 conditions represent traffic volumes that were collected in November 2015 and January 2016 by performing AM and PM peak hour turning movement counts.
- Projected 2020 No-Build conditions represent the existing traffic volumes grown for five (5) years at one percent per year throughout the study network.
- Projected 2020 Build conditions represent the Projected 2020 No-Build conditions with the addition of the project trips that are anticipated to be generated by the Civic Center Mixed-Use development. Also included are the five (5) proposed site access driveways in addition to the existing study network intersections.

Based on the Existing 2015 conditions (present conditions; i.e. excludes background traffic growth and excludes the Civic Center Mixed-Use project traffic), all of the study intersections operate within the acceptable level-of-service (LOS) standard of D.

Based on the Projected 2020 No-Build conditions (includes background traffic growth but excludes the Civic Center Mixed-Use project traffic), all of the study intersections operate within the acceptable level-of-service (LOS) standard of D. The Projected 2020 No-Build conditions take into account the ARC's PLAN 2040 Regional Transportation Plan (RTP) project AT-277, which is programmed to be completed by 2020. The project involves the reconfiguration of Ralph McGill Boulevard from the existing five travel lanes to one bike lane, three travel lanes, one lane of on-street parking, and one barrier separated bike lane in the vicinity of the site. Based on discussions with the City of Atlanta staff, bike lanes are also contemplated on Piedmont Avenue; however, as this project is not yet programmed, Piedmont Avenue was analyzed as a five travel lanes in the Projected 2020 No-Build conditions.

Based on the Projected 2020 Build conditions (includes background traffic growth and includes the Civic Center Mixed-Use project traffic plus the site access driveway), all of the study intersections operate within the acceptable level-of-service (LOS) standard of D. The following recommended improvements result in all study intersections operating at or above their level-of-service standard (LOS D). Please note that the following improvements are IN ADDITION TO the improvements associated with the Projected 2020 No-Build conditions:

- Piedmont Avenue at Currier Street/Driveway 1 (Int. #1)
  - Construct one ingress lane along Driveway 1.
  - Construct two egress lanes along Driveway 1 – one exclusive westbound through lane and one exclusive westbound right-turn lane.
  - Add traffic signal control for westbound approach along Driveway 1.
  - Convert the easternmost northbound lane along Piedmont Avenue into an on-street parking lane.
  - Reconfigure the northbound approach along Piedmont Avenue to one shared left-turn/through lane, two exclusive through lanes, and one shared through/right-turn lane.
- Piedmont Avenue at Pine Street (Int. #2)
  - Convert the easternmost northbound lane along Piedmont Avenue into an on-street parking lane.

  - Reconfigure the northbound approach along Piedmont Avenue to one shared left-turn/through lane, two exclusive through lanes, and one shared through/right-turn lane.
  - Reconfigure the westbound approach along Pine Street to one shared through/right-turn lane.
  - Remove the right-turn channelization island on the westbound approach along Pine Street.
- Ralph McGill Boulevard at Central Park Place (Int. #4)
  - Reconfigure the eastbound approach along Ralph McGill Boulevard to one exclusive left-turn lane, one exclusive through lane, and one exclusive right-turn.
- Piedmont Avenue at Ralph McGill Boulevard (Int. #5)
  - Reconfigure the northbound departure lanes to four travel lanes and one on-street parking lane.
- Pine Street at Driveway 2 (Int. #6)
  - Relocate Driveway 2 to approximately 300’ east of the intersection of Piedmont Avenue and Pine Street.
  - Reconfigure Driveway 2 to consist of one ingress lane and two egress lanes – one exclusive northbound left-turn lane and one exclusive northbound right-turn lane.
  - Reconfigure the eastbound approach along Pine Street to one shared through/right-turn lane.
  - Reconfigure the westbound approach along Pine Street to one shared left-turn/through lane.
  - Convert the southernmost eastbound lane into an on-street parking lane.
  - Convert the northernmost westbound lane into an on-street parking lane.
- Pine Street at Driveway 3 (Int. #7)
  - Reconfigure Driveway 3 to consist of one ingress lane and two egress lanes – one exclusive northbound left-turn lane and one exclusive northbound right-turn lane.
  - Reconfigure the eastbound approach along Pine Street to one shared through/right-turn lane.
  - Reconfigure the westbound approach along Pine Street to one shared left-turn/through lane.
  - Convert the southernmost eastbound lane into an on-street parking lane.
  - Convert the northernmost westbound lane into an on-street parking lane.
- Ralph McGill Boulevard at Driveway 4/Georgia Power Eastern Driveway (Int. #8)
  - Construct one ingress lane along Driveway 4.
  - Construct two egress lanes along Driveway 4 – one shared southbound left-turn/through lane and one exclusive southbound right-turn lane.
- Ralph McGill Boulevard at Driveway 5/Georgia Power Western Driveway (Int. #9)
  - Reconfigure Driveway 5 to consist of one ingress lane and two egress lanes – one shared southbound left-turn/through lane and one exclusive southbound right-turn lane.

1.0 PROJECT DESCRIPTION

1.1 Introduction

This report presents the analysis of the anticipated traffic impacts of the proposed Civic Center Mixed-Use development located in the City of Atlanta, Georgia. The approximate 19-acre site is bordered by Piedmont Avenue to the west, Pine Street to the north, and Ralph McGill Boulevard to the south. Central Park Place is located approximately 500' to the east of the site. The project site is adjacent to the Prato at Midtown apartments, a residential development located on the east side of the block, and the Southface Energy Institute building located on the north side of the block.

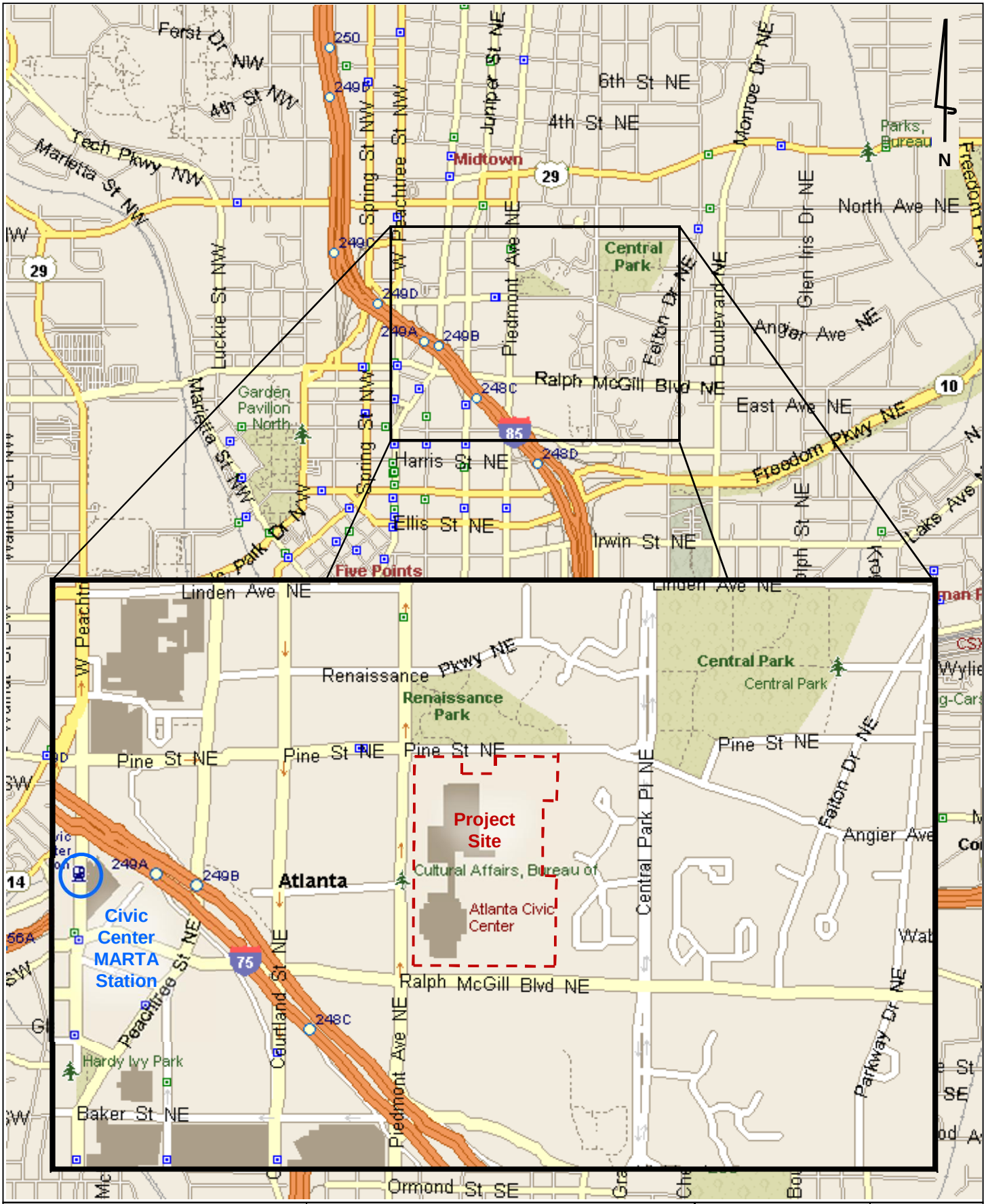
The proposed development will be mixed-use, consisting of approximately 2,046,000 square feet of residential, retail, office, hotel, and restaurant land uses. The project will exceed 700,000 square feet of mixed-use development in a region core area type and therefore, the proposed development is a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review.

Figure 1 provides the site location of the Civic Center Mixed-Use development, and **Figure 2** provides an aerial view of the project site and surrounding area. **Figure 3** provides a zoomed-in bird's eye view of the project site frontage along Piedmont Avenue. Field review photographs taken within the vicinity of the study network are located in the site photo log in Appendix A. The City of Atlanta Zoning Ordinance Map and ARC's *PLAN 2040 Unified Growth Policy Map* are included in Appendix B.

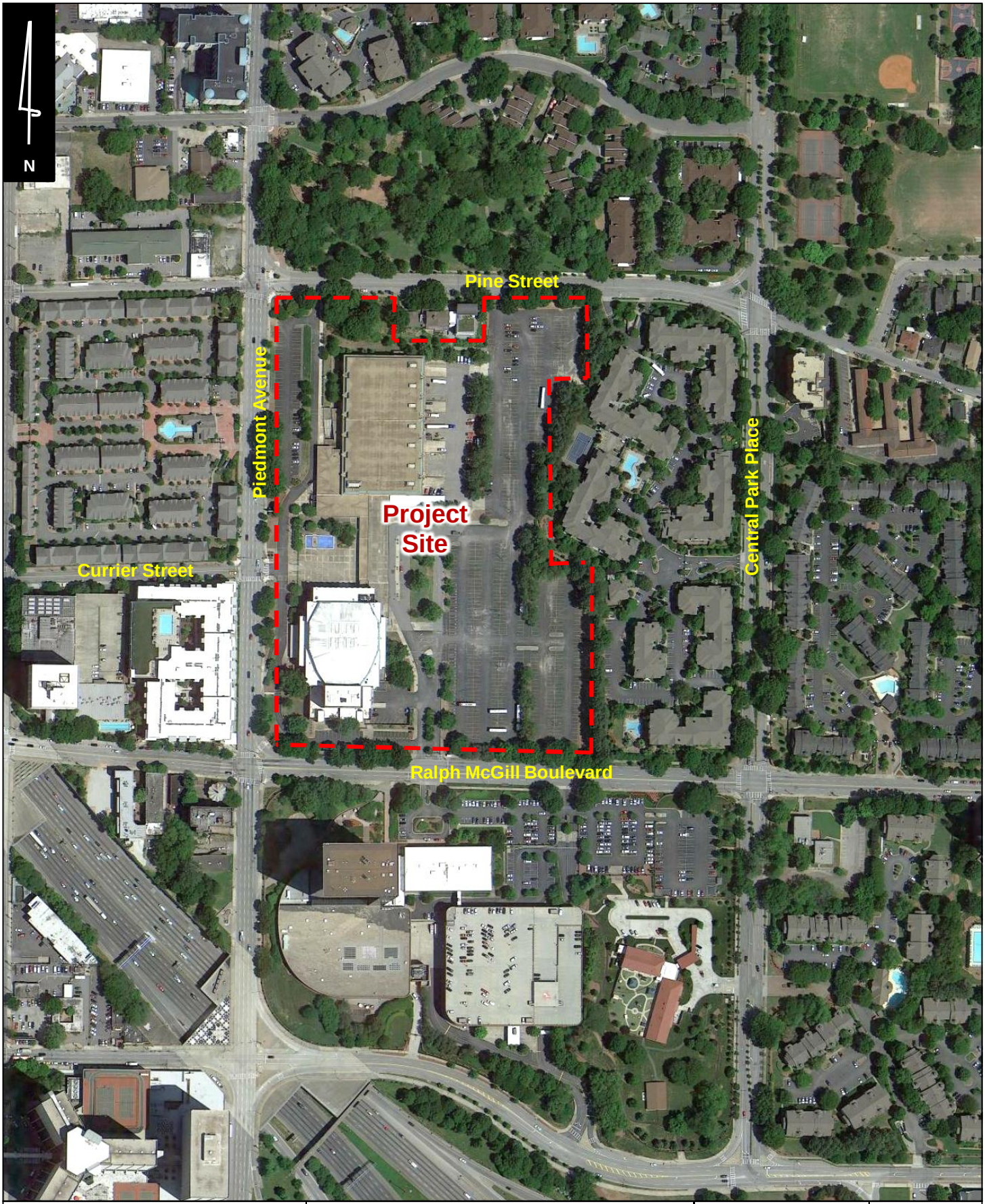
The proposed project is expected to be completed by 2020, and this analysis will consider the full build-out of the proposed site in 2020. A summary of the proposed land-use and density is provided below in **Table 1**.

Table 1
Proposed Land Uses

Residential	750 apartments and 15 townhomes
Retail	246,000 SF (combination of grocery, retail, and restaurants)
Office	700,000 SF
Hotel	300 rooms



Kimley»Horn	**Civic Center Mixed-Use DRI #2542 Transportation Analysis**	**Location Map**	**Figure 1**



Kimley»Horn	Civic Center Mixed-Use DRI #2542 Transportation Analysis	Site Aerial	Figure 2

Kimley»Horn	Civic Center Mixed-Use DRI #2542 Transportation Analysis	Site Frontage	Figure 3

1.2 Site Plan Review

The proposed development is located on an approximately 19-acre site in the City of Atlanta. The project site is bordered by Piedmont Avenue to the west, Pine Street to the north, and Ralph McGill Boulevard to the south. Central Park Place is located approximately 500' to the east of the site. The project site is adjacent to the Prato at Midtown apartments, a residential development located on the east side of the block, and the Southface Energy Institute building located on the north side of the block. The proposed development will be mixed-use, consisting of approximately 2,046,000 square feet of residential, retail, office, hotel, and restaurant land uses. The project will include five buildings and a pocket park located in the center of the development.

The property currently serves as the Atlanta Civic Center building and surface parking lots. This facility is no longer used to host events and therefore generates minimal traffic. The existing buildings will be demolished to accommodate the proposed Civic Center Mixed-Use development. The project site is located in the Special Public Interest (SPI) Zone 1 according to the *City of Atlanta Zoning Ordinance Map* and requires review by the SPI-1 Development Review Committee (DRC). The project site is also located in a Region Core area according to *PLAN 2040 Unified Growth Policy Map*. Additionally, the project site is within and adheres to the recommendations in the most recent Midtown LCI and Downtown LCI which qualifies the Civic Center Mixed-Use development for GRTA's expedited review.

A reference of the proposed site plan is provided in Appendix C. A full-sized site plan consistent with GRTA's Site Plan Guidelines is also being submitted as part of the review package.

1.3 Site Access

The project site is currently served by two (2) existing driveways along Pine Street, two (2) existing driveways along Piedmont Avenue, and one (1) existing driveway along Ralph McGill Boulevard. As currently envisioned, the proposed development will be served by two (2) full-movement driveways along Pine Street, one (1) full-movement driveway along Piedmont Avenue, and two (2) full-movement driveways along Ralph McGill Boulevard. One existing driveway located on Piedmont Avenue is proposed to be closed and one new driveway on Ralph McGill Boulevard is proposed to be constructed. A summary of the proposed site access points follows:

1. Driveway 1 – an existing driveway located as the east leg of the intersection Piedmont Avenue at Currier Street. Driveway 1 is located at an existing signalized intersection. However, the westbound approach (existing the site) does not have signal control. Under the proposed conditions, this westbound approach will be added to operate under signal control and will be reconfigured to have two egress lanes.
2. Driveway 2 – an existing driveway located approximately 100 feet east of the intersection of Piedmont Avenue at Pine Street. Driveway 2 is currently a stop controlled full-movement driveway. Driveway 2 is proposed to be relocated to approximately 300 feet east of the intersection of Piedmont Avenue at Pine Street and will remain a stop controlled full-movement driveway.
3. Driveway 3 – an existing driveway located approximately 570 feet east of the intersection of Piedmont Avenue at Pine Street. Driveway 3 is currently a stop controlled full-movement driveway. Driveway 3 is proposed to remain as a stop controlled full-movement driveway.
4. Driveway 4 – a proposed driveway located approximately 760 feet east of the intersection of Piedmont Avenue at Ralph McGill Boulevard. Driveway 4 is proposed to align with the existing Georgia Power Eastern Driveway. Driveway 4 is proposed to be a stop controlled full-movement driveway.

5. Driveway 5 – an existing driveway located approximately 420 feet east of the intersection of Piedmont Avenue at Ralph McGill Boulevard. Driveway 5 is currently a signalized full-movement driveway aligned with the Georgia Power Western Driveway. Driveway 5 is proposed to remain a signalized full-movement driveway.

The proposed site access points provide vehicular access to the entire development. Internal private roadways throughout the site provide access to all buildings and parking facilities. See referenced site plan in Appendix C for a visual representation of vehicular access and circulation throughout the proposed development.

The site driveways and internal roadways mentioned above provide access to all parking on the site. Parking will be provided throughout the development as follows:

Parking Provided:	*1,723 spaces for residential*
	738 spaces for retail
	2,100 spaces for office
	450 spaces for hotel
Total:	5,011 spaces

Parking Required per SPI-1 Zoning: 5,011 spaces total

As the Civic Center Mixed-Use development is located in a Region Core, a shared parking study will be performed in order to minimize the parking impacts on the project site. Actual parking supply constructed may be lower than 5,011 spaces.

1.4 Bicycle and Pedestrian Facilities

Pedestrian facilities (sidewalks) currently exist along the project site frontage. There are currently no bicycle facilities (bike lanes/paths) in the vicinity of the project site. According to the ARC's RTP Project AT-277 – *Cycle Atlanta: Phase 1.0* plan, bike lanes will be added to Ralph McGill Boulevard at the project site prior to the buildout of the proposed development in 2020. Additionally, the City of Atlanta is considering the addition of bike lanes on Piedmont Avenue. According to the DRI site plan, pedestrian facilities (sidewalks) will remain along the project site frontage and new sidewalks will be constructed internal to the site. Proposed bike facilities for Ralph McGill Boulevard are programmed by the City of Atlanta and therefore, are shown on the DRI site plan. Piedmont Avenue bike facilities, while contemplated, are not yet programmed and therefore, are not shown on the DRI site plan.

1.5 Transit Facilities

The project site is located 0.5 miles (two/three blocks) from the Civic Center MARTA Rail Station which is served by the Red and Gold lines seven days a week. The project site is also adjacent to the MARTA Bus Route 16, which provides access from North Druid Hills to the Five Points MARTA Rail Station, and is 0.3 miles from MARTA Bus Route 110, which provides access from Downtown to Buckhead along Peachtree Road; both bus routes provide service seven days a week. The MARTA bus stop currently located on the nearside of the intersection of Ralph McGill Boulevard at Driveway 5/Georgia Power Western Driveway may be relocated to the farside of the intersection upon buildout of the development, per the direction of MARTA officials, as shown on the DRI site plan. Additionally, GRTA Xpress buses currently stage at the Ralph McGill Boulevard at Driveway 4/Georgia Power Eastern Driveway location; this staging area may be relocated upon buildout of the development.

2.0 TRAFFIC ANALYSES, METHODOLOGY AND ASSUMPTIONS

2.1 Growth Rate

Background traffic is defined as expected traffic on the roadway network in future year(s) absent the construction and opening of the proposed project. Background traffic can include a base growth rate based on historical count data as well as population growth data and estimates as well as trips anticipated from nearby or adjacent other projects. Based on methodology outlined in the GRTA Letter of Understanding (LOU), a one percent per year background traffic growth rate was used for all roadways. This background growth rate was used to account for other development activity in the area.

2.2 Traffic Data Collection

Weekday peak hour turning movement counts were collected on Tuesday, November 3, 2015 and Tuesday, January 12, 2016 at the study intersections during the AM and PM peak periods. In order to provide a more conservative analysis, all existing counts were assumed to be collected in 2015 and were grown five years to the projected buildout year of 2020. The morning and afternoon peak hours varied some between the intersections. Peak hours for all intersections are shown in **Table 2**.

Table 2
Peak Hour Summary

Intersection	AM Peak Hour	PM Peak Hour
1. Piedmont Avenue at Currier Street/Driveway 1	7:30-8:30	5:00-6:00
2. Piedmont Avenue at Pine Street	7:30-8:30	5:00-6:00
3. Pine Street/Angier Avenue at Central Park Place	7:30-8:30	4:45-5:45
4. Ralph McGill Boulevard at Central Park Place	8:00-9:00	5:00-6:00
5. Piedmont Avenue at Ralph McGill Boulevard	7:30-8:30	5:00-6:00
6. Pine Street at Driveway 2	*	*
7. Pine Street at Driveway 3	7:15-8:15	4:15-5:15
8. Ralph McGill Boulevard at Driveway 4/Georgia Power Eastern Driveway	7:45-8:45	5:00-6:00
9. Ralph McGill Boulevard at Driveway 5/Georgia Power Western Driveway	7:45-8:45	5:00-6:00

*Traffic counts were not collected at Pine Street and Driveway 2 as there is negligible traffic in the Existing 2015 Conditions.

The collected peak hour turning movement traffic counts are available upon request.

2.3 Detailed Intersection Analysis

Level-of-service (LOS) is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists' perceptions within a traffic stream. The *Highway Capacity Manual* defines six levels-of-service, LOS A through LOS F, with A being the best and F being the worst. Level-of-service analyses were conducted at all intersections within the study network using *Synchro Professional, Version 9.0*.

Existing traffic signal phasing and timing data (from current EPAC reports) were retrieved from the City of Atlanta for available intersections. Timing data was measured and verified in the field for all study intersections. Existing timing data was used in the Projected No-Build 2020 conditions except at intersections along Ralph McGill Boulevard with lane geometry changes due to Project AT-277; for those intersections, timings were optimized using *Synchro Professional, Version 9.0*. All intersection signal timings were optimized using *Synchro Professional, Version 9.0* in the Projected Build 2020 conditions.

Levels-of-service for signalized intersections are reported for the intersection as a whole. One or more movements at an intersection may experience a low level-of-service, while the intersection as a whole may operate acceptably.

Levels-of-service for unsignalized intersections, with stop control on the minor street only, are reported for the side street approaches and the major street left-turn movements. Low levels-of-service for side street approaches are not uncommon, as vehicles may experience significant delays in turning onto a major roadway.

3.0 STUDY NETWORK

3.1 Gross Trip Generation

Traffic for the proposed land uses and densities were calculated using methodology contained in the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, Ninth Edition*. Gross trips generated are displayed below in **Table 3**.

Table 3
Gross Trip Generation

Land Use (Intensity)	ITE Code	Daily Traffic			AM Peak Hour			PM Peak Hour		
		Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Apartment (400 dwelling units)	*220*	2,548	1,274	1,274	200	40	160	238	155	83
High-Rise Apartment (350 dwelling units)	*222*	1,575	787	788	106	27	79	124	76	48
Residential Condominium/Townhouse (15 dwelling units)	*230*	123	62	61	11	2	9	13	9	4
Hotel (300 rooms)	*310*	2,312	1,156	1,156	159	94	65	180	92	88
General Office Building (700,000 SF)	*710*	5,761	2,881	2,880	908	799	109	862	147	715
Shopping Center (137,200 SF)	*820*	5,858	2,929	2,929	132	82	50	509	244	265
Supermarket (60,000 SF)	*850*	5,409	2,704	2,705	204	126	78	534	272	262
Quality Restaurant (32,280 SF)	*931*	2,904	1,452	1,452	-	-	-	242	162	80
High-Turnover (Sit-Down) Restaurant (16,520 SF)	*932*	2,101	1,050	1,051	179	98	81	163	98	65
Total Gross Trips		**28,591**	**14,295**	**14,296**	**1,899**	**1,268**	**631**	**2,865**	**1,255**	**1,610**

3.2 Trip Distribution

The directional distribution and assignment of new project trips was based on the project land uses, a review of the land use densities and road facilities in the area, engineering judgment, and methodology discussions with the Georgia Regional Transportation Authority (GRTA), Atlanta Regional Commission (ARC), Georgia Department of Transportation (GDOT), and the City of Atlanta.

3.3 Level-of-Service Standards

For the purposes of this traffic analysis, a level-of-service standard of D was assumed for all intersections and segments within the study network. If, however, an intersection or segment currently operates at LOS E or LOS F during an existing peak period, the LOS standard for that peak period becomes LOS E, consistent with the GRTA Letter of Understanding.

3.4 Study Network Determination

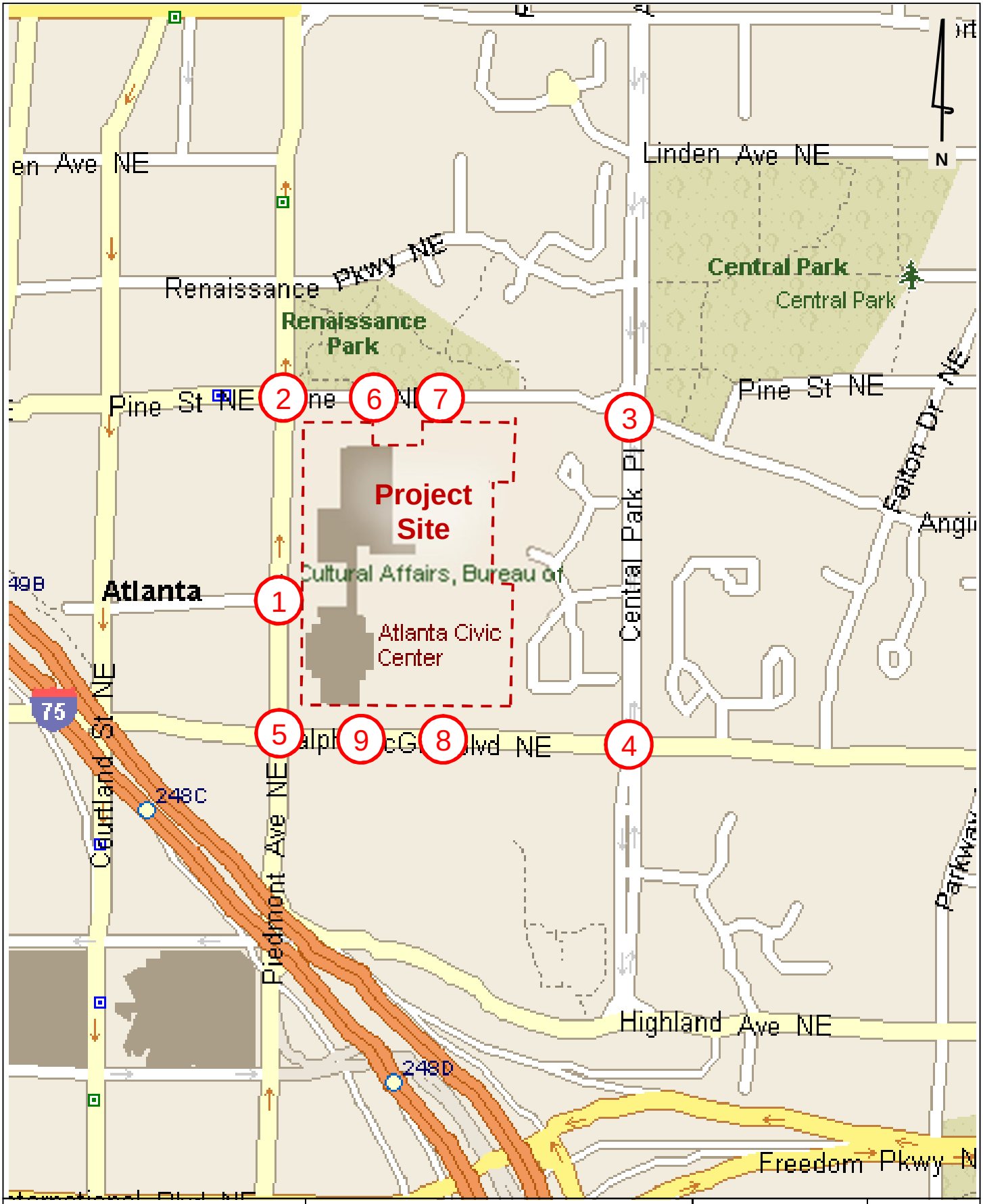
A general study area was determined based on a review of land uses and population densities in the area as well as a review of peak hour traffic counts and engineering judgement. As the Civic Center Mixed-Use development is located in the Downtown LCI, it qualifies for GRTA Expedited Review, consistent with the GRTA Letter of Understanding. The study area was agreed upon during methodology discussions with GRTA, ARC, GDOT, and City of Atlanta staff, and includes the following nine (9) intersections described in **Table 4**.

The study network includes six (6) signalized intersections and three (3) stop controlled intersections as noted in Table 4. The site location and study intersections are shown in **Figure 4**.

Table 4
Intersection Control Summary

Intersection	Control
1. Piedmont Avenue at Currier Street/Driveway 1	Signal
2. Piedmont Avenue at Pine Street	Signal
3. Central Park Place at Pine Street/Angier Avenue	Signal
4. Ralph McGill Boulevard at Central Park Place	Signal
5. Piedmont Avenue at Ralph McGill Boulevard	Signal
6. Pine Street at Driveway 2	Stop Control
7. Pine Street at Driveway 3	Stop Control
8. Ralph McGill Boulevard at Driveway 4/Georgia Power Eastern Driveway	Stop Control
9. Ralph McGill Boulevard at Driveway 5/Georgia Power Western Driveway	Signal

Each of the above listed intersections was analyzed for the Existing 2015 conditions, the Projected 2020 No-Build conditions, and the Projected 2020 Build conditions. The Projected 2020 No-Build conditions represent the existing traffic volumes grown for five (5) years at one percent per year throughout the study network. The Projected 2020 Build conditions add the project trips associated with the Civic Center Mixed-Use development to the Projected 2020 No-Build conditions. Existing trips generated by the Atlanta Civic Center site are minimal and were therefore not deducted in the Projected 2020 Build conditions.



Kimley»Horn	**Civic Center Mixed-Use DRI #2542 Transportation Analysis**	**Study Intersections**	**Figure 4**

3.5 Existing Roadway Facilities

Roadway classification descriptions and estimated Average Daily Traffic (ADT) for the entire study area are provided in **Table 5**.

Table 5
Roadway Classification and ADTs

Roadway	No. of Lanes	ADT	Posted Speed Limit (MPH)	GDOT Classification
Piedmont Avenue	5	13,800	35	Minor Arterial
Pine Street	4	1,800	30	Local Road
Central Park Place	4	5,800	35	Major Collector
Ralph McGill Boulevard	5	11,200	30	Major Collector
Currier Street	2	600	30	Local Road

4.0 TRIP GENERATION

As stated previously, gross trips associated with the proposed development were estimated using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, Ninth Edition, 2012*, using equations where available. Trip generation for this proposed development is calculated based upon the following land uses: Apartment (ITE 220), High-Rise Apartment (ITE 222), Residential Condominium/Townhouse (ITE 230), Hotel (ITE 310), General Office Building (ITE 710), Shopping Center (ITE 820), Supermarket (ITE 850), Quality Restaurant (ITE 931), and High-Turnover (Sit-Down) Restaurant (ITE 932).

Mixed-use vehicle trip reductions were taken according to the *ITE Trip Generation Handbook, Third Edition, 2014*. Total internal capture and vehicle trip reduction between the land uses is expected to be 41.5% daily, 22.1% for the AM peak hour, and 33.4% for the PM peak hour as a result of the anticipated interaction between the residential, hotel, office, retail, and restaurant land uses within the proposed development.

Due to the Civic Center Mixed-Use development being located in a region core and the adjacent land uses in the area, an alternative transportation (walking, bicycle, and transit) reduction was applied for the Civic Center Mixed-Use project trips. An alternative transportation mode reduction of 20%, consistent with GRTA's Letter of Understanding, was applied to all land uses for this study.

Pass-by reductions were determined according to the *ITE Trip Generation Handbook, Third edition, 2014*. Per ITE guidance, the pass-by trip reduction rate for the proposed retail land use is 35% for the PM peak hour and for the proposed restaurant land use is 44% for the PM peak hour. Per GRTA's DRI Technical Guidelines, the total pass-by trips associated with the development may be limited to 15% of the adjacent roadway's traffic volume. Based on traffic count data collected in November 2015 and January 2016, 15% of the adjacent roadway's traffic volume is the limiting factor for pass-by trip reduction (results in a pass-by trip reduction rate of 15% for the PM peak hour). It should be noted that pass-by trips are not new trips to the roadway network, rather, they are vehicles already travelling along the existing roadway network that stop to visit the retail and restaurant land uses. No pass-by reductions were taken for the AM peak hour as pass-by trips are minimal in the morning for retail and restaurant land uses.

The total (net) trips generated and analyzed in this report are listed in **Table 6**.

Table 6
Net Trip Generation

	Daily Traffic			AM Peak Hour			PM Peak Hour		
	Total	**Enter**	**Exit**	**Total**	**Enter**	**Exit**	**Total**	**Enter**	**Exit**
Gross Project Trips	**28,591**	**14,295**	**14,296**	**1,899**	**1,268**	**631**	**2,865**	**1,255**	**1,610**
Mixed-Use Reduction	*-11,874*	*-5,937*	*-5,937*	*-420*	*-210*	*-210*	*-958*	*-479*	*-479*
Alternative Mode Reduction	*-3,343*	*-1,672*	*-1,671*	*-295*	*-211*	*-84*	*-381*	*-155*	*-226*
Pass-By Reduction	*-2,039*	*-1,019*	*-1,020*	*-0*	*-0*	*-0*	*-204*	*-102*	*-102*
Net New Trips	**11,335**	**5,667**	**5,668**	**1,184**	**847**	**337**	**1,322**	**519**	**803**

A more detailed trip generation analysis summary table is provided in Appendix D.

5.0 TRIP DISTRIBUTION AND ASSIGNMENT

New trips were distributed onto the roadway network using the percentages developed as described in *Section 3.2* of this report, and as agreed to during methodology discussions with GRTA, ARC, GDOT, and City of Atlanta staff.

Figures 5A, 5B, and 5C display the anticipated distribution and assignment of residential and hotel, office, and retail (combination of grocery, retail, and restaurant) project trips, respectively, throughout the study roadway network. These trip assignment percentages were applied to the net new trips expected to be generated by the development, and the volumes were assigned to the roadway network. The combined peak hour project trips by turning movement throughout the study network, anticipated to be generated by the proposed Civic Center Mixed-Use development, are shown on **Figure 6**.

Detailed intersection volume worksheets are provided in Appendix E.

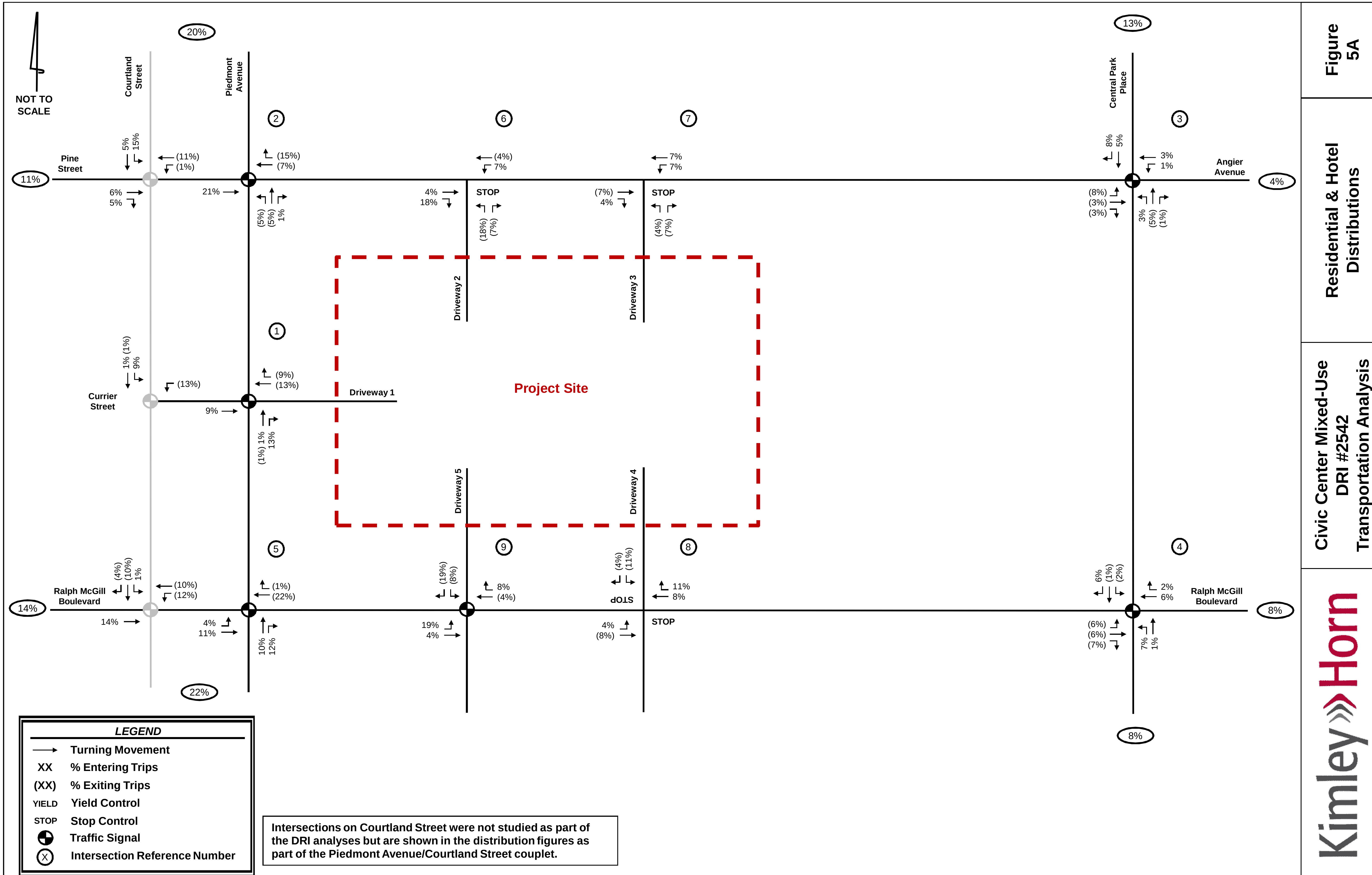


Figure 5A
Residential & Hotel Distributions
Civic Center Mixed-Use DRI #2542 Transportation Analysis
Kimley-Horn
NOT TO SCALE
Courtland Street
Piedmont Avenue
Central Park Place
Pine Street
Angier Avenue
Currier Street
Ralph McGill Boulevard
Driveway 1
Driveway 2
Driveway 3
Driveway 4
Driveway 5
Project Site
STOP
20%
13%
11%
4%
14%
8%
22%
LEGEND
Turning Movement
XX % Entering Trips
(XX) % Exiting Trips
YIELD Yield Control
STOP Stop Control
Traffic Signal
X Intersection Reference Number
Intersections on Courtland Street were not studied as part of the DRI analyses but are shown in the distribution figures as part of the Piedmont Avenue/Courtland Street couplet.

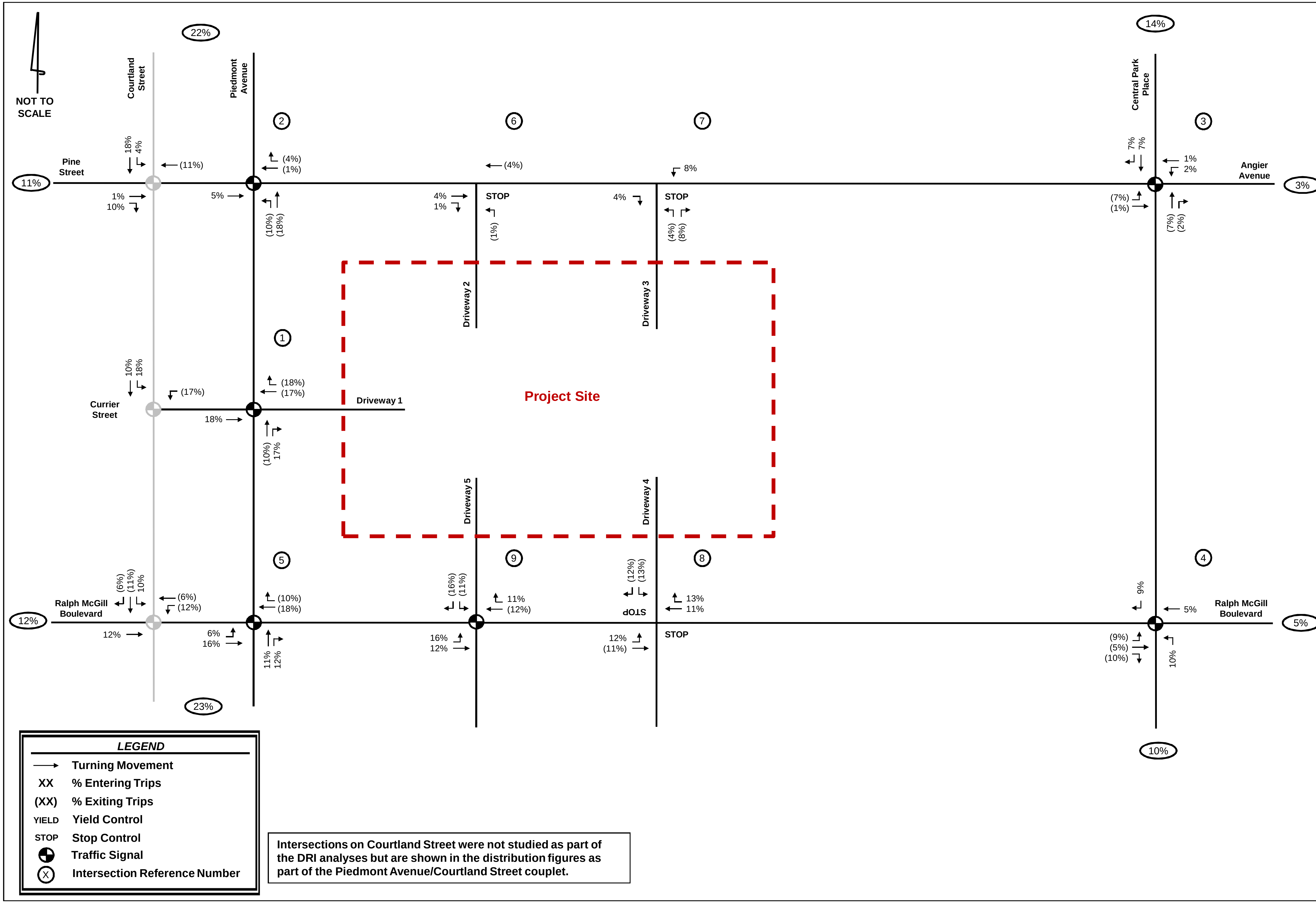

NOT TO SCALE
Courtland Street
Piedmont Avenue
Central Park Place
Pine Street
Angier Avenue
Currier Street
Ralph McGill Boulevard
Ralph McGill Boulevard
Driveway 1
Driveway 2
Driveway 3
Driveway 4
Driveway 5
Project Site
STOP
22%
14%
11%
3%
12%
5%
23%
10%
LEGEND
Turning Movement
XX % Entering Trips
(XX) % Exiting Trips
YIELD Yield Control
STOP Stop Control
Traffic Signal
X Intersection Reference Number
Intersections on Courtland Street were not studied as part of the DRI analyses but are shown in the distribution figures as part of the Piedmont Avenue/Courtland Street couplet.

Figure 5B

Office Distributions

Civic Center Mixed-Use
DRI #2542
Transportation Analysis

Kimley-Horn

NOT TO SCALE

Courtland Street

Piedmont Avenue

Central Park Place

Pine Street

Angier Avenue

Currier Street

Ralph McGill Boulevard

Driveway 1

Driveway 2

Driveway 3

Driveway 4

Driveway 5

Project Site

STOP

22%

14%

11%

3%

12%

5%

23%

10%

Intersections on Courtland Street were not studied as part of the DRI analyses but are shown in the distribution figures as part of the Piedmont Avenue/Courtland Street couplet.

LEGEND

- Turning Movement
- XX % Entering Trips
- (XX) % Exiting Trips
- YIELD Yield Control
- STOP Stop Control
- Traffic Signal
- (X) Intersection Reference Number

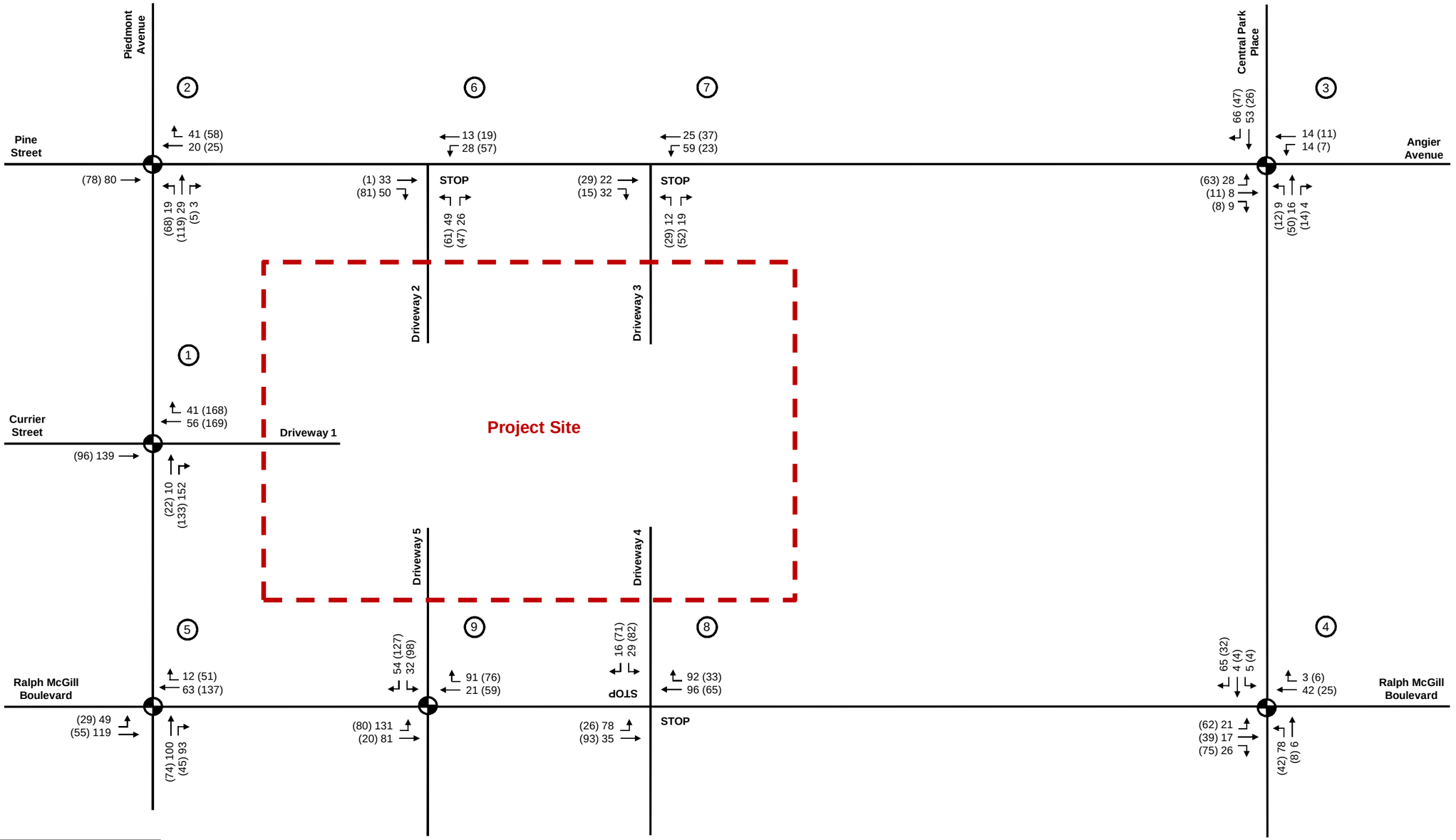
Figure 5C

Retail Distributions

Civic Center Mixed-Use
DRI #2542
Transportation Analysis

Kimley»Horn

NOT TO SCALE



LEGEND

→	Turning Movement
XX	AM Peak Hour Project Trips
(XX)	PM Peak Hour Project Trips
YIELD	Yield Control
STOP	Stop Control
⊕	Traffic Signal
(X)	Intersection Reference Number

Figure 6

Project Trips

Civic Center Mixed-Use
DRI #2542
Transportation Analysis

Kimley»Horn

6.0 TRAFFIC ANALYSIS

6.1 Existing 2015 Conditions

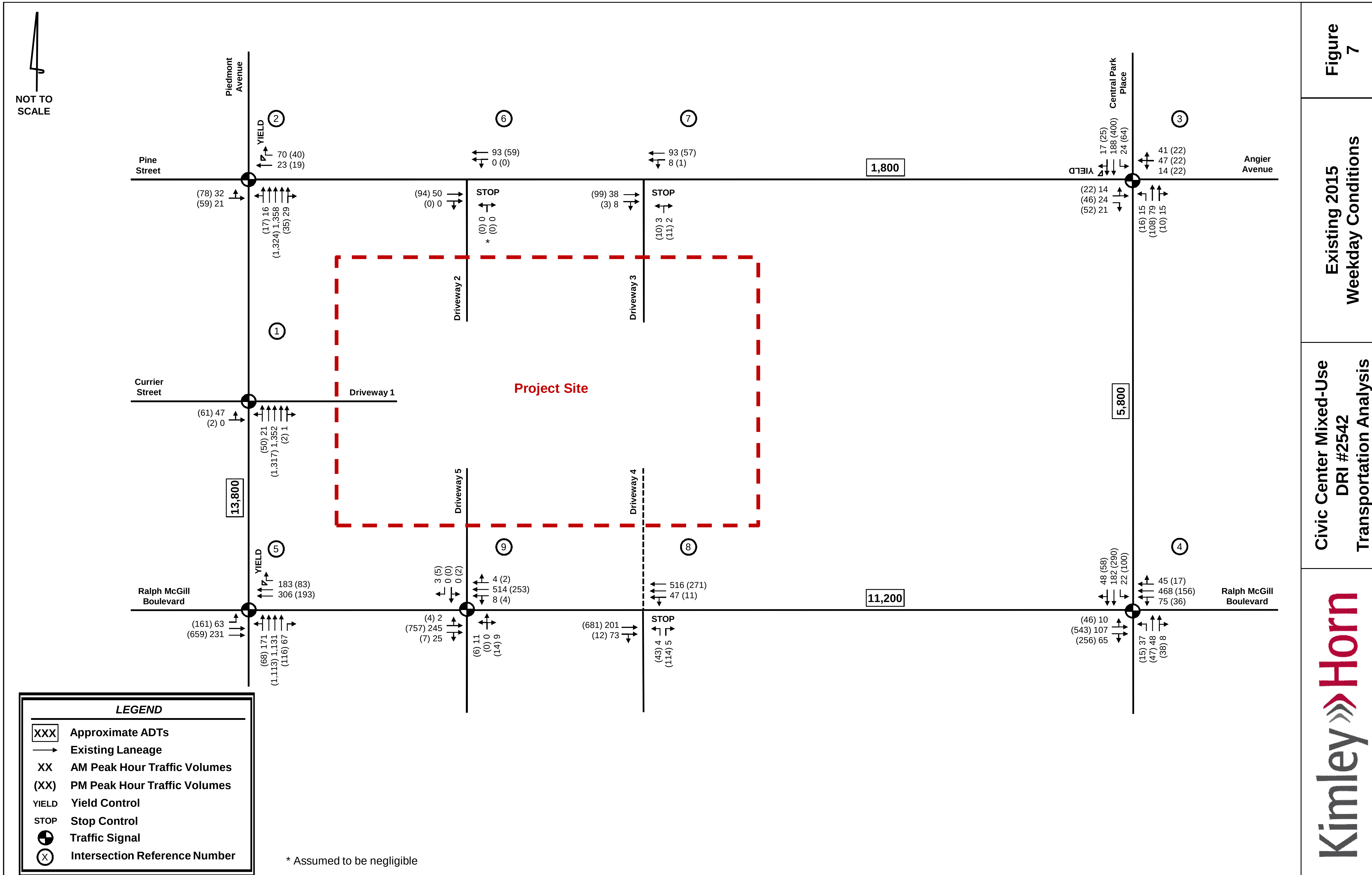
The observed existing peak hour traffic volumes were entered into *Synchro 9.0,* and capacity analyses were performed for the AM and PM peak hours. The existing peak hour traffic volumes are displayed in **Figure 7**, and the results of the capacity analyses for the Existing 2015 conditions are shown in **Table 7**. Detailed *Synchro* analysis reports are available upon request.

Table 7
Existing 2015 Intersection Levels-of-Service
LOS (delay in seconds)

Intersection	Control	LOS Std.	AM Peak Hour	PM Peak Hour
1. Piedmont Avenue at Currier Street/Driveway 1	Signal	D	B (12.5)	B (11.9)
2. Piedmont Avenue at Pine Street	Signal	D	A (7.8)	B (14.5)
3. Pine Street/Angier Avenue at Central Park Place	Signal	D	B (13.3)	B (12.8)
4. Ralph McGill Boulevard at Central Park Place	Signal	D	B (14.4)	B (14.3)
5. Piedmont Avenue at Ralph McGill Boulevard	Signal	D	C (25.5)	C (28.1)
6. Pine Street at Driveway 2	NB Stop WBL Yield	D	*	*
7. Pine Street at Driveway 3	NB Stop WBL Yield	D	A (9.0) A (1.5)	A (9.4) A (0.3)
8. Ralph McGill Boulevard at Driveway 4/ Georgia Power Eastern Driveway	NB Stop WBL Yield	D	B (10.2) A (2.7)	B (11.5) A (1.6)
9. Ralph McGill Boulevard at Driveway 5/ Georgia Power Western Driveway	Signal	D	A (5.9)	A (8.9)

**Driveway 2 was not analyzed in the Existing 2015 conditions as traffic counts were not performed because the driveway is not currently being used and traffic is negligible.*

As shown in Table 7, all study intersections currently operate at or above their acceptable level-of-service standard during the AM and PM peak hours for the Existing 2015 conditions. Therefore, there are no recommended improvements for the Existing 2015 conditions scenario.


NOT TO SCALE
Piedmont Avenue
Central Park Place
Pine Street
Angier Avenue
Currier Street
Ralph McGill Boulevard
Ralph McGill Boulevard
Driveway 1
Driveway 2
Driveway 3
Driveway 4
Driveway 5
Project Site
1,800
5,800
13,800
11,200
YIELD
STOP
70 (40)
23 (19)
(78) 32
(59) 21
(17) 16
(1,324) 1,358
(35) 29
93 (59)
0 (0)
(94) 50
(0) 0
(0) 0
(0) 0
*
93 (57)
8 (1)
(99) 38
(3) 8
(10) 3
(11) 2
17 (25)
188 (400)
24 (64)
41 (22)
47 (22)
14 (22)
(22) 14
(46) 24
(52) 21
(16) 15
(108) 79
(10) 15
(61) 47
(2) 0
(50) 21
(1,317) 1,352
(2) 1
183 (83)
306 (193)
(161) 63
(659) 231
(68) 171
(1,113) 1,131
(116) 67
3 (5)
0 (0)
0 (2)
4 (2)
514 (253)
8 (4)
(4) 2
(757) 245
(7) 25
(6) 11
(0) 0
(14) 9
516 (271)
47 (11)
(681) 201
(12) 73
(43) 4
(114) 5
48 (58)
182 (290)
22 (100)
45 (17)
468 (156)
75 (36)
(46) 10
(543) 107
(256) 65
(15) 37
(47) 48
(38) 8
LEGEND
XXX Approximate ADTs
Existing Laneage
XX AM Peak Hour Traffic Volumes
(XX) PM Peak Hour Traffic Volumes
YIELD Yield Control
STOP Stop Control
Traffic Signal
Intersection Reference Number
* Assumed to be negligible
Figure 7
Existing 2015 Weekday Conditions
Civic Center Mixed-Use
DRI #2542
Transportation Analysis
Kimley-Horn

6.2 Projected 2020 No-Build Conditions

To account for growth in the vicinity of the proposed development, the existing traffic volumes were increased for five (5) years at one percent per year throughout the study network. These volumes were entered into *Synchro 9.0*, and capacity analyses were performed. The Projected 2020 No-Build conditions were analyzed using existing roadway geometry, existing intersection control types, and the AT-277 project's proposed Ralph McGill Boulevard cross section.

The AT-277 project proposes a road diet on Ralph McGill Boulevard in the vicinity of the project site. Between Piedmont Avenue and Central Park Place, Ralph McGill Boulevard will be reconfigured from the existing five travel lanes to one bike lane, three travel lanes, one on-street parking lane, and one barrier separated bike lane. The on-street parking lane and barrier separated bike lane are proposed to be located on the north side of Ralph McGill Boulevard.

The intersection laneage and traffic volumes for the Projected 2020 No-Build conditions are shown in **Figure 8**. The results of the capacity analyses for the Projected 2020 No-Build conditions with existing laneage and AT-277 project's proposed Ralph McGill laneage and control types are shown in **Table 8**. Detailed *Synchro* analysis reports are available upon request.

Table 8
Projected 2020 No-Build Intersection Levels-of-Service
LOS (delay in seconds)

Intersection	Control	LOS Std.	AM Peak Hour	PM Peak Hour
1. Piedmont Avenue at Currier Street/Driveway 1	Signal	D	B (12.6)	B (12.1)
2. Piedmont Avenue at Pine Street	Signal	D	A (7.9)	B (14.7)
3. Pine Street/Angier Avenue at Central Park Place	Signal	D	B (13.4)	B (13.0)
4. Ralph McGill Boulevard at Central Park Place	Signal	D	B (15.4)	B (17.3)
5. Piedmont Avenue at Ralph McGill Boulevard	Signal	D	C (30.7)	C (31.7)
6. Pine Street at Driveway 2	NB Stop WBL Yield	D	*	*
7. Pine Street at Driveway 3	NB Stop WBL Yield	D	A (9.0) A (1.4)	A (9.4) A (0.3)
8. Ralph McGill Boulevard at Driveway 4/ Georgia Power Driveway 1	NB Stop WBL Yield	D	B (11.1) A (8.0)	C (16.8) A (9.9)
9. Ralph McGill Boulevard at Driveway 5/ Georgia Power Driveway 2	Signal	D	A (8.3)	B (14.2)

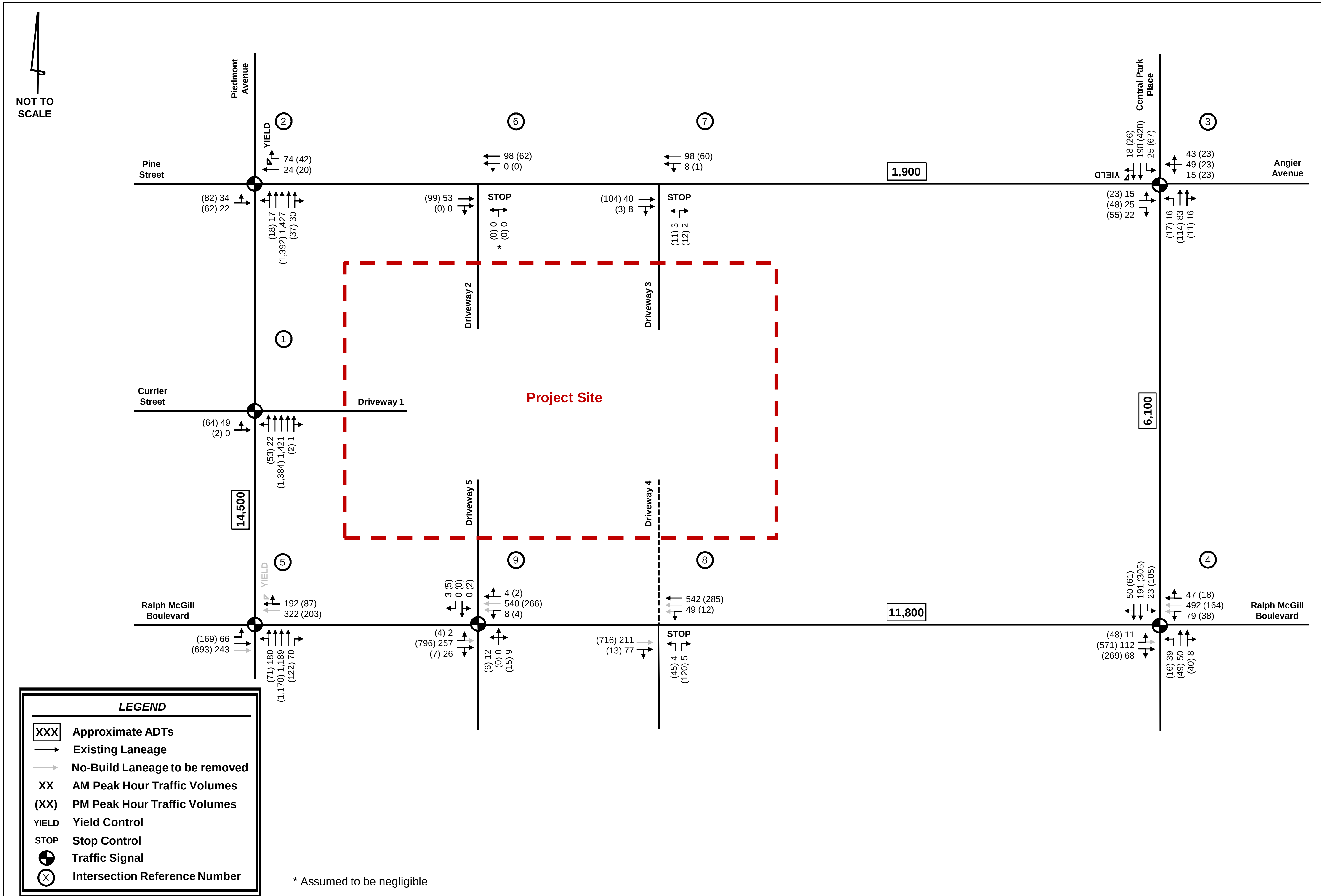
**Driveway 2 was not analyzed in the Projected No-Build 2020 conditions as traffic counts were not performed because the driveway is not currently being used and traffic is negligible.*

As shown in Table 8, all study intersections are expected to operate at or above their acceptable level-of-service standard during the AM and PM peak hours for the Projected 2020 No-Build conditions. This includes the changes to roadway configuration associated with Project AT-277 in ARC's *PLAN 2040* Regional Transportation Plan (RTP) which is programmed to be completed by 2020.

Improvements to Ralph McGill Boulevard associated with Project AT-277 will include the following roadway configuration changes at the study intersections:

- Ralph McGill Boulevard at Central Park Place (Int. #4)
  - Reconstruct the eastbound approach along Ralph McGill Boulevard to allow for one exclusive left-turn lane, one shared through/right-turn lane, and one bike lane.
  - Reconstruct the westbound approach along Ralph McGill Boulevard to allow for one exclusive left-turn lane, one shared through/right-turn lane, one on-street parking lane, and one barrier separated bike lane.
- Piedmont Avenue at Ralph McGill Boulevard (Int. #5)
  - Reconstruct the eastbound approach along Ralph McGill Boulevard to allow for one exclusive left-turn lane, one exclusive through lane, and one bike lane.
  - Reconstruct the westbound approach along Ralph McGill Boulevard to allow for one shared through/right-turn lane, one on-street parking lane, and one barrier separated bike lane.
  - Remove right-turn channelized island on the westbound approach along Ralph McGill Boulevard.
  - Provide center raised pedestrian island.
- Ralph McGill Boulevard at Driveway 4/Georgia Power Eastern Driveway (Int. #8)
  - Reconstruct the eastbound approach along Ralph McGill Boulevard to allow for one shared through/right-turn lane and one bike lane.
  - Reconstruct the westbound approach along Ralph McGill Boulevard to allow for one exclusive left-turn lane, one through lane, one on-street parking lane, and one barrier separated bike lane.
- Ralph McGill Boulevard at Driveway 5/Georgia Power Western Driveway (Int. #9)
  - Reconstruct the eastbound approach along Ralph McGill Boulevard to allow for one exclusive left-turn lane, one shared through/right-turn lane, and one bike lane.
  - Reconstruct the westbound approach along Ralph McGill Boulevard to allow for one exclusive left-turn lane, one shared through/right-turn lane, one on-street parking lane, and one barrier separated bike lane.
  - Relocate MARTA Bus Stop from the east side of the intersection to the west side of the intersection.

These improvements are also show on the DRI site plan provided in Appendix C.



NOT TO SCALE
Piedmont Avenue
Central Park Place
Pine Street
Angier Avenue
Currier Street
Ralph McGill Boulevard
Ralph McGill Boulevard
Driveway 1
Driveway 2
Driveway 3
Driveway 4
Driveway 5
Project Site
1,900
6,100
14,500
11,800
YIELD
STOP
74 (42)
24 (20)
(82) 34
(62) 22
(18) 17
(1,392) 1,427
(37) 30
98 (62)
0 (0)
(99) 53
(0) 0
(0) 0
(0) 0
*
98 (60)
8 (1)
(104) 40
(3) 8
(11) 3
(12) 2
18 (26)
198 (420)
25 (67)
43 (23)
49 (23)
15 (23)
(23) 15
(48) 25
(55) 22
(17) 16
(114) 83
(11) 16
(64) 49
(2) 0
(53) 22
(1,384) 1,421
(2) 1
192 (87)
322 (203)
(169) 66
(693) 243
(71) 180
(1,170) 1,189
(122) 70
3 (5)
0 (0)
0 (2)
4 (2)
540 (266)
8 (4)
(4) 2
(796) 257
(7) 26
(6) 12
(0) 0
(15) 9
542 (285)
49 (12)
(716) 211
(13) 77
(45) 4
(120) 5
50 (61)
191 (305)
23 (105)
47 (18)
492 (164)
79 (38)
(48) 11
(571) 112
(269) 68
(16) 39
(49) 50
(40) 8
LEGEND
XXX Approximate ADTs
Existing Laneage
No-Build Laneage to be removed
XX AM Peak Hour Traffic Volumes
(XX) PM Peak Hour Traffic Volumes
YIELD Yield Control
STOP Stop Control
Traffic Signal
Intersection Reference Number
* Assumed to be negligible

Figure 8

Projected 2020 No-Build Weekday Conditions

Civic Center Mixed-Use DRI #2542 Transportation Analysis

Kimley-Horn

6.3 Projected 2020 Build Conditions

The traffic associated with the proposed Civic Center Mixed-Use development was added to the Projected 2020 No-Build volumes. These volumes were then entered into *Synchro 9.0*, and capacity analyses were performed. The Projected 2020 Build conditions were analyzed using the proposed laneage and intersection control types shown in the DRI site plan.

In addition to the roadway changes along Ralph McGill Boulevard described in Section 6.2, the Projected 2020 Build conditions also proposes reducing Piedmont Avenue from the existing five travel lanes to four travel lanes and one lane of on-street parking. Additionally, Pine Street is proposed to be reduced from the existing four travel lanes to two travel lanes and two lanes of on-street parking.

The intersection laneage and traffic volumes used for the Projected 2020 Build conditions are shown in **Figure 9**. The results of the capacity analyses for the Projected 2020 Build conditions with proposed laneage and control types are shown in **Table 9**. Detailed *Synchro* analysis reports are available upon request.

Table 9
Projected 2020 Build Intersection Levels-of-Service
LOS (delay in seconds)

Intersection	Control	LOS Std.	AM Peak Hour	PM Peak Hour
1. Piedmont Avenue at Currier Street/Driveway 1	Signal	D	C (21.3)	C (20.2)
2. Piedmont Avenue at Pine Street	Signal	D	A (7.9)	C (22.8)
3. Pine Street/Angier Avenue at Central Park Place	Signal	D	B (14.4)	B (13.5)
4. Ralph McGill Boulevard at Central Park Place	Signal	D	B (17.6)	C (24.7)
5. Piedmont Avenue at Ralph McGill Boulevard	Signal	D	C (32.9)	C (34.6)
6. Pine Street at Driveway 2	NB Stop WBL Yield	D	B (10.3) A (1.7)	B (11.3) A (3.6)
7. Pine Street at Driveway 3	NB Stop WBL Yield	D	B (10.1) A (3.0)	B (10.8) A (1.7)
8. Ralph McGill Boulevard at Driveway 4/ Georgia Power Driveway 1	SB Stop NB Stop EBL Yield WBL Yield	D	C (16.8) B (14.3) B (10.4) A (8.1)	E (49.6) C (22.1) A (8.2) B (10.6)
9. Ralph McGill Boulevard at Driveway 5/ Georgia Power Driveway 2	Signal	D	B (10.1)	B (15.2)

As shown in **Table 9**, all study intersections are projected to operate at or above their acceptable level-of-service standard during the AM and PM peak hours for the Projected 2020 Build conditions. However, the intersection on Ralph McGill Boulevard at Central Park Place (Int. #4) shows excessive queueing (95th percentile queue greater than 700 feet) in the eastbound direction during the PM peak hour. Therefore, this intersection is proposed to be improved by adding an exclusive right-turn lane which improves the queue to approximately 193 feet and reduces the delay to LOS B (13.5 seconds) during the PM peak hour.

Based on the Projected 2020 Build conditions, the following improvements are recommended:

- Piedmont Avenue at Currier Street/Driveway 1 (Int. #1)
  - Construct one ingress lane along Driveway 1.
  - Construct two egress lanes along Driveway 1 – one exclusive westbound through lane and one exclusive westbound right-turn lane.
  - Add traffic signal control for westbound approach along Driveway 1.
  - Convert the easternmost northbound lane along Piedmont Avenue into an on-street parking lane.
  - Reconfigure the northbound approach along Piedmont Avenue to one shared left-turn/through lane, two exclusive through lanes, and one shared through/right-turn lane.
- Piedmont Avenue at Pine Street (Int. #2)
  - Convert the easternmost northbound lane along Piedmont Avenue into an on-street parking lane.
  - Reconfigure the northbound approach along Piedmont Avenue to one shared left-turn/through lane, two exclusive through lanes, and one shared through/right-turn lane.
  - Reconfigure the westbound approach along Pine Street to one shared through/right-turn lane.
  - Remove the right-turn channelization island on the westbound approach along Pine Street.
- Ralph McGill Boulevard at Central Park Place (Int. #4)
  - Reconfigure the eastbound approach along Ralph McGill Boulevard to one exclusive left-turn lane, one exclusive through lane, and one exclusive right-turn.
- Piedmont Avenue at Ralph McGill Boulevard (Int. #5)
  - Reconfigure the northbound departure lanes to four travel lanes and one on-street parking lane.
- Pine Street at Driveway 2 (Int. #6)
  - Relocate Driveway 2 to approximately 300’ east of the intersection of Piedmont Avenue and Pine Street.
  - Reconfigure Driveway 2 to consist of one ingress lane and two egress lanes – one exclusive northbound left-turn lane and one exclusive northbound right-turn lane.
  - Reconfigure the eastbound approach along Pine Street to one shared through/right-turn lane.
  - Reconfigure the westbound approach along Pine Street to one shared left-turn/through lane.

  - Convert the southernmost eastbound lane into an on-street parking lane.
  - Convert the northernmost westbound lane into an on-street parking lane.
- Pine Street at Driveway 3 (Int. #7)
  - Reconfigure Driveway 3 to consist of one ingress lane and two egress lanes – one exclusive northbound left-turn lane and one exclusive northbound right-turn lane.
  - Reconfigure the eastbound approach along Pine Street to one shared through/right-turn lane.
  - Reconfigure the westbound approach along Pine Street to one shared left-turn/through lane.
  - Convert the southernmost eastbound lane into an on-street parking lane.
  - Convert the northernmost westbound lane into an on-street parking lane.
- Ralph McGill Boulevard at Driveway 4/Georgia Power Eastern Driveway (Int. #8)
  - Construct one ingress lane along Driveway 4.
  - Construct two egress lanes along Driveway 4 – one shared southbound left-turn/through lane and one exclusive southbound right-turn lane.
- Ralph McGill Boulevard at Driveway 5/Georgia Power Western Driveway (Int. #9)
  - Reconfigure Driveway 5 to consist of one ingress lane and two egress lanes – one shared southbound left-turn/through lane and one exclusive southbound right-turn lane.

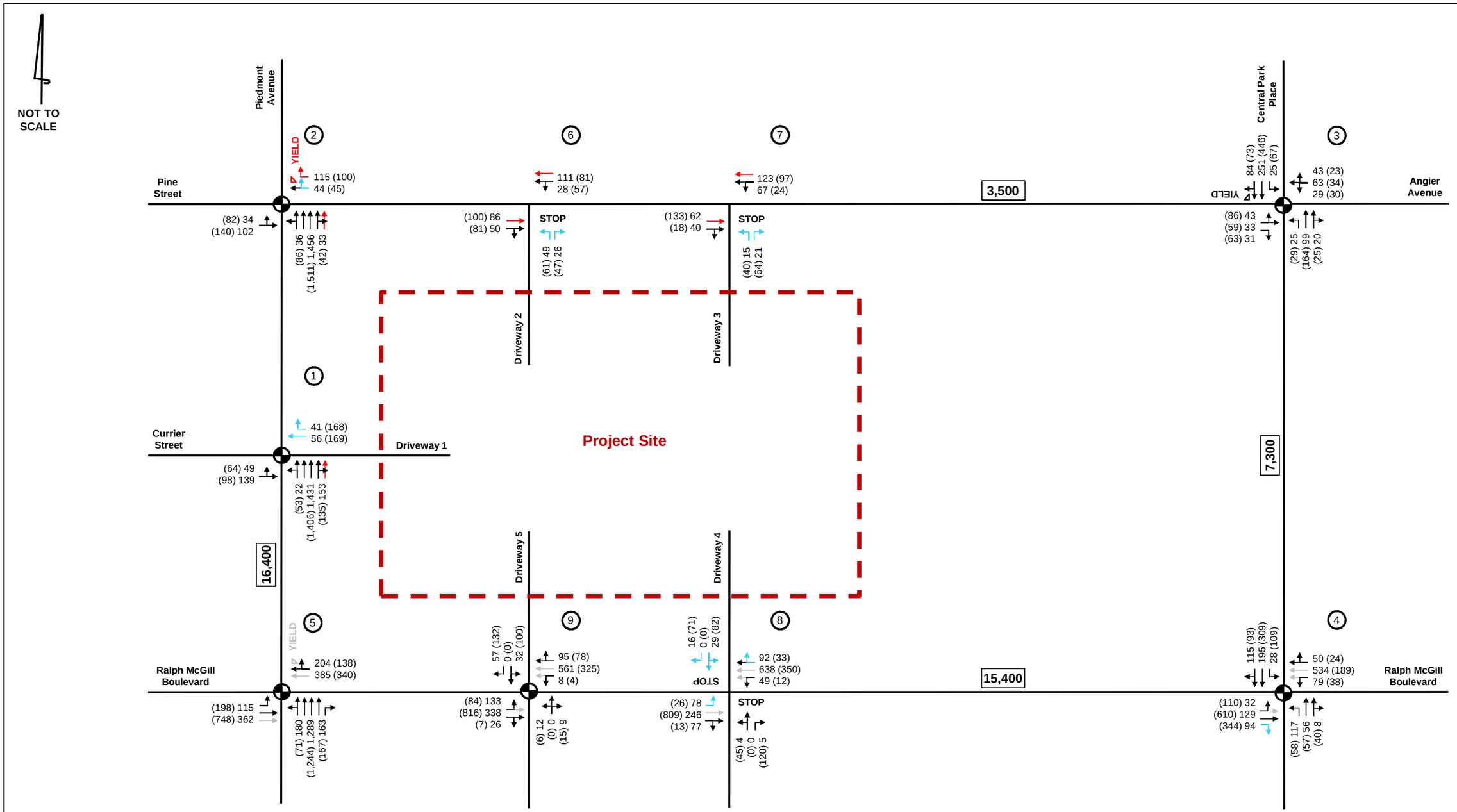


Figure 9

Projected 2020 Build Weekday Conditions

Civic Center Mixed-Use
DRI #2542
Transportation Analysis

Kimley»Horn

6.4 Alternatives Analyses

As requested by the City of Atlanta and the Central Atlanta Progress, two alternative cross-sections are considered for Piedmont Avenue in the Projected 2020 Build conditions. This section is provided for informational purposes, and **is not** being proposed as part of this Civic Center Mixed-Use development.

- Alternative 1: Piedmont Avenue is reduced from the proposed four-lane section in the Projected 2020 Build conditions to a three-lane section. The additional lane removed would be used as a barrier protected bike lane.

- Alternative 2: Piedmont Avenue is reduced from the proposed four-lane section in the Projected 2020 Build conditions to a two-lane section. The additional two lanes removed would be used as a barrier protected bike lane and one additional on-street parking lane in the westernmost lane (which would allow for on-street parking on both the west and east side of Piedmont Avenue).

The results of the capacity analyses along Piedmont Avenue for Alternative 1 and Alternative 2 are shown in **Table 10**. Detailed *Synchro* analysis reports are available upon request.

Table 10
Alternatives Analyses Levels-of-Service
LOS (delay in seconds)

Intersection	Alternative 1		Alternative 2	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
1. Piedmont Avenue at Currier Street/Driveway 1	C (21.2)	C (20.5)	C (22.3)	C (23.9)
2. Piedmont Avenue at Pine Street	A (8.6)	C (23.3)	B (10.3)	C (28.7)
5. Piedmont Avenue at Ralph McGill Boulevard	C (39.9)	D (45.2)	E (77.7)	F (95.3)

Results of this additional alternatives analysis indicate that in Alternative 1, all study intersections along Piedmont Avenue are projected to operate at an acceptable level-of-service. In Alternative 2, the intersection of Piedmont Avenue at Ralph McGill Boulevard (Int. #5) is projected to operate at LOS E and LOS F during the AM and PM peak hour respectively.

7.0 INGRESS/EGRESS ANALYSIS

Vehicular access to the Civic Center Mixed-Use development is proposed at five (5) locations. Site driveway locations are discussed in Section 1.3. Driveway 1 and Driveway 5 are currently signalized and are proposed to remain signalized in the Projected 2020 Build conditions. Driveway 2, Driveway 3, and Driveway 4 are currently unsignalized and are proposed to remain unsignalized in the Projected 2020 Build conditions.

All driveways are proposed to have one ingress lane and two egress lanes. While the modeling indicates that only one egress lane is required, two egress lanes are recommended for as reducing queue lengths and cycle lengths (particularly at Driveway 1) as well as for truck maneuvering.

The proposed site driveways provide vehicular access to the entire development. Internal private roadways throughout the site provide access to all buildings and parking facilities.

Capacity analyses were performed for the proposed site driveway intersections (Int. #1, #6, #7, #8, #9) using *Synchro 9.0*. The results of the capacity analyses for this intersection (LOS, delay, and recommended laneage) are reported in *Section 6.3* of this report. Based on the Projected 2020 Build conditions, the proposed site driveway intersections are anticipated to operate at an acceptable level-of-service, assuming implementation of the recommended laneage, signalization, and roadway improvements.

8.0 IDENTIFICATION OF PROGRAMMED PROJECTS

According to ARC's Transportation Improvement Program, the Regional Transportation Improvement Program, GDOT's Construction Work Program (none at this time), City of Atlanta's programmed projects, and the GA STIP, the following projects are programmed or planned to be completed by the respective years within the vicinity of the proposed development. The identified projects are listed in **Table 11** below.

Table 11
Programmed Improvements

#	Year	Project ID	Project Description
1	2015	AT-276	Pedestrian Mobility Improvements – Boulevard from US-278 (Ponce de Leon Avenue) to Woodward Avenue
2	2015	AT-278	Midtown Atlanta Regional Activity Center – Pedestrian Mobility and Safety Improvements
3	2018	AT-269	Ponce de Leon Avenue Complete Street Retrofit from Boulevard/Monroe Drive to Freedom Parkway
4	2020	AT-277	Cycle Atlanta: Phase 1.0 – Bicycle Mobility Improvements – Includes a route on Ralph McGill Boulevard, Peachtree Street, Juniper Street, and Baker/Highland Street
5	2040	AR-490	Atlanta Streetcar Expansion – Phase 1 – Includes a route on North Avenue

Project #4 is the only programmed project that will have a direct impact on the proposed Civic Center Mixed-Use development. This impact is described in more detail in Section 6.2. Fact sheets for projects 1-5 can be found in **Appendix F**.

9.0 INTERNAL CIRCULATION ANALYSIS

Internal roadways throughout the site provide vehicular access to all buildings and parking on the site. The proposed site driveways will provide access to buildings on the site, and will connect at the center of the site around the park. A detailed copy of the proposed site plan with internal site roadways is provided in Appendix C and a full-sized site plan is attached to the report.

Mixed-use vehicle trip reductions were taken according to the *ITE Trip Generation Handbook, Third Edition, 2014*. Total internal capture and vehicle trip reduction between the proposed land uses is expected to be 41.5% daily, 22.1% for the AM peak hour, and 33.4% for the PM peak hour as a result of the anticipated interaction between the various land uses within the proposed development.

10.0 COMPLIANCE WITH COMPREHENSIVE PLAN ANALYSIS

The project site currently serves as the Atlanta Civic Center building and surface parking lots. The site is located in the Special Public Interest (SPI) Zone 1 according to the *City of Atlanta Zoning Ordinance Map* and requires review by the SPI-1 Development Review Committee (DRC).

The most recent LCI study for Downtown Atlanta *Imagine Downtown: Encore 2009* focuses on the project site as an underutilized property that could be redeveloped to create a more cohesive, walkable, and transit-oriented community. Additionally, the plan focuses specifically on the SoNo district neighborhood, where the Civic Center Mixed-Use DRI site is located, as a way to reconnect Midtown Atlanta with Downtown Atlanta communities by creating additional residential and commercial space including engaging plazas, pocket parks, and active urban spaces. The plan discusses pedestrian and bicycle improvements on downtown streets to encourage multi-modal commuting, specifically along Ralph McGill Boulevard from Peachtree Street to Boulevard. The ARC *PLAN 2040* Unified Growth Policy Map identifies the project site as being located in a Region Core area type. The Civic Center Mixed-Use development plan is consistent with the area type and future land use identified. The land use maps are provided in Appendix B.

Appendix A
Site Photo Log

Kimley»Horn

City of Atlanta, Georgia
Photograph Sheet

KHA Job No.: 115048017
Date: February 2016
Page: 1 of 5

Piedmont Avenue at Currier Street/Driveway 1

Photo No. 1

Comments: Driveway 1 looking south on Piedmont Avenue

Photo No. 2

Comments: Driveway 1 looking north on Piedmont Avenue

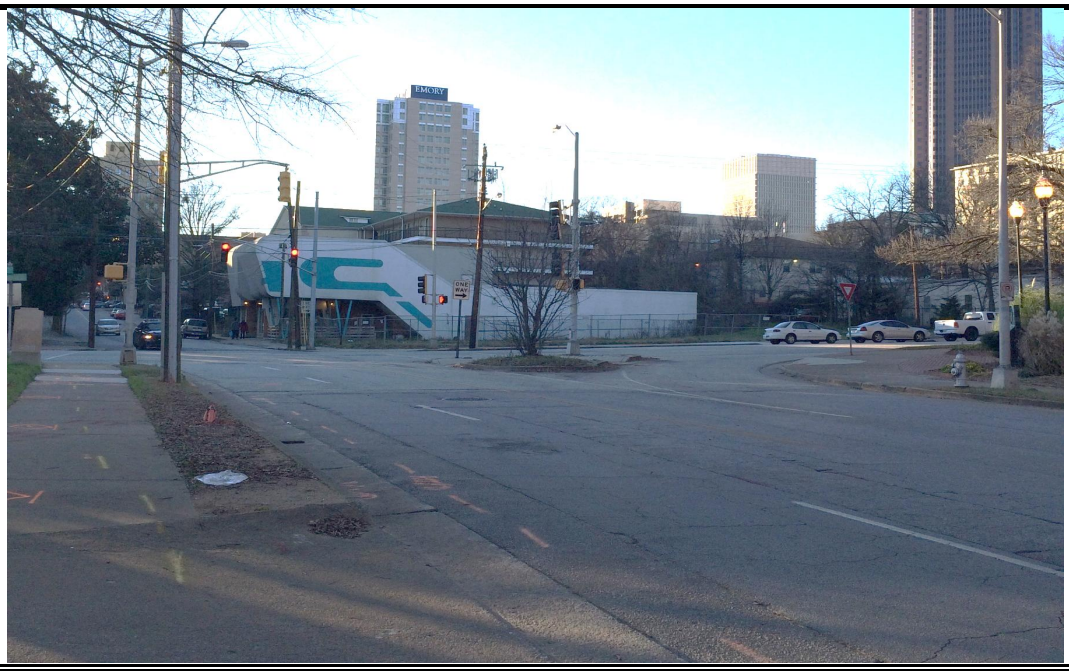
Kimley»Horn

City of Atlanta, Georgia
Photograph Sheet

KHA Job No.: 115048017
Date: February 2016
Page: 2 of 5

Pine Street at Driveway 2

Photo No. 1



Comments: Driveway 2 looking west on Pine Street

Photo No. 2

Comments: Driveway 2 looking east on Pine Street

Kimley»Horn

City of Atlanta, Georgia
Photograph Sheet

KHA Job No.: 115048017
Date: February 2016
Page: 3 of 5

Pine Street at Driveway 3

Photo No. 1

Comments: Driveway 3 looking west on Pine Street

Photo No. 2

Comments: Driveway 3 looking east on Pine Street

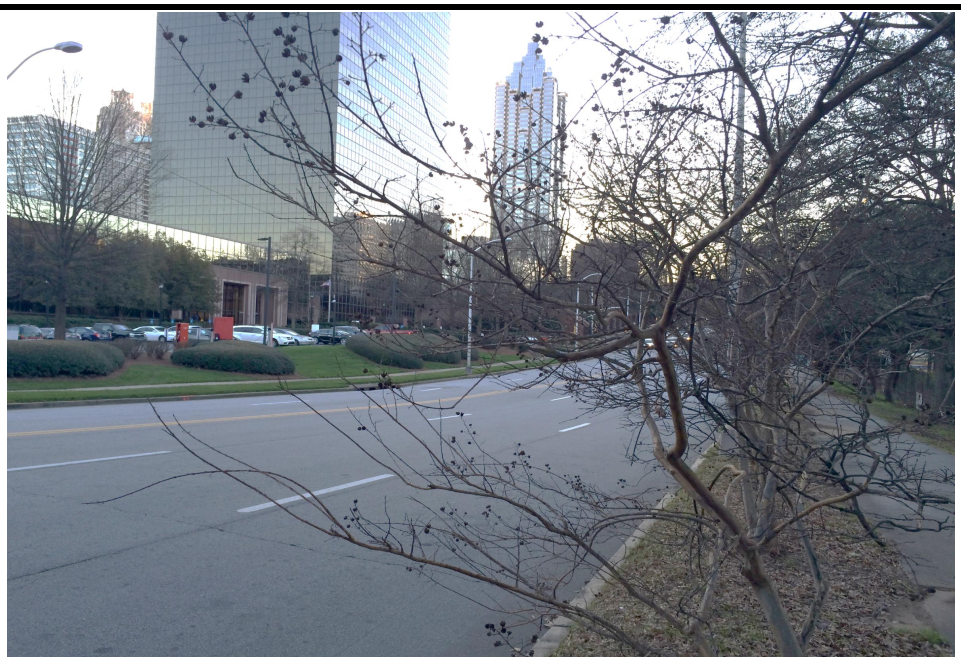
Kimley»Horn

City of Atlanta, Georgia
Photograph Sheet

KHA Job No.: 115048017
Date: February 2016
Page: 4 of 5

Ralph McGill Boulevard at Driveway 4/Georgia Power Driveway 1

Photo No. 1



Comments: Driveway 4 looking west on Ralph McGill Boulevard

Photo No. 2

Comments: Driveway 4 looking east on Ralph McGill Boulevard

Kimley»Horn

City of Atlanta, Georgia

Photograph Sheet

KHA Job No.: 115048017
Date: February 2016
Page: 5 of 5

Ralph McGill Boulevard at Driveway 5/Georgia Power Driveway 2

Photo No. 1

Comments: Driveway 5 looking west on Ralph McGill Boulevard

Photo No. 2

Comments: Driveway 5 looking east on Ralph McGill Boulevard

Appendix B
Land Use and Zoning Maps

SHEET NO. 14-047

ZONING ORDINANCE
CITY OF ATLANTA, GEORGIA
OFFICIAL ZONING MAP

SHEET 16 OF 129 SHEETS

ORDINANCE Z-78-5

LAND LOTS _____

_____ DISTRICT

_____ COUNTY

CERTIFICATION

THIS SHEET 16 OF 129 SHEETS, IS HEREBY CERTIFIED AS INCLUDED IN THE OFFICIAL ZONING MAPS, ON FILE IN THE DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT, BUREAU OF PLANNING, AND FORMING A PART OF THE CITY OF ATLANTA ZONING ORDINANCE ADOPTED BY CITY COUNCIL ON DECEMBER 15, 1980 AND APPROVED BY THE MAYOR ON DECEMBER 19, 1980, AS AMENDED

_____ _____
DIRECTOR, BUREAU OF PLANNING DATE
CITY OF ATLANTA, GEORGIA

_____ _____
MUNICIPAL CLERK, CMC DATE
CITY OF ATLANTA, GA

Legend

- Tax Parcels
- Zoning District Outline
- Human Service Facilities
- LBS/HBS

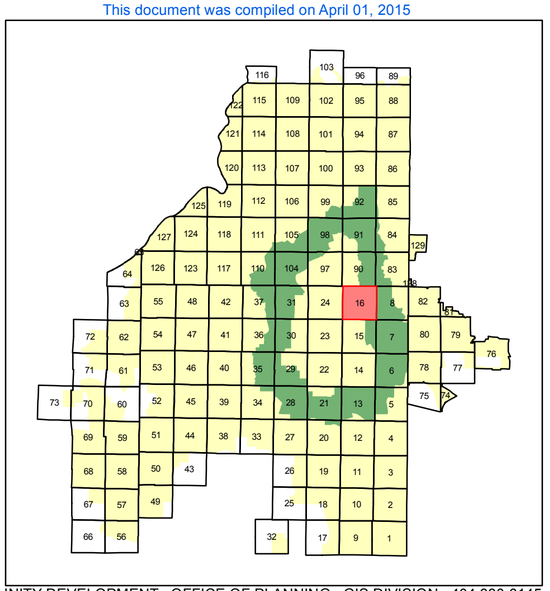
OVERLAY DISTRICTS

- Beltline
- SPI-19
- All Others

Base Zoning

- SPI - Special Public Interest
- Commercial
- Industrial
- Historic & Cultural
- Live-Work
- QOL Multi-Family
- QOL Mixed Use
- Neighborhood Commercial
- Office Institutional
- Planned Development
- Residential - Single Family
- Residential - Duplex
- Residential - Multi-Family
- Residential - Limited Commercial

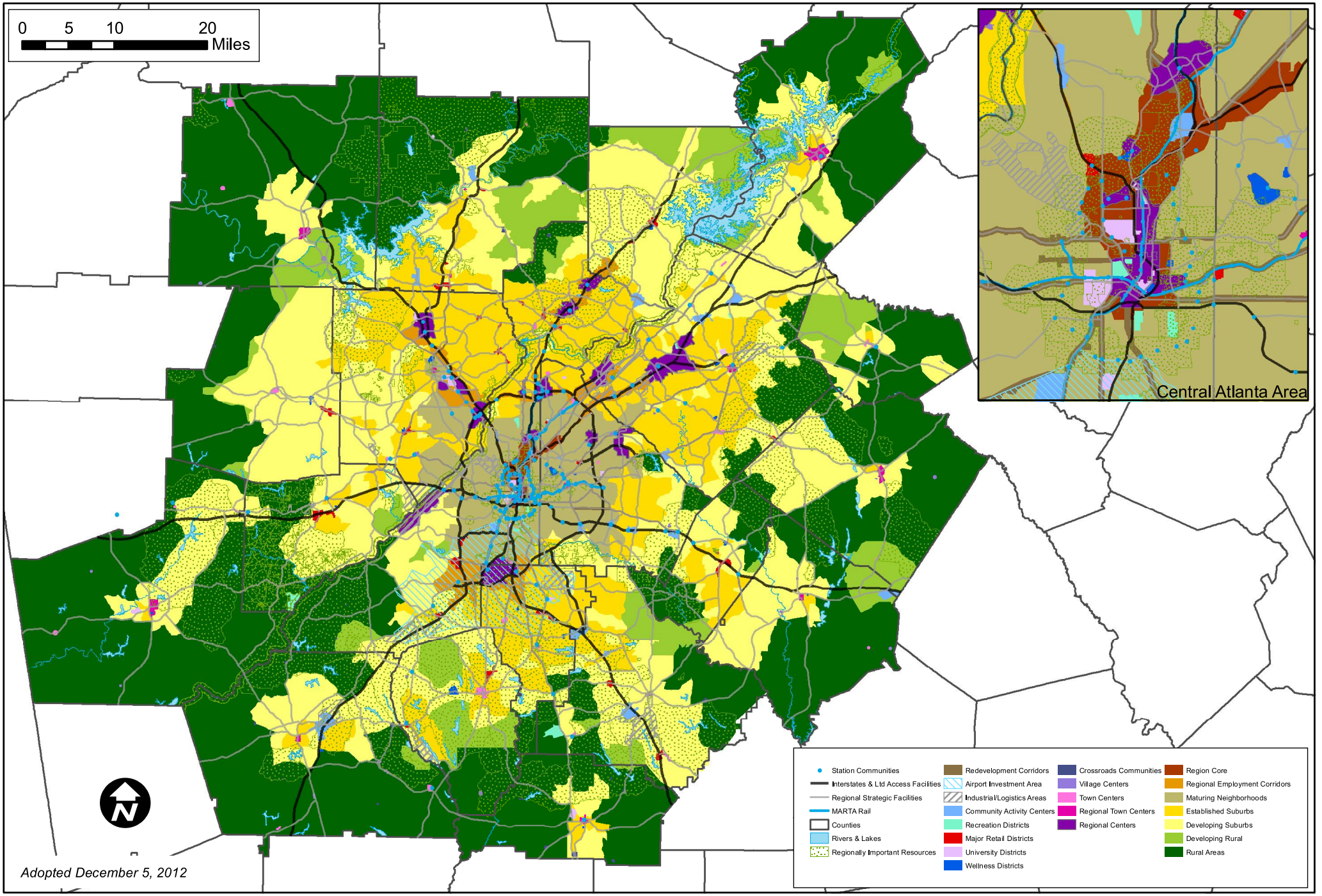
This document was compiled on April 01, 2015



PARCEL BOUNDARIES SHOWN ARE SUPPLIED BY THE FULTON OR DEKALB COUNTY TAX ASSESSOR. THESE BOUNDARIES MAY NOT REPRESENT THE BOUNDARIES RECOGNIZED BY THE CITY OF ATLANTA FOR THE PURPOSES OF ISSUING BUILDING PERMITS.

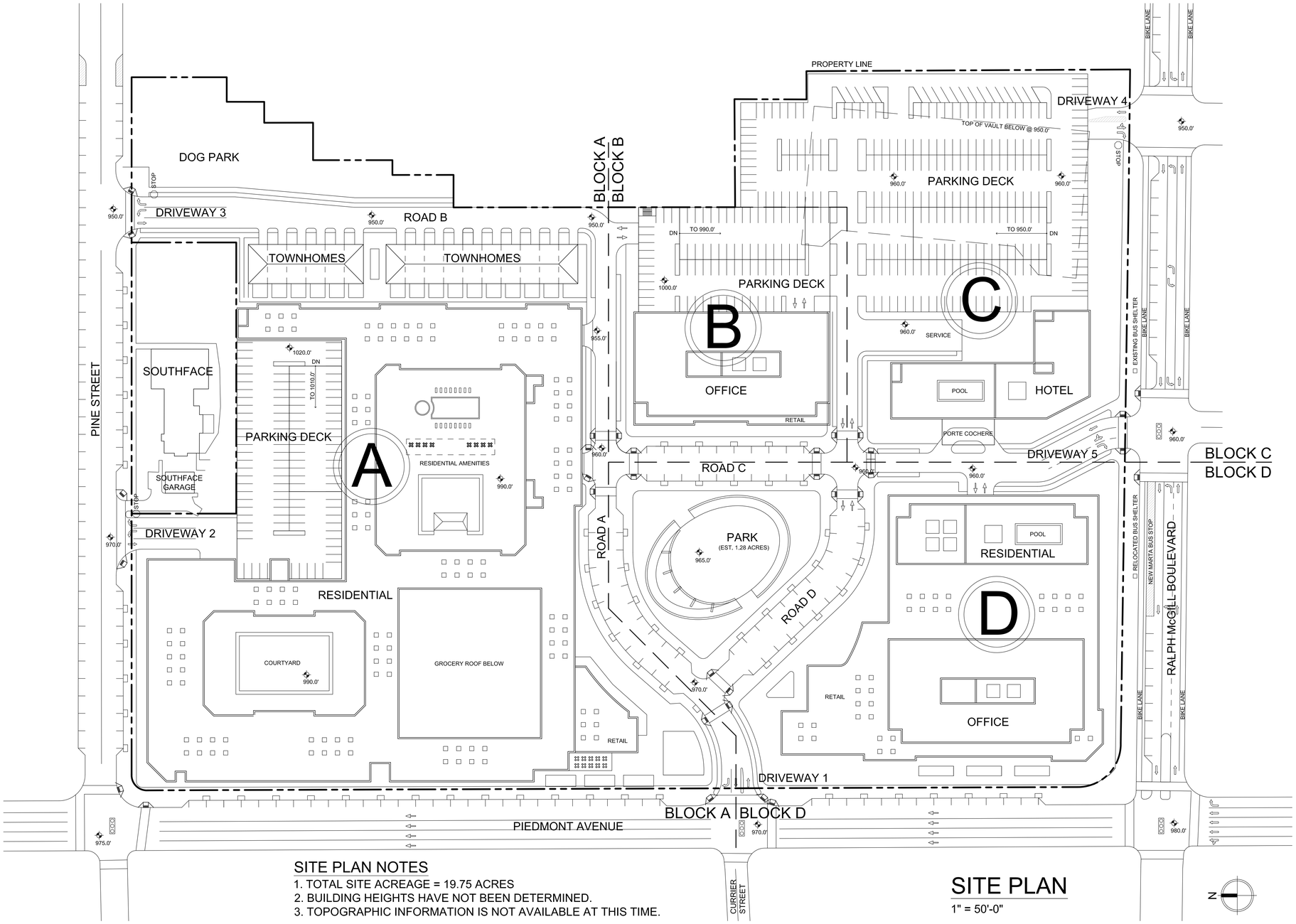
CITY OF ATLANTA : DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT : OFFICE OF PLANNING : GIS DIVISION : 404.330.6145
1 INCH = 400 FEET

PLAN 2040 Unified Growth Policy Map



Adopted December 5, 2012

Appendix C
Proposed Site Plan



SITE PLAN NOTES

1. TOTAL SITE ACREAGE = 19.75 ACRES
2. BUILDING HEIGHTS HAVE NOT BEEN DETERMINED.
3. TOPOGRAPHIC INFORMATION IS NOT AVAILABLE AT THIS TIME.

SITE PLAN

1" = 50'-0"

0' 10' 50' 100' 150' 200'

N

PROGRAM TABULATIONS

BLOCK A (EST. 9.62 ACRES)	BLOCK B (EST. 1.83 ACRES)	BLOCK C (EST. 3.71 ACRES)	BLOCK D (EST. 4.59 ACRES)
• RESIDENTIAL * 400 APARTMENTS * 15 TOWNHOMES * 415 TOTAL RESIDENTIAL UNITS * 450,000 SF RESIDENTIAL AREA • RETAIL * 150,000 SF RETAIL AREA • PARKING * 75% (311) 2-BD UNITS @ 2.5 SPACES EACH = 778 SPACES * 25% (104) 1-BD UNITS @ 1.5 SPACES EACH = 156 SPACES * RETAIL PARKING @ 3 SPACES / 1,000 SF = 450 SPACES * TOTAL PARKING SPACES = 1,384	• RESIDENTIAL * NONE • RETAIL * 20,000 SF • OFFICE * 350,000 SF • PARKING * RETAIL PARKING @ 3 SP / 1,000 SF = 60 SPACES * OFFICE PARKING @ 3 SP / 1,000 SF = 1,050 SPACES * TOTAL PARKING SPACES = 1,110 SPACES	• RESIDENTIAL * NONE • RETAIL * 20,000 SF • OFFICE * NONE • HOTEL * 300 UNITS * 300,000 SF • PARKING * RETAIL PARKING @ 3 SP / 1,000 SF = 60 SPACES * HOTEL PARKING @ 1.5 SP / LODGING UNIT = 450 SPACES * TOTAL PARKING SPACES = 510 SPACES	• RESIDENTIAL * 350 APARTMENTS TOTAL * 350,000 SF • RETAIL * 56,000 SF • OFFICE * 350,000 SF • PARKING * 75% (263) 2-BD UNITS @ 2.5 SP EACH = 658 SPACES * 25% (87) 1-BD UNITS @ 1.5 SP EACH = 131 SPACES * RETAIL PARKING @ 3 SP / 1,000 SF = 168 SPACES * OFFICE PARKING @ 3 SP / 1,000 SF = 1,050 SPACES * TOTAL PARKING SPACES = 2,007 SPACES

MSTSD

MSTSD, INC.
1776 Peachtree Road, N.W.
Suite 700 South
Atlanta, Georgia 30309
404.962.9680

submittals

revisions

No. Date Description

Contact Information

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Traffic Engineer: Kimley-Horn
Jeffrey Smith 404-419-8709

Civil Engineer: Kimley-Horn
Ben Skidmore 404-201-3122

architect's seal

project name

CIVIC CENTER
MIXED-USE
DRI #2542

395 PIEDMONT AVE. NE
ATLANTA, GA 30308

sheet title

DRI SITE PLAN

02.01.16

drawn

checked

project no.
2014-067

date

A01

sheet no.

Appendix D
Trip Generation Analysis

Trip Generation Analysis (9th Ed.)
Civic Center Mixed-Use DRI
City of Atlanta, Fulton County, Georgia

Land Use		Intensity		Alternate Independent Variables Available	Daily Trips	AM Peak Hour			PM Peak Hour		
						Total	In	Out	Total	In	Out
Proposed Site Traffic											
220	Apartment	400	d.u.	persons, vehicles	2,548	200	40	160	238	155	83
222	High-Rise Apartment	350	d.u.	persons	1,575	106	27	79	124	76	48
230	Residential Condominium/Townhouse	15	d.u.	persons, vehicles	123	11	2	9	13	9	4
310	Hotel	300	rooms	occ. rooms, employees	2,312	159	94	65	180	92	88
710	General Office Building	700,000	s.f.	employees	5,761	908	799	109	862	147	715
820	Shopping Center	137,200	s.f. gross leasable area		5,858	132	82	50	509	244	265
850	Supermarket	60,000	s.f.	employees	5,409	204	126	78	534	272	262
931	Quality Restaurant	32,280	s.f.	seats	2,904	26	N/A	N/A	242	162	80
932	High-Turnover (Sit-Down) Restaurant	16,520	s.f.	seats	2,101	179	98	81	163	98	65
Gross Trips					**28,591**	**1,925**	**1,268**	**631**	**2,865**	**1,255**	**1,610**
Residential Trips					4,246	317	69	248	375	240	135
Mixed-Use Reductions					*-1,753*	*-31*	*-4*	*-27*	*-235*	*-146*	*-89*
Alternative Mode Reductions					*-499*	*-57*	*-13*	*-44*	*-28*	*-19*	*-9*
Adjusted Residential Trips					1,994	229	52	177	112	75	37
Hotel Trips					2,312	159	94	65	180	92	88
Mixed-Use Reductions					*-605*	*-40*	*-2*	*-38*	*-53*	*-30*	*-23*
Alternative Mode Reductions					*-341*	*-24*	*-18*	*-5*	*-25*	*-12*	*-13*
Adjusted Hotel Trips					1,366	95	74	22	102	50	52
Office Trips					5,761	908	799	109	862	147	715
Mixed-Use Reductions					*-2,083*	*-140*	*-86*	*-54*	*-76*	*-20*	*-56*
Alternative Mode Reductions					*-736*	*-154*	*-143*	*-11*	*-157*	*-25*	*-132*
Adjusted Office Trips					2,942	614	570	44	629	102	527
Retail Trips					11,267	336	208	128	1,043	516	527
Mixed-Use Reductions					*-4,105*	*-102*	*-52*	*-50*	*-374*	*-162*	*-212*
Alternative Mode Reductions					*-1,432*	*-47*	*-31*	*-16*	*-134*	*-71*	*-63*
Pass By Reductions (Limited by GRTA 15% Rule)					*-1,412*	*0*	*0*	*0*	*-147*	*-68*	*-80*
Adjusted Retail Trips					4,318	187	125	62	388	215	172
Restaurant Trips					5,005	205	98	81	405	260	145
Mixed-Use Reductions					*-3,328*	*-107*	*-66*	*-41*	*-220*	*-121*	*-99*
Alternative Mode Reductions					*-335*	*-20*	*-6*	*-8*	*-37*	*-28*	*-9*
Pass By Reductions (Limited by GRTA 15% Rule)					*-627*	*0*	*0*	*0*	*-57*	*-34*	*-22*
Adjusted Restaurant Trips					715	78	26	32	91	77	15
Mixed-Use Reductions - TOTAL					*-11,874*	*-420*	*-210*	*-210*	*-958*	*-479*	*-479*
Alternative Mode Reductions - TOTAL					*-3,343*	*-302*	*-211*	*-84*	*-381*	*-155*	*-226*
Pass-By Reductions - TOTAL					*-2,039*	*0*	*0*	*0*	*-204*	*-102*	*-102*
New Trips					**11,335**	**1,203**	**847**	**337**	**1,322**	**519**	**803**
Driveway Volumes					**13,374**	**1,203**	**847**	**337**	**1,526**	**621**	**905**

k:\amt_tpto\115048017_civic center mixed use dri\dri phase 2\analysis\[tripgen_civiccenter.xls]trip generation

Appendix E
Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

Piedmont Avenue at Currier Street/Driveway 1
AM PEAK HOUR

Description	Piedmont Avenue Northbound			Southbound			Currier Street Eastbound			Driveway 1 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2015 Traffic Volumes	21	1,352	1	0	0	0	47	0	0	0	0	0
Pedestrians		3			3			7			13	
Conflicting Pedestrians	7		13	13		7	3		3	3		3
Heavy Vehicles	0	7	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.98			0.00			0.69			0.00	
Adjusted 2015 Volumes	21	1352	1	0	0	0	47	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2020 Background Traffic	22	1,421	1	0	0	0	49	0	0	0	0	0
Project Trips												
Trip Distribution IN		1%	13%					9%				
Trip Distribution OUT		1%									13%	9%
Residential Trips	0	3	7	0	0	0	0	5	0	0	23	16
Trip Distribution IN		1%	13%					9%				
Trip Distribution OUT		1%									13%	9%
Hotel Trips	0	1	10	0	0	0	0	7	0	0	3	2
Trip Distribution IN			17%					18%				
Trip Distribution OUT		10%									17%	18%
Office Trips	0	4	97	0	0	0	0	103	0	0	7	8
Trip Distribution IN		1%	25%					16%				
Trip Distribution OUT		1%									25%	16%
Retail Trips	0	2	31	0	0	0	0	20	0	0	15	10
Trip Distribution IN		1%	25%					16%				
Trip Distribution OUT		1%									25%	16%
Restaurant Trips	0	0	7	0	0	0	0	4	0	0	8	5
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	10	152	0	0	0	0	139	0	0	56	41
2020 Buildout Total	22	1,431	153	0	0	0	49	139	0	0	56	41

PM PEAK HOUR

Description	Piedmont Avenue Northbound			Southbound			Currier Street Eastbound			Driveway 1 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2015 Traffic Volumes	50	1,317	2	0	0	0	61	2	0	0	0	0
Pedestrians		3			3			21			22	
Conflicting Pedestrians	21		22	22		21	3		3	3		3
Heavy Vehicles	0	6	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.87			0.00			0.83			0.25	
Adjusted 2015 Volumes	50	1317	2	0	0	0	61	2	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2020 Background Traffic	53	1,384	2	0	0	0	64	2	0	0	0	0
Project Trips												
Trip Distribution IN		1%	13%					9%				
Trip Distribution OUT		1%									13%	9%
Residential Trips	0	1	10	0	0	0	0	7	0	0	5	3
Trip Distribution IN		1%	13%					9%				
Trip Distribution OUT		1%									13%	9%
Hotel Trips	0	2	7	0	0	0	0	5	0	0	7	5
Trip Distribution IN			17%					18%				
Trip Distribution OUT		10%									17%	18%
Office Trips	0	53	17	0	0	0	0	18	0	0	90	95
Trip Distribution IN		1%	25%					16%				
Trip Distribution OUT		1%									25%	16%
Retail Trips	0	4	54	0	0	0	0	34	0	0	43	28
Trip Distribution IN		1%	25%					16%				
Trip Distribution OUT		1%									25%	16%
Restaurant Trips	0	1	19	0	0	0	0	12	0	0	4	2
Pass-By Trips	0	-39	26	0	0	0	0	20	0	0	20	35
Total Project Trips	0	22	133	0	0	0	0	96	0	0	169	168
2020 Buildout Total	53	1,406	135	0	0	0	64	98	0	0	169	168

INTERSECTION VOLUME DEVELOPMENT

Piedmont Avenue at Pine Street
AM PEAK HOUR

Description	Piedmont Avenue Northbound			Southbound			Pine Street Eastbound			Pine Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2015 Traffic Volumes	16	1,358	29	0	0	0	32	21	0	0	23	70
Pedestrians		3			31			5			15	
Conflicting Pedestrians	5		15	15		5	31		3	3		31
Heavy Vehicles	0	0	8	0	0	0	1	1	0	0	0	0
Heavy Vehicle %	0%	0%	28%	0%	0%	0%	3%	5%	0%	0%	0%	0%
Peak Hour Factor		0.96			0.00			0.88			0.68	
Adjusted 2015 Volumes	16	1358	29	0	0	0	32	21	0	0	23	70
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2020 Background Traffic	17	1,427	30	0	0	0	34	22	0	0	24	74
Project Trips												
Trip Distribution IN			1%					21%				
Trip Distribution OUT	5%	5%									7%	15%
Residential Trips	9	9	1	0	0	0	0	11	0	0	12	27
Trip Distribution IN			1%					21%				
Trip Distribution OUT	5%	5%									7%	15%
Hotel Trips	1	1	1	0	0	0	0	16	0	0	2	3
Trip Distribution IN								5%				
Trip Distribution OUT	10%	18%									1%	4%
Office Trips	4	8	0	0	0	0	0	29	0	0	0	2
Trip Distribution IN			1%					16%				
Trip Distribution OUT	5%	12%									7%	10%
Retail Trips	3	7	1	0	0	0	0	20	0	0	4	6
Trip Distribution IN			1%					16%				
Trip Distribution OUT	5%	12%									7%	10%
Restaurant Trips	2	4	0	0	0	0	0	4	0	0	2	3
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	19	29	3	0	0	0	0	80	0	0	20	41
2020 Buildout Total	36	1,456	33	0	0	0	34	102	0	0	44	115

PM PEAK HOUR

Description	Piedmont Avenue Northbound			Southbound			Pine Street Eastbound			Pine Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2015 Traffic Volumes	17	1,324	35	0	0	0	78	59	0	0	19	40
Pedestrians		4			31			15			29	
Conflicting Pedestrians	15		29	29		15	31		4	4		31
Heavy Vehicles	0	5	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.91			0.00			0.73			0.64	
Adjusted 2015 Volumes	17	1324	35	0	0	0	78	59	0	0	19	40
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2020 Background Traffic	18	1,392	37	0	0	0	82	62	0	0	20	42
Project Trips												
Trip Distribution IN			1%					21%				
Trip Distribution OUT	5%	5%									7%	15%
Residential Trips	2	2	1	0	0	0	0	16	0	0	3	6
Trip Distribution IN			1%					21%				
Trip Distribution OUT	5%	5%									7%	15%
Hotel Trips	3	3	1	0	0	0	0	11	0	0	4	8
Trip Distribution IN								5%				
Trip Distribution OUT	10%	18%									1%	4%
Office Trips	53	95	0	0	0	0	0	5	0	0	5	21
Trip Distribution IN			1%					16%				
Trip Distribution OUT	5%	12%									7%	10%
Retail Trips	9	21	2	0	0	0	0	34	0	0	12	17
Trip Distribution IN			1%					16%				
Trip Distribution OUT	5%	12%									7%	10%
Restaurant Trips	1	2	1	0	0	0	0	12	0	0	1	2
Pass-By Trips	0	-4	0	0	0	0	0	0	0	0	0	4
Total Project Trips	68	119	5	0	0	0	0	78	0	0	25	58
2020 Buildout Total	86	1,511	42	0	0	0	82	140	0	0	45	100

INTERSECTION VOLUME DEVELOPMENT

Pine Street/Angier Avenue at Central Park Place
AM PEAK HOUR

Description	Central Park Place Northbound			Central Park Place Southbound			Pine Street Eastbound			Angier Avenue Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2015 Traffic Volumes	15	79	15	24	188	17	14	24	21	14	47	41
Pedestrians		11			6			8			7	
Conflicting Pedestrians	8		7	7		8	6		11	11		6
Heavy Vehicles	0	2	0	1	0	0	0	0	7	0	0	0
Heavy Vehicle %	0%	3%	0%	4%	0%	0%	0%	0%	33%	0%	0%	0%
Peak Hour Factor		0.88			0.87			0.70			0.52	
Adjusted 2015 Volumes	15	79	15	24	188	17	14	24	21	14	47	41
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2020 Background Traffic	16	83	16	25	198	18	15	25	22	15	49	43
Project Trips												
Trip Distribution IN	3%				5%	8%				1%	3%	
Trip Distribution OUT		5%	1%				8%	3%	3%			
Residential Trips	2	9	2	0	3	4	14	5	5	1	2	0
Trip Distribution IN	3%				5%	8%				1%	3%	
Trip Distribution OUT		5%	1%				8%	3%	3%			
Hotel Trips	2	1	0	0	4	6	2	1	1	1	2	0
Trip Distribution IN					7%	7%				2%	1%	
Trip Distribution OUT		7%	2%				7%	1%				
Office Trips	0	3	1	0	40	40	3	0	0	11	6	0
Trip Distribution IN	3%				4%	10%				1%	2%	
Trip Distribution OUT		4%	1%				10%	2%	3%			
Retail Trips	4	2	1	0	5	13	6	1	2	1	3	0
Trip Distribution IN	3%				4%	10%				1%	2%	
Trip Distribution OUT		4%	1%				10%	2%	3%			
Restaurant Trips	1	1	0	0	1	3	3	1	1	0	1	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	9	16	4	0	53	66	28	8	9	14	14	0
2020 Buildout Total	25	99	20	25	251	84	43	33	31	29	63	43

PM PEAK HOUR

Description	Central Park Place Northbound			Central Park Place Southbound			Pine Street Eastbound			Angier Avenue Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2015 Traffic Volumes	16	108	10	64	400	25	22	46	52	22	22	22
Pedestrians		8			8			7			11	
Conflicting Pedestrians	7		11	11		7	8		8	8		8
Heavy Vehicles	0	0	0	0	0	0	0	0	0	1	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
Peak Hour Factor		0.91			0.84			0.88			0.75	
Adjusted 2015 Volumes	16	108	10	64	400	25	22	46	52	22	22	22
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2020 Background Traffic	17	114	11	67	420	26	23	48	55	23	23	23
Project Trips												
Trip Distribution IN	3%				5%	8%				1%	3%	
Trip Distribution OUT		5%	1%				8%	3%	3%			
Residential Trips	2	2	0	0	4	6	3	1	1	1	2	0
Trip Distribution IN	3%				5%	8%				1%	3%	
Trip Distribution OUT		5%	1%				8%	3%	3%			
Hotel Trips	2	3	1	0	3	4	4	2	2	1	2	0
Trip Distribution IN					7%	7%				2%	1%	
Trip Distribution OUT		7%	2%				7%	1%				
Office Trips	0	37	11	0	7	7	37	5	0	2	1	0
Trip Distribution IN	3%				4%	10%				1%	2%	
Trip Distribution OUT		4%	1%				10%	2%	3%			
Retail Trips	6	7	2	0	9	22	17	3	5	2	4	0
Trip Distribution IN	3%				4%	10%				1%	2%	
Trip Distribution OUT		4%	1%				10%	2%	3%			
Restaurant Trips	2	1	0	0	3	8	2	0	0	1	2	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	12	50	14	0	26	47	63	11	8	7	11	0
2020 Buildout Total	29	164	25	67	446	73	86	59	63	30	34	23

INTERSECTION VOLUME DEVELOPMENT

Ralph McGill Boulevard at Central Park Place
AM PEAK HOUR

Description	Central Park Place Northbound			Central Park Place Southbound			Ralph McGill Boulevard Eastbound			Ralph McGill Boulevard Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2015 Traffic Volumes	37	48	8	22	182	48	10	107	65	75	468	45
Pedestrians		8			10			1			6	
Conflicting Pedestrians	1		6	6		1	10		8	8		10
Heavy Vehicles	1	0	0	0	0	8	1	0	0	0	0	3
Heavy Vehicle %	3%	0%	0%	0%	0%	17%	10%	0%	0%	0%	0%	7%
Peak Hour Factor		0.68			0.76			0.91			0.97	
Adjusted 2015 Volumes	37	48	8	22	182	48	10	107	65	75	468	45
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2020 Background Traffic	39	50	8	23	191	50	11	112	68	79	492	47
Project Trips												
Trip Distribution IN	7%	1%				6%					6%	2%
Trip Distribution OUT				2%	1%		6%	6%	7%			
Residential Trips	4	1	0	4	2	3	11	11	12	0	3	1
Trip Distribution IN	7%	1%				6%					6%	2%
Trip Distribution OUT				2%	1%		6%	6%	7%			
Hotel Trips	5	1	0	0	0	4	1	1	2	0	4	1
Trip Distribution IN	10%					9%					5%	
Trip Distribution OUT							9%	5%	10%			
Office Trips	57	0	0	0	0	51	4	2	4	0	29	0
Trip Distribution IN	8%	2%				5%					4%	1%
Trip Distribution OUT				1%	2%		5%	4%	8%			
Retail Trips	10	3	0	1	1	6	3	2	5	0	5	1
Trip Distribution IN	8%	2%				5%					4%	1%
Trip Distribution OUT				1%	2%		5%	4%	8%			
Restaurant Trips	2	1	0	0	1	1	2	1	3	0	1	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	78	6	0	5	4	65	21	17	26	0	42	3
2020 Buildout Total	117	56	8	28	195	115	32	129	94	79	534	50

PM PEAK HOUR

Description	Central Park Place Northbound			Central Park Place Southbound			Ralph McGill Boulevard Eastbound			Ralph McGill Boulevard Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2015 Traffic Volumes	15	47	38	100	290	58	46	543	256	36	156	17
Pedestrians		11			11			3			9	
Conflicting Pedestrians	3		9	9		3	11		11	11		11
Heavy Vehicles	1	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.78			0.88			0.97			0.93	
Adjusted 2015 Volumes	15	47	38	100	290	58	46	543	256	36	156	17
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2020 Background Traffic	16	49	40	105	305	61	48	571	269	38	164	18
Project Trips												
Trip Distribution IN	7%	1%				6%					6%	2%
Trip Distribution OUT				2%	1%		6%	6%	7%			
Residential Trips	5	1	0	1	0	5	2	2	3	0	5	2
Trip Distribution IN	7%	1%				6%					6%	2%
Trip Distribution OUT				2%	1%		6%	6%	7%			
Hotel Trips	4	1	0	1	1	3	3	3	4	0	3	1
Trip Distribution IN	10%					9%					5%	
Trip Distribution OUT							9%	5%	10%			
Office Trips	10	0	0	0	0	9	47	26	53	0	5	0
Trip Distribution IN	8%	2%				5%					4%	1%
Trip Distribution OUT				1%	2%		5%	4%	8%			
Retail Trips	17	4	0	2	3	11	9	7	14	0	9	2
Trip Distribution IN	8%	2%				5%					4%	1%
Trip Distribution OUT				1%	2%		5%	4%	8%			
Restaurant Trips	6	2	0	0	0	4	1	1	1	0	3	1
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	42	8	0	4	4	32	62	39	75	0	25	6
2020 Buildout Total	58	57	40	109	309	93	110	610	344	38	189	24

INTERSECTION VOLUME DEVELOPMENT

Piedmont Avenue at Ralph McGill Boulevard
AM PEAK HOUR

Description	Piedmont Avenue Northbound			Southbound			Ralph McGill Boulevard Eastbound			Ralph McGill Boulevard Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2015 Traffic Volumes	171	1,131	67	0	0	0	63	231	0	0	306	183
Pedestrians		23			13			6			12	
Conflicting Pedestrians	6		12	12		6	13		23	23		13
Heavy Vehicles	13	5	0	0	0	0	1	1	0	0	5	0
Heavy Vehicle %	8%	0%	0%	0%	0%	0%	2%	0%	0%	0%	2%	0%
Peak Hour Factor		0.96			0.00			0.89			0.91	
Adjusted 2015 Volumes	171	1131	67	0	0	0	63	231	0	0	306	183
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2020 Background Traffic	180	1,189	70	0	0	0	66	243	0	0	322	192
Project Trips												
Trip Distribution IN		10%	12%				4%	11%				
Trip Distribution OUT											22%	1%
Residential Trips	0	5	6	0	0	0	2	6	0	0	39	2
Trip Distribution IN		10%	12%				4%	11%				
Trip Distribution OUT											22%	1%
Hotel Trips	0	7	9	0	0	0	3	8	0	0	5	0
Trip Distribution IN		11%	12%				6%	16%				
Trip Distribution OUT											18%	10%
Office Trips	0	63	68	0	0	0	34	91	0	0	8	4
Trip Distribution IN		17%	6%				6%	7%				3%
Trip Distribution OUT								3%			12%	1%
Retail Trips	0	21	8	0	0	0	8	11	0	0	7	5
Trip Distribution IN		17%	6%				6%	7%				3%
Trip Distribution OUT								3%			12%	1%
Restaurant Trips	0	4	2	0	0	0	2	3	0	0	4	1
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	100	93	0	0	0	49	119	0	0	63	12
2020 Buildout Total	180	1,289	163	0	0	0	115	362	0	0	385	204

PM PEAK HOUR

Description	Piedmont Avenue Northbound			Southbound			Ralph McGill Boulevard Eastbound			Ralph McGill Boulevard Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2015 Traffic Volumes	68	1,113	116	0	0	0	161	659	0	0	193	83
Pedestrians		22			28			24			27	
Conflicting Pedestrians	24		27	27		24	28		22	22		28
Heavy Vehicles	10	4	0	0	0	0	0	0	0	0	2	0
Heavy Vehicle %	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%
Peak Hour Factor		0.89			0.00			0.96			0.93	
Adjusted 2015 Volumes	68	1113	116	0	0	0	161	659	0	0	193	83
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2020 Background Traffic	71	1,170	122	0	0	0	169	693	0	0	203	87
Project Trips												
Trip Distribution IN		10%	12%				4%	11%				
Trip Distribution OUT											22%	1%
Residential Trips	0	8	9	0	0	0	3	8	0	0	8	0
Trip Distribution IN		10%	12%				4%	11%				
Trip Distribution OUT											22%	1%
Hotel Trips	0	5	6	0	0	0	2	6	0	0	11	1
Trip Distribution IN		11%	12%				6%	16%				
Trip Distribution OUT											18%	10%
Office Trips	0	11	12	0	0	0	6	16	0	0	95	53
Trip Distribution IN		17%	6%				6%	7%				3%
Trip Distribution OUT								3%			12%	1%
Retail Trips	0	37	13	0	0	0	13	20	0	0	21	8
Trip Distribution IN		17%	6%				6%	7%				3%
Trip Distribution OUT								3%			12%	1%
Restaurant Trips	0	13	5	0	0	0	5	5	0	0	2	2
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	-13
Total Project Trips	0	74	45	0	0	0	29	55	0	0	137	51
2020 Buildout Total	71	1,244	167	0	0	0	198	748	0	0	340	138

INTERSECTION VOLUME DEVELOPMENT

Pine Street at Driveway 2
AM PEAK HOUR

Description	Driveway 2 Northbound			Southbound			Pine Street Eastbound			Pine Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2015 Traffic Volumes	0	0	0	0	0	0	0	50	0	0	93	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92			0.00			0.89			0.77	
Adjusted 2015 Volumes	0	0	0	0	0	0	0	50	0	0	93	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2020 Background Traffic	0	0	0	0	0	0	0	53	0	0	98	0
Project Trips												
Trip Distribution IN								4%	18%	7%		
Trip Distribution OUT	18%		7%								4%	
Residential Trips	32	0	12	0	0	0	0	2	9	4	7	0
Trip Distribution IN								4%	18%	7%		
Trip Distribution OUT	18%		7%								4%	
Hotel Trips	4	0	2	0	0	0	0	3	13	5	1	0
Trip Distribution IN								4%	1%			
Trip Distribution OUT	1%										4%	
Office Trips	0	0	0	0	0	0	0	23	6	0	2	0
Trip Distribution IN								3%	14%	13%		
Trip Distribution OUT	14%		13%								3%	
Retail Trips	9	0	8	0	0	0	0	4	18	16	2	0
Trip Distribution IN								3%	14%	13%		
Trip Distribution OUT	14%		13%								3%	
Restaurant Trips	4	0	4	0	0	0	0	1	4	3	1	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	49	0	26	0	0	0	0	33	50	28	13	0
2020 Buildout Total	49	0	26	0	0	0	0	86	50	28	111	0

PM PEAK HOUR

Description	Driveway 2 Northbound			Southbound			Pine Street Eastbound			Pine Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2015 Traffic Volumes	0	0	0	0	0	0	0	94	0	0	59	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.00			0.00			0.00			0.00	
Adjusted 2015 Volumes	0	0	0	0	0	0	0	94	0	0	59	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2020 Background Traffic	0	0	0	0	0	0	0	99	0	0	62	0
Project Trips												
Trip Distribution IN								4%	18%	7%		
Trip Distribution OUT	18%		7%								4%	
Residential Trips	7	0	3	0	0	0	0	3	14	5	1	0
Trip Distribution IN								4%	18%	7%		
Trip Distribution OUT	18%		7%								4%	
Hotel Trips	9	0	4	0	0	0	0	2	9	4	2	0
Trip Distribution IN								4%	1%			
Trip Distribution OUT	1%										4%	
Office Trips	5	0	0	0	0	0	0	4	1	0	21	0
Trip Distribution IN								3%	14%	13%		
Trip Distribution OUT	14%		13%								3%	
Retail Trips	24	0	22	0	0	0	0	6	30	28	5	0
Trip Distribution IN								3%	14%	13%		
Trip Distribution OUT	14%		13%								3%	
Restaurant Trips	2	0	2	0	0	0	0	2	11	10	0	0
Pass-By Trips	14	0	16	0	0	0	0	-16	16	10	-10	0
Total Project Trips	61	0	47	0	0	0	0	1	81	57	19	0
2020 Buildout Total	61	0	47	0	0	0	0	100	81	57	81	0

INTERSECTION VOLUME DEVELOPMENT

Pine Street at Driveway 3
AM PEAK HOUR

Description	Driveway 3 Northbound			Southbound			Pine Street Eastbound			Pine Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2015 Traffic Volumes	3	0	2	0	0	0	0	38	8	8	93	0
Pedestrians		2			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		2	2		0
Heavy Vehicles	0	0	0	0	0	0	0	1	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%
Peak Hour Factor		0.63			0.00			0.89			0.77	
Adjusted 2015 Volumes	3	0	2	0	0	0	0	38	8	8	93	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2020 Background Traffic	3	0	2	0	0	0	0	40	8	8	98	0
Project Trips												
Trip Distribution IN									4%	7%	7%	
Trip Distribution OUT	4%		7%					7%				
Residential Trips	7	0	12	0	0	0	0	12	2	4	4	0
Trip Distribution IN									4%	7%	7%	
Trip Distribution OUT	4%		7%					7%				
Hotel Trips	1	0	2	0	0	0	0	2	3	5	5	0
Trip Distribution IN									4%	8%		
Trip Distribution OUT	4%		8%									
Office Trips	2	0	4	0	0	0	0	0	23	46	0	0
Trip Distribution IN									3%	3%	13%	
Trip Distribution OUT	3%		2%					13%				
Retail Trips	2	0	1	0	0	0	0	8	4	4	16	0
Trip Distribution IN												
Trip Distribution OUT												
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	12	0	19	0	0	0	0	22	32	59	25	0
2020 Buildout Total	15	0	21	0	0	0	0	62	40	67	123	0

PM PEAK HOUR

Description	Driveway 3 Northbound			Southbound			Pine Street Eastbound			Pine Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2015 Traffic Volumes	10	0	11	0	0	0	0	99	3	1	57	0
Pedestrians		9			0			0			1	
Conflicting Pedestrians	0		1	1		0	0		9	9		0
Heavy Vehicles	0	0	0	0	0	0	0	1	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%
Peak Hour Factor		0.58			0.00			0.73			0.69	
Adjusted 2015 Volumes	10	0	11	0	0	0	0	99	3	1	57	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2020 Background Traffic	11	0	12	0	0	0	0	104	3	1	60	0
Project Trips												
Trip Distribution IN									4%	7%	7%	
Trip Distribution OUT	4%		7%					7%				
Residential Trips	1	0	3	0	0	0	0	3	3	5	5	0
Trip Distribution IN									4%	7%	7%	
Trip Distribution OUT	4%		7%					7%				
Hotel Trips	2	0	4	0	0	0	0	4	2	4	4	0
Trip Distribution IN									4%	8%		
Trip Distribution OUT	4%		8%									
Office Trips	21	0	42	0	0	0	0	0	4	8	0	0
Trip Distribution IN									3%	3%	13%	
Trip Distribution OUT	3%		2%					13%				
Retail Trips	5	0	3	0	0	0	0	22	6	6	28	0
Trip Distribution IN												
Trip Distribution OUT												
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	29	0	52	0	0	0	0	29	15	23	37	0
2020 Buildout Total	40	0	64	0	0	0	0	133	18	24	97	0

INTERSECTION VOLUME DEVELOPMENT

Ralph McGill Boulevard at Driveway 4/Georgia Power Driveway 1
AM PEAK HOUR

Description	Georgia Power Driveway 1 Northbound			Driveway 4 Southbound			Ralph McGill Boulevard Eastbound			Ralph McGill Boulevard Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2015 Traffic Volumes	4	0	5	0	0	0	0	201	73	47	516	0
Pedestrians		8			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		8	8		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	1	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.45			0.00			0.88			0.93	
Adjusted 2015 Volumes	4	0	5	0	0	0	0	201	73	47	516	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2020 Background Traffic	4	0	5	0	0	0	0	211	77	49	542	0
Project Trips												
Trip Distribution IN							4%				8%	11%
Trip Distribution OUT				11%		4%		8%				
Residential Trips	0	0	0	19	0	7	2	14	0	0	4	6
Trip Distribution IN							4%				8%	11%
Trip Distribution OUT				11%		4%		8%				
Hotel Trips	0	0	0	2	0	1	3	2	0	0	6	8
Trip Distribution IN							12%				11%	13%
Trip Distribution OUT				13%		12%		11%				
Office Trips	0	0	0	6	0	5	68	5	0	0	63	74
Trip Distribution IN							3%				15%	2%
Trip Distribution OUT				2%		3%		15%				
Retail Trips	0	0	0	1	0	2	4	9	0	0	19	3
Trip Distribution IN							3%				15%	2%
Trip Distribution OUT				2%		3%		15%				
Restaurant Trips	0	0	0	1	0	1	1	5	0	0	4	1
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	29	0	16	78	35	0	0	96	92
2020 Buildout Total	4	0	5	29	0	16	78	246	77	49	638	92

PM PEAK HOUR

Description	Georgia Power Driveway 1 Northbound			Driveway 4 Southbound			Ralph McGill Boulevard Eastbound			Ralph McGill Boulevard Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2015 Traffic Volumes	43	0	114	0	0	0	0	681	12	11	271	0
Pedestrians		14			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		14	14		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	4	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%
Peak Hour Factor		0.84			0.00			0.93			0.88	
Adjusted 2015 Volumes	43	0	114	0	0	0	0	681	12	11	271	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2020 Background Traffic	45	0	120	0	0	0	0	716	13	12	285	0
Project Trips												
Trip Distribution IN							4%				8%	11%
Trip Distribution OUT				11%		4%		8%				
Residential Trips	0	0	0	4	0	1	4	3	0	0	6	8
Trip Distribution IN							4%				8%	11%
Trip Distribution OUT				11%		4%		8%				
Hotel Trips	0	0	0	6	0	2	2	4	0	0	4	6
Trip Distribution IN							12%				11%	13%
Trip Distribution OUT				13%		12%		11%				
Office Trips	0	0	0	69	0	63	12	58	0	0	11	13
Trip Distribution IN							3%				15%	2%
Trip Distribution OUT				2%		3%		15%				
Retail Trips	0	0	0	3	0	5	6	26	0	0	32	4
Trip Distribution IN							3%				15%	2%
Trip Distribution OUT				2%		3%		15%				
Restaurant Trips	0	0	0	0	0	0	2	2	0	0	12	2
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	82	0	71	26	93	0	0	65	33
2020 Buildout Total	45	0	120	82	0	71	26	809	13	12	350	33

INTERSECTION VOLUME DEVELOPMENT

Ralph McGill Boulevard at Driveway 5/Georgia Power Driveway 2
AM PEAK HOUR

Description	Georgia Power Driveway 2 Northbound			Driveway 5 Southbound			Ralph McGill Boulevard Eastbound			Ralph McGill Boulevard Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2015 Traffic Volumes	11	0	9	0	0	3	2	245	25	8	514	4
Pedestrians		8			10			2			2	
Conflicting Pedestrians	2		2	2		2	10		8	8		10
Heavy Vehicles	0	0	0	0	0	0	0	1	0	0	7	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%
Peak Hour Factor		0.63			0.75			0.88			0.93	
Adjusted 2015 Volumes	11	0	9	0	0	3	2	245	25	8	514	4
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2020 Background Traffic	12	0	9	0	0	3	2	257	26	8	540	4
Project Trips												
Trip Distribution IN							19%	4%				8%
Trip Distribution OUT				8%		19%					4%	
Residential Trips	0	0	0	14	0	34	10	2	0	0	7	4
Trip Distribution IN							19%	4%				8%
Trip Distribution OUT				8%		19%					4%	
Hotel Trips	0	0	0	2	0	4	14	3	0	0	1	6
Trip Distribution IN							16%	12%				11%
Trip Distribution OUT				11%		16%					12%	
Office Trips	0	0	0	5	0	7	91	68	0	0	5	63
Trip Distribution IN							10%	3%			3%	12%
Trip Distribution OUT				12%		10%		3%			3%	
Retail Trips	0	0	0	7	0	6	13	6	0	0	6	15
Trip Distribution IN							10%	3%			3%	12%
Trip Distribution OUT				12%		10%		3%			3%	
Restaurant Trips	0	0	0	4	0	3	3	2	0	0	2	3
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	32	0	54	131	81	0	0	21	91
2020 Buildout Total	12	0	9	32	0	57	133	338	26	8	561	95

PM PEAK HOUR

Description	Georgia Power Driveway 2 Northbound			Driveway 5 Southbound			Ralph McGill Boulevard Eastbound			Ralph McGill Boulevard Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2015 Traffic Volumes	6	0	14	2	0	5	4	757	7	4	253	2
Pedestrians		9			13			0			1	
Conflicting Pedestrians	0		1	1		0	13		9	9		13
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	1	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.71			0.58			0.96			0.95	
Adjusted 2015 Volumes	6	0	14	2	0	5	4	757	7	4	253	2
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2020 Background Traffic	6	0	15	2	0	5	4	796	7	4	266	2
Project Trips												
Trip Distribution IN							19%	4%				8%
Trip Distribution OUT				8%		19%					4%	
Residential Trips	0	0	0	3	0	7	14	3	0	0	1	6
Trip Distribution IN							19%	4%				8%
Trip Distribution OUT				8%		19%					4%	
Hotel Trips	0	0	0	4	0	10	10	2	0	0	2	4
Trip Distribution IN							16%	12%				11%
Trip Distribution OUT				11%		16%					12%	
Office Trips	0	0	0	58	0	84	16	12	0	0	63	11
Trip Distribution IN							10%	3%			3%	12%
Trip Distribution OUT				12%		10%		3%			3%	
Retail Trips	0	0	0	21	0	17	22	11	0	0	11	26
Trip Distribution IN							10%	3%			3%	12%
Trip Distribution OUT				12%		10%		3%			3%	
Restaurant Trips	0	0	0	2	0	2	8	2	0	0	2	9
Pass-By Trips	0	0	0	10	0	7	10	-10	0	0	-20	20
Total Project Trips	0	0	0	98	0	127	80	20	0	0	59	76
2020 Buildout Total	6	0	15	100	0	132	84	816	7	4	325	78

Appendix F
Programmed Project Fact Sheets

AT-276

PLAN 2040 RTP Update PROJECT FACT SHEET

Short Title	BOULEVARD PEDESTRIAN MOBILITY IMPROVEMENTS FROM US 78/278 (PONCE DE LEON AVENUE) TO WOODWARD AVENUE
GDOT Project No.	0012592
Federal ID No.	N/A
Status	Programmed
Service Type	Last Mile Connectivity / Pedestrian Facility
Sponsor	City of Atlanta
Jurisdiction	City of Atlanta
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)
Existing Thru Lane	N/A
Planned Thru Lane	N/A

Network Year	2020
Corridor Length	2.0 miles

Detailed Description and Justification

This project involves right-of-way optimization, installing raised medianettes along Boulevard between North Avenue and John Wesley Dobbs Avenue, and constructing mid-block crosswalks, pedestrian refuge islands, short sidewalk connections, ADA ramps and other pedestrian mobility and safety improvements at signalized intersections between US 78/278 (Ponce de Leon Avenue) and Woodward Avenue. The exact locations of the improvements will be identified through a Roadway Safety Audit (RSA), which will include an analysis of pedestrian crash data, consultation with MARTA staff and interviews with community members and law enforcement officers. The corridor is served by the MARTA Blue Line and Green Line and bus routes 2, 3, 16, 21, and 99. This project will help improve pedestrian mobility and access to transit and help increase pedestrian activity in the area. The project will incorporate many elements from the locally-adopted Old Fourth Ward Master Plan from 2008. Boulevard is on the Regional Strategic Transportation System, and a base level analysis of available data between 2000 to 2008 by the City of Atlanta shows a significant cluster of pedestrian crashes along the corridor. Portions of this project are located in defined Equitable Target Areas. The project is being funded under the Last Mile Connectivity Program, a regional program defined in PLAN 2040 to improve pedestrian and bicyclist mobility, accessibility and safety along transit corridors, within employment and commercial centers, and in the vicinity of other major origins and destinations such as schools.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	STP - Urban (>200K) (ARC)	AUTH	2014	**$150,000**	~~$120,000~~	~~$0,000~~	~~$0,000~~	~~$30,000~~
ROW	STP - Urban (>200K) (ARC)	AUTH	2015	**$100,000**	~~$80,000~~	~~$0,000~~	~~$0,000~~	~~$20,000~~
CST	STP - Urban (>200K) (ARC)	AUTH	2015	**$1,000,000**	~~$800,000~~	~~$0,000~~	~~$0,000~~	~~$200,000~~
				$1,250,000	**$1,000,000**	**$0,000**	**$0,000**	**$250,000**

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquistion
UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

? For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.

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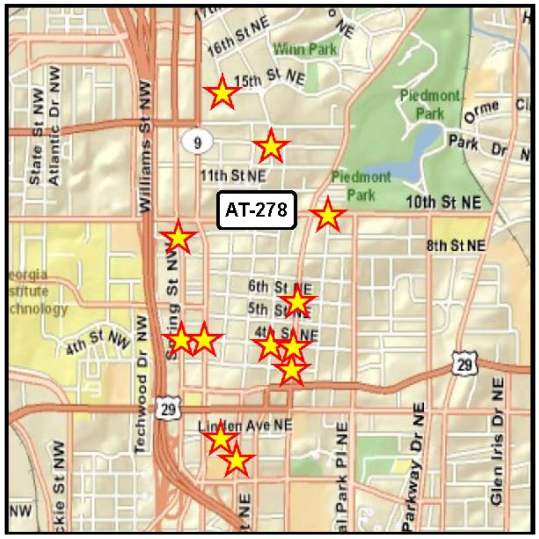
AT-278

PLAN 2040 RTP Update PROJECT FACT SHEET

Short Title	MIDTOWN ATLANTA REGIONAL ACTIVITY CENTER - PEDESTRIAN MOBILITY AND SAFETY IMPROVEMENTS
GDOT Project No.	0012594
Federal ID No.	N/A
Status	Programmed
Service Type	Last Mile Connectivity / Pedestrian Facility
Sponsor	City of Atlanta,Midtown Alliance
Jurisdiction	City of Atlanta
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)
Existing Thru Lane	N/A
Planned Thru Lane	N/A



Network Year	2020
Corridor Length	N/A miles

Detailed Description and Justification

This project involves installing/constructing pedestrian safety improvements at several intersections adjacent to existing heavy rail stations and regional local and express bus stops. This project includes the addition of new traffic signals at seven intersections as well as rectangular rapid flash beacons (RRFBs) at five intersections. These signals are necessary to provide safe opportunities for pedestrian crossings of the Strategic Regional Throughfare Network and the Regional Strategic Transportation System corridors within Midtown. These locations were identified for improvements in the Blueprint Midtown plan. To increase the visibility of pedestrian crossings in Midtown, approximately 140 intersections will be restriped in the Midtown core. The existing striping is in poor condition and many intersections were never re-striped after resurfacing and construction projects. The project is being funded under the Last Mile Connectivity Program, a regional program defined in PLAN 2040 to improve pedestrian and bicyclist mobility, accessibility and safety along transit corridors, within employment and commercial centers, and in the vicinity of other major origins and destinations such as schools.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	STP - Urban (>200K) (ARC)	AUTH	2014	**$27,000**	~~$21,600~~	~~$0,000~~	~~$0,000~~	~~$5,400~~
CST	STP - Urban (>200K) (ARC)	AUTH	2015	**$1,750,000**	~~$1,400,000~~	~~$0,000~~	~~$0,000~~	~~$350,000~~
				$1,777,000	**$1,421,600**	**$0,000**	**$0,000**	**$355,400**

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquistion
UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

? For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.

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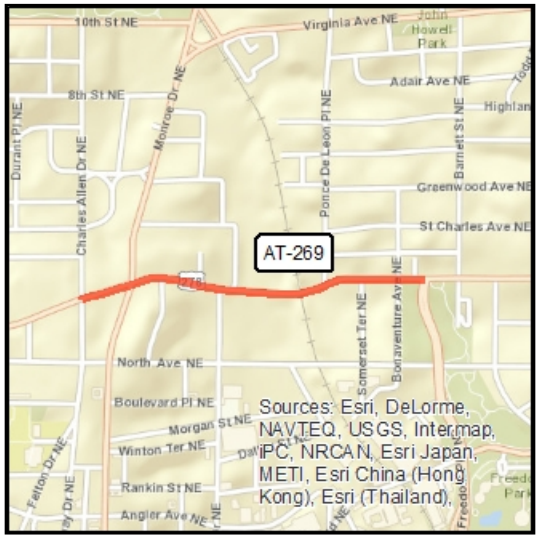
AT-269

PLAN 2040 RTP Update PROJECT FACT SHEET

Short Title	PONCE DE LEON AVENUE COMPLETE STREET RETROFIT AND BELTLINE CONNECTION FROM BOULEVARD/MONROE DRIVE TO FREEDOM PARKWAY
GDOT Project No.	0012586
Federal ID No.	N/A
Status	Programmed
Service Type	Last Mile Connectivity / Complete Street Retrofit
Sponsor	Atlanta BeltLine Inc.,City of Atlanta
Jurisdiction	City of Atlanta
Analysis Level	In the Region's Air Quality Conformity Analysis
Existing Thru Lane	5/7
Planned Thru Lane	4



Network Year	2020
Corridor Length	0.6 miles

Detailed Description and Justification

Reduce the number of lanes on Ponce de Leon Avenue to 4-through lanes, a center turn lane and buffered bike lanes, and construct medians where possible, and upgrade sidewalks, bus stops, crosswalsk and signals. Also construct vertical multi-use path connections to the Beltline.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	STP - Urban (>200K) (ARC)	AUTH	2013	**$495,991**	~~$396,793~~	~~$0,000~~	~~$0,000~~	~~$99,198~~
ROW	STP - Urban (>200K) (ARC)		2016	**$2,420,000**	$120,000	$0,000	$0,000	$2,300,000
CST	STP - Urban (>200K) (ARC)		2018	**$4,354,009**	$3,483,207	$0,000	$0,000	$870,802
				$7,270,000	**$4,000,000**	**$0,000**	**$0,000**	**$3,270,000**

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquistion
UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

? For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.

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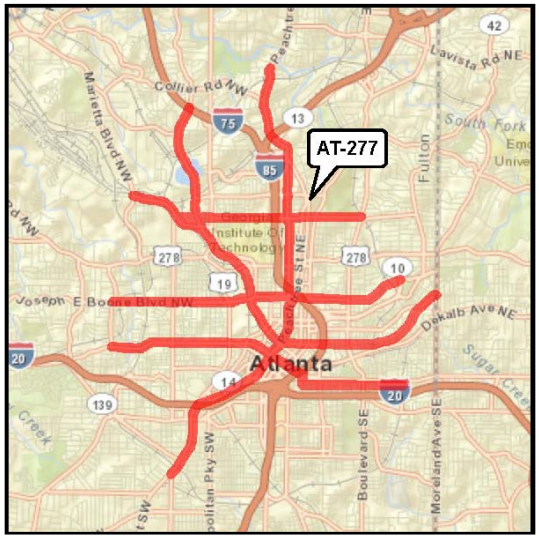
AT-277

PLAN 2040 RTP Update PROJECT FACT SHEET

Short Title	CYCLE ATLANTA: PHASE 1.0 - BICYCLE MOBILITY IMPROVEMENTS
GDOT Project No.	0012593
Federal ID No.	N/A
Status	Programmed
Service Type	Last Mile Connectivity / Bicycle Facility
Sponsor	City of Atlanta
Jurisdiction	City of Atlanta
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)
Existing Thru Lane	N/A
Planned Thru Lane	N/A



Network Year	2020
Corridor Length	26.8 miles

Detailed Description and Justification

This project involves installing the bicycle facilities identified by the ARC-funded Cycle Atlanta: Phase 1.0 study. These facilities will support the existing and planned compact development in the central core of the city, as well as within the Atlanta BeltLine Planning Area, by supporting cycling as a mode of transportation between varied land uses. The five Core Bicycle Connection corridors from the Connect Atlanta Plan that will be analyzed under Phase 1.0 connect directly to 13 of the 38 MARTA heavy rail stations, providing enhanced connections between housing, services, employment opportunities and transit stations. The results of the study will identify methods to retrofit existing urban roadways with bicycle facilities in a context sensitive manner that protects the character and integrity of existing neighborhoods while meeting the needs of the community. Many of these study corridors overlap the ARC Bicycle Study Network, including West Marietta Street, Howell Mill Road, Peachtree Street, Lee Street and Martin Luther King, Jr Drive. Examples of the types of projects to be implemented can be found in the NACTO Urban Bikeway Design Guide. The study will be completed and adopted by June 30, 2013. Project components are identified as Core Bicycle Connections and Secondary Bicycle Connections in the Connect Atlanta Plan. Portions of this project are located in defined Equitable Target Areas. The project is being funded under the Last Mile Connectivity Program, a regional program defined in PLAN 2040 to improve pedestrian and bicyclist mobility, accessibility and safety along transit corridors, within employment and commercial centers, and in the vicinity of other major origins and destinations such as schools.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	STP - Urban (>200K) (ARC)	AUTH	2014	**$450,000**	~~$360,000~~	~~$0,000~~	~~$0,000~~	~~$90,000~~
ROW	STP - Urban (>200K) (ARC)	AUTH	2015	**$50,000**	~~$40,000~~	~~$0,000~~	~~$0,000~~	~~$10,000~~
CST	STP - Urban (>200K) (ARC)	AUTH	2015	**$2,000,000**	~~$1,600,000~~	~~$0,000~~	~~$0,000~~	~~$400,000~~
				$2,500,000	**$2,000,000**	**$0,000**	**$0,000**	**$500,000**

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquistion
UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

? For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.

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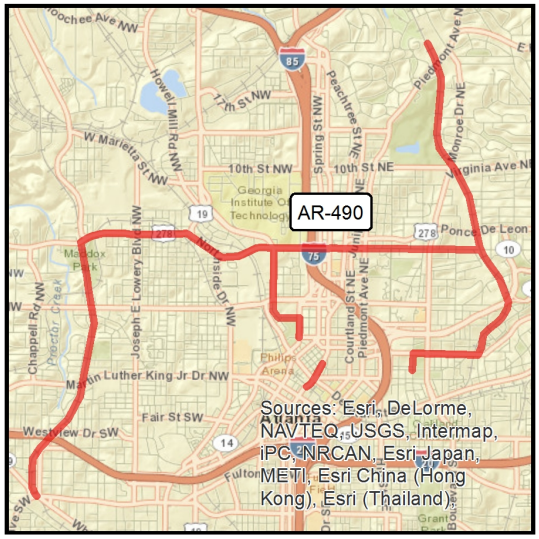
AR-490

PLAN 2040 RTP Update PROJECT FACT SHEET

Short Title	ATLANTA STREETCAR EXPANSION - PHASE 1
GDOT Project No.	N/A
Federal ID No.	N/A
Status	Long Range
Service Type	Transit / Rail Capital
Sponsor	City of Atlanta
Jurisdiction	Regional - Central
Analysis Level	In the Region's Air Quality Conformity Analysis
Existing Thru Lane	N/A
Planned Thru Lane	N/A



Network Year	2040
Corridor Length	11 miles

Detailed Description and Justification

Construction of Phase 1 of the Atlanta Streetcar Expansion Strategy which includes: Downtown Streetcar Extension West, Downtown Streetcar Extension East, Crosstown/Midtown West, Crosstown/Midtown East, Atlanta BeltLine East, Atlanta BeltLine West, and the MMPT Streetcar Extension.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	STP - Urban (>200K) (ARC)	AUTH	2012	**$1,833,334**	~~$1,466,667~~	~~$0,000~~	~~$0,000~~	~~$366,667~~
ALL	New Starts		LR 2031-2040	**$579,243,000**	$289,621,500	$0,000	$0,000	$289,621,500
				$581,076,334	**$291,088,167**	**$0,000**	**$0,000**	**$289,988,167**

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquistion
UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

? For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.

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