



Transportation Analysis

1117 Perimeter Center West DRI #2552

City of Sandy Springs, Georgia

Report Prepared:

June 2016

Prepared for:

Stonewalk Companies, LLC

Prepared by:

Kimley»Horn

Kimley-Horn and Associates, Inc.
2 Sun Court, Suite 450
Peachtree Corners, Georgia 30092
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EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed 1117 Perimeter Center West development located in the City of Sandy Springs, Georgia. The approximate 13.26-acre site is bordered by Mount Vernon Highway to the northwest, Perimeter Center West to the northeast, and Peachtree Dunwoody Road to the southwest. The proposed development will be mixed-use, consisting of residential, office (some of which is existing to remain), retail, 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 600,000 SF of mixed-use development in a regional center area type. The DRI trigger for this development is submittal of the Rezoning Application with the City of Sandy Springs. The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on February 2, 2016 by the City of Sandy Springs.

The proposed project is expected to be completed by 2022. The project site currently consists of 419,700 SF of office space. The proposed development will consist of the following land uses and densities:

Residential:	1,064 high-rise apartments 523 high-rise condominiums
Office:	1,522,754 SF (new construction) 313,044 SF (existing to remain as office)
Retail:	36,638 SF (new construction) 101,405 SF (converted from existing office)
Restaurant:	50,000 SF (existing and new construction)

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 1117 Perimeter Center West development – including residents and employees walking to the restaurant and retail land uses as well as residents 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 1117 Perimeter Center West development is located in a regional center with proximity to transit and increased pedestrian facilities, a 20% alternative mode reduction was taken. The project site is located across the street from the Sandy Springs MARTA Station and an underground pedestrian connection is proposed as part of the development. The Sandy Springs MARTA station is served by the MARTA Rail Red Line with service seven days a week from North Springs to Hartsfield-Jackson International Airport and the MARTA Bus Route 148 with service Monday through Friday along Mt. Vernon Hwy and Powers Ferry Road to the Riveredge Parkway.

Note: While a 25% alternative mode reduction is typically used by GRTA for similar projects adjacent to MARTA stations, a 20% reduction is being used in this study per conversations between GRTA and Sandy Springs staff; thus resulting in a conservative (higher traffic volumes) analysis.

Pass-by reductions are taken for retail and restaurant trips only. Traffic normally traveling 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 1117 Perimeter Center West development, a percentage of the retail/restaurant trips will already be on the adjacent roadways. Therefore, a percentage of these will be considered pass-by. Pass-by reductions were taken for only the retail and restaurant land uses.

Capacity analyses were performed throughout the study network for the Existing 2016 conditions, the Projected 2022 No-Build conditions, and the Projected 2022 Build conditions.

- Existing 2016 conditions represent traffic volumes that were collected in March 2016 by performing AM and PM peak hour turning movement counts.
- Projected 2022 No-Build conditions represent the existing traffic volumes grown for six (6) years at one percent per year throughout the study network plus project trips from the following already approved DRIs:
 - DRI #2334 Northpark (approved in 2013)
 - DRI #2494 Glenridge Abernathy Development (approved in 2015)
 - DRI #2501 Park Center (approved in 2015)
- Projected 2022 Build conditions represent the Projected 2022 No-Build conditions with the addition of the project trips that are anticipated to be generated by the 1117 Perimeter Center West development. Also included are the four (4) proposed site access driveways in addition to the existing study network intersections.

Based on the Projected 2022 No-Build conditions (includes background traffic growth and project trips from DRI #2334, DRI #2494, and DRI #2501 but excludes the 1117 Perimeter Center West project traffic), all but two of the study intersections operate within the acceptable level-of-service (LOS) standard of E. The Projected 2022 No-Build conditions take into account the widening of the Mount Vernon Highway Bridge over GA 400 and the proposed Abernathy Road Diverging Diamond Interchange (DDI) at GA 400, which are scheduled to be completed by 2020.

The following recommended improvements result in all study intersections operating at or above their level-of-service standard (LOS E) for the Projected 2022 No-Build conditions.

- Peachtree Dunwoody Road at Mount Vernon Highway (Int. #1)
 - Construct one additional eastbound left-turn lane to create dual left-turn lanes. Implement protected-only phasing for the eastbound left-turn movement.
 - Lengthen the storage for the southbound right-turn lane to the intersection of Peachtree Dunwoody Road at Abernathy Road.
 - Construct an exclusive southbound left-turn lane.
- Perimeter Center West at Mount Vernon Highway (Int. #2)
 - Convert the southbound right-turn lane to free-flow conditions.
- Peachtree Dunwoody Road at Abernathy Road (Int. #5)
 - Construct one additional northbound left-turn lane to create triple left-turn lanes.
 - Convert the eastbound right-turn lane to free-flow conditions.

Based on the Projected 2022 Build conditions (includes background traffic growth and project trips from DRI #2334, DRI #2494, and DRI #2501 and includes the 1117 Perimeter Center West project traffic plus the site access driveway), several study intersections are projected to NOT operate within the acceptable level-of-service (LOS) standard of E. The following recommended improvements result in all study intersections operating at or above their level-of-service standard (LOS E). Please note that the following improvements are IN ADDITION TO the improvements associated with the Projected 2022 No-Build conditions:

- Peachtree Dunwoody Road at Mount Vernon Highway (Int. #1)
 - Construct a northbound right-turn lane.
- Perimeter Center West at Mount Vernon Highway (Int. #2)
 - Convert the eastbound right-turn lane to a shared through/right-turn lane.
 - Convert the westbound right-turn lane to a shared through/right-turn lane.
 - Construct one additional northbound left-turn lane to create dual left-turn lanes. Implement protected-only phasing for the northbound left-turn movement.
- Perimeter Center West at Internal Road/Driveway 1/MARTA Entrance (Int. #3)
 - Lengthen the westbound left-turn storage.
- Peachtree Dunwoody Road at Internal Road/Driveway 2 (Int. #4)
 - Construct one exclusive westbound right-turn lane and restripe the existing shared through/right-turn lane to an exclusive through lane.
- Peachtree Dunwoody Road at Abernathy Road (Int. #5)
 - Widen the eastbound approach to four through lanes.
 - Widen the westbound approach to four through lanes.
 - Construct an exclusive westbound right-turn lane.
 - Construct an additional southbound right-turn lane and restripe so that this approach consists of an exclusive left-turn lane, two exclusive through lanes, and two exclusive right-turn lanes.
- Peachtree Dunwoody Road at Driveway 3 (Int. #11)
 - Construct one ingress lane along Driveway 3.
 - Construct one egress lane along Driveway 3 – one exclusive westbound right-turn lane.
 - Construct one northbound right-turn lane along Peachtree Dunwoody Road into the site.
- Mount Vernon Road at Driveway 4 (Int. #12)
 - Construct one ingress lane along Driveway 4.
 - Construct one egress lane along Driveway 4 – one exclusive northbound right-turn lane.
 - Provide one eastbound right-turn lane along Mount Vernon Highway into the site (via restriping).
- Mount Vernon Road at Driveway 5 (Int. #13)
 - Construct one ingress lane along Driveway 5.
 - Construct one egress lane along Driveway 5 – one exclusive northbound right-turn lane.

- Provide one eastbound right-turn lane along Mount Vernon Highway into the site (via restriping).
- Perimeter Center West at Driveway 6 (Int. #14)
 - Construct one ingress lane along Driveway 6.
 - Construct one egress lane along Driveway 6 – one exclusive northbound right-turn lane.
 - Restripe the outside eastbound through lane on Perimeter Center West as a shared through/right-turn lane.

*A Projected 2022 Build **Supplemental** Analysis was also performed. This scenario includes a 35% alternative mode reduction. A 35% alternative mode reduction was chosen to reflect an aggressive promotion by the developer to NOT promote or focus on automobile traffic. Additionally, it should be noted that other DRIs near MARTA stations are allowed a 25% alternative mode reduction when performing their traffic study analyses. However, many of these other DRIs did not reduce the number of parking spaces and some increased the parking provided to more than code requires. For the 1117 Perimeter Center West DRI (DRI #2552), the applicant is proposing a 35% reduction in parking which will force many users NOT to be able to use their car, therefore, this supplemental analysis assumed 35% (versus 25% for other DRIs and 20% used in the base analysis of this report).*

Under this scenario, several intersections are projected to NOT operate at the acceptable level-of-service (LOS) standard of E. The following recommended improvements result in all study intersections operating at or above their level-of-service standard (LOS E). Please note that the following improvements are IN ADDITION TO the improvements associated with the Projected 2022 No-Build conditions: (Note: The improvements noted with a strike through are no longer needed when utilizing the higher 35% alternative mode reduction.)

- Peachtree Dunwoody Road at Mount Vernon Highway (Int. #1)
 - Construct a northbound right-turn lane.
- Perimeter Center West at Mount Vernon Highway (Int. #2)
 - Convert the eastbound right-turn lane to a shared through/right-turn lane.
 - Convert the westbound right-turn lane to a shared through/right-turn lane.
 - ~~▪ Construct one additional northbound left-turn lane to create dual left-turn lanes. Implement protected-only phasing for the northbound left-turn movement. (No longer needed)~~
- Perimeter Center West at Internal Road/Driveway 1/MARTA Entrance (Int. #3)
 - Lengthen the westbound left-turn storage.
- Peachtree Dunwoody Road at Internal Road/Driveway 2 (Int. #4)
 - Construct one exclusive westbound right-turn lane and restripe the existing shared through/right-turn lane to an exclusive through lane.

- Peachtree Dunwoody Road at Abernathy Road (Int. #5)
 - Widen the eastbound approach to four through lanes.
 - Widen the westbound approach to four through lanes.
 - ~~Construct an exclusive westbound right-turn lane. (No longer needed)~~
 - ~~Construct an additional southbound right-turn lane and restripe so that this approach consists of an exclusive left-turn lane, two exclusive through lanes, and two exclusive right-turn lanes. (No longer needed)~~
- Peachtree Dunwoody Road at Driveway 3 (Int. #11)
 - Construct one ingress lane along Driveway 3.
 - Construct one egress lane along Driveway 3 – one exclusive westbound right-turn lane.
 - Construct one northbound right-turn lane along Peachtree Dunwoody Road into the site.
- Mount Vernon Road at Driveway 4 (Int. #12)
 - Construct one ingress lane along Driveway 4.
 - Construct one egress lane along Driveway 4 – one exclusive northbound right-turn lane.
 - Provide one eastbound right-turn lane along Mount Vernon Highway into the site (via restriping).
- Mount Vernon Road at Driveway 5 (Int. #13)
 - Construct one ingress lane along Driveway 5.
 - Construct one egress lane along Driveway 5 – one exclusive northbound right-turn lane.
 - Provide one eastbound right-turn lane along Mount Vernon Highway into the site (via restriping).
- Perimeter Center West at Driveway 6 (Int. #14)
 - Construct one ingress lane along Driveway 6.
 - Construct one egress lane along Driveway 6 – one exclusive northbound right-turn lane.
 - Restripe the outside eastbound through lane on Perimeter Center West as a shared through/right-turn lane.

1.0 PROJECT DESCRIPTION

1.1 Introduction

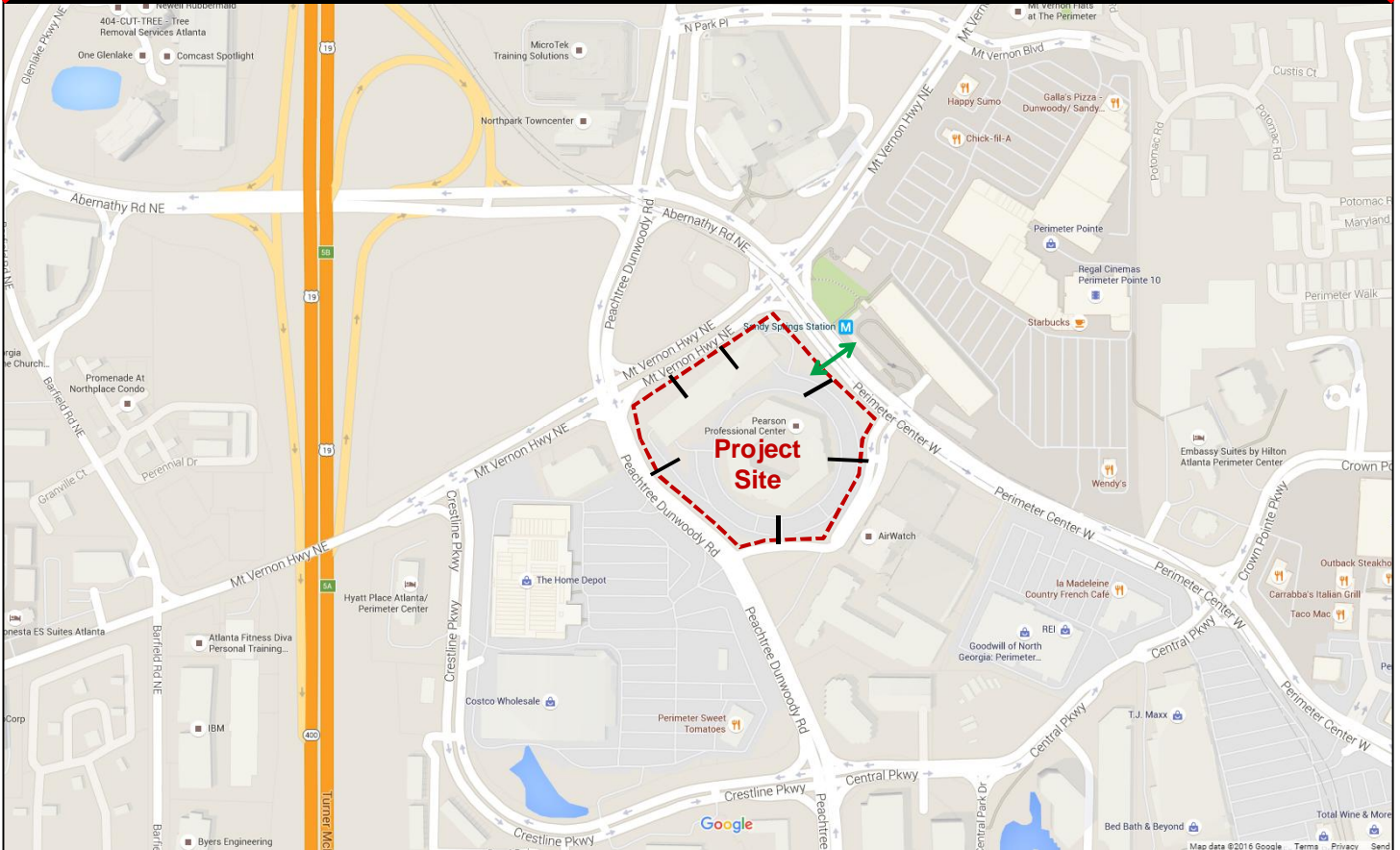
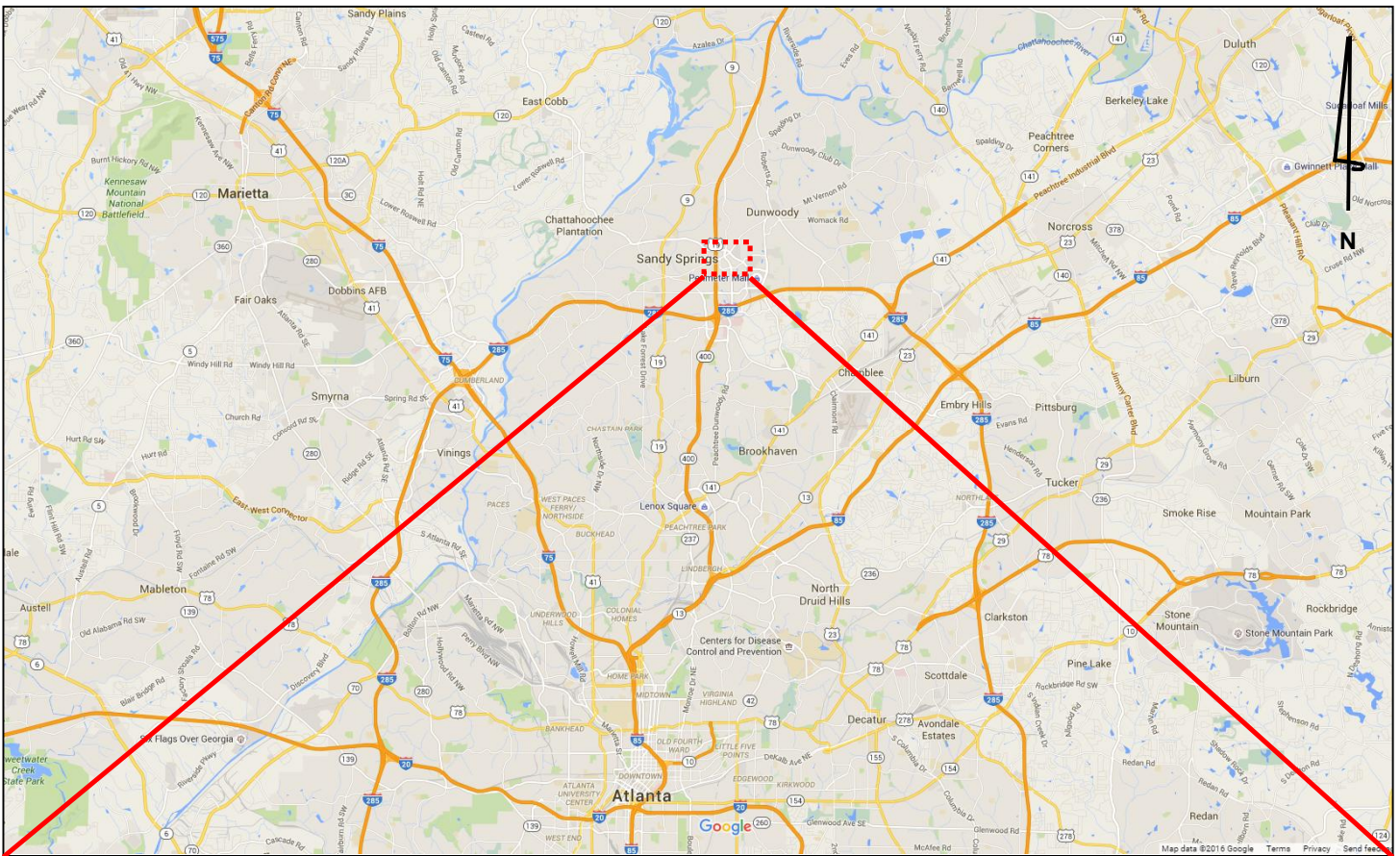
This report presents the analysis of the anticipated traffic impacts of the proposed 1117 Perimeter Center West development located in the City of Sandy Springs, Georgia. The approximate 13.26-acre site is bordered by Mount Vernon Highway to the northwest, Perimeter Center West to the northeast, and Peachtree Dunwoody Road to the southwest.

The proposed development will be mixed-use, consisting of residential, office (some of which is existing to remain, retail, and restaurant land uses. The project will exceed 600,000 square feet of mixed-use development in a regional center 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 1117 Perimeter Center West development, and **Figure 2** provides an aerial view of the project site and surrounding area. Field review photographs taken within the vicinity of the study network are located in the site photo log in Appendix A. The City of Sandy Springs Zoning Map and ARC's *PLAN 2040 Unified Growth Policy Map* are included in Appendix B.

The proposed project is expected to be completed by 2022, and this analysis will consider the full build-out of the proposed site in 2022. A summary of the proposed land-use and density is provided below in **Table 1**.

Table 1 Proposed Land Uses	
Residential	1,064 high-rise apartments 523 high-rise condominiums
Office	1,522,754 SF (new construction) 313,044 SF (existing to remain as office) <i>106,656 SF (existing to be demolished or converted to retail)</i>
Retail	101,405 (converted from existing office office) 36,628 SF (new construction)
Restaurant	50,000 SF



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**1117 Perimeter Center West
DRI #2552
Transportation Analysis**

**Site
Location**

**Figure
1**



1.2 Site Plan Review

The proposed development is located on an approximately 13.26-acre site in the City of Sandy Springs. The project site is bordered by Mount Vernon Highway to the northwest, Perimeter Center West to the northeast, and Peachtree Dunwoody Road to the southwest. The proposed development will be mixed-use, consisting of approximately 3.6 million square feet of residential, office, retail, and restaurant land uses. The project will include five new construction buildings and one existing building.

The property currently consists of 419,700 SF of occupied office space. Approximately 106,656 SF of the existing office building will be demolished or converted to retail and the remaining 313,044 SF will remain as office space. The project site is currently zoned Office-Institutional (O-I) and is proposed to be zoned MIX. The project site is also located in a Regional Center area and a Regional Employment Corridor area according to *PLAN 2040 Unified Growth Policy Map*. Additionally, the project site is within and adheres to the recommendations in the most recent Perimeter LCI which qualifies the 1117 Perimeter Center West 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 full-movement driveways along the Internal Roadway. As currently envisioned, the proposed development will be served by one (1) right-in/right-out driveway along Peachtree Dunwoody Road, two (2) right-in/right-out driveways along Mount Vernon Highway, and one (1) right-in/right-out driveway along Perimeter Center West. Additionally, there is a proposed underground pedestrian connection to the Sandy Springs MARTA Station. A summary of the proposed site access points follows:

1. Driveway 1 – an existing driveway located approximately 170 feet south of the intersection of Perimeter Center West and a private Internal Roadway. Driveway 1 is currently a stop controlled full-movement driveway and is proposed to remain as a stop controlled full-movement driveway.
2. Driveway 2 – an existing driveway located approximately 200 feet east of the intersection of Peachtree Dunwoody Road and a private Internal Roadway. Driveway 2 is currently a stop controlled full-movement driveway and is proposed to remain as a stop controlled full-movement driveway.
3. Driveway 3 – a proposed right-in/right-out driveway located on Peachtree Dunwoody Road approximately 280 feet south of its intersection with Mount Vernon Highway.
4. Driveway 4 – a proposed right-in/right-out driveway located on Mount Vernon Highway approximately 260 feet northeast of its intersection with Peachtree Dunwoody Road.
5. Driveway 5 – a proposed right-in/right-out driveway located on Mount Vernon Highway approximately 320 feet southwest of its intersection with Perimeter Center West.
6. Driveway 6 – a proposed right-in/right-out driveway located on Perimeter Center West approximately 300 feet east of its intersection with Mount Vernon Highway.

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 Required By Code: 8,034 spaces
Proposed Parking: 5,222 spaces

Note: a site visit was performed to collect the number of vehicles currently parking on the site. 727 vehicles were counted mid-morning and 782 vehicles were counted in the afternoon. The site currently consists of 419,700 square feet of office space. This equates to 1.73 spaces being utilized per 1,000 square feet in the morning and 1.86 spaces being utilized per 1,000 square feet in the afternoon.

Proposed parking is not yet finalized. Due to the close proximity to public transit, the proposed underground pedestrian connection to the Sandy Springs MARTA Station, and the sharing of parking among the mixed-uses, a 35% parking reduction is proposed.

1.4 Bicycle and Pedestrian Facilities

Pedestrian facilities (sidewalks) currently exist along the project site frontage. The only bicycle lanes that currently exist across the site frontage are along Perimeter Center West. There are no bicycle or pedestrian projects programmed in the vicinity of the project site that will be completed prior to the buildout of the 1117 Perimeter Center West development.

1.5 Transit Facilities

The project site is located across the street from the Sandy Springs MARTA station and an underground pedestrian connection is proposed as part of the 1117 Perimeter Center West development. The Sandy Springs MARTA station is served by the MARTA Rail Red Line with service seven days a week from North Springs to Hartsfield-Jackson International Airport and the MARTA Bus Route 148 with service Monday through Friday along Mt. Vernon Hwy and Powers Ferry Road to the Riveredge Parkway.

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.

In addition to the background traffic growth rate, the addition of the following developments was incorporated into the background traffic:

- DRI #2334 Northpark (approved in 2013)
- DRI #2494 Glenridge Abernathy Development (approved in 2015)
- DRI #2501 Park Center (approved in 2015)

2.2 Traffic Data Collection

Weekday peak hour turning movement counts were collected on Wednesday, March 2, 2016 at the study intersections during the AM and PM peak periods. Traffic counts were grown six years to the projected buildout year of 2022. 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. Peachtree Dunwoody Road at Mount Vernon Highway	8:00-9:00	5:00-6:00
2. Perimeter Center West/Abernathy Road at Mount Vernon Highway	7:45-8:45	5:00-6:00
3. Perimeter Center West at Internal Private Road/Driveway 1	8:00-9:00	5:00-6:00
4. Peachtree Dunwoody Road at Internal Private Road/Driveway 2	8:00-9:00	5:00-6:00
5. Peachtree Dunwoody Road at Abernathy Road	8:00-9:00	5:00-6:00
6. Perimeter Center West at Central Parkway/Crown Pointe Parkway	8:00-9:00	5:00-6:00
7. Peachtree Dunwoody Road at Crestline Parkway/Central Parkway	8:00-9:00	5:00-6:00
8. Mount Vernon Highway at Crestline Parkway	7:30-8:30	5:00-6:00
9. Mount Vernon Highway at Barfield Road	7:45-8:45	5:00-6:00
10. Perimeter Center West at Perimeter Center Parkway/ Olde Perimeter Way	7:45-8:45	5:00-6:00

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 were retrieved from the Perimeter Traffic Operations Program (PTOP) for available intersections. Timing data was measured and verified in the field for all study intersections. All intersection signal timings were optimized using *Synchro Professional, Version 9.0*.

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
High-Rise Apartment (1,064 dwelling units)	222	3,964	1,982	1,982	317	79	238	353	215	138
High-Rise Residential Condominium/Townhouse (523 dwelling units)	232	2,196	1,098	1,098	181	34	147	193	120	73
General Office Building (1,522,754 SF)	710	10,398	5,199	5,199	1,690	1,487	203	1,784	303	1,481
Shopping Center (138,033 SF)	820	8,374	4,187	4,187	190	118	72	744	357	387
Quality Restaurant (25,000 SF)	931	2,250	1,125	1,125	20	16	4	187	125	62
High-Turnover (Sit-Down) Restaurant (25,000 SF)	932	3,178	1,589	1,589	270	149	121	246	148	98
Subtotal Gross Trips		30,360	15,180	15,180	2,668	1,883	785	3,507	1,268	2,239
<i>General Office Building "Reduction" (Existing to be demolished/converted)</i>	710	-1,379	-689	-690	-201	-177	-24	-198	-34	-165
Total Gross Trips		28,981	14,491	14,490	2,467	1,706	761	3,309	1,234	2,075

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 Sandy Springs.

3.3 Level-of-Service Standards

For the purposes of this traffic analysis, a level-of-service standard of E was assumed for all intersections and segments within the study network, due to the DRI location adjacent to a fixed transit guideway facility and located in a major activity center (as defined by regional policies per GRTA Technical Guidelines Section 3-102.E. Transportation Analysis).

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 1117 Perimeter Center West development is located in the Perimeter 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 Sandy Springs staff, and includes the following twelve (12) intersections described in **Table 4**.

The study network includes ten (10) signalized intersections and two (2) yield controlled right-in/right-out intersections as noted in Table 4. The site location and study intersections are shown in **Figure 3**.

Table 4 Intersection Control Summary	
Intersection	Control
1. Peachtree Dunwoody Road at Mount Vernon Highway	Signal
2. Perimeter Center West/Abernathy Road at Mount Vernon Highway	Signal
3. Perimeter Center West at Internal Private Road/Driveway 1	Signal
4. Peachtree Dunwoody Road at Internal Private Road/Driveway 2	Signal
5. Peachtree Dunwoody Road at Abernathy Road	Signal
6. Perimeter Center West at Central Parkway/Crown Pointe Parkway	Signal
7. Peachtree Dunwoody Road at Crestline Parkway/Central Parkway	Signal
8. Mount Vernon Highway at Crestline Parkway	Signal
9. Mount Vernon Highway at Barfield Road	Signal
10. Perimeter Center West at Perimeter Center Parkway/ Olde Perimeter Way	Signal
11. Peachtree Dunwoody Road at Driveway 3	Stop RIRO
12. Mount Vernon Highway at Driveway 4	Stop RIRO
13. Mount Vernon Highway at Driveway 5	Stop RIRO
14. Perimeter Center West at Driveway 6	Stop RIRO

Each of the above listed intersections was analyzed for the Existing 2016 conditions, the Projected 2022 No-Build conditions, and the Projected 2022 Build conditions. The Projected 2022 No-Build conditions represent the existing traffic volumes grown for six (6) years at one percent per year throughout the study network plus the addition of the following developments:

- DRI #2334 Northpark (approved in 2013)
- DRI #2494 Glenridge Abernathy Development (approved in 2015)
- DRI #2501 Park Center (approved in 2015)

The Projected 2022 No-Build conditions also include the proposed widening of the Mount Vernon Highway Bridge over GA 400 and the Abernathy Road Diverging Diamond Interchange (DDI) at GA 400, which are scheduled to be completed by 2020.

The Projected 2022 Build conditions add the project trips associated with the 1117 Perimeter Center West development to the Projected 2022 No-Build conditions. Existing trips associated with the portion of the existing office building on site that will be demolished or converted to retail were deducted in the Projected 2022 Build conditions.

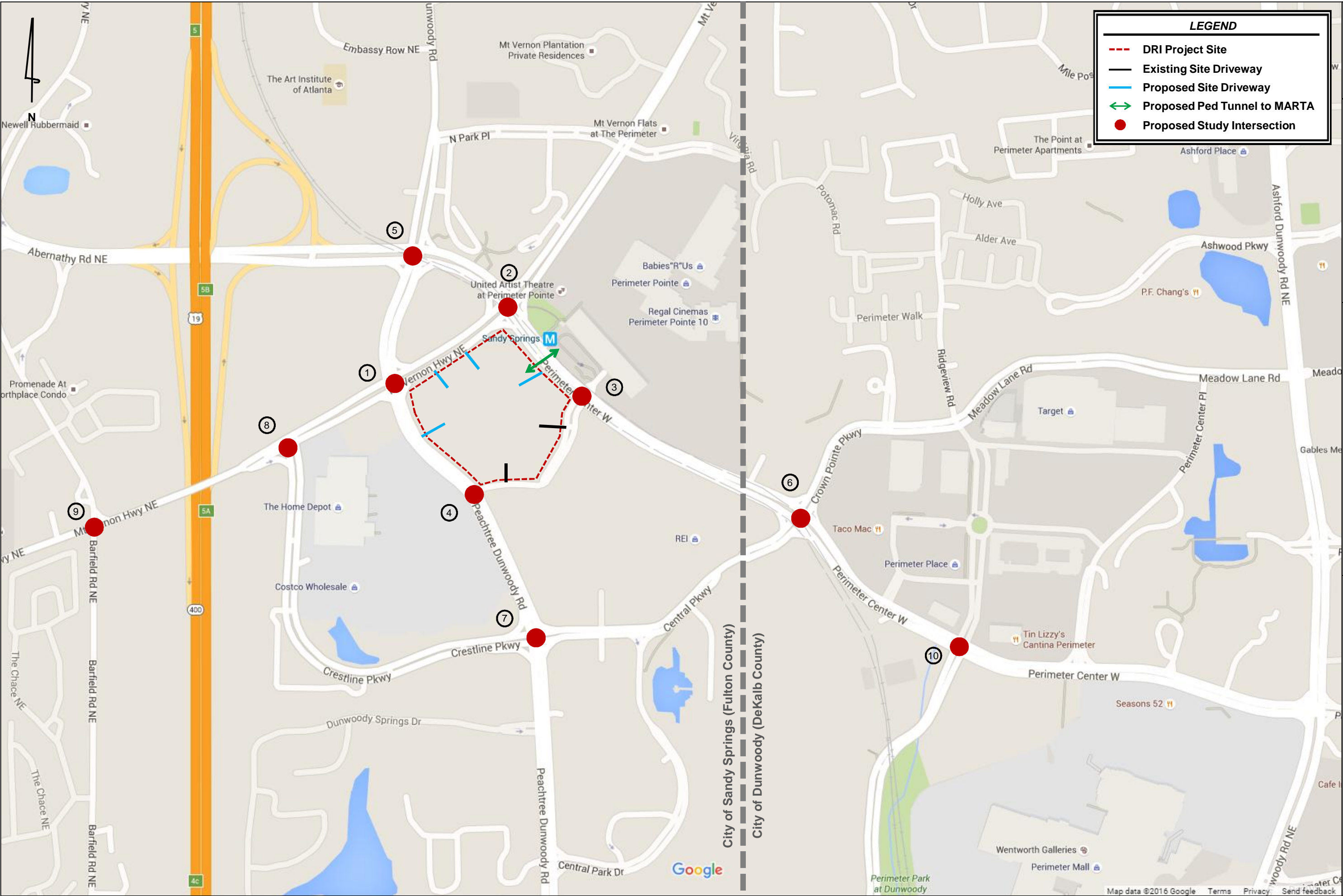


Figure 3

Proposed Study Intersections

**1117 Perimeter Center West
DRI #2552
Transportation Analysis**

Kimley»Horn

3.5 Existing Roadway Facilities

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

Table 5 Roadway Classification and AADTs				
Roadway	No. of Lanes	GDOT AADT (2014)	Posted Speed Limit (MPH)	GDOT Classification
Perimeter Center West (east of Perimeter Center Parkway)	4	28,500	45 (proposed 35 MPH)	Minor Arterial
Peachtree Dunwoody Road (south of Crestline Parkway)	4	23,700	35	Minor Arterial
Mount Vernon Highway (east of Peachtree Dunwoody)	4	24,200	35	Minor Arterial
Mount Vernon Highway (west of Peachtree Dunwoody)	2	12,000	35	Major Collector
Abernathy Road (west of Peachtree Dunwoody Road)	6	52,100	45	Principal Arterial
Central Parkway	4	N/A	35	Local Road
Crestline Parkway	4	N/A	35	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: High-Rise Apartment (ITE 222), Residential Condominium/Townhouse (ITE 230), General Office Building (ITE 710), Shopping Center (ITE 820), 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, 2012*. Because the Third Edition does not include guidance on daily internal capture, the *ITE Trip Generation Handbook, Second Edition, 2004* was used for daily volumes. Total internal capture and vehicle trip reduction between the land uses is expected to be 24.4% daily, 16.7% for the AM peak hour, and 25.2% for the PM peak hour as a result of the anticipated interaction between the residential, office, retail, and restaurant land uses within the proposed development.

Due to the 1117 Perimeter Center West development being located in a regional center and the adjacent land uses in the area, an alternative transportation (walking, bicycle, and transit) reduction was applied for the 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.

Note: While a 25% alternative mode reduction is typically used by GRTA for similar projects adjacent to MARTA stations, a 20% reduction is being used in this study per conversations between GRTA and Sandy Springs staff; thus resulting in a conservative (higher traffic volumes) analysis.

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 34% for the PM peak hour and for the proposed restaurant land use is 43% 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, 15% of the adjacent roadway's traffic volume is not 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 traveling 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 New Trip Generation									
	Daily Traffic			AM Peak Hour			PM Peak Hour		
	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Gross Project Trips	28,982	14,491	14,491	2,467	1,706	761	3,309	1,234	2,075
<i>Mixed-Use Reduction</i>	-7,056	-3,528	-3,528	-412	-206	-206	-834	-417	-417
<i>Alternative Mode Reduction</i>	-4,386	-2,193	-2,193	-410	-299	-111	-495	-163	-332
Driveway Volumes	17,540	8,770	8,770	1,645	1,201	444	1,980	654	1,326
<i>Pass-By Reduction</i>	-2,616	-1,308	-1,308	0	0	0	-190	-95	-95
Net New Trips	14,924	7,462	7,462	1,645	1,201	444	1,790	559	1,231

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 Sandy Springs staff.

Figures 4A and **4B** display the anticipated distribution and assignment of residential and non-residential 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 1117 Perimeter Center West development, are shown on **Figure 5**.

Detailed intersection volume worksheets are provided in Appendix E.

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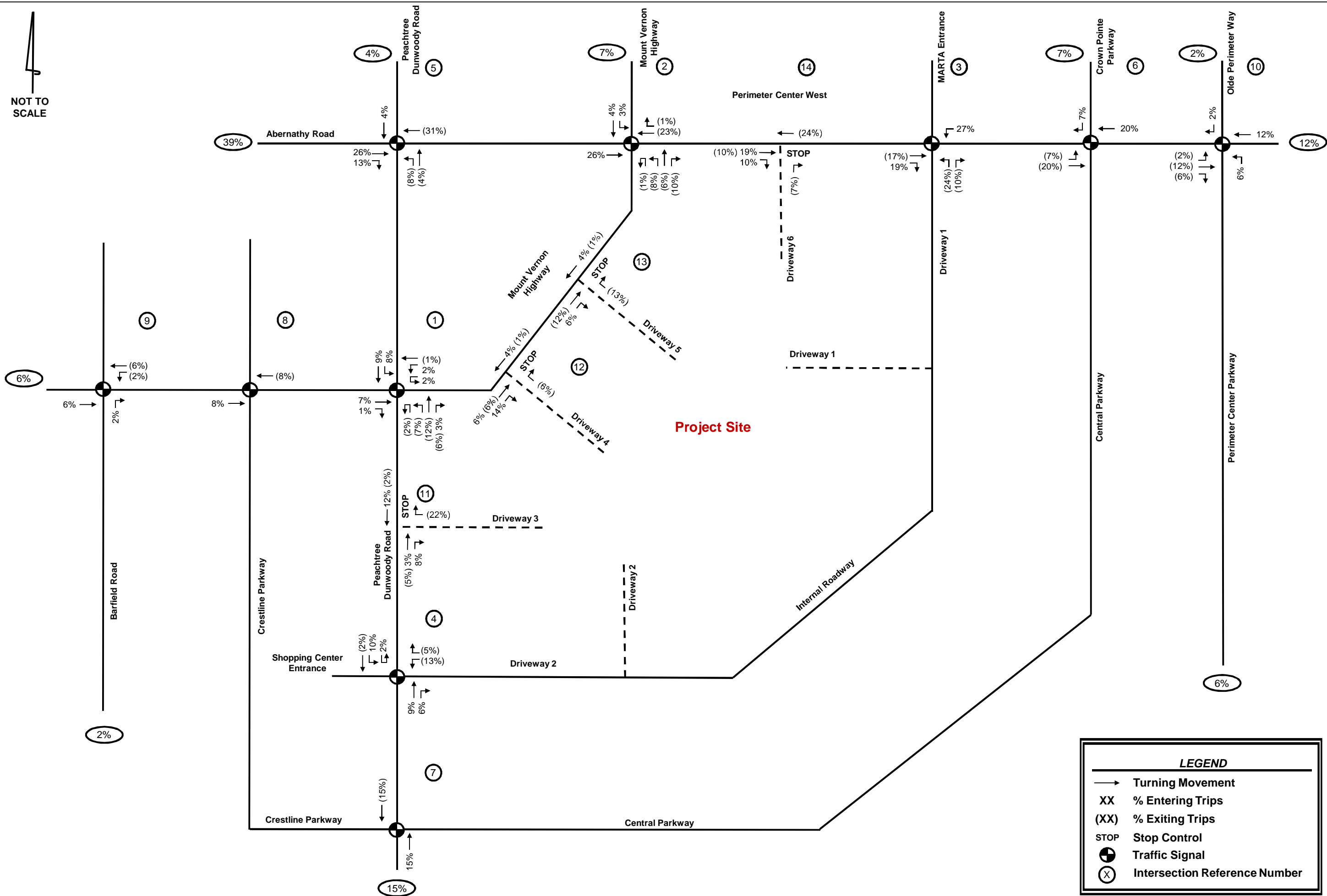


Figure
4A

Residential Distributions

1117 Perimeter Center
West DRI #2552
Transportation Analysis

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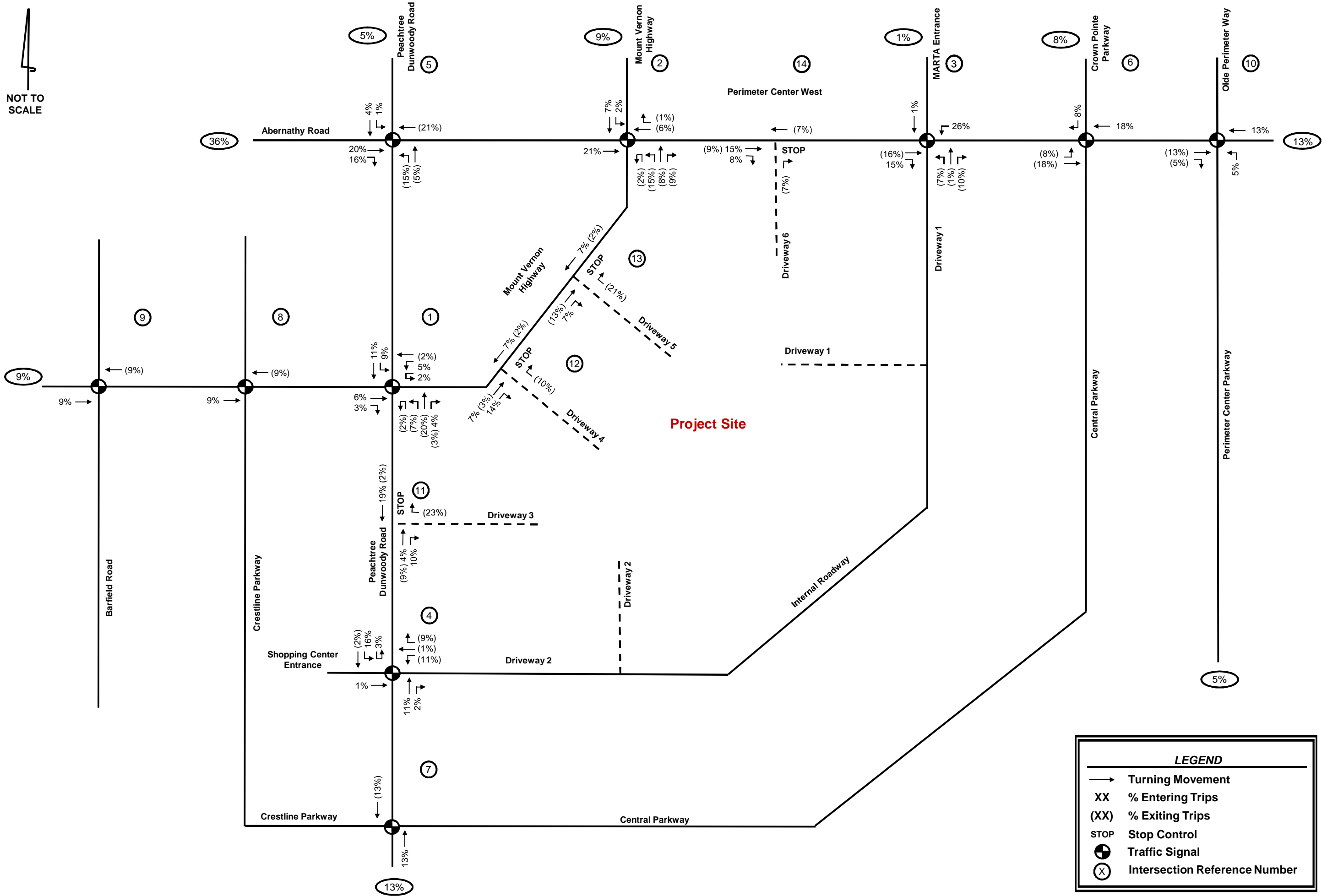


Figure
4B

Non-Residential
Distributions

1117 Perimeter Center
West DRI #2552
Transportation Analysis

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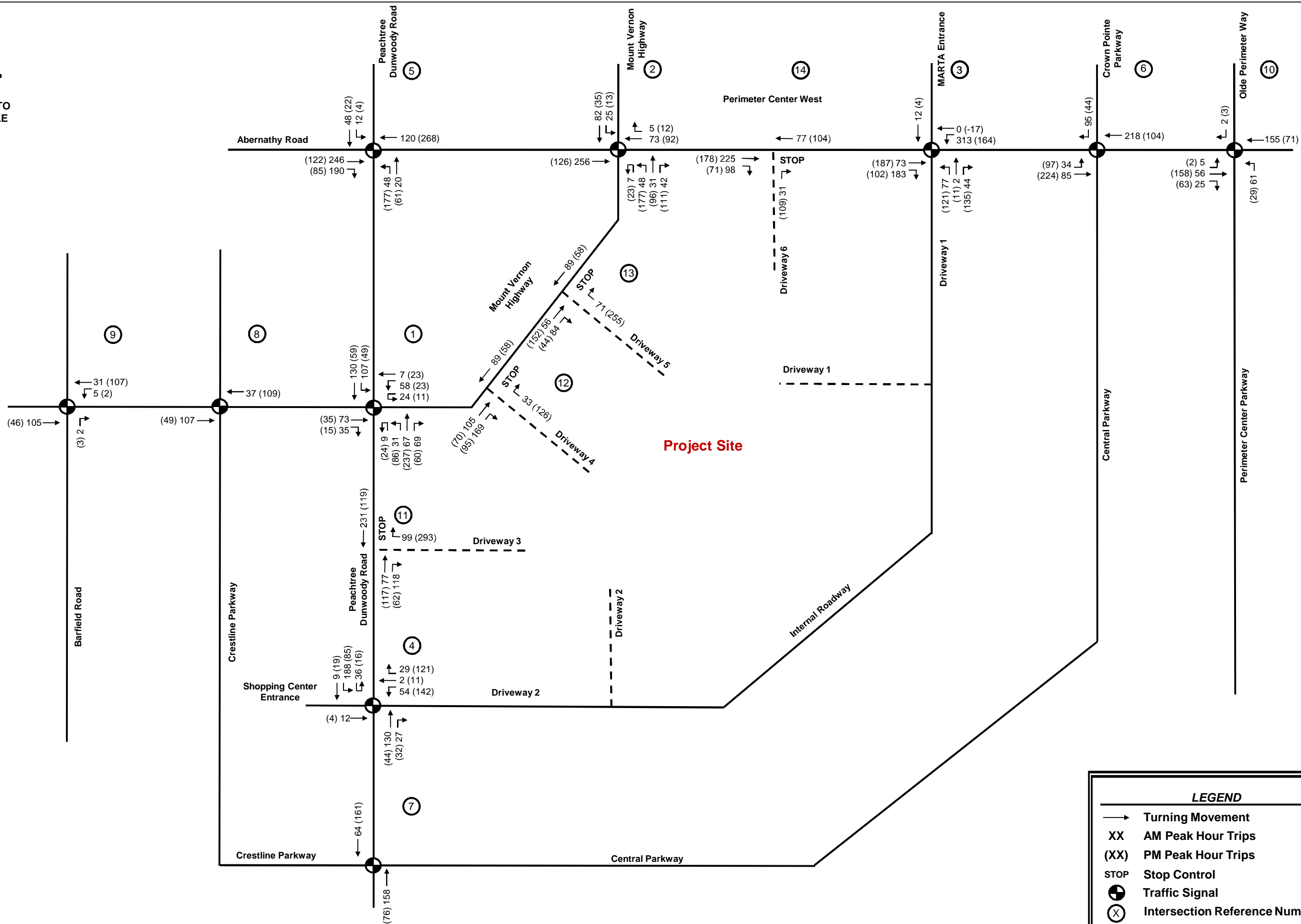


Figure
5

Project Trips

1117 Perimeter Center
West DRI #2552
Transportation Analysis

6.0 TRAFFIC ANALYSIS

6.1 Existing 2016 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 6**, and the results of the capacity analyses for the Existing 2016 conditions are shown in **Table 7**. Detailed *Synchro* analysis reports are available upon request.

Table 7 Existing 2016 Intersection Levels-of-Service LOS (delay in seconds)				
Intersection	Control	LOS Std.	AM Peak Hour	PM Peak Hour
1. Peachtree Dunwoody Road at Mount Vernon Highway	Signal	E	D (49.8)	D (49.5)
2. Perimeter Center West/Abernathy Road at Mount Vernon Highway	Signal	E	D (44.6)	E (70.0)
3. Perimeter Center West at Internal Private Road/Driveway 1	Signal	E	A (6.3)	C (25.8)
4. Peachtree Dunwoody Road at Internal Private Road/Driveway 2	Signal	E	A (8.9)	C (32.8)
5. Peachtree Dunwoody Road at Abernathy Road	Signal	E	D (42.5)	E (57.0)
6. Perimeter Center West at Central Parkway/Crown Pointe Parkway	Signal	E	C (30.4)	D (46.6)
7. Peachtree Dunwoody Road at Crestline Parkway/Central Parkway	Signal	E	C (23.2)	D (36.0)
8. Mount Vernon Highway at Crestline Parkway	Signal	E	A (5.0)	C (20.4)
9. Mount Vernon Highway at Barfield Road	Signal	E	C (34.2)	D (44.8)
10. Perimeter Center West at Perimeter Center Parkway/ Olde Perimeter Way	Signal	E	C (28.4)	D (50.8)

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 2016 conditions. Therefore, there are no recommended improvements for the Existing 2016 conditions scenario.

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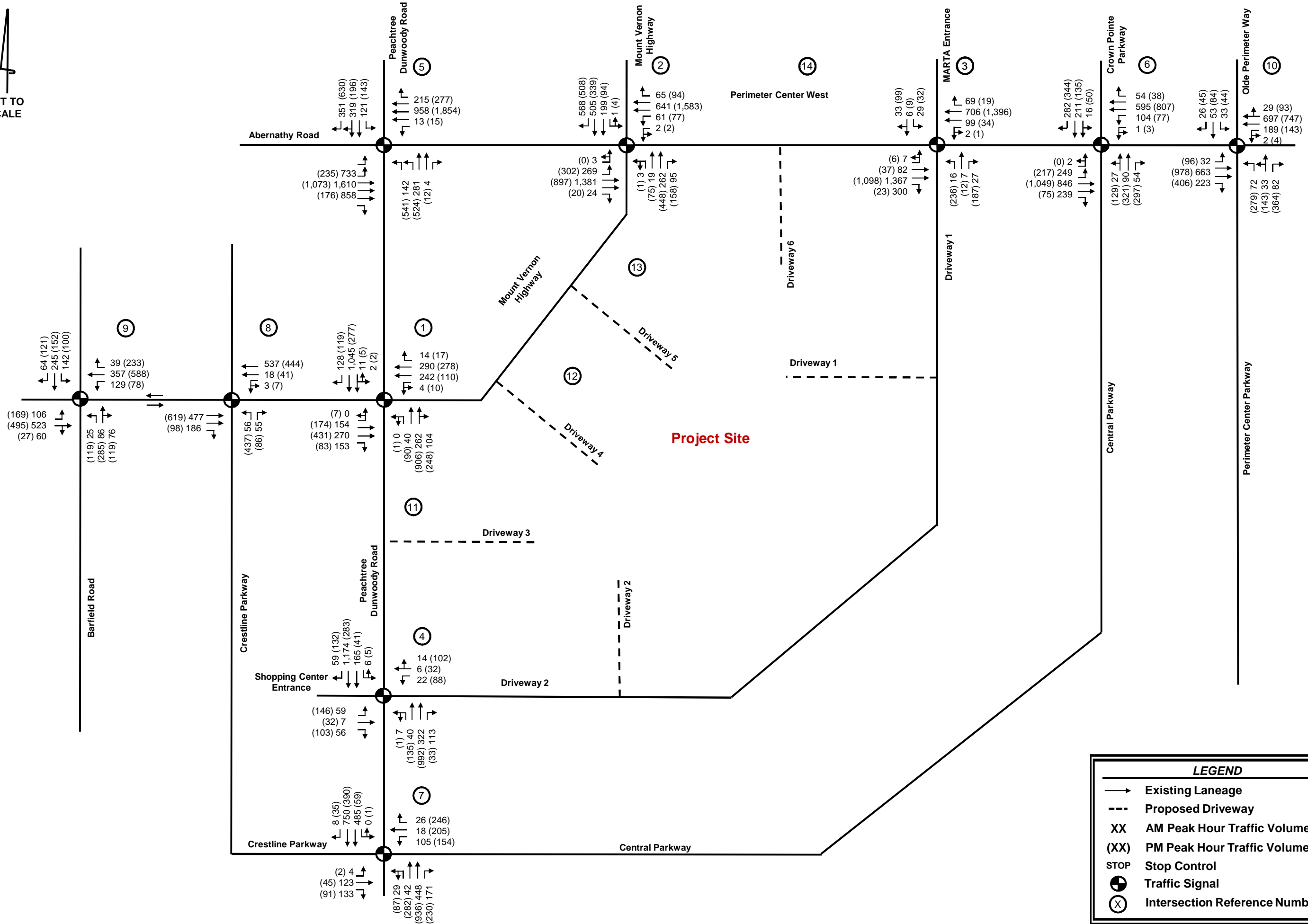


Figure
6

Existing 2016 Conditions

1117 Perimeter Center
West DRI #2552
Transportation Analysis

6.2 Projected 2022 No-Build Conditions

To account for growth in the vicinity of the proposed development, the existing traffic volumes were increased for six (6) 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 2022 No-Build conditions were analyzed using existing roadway geometry and existing intersection control types, plus the proposed widening of the Mount Vernon Highway Bridge over GA 400 and the Abernathy Road Diverging Diamond Interchange (DDI) at GA 400, which are scheduled to be completed by 2020.

The Projected 2022 No-Build conditions incorporate the addition of the following developments:

- DRI #2334 Northpark (approved in 2013)
- DRI #2494 Glenridge Abernathy Development (approved in 2015)
- DRI #2501 Park Center (approved in 2015)

The intersection laneage and traffic volumes for the Projected 2022 No-Build conditions are shown in **Figure 7**. The results of the capacity analyses for the Projected 2022 No-Build are shown in **Table 8**. Detailed *Synchro* analysis reports are available upon request.

Table 8 Projected 2022 No-Build Intersection Levels-of-Service LOS (delay in seconds)				
Intersection	Control	LOS Std.	AM Peak Hour	PM Peak Hour
1. Peachtree Dunwoody Road at Mount Vernon Highway	Signal	E	F (88.8)	F (91.5)
2. Perimeter Center West/Abernathy Road at Mount Vernon Highway	Signal	E	E (61.9)	F (84.9)
3. Perimeter Center West at Internal Private Road/Driveway 1	Signal	E	A (7.3)	C (28.4)
4. Peachtree Dunwoody Road at Internal Private Road/Driveway 2	Signal	E	A (9.8)	D (38.0)
5. Peachtree Dunwoody Road at Abernathy Road	Signal	E	F (160.2)	F (103.4)
6. Perimeter Center West at Central Parkway/Crown Pointe Parkway	Signal	E	C (30.7)	D (50.4)
7. Peachtree Dunwoody Road at Crestline Parkway/Central Parkway	Signal	E	C (26.0)	D (37.8)
8. Mount Vernon Highway at Crestline Parkway	Signal	E	C (32.1)	E (55.6)
9. Mount Vernon Highway at Barfield Road	Signal	E	E (55.8)	E (65.2)
10. Perimeter Center West at Perimeter Center Parkway/ Olde Perimeter Way	Signal	E	C (33.7)	E (58.4)

As shown in Table 8, Peachtree Dunwoody Road at Mount Vernon Highway (Int. #1) and Peachtree Dunwoody Road at Abernathy Road (Int. #5) are projected to operate at a level-of-service F during the AM Peak Hour and the PM Peak Hour in the Projected 2022 No-Build conditions. Perimeter Center West/Abernathy Road at Mount Vernon Highway is projected to operate at level-of-service F during the

PM Peak Hour in the Projected 2022 No-Build Conditions. All other intersections operate acceptably in the Projected 2022 No-Build conditions.

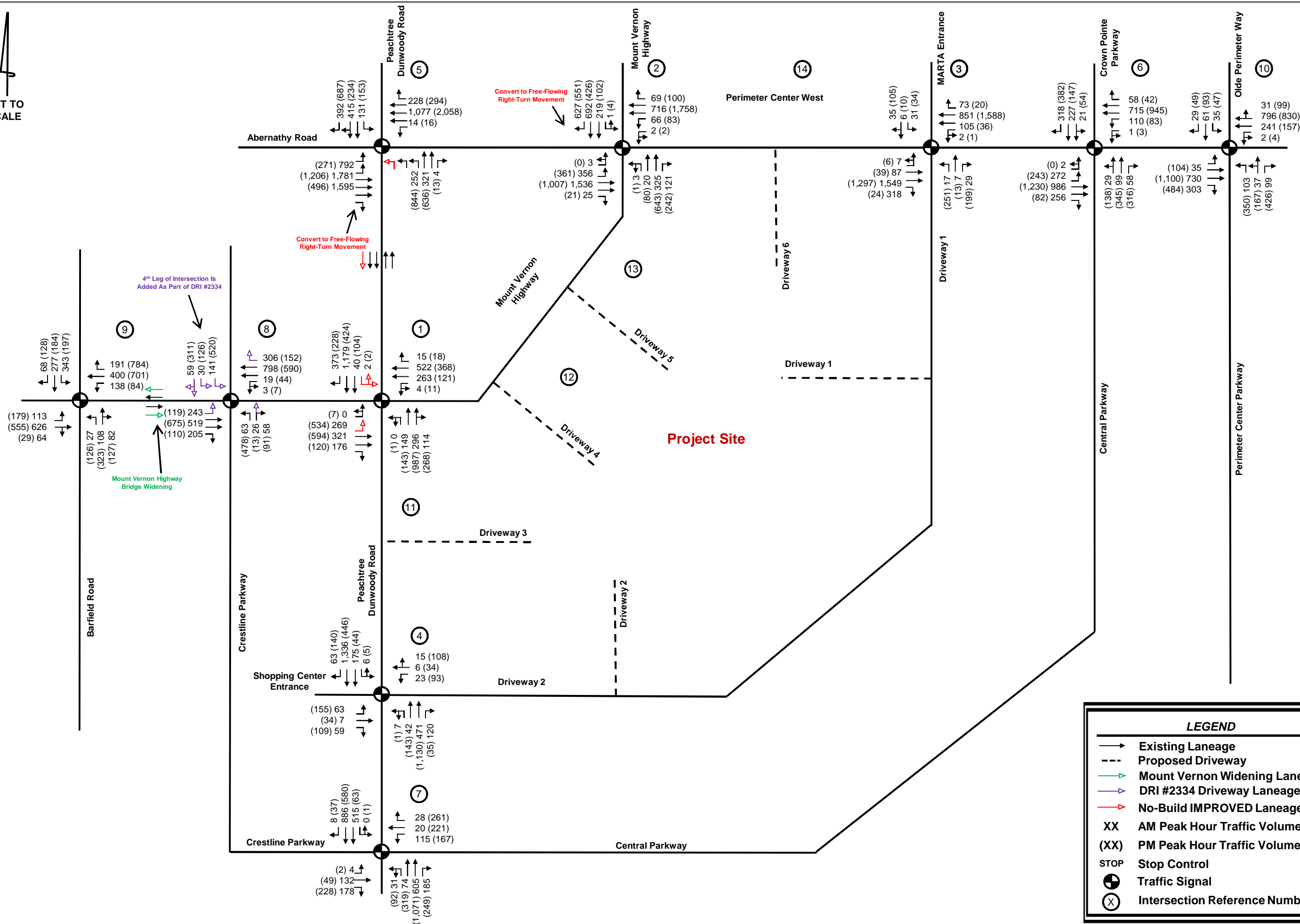
Based on the Projected 2022 No-Build conditions, the following improvements are recommended:

- Peachtree Dunwoody Road at Mount Vernon Highway (Int. #1)
 - Construct one additional eastbound left-turn lane to create dual left-turn lanes. Implement protected-only phasing for the eastbound left-turn movement.
 - Lengthen the storage for the southbound right-turn lane to the intersection of Peachtree Dunwoody Road at Abernathy Road.
 - Construct an exclusive southbound left-turn lane.
- Perimeter Center West at Mount Vernon Highway (Int. #2)
 - Convert the southbound right-turn lane to free-flow conditions.
- Peachtree Dunwoody Road at Abernathy Road (Int. #5)
 - Construct one additional northbound left-turn lane to create triple left-turn lanes.
 - Convert the eastbound right-turn lane to free-flow conditions.

The results of the capacity analyses for the Projected 2022 No-Build Improved conditions are shown in **Table 9**.

Table 9 Projected 2022 No-Build Intersection Levels-of-Service - IMPROVED LOS (delay in seconds)					
Intersection		Control	LOS Std.	AM Peak Hour	PM Peak Hour
1	Peachtree Dunwoody Road at Mount Vernon Highway	Signal	E	E (60.5)	E (65.9)
2	Perimeter Center West/Abernathy Road at Mount Vernon Highway	Signal	E	D (36.0)	E (63.5)
5	Peachtree Dunwoody Road at Abernathy Road	Signal	E	E (66.6)	E (72.3)

NOT TO
SCALE



1117 Perimeter Center
West DRI #2552
Transportation Analysis

Projected No-Build 2022
Conditions

Figure
7

6.3 Projected 2022 Build Conditions

The traffic associated with the proposed 1117 Perimeter Center West development was added to the Projected 2022 No-Build volumes. These volumes were then entered into *Synchro 9.0*, and capacity analyses were performed. The Projected 2022 Build conditions were analyzed using the proposed laneage and intersection control types shown in the DRI site plan.

The intersection laneage and traffic volumes used for the Projected 2022 Build conditions are shown in **Figure 8**. The results of the capacity analyses for the Projected 2022 Build conditions with proposed laneage and control types are shown in **Table 10**. Detailed *Synchro* analysis reports are available upon request.

Table 10 Projected 2022 Build Intersection Levels-of-Service LOS (delay in seconds)				
Intersection	Control	LOS Std.	AM Peak Hour	PM Peak Hour
1. Peachtree Dunwoody Road at Mount Vernon Highway	Signal	E	F (154.9)	F (116.7)
2. Perimeter Center West/Abernathy Road at Mount Vernon Highway	Signal	E	F (84.5)	F (125.4)
3. Perimeter Center West at Internal Private Road/Driveway 1	Signal	E	C (31.5)	E (70.8)
4. Peachtree Dunwoody Road at Internal Private Road/Driveway 2	Signal	E	B (13.7)	C (35.2)
5. Peachtree Dunwoody Road at Abernathy Road	Signal	E	F (201.1)	F (140.3)
6. Perimeter Center West at Central Parkway/Crown Pointe Parkway	Signal	E	C (35.0)	E (63.9)
7. Peachtree Dunwoody Road at Crestline Parkway/Central Parkway	Signal	E	C (29.1)	D (39.1)
8. Mount Vernon Highway at Crestline Parkway	Signal	E	C (29.3)	E (60.0)
9. Mount Vernon Highway at Barfield Road	Signal	E	E (66.2)	E (69.3)
10. Perimeter Center West at Perimeter Center Parkway/ Olde Perimeter Way	Signal	E	D (37.8)	E (61.3)
11. Peachtree Dunwoody Road at Driveway 3	WB Stop	E	B (10.3)	C (20.4)
12. Mount Vernon Highway at Driveway 4	NB Stop	E	A (8.9)	B (10.1)
13. Mount Vernon Highway at Driveway 5	NB Stop	E	A (9.1)	B (12.2)
14. Perimeter Center West at Driveway 6	NB Stop	E	B (11.9)	B (11.3)

As shown in **Table 10**, Peachtree Dunwoody Road at Mount Vernon Highway (Int. #1), Perimeter Center West/Abernathy Road at Mount Vernon Highway (Int. #2), and Peachtree Dunwoody Road at Abernathy Road (Int. #5) are projected to operate at level-of-service F in the AM and PM Peak Hours in the Projected 2022 Build conditions. All other intersections operate acceptably in the Projected 2022 Build conditions.

Based on the Projected 2022 Build conditions, the following improvements are recommended IN ADDITION to the improvements recommended in the Projected 2022 No-Build conditions:

- Peachtree Dunwoody Road at Mount Vernon Highway (Int. #1)
 - Construct a northbound right-turn lane.
- Perimeter Center West at Mount Vernon Highway (Int. #2)
 - Convert the eastbound right-turn lane to a shared through/right-turn lane.
 - Convert the westbound right-turn lane to a shared through/right-turn lane.
 - Construct one additional northbound left-turn lane to create dual left-turn lanes. Implement protected-only phasing for the northbound left-turn movement.
- Perimeter Center West at Internal Road/Driveway 1/MARTA Entrance (Int. #3)
 - Lengthen the westbound left-turn storage.
- Peachtree Dunwoody Road at Internal Road/Driveway 2 (Int. #4)
 - Construct one exclusive westbound right-turn lane and restripe the existing shared through/right-turn lane to an exclusive through lane.
- Peachtree Dunwoody Road at Abernathy Road (Int. #5)
 - Widen the eastbound approach to four through lanes.
 - Widen the westbound approach to four through lanes.
 - Construct an exclusive westbound right-turn lane.
 - Construct an additional southbound right-turn lane and restripe so that this approach consists of an exclusive left-turn lane, two exclusive through lanes, and two exclusive right-turn lanes.
- Peachtree Dunwoody Road at Driveway 3 (Int. #11)
 - Construct one ingress lane along Driveway 3.
 - Construct one egress lane along Driveway 3 – one exclusive westbound right-turn lane.
 - Construct one northbound right-turn lane along Peachtree Dunwoody Road into the site.
- Mount Vernon Road at Driveway 4 (Int. #12)
 - Construct one ingress lane along Driveway 4.
 - Construct one egress lane along Driveway 4 – one exclusive northbound right-turn lane.
 - Provide one eastbound right-turn lane along Mount Vernon Highway into the site (via restriping).
- Mount Vernon Road at Driveway 5 (Int. #13)
 - Construct one ingress lane along Driveway 5.
 - Construct one egress lane along Driveway 5 – one exclusive northbound right-turn lane.

- Provide one eastbound right-turn lane along Mount Vernon Highway into the site (via restriping).
- Perimeter Center West at Driveway 6 (Int. #14)
 - Construct one ingress lane along Driveway 6.
 - Construct one egress lane along Driveway 6 – one exclusive northbound right-turn lane.
 - Restripe the outside eastbound through lane on Perimeter Center West as a shared through/right-turn lane.

The results of the capacity analyses for the Projected 2022 Build Improved conditions are shown in **Table 11**.

Table 11 Projected 2022 Build Intersection Levels-of-Service - IMPROVED <i>LOS (delay in seconds)</i>					
Intersection		Control	LOS Std.	AM Peak Hour	PM Peak Hour
1	Peachtree Dunwoody Road at Mount Vernon Highway	Signal	E	E (79.8)	E (72.4)
2	Perimeter Center West/Abernathy Road at Mount Vernon Highway	Signal	E	D (40.2)	E (62.6)
5	Peachtree Dunwoody Road at Abernathy Road	Signal	E	E (74.5)	E (67.1)

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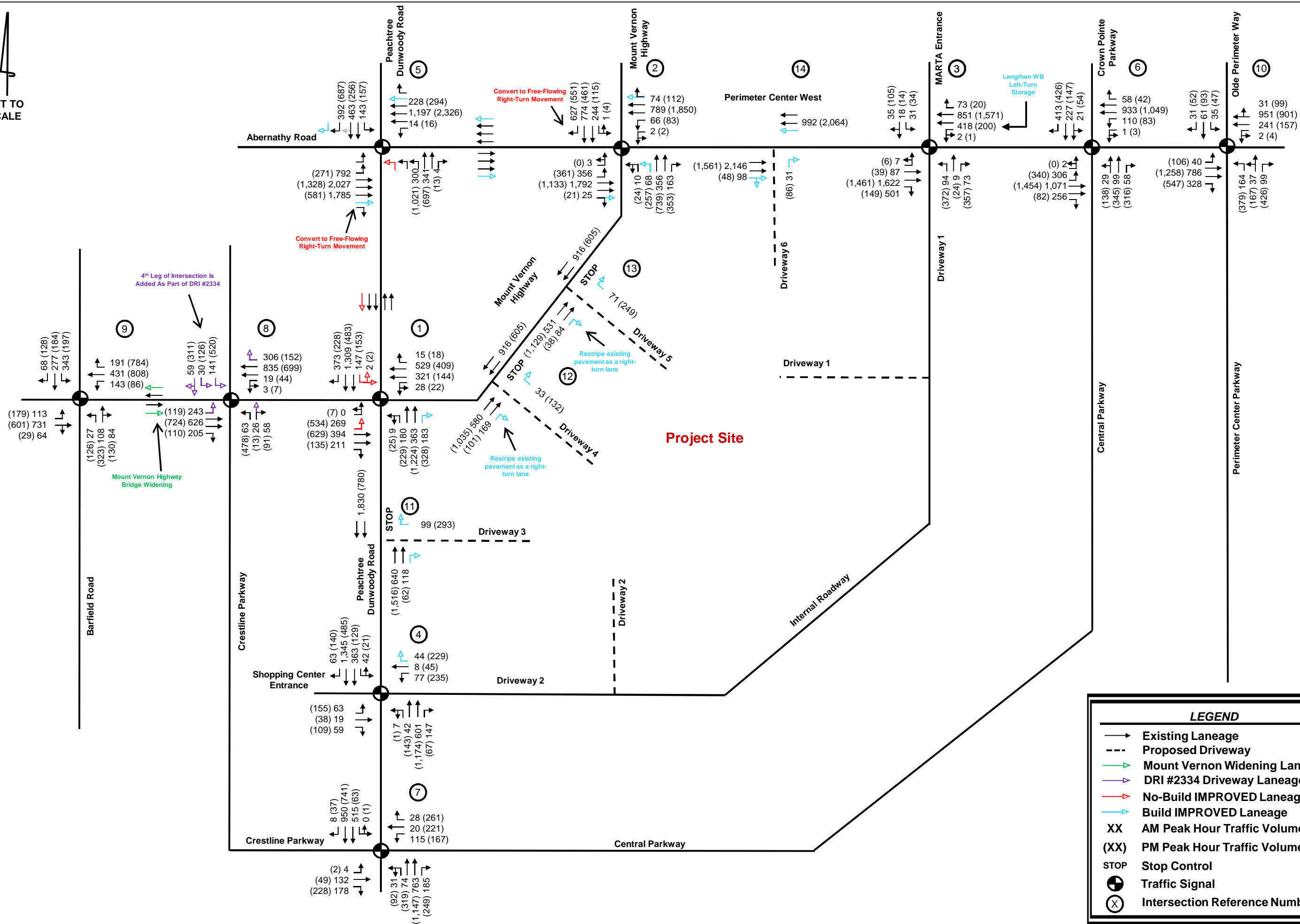


Figure
8

Projected Build 2022
Conditions

1117 Perimeter Center
West DRI #2552
Transportation Analysis

6.4 Projected 2022 Build Supplemental Analysis

A Projected 2022 Build Supplemental Analysis was also performed using an alternative mode reduction of 35%. A 35% alternative mode reduction was chosen to reflect an aggressive promotion by the developer to NOT promote or focus on automobile traffic. Additionally, it should be noted that other DRIs near MARTA stations are allowed a 25% alternative mode reduction when performing their traffic study analyses. However, many of these other DRIs did not reduce the number of parking spaces and some increased the parking provided to more than code requires. For the 1117 Perimeter Center West DRI (DRI #2552), the applicant is proposing a 35% reduction in parking which will force many users NOT to be able to use their car, therefore, this supplemental analysis assumed 35% (versus 25% for other DRIs and 20% used in the base analysis of this report).

In addition to being adjacent to a MARTA station, a 40' wide covered pedestrian tunnel with ADA accommodations is proposed.

Measures that may be considered to encourage alternative modes may include:

- Providing 35% reduced parking.
- Providing preferential parking spaces for carpool/vanpool riders.
- Requiring office tenants to provide or subsidize MARTA passes for their employees through their lease agreements.
- Providing portals in the lobbies and elevators with real time transit and weather information.
- Providing wayfinding and signage to/from transit stops/stations.
- Providing bicycle valet or racks within furniture zones for employees and residents.
- Providing long-term secure bicycle parking located adjacent to building entrances.
- Providing shower/changing facilities for all office tenants.
- Providing an electric bicycle for residential tenants.
- Providing Zipcar or other car-sharing service.
- Encouraging the use of shuttles.

The supplemental analysis is provided for informational purposes.

The total (net) trips generated and analyzed in the supplemental analysis are listed in **Table 12**.

Table 12 Net New Trip Generation – Supplemental Analysis									
	Daily Traffic			AM Peak Hour			PM Peak Hour		
	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Gross Project Trips	28,982	14,491	14,491	2,467	1,706	761	3,309	1,234	2,075
<i>Mixed-Use Reduction</i>	-7,056	-3,528	-3,528	-412	-206	-206	-834	-417	-417
<i>Alternative Mode Reduction</i>	-7,672	-3,836	-3,836	-712	-525	-194	-851	-286	-581
Driveway Volumes	14,254	7,127	7,127	1,336	975	361	1,624	531	1,077
<i>Pass-By Reduction</i>	-2,124	-1,062	-1,062	0	0	0	-154	-77	-77
Net New Trips	12,128	6,064	6,064	1,336	975	361	1,470	454	1,000

Projected 2022 Build Supplemental Analysis project trips are shown in **Figure 9**.

The intersection laneage and traffic volumes used for the Projected 2022 Build Supplemental Analysis conditions are shown in **Figure 10**. The results of the capacity analyses for the Projected 2022 Build Supplemental Analysis conditions with proposed laneage and control types are shown in **Table 13**. Detailed *Synchro* analysis reports are available upon request.

Table 13 Projected 2022 Build Supplemental Analysis Intersection Levels-of-Service LOS (delay in seconds)				
Intersection	Control	LOS Std.	AM Peak Hour	PM Peak Hour
1. Peachtree Dunwoody Road at Mount Vernon Highway	Signal	E	F (141.4)	F (113.6)
2. Perimeter Center West/Abernathy Road at Mount Vernon Highway	Signal	E	E (79.8)	F (118.9)
3. Perimeter Center West at Internal Private Road/Driveway 1	Signal	E	C (23.2)	E (55.1)
4. Peachtree Dunwoody Road at Internal Private Road/Driveway 2	Signal	E	B (12.4)	C (31.1)
5. Peachtree Dunwoody Road at Abernathy Road	Signal	E	F (193.5)	F (132.4)
6. Perimeter Center West at Central Parkway/Crown Pointe Parkway	Signal	E	C (34.1)	E (61.5)
7. Peachtree Dunwoody Road at Crestline Parkway/Central Parkway	Signal	E	C (28.4)	D (39.0)
8. Mount Vernon Highway at Crestline Parkway	Signal	E	C (29.5)	E (59.3)
9. Mount Vernon Highway at Barfield Road	Signal	E	E (63.7)	E (67.8)
10. Perimeter Center West at Perimeter Center Parkway/ Olde Perimeter Way	Signal	E	D (37.4)	E (61.4)
11. Peachtree Dunwoody Road at Driveway 3	WB Stop	E	B (10.3)	C (17.2)
12. Mount Vernon Highway at Driveway 4	NB Stop	E	A (8.8)	A (9.9)
13. Mount Vernon Highway at Driveway 5	NB Stop	E	A (9.0)	B (11.4)
14. Perimeter Center West at Driveway 6	NB Stop	E	B (11.8)	B (11.1)

As shown in **Table 13**, Peachtree Dunwoody Road at Mount Vernon Highway (Int. #1) and Peachtree Dunwoody Road at Abernathy Road (Int. #5) are projected to operate at level-of-service F in the AM and PM Peak Hours in the Projected 2022 Build Supplemental Analysis conditions. Perimeter Center West/Abernathy Road at Mount Vernon Highway (Int. #2) is projected to operate at level-of-service F in the PM Peak Hour in the Projected 2022 Build Supplemental Analysis conditions. All other intersections operate acceptably in the Projected 2022 Build Supplemental conditions.

Based on the Projected 2022 Build Supplemental Analysis conditions, the following improvements are recommended IN ADDITION to the improvements recommended in the Projected 2022 No-Build conditions: *(Note: The improvements noted with a strike through are no longer needed when utilizing the higher 35% alternative mode reduction.)*

- Peachtree Dunwoody Road at Mount Vernon Highway (Int. #1)
 - Construct a northbound right-turn lane.
- Perimeter Center West at Mount Vernon Highway (Int. #2)
 - Convert the eastbound right-turn lane to a shared through/right-turn lane.
 - Convert the westbound right-turn lane to a shared through/right-turn lane.
 - ~~Construct one additional northbound left-turn lane to create dual left-turn lanes. Implement protected-only phasing for the northbound left-turn movement. (No longer needed)~~
- Perimeter Center West at Internal Road/Driveway 1/MARTA Entrance (Int. #3)
 - Lengthen the westbound left-turn storage.
- Peachtree Dunwoody Road at Internal Road/Driveway 2 (Int. #4)
 - Construct one exclusive westbound right-turn lane and restripe the existing shared through/right-turn lane to an exclusive through lane.
- Peachtree Dunwoody Road at Abernathy Road (Int. #5)
 - Widen the eastbound approach to four through lanes.
 - Widen the westbound approach to four through lanes.
 - ~~Construct an exclusive westbound right-turn lane. (No longer needed)~~
 - ~~Construct an additional southbound right-turn lane and restripe so that this approach consists of an exclusive left-turn lane, two exclusive through lanes, and two exclusive right-turn lanes. (No longer needed)~~
- Peachtree Dunwoody Road at Driveway 3 (Int. #11)
 - Construct one ingress lane along Driveway 3.
 - Construct one egress lane along Driveway 3 – one exclusive westbound right-turn lane.
 - Construct one northbound right-turn lane along Peachtree Dunwoody Road into the site.
- Mount Vernon Road at Driveway 4 (Int. #12)
 - Construct one ingress lane along Driveway 4.
 - Construct one egress lane along Driveway 4 – one exclusive northbound right-turn lane.
 - Provide one eastbound right-turn lane along Mount Vernon Highway into the site (via restriping).
- Mount Vernon Road at Driveway 5 (Int. #13)
 - Construct one ingress lane along Driveway 5.
 - Construct one egress lane along Driveway 5 – one exclusive northbound right-turn lane.
 - Provide one eastbound right-turn lane along Mount Vernon Highway into the site (via restriping).

- Perimeter Center West at Driveway 6 (Int. #14)
 - Construct one ingress lane along Driveway 6.
 - Construct one egress lane along Driveway 6 – one exclusive northbound right-turn lane.
 - Restripe the outside eastbound through lane on Perimeter Center West as a shared through/right-turn lane.

The results of the capacity analyses for the Projected 2022 Build Supplemental Analysis Improved conditions are shown in **Table 14**.

Table 14 Projected 2022 Build Supplemental Analysis Intersection Levels-of-Service - IMPROVED LOS (delay in seconds)					
Intersection		Control	LOS Std.	AM Peak Hour	PM Peak Hour
1	Peachtree Dunwoody Road at Mount Vernon Highway	Signal	E	E (75.4)	E (69.3)
2	Perimeter Center West/Abernathy Road at Mount Vernon Highway	Signal	E	E (56.8)	E (78.1)
5	Peachtree Dunwoody Road at Abernathy Road	Signal	E	E (77.0)	E (72.8)

NOT TO
SCALE

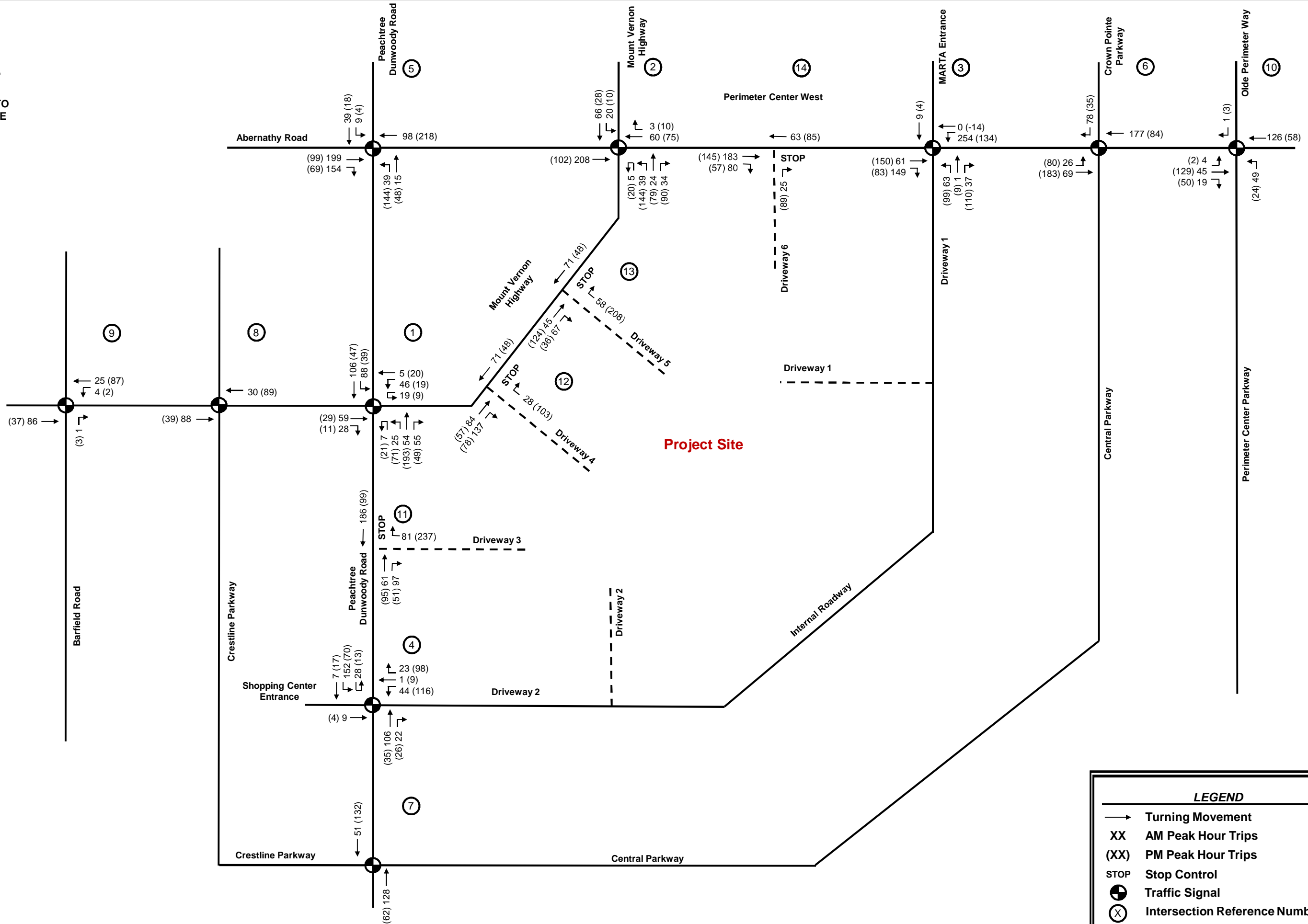


Figure
9

Project Trips –
Supplemental Analysis

1117 Perimeter Center
West DRI #2552
Transportation Analysis

NOT TO
SCALE

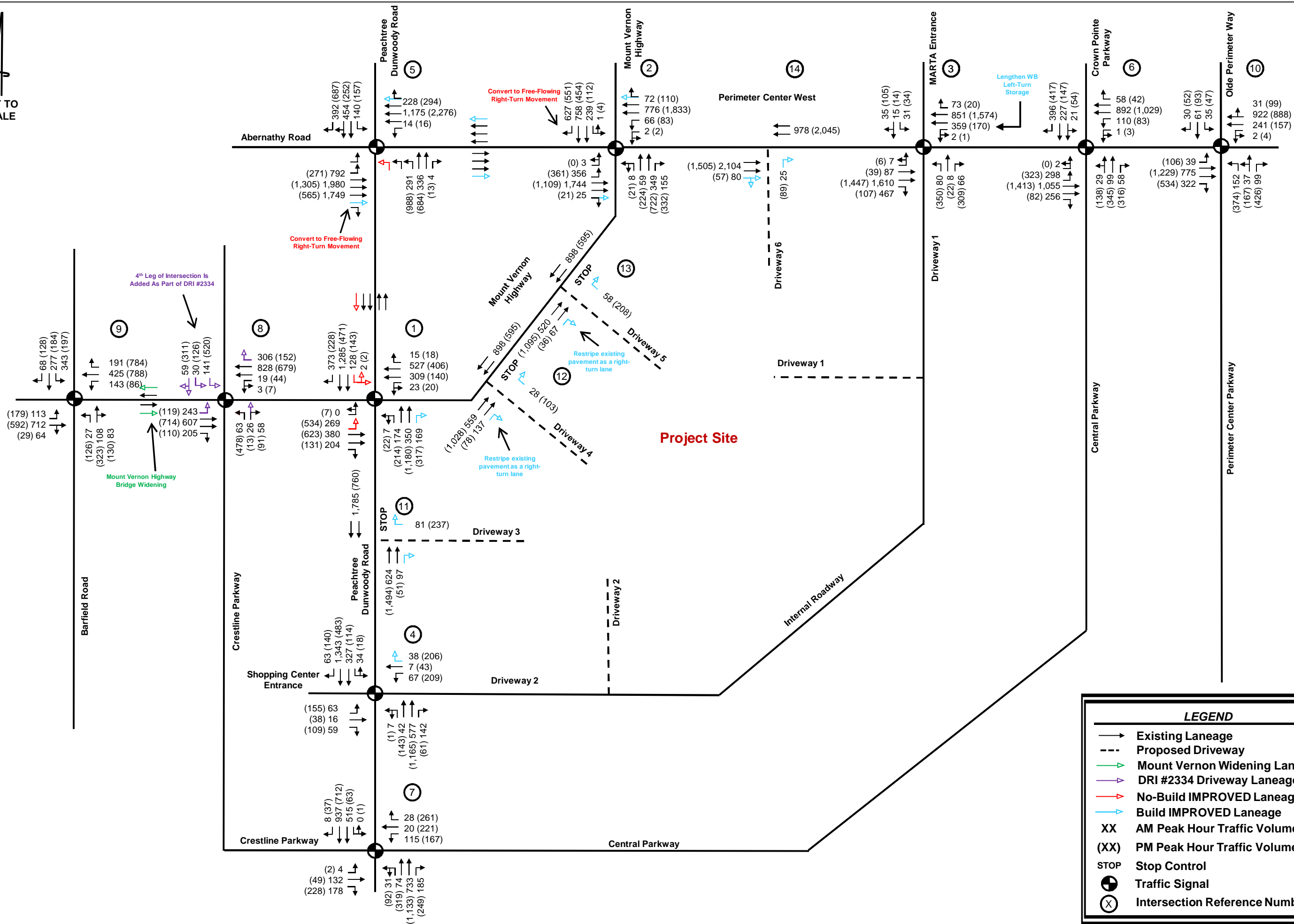


Figure
10

Projected Build 2022
Conditions – Supplemental
Analysis

1117 Perimeter Center
West DRI #2552
Transportation Analysis

6.5 On-Street Parking

With the development of the 1117 Perimeter Center West DRI, on-street parking is desired and encouraged along each roadway frontage. Along Mount Vernon Road, Perimeter Center West, and Peachtree Dunwoody Road (north of Driveway #3), on-street parking is proposed to be available during all hours of the day. However, along Peachtree Dunwoody Road south of Driveway #3, a northbound “combination” lane is proposed. The combination lane is proposed to be utilized as a vehicular travel lane during the PM peak period, but used as an on-street parking lane during off-peak periods.

Based on the above, a northbound right-turn deceleration lane is recommended for the right-in/right-out driveway on Peachtree Dunwoody Road. Allowing on-street parking within the right-turn deceleration lane for Driveway #3 may be considered during off peak hours. **Figure 11** shows the hourly variation of northbound traffic volumes on Peachtree Dunwoody Road based on GDOT average daily traffic data. Traffic patterns indicate that on-street parking may be considered during off-peak hours, but be prohibited during the PM peak period (3:30PM to 6:30PM).

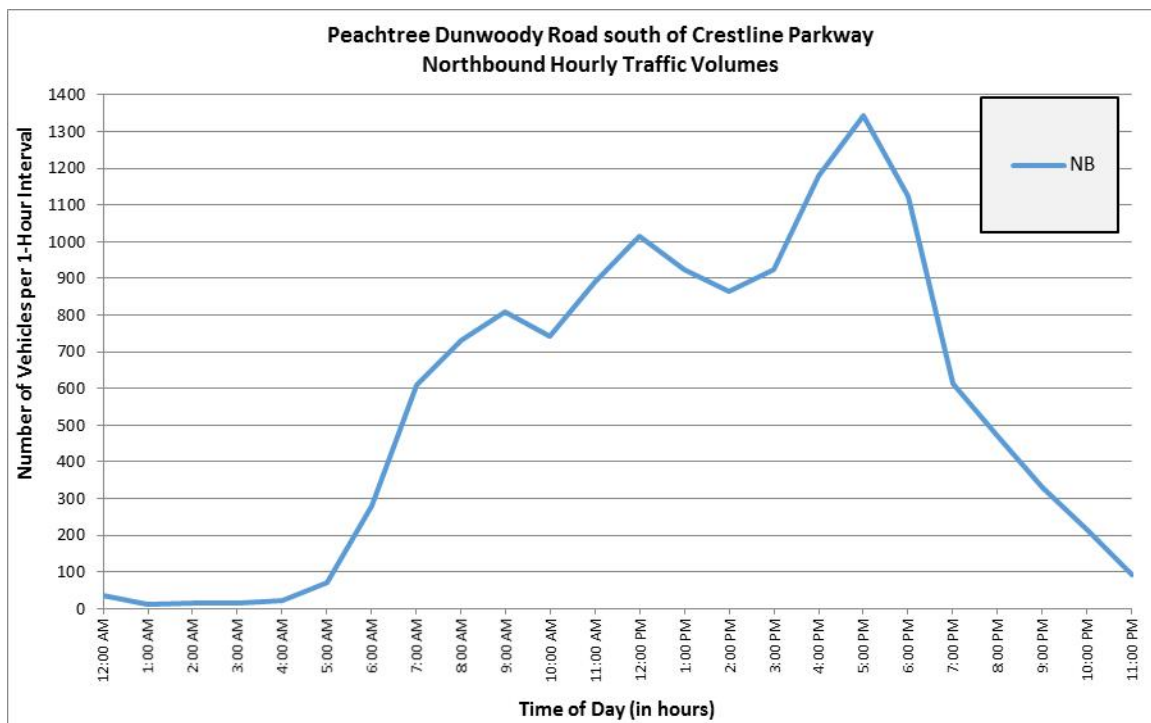


Figure 11: Peachtree Dunwoody Road Northbound Hourly Traffic Volumes

Additionally, on-street parking will be provided along Peachtree Dunwoody Road north of Driveway #3 during all times of day at all times of day.

6.6 PM Exiting Trip Comparison

The projected PM Peak Hour exiting trips were compared for several large Developments of Regional Impact. Three of the comparison DRIs are those that were included in the Projected 2022 No-Build Conditions scenario (DRI #2334, DRI #2494, and DRI #2501). Innovation (DRI #2499) in Alpharetta and Crown Towers (DRI #2567) in Sandy Springs were also considered. **Table 15** summarizes the PM Peak Hour Exiting Gross Trips as well as the PM Peak Hour Exiting New Trips. New trips account for the mixed-use reductions due to internal capture as well as alternative mode reductions. The PM Peak Hour Exiting Trips for both the traditional and the supplemental analysis as provided for 1117 Perimeter Center West (DRI #2552). Utilizing the supplemental analysis results, the 1117 Perimeter Center West development (DRI #2552) is the only development on this list that reduces gross trips by more than 50% (exiting during the PM peak hour).

Table 15 PM Exiting Trip Generation and Parking Comparison					
		PM Exiting Trips		Number of Parking Spaces*	
DRI	Land Use Densities	Gross Trips	Net New Trips	Required	Provided
1117 Perimeter Center West (DRI #2552)	1,587 residential units 1,522,754 SF office 138,033 SF retail 50,000 SF restaurant	2,075 trips	1,231 trips	8,034	5,222
		2,075 trips**	1,000 trips**		
Northpark (DRI #2334)	500 residential units 1,500,000 SF office 150,000 SF retail 250 hotel rooms	2,059 trips	1,458 trips	4,900	4,900
KDC Phase II / Park Center – State Farm (DRI #2501)	1,650,000 SF office 55,000 SF retail 27,000 SF restaurant (250,698 SF office to be demolished)	1,811 trips	956 trips	5,846	Not more than 7,000
Glenridge (DRI #2494)	1,058 residential units 36,401 SF retail 460,000 SF office	909 trips	813 trips	4,045	4,045
Innovation (DRI #2499)	439 residential units 200 room hotel 751,500 SF office 65,800 SF retail 40,000 SF restaurant	1,309 trips	851 trips	2,925	2,950
Crown Towers (DRI #2567)	380 residential units 1,134,000 SF office 650 room hotel 43,700 SF retail 32,452 SF restaurant 63,442 SF conference center	1,615 trips	1,140 trips	5,814	3,926

*As documented in the DRIs submitted to GRTA (public record)

** DRI #2552 Supplemental Analysis – more than a 50% reduction.

7.0 INGRESS/EGRESS ANALYSIS

Vehicular access to the 1117 Perimeter Center West development is proposed at four (4) locations. Site driveway locations are discussed in Section 1.3. Driveway 1 and Driveway 2 are currently signalized and are proposed to remain signalized in the Projected 2022 Build conditions. Driveway 3, Driveway 4, Driveway 5, and Driveway 6 are proposed driveways to be right-in/right-out access only in the Projected 2022 Build conditions.

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. #3, #4, #11, #12, #13, and #14) 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 2022 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 16** below.

Table 16 Programmed Improvements			
#	Year	Project ID	Project Description
1	2017	-	Peachtree Dunwoody Road at Hammond Drive – improve intersection operations by installing an additional northbound left-turn lane.
2	2020	FN-282	SR 9 (Roswell Road) – ITS system expansion/congestion reduction and traffic flow improvements from Atlanta city limits to Abernathy Road.
3	2020	FN-298	Glenridge Drive, Hammond Drive, and Peachtree Dunwoody Road – upgrade ITS within the Perimeter Center area in the City of Sandy Springs.
4	2020	AR-957A	I-285 Interchange @ SR 400 – interchange reconstruction and collector-distributor construction phase. This project includes the Abernathy Road Diverging Diamond Interchange (DDI) at GA 400 and the Mount Vernon Highway Bridge widening over GA 400.
5	Mid-Range	City of Sandy Springs CTP #C13	Mount Vernon Highway – improve Mount Vernon Highway between Northside Drive and Peachtree Dunwoody Road to maintain two through lanes with intersection turn lanes, sidewalks, and bicycle lanes.
6	2030	FN-267	Hammond Drive – widening of Hammond Drive from SR 9 (Roswell Road) to Glenridge Drive.
7	2030	FN-AR-100A	SR 400 – addition of 4-lane collector/distributor system from vicinity of Hammond Drive and Abernathy Road to north of Spalding Drive.
8	2030	AR-ML-200	Revive 285 (I-285) – install 4 managed lanes (2 in each direction) between I-75 and I-85 on I-285 North.
9	2040	AR-ML-300	SR 400 – install 4 managed lanes (2 in each direction) between I-285 and Holcomb Bridge and install 2 managed lanes (1 in each direction) between Holcomb Bridge Road and McFarland Parkway.
10	2040	AR-409A	Revive 285 – set aside funds for protective right-of-way acquisition for the I-285 North corridor high capacity rail service from the Cumberland/Galleria area to Perimeter Center
11	Long-Range	City of Sandy Springs #D5	Abernathy Road – widening of Abernathy Road from Roswell Road to SR 400 to 6 lanes with multiuse trail.
12	Long-Range	City of Sandy Springs CTP #D6	Peachtree Dunwoody Road – improve Peachtree Dunwoody Road from Abernathy Road to Spalding Drive as a “complete street” to include automobile, pedestrian, transit, bicycle, and landscaping/aesthetic components.
13	*	-	Westside Connector – new off ramp between I-285 westbound off ramp on Ashford Dunwoody Road to Perimeter Center Parkway.
14	*	-	Lake Hearn Drive at Peachtree Dunwoody Road – intersection improvements along Peachtree Dunwoody Road and Lake Hearn Drive to be more user friendly to pedestrians, cyclists, and vehicular traffic.

*Completion date has yet to be determined.

Fact sheets for projects 1-14 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. 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*. Because the Third Edition does not include guidance on daily internal capture, the *ITE Trip Generation Handbook, Second Edition, 2004* was used for daily volumes. Total internal capture and vehicle trip reduction between the land uses is expected to be 24.4% daily, 16.7% for the AM peak hour, and 25.2% for the PM peak hour as a result of the anticipated interaction between the residential, office, retail, and restaurant land uses within the proposed development.

10.0 COMPLIANCE WITH COMPREHENSIVE PLAN ANALYSIS

The project site currently consists of 419,700 SF of occupied office space. The project site is currently zoned Office-Institutional (O-I) and is proposed to be zoned MIX. The project site is also located in a Regional Center area and a Regional Employment Corridor area according to *PLAN 2040 Unified Growth Policy Map*.

The most recent LCI study for Perimeter CID, *Perimeter @ The Center – Future Focus* focuses on creating high density mixed-use transit villages surrounding MARTA stations that promote connectivity, specifically via pedestrian walkways. The 1117 Perimeter Center West development is consistent with the goals of the LCI as it consists of approximately 3.6 million square feet of mixed-use development and proposed an underground pedestrian tunnel to the adjacent Sandy Springs MARTA station. The land use maps are provided in Appendix B.

This development is designed as a “Transit Village” as it provides a direct link between development and transit and encourages a balanced range of land uses that offer “live, work, play” options. These developments are intended to be within a half-mile radius of an existing MARTA station and vertically integrate residential, office, and retail land uses.

Appendix A

Site Photo Log

1117 Perimeter Center West DRI

Photo No. 1



Comments: Driveway 1 looking to the left on Internal Road

Photo No. 2



Comments: Driveway 1 looking to the right on Internal Road.

1117 Perimeter Center West DRI

Photo No. 3



Comments: Northbound approach of Internal Road/Driveway 1 at Perimeter Center West (Intersection 3)

Photo No. 4



Comments: Westbound approach of Internal Road/Driveway 2 at Peachtree Dunwoody Road (Intersection 4)

1117 Perimeter Center West DRI

Photo No. 5



Comments: Driveway 3 looking to the left on Peachtree Dunwoody Road

Photo No. 6



Comments: Driveway 3 looking to the right on Peachtree Dunwoody Road

1117 Perimeter Center West DRI

Photo No. 7



Comments: Driveway 4 looking to the left on Mount Vernon Highway

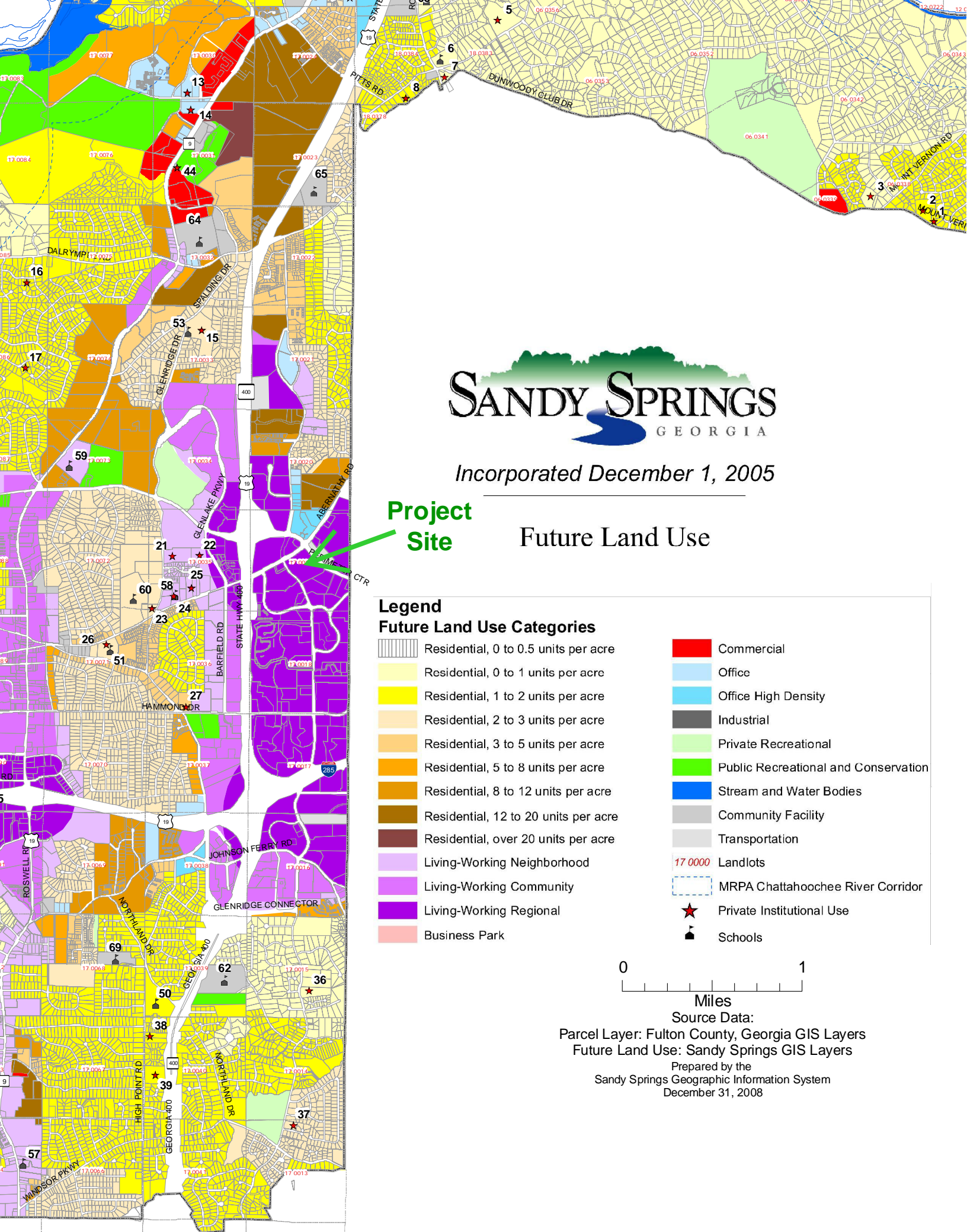
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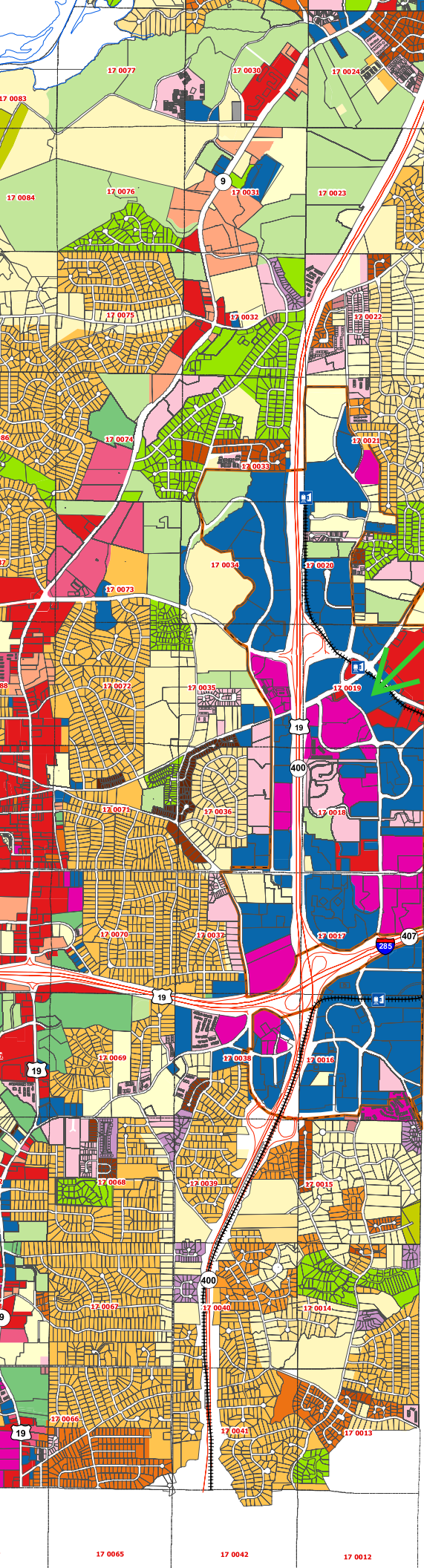


Comments: Driveway 4 looking to the right on Mount Vernon Highway

Appendix B

Land Use and Zoning Maps





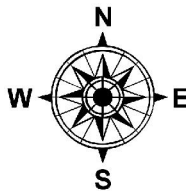
SANDY SPRINGS

GEORGIA

Incorporated December 1, 2005

Zoning

Project Site

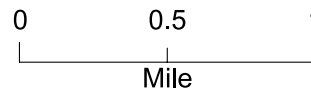


Zoning Districts

Adopted from Fulton County

- R-1 Single Family Dwelling District
- R-2 Single Family Dwelling District
- R-2A Single Family Dwelling District
- R-3 Single Family Dwelling District
- R-3A Single Family Dwelling District
- R-4 Single Family Dwelling District
- R-4A Single Family Dwelling District
- R-5 Single Family Dwelling District
- R-5A Single Family Dwelling District
- R-6 Two Family Dwelling District
- A - Medium Density Apartment District
- A-L Apartment Limited Dwelling District
- A-1 Apartment Dwelling District
- A-O Apartment Office District
- TR Townhouse Residential Districts

- O-I Office and Institutional District
- C-1 Community Business District
- C-2 Commercial District
- MIX Mixed Use District
- CUP Community Unit Plan District
- NUP Neighborhood Unit Plan District
- M-1 Light Industrial District
- AG-1 Agricultural District
- Sandy Springs Overlay District
- Landlots
- Highways
- MARTA Rail
- MARTA Stations

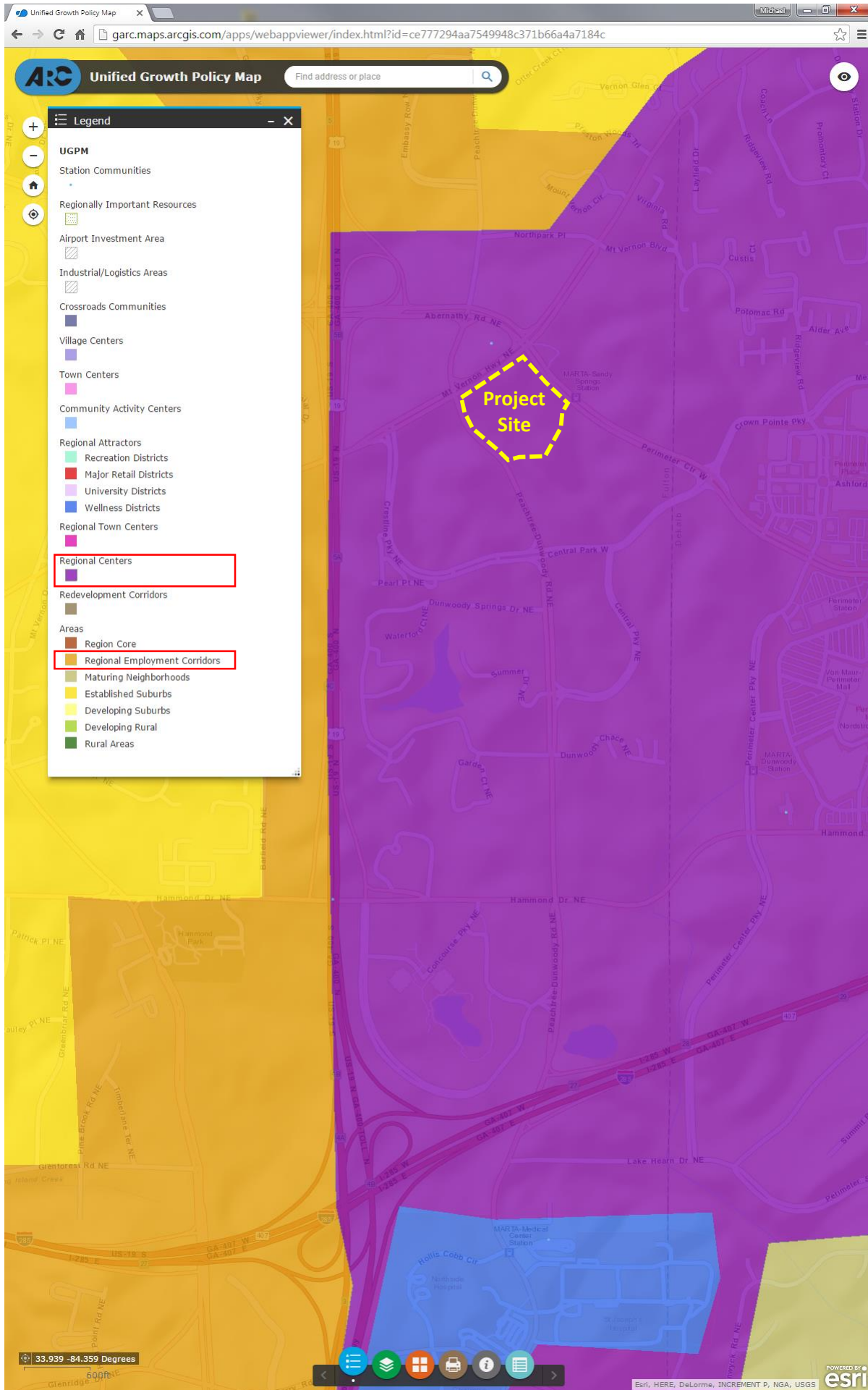


Prepared by the
Sandy Springs Geographic Information Systems
January 1, 2014

This map has been compiled from the most accurate source data from Fulton County and the City of Sandy Springs. However, this map is for informational purposes only and is not to be interpreted as a legal document. The City assumes no legal responsibility for the information shown on this map. For inquiries please contact the City of Sandy Springs.

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ARC Unified Growth Policy Map



Appendix C

Proposed Site Plan

DRI #2552

Site Data:

SITE ADDRESS

1117 PERIMETER CENTER WEST

ZONING

CURRENT ZONING: OI (OFFICE INSTITUTIONAL)
CURRENT USE: 310,074 GROSS SQUARE FEET, 5-STORY OFFICE BUILDING,
3-STORY PARKING DECK
OVERLAY DISTRICT: PERIMETER COMMUNITY IMPROVEMENT DESIGN DISTRICT (PCID)

PROPOSED USE: MIX (MIXED USE)

LAND AREA

LOT AREA: 13.260 ACRES
LAND LOT 19 OF THE 17TH DISTRICT

FLOOD PLAIN

FLOOD HAZARD NOTE: THE PROPERTY IS IN ZONE "X" AS DEFINED BY THE F.E.M.A FLOOD INSURANCE RATE MAP OF FULTON COUNTY, GEORGIA COMMUNITY-PANEL NUMBER 13121C0161F, EFFECTIVE DATE, SEPTEMBER 18, 2013.

DEVELOPMENT STATISTICS SUMMARY:

TOTAL AREA OF SITE:	13.26 AC / 574,400 SF
BUILDING FOOTPRINTS:	263,600 SF (46%)
PARKING SPACES PROVIDED:	5222 SPACES
TOTAL IMPERVIOUS SURFACE:	510,400 SF (89%)
LANDSCAPING:	64,000 SF (11%)
OPEN SPACE:	185,300 SF (32%)
FLOOD PLAIN:	0 SF (0%)

PROPOSED DENSITY SUMMARY:

RESIDENTIAL:	1,064 HIGH-RISE APARTMENTS 523 HIGH-RISE CONDOMINIUMS
OFFICE:	1,522,754 SF (NEW CONSTRUCTION) 313,044 SF (EXISTING TO REMAIN)
RETAIL:	36,638 SF (NEW CONSTRUCTION) 101,405 SF (CONVERTED FROM EXISTING OFFICE)
RESTAURANT:	50,000 SF (EXISTING AND NEW CONSTRUCTION)
MAX HEIGHT:	35 STORIES
FAR:	6.28
GROSS RESIDENTIAL UNITS/ACRE: 119.7	

EXISTING DENSITY SUMMARY:

OFFICE:	414,449 SF
COMMERCIAL: (RETAIL/RESTAURANT)	0 SF
FAR:	0.72

PROPOSED PARKING SUMMARY:

REQUIRED PARKING:	8034 SPACES TOTAL
PARKING PROPOSED:	5222 SPACES

APPLICANT NAME:

CLIENT: 1117 SANDY SPRINGS, LLC.
CONTACT: ROB FORREST
PHONE: 404-514-8575

TRAFFIC ENGINEER: KIMLEY-HORN
CONTACT: JOHN WALKER
PHONE: 404-201-6157

CIVIL ENGINEER: KIMLEY-HORN
CONTACT: DAVE MORGAN
PHONE: 404-900-7007

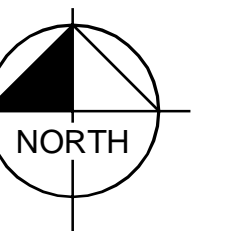
SITE PLAN LEGEND

 MARTA & UTILITY EASEMENT
 MARTA & UTILITY EASEMENT
 UNDERGROUND MARTA STATION

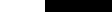
N/F
FINGER FSC PERIMETER, LTD.
DB 41664, PG 612
ZONED C-1



Know what's **below**.
Call before you



GRAPHIC SCALE IN FEET



A horizontal line with vertical tick marks at 0, 30, 60, and 120 feet. The segment between 0 and 30 is divided into three equal parts by two short vertical lines. The segment between 30 and 60 is a single solid black rectangle. The segment between 60 and 120 is divided into three equal parts by two short vertical lines.

Kimley»Horn
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10 ROSWELL STREET, SUITE 210
ALPHARETTA, GEORGIA 30009
PHONE (770) 619-4280
WWW.KIMLEY-HORN.COM

**STONEWALK
COMPANIES, LLC.**

1117 PERIMETER CENTER WEST
PHONE: 000-000-0000

1117 SANDY SPRINGS
1117 PERIMETER CENTER PARKWAY,
SANDY SPRINGS, GEORGIA

DRI SITE PLAN -
REVISED 3JUNE2016

DATE	06/03/2016
PROJECT NO.	017255001
SHEET NUMBER	DRI 1

Drawing name: K:\ALP_PRJ\01725500_1117 Sandy Springs CAD\PlanSheets\DR1 Site Plan.dwg Layout: Jun 08 2016 10:13am by: lauren.garren

Appendix D

Trip Generation Analysis

Trip Generation Analysis (9th Ed.) 1117 Perimeter Center West DRI City of Sandy Springs, Georgia								
Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Site Traffic								
222 High-Rise Apartment	1,064 d.u.	3,964	317	79	238	353	215	138
232 High-Rise Residential Condominium/Townhouse	523 d.u.	2,196	181	34	147	193	120	73
710 General Office Building	1,522,754 s.f.	10,398	1,690	1,487	203	1,784	303	1,481
820 Shopping Center	138,033 s.f. g.l.a.	8,374	190	118	72	744	357	387
931 Quality Restaurant	25,000 s.f.	2,250	20	16	4	187	125	62
932 High-Turnover (Sit-Down) Restaurant	25,000 s.f.	3,178	270	149	121	246	148	98
710 General Office Building "Reduction" (Existing to be Demolished / Converted)	106,656 s.f.	-1,378	-201	-177	-24	-198	-34	-164
Gross Trips		28,982	2,467	1,706	761	3,309	1,234	2,075
Residential Trips		6,160	498	113	385	546	335	211
Mixed-Use Reductions		-1,471	-52	-7	-45	-225	-143	-82
Alternative Mode Reductions (20%)		-938	-89	-21	-68	-64	-38	-26
Adjusted Residential Trips		3,751	357	85	272	257	154	103
Office Trips		9,020	1,489	1,310	179	1,586	269	1,317
Mixed-Use Reductions		-573	-144	-68	-76	-68	-21	-47
Alternative Mode Reductions (20%)		-1,689	-269	-248	-21	-304	-50	-254
Adjusted Office Trips		6,758	1,076	994	82	1,214	198	1,016
Retail Trips		8,374	190	118	72	744	357	387
Mixed-Use Reductions		-2,705	-83	-51	-32	-319	-131	-188
Alternative Mode Reductions (20%)		-1,134	-21	-13	-8	-85	-45	-40
Pass By Reductions (Based on ITE Rates)		-1,542	0	0	0	-116	-58	-58
Adjusted Retail Trips		2,993	86	54	32	224	123	101
Restaurant Trips		5,428	290	165	125	433	273	160
Mixed-Use Reductions		-2,307	-133	-80	-53	-222	-122	-100
Alternative Mode Reductions (20%)		-624	-31	-17	-14	-42	-30	-12
Pass By Reductions (Based on ITE Rates)		-1,074	0	0	0	-74	-37	-37
Adjusted Restaurant Trips		1,423	126	68	58	95	84	11
Mixed-Use Reductions - TOTAL		-7,056	-412	-206	-206	-834	-417	-417
Alternative Mode Reductions - TOTAL		-4,385	-410	-299	-111	-495	-163	-332
Pass-By Reductions - TOTAL		-2,616	0	0	0	-190	-95	-95
New Trips		14,924	1,645	1,201	444	1,790	559	1,231
Driveway Volumes		17,540	1,645	1,201	444	1,980	654	1,326

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Trip Generation Analysis (9th Ed.) 1117 Perimeter Center West DRI - Supplemental Analysis City of Sandy Springs, Georgia								
Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Site Traffic								
222 High-Rise Apartment	1,064 d.u.	3,964	317	79	238	353	215	138
232 High-Rise Residential Condominium/Townhouse	523 d.u.	2,196	181	34	147	193	120	73
710 General Office Building	1,522,754 s.f.	10,398	1,690	1,487	203	1,784	303	1,481
820 Shopping Center	138,033 s.f. g.l.a.	8,374	190	118	72	744	357	387
931 Quality Restaurant	25,000 s.f.	2,250	20	16	4	187	125	62
932 High-Turnover (Sit-Down) Restaurant	25,000 s.f.	3,178	270	149	121	246	148	98
710 General Office Building "Reduction" (Existing to be Demolished / Converted)	106,656 s.f.	-1,378	-201	-177	-24	-198	-34	-164
Gross Trips		28,982	2,467	1,706	761	3,309	1,234	2,075
Residential Trips		6,160	498	113	385	546	335	211
Mixed-Use Reductions		-1,471	-52	-7	-45	-225	-143	-82
Alternative Mode Reductions (35%)		-1,641	-156	-37	-119	-97	-67	-45
Adjusted Residential Trips		3,048	290	69	221	224	125	84
Office Trips		9,020	1,489	1,310	179	1,586	269	1,317
Mixed-Use Reductions		-573	-144	-68	-76	-68	-21	-47
Alternative Mode Reductions (35%)		-2,956	-471	-435	-36	-531	-87	-445
Adjusted Office Trips		5,491	874	807	67	987	161	825
Retail Trips		8,374	190	118	72	744	357	387
Mixed-Use Reductions		-2,705	-83	-51	-32	-319	-131	-188
Alternative Mode Reductions (35%)		-1,984	-37	-23	-14	-149	-79	-70
Pass By Reductions (Based on ITE Rates)		-1,253	0	0	0	-94	-47	-47
Adjusted Retail Trips		2,432	70	44	26	182	100	82
Restaurant Trips		5,428	290	165	125	433	273	160
Mixed-Use Reductions		-2,307	-133	-80	-53	-222	-122	-100
Alternative Mode Reductions (35%)		-1,092	-48	-30	-25	-74	-53	-21
Pass By Reductions (Based on ITE Rates)		-872	0	0	0	-60	-30	-30
Adjusted Restaurant Trips		1,157	109	55	47	77	68	9
Mixed-Use Reductions - TOTAL		-7,056	-412	-206	-206	-834	-417	-417
Alternative Mode Reductions - TOTAL		-7,672	-712	-525	-194	-851	-286	-581
Pass-By Reductions - TOTAL		-2,124	0	0	0	-154	-77	-77
New Trips		12,128	1,343	975	361	1,470	454	1,000
Driveway Volumes		14,254	1,343	975	361	1,624	531	1,077

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Appendix E

Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

Peachtree Dunwoody Road at Mount Vernon Highway AM PEAK HOUR

Description	Peachtree Dunwoody Rd Northbound				Peachtree Dunwoody Rd Southbound				Mount Vernon Hwy Eastbound				Mount Vernon Hwy Westbound			
	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes		40	262	104	2	11	1,045	128		154	270	153	4	242	290	14
Pedestrians		5				8				5				4		
Conflicting Pedestrians		5		4		4		5		8		5		5		8
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.88				0.89				0.89				0.96		
Adjustment																
Adjusted 2016 Volumes	0	40	262	104	2	11	1,045	128	0	154	270	153	4	242	290	14
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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
DRI #2334 Northpark		104				28	25	233		104	30	7			205	
DRI #2501 Park Center		2	10	4			28					4		6		
DRI #2494 Glenridge		1	8				17	4		2	4	3			9	
2022 Background Traffic	0	149	296	114	2	40	1,179	373	0	269	321	176	4	263	522	15
Project Trips																
Trip Distribution IN				3%		8%	9%				7%	1%	2%	2%		
Trip Distribution OUT	2%	7%	12%	6%											1%	
Residential Trips	5	19	33	19	0	7	8	0	0	0	6	1	2	2	3	0
Trip Distribution IN				4%		9%	11%				6%	3%	2%	5%		
Trip Distribution OUT	2%	7%	20%	3%											2%	
Office Trips	2	6	16	42	0	89	109	0	0	0	60	30	20	50	2	0
Trip Distribution IN				4%		9%	11%				6%	3%	2%	5%		
Trip Distribution OUT	2%	7%	20%	3%											2%	
Retail Trips	1	2	6	3	0	5	6	0	0	0	3	2	1	3	1	0
Trip Distribution IN				4%		9%	11%				6%	3%	2%	5%		
Trip Distribution OUT	2%	7%	20%	3%											2%	
Restaurant Trips	1	4	12	5	0	6	7	0	0	0	4	2	1	3	1	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	9	31	67	69	0	107	130	0	0	0	73	35	24	58	7	0
2022 Buildout Total	9	180	363	183	2	147	1,309	373	0	269	394	211	28	321	529	15

PM PEAK HOUR

Description	Peachtree Dunwoody Rd Northbound				Peachtree Dunwoody Rd Southbound				Mount Vernon Hwy Eastbound				Mount Vernon Hwy Westbound			
	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes	1	90	906	248	2	5	277	119	7	174	431	83	10	110	278	17
Pedestrians		6				5				14				5		
Conflicting Pedestrians		14		5		5		14		5		6		6		5
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.92				0.93				0.92				0.90		
Adjustment																
Adjusted 2016 Volumes	1	90	906	248	2	5	277	119	7	174	431	83	10	110	278	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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
DRI #2334 Northpark		44				99	98	100		345	126	28			86	
DRI #2501 Park Center		2	17	5			6					2		4		
DRI #2494 Glenridge		1	8				26	2		4	10	2			5	
2022 Background Traffic	1	143	987	268	2	104	424	228	7	534	594	120	11	121	386	18
Project Trips																
Trip Distribution IN				3%		8%	9%				7%	1%	2%	2%		
Trip Distribution OUT	2%	7%	12%	6%											1%	
Residential Trips	2	7	12	11	0	12	14	0	0	0	11	2	3	3	1	0
Trip Distribution IN				4%		9%	11%				6%	3%	2%	5%		
Trip Distribution OUT	2%	7%	20%	3%											2%	
Office Trips	20	71	203	38	0	18	22	0	0	0	12	6	4	10	20	0
Trip Distribution IN				4%		9%	11%				6%	3%	2%	5%		
Trip Distribution OUT	2%	7%	20%	3%											2%	
Retail Trips	2	7	20	8	0	11	14	0	0	0	7	4	2	6	2	0
Trip Distribution IN				4%		9%	11%				6%	3%	2%	5%		
Trip Distribution OUT	2%	7%	20%	3%											2%	
Restaurant Trips	0	1	2	3	0	8	9	0	0	0	5	3	2	4	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	24	86	237	60	0	49	59	0	0	0	35	15	11	23	23	0
2022 Buildout Total	25	229	1,224	328	2	153	483	228	7	534	629	135	22	144	409	18

INTERSECTION VOLUME DEVELOPMENT

Perimeter Center West / Abernathy Road at Mount Vernon Highway AM PEAK HOUR

Description	Mount Vernon Hwy Northbound				Mount Vernon Hwy Southbound				Abernathy Rd Eastbound				Perimeter Center West Westbound			
	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes	3	19	262	95	1	199	505	568	3	269	1,381	24	2	61	641	65
Pedestrians		3				5				5				9		
Conflicting Pedestrians		5		9		9		5		5		3		3		5
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.87				0.88				0.93				0.96			
Adjustment																
Adjusted 2016 Volumes	3	19	262	95	1	199	505	568	3	269	1381	24	2	61	641	65
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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
DRI #2334 Northpark			40	19			142				65					
DRI #2501 Park Center			4			8	6				44				9	
DRI #2494 Glenridge			3	1			8	24		5	26			1	27	
2022 Background Traffic	3	20	325	121	1	219	692	627	3	356	1,536	25	2	66	716	69
Project Trips																
Trip Distribution IN						3%	4%				26%					
Trip Distribution OUT	1%	8%	6%	10%											23%	1%
Residential Trips	3	22	16	27	0	3	3	0	0	0	22	0	0	0	63	3
Project Trips																
Trip Distribution IN						2%	7%				21%					
Trip Distribution OUT	2%	15%	8%	9%											6%	1%
Office Trips	2	12	7	7	0	20	70	0	0	0	209	0	0	0	5	1
Project Trips																
Trip Distribution IN						2%	7%				21%					
Trip Distribution OUT	2%	15%	8%	9%											6%	1%
Retail Trips	1	5	3	3	0	1	4	0	0	0	11	0	0	0	2	0
Project Trips																
Trip Distribution IN						2%	7%				21%					
Trip Distribution OUT	2%	15%	8%	9%											6%	1%
Restaurant Trips	1	9	5	5	0	1	5	0	0	0	14	0	0	0	3	1
Project Trips																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	7	48	31	42	0	25	82	0	0	0	256	0	0	0	73	5
2022 Buildout Total	10	68	356	163	1	244	774	627	3	356	1,792	25	2	66	789	74

PM PEAK HOUR

Description	Mount Vernon Hwy Northbound				Mount Vernon Hwy Southbound				Abernathy Rd Eastbound				Perimeter Center West Westbound			
	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes	1	75	448	158	4	94	339	508	0	302	897	20	2	77	1,583	94
Pedestrians		6				2				2				18		
Conflicting Pedestrians		2		18		18		2		2		6		6		2
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.91				0.90				0.90				0.97			
Adjustment																
Adjusted 2016 Volumes	1	75	448	158	4	94	339	508	0	302	897	20	2	77	1583	94
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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
DRI #2334 Northpark			155	71			58				27					
DRI #2501 Park Center			5			2	4				18				40	
DRI #2494 Glenridge			7	3			4	12		13	37			1	38	
2022 Background Traffic	1	80	643	242	4	102	426	551	0	361	1,007	21	2	83	1,758	100
Project Trips																
Trip Distribution IN						3%	4%				26%					
Trip Distribution OUT	1%	8%	6%	10%											23%	1%
Residential Trips	1	8	6	10	0	5	6	0	0	0	40	0	0	0	24	1
Project Trips																
Trip Distribution IN						2%	7%				21%					
Trip Distribution OUT	2%	15%	8%	9%											6%	1%
Office Trips	20	152	81	91	0	4	14	0	0	0	42	0	0	0	61	10
Project Trips																
Trip Distribution IN						2%	7%				21%					
Trip Distribution OUT	2%	15%	8%	9%											6%	1%
Retail Trips	2	15	8	9	0	2	9	0	0	0	26	0	0	0	6	1
Project Trips																
Trip Distribution IN						2%	7%				21%					
Trip Distribution OUT	2%	15%	8%	9%											6%	1%
Restaurant Trips	0	2	1	1	0	2	6	0	0	0	18	0	0	0	1	0
Project Trips																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	23	177	96	111	0	13	35	0	0	0	126	0	0	0	92	12
2022 Buildout Total	24	257	739	353	4	115	461	551	0	361	1,133	21	2	83	1,850	112

INTERSECTION VOLUME DEVELOPMENT

Perimeter Center West at Internal Roadway/Driveway 1 AM PEAK HOUR

Description	Internal Roadway/Driveway 1				MARTA Entrance				Perimeter Center West				Perimeter Center West			
	Northbound				Southbound				Eastbound				Westbound			
	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes	0	16	7	27	0	29	6	33	7	82	1,367	300	2	99	706	69
Pedestrians		11				51				33				110		
Conflicting Pedestrians		33		110		110		33		51		11		11		51
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	3%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.89				0.74				0.92				0.95		
Adjustment																
Adjusted 2016 Volumes	0	16	7	27	0	29	6	33	7	82	1367	300	2	99	706	69
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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
DRI #2334 Northpark											19				65	
DRI #2501 Park Center											52				9	
DRI #2494 Glenridge											27				28	
2022 Background Traffic	0	17	7	29	0	31	6	35	7	87	1,549	318	2	105	851	73
Project Trips																
Trip Distribution IN												19%		27%		
Trip Distribution OUT		24%		10%							17%					
Residential Trips	0	65	0	27	0	0	0	0	0	0	46	16	0	23	0	0
Trip Distribution IN							1%					15%		26%		
Trip Distribution OUT		7%	1%	10%							16%					
Office Trips	0	6	1	8	0	0	10	0	0	0	13	149	0	258	0	0
Trip Distribution IN							1%					15%		26%		
Trip Distribution OUT		7%	1%	10%							16%					
Retail Trips	0	2	0	3	0	0	1	0	0	0	5	8	0	14	0	0
Trip Distribution IN							1%					15%		26%		
Trip Distribution OUT		7%	1%	10%							16%					
Restaurant Trips	0	4	1	6	0	0	1	0	0	0	9	10	0	18	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	77	2	44	0	0	12	0	0	0	73	183	0	313	0	0
2022 Buildout Total	0	94	9	73	0	31	18	35	7	87	1,622	501	2	418	851	73

PM PEAK HOUR

Description	Internal Roadway/Driveway 1				MARTA Entrance				Perimeter Center West				Perimeter Center West			
	Northbound				Southbound				Eastbound				Westbound			
	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes	0	236	12	187	0	32	9	99	6	37	1,098	23	1	34	1,396	19
Pedestrians		11				89				40				16		
Conflicting Pedestrians		40		16		16		40		89		11		11		89
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.88				0.73				0.90				0.94		
Adjustment																
Adjusted 2016 Volumes	0	236	12	187	0	32	9	99	6	37	1098	23	1	34	1396	19
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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
DRI #2334 Northpark											71				27	
DRI #2501 Park Center											20				40	
DRI #2494 Glenridge											40				39	
2022 Background Traffic	0	251	13	199	0	34	10	105	6	39	1,297	24	1	36	1,588	20
Project Trips																
Trip Distribution IN												19%		27%		
Trip Distribution OUT		24%		10%							17%					
Residential Trips	0	25	0	10	0	0	0	0	0	0	18	29	0	42	0	0
Trip Distribution IN							1%					15%		26%		
Trip Distribution OUT		7%	1%	10%							16%					
Office Trips	0	71	10	102	0	0	2	0	0	0	163	30	0	51	0	0
Trip Distribution IN							1%					15%		26%		
Trip Distribution OUT		7%	1%	10%							16%					
Retail Trips	0	7	1	10	0	0	1	0	0	0	16	18	0	32	0	0
Trip Distribution IN							1%					15%		26%		
Trip Distribution OUT		7%	1%	10%							16%					
Restaurant Trips	0	1	0	1	0	0	1	0	0	0	2	13	0	22	0	0
Pass-By Trips	0	17	0	12	0	0	0	0	0	0	-12	12	0	17	-17	0
Total Project Trips	0	121	11	135	0	0	4	0	0	0	187	102	0	164	-17	0
2022 Buildout Total	0	372	24	334	0	34	14	105	6	39	1,484	126	1	200	1,571	20

INTERSECTION VOLUME DEVELOPMENT

Peachtree Dunwoody Road at Internal Roadway/Driveway 2 AM PEAK HOUR

Description	Peachtree Dunwoody Rd Northbound				Peachtree Dunwoody Rd Southbound				Mall Entrance Eastbound				Internal Roadway/Driveway 2 Westbound			
	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes	7	40	322	113	6	165	1,174	59	0	59	7	56	0	22	6	14
Pedestrians			3				2				2				6	
Conflicting Pedestrians		2		6		6		2		2		3		3		2
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor			0.91				0.94				0.95				0.88	
Adjustment																
Adjusted 2016 Volumes	7	40	322	113	6	165	1174	59	0	59	7	56	0	22	6	14
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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
DRI #2334 Northpark			104				32									
DRI #2501 Park Center			16				38									
DRI #2494 Glenridge			9				20									
2022 Background Traffic	7	42	471	120	6	175	1,336	63	0	63	7	59	0	23	6	15
Project Trips																
Trip Distribution IN			9%	6%	2%	10%										
Trip Distribution OUT						2%								13%		5%
Residential Trips	0	0	8	5	2	9	5	0	0	0	0	0	0	35	0	14
Trip Distribution IN			11%	2%	3%	16%					1%					
Trip Distribution OUT						2%								11%	1%	9%
Office Trips	0	0	109	20	30	159	2	0	0	0	10	0	0	9	1	7
Trip Distribution IN			11%	2%	3%	16%					1%					
Trip Distribution OUT						2%								11%	1%	9%
Retail Trips	0	0	6	1	2	9	1	0	0	0	1	0	0	4	0	3
Trip Distribution IN			11%	2%	3%	16%					1%					
Trip Distribution OUT						2%								11%	1%	9%
Restaurant Trips	0	0	7	1	2	11	1	0	0	0	1	0	0	6	1	5
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	130	27	36	188	9	0	0	0	12	0	0	54	2	29
2022 Buildout Total	7	42	601	147	42	363	1,345	63	0	63	19	59	0	77	8	44

PM PEAK HOUR

Description	Peachtree Dunwoody Rd Northbound				Peachtree Dunwoody Rd Southbound				Mall Entrance Eastbound				Internal Roadway/Driveway 2 Westbound			
	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes	1	135	992	33	5	41	283	132	0	146	32	103	0	88	32	102
Pedestrians			3				6				6				3	
Conflicting Pedestrians		6		3		3		6		6		3		3		6
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor			0.94				0.93				0.90				0.93	
Adjustment																
Adjusted 2016 Volumes	1	135	992	33	5	41	283	132	0	146	32	103	0	88	32	102
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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
DRI #2334 Northpark			44				126									
DRI #2501 Park Center			24				12									
DRI #2494 Glenridge			9				28									
2022 Background Traffic	1	143	1,130	35	5	44	466	140	0	155	34	109	0	93	34	108
Project Trips																
Trip Distribution IN			9%	6%	2%	10%										
Trip Distribution OUT						2%								13%		5%
Residential Trips	0	0	14	9	3	15	2	0	0	0	0	0	0	13	0	5
Trip Distribution IN			11%	2%	3%	16%					1%					
Trip Distribution OUT						2%								11%	1%	9%
Office Trips	0	0	22	4	6	32	20	0	0	0	2	0	0	112	10	91
Trip Distribution IN			11%	2%	3%	16%					1%					
Trip Distribution OUT						2%								11%	1%	9%
Retail Trips	0	0	14	2	4	20	2	0	0	0	1	0	0	11	1	9
Trip Distribution IN			11%	2%	3%	16%					1%					
Trip Distribution OUT						2%								11%	1%	9%
Restaurant Trips	0	0	9	2	3	13	0	0	0	0	1	0	0	1	0	1
Pass-By Trips	0	0	-15	15	0	5	-5	0	0	0	0	0	0	5	0	15
Total Project Trips	0	0	44	32	16	85	19	0	0	0	4	0	0	142	11	121
2022 Buildout Total	1	143	1,174	67	21	129	485	140	0	155	38	109	0	235	45	229

INTERSECTION VOLUME DEVELOPMENT

Peachtree Dunwoody Road at Abernathy Road AM PEAK HOUR

Description	Peachtree Dunwoody Rd Northbound				Peachtree Dunwoody Rd Southbound				Abernathy Rd Eastbound				Abernathy Rd Westbound			
	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes	0	142	281	4	0	121	319	351	0	733	1,610	858	0	13	958	215
Pedestrians		1				30				5				3		
Conflicting Pedestrians		5		3		3		5		30		1		1		30
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.96				0.90				0.93				0.95			
Adjustment																
Adjusted 2016 Volumes	0	142	281	4	0	121	319	351	0	733	1610	858	0	13	958	215
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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
DRI #2334 Northpark		90	14				64					647				
DRI #2501 Park Center		3	7			3	8				41	20			9	
DRI #2494 Glenridge		8	2				4	19		14	31	17			51	
2022 Background Traffic	0	252	321	4	0	131	415	392	0	792	1,781	1,595	0	14	1,077	228
Project Trips																
Trip Distribution IN							4%				26%	13%				
Trip Distribution OUT		8%	4%												31%	
Residential Trips	0	22	11	0	0	0	3	0	0	0	22	11	0	0	84	0
Trip Distribution IN						1%	4%				20%	16%				
Trip Distribution OUT		15%	5%												21%	
Office Trips	0	12	4	0	0	10	40	0	0	0	199	159	0	0	17	0
Trip Distribution IN						1%	4%				20%	16%				
Trip Distribution OUT		15%	5%												21%	
Retail Trips	0	5	2	0	0	1	2	0	0	0	11	9	0	0	7	0
Trip Distribution IN						1%	4%				20%	16%				
Trip Distribution OUT		15%	5%												21%	
Restaurant Trips	0	9	3	0	0	1	3	0	0	0	14	11	0	0	12	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	48	20	0	0	12	48	0	0	0	246	190	0	0	120	0
2022 Buildout Total	0	300	341	4	0	143	463	392	0	792	2,027	1,785	0	14	1,197	228

PM PEAK HOUR

Description	Peachtree Dunwoody Rd Northbound				Peachtree Dunwoody Rd Southbound				Abernathy Rd Eastbound				Abernathy Rd Westbound			
	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes	0	541	524	12	0	143	196	630	0	235	1,073	176	0	15	1,854	277
Pedestrians		1				28				2				2		
Conflicting Pedestrians		2		2		2		2		28		1		1		28
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.97				0.92				0.91				0.94			
Adjustment																
Adjusted 2016 Volumes	0	541	524	12	0	143	196	630	0	235	1073	176	0	15	1854	277
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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
DRI #2334 Northpark		256	69				23					278				
DRI #2501 Park Center		6	11			1	1				17	5			40	
DRI #2494 Glenridge		8					2	18		22	50	26			50	
2022 Background Traffic	0	844	636	13	0	153	234	687	0	271	1,206	496	0	16	2,058	294
Project Trips																
Trip Distribution IN							4%				26%	13%				
Trip Distribution OUT		8%	4%												31%	
Residential Trips	0	8	4	0	0	0	6	0	0	0	40	20	0	0	32	0
Trip Distribution IN						1%	4%				20%	16%				
Trip Distribution OUT		15%	5%												21%	
Office Trips	0	152	51	0	0	2	8	0	0	0	40	32	0	0	213	0
Trip Distribution IN						1%	4%				20%	16%				
Trip Distribution OUT		15%	5%												21%	
Retail Trips	0	15	5	0	0	1	5	0	0	0	25	20	0	0	21	0
Trip Distribution IN						1%	4%				20%	16%				
Trip Distribution OUT		15%	5%												21%	
Restaurant Trips	0	2	1	0	0	1	3	0	0	0	17	13	0	0	2	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	177	61	0	0	4	22	0	0	0	122	85	0	0	268	0
2022 Buildout Total	0	1,021	697	13	0	157	256	687	0	271	1,328	581	0	16	2,326	294

INTERSECTION VOLUME DEVELOPMENT

Perimeter Center West at Central Parkway / Crown Pointe Parkway AM PEAK HOUR

Description	Central Pkwy Northbound				Crown Pointe Pkwy Southbound				Perimeter Center West Eastbound				Perimeter Center West Westbound			
	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes	0	27	90	54	0	16	211	282	2	249	846	239	1	104	595	54
Pedestrians	2				9				5				3			
Conflicting Pedestrians		5		3		3		5		9		2		2		9
Heavy Vehicles																
Heavy Vehicle %	4%	4%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.74				0.90				0.93				0.95			
Adjustment																
Adjusted 2016 Volumes	0	27	90	54	0	16	211	282	2	249	846	239	1	104	595	54
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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
DRI #2334 Northpark								10		2	17				55	
DRI #2501 Park Center			2	1		4	2				50	2			9	1
DRI #2494 Glenridge			1				1	9		6	21				19	
2022 Background Traffic	0	29	99	58	0	21	227	318	2	272	986	256	1	110	715	58
Project Trips																
Trip Distribution IN								7%							20%	
Trip Distribution OUT									7%	20%						
Residential Trips	0	0	0	0	0	0	0	6	0	19	54	0	0	0	17	0
Trip Distribution IN								8%							18%	
Trip Distribution OUT									8%	18%						
Office Trips	0	0	0	0	0	0	0	80	0	7	15	0	0	0	179	0
Trip Distribution IN								8%							18%	
Trip Distribution OUT									8%	18%						
Retail Trips	0	0	0	0	0	0	0	4	0	3	6	0	0	0	10	0
Trip Distribution IN								8%							18%	
Trip Distribution OUT									8%	18%						
Restaurant Trips	0	0	0	0	0	0	0	5	0	5	10	0	0	0	12	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	95	0	34	85	0	0	0	218	0
2022 Buildout Total	0	29	99	58	0	21	227	413	2	306	1,071	256	1	110	933	58

PM PEAK HOUR

Description	Central Pkwy Northbound				Crown Pointe Pkwy Southbound				Perimeter Center West Eastbound				Perimeter Center West Westbound			
	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes	0	129	321	297	0	50	135	344	0	217	1,049	75	3	77	807	38
Pedestrians	9				3				8				3			
Conflicting Pedestrians		8		3		3		8		3		9		9		3
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.91				0.91				0.94				0.87			
Adjustment																
Adjusted 2016 Volumes	0	129	321	297	0	50	135	344	0	217	1049	75	3	77	807	38
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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
DRI #2334 Northpark								5		6	65				22	
DRI #2501 Park Center		1	3	1		1	2				18	2			39	2
DRI #2494 Glenridge			1				2	12		7	33			1	27	
2022 Background Traffic	0	138	345	316	0	54	147	382	0	243	1,230	82	3	83	945	42
Project Trips																
Trip Distribution IN								7%							20%	
Trip Distribution OUT									7%	20%						
Residential Trips	0	0	0	0	0	0	0	11	0	7	21	0	0	0	31	0
Trip Distribution IN								8%							18%	
Trip Distribution OUT									8%	18%						
Office Trips	0	0	0	0	0	0	0	16	0	81	183	0	0	0	36	0
Trip Distribution IN								8%							18%	
Trip Distribution OUT									8%	18%						
Retail Trips	0	0	0	0	0	0	0	10	0	8	18	0	0	0	22	0
Trip Distribution IN								8%							18%	
Trip Distribution OUT									8%	18%						
Restaurant Trips	0	0	0	0	0	0	0	7	0	1	2	0	0	0	15	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	44	0	97	224	0	0	0	104	0
2022 Buildout Total	0	138	345	316	0	54	147	426	0	340	1,454	82	3	83	1,049	42

INTERSECTION VOLUME DEVELOPMENT

Peachtree Dunwoody Road at Crestline Parkway / Central Parkway AM PEAK HOUR

Description	Peachtree Dunwoody Rd Northbound				Peachtree Dunwoody Rd Southbound				Crestline Pkwy Eastbound				Central Pkwy Westbound			
	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes	29	42	448	171	0	485	750	8	0	4	123	133	0	105	18	26
Pedestrians	10				6				11				12			
Conflicting Pedestrians		11		12		12		11		6		10		10		6
Heavy Vehicles																
Heavy Vehicle %	3%	3%	2%	2%	2%	2%	2%	13%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.97				0.94				0.88				0.85			
Adjustment																
Adjusted 2016 Volumes	29	42	448	171	0	485	750	8	0	4	123	133	0	105	18	26
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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
DRI #2334 Northpark		26	104				32					30				
DRI #2501 Park Center		2	16	3			38					5		4		
DRI #2494 Glenridge		1	9				20				1	2			1	
2022 Background Traffic	31	74	605	185	0	515	886	8	0	4	132	178	0	115	20	28
Project Trips																
Trip Distribution IN			15%													
Trip Distribution OUT							15%									
Residential Trips	0	0	13	0	0	0	41	0	0	0	0	0	0	0	0	0
Trip Distribution IN			13%													
Trip Distribution OUT							13%									
Office Trips	0	0	129	0	0	0	11	0	0	0	0	0	0	0	0	0
Trip Distribution IN			13%													
Trip Distribution OUT							13%									
Retail Trips	0	0	7	0	0	0	4	0	0	0	0	0	0	0	0	0
Trip Distribution IN			13%													
Trip Distribution OUT							13%									
Restaurant Trips	0	0	9	0	0	0	8	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	158	0	0	0	64	0	0	0	0	0	0	0	0	0
2022 Buildout Total	31	74	763	185	0	515	950	8	0	4	132	178	0	115	20	28

PM PEAK HOUR

Description	Peachtree Dunwoody Rd Northbound				Peachtree Dunwoody Rd Southbound				Crestline Pkwy Eastbound				Central Pkwy Westbound			
	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes	87	282	936	230	1	59	390	35	0	2	45	91	0	154	205	246
Pedestrians	13				5				9				5			
Conflicting Pedestrians		9		5		5		9		5		13		13		5
Heavy Vehicles																
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.96				0.96				0.75				0.88			
Adjustment																
Adjusted 2016 Volumes	87	282	936	230	1	59	390	35	0	2	45	91	0	154	205	246
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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
DRI #2334 Northpark		9	44				126					126				
DRI #2501 Park Center		7	24	5			12					3		4		
DRI #2494 Glenridge		4	9				28				1	2			3	
2022 Background Traffic	92	319	1,071	249	1	63	580	37	0	2	49	228	0	167	221	261
Project Trips																
Trip Distribution IN			15%													
Trip Distribution OUT							15%									
Residential Trips	0	0	23	0	0	0	15	0	0	0	0	0	0	0	0	0
Trip Distribution IN			13%													
Trip Distribution OUT							13%									
Office Trips	0	0	26	0	0	0	132	0	0	0	0	0	0	0	0	0
Trip Distribution IN			13%													
Trip Distribution OUT							13%									
Retail Trips	0	0	16	0	0	0	13	0	0	0	0	0	0	0	0	0
Trip Distribution IN			13%													
Trip Distribution OUT							13%									
Restaurant Trips	0	0	11	0	0	0	1	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	76	0	0	0	161	0	0	0	0	0	0	0	0	0
2022 Buildout Total	92	319	1,147	249	1	63	741	37	0	2	49	228	0	167	221	261

INTERSECTION VOLUME DEVELOPMENT

Mount Vernon Highway at Crestline Parkway AM PEAK HOUR

Description	Crestline Parkway Northbound				Southbound				Mount Vernon Hwy Eastbound				Mount Vernon Hwy Westbound			
	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes	0	56	0	55					0	0	477	186	3	18	537	0
Pedestrians		13				0				0				1		
Conflicting Pedestrians		0		1		1		0		0		13		13		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.93								0.80				0.83		
Adjustment																
Adjusted 2016 Volumes	0	56	0	55	0	0	0	0	0	0	477	186	3	18	537	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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
DRI #2334 Northpark			26			141	30	59		243					212	306
DRI #2501 Park Center		2								4	5				2	
DRI #2494 Glenridge		2								9	3				14	
2022 Background Traffic	0	63	26	58	0	141	30	59	0	243	519	205	3	19	798	306
Project Trips																
Trip Distribution IN										8%						
Trip Distribution OUT														8%		
Residential Trips	0	0	0	0	0	0	0	0	0	0	7	0	0	0	22	0
Trip Distribution IN										9%						
Trip Distribution OUT														9%		
Office Trips	0	0	0	0	0	0	0	0	0	0	89	0	0	0	7	0
Trip Distribution IN										9%						
Trip Distribution OUT														9%		
Retail Trips	0	0	0	0	0	0	0	0	0	0	5	0	0	0	3	0
Trip Distribution IN										9%						
Trip Distribution OUT														9%		
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	6	0	0	0	5	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	0	0	0	107	0	0	0	37	0
2022 Buildout Total	0	63	26	58	0	141	30	59	0	243	626	205	3	19	835	306

PM PEAK HOUR

Description	Crestline Parkway Northbound				Southbound				Mount Vernon Hwy Eastbound				Mount Vernon Hwy Westbound			
	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes	0	437	0	86					0	0	619	98	7	41	444	0
Pedestrians		4				0				0				0		
Conflicting Pedestrians		0		0		0		0		0		4		4		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.96								0.90				0.95		
Adjustment																
Adjusted 2016 Volumes	0	437	0	86	0	0	0	0	0	0	619	98	7	41	444	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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
DRI #2334 Northpark			13			520	126	311		119					109	152
DRI #2501 Park Center		7								2	3				2	
DRI #2494 Glenridge		7								16	3				8	
2022 Background Traffic	0	478	13	91	0	520	126	311	0	119	675	110	7	44	590	152
Project Trips																
Trip Distribution IN										8%						
Trip Distribution OUT														8%		
Residential Trips	0	0	0	0	0	0	0	0	0	0	12	0	0	0	8	0
Trip Distribution IN										9%						
Trip Distribution OUT														9%		
Office Trips	0	0	0	0	0	0	0	0	0	0	18	0	0	0	91	0
Trip Distribution IN										9%						
Trip Distribution OUT														9%		
Retail Trips	0	0	0	0	0	0	0	0	0	0	11	0	0	0	9	0
Trip Distribution IN										9%						
Trip Distribution OUT														9%		
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	8	0	0	0	1	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	0	0	0	49	0	0	0	109	0
2022 Buildout Total	0	478	13	91	0	520	126	311	0	119	724	110	7	44	699	152

INTERSECTION VOLUME DEVELOPMENT

Mount Vernon Highway at Barfield Road AM PEAK HOUR

Description	Barfield Rd Northbound				Barfield Rd Southbound				Mount Vernon Hwy Eastbound				Mount Vernon Hwy Westbound			
	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes	0	25	86	76	0	142	245	64	0	106	523	60	0	129	357	39
Pedestrians		4				2				3				2		
Conflicting Pedestrians		3		2		2		3		2		4		4		2
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.84				0.90				0.90				0.86		
Adjustment																
Adjusted 2016 Volumes	0	25	86	76	0	142	245	64	0	106	523	60	0	129	357	39
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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
DRI #2334 Northpark						178					65				19	133
DRI #2501 Park Center				1		2					6			1	2	1
DRI #2494 Glenridge			17			12	17									16
2022 Background Traffic	0	27	108	82	0	343	277	68	0	113	626	64	0	138	400	191
Project Trips																
Trip Distribution IN				2%							6%					
Trip Distribution OUT													2%	6%		
Residential Trips	0	0	0	2	0	0	0	0	0	0	5	0	0	5	16	0
Trip Distribution IN											9%					
Trip Distribution OUT															9%	
Office Trips	0	0	0	0	0	0	0	0	0	0	89	0	0	0	7	0
Trip Distribution IN											9%					
Trip Distribution OUT															9%	
Retail Trips	0	0	0	0	0	0	0	0	0	0	5	0	0	0	3	0
Trip Distribution IN											9%					
Trip Distribution OUT															9%	
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	6	0	0	0	5	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	2	0	0	0	0	0	0	105	0	0	5	31	0
2022 Buildout Total	0	27	108	84	0	343	277	68	0	113	731	64	0	143	431	191

PM PEAK HOUR

Description	Barfield Rd Northbound				Barfield Rd Southbound				Mount Vernon Hwy Eastbound				Mount Vernon Hwy Westbound			
	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes	0	119	285	119	0	100	152	121	0	169	495	27	0	78	588	233
Pedestrians		3				7				0				2		
Conflicting Pedestrians		0		2		2		0		7		3		3		7
Heavy Vehicles																
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.95				0.86				0.96				0.95		
Adjustment																
Adjusted 2016 Volumes	0	119	285	119	0	100	152	121	0	169	495	27	0	78	588	233
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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
DRI #2334 Northpark						71					27				71	520
DRI #2501 Park Center				1		1					3			1	6	2
DRI #2494 Glenridge			20			19	23									15
2022 Background Traffic	0	126	323	127	0	197	184	128	0	179	555	29	0	86	701	784
Project Trips																
Trip Distribution IN				2%							6%					
Trip Distribution OUT													2%	6%		
Residential Trips	0	0	0	3	0	0	0	0	0	0	9	0	0	2	6	0
Trip Distribution IN											9%					
Trip Distribution OUT															9%	
Office Trips	0	0	0	0	0	0	0	0	0	0	18	0	0	0	91	0
Trip Distribution IN											9%					
Trip Distribution OUT															9%	
Retail Trips	0	0	0	0	0	0	0	0	0	0	11	0	0	0	9	0
Trip Distribution IN											9%					
Trip Distribution OUT															9%	
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	8	0	0	0	1	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	3	0	0	0	0	0	0	46	0	0	2	107	0
2022 Buildout Total	0	126	323	130	0	197	184	128	0	179	601	29	0	86	808	784

INTERSECTION VOLUME DEVELOPMENT

Perimeter Center West at Perimeter Center Parkway / Olde Perimeter Way AM PEAK HOUR

Description	Perimeter Center Pkwy Northbound				Olde Perimeter Way Southbound				Perimeter Center West Eastbound				Perimeter Center West Westbound			
	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes	0	72	33	82	0	33	53	26	0	32	663	223	2	189	697	29
Pedestrians			1				1				4				6	
Conflicting Pedestrians		4		6		6		4		1		1		1		1
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.94				0.82				0.96				0.96		
Adjustment																
Adjusted 2016 Volumes	0	72	33	82	0	33	53	26	0	32	663	223	2	189	697	29
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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
DRI #2334 Northpark		15									10	7			40	
DRI #2501 Park Center		10	2	12			5				1	54		40		
DRI #2494 Glenridge		2						1		1	15	5			16	
2022 Background Traffic	0	103	37	99	0	35	61	29	0	35	730	303	2	241	796	31
Project Trips																
Trip Distribution IN		6%						2%							12%	
Trip Distribution OUT									2%	12%	6%					
Residential Trips	0	5	0	0	0	0	0	2	0	5	33	16	0	0	10	0
Trip Distribution IN		5%													13%	
Trip Distribution OUT										13%	5%					
Office Trips	0	50	0	0	0	0	0	0	0	0	11	4	0	0	129	0
Trip Distribution IN		5%													13%	
Trip Distribution OUT										13%	5%					
Retail Trips	0	3	0	0	0	0	0	0	0	0	4	2	0	0	7	0
Trip Distribution IN		5%													13%	
Trip Distribution OUT										13%	5%					
Restaurant Trips	0	3	0	0	0	0	0	0	0	0	8	3	0	0	9	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	61	0	0	0	0	0	2	0	5	56	25	0	0	155	0
2022 Buildout Total	0	164	37	99	0	35	61	31	0	40	786	328	2	241	951	31

PM PEAK HOUR

Description	Perimeter Center Pkwy Northbound				Olde Perimeter Way Southbound				Perimeter Center West Eastbound				Perimeter Center West Westbound			
	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes	0	279	143	364	0	44	84	45	0	96	978	406	4	143	747	93
Pedestrians			14				11				8				26	
Conflicting Pedestrians		8		26		26		8		11		14		14		11
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.93				0.82				0.99				0.97		
Adjustment																
Adjusted 2016 Volumes	0	279	143	364	0	44	84	45	0	96	978	406	4	143	747	93
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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
DRI #2334 Northpark		6									40	25			16	
DRI #2501 Park Center		41	15	40			4				19			5	1	
DRI #2494 Glenridge		7						1		2	22	9			20	
2022 Background Traffic	0	350	167	426	0	47	93	49	0	104	1,100	484	4	157	830	99
Project Trips																
Trip Distribution IN		6%						2%							12%	
Trip Distribution OUT									2%	12%	6%					
Residential Trips	0	9	0	0	0	0	0	3	0	2	12	6	0	0	18	0
Trip Distribution IN		5%													13%	
Trip Distribution OUT										13%	5%					
Office Trips	0	10	0	0	0	0	0	0	0	0	132	51	0	0	26	0
Trip Distribution IN		5%													13%	
Trip Distribution OUT										13%	5%					
Retail Trips	0	6	0	0	0	0	0	0	0	0	13	5	0	0	16	0
Trip Distribution IN		5%													13%	
Trip Distribution OUT										13%	5%					
Restaurant Trips	0	4	0	0	0	0	0	0	0	0	1	1	0	0	11	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	29	0	0	0	0	0	3	0	2	158	63	0	0	71	0
2022 Buildout Total	0	379	167	426	0	47	93	52	0	106	1,258	547	4	157	901	99

INTERSECTION VOLUME DEVELOPMENT

Peachtree Dunwoody Road at Driveway 3 AM PEAK HOUR

Description	Peachtree Dunwoody Rd Northbound				Peachtree Dunwoody Rd Southbound				Eastbound				Driveway 3 Westbound			
	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes			409				1,422									
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.89				0.91											
Adjustment																
Adjusted 2016 Volumes	0	0	409	0	0	0	1422	0	0	0	0	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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
DRI #2334 Northpark			104				32									
DRI #2501 Park Center			16				38									
DRI #2494 Glenridge			9				20									
2022 Background Traffic	0	0	563	0	0	0	1,599	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN			3%	8%			12%									
Trip Distribution OUT			5%				2%									22%
Residential Trips	0	0	17	7	0	0	15	0	0	0	0	0	0	0	0	60
Trip Distribution IN			4%	10%			19%									
Trip Distribution OUT			9%				2%									23%
Office Trips	0	0	47	99	0	0	191	0	0	0	0	0	0	0	0	19
Trip Distribution IN			4%	10%			19%									
Trip Distribution OUT			9%				2%									23%
Retail Trips	0	0	5	5	0	0	11	0	0	0	0	0	0	0	0	7
Trip Distribution IN			4%	10%			19%									
Trip Distribution OUT			9%				2%									23%
Restaurant Trips	0	0	8	7	0	0	14	0	0	0	0	0	0	0	0	13
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	77	118	0	0	231	0	0	0	0	0	0	0	0	99
2022 Buildout Total	0	0	640	118	0	0	1,830	0	0	0	0	0	0	0	0	99

PM PEAK HOUR

Description	Peachtree Dunwoody Rd Northbound				Peachtree Dunwoody Rd Southbound				Eastbound				Driveway 3 Westbound			
	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes			1,245				466									
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.93				0.93											
Adjustment																
Adjusted 2016 Volumes	0	0	1245	0	0	0	466	0	0	0	0	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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
DRI #2334 Northpark			44				126									
DRI #2501 Park Center			24				12									
DRI #2494 Glenridge			9				28									
2022 Background Traffic	0	0	1,399	0	0	0	661	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN			3%	8%			12%									
Trip Distribution OUT			5%				2%									22%
Residential Trips	0	0	10	12	0	0	20	0	0	0	0	0	0	0	0	23
Trip Distribution IN			4%	10%			19%									
Trip Distribution OUT			9%				2%									23%
Office Trips	0	0	99	20	0	0	58	0	0	0	0	0	0	0	0	234
Trip Distribution IN			4%	10%			19%									
Trip Distribution OUT			9%				2%									23%
Retail Trips	0	0	14	12	0	0	25	0	0	0	0	0	0	0	0	23
Trip Distribution IN			4%	10%			19%									
Trip Distribution OUT			9%				2%									23%
Restaurant Trips	0	0	4	8	0	0	16	0	0	0	0	0	0	0	0	3
Pass-By Trips	0	0	-10	10	0	0	0	0	0	0	0	0	0	0	0	10
Total Project Trips	0	0	117	62	0	0	119	0	0	0	0	0	0	0	0	293
2022 Buildout Total	0	0	1,516	62	0	0	780	0	0	0	0	0	0	0	0	293

INTERSECTION VOLUME DEVELOPMENT

Mount Vernon Highway at Driveway 4 AM PEAK HOUR

Description	Driveway 4 Northbound				Southbound				Mount Vernon Hwy Eastbound				Mount Vernon Hwy Westbound			
	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes											384				572	
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor											0.88				0.92	
Adjustment																
Adjusted 2016 Volumes	0	0	0	0	0	0	0	0	0	0	384	0	0	0	572	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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
DRI #2334 Northpark											59				205	
DRI #2501 Park Center											4				6	
DRI #2494 Glenridge											4				9	
2022 Background Traffic	0	0	0	0	0	0	0	0	0	0	475	0	0	0	827	0
Project Trips																
Trip Distribution IN											6%	14%			4%	
Trip Distribution OUT				6%							6%				1%	
Residential Trips	0	0	0	16	0	0	0	0	0	0	21	12	0	0	6	0
Trip Distribution IN											7%	14%			7%	
Trip Distribution OUT				10%							3%				2%	
Office Trips	0	0	0	8	0	0	0	0	0	0	72	139	0	0	72	0
Trip Distribution IN											7%	14%			7%	
Trip Distribution OUT				10%							3%				2%	
Retail Trips	0	0	0	3	0	0	0	0	0	0	5	8	0	0	5	0
Trip Distribution IN											7%	14%			7%	
Trip Distribution OUT				10%							3%				2%	
Restaurant Trips	0	0	0	6	0	0	0	0	0	0	7	10	0	0	6	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	33	0	0	0	0	0	0	105	169	0	0	89	0
2022 Buildout Total	0	0	0	33	0	0	0	0	0	0	580	169	0	0	916	0

PM PEAK HOUR

Description	Driveway 4 Northbound				Southbound				Mount Vernon Hwy Eastbound				Mount Vernon Hwy Westbound			
	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes											688				426	
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor											0.91				0.90	
Adjustment																
Adjusted 2016 Volumes	0	0	0	0	0	0	0	0	0	0	688	0	0	0	426	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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
DRI #2334 Northpark											226				86	
DRI #2501 Park Center											5				4	
DRI #2494 Glenridge											10				5	
2022 Background Traffic	0	0	0	0	0	0	0	0	0	0	971	0	0	0	547	0
Project Trips																
Trip Distribution IN											6%	20%			4%	
Trip Distribution OUT				6%							6%				1%	
Residential Trips	0	0	0	6	0	0	0	0	0	0	15	31	0	0	7	0
Trip Distribution IN											7%	14%			7%	
Trip Distribution OUT				10%							3%				2%	
Office Trips	0	0	0	102	0	0	0	0	0	0	44	28	0	0	34	0
Trip Distribution IN											7%	14%			7%	
Trip Distribution OUT				10%							3%				2%	
Retail Trips	0	0	0	10	0	0	0	0	0	0	12	17	0	0	11	0
Trip Distribution IN											7%	14%			7%	
Trip Distribution OUT				10%							3%				2%	
Restaurant Trips	0	0	0	1	0	0	0	0	0	0	6	12	0	0	6	0
Pass-By Trips	0	0	0	7	0	0	0	0	0	0	-7	7	0	0	0	0
Total Project Trips	0	0	0	126	0	0	0	0	0	0	70	95	0	0	58	0
2022 Buildout Total	0	0	0	126	0	0	0	0	0	0	1,041	95	0	0	605	0

INTERSECTION VOLUME DEVELOPMENT

Mount Vernon Highway at Driveway 5 AM PEAK HOUR

Description	Driveway 5 Northbound				Southbound				Mount Vernon Hwy Eastbound				Mount Vernon Hwy Westbound			
	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes											384				572	
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor											0.88				0.92	
Adjustment																
Adjusted 2016 Volumes	0	0	0	0	0	0	0	0	0	0	384	0	0	0	572	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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
DRI #2334 Northpark											59				205	
DRI #2501 Park Center											4				6	
DRI #2494 Glenridge											4				9	
2022 Background Traffic	0	0	0	0	0	0	0	0	0	0	475	0	0	0	827	0
Project Trips																
Trip Distribution IN												6%			4%	
Trip Distribution OUT				13%							12%				1%	
Residential Trips	0	0	0	35	0	0	0	0	0	0	33	5	0	0	6	0
Trip Distribution IN												7%			7%	
Trip Distribution OUT				21%							13%				2%	
Office Trips	0	0	0	17	0	0	0	0	0	0	11	70	0	0	72	0
Trip Distribution IN												7%			7%	
Trip Distribution OUT				21%							13%				2%	
Retail Trips	0	0	0	7	0	0	0	0	0	0	4	4	0	0	5	0
Trip Distribution IN												7%			7%	
Trip Distribution OUT				21%							13%				2%	
Restaurant Trips	0	0	0	12	0	0	0	0	0	0	8	5	0	0	6	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	71	0	0	0	0	0	0	56	84	0	0	89	0
2022 Buildout Total	0	0	0	71	0	0	0	0	0	0	531	84	0	0	916	0

PM PEAK HOUR

Description	Driveway 5 Northbound				Southbound				Mount Vernon Hwy Eastbound				Mount Vernon Hwy Westbound			
	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes											688				426	
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor											0.91				0.90	
Adjustment																
Adjusted 2016 Volumes	0	0	0	0	0	0	0	0	0	0	688	0	0	0	426	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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
DRI #2334 Northpark											226				86	
DRI #2501 Park Center											5				4	
DRI #2494 Glenridge											10				5	
2022 Background Traffic	0	0	0	0	0	0	0	0	0	0	971	0	0	0	547	0
Project Trips																
Trip Distribution IN												6%			4%	
Trip Distribution OUT				13%							12%				1%	
Residential Trips	0	0	0	13	0	0	0	0	0	0	12	9	0	0	7	0
Trip Distribution IN												7%			7%	
Trip Distribution OUT				21%							13%				2%	
Office Trips	0	0	0	213	0	0	0	0	0	0	132	14	0	0	34	0
Trip Distribution IN												7%			7%	
Trip Distribution OUT				21%							13%				2%	
Retail Trips	0	0	0	21	0	0	0	0	0	0	13	9	0	0	11	0
Trip Distribution IN												7%			7%	
Trip Distribution OUT				21%							13%				2%	
Restaurant Trips	0	0	0	2	0	0	0	0	0	0	1	6	0	0	6	0
Pass-By Trips	0	0	0	6	0	0	0	0	0	0	-6	6	0	0	0	0
Total Project Trips	0	0	0	255	0	0	0	0	0	0	152	44	0	0	58	0
2022 Buildout Total	0	0	0	255	0	0	0	0	0	0	1,123	44	0	0	605	0

INTERSECTION VOLUME DEVELOPMENT

Perimeter Center West at Driveway 6 AM PEAK HOUR

Description	Driveway 6 Northbound				Southbound				Perimeter Center West Eastbound				Perimeter Center West Westbound			
	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes											1,717				766	
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor											0.92				0.95	
Adjustment																
Adjusted 2016 Volumes	0	0	0	0	0	0	0	0	0	0	1717	0	0	0	766	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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
DRI #2334 Northpark											19				65	
DRI #2501 Park Center											52				9	
DRI #2494 Glenridge											27				28	
2022 Background Traffic	0	0	0	0	0	0	0	0	0	0	1,921	0	0	0	915	0
Project Trips																
Trip Distribution IN											19%	10%				
Trip Distribution OUT				7%							10%				24%	
Residential Trips	0	0	0	19	0	0	0	0	0	0	43	9	0	0	65	0
Trip Distribution IN											15%	8%				
Trip Distribution OUT				7%							9%				7%	
Office Trips	0	0	0	6	0	0	0	0	0	0	156	80	0	0	6	0
Trip Distribution IN											15%	8%				
Trip Distribution OUT				7%							9%				7%	
Retail Trips	0	0	0	2	0	0	0	0	0	0	11	4	0	0	2	0
Trip Distribution IN											15%	8%				
Trip Distribution OUT				7%							9%				7%	
Restaurant Trips	0	0	0	4	0	0	0	0	0	0	15	5	0	0	4	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	31	0	0	0	0	0	0	225	98	0	0	77	0
2022 Buildout Total	0	0	0	31	0	0	0	0	0	0	2,146	98	0	0	992	0

PM PEAK HOUR

Description	Driveway 6 Northbound				Southbound				Perimeter Center West Eastbound				Perimeter Center West Westbound			
	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes											1,158				1,747	
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor											0.90				0.95	
Adjustment																
Adjusted 2016 Volumes	0	0	0	0	0	0	0	0	0	0	1158	0	0	0	1747	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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
DRI #2334 Northpark											71				27	
DRI #2501 Park Center											20				40	
DRI #2494 Glenridge											40				39	
2022 Background Traffic	0	0	0	0	0	0	0	0	0	0	1,360	0	0	0	1,960	0
Project Trips																
Trip Distribution IN											19%	10%				
Trip Distribution OUT				7%							10%				24%	
Residential Trips	0	0	0	7	0	0	0	0	0	0	39	15	0	0	25	0
Trip Distribution IN											15%	8%				
Trip Distribution OUT				7%							9%				7%	
Office Trips	0	0	0	71	0	0	0	0	0	0	121	16	0	0	71	0
Trip Distribution IN											15%	8%				
Trip Distribution OUT				7%							9%				7%	
Retail Trips	0	0	0	7	0	0	0	0	0	0	27	10	0	0	7	0
Trip Distribution IN											15%	8%				
Trip Distribution OUT				7%							9%				7%	
Restaurant Trips	0	0	0	1	0	0	0	0	0	0	14	7	0	0	1	0
Pass-By Trips	0	0	0	23	0	0	0	0	0	0	-23	23	0	0	0	0
Total Project Trips	0	0	0	109	0	0	0	0	0	0	178	71	0	0	104	0
2022 Buildout Total	0	0	0	109	0	0	0	0	0	0	1,538	71	0	0	2,064	0

INTERSECTION VOLUME DEVELOPMENT - SUPPLEMENTAL ANALYSIS

Peachtree Dunwoody Road at Mount Vernon Highway AM PEAK HOUR

Description	Peachtree Dunwoody Rd Northbound				Peachtree Dunwoody Rd Southbound				Mount Vernon Hwy Eastbound				Mount Vernon Hwy Westbound			
	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes		40	262	104	2	11	1,045	128		154	270	153	4	242	290	14
Pedestrians		5					8					5				
Conflicting Pedestrians		5		4		4		5		8		5		5		8
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.88					0.89					0.89				
Adjustment																
Adjusted 2016 Volumes	0	40	262	104	2	11	1,045	128	0	154	270	153	4	242	290	14
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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
DRI #2334 Northpark		104				28	25	233		104	30	7			205	
DRI #2501 Park Center		2	10	4			28					4		6		
DRI #2494 Glenridge		1	8				17	4		2	4	3			9	
2022 Background Traffic	0	149	296	114	2	40	1,179	373	0	269	321	176	4	263	522	15
Project Trips																
Trip Distribution IN				3%		8%	9%				7%	1%	2%	2%		
Trip Distribution OUT	2%	7%	12%	6%											1%	
Residential Trips	4	15	27	15	0	6	6	0	0	0	5	1	1	1	2	0
Trip Distribution IN				4%		9%	11%				6%	3%	2%	5%		
Trip Distribution OUT	2%	7%	20%	3%											2%	
Office Trips	1	5	13	34	0	73	89	0	0	0	48	24	16	40	1	0
Trip Distribution IN				4%		9%	11%				6%	3%	2%	5%		
Trip Distribution OUT	2%	7%	20%	3%											2%	
Retail Trips	1	2	5	3	0	4	5	0	0	0	3	1	1	2	1	0
Trip Distribution IN				4%		9%	11%				6%	3%	2%	5%		
Trip Distribution OUT	2%	7%	20%	3%											2%	
Restaurant Trips	1	3	9	3	0	5	6	0	0	0	3	2	1	3	1	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	7	25	54	55	0	88	106	0	0	0	59	28	19	46	5	0
2022 Buildout Total	7	174	350	169	2	128	1,285	373	0	269	380	204	23	309	527	15

PM PEAK HOUR

Description	Peachtree Dunwoody Rd Northbound				Peachtree Dunwoody Rd Southbound				Mount Vernon Hwy Eastbound				Mount Vernon Hwy Westbound			
	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes	1	90	906	248	2	5	277	119	7	174	431	83	10	110	278	17
Pedestrians		6					5					14				
Conflicting Pedestrians		14		5		5		14		5		6		6		5
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.92					0.93					0.92				
Adjustment																
Adjusted 2016 Volumes	1	90	906	248	2	5	277	119	7	174	431	83	10	110	278	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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
DRI #2334 Northpark		44				99	98	100		345	126	28			86	
DRI #2501 Park Center		2	17	5			6					2		4		
DRI #2494 Glenridge		1	8				26	2		4	10	2			5	
2022 Background Traffic	1	143	987	268	2	104	424	228	7	534	594	120	11	121	386	18
Project Trips																
Trip Distribution IN				3%		8%	9%				7%	1%	2%	2%		
Trip Distribution OUT	2%	7%	12%	6%											1%	
Residential Trips	2	6	10	9	0	10	11	0	0	0	9	1	3	3	1	0
Trip Distribution IN				4%		9%	11%				6%	3%	2%	5%		
Trip Distribution OUT	2%	7%	20%	3%											2%	
Office Trips	17	58	165	31	0	14	18	0	0	0	10	5	3	8	17	0
Trip Distribution IN				4%		9%	11%				6%	3%	2%	5%		
Trip Distribution OUT	2%	7%	20%	3%											2%	
Retail Trips	2	6	16	6	0	9	11	0	0	0	6	3	2	5	2	0
Trip Distribution IN				4%		9%	11%				6%	3%	2%	5%		
Trip Distribution OUT	2%	7%	20%	3%											2%	
Restaurant Trips	0	1	2	3	0	6	7	0	0	0	4	2	1	3	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	21	71	193	49	0	39	47	0	0	0	29	11	9	19	20	0
2022 Buildout Total	22	214	1,180	317	2	143	471	228	7	534	623	131	20	140	406	18

INTERSECTION VOLUME DEVELOPMENT - SUPPLEMENTAL ANALYSIS

Perimeter Center West / Abernathy Road at Mount Vernon Highway AM PEAK HOUR

Description	Mount Vernon Hwy Northbound				Mount Vernon Hwy Southbound				Abernathy Rd Eastbound				Perimeter Center West Westbound			
	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes	3	19	262	95	1	199	505	568	3	269	1,381	24	2	61	641	65
Pedestrians		3				5				5				9		
Conflicting Pedestrians		5		9		9		5		5		3		3		5
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.87				0.88				0.93				0.96			
Adjustment																
Adjusted 2016 Volumes	3	19	262	95	1	199	505	568	3	269	1381	24	2	61	641	65
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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
DRI #2334 Northpark			40	19			142				65					
DRI #2501 Park Center			4			8	6				44				9	
DRI #2494 Glenridge			3	1			8	24		5	26			1	27	
2022 Background Traffic	3	20	325	121	1	219	692	627	3	356	1,536	25	2	66	716	69
Project Trips																
Trip Distribution IN						3%	4%				26%					
Trip Distribution OUT	1%	8%	6%	10%											23%	1%
Residential Trips	2	18	13	22	0	2	3	0	0	0	18	0	0	0	51	2
Trip Distribution IN						2%	7%				21%					
Trip Distribution OUT	2%	15%	8%	9%											6%	1%
Office Trips	1	10	5	6	0	16	56	0	0	0	169	0	0	0	4	1
Trip Distribution IN						2%	7%				21%					
Trip Distribution OUT	2%	15%	8%	9%											6%	1%
Retail Trips	1	4	2	2	0	1	3	0	0	0	9	0	0	0	2	0
Trip Distribution IN						2%	7%				21%					
Trip Distribution OUT	2%	15%	8%	9%											6%	1%
Restaurant Trips	1	7	4	4	0	1	4	0	0	0	12	0	0	0	3	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	5	39	24	34	0	20	66	0	0	0	208	0	0	0	60	3
2022 Buildout Total	8	59	349	155	1	239	758	627	3	356	1,744	25	2	66	776	72

PM PEAK HOUR

Description	Mount Vernon Hwy Northbound				Mount Vernon Hwy Southbound				Abernathy Rd Eastbound				Perimeter Center West Westbound			
	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes	1	75	448	158	4	94	339	508	0	302	897	20	2	77	1,583	94
Pedestrians		6				2				2				18		
Conflicting Pedestrians		2		18		18		2		2		6		6		2
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.91				0.90				0.90				0.97			
Adjustment																
Adjusted 2016 Volumes	1	75	448	158	4	94	339	508	0	302	897	20	2	77	1583	94
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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
DRI #2334 Northpark			155	71			58				27					
DRI #2501 Park Center			5			2	4				18				40	
DRI #2494 Glenridge			7	3			4	12		13	37			1	38	
2022 Background Traffic	1	80	643	242	4	102	426	551	0	361	1,007	21	2	83	1,758	100
Project Trips																
Trip Distribution IN						3%	4%				26%					
Trip Distribution OUT	1%	8%	6%	10%											23%	1%
Residential Trips	1	7	5	8	0	4	5	0	0	0	33	0	0	0	19	1
Trip Distribution IN						2%	7%				21%					
Trip Distribution OUT	2%	15%	8%	9%											6%	1%
Office Trips	17	124	66	74	0	3	11	0	0	0	34	0	0	0	50	8
Trip Distribution IN						2%	7%				21%					
Trip Distribution OUT	2%	15%	8%	9%											6%	1%
Retail Trips	2	12	7	7	0	2	7	0	0	0	21	0	0	0	5	1
Trip Distribution IN						2%	7%				21%					
Trip Distribution OUT	2%	15%	8%	9%											6%	1%
Restaurant Trips	0	1	1	1	0	1	5	0	0	0	14	0	0	0	1	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	20	144	79	90	0	10	28	0	0	0	102	0	0	0	75	10
2022 Buildout Total	21	224	722	332	4	112	454	551	0	361	1,109	21	2	83	1,833	110

INTERSECTION VOLUME DEVELOPMENT - SUPPLEMENTAL ANALYSIS

Perimeter Center West at Internal Roadway/Driveway 1 AM PEAK HOUR

Description	Internal Roadway/Driveway 1				MARTA Entrance				Perimeter Center West				Perimeter Center West			
	Northbound				Southbound				Eastbound				Westbound			
	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes	0	16	7	27	0	29	6	33	7	82	1,367	300	2	99	706	69
Pedestrians	11				51				33				110			
Conflicting Pedestrians	33		110		110		33		51		11		11		51	
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	3%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.89				0.74				0.92				0.95			
Adjustment																
Adjusted 2016 Volumes	0	16	7	27	0	29	6	33	7	82	1367	300	2	99	706	69
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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
DRI #2334 Northpark											19					65
DRI #2501 Park Center											52					9
DRI #2494 Glenridge											27					28
2022 Background Traffic	0	17	7	29	0	31	6	35	7	87	1,549	318	2	105	851	73
Project Trips																
Trip Distribution IN												19%		27%		
Trip Distribution OUT		24%		10%							17%					
Residential Trips	0	53	0	22	0	0	0	0	0	0	38	13	0	19	0	0
Trip Distribution IN							1%					15%		26%		
Trip Distribution OUT		7%	1%	10%							16%					
Office Trips	0	5	1	7	0	0	8	0	0	0	11	121	0	210	0	0
Trip Distribution IN							1%					15%		26%		
Trip Distribution OUT		7%	1%	10%							16%					
Retail Trips	0	2	0	3	0	0	0	0	0	0	4	7	0	11	0	0
Trip Distribution IN							1%					15%		26%		
Trip Distribution OUT		7%	1%	10%							16%					
Restaurant Trips	0	3	0	5	0	0	1	0	0	0	8	8	0	14	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	63	1	37	0	0	9	0	0	0	61	149	0	254	0	0
2022 Buildout Total	0	80	8	66	0	31	15	35	7	87	1,610	467	2	359	851	73

PM PEAK HOUR

Description	Internal Roadway/Driveway 1				MARTA Entrance				Perimeter Center West				Perimeter Center West			
	U-turn	Northbound Left	Through	Right	U-turn	Southbound Left	Through	Right	U-turn	Eastbound Left	Through	Right	U-turn	Westbound Left	Through	Right
Observed 2016 Traffic Volumes	0	236	12	187	0	32	9	99	6	37	1,098	23	1	34	1,396	19
Pedestrians	11				89				40				16			
Conflicting Pedestrians		40		16		16		40		89		11		11		89
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.88				0.73				0.90				0.94			
Adjustment																
Adjusted 2016 Volumes	0	236	12	187	0	32	9	99	6	37	1098	23	1	34	1396	19
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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
DRI #2334 Northpark											71				27	
DRI #2501 Park Center											20				40	
DRI #2494 Glenridge											40				39	
2022 Background Traffic	0	251	13	199	0	34	10	105	6	39	1,297	24	1	36	1,588	20
Project Trips																
Trip Distribution IN												19%		27%		
Trip Distribution OUT		24%		10%							17%					
Residential Trips	0	20	0	8	0	0	0	0	0	0	14	24	0	34	0	0
Trip Distribution IN							1%					15%		26%		
Trip Distribution OUT		7%	1%	10%							16%					
Office Trips	0	58	8	83	0	0	2	0	0	0	132	24	0	42	0	0
Trip Distribution IN							1%					15%		26%		
Trip Distribution OUT		7%	1%	10%							16%					
Retail Trips	0	6	1	8	0	0	1	0	0	0	13	15	0	26	0	0
Trip Distribution IN							1%					15%		26%		
Trip Distribution OUT		7%	1%	10%							16%					
Restaurant Trips	0	1	0	1	0	0	1	0	0	0	1	10	0	18	0	0
Pass-By Trips	0	14	0	10	0	0	0	0	0	0	-10	10	0	14	-14	0
Total Project Trips	0	99	9	110	0	0	4	0	0	0	150	83	0	134	-14	0
2022 Buildout Total	0	350	22	309	0	34	14	105	6	39	1,447	107	1	170	1,574	20

INTERSECTION VOLUME DEVELOPMENT - SUPPLEMENTAL ANALYSIS

Peachtree Dunwoody Road at Internal Roadway/Driveway 2 AM PEAK HOUR

Description	Peachtree Dunwoody Rd Northbound				Peachtree Dunwoody Rd Southbound				Mall Entrance Eastbound				Internal Roadway/Driveway 2 Westbound			
	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes	7	40	322	113	6	165	1,174	59	0	59	7	56	0	22	6	14
Pedestrians			3				2				2				6	
Conflicting Pedestrians		2		6		6		2		2		3		3		2
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor			0.91				0.94				0.95				0.88	
Adjustment																
Adjusted 2016 Volumes	7	40	322	113	6	165	1174	59	0	59	7	56	0	22	6	14
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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
DRI #2334 Northpark			104				32									
DRI #2501 Park Center			16				38									
DRI #2494 Glenridge			9				20									
2022 Background Traffic	7	42	471	120	6	175	1,336	63	0	63	7	59	0	23	6	15
Project Trips																
Trip Distribution IN			9%	6%	2%	10%										
Trip Distribution OUT						2%								13%		5%
Residential Trips	0	0	6	4	1	7	4	0	0	0	0	0	0	29	0	11
Trip Distribution IN			11%	2%	3%	16%					1%					
Trip Distribution OUT						2%								11%	1%	9%
Office Trips	0	0	89	16	24	129	1	0	0	0	8	0	0	7	1	6
Trip Distribution IN			11%	2%	3%	16%					1%					
Trip Distribution OUT						2%								11%	1%	9%
Retail Trips	0	0	5	1	1	7	1	0	0	0	0	0	0	3	0	2
Trip Distribution IN			11%	2%	3%	16%					1%					
Trip Distribution OUT						2%								11%	1%	9%
Restaurant Trips	0	0	6	1	2	9	1	0	0	0	1	0	0	5	0	4
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	106	22	28	152	7	0	0	0	9	0	0	44	1	23
2022 Buildout Total	7	42	577	142	34	327	1,343	63	0	63	16	59	0	67	7	38

PM PEAK HOUR

Description	Peachtree Dunwoody Rd Northbound				Peachtree Dunwoody Rd Southbound				Mall Entrance Eastbound				Internal Roadway/Driveway 2 Westbound			
	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes	1	135	992	33	5	41	283	132	0	146	32	103	0	88	32	102
Pedestrians			3				6				6				3	
Conflicting Pedestrians		6		3		3		6		6		3		3		6
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor			0.94				0.93				0.90				0.93	
Adjustment																
Adjusted 2016 Volumes	1	135	992	33	5	41	283	132	0	146	32	103	0	88	32	102
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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
DRI #2334 Northpark			44				126									
DRI #2501 Park Center			24				12									
DRI #2494 Glenridge			9				28									
2022 Background Traffic	1	143	1,130	35	5	44	466	140	0	155	34	109	0	93	34	108
Project Trips																
Trip Distribution IN			9%	6%	2%	10%										
Trip Distribution OUT						2%								13%		5%
Residential Trips	0	0	11	8	3	13	2	0	0	0	0	0	0	11	0	4
Trip Distribution IN			11%	2%	3%	16%					1%					
Trip Distribution OUT						2%								11%	1%	9%
Office Trips	0	0	18	3	5	26	17	0	0	0	2	0	0	91	8	74
Trip Distribution IN			11%	2%	3%	16%					1%					
Trip Distribution OUT						2%								11%	1%	9%
Retail Trips	0	0	11	2	3	16	2	0	0	0	1	0	0	9	1	7
Trip Distribution IN			11%	2%	3%	16%					1%					
Trip Distribution OUT						2%								11%	1%	9%
Restaurant Trips	0	0	7	1	2	11	0	0	0	0	1	0	0	1	0	1
Pass-By Trips	0	0	-12	12	0	4	-4	0	0	0	0	0	0	4	0	12
Total Project Trips	0	0	35	26	13	70	17	0	0	0	4	0	0	116	9	98
2022 Buildout Total	1	143	1,165	61	18	114	483	140	0	155	38	109	0	209	43	206

INTERSECTION VOLUME DEVELOPMENT - SUPPLEMENTAL ANALYSIS

Peachtree Dunwoody Road at Abernathy Road AM PEAK HOUR

Description	Peachtree Dunwoody Rd Northbound				Peachtree Dunwoody Rd Southbound				Abernathy Rd Eastbound				Abernathy Rd Westbound			
	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes	0	142	281	4	0	121	319	351	0	733	1,610	858	0	13	958	215
Pedestrians		1				30				5				3		
Conflicting Pedestrians		5		3		3		5		30		1		1		30
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.96				0.90				0.93				0.95			
Adjustment																
Adjusted 2016 Volumes	0	142	281	4	0	121	319	351	0	733	1610	858	0	13	958	215
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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
DRI #2334 Northpark		90	14				64					647				
DRI #2501 Park Center		3	7			3	8				41	20			9	
DRI #2494 Glenridge		8	2				4	19		14	31	17			51	
2022 Background Traffic	0	252	321	4	0	131	415	392	0	792	1,781	1,595	0	14	1,077	228
Project Trips																
Trip Distribution IN							4%				26%	13%				
Trip Distribution OUT		8%	4%												31%	
Residential Trips	0	18	9	0	0	0	3	0	0	0	18	9	0	0	69	0
Trip Distribution IN						1%	4%				20%	16%				
Trip Distribution OUT		15%	5%												21%	
Office Trips	0	10	3	0	0	8	32	0	0	0	161	129	0	0	14	0
Trip Distribution IN						1%	4%				20%	16%				
Trip Distribution OUT		15%	5%												21%	
Retail Trips	0	4	1	0	0	0	2	0	0	0	9	7	0	0	5	0
Trip Distribution IN						1%	4%				20%	16%				
Trip Distribution OUT		15%	5%												21%	
Restaurant Trips	0	7	2	0	0	1	2	0	0	0	11	9	0	0	10	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	39	15	0	0	9	39	0	0	0	199	154	0	0	98	0
2022 Buildout Total	0	291	336	4	0	140	454	392	0	792	1,980	1,749	0	14	1,175	228

PM PEAK HOUR

Description	Peachtree Dunwoody Rd Northbound				Peachtree Dunwoody Rd Southbound				Abernathy Rd Eastbound				Abernathy Rd Westbound			
	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes	0	541	524	12	0	143	196	630	0	235	1,073	176	0	15	1,854	277
Pedestrians		1				28				2				2		
Conflicting Pedestrians		2		2		2		2		28		1		1		28
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.97				0.92				0.91				0.94			
Adjustment																
Adjusted 2016 Volumes	0	541	524	12	0	143	196	630	0	235	1073	176	0	15	1854	277
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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
DRI #2334 Northpark		256	69				23					278				
DRI #2501 Park Center		6	11			1	1				17	5			40	
DRI #2494 Glenridge		8					2	18		22	50	26			50	
2022 Background Traffic	0	844	636	13	0	153	234	687	0	271	1,206	496	0	16	2,058	294
Project Trips																
Trip Distribution IN							4%				26%	13%				
Trip Distribution OUT		8%	4%												31%	
Residential Trips	0	7	3	0	0	0	5	0	0	0	33	16	0	0	26	0
Trip Distribution IN						1%	4%				20%	16%				
Trip Distribution OUT		15%	5%												21%	
Office Trips	0	124	41	0	0	2	6	0	0	0	32	26	0	0	173	0
Trip Distribution IN						1%	4%				20%	16%				
Trip Distribution OUT		15%	5%												21%	
Retail Trips	0	12	4	0	0	1	4	0	0	0	20	16	0	0	17	0
Trip Distribution IN						1%	4%				20%	16%				
Trip Distribution OUT		15%	5%												21%	
Restaurant Trips	0	1	0	0	0	1	3	0	0	0	14	11	0	0	2	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	144	48	0	0	4	18	0	0	0	99	69	0	0	218	0
2022 Buildout Total	0	988	684	13	0	157	252	687	0	271	1,305	565	0	16	2,276	294

INTERSECTION VOLUME DEVELOPMENT - SUPPLEMENTAL ANALYSIS

Perimeter Center West at Central Parkway / Crown Pointe Parkway AM PEAK HOUR

Description	Central Pkwy Northbound				Crown Pointe Pkwy Southbound				Perimeter Center West Eastbound				Perimeter Center West Westbound			
	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes	0	27	90	54	0	16	211	282	2	249	846	239	1	104	595	54
Pedestrians	2				9				5				3			
Conflicting Pedestrians		5		3		3		5		9		2		2		9
Heavy Vehicles																
Heavy Vehicle %	4%	4%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.74				0.90				0.93				0.95			
Adjustment																
Adjusted 2016 Volumes	0	27	90	54	0	16	211	282	2	249	846	239	1	104	595	54
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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
DRI #2334 Northpark								10		2	17				55	
DRI #2501 Park Center			2	1		4	2				50	2			9	1
DRI #2494 Glenridge			1				1	9		6	21				19	
2022 Background Traffic	0	29	99	58	0	21	227	318	2	272	986	256	1	110	715	58
Project Trips																
Trip Distribution IN								7%							20%	
Trip Distribution OUT									7%	20%						
Residential Trips	0	0	0	0	0	0	0	5	0	15	44	0	0	0	14	0
Trip Distribution IN								8%							18%	
Trip Distribution OUT									8%	18%						
Office Trips	0	0	0	0	0	0	0	65	0	5	12	0	0	0	145	0
Trip Distribution IN								8%							18%	
Trip Distribution OUT									8%	18%						
Retail Trips	0	0	0	0	0	0	0	4	0	2	5	0	0	0	8	0
Trip Distribution IN								8%							18%	
Trip Distribution OUT									8%	18%						
Restaurant Trips	0	0	0	0	0	0	0	4	0	4	8	0	0	0	10	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	78	0	26	69	0	0	0	177	0
2022 Buildout Total	0	29	99	58	0	21	227	396	2	298	1,055	256	1	110	892	58

PM PEAK HOUR

Description	Central Pkwy Northbound				Crown Pointe Pkwy Southbound				Perimeter Center West Eastbound				Perimeter Center West Westbound			
	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes	0	129	321	297	0	50	135	344	0	217	1,049	75	3	77	807	38
Pedestrians	9				3				8				3			
Conflicting Pedestrians		8		3		3		8		3		9		9		3
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.91				0.91				0.94				0.87			
Adjustment																
Adjusted 2016 Volumes	0	129	321	297	0	50	135	344	0	217	1049	75	3	77	807	38
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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
DRI #2334 Northpark								5		6	65				22	
DRI #2501 Park Center		1	3	1		1	2				18	2			39	2
DRI #2494 Glenridge			1				2	12		7	33			1	27	
2022 Background Traffic	0	138	345	316	0	54	147	382	0	243	1,230	82	3	83	945	42
Project Trips																
Trip Distribution IN								7%							20%	
Trip Distribution OUT									7%	20%						
Residential Trips	0	0	0	0	0	0	0	9	0	6	17	0	0	0	25	0
Trip Distribution IN								8%							18%	
Trip Distribution OUT									8%	18%						
Office Trips	0	0	0	0	0	0	0	13	0	66	149	0	0	0	29	0
Trip Distribution IN								8%							18%	
Trip Distribution OUT									8%	18%						
Retail Trips	0	0	0	0	0	0	0	8	0	7	15	0	0	0	18	0
Trip Distribution IN								8%							18%	
Trip Distribution OUT									8%	18%						
Restaurant Trips	0	0	0	0	0	0	0	5	0	1	2	0	0	0	12	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	35	0	80	183	0	0	0	84	0
2022 Buildout Total	0	138	345	316	0	54	147	417	0	323	1,413	82	3	83	1,029	42

INTERSECTION VOLUME DEVELOPMENT - SUPPLEMENTAL ANALYSIS

Peachtree Dunwoody Road at Crestline Parkway / Central Parkway AM PEAK HOUR

Description	Peachtree Dunwoody Rd Northbound				Peachtree Dunwoody Rd Southbound				Crestline Pkwy Eastbound				Central Pkwy Westbound			
	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes	29	42	448	171	0	485	750	8	0	4	123	133	0	105	18	26
Pedestrians	10				6				11				12			
Conflicting Pedestrians		11		12		12		11		6		10		10		6
Heavy Vehicles																
Heavy Vehicle %	3%	3%	2%	2%	2%	2%	2%	13%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.97				0.94				0.88				0.85			
Adjustment																
Adjusted 2016 Volumes	29	42	448	171	0	485	750	8	0	4	123	133	0	105	18	26
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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
DRI #2334 Northpark		26	104				32					30				
DRI #2501 Park Center		2	16	3			38					5		4		
DRI #2494 Glenridge		1	9				20				1	2			1	
2022 Background Traffic	31	74	605	185	0	515	886	8	0	4	132	178	0	115	20	28
Project Trips																
Trip Distribution IN			15%													
Trip Distribution OUT							15%									
Residential Trips	0	0	10	0	0	0	33	0	0	0	0	0	0	0	0	0
Trip Distribution IN			13%													
Trip Distribution OUT							13%									
Office Trips	0	0	105	0	0	0	9	0	0	0	0	0	0	0	0	0
Trip Distribution IN			13%													
Trip Distribution OUT							13%									
Retail Trips	0	0	6	0	0	0	3	0	0	0	0	0	0	0	0	0
Trip Distribution IN			13%													
Trip Distribution OUT							13%									
Restaurant Trips	0	0	7	0	0	0	6	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	128	0	0	0	51	0	0	0	0	0	0	0	0	0
2022 Buildout Total	31	74	733	185	0	515	937	8	0	4	132	178	0	115	20	28

PM PEAK HOUR

Description	Peachtree Dunwoody Rd Northbound				Peachtree Dunwoody Rd Southbound				Crestline Pkwy Eastbound				Central Pkwy Westbound			
	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes	87	282	936	230	1	59	390	35	0	2	45	91	0	154	205	246
Pedestrians	13				5				9				5			
Conflicting Pedestrians		9		5		5		9		5		13		13		5
Heavy Vehicles																
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.96				0.96				0.75				0.88			
Adjustment																
Adjusted 2016 Volumes	87	282	936	230	1	59	390	35	0	2	45	91	0	154	205	246
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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
DRI #2334 Northpark		9	44				126					126				
DRI #2501 Park Center		7	24	5			12					3		4		
DRI #2494 Glenridge		4	9				28				1	2			3	
2022 Background Traffic	92	319	1,071	249	1	63	580	37	0	2	49	228	0	167	221	261
Project Trips																
Trip Distribution IN			15%													
Trip Distribution OUT							15%									
Residential Trips	0	0	19	0	0	0	13	0	0	0	0	0	0	0	0	0
Trip Distribution IN			13%													
Trip Distribution OUT							13%									
Office Trips	0	0	21	0	0	0	107	0	0	0	0	0	0	0	0	0
Trip Distribution IN			13%													
Trip Distribution OUT							13%									
Retail Trips	0	0	13	0	0	0	11	0	0	0	0	0	0	0	0	0
Trip Distribution IN			13%													
Trip Distribution OUT							13%									
Restaurant Trips	0	0	9	0	0	0	1	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	62	0	0	0	132	0	0	0	0	0	0	0	0	0
2022 Buildout Total	92	319	1,133	249	1	63	712	37	0	2	49	228	0	167	221	261

INTERSECTION VOLUME DEVELOPMENT - SUPPLEMENTAL ANALYSIS

Mount Vernon Highway at Crestline Parkway AM PEAK HOUR

Description	Crestline Parkway Northbound				Southbound				Mount Vernon Hwy Eastbound				Mount Vernon Hwy Westbound			
	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes	0	56	0	55					0	0	477	186	3	18	537	0
Pedestrians		13				0				0				1		
Conflicting Pedestrians		0		1		1		0		0		13		13		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.93								0.80				0.83		
Adjustment																
Adjusted 2016 Volumes	0	56	0	55	0	0	0	0	0	0	477	186	3	18	537	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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
DRI #2334 Northpark			26			141	30	59			243				212	306
DRI #2501 Park Center		2									4	5			2	
DRI #2494 Glenridge		2									9	3			14	
2022 Background Traffic	0	63	26	58	0	141	30	59	0	243	519	205	3	19	798	306
Project Trips																
Trip Distribution IN											8%					
Trip Distribution OUT															8%	
Residential Trips	0	0	0	0	0	0	0	0	0	0	6	0	0	0	18	0
Trip Distribution IN											9%					
Trip Distribution OUT															9%	
Office Trips	0	0	0	0	0	0	0	0	0	0	73	0	0	0	6	0
Trip Distribution IN											9%					
Trip Distribution OUT															9%	
Retail Trips	0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0
Trip Distribution IN											9%					
Trip Distribution OUT															9%	
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	5	0	0	0	4	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	0	0	0	88	0	0	0	30	0
2022 Buildout Total	0	63	26	58	0	141	30	59	0	243	607	205	3	19	828	306

PM PEAK HOUR

Description	Crestline Parkway Northbound				Southbound				Mount Vernon Hwy Eastbound				Mount Vernon Hwy Westbound			
	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes	0	437	0	86					0	0	619	98	7	41	444	0
Pedestrians		4				0				0				0		
Conflicting Pedestrians		0		0		0		0		0		4		4		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.96								0.90				0.95		
Adjustment																
Adjusted 2016 Volumes	0	437	0	86	0	0	0	0	0	0	619	98	7	41	444	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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
DRI #2334 Northpark			13			520	126	311			119				109	152
DRI #2501 Park Center		7									2	3			2	
DRI #2494 Glenridge		7									16	3			8	
2022 Background Traffic	0	478	13	91	0	520	126	311	0	119	675	110	7	44	590	152
Project Trips																
Trip Distribution IN											8%					
Trip Distribution OUT															8%	
Residential Trips	0	0	0	0	0	0	0	0	0	0	10	0	0	0	7	0
Trip Distribution IN											9%					
Trip Distribution OUT															9%	
Office Trips	0	0	0	0	0	0	0	0	0	0	14	0	0	0	74	0
Trip Distribution IN											9%					
Trip Distribution OUT															9%	
Retail Trips	0	0	0	0	0	0	0	0	0	0	9	0	0	0	7	0
Trip Distribution IN											9%					
Trip Distribution OUT															9%	
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	6	0	0	0	1	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	0	0	0	39	0	0	0	89	0
2022 Buildout Total	0	478	13	91	0	520	126	311	0	119	714	110	7	44	679	152

INTERSECTION VOLUME DEVELOPMENT - SUPPLEMENTAL ANALYSIS

Mount Vernon Highway at Barfield Road AM PEAK HOUR

Description	Barfield Rd Northbound				Barfield Rd Southbound				Mount Vernon Hwy Eastbound				Mount Vernon Hwy Westbound			
	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes	0	25	86	76	0	142	245	64	0	106	523	60	0	129	357	39
Pedestrians		4				2				3				2		
Conflicting Pedestrians		3		2		2		3		2		4		4		2
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.84				0.90				0.90				0.86		
Adjustment																
Adjusted 2016 Volumes	0	25	86	76	0	142	245	64	0	106	523	60	0	129	357	39
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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
DRI #2334 Northpark						178					65				19	133
DRI #2501 Park Center				1		2					6			1	2	1
DRI #2494 Glenridge			17			12	17									16
2022 Background Traffic	0	27	108	82	0	343	277	68	0	113	626	64	0	138	400	191
Project Trips																
Trip Distribution IN				2%							6%					
Trip Distribution OUT													2%	6%		
Residential Trips	0	0	0	1	0	0	0	0	0	0	4	0	0	4	13	0
Trip Distribution IN											9%					
Trip Distribution OUT															9%	
Office Trips	0	0	0	0	0	0	0	0	0	0	73	0	0	0	6	0
Trip Distribution IN											9%					
Trip Distribution OUT															9%	
Retail Trips	0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0
Trip Distribution IN											9%					
Trip Distribution OUT															9%	
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	5	0	0	0	4	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	1	0	0	0	0	0	0	86	0	0	4	25	0
2022 Buildout Total	0	27	108	83	0	343	277	68	0	113	712	64	0	142	425	191

PM PEAK HOUR

Description	Barfield Rd Northbound				Barfield Rd Southbound				Mount Vernon Hwy Eastbound				Mount Vernon Hwy Westbound			
	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes	0	119	285	119	0	100	152	121	0	169	495	27	0	78	588	233
Pedestrians		3				7				0				2		
Conflicting Pedestrians		0		2		2		0		7		3		3		7
Heavy Vehicles																
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.95				0.86				0.96				0.95		
Adjustment																
Adjusted 2016 Volumes	0	119	285	119	0	100	152	121	0	169	495	27	0	78	588	233
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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
DRI #2334 Northpark						71					27				71	520
DRI #2501 Park Center				1		1					3			1	6	2
DRI #2494 Glenridge			20			19	23									15
2022 Background Traffic	0	126	323	127	0	197	184	128	0	179	555	29	0	86	701	784
Project Trips																
Trip Distribution IN				2%							6%					
Trip Distribution OUT													2%	6%		
Residential Trips	0	0	0	3	0	0	0	0	0	0	8	0	0	2	5	0
Trip Distribution IN											9%					
Trip Distribution OUT															9%	
Office Trips	0	0	0	0	0	0	0	0	0	0	14	0	0	0	74	0
Trip Distribution IN											9%					
Trip Distribution OUT															9%	
Retail Trips	0	0	0	0	0	0	0	0	0	0	9	0	0	0	7	0
Trip Distribution IN											9%					
Trip Distribution OUT															9%	
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	6	0	0	0	1	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	3	0	0	0	0	0	0	37	0	0	2	87	0
2022 Buildout Total	0	126	323	130	0	197	184	128	0	179	592	29	0	86	788	784

INTERSECTION VOLUME DEVELOPMENT - SUPPLEMENTAL ANALYSIS

Perimeter Center West at Perimeter Center Parkway / Olde Perimeter Way AM PEAK HOUR

Description	Perimeter Center Pkwy Northbound				Olde Perimeter Way Southbound				Perimeter Center West Eastbound				Perimeter Center West Westbound			
	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes	0	72	33	82	0	33	53	26	0	32	663	223	2	189	697	29
Pedestrians			1				1				4				6	
Conflicting Pedestrians		4		6		6		4		1		1		1		1
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.94				0.82				0.96				0.96		
Adjustment																
Adjusted 2016 Volumes	0	72	33	82	0	33	53	26	0	32	663	223	2	189	697	29
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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
DRI #2334 Northpark		15									10	7			40	
DRI #2501 Park Center		10	2	12			5				1	54		40		
DRI #2494 Glenridge		2						1		1	15	5			16	
2022 Background Traffic	0	103	37	99	0	35	61	29	0	35	730	303	2	241	796	31
Project Trips																
Trip Distribution IN		6%						2%							12%	
Trip Distribution OUT									2%	12%	6%					
Residential Trips	0	4	0	0	0	0	0	1	0	4	27	13	0	0	8	0
Trip Distribution IN		5%													13%	
Trip Distribution OUT											13%	5%				
Office Trips	0	40	0	0	0	0	0	0	0	0	9	3	0	0	105	0
Trip Distribution IN		5%													13%	
Trip Distribution OUT											13%	5%				
Retail Trips	0	2	0	0	0	0	0	0	0	0	3	1	0	0	6	0
Trip Distribution IN		5%													13%	
Trip Distribution OUT											13%	5%				
Restaurant Trips	0	3	0	0	0	0	0	0	0	0	6	2	0	0	7	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	49	0	0	0	0	0	1	0	4	45	19	0	0	126	0
2022 Buildout Total	0	152	37	99	0	35	61	30	0	39	775	322	2	241	922	31

PM PEAK HOUR

Description	Perimeter Center Pkwy Northbound				Olde Perimeter Way Southbound				Perimeter Center West Eastbound				Perimeter Center West Westbound			
	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes	0	279	143	364	0	44	84	45	0	96	978	406	4	143	747	93
Pedestrians			14				11				8				26	
Conflicting Pedestrians		8		26		26		8		11		14		14		11
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.93				0.82				0.99				0.97		
Adjustment																
Adjusted 2016 Volumes	0	279	143	364	0	44	84	45	0	96	978	406	4	143	747	93
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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
DRI #2334 Northpark		6									40	25			16	
DRI #2501 Park Center		41	15	40			4				19			5	1	
DRI #2494 Glenridge		7						1		2	22	9			20	
2022 Background Traffic	0	350	167	426	0	47	93	49	0	104	1,100	484	4	157	830	99
Project Trips																
Trip Distribution IN		6%						2%							12%	
Trip Distribution OUT									2%	12%	6%					
Residential Trips	0	8	0	0	0	0	0	3	0	2	10	5	0	0	15	0
Trip Distribution IN		5%													13%	
Trip Distribution OUT											13%	5%				
Office Trips	0	8	0	0	0	0	0	0	0	0	107	41	0	0	21	0
Trip Distribution IN		5%													13%	
Trip Distribution OUT											13%	5%				
Retail Trips	0	5	0	0	0	0	0	0	0	0	11	4	0	0	13	0
Trip Distribution IN		5%													13%	
Trip Distribution OUT											13%	5%				
Restaurant Trips	0	3	0	0	0	0	0	0	0	0	1	0	0	0	9	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	24	0	0	0	0	0	3	0	2	129	50	0	0	58	0
2022 Buildout Total	0	374	167	426	0	47	93	52	0	106	1,229	534	4	157	888	99

INTERSECTION VOLUME DEVELOPMENT - SUPPLEMENTAL ANALYSIS

Peachtree Dunwoody Road at Driveway 3 AM PEAK HOUR

Description	Peachtree Dunwoody Rd Northbound				Peachtree Dunwoody Rd Southbound				Eastbound				Driveway 3 Westbound			
	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes			409				1,422									
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.89				0.91											
Adjustment																
Adjusted 2016 Volumes	0	0	409	0	0	0	1422	0	0	0	0	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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
DRI #2334 Northpark			104				32									
DRI #2501 Park Center			16				38									
DRI #2494 Glenridge			9				20									
2022 Background Traffic	0	0	563	0	0	0	1,599	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN			3%	8%			12%									
Trip Distribution OUT			5%				2%									22%
Residential Trips	0	0	13	6	0	0	12	0	0	0	0	0	0	0	0	49
Trip Distribution IN			4%	10%			19%									
Trip Distribution OUT			9%				2%									23%
Office Trips	0	0	38	81	0	0	154	0	0	0	0	0	0	0	0	15
Trip Distribution IN			4%	10%			19%									
Trip Distribution OUT			9%				2%									23%
Retail Trips	0	0	4	4	0	0	9	0	0	0	0	0	0	0	0	6
Trip Distribution IN			4%	10%			19%									
Trip Distribution OUT			9%				2%									23%
Restaurant Trips	0	0	6	6	0	0	11	0	0	0	0	0	0	0	0	11
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	61	97	0	0	186	0	0	0	0	0	0	0	0	81
2022 Buildout Total	0	0	624	97	0	0	1,785	0	0	0	0	0	0	0	0	81

PM PEAK HOUR

Description	Peachtree Dunwoody Rd Northbound				Peachtree Dunwoody Rd Southbound				Eastbound				Driveway 3 Westbound			
	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes			1,245				466									
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.93				0.93											
Adjustment																
Adjusted 2016 Volumes	0	0	1245	0	0	0	466	0	0	0	0	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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
DRI #2334 Northpark			44				126									
DRI #2501 Park Center			24				12									
DRI #2494 Glenridge			9				28									
2022 Background Traffic	0	0	1,399	0	0	0	661	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN			3%	8%			12%									
Trip Distribution OUT			5%				2%									22%
Residential Trips	0	0	8	10	0	0	17	0	0	0	0	0	0	0	0	18
Trip Distribution IN			4%	10%			19%									
Trip Distribution OUT			9%				2%									23%
Office Trips	0	0	80	16	0	0	48	0	0	0	0	0	0	0	0	190
Trip Distribution IN			4%	10%			19%									
Trip Distribution OUT			9%				2%									23%
Retail Trips	0	0	11	10	0	0	21	0	0	0	0	0	0	0	0	19
Trip Distribution IN			4%	10%			19%									
Trip Distribution OUT			9%				2%									23%
Restaurant Trips	0	0	4	7	0	0	13	0	0	0	0	0	0	0	0	2
Pass-By Trips	0	0	-8	8	0	0	0	0	0	0	0	0	0	0	0	8
Total Project Trips	0	0	95	51	0	0	99	0	0	0	0	0	0	0	0	237
2022 Buildout Total	0	0	1,494	51	0	0	760	0	0	0	0	0	0	0	0	237

INTERSECTION VOLUME DEVELOPMENT - SUPPLEMENTAL ANALYSIS

Mount Vernon Highway at Driveway 4 AM PEAK HOUR

Description	Driveway 4 Northbound				Southbound				Mount Vernon Hwy Eastbound				Mount Vernon Hwy Westbound			
	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes											384				572	
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor											0.88				0.92	
Adjustment																
Adjusted 2016 Volumes	0	0	0	0	0	0	0	0	0	0	384	0	0	0	572	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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
DRI #2334 Northpark											59				205	
DRI #2501 Park Center											4				6	
DRI #2494 Glenridge											4				9	
2022 Background Traffic	0	0	0	0	0	0	0	0	0	0	475	0	0	0	827	0
Project Trips																
Trip Distribution IN											6%	14%			4%	
Trip Distribution OUT				6%							6%				1%	
Residential Trips	0	0	0	13	0	0	0	0	0	0	17	10	0	0	5	0
Trip Distribution IN											7%	14%			7%	
Trip Distribution OUT				10%							3%				2%	
Office Trips	0	0	0	7	0	0	0	0	0	0	58	113	0	0	57	0
Trip Distribution IN											7%	14%			7%	
Trip Distribution OUT				10%							3%				2%	
Retail Trips	0	0	0	3	0	0	0	0	0	0	4	6	0	0	4	0
Trip Distribution IN											7%	14%			7%	
Trip Distribution OUT				10%							3%				2%	
Restaurant Trips	0	0	0	5	0	0	0	0	0	0	5	8	0	0	5	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	28	0	0	0	0	0	0	84	137	0	0	71	0
2022 Buildout Total	0	0	0	28	0	0	0	0	0	0	559	137	0	0	898	0

PM PEAK HOUR

Description	Driveway 4 Northbound				Southbound				Mount Vernon Hwy Eastbound				Mount Vernon Hwy Westbound			
	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes											688				426	
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor											0.91				0.90	
Adjustment																
Adjusted 2016 Volumes	0	0	0	0	0	0	0	0	0	0	688	0	0	0	426	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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
DRI #2334 Northpark											226				86	
DRI #2501 Park Center											5				4	
DRI #2494 Glenridge											10				5	
2022 Background Traffic	0	0	0	0	0	0	0	0	0	0	971	0	0	0	547	0
Project Trips																
Trip Distribution IN											6%	20%			4%	
Trip Distribution OUT				6%							6%				1%	
Residential Trips	0	0	0	5	0	0	0	0	0	0	13	25	0	0	6	0
Trip Distribution IN											7%	14%			7%	
Trip Distribution OUT				10%							3%				2%	
Office Trips	0	0	0	83	0	0	0	0	0	0	36	23	0	0	28	0
Trip Distribution IN											7%	14%			7%	
Trip Distribution OUT				10%							3%				2%	
Retail Trips	0	0	0	8	0	0	0	0	0	0	9	14	0	0	9	0
Trip Distribution IN											7%	14%			7%	
Trip Distribution OUT				10%							3%				2%	
Restaurant Trips	0	0	0	1	0	0	0	0	0	0	5	10	0	0	5	0
Pass-By Trips	0	0	0	6	0	0	0	0	0	0	-6	6	0	0	0	0
Total Project Trips	0	0	0	103	0	0	0	0	0	0	57	78	0	0	48	0
2022 Buildout Total	0	0	0	103	0	0	0	0	0	0	1,028	78	0	0	595	0

INTERSECTION VOLUME DEVELOPMENT - SUPPLEMENTAL ANALYSIS

Mount Vernon Highway at Driveway 5 AM PEAK HOUR

Description	Driveway 5 Northbound				Southbound				Mount Vernon Hwy Eastbound				Mount Vernon Hwy Westbound			
	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes											384				572	
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor											0.88				0.92	
Adjustment																
Adjusted 2016 Volumes	0	0	0	0	0	0	0	0	0	0	384	0	0	0	572	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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
DRI #2334 Northpark											59				205	
DRI #2501 Park Center											4				6	
DRI #2494 Glenridge											4				9	
2022 Background Traffic	0	0	0	0	0	0	0	0	0	0	475	0	0	0	827	0
Project Trips																
Trip Distribution IN												6%			4%	
Trip Distribution OUT				13%							12%				1%	
Residential Trips	0	0	0	29	0	0	0	0	0	0	27	4	0	0	5	0
Trip Distribution IN												7%			7%	
Trip Distribution OUT				21%							13%				2%	
Office Trips	0	0	0	14	0	0	0	0	0	0	9	56	0	0	57	0
Trip Distribution IN												7%			7%	
Trip Distribution OUT				21%							13%				2%	
Retail Trips	0	0	0	5	0	0	0	0	0	0	3	3	0	0	4	0
Trip Distribution IN												7%			7%	
Trip Distribution OUT				21%							13%				2%	
Restaurant Trips	0	0	0	10	0	0	0	0	0	0	6	4	0	0	5	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	58	0	0	0	0	0	0	45	67	0	0	71	0
2022 Buildout Total	0	0	0	58	0	0	0	0	0	0	520	67	0	0	898	0

PM PEAK HOUR

Description	Driveway 5 Northbound				Southbound				Mount Vernon Hwy Eastbound				Mount Vernon Hwy Westbound			
	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes											688				426	
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor											0.91				0.90	
Adjustment																
Adjusted 2016 Volumes	0	0	0	0	0	0	0	0	0	0	688	0	0	0	426	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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
DRI #2334 Northpark											226				86	
DRI #2501 Park Center											5				4	
DRI #2494 Glenridge											10				5	
2022 Background Traffic	0	0	0	0	0	0	0	0	0	0	971	0	0	0	547	0
Project Trips																
Trip Distribution IN												6%			4%	
Trip Distribution OUT				13%							12%				1%	
Residential Trips	0	0	0	11	0	0	0	0	0	0	10	8	0	0	6	0
Trip Distribution IN												7%			7%	
Trip Distribution OUT				21%							13%				2%	
Office Trips	0	0	0	173	0	0	0	0	0	0	107	11	0	0	28	0
Trip Distribution IN												7%			7%	
Trip Distribution OUT				21%							13%				2%	
Retail Trips	0	0	0	17	0	0	0	0	0	0	11	7	0	0	9	0
Trip Distribution IN												7%			7%	
Trip Distribution OUT				21%							13%				2%	
Restaurant Trips	0	0	0	2	0	0	0	0	0	0	1	5	0	0	5	0
Pass-By Trips	0	0	0	5	0	0	0	0	0	0	-5	5	0	0	0	0
Total Project Trips	0	0	0	208	0	0	0	0	0	0	124	36	0	0	48	0
2022 Buildout Total	0	0	0	208	0	0	0	0	0	0	1,095	36	0	0	595	0

INTERSECTION VOLUME DEVELOPMENT - SUPPLEMENTAL ANALYSIS

Perimeter Center West at Driveway 6 AM PEAK HOUR

Description	Driveway 6 Northbound				Southbound				Perimeter Center West Eastbound				Perimeter Center West Westbound			
	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes											1,717				766	
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor											0.92				0.95	
Adjustment																
Adjusted 2016 Volumes	0	0	0	0	0	0	0	0	0	0	1717	0	0	0	766	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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
DRI #2334 Northpark											19				65	
DRI #2501 Park Center											52				9	
DRI #2494 Glenridge											27				28	
2022 Background Traffic	0	0	0	0	0	0	0	0	0	0	1,921	0	0	0	915	0
Project Trips																
Trip Distribution IN											19%	10%				
Trip Distribution OUT				7%							10%			24%		
Residential Trips	0	0	0	15	0	0	0	0	0	0	35	7	0	0	53	0
Trip Distribution IN											15%	8%				
Trip Distribution OUT				7%							9%			7%		
Office Trips	0	0	0	5	0	0	0	0	0	0	127	65	0	0	5	0
Trip Distribution IN											15%	8%				
Trip Distribution OUT				7%							9%			7%		
Retail Trips	0	0	0	2	0	0	0	0	0	0	9	4	0	0	2	0
Trip Distribution IN											15%	8%				
Trip Distribution OUT				7%							9%			7%		
Restaurant Trips	0	0	0	3	0	0	0	0	0	0	12	4	0	0	3	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	25	0	0	0	0	0	0	183	80	0	0	63	0
2022 Buildout Total	0	0	0	25	0	0	0	0	0	0	2,104	80	0	0	978	0

PM PEAK HOUR

Description	Driveway 6 Northbound				Southbound				Perimeter Center West Eastbound				Perimeter Center West Westbound			
	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes											1,158				1,747	
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor											0.90				0.95	
Adjustment																
Adjusted 2016 Volumes	0	0	0	0	0	0	0	0	0	0	1158	0	0	0	1747	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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
DRI #2334 Northpark											71				27	
DRI #2501 Park Center											20				40	
DRI #2494 Glenridge											40				39	
2022 Background Traffic	0	0	0	0	0	0	0	0	0	0	1,360	0	0	0	1,960	0
Project Trips																
Trip Distribution IN											19%	10%				
Trip Distribution OUT				7%							10%			24%		
Residential Trips	0	0	0	6	0	0	0	0	0	0	32	13	0	0	20	0
Trip Distribution IN											15%	8%				
Trip Distribution OUT				7%							9%			7%		
Office Trips	0	0	0	58	0	0	0	0	0	0	98	13	0	0	58	0
Trip Distribution IN											15%	8%				
Trip Distribution OUT				7%							9%			7%		
Retail Trips	0	0	0	6	0	0	0	0	0	0	22	8	0	0	6	0
Trip Distribution IN											15%	8%				
Trip Distribution OUT				7%							9%			7%		
Restaurant Trips	0	0	0	1	0	0	0	0	0	0	11	5	0	0	1	0
Pass-By Trips	0	0	0	18	0	0	0	0	0	0	-18	18	0	0	0	0
Total Project Trips	0	0	0	89	0	0	0	0	0	0	145	57	0	0	85	0
2022 Buildout Total	0	0	0	89	0	0	0	0	0	0	1,505	57	0	0	2,045	0

Appendix F

Programmed Project Fact Sheets

Short Title

REVIVE 285 - I-285 NORTH CORRIDOR HIGH CAPACITY RAIL SERVICE - PROTECTIVE RIGHT OF WAY ACQUISITION FROM CUMBERLAND/GALLERIA AREA TO PERIMETER CENTER

GDOT Project No.

0003534

Federal ID No.

N/A

Status

Long Range

Service Type

Transit / Rail Capital

Sponsor

GDOT

Jurisdiction

Regional - Perimeter

Analysis Level

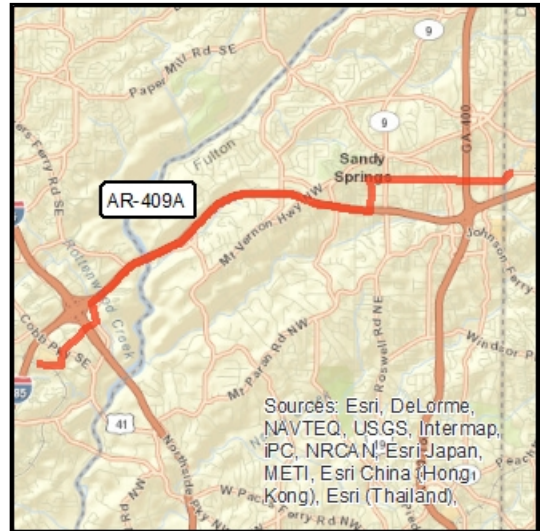
Exempt from Air Quality Analysis (40 CFR 93)

Existing Thru Lane

N/A

Planned Thru Lane

N/A



Network Year

2040

Corridor Length

8.9 miles

Detailed Description and Justification

This line item provides the funds set aside for protective right-of-way acquisition for the I-285 North corridor high capacity rail service from the Cumberland/Galleria area to Perimeter Center.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ROW	GA Department of Transportation Funds		LR 2031-2040	\$147,000,000	\$0,000	\$147,000,000	\$0,000	\$0,000
				\$147,000,000	\$0,000	\$147,000,000	\$0,000	\$0,000

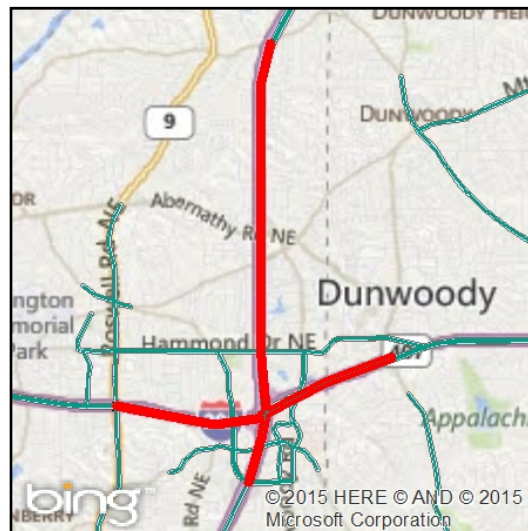
SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases



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



Short Title	I-285 INTERCHANGE AT SR 400 RECONSTRUCTION AND COLLECTOR-DISTRIBUTOR CONSTRUCTION PHASE
GDOT Project No.	0013546
Federal ID No.	N/A
Status	Programmed
Service Type	Roadway / Interchange Capacity
Sponsor	GDOT
Jurisdiction	Fulton County (North)
Analysis Level	In the Region's Air Quality Conformity Analysis



Existing Thru Lane

Planned Thru Lane

Network Year

Corridor Length miles

Detailed Description and Justification

This project contains the CST phases only for the I-285/SR 400 interchange reconstruction. Please see AR-957/PI#0000784 and FN-AR-100A/PI#721850 for PE and ROW programming details.

This project is to reconstruct the I-285/SR 400 interchange. It improves existing ramp connections between I-285 east and west and SR 400 north and south, in addition to constructing collector-distributor lanes on I-285 east and west and SR 400 north. The project does not preclude the addition of managed lane connections between I-285 and SR 400 in the future.

The project is also included within the scope of revive285 top end. Revive 285 top end is the name given to the improvement project on I-285 North from I-75 to I-85. Revive 285 serves as an umbrella for a number of isolated but critical near-term fixes in the project corridor, guiding these efforts in a way that provides the most benefit for the corridor and anticipates the transportation needs of future generations. This project will identify, evaluate, and possibly enhance the most appropriate projects and programs that provide safe and efficient travel along the I-285 corridor.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
CST	National Highway Performance Program (NHPP)		2016	\$39,420,000	\$17,568,160	\$21,851,840	\$0,000	\$0,000
CST	Local Jurisdiction/Municipality Funds		2017	\$2,000,000	\$0,000	\$0,000	\$0,000	\$2,000,000
CST	National Highway Performance Program (NHPP)		2017	\$6,910,000	\$5,528,000	\$1,382,000	\$0,000	\$0,000
CST	Public Private Partnership		2017	\$601,000,000	\$0,000	\$0,000	\$601,000,000	\$0,000
CST	State of Georgia		2017	\$12,750,000	\$0,000	\$12,750,000	\$0,000	\$0,000
CST	National Highway Performance Program (NHPP)		2018	\$112,280,000	\$82,833,579	\$29,446,421	\$0,000	\$0,000
CST	National Highway Performance Program (NHPP)		2019	\$101,660,000	\$51,818,478	\$39,841,522	\$0,000	\$10,000,000
CST	General Federal Aid 2020-2040		LR 2020-2030	\$800,000	\$640,000	\$160,000	\$0,000	\$0,000
P3RE PAY	National Highway Performance Program (NHPP)		LR 2020-2030	\$601,000,000	\$380,800,000	\$220,200,000	\$0,000	\$0,000
				\$876,820,000	\$158,388,217	\$105,431,783	\$601,000,000	\$12,000,000

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition
 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.



Short Title

REVIVE 285 - I-285 NORTH MANAGED LANES AND COLLECTOR/DISTRIBUTOR LANE IMPROVEMENTS FROM I-75 NORTH TO I-85 NORTH

GDOT Project No.

0001758

Federal ID No.

NHS00-0001-00(758)

Status

Programmed

Service Type

Roadway / Managed Lanes

Sponsor

GDOT

Jurisdiction

Regional - Perimeter

Analysis Level

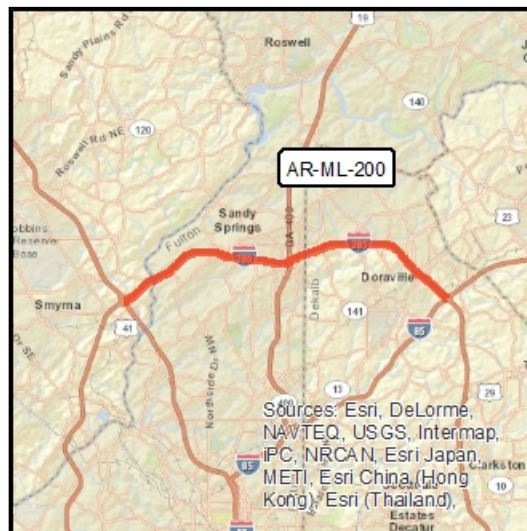
In the Region's Air Quality Conformity Analysis

Existing Thru Lane

0

Planned Thru Lane

4



Network Year

2030

Corridor Length

13.1 miles

Detailed Description and Justification

Revive 285 is the name given to the improvement project on I-285 North from I-75 to I-85. Revive 285 will serve as an umbrella for a number of isolated but critical near-term fixes in the project corridor, guiding these efforts in a way that provides the most benefit for the corridor and anticipates the transportation needs of future generations. This project will identify, evaluate, and possibly enhance the most appropriate projects and programs that provide safe and efficient travel along the I-285 corridor from the I-75/I-285 interchange in Cobb County to the I-285/I-85 interchange in DeKalb County. It will also develop and advance concepts through the environmental phase of Georgia DOT's PDP, including completion of an environmental document and receipt of a Record of Decision.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	National Highway System	AUTH	2003	\$1,000,000	\$800,000	\$200,000	\$0,000	\$0,000
PE	National Highway System	AUTH	2006	\$19,933,151	\$15,946,521	\$3,986,630	\$0,000	\$0,000
PE	Interstate Maintenance	AUTH	2007	\$1,250,000	\$1,125,000	\$125,000	\$0,000	\$0,000
PE	National Highway Performance Program (NHPP)		2015	\$5,000,000	\$4,500,000	\$500,000	\$0,000	\$0,000
PE	Interstate Maintenance		2016	\$1,500,000	\$1,350,000	\$150,000	\$0,000	\$0,000
PE	Interstate Maintenance		2017	\$1,500,000	\$1,350,000	\$150,000	\$0,000	\$0,000
ALL	General Federal Aid 2020-2040		LR 2020-2030	\$888,280,000	\$799,452,000	\$88,828,000	\$0,000	\$0,000
ALL	Toll Revenue Bonds		LR 2020-2030	\$733,320,000	\$0,000	\$0,000	\$733,320,000	\$0,000
				\$1,651,783,151	\$824,523,521	\$93,939,630	\$733,320,000	\$0,000

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition
 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.



Short Title

SR 400 MANAGED LANES FROM I-285 NORTH TO SR 20

GDOT Project No.

0001757/0008445

Federal ID No.

MSL00-0001-00(757)

Status

Long Range

Service Type

Roadway / Managed Lanes

Sponsor

GDOT

Jurisdiction

Regional - North

Analysis Level

In the Region's Air Quality Conformity Analysis

Existing Thru Lane

0

Planned Thru Lane

2/4

Network Year

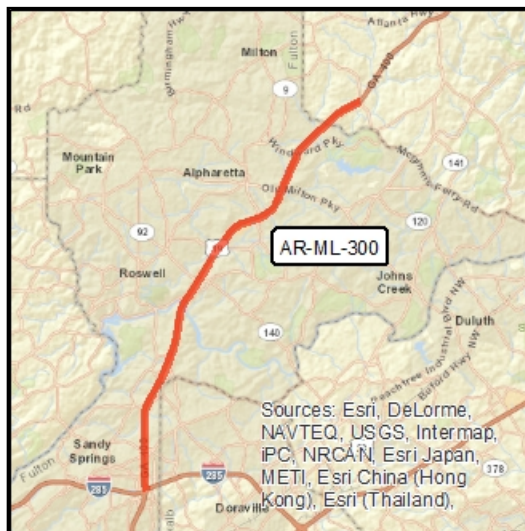
2040

Corridor Length

24 miles

Detailed Description and Justification

Project includes preliminary design of managed lanes along SR 400 between I-285 and SR 20. In this case, managed lanes means high occupancy toll lanes. Passenger vehicles not meeting an occupancy requirement use these lanes by paying a variable toll. Meanwhile, transit vehicles and passenger vehicles meeting the occupancy requirement can use the lanes for free. Two managed lanes in each direction (four total) are proposed between I-285 and Holcomb Bridge Road and one managed lane in each direction (two total) between Holcomb Bridge Road and McFarland Parkway. Managed lanes are designed to provide a reliable trip option for those that carpool, use a vanpool, take transit, or wish to pay to use the lane. Preliminary design will take approximately four years to complete and it is expected that plans will be completed by 2014.



Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	SRTA - Toll Revenue	AUTH	2011	\$8,000,000	\$0,000	\$0,000	\$0,000	\$8,000,000
ALL	General Federal Aid 2020-2040		LR 2031-2040	\$497,738,337	\$398,190,670	\$99,547,667	\$0,000	\$0,000
ALL	Toll Revenue Bonds		LR 2031-2040	\$407,240,458	\$0,000	\$0,000	\$407,240,458	\$0,000
				\$912,978,795	\$398,190,670	\$99,547,667	\$407,240,458	\$8,000,000

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition
 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.



Short Title	HAMMOND DRIVE WIDENING FROM SR 9 (ROSWELL ROAD) TO GLENRIDGE DRIVE
GDOT Project No.	0009981
Federal ID No.	N/A
Status	Long Range
Service Type	Roadway / General Purpose Capacity
Sponsor	City of Sandy Springs
Jurisdiction	Fulton County (North)
Analysis Level	In the Region's Air Quality Conformity Analysis



Existing Thru Lane	2
Planned Thru Lane	4

Network Year	2040
Corridor Length	0.9 miles

Detailed Description and Justification

This project will widen Hammond drive from 2 to 4 lanes from SR 9 (Roswell Road) to Glenridge Drive.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	General Federal Aid 2020-2040		LR 2031-2040	\$15,000,000	\$12,000,000	\$0,000	\$0,000	\$3,000,000
				\$15,000,000	\$12,000,000	\$0,000	\$0,000	\$3,000,000

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

Short Title

SR 9 (ROSWELL ROAD) - ITS SYSTEM
EXPANSION/CONGESTION REDUCTION AND TRAFFIC
FLOW IMPROVEMENTS FROM ATLANTA CITY LIMITS TO
ABERNATHY ROAD

GDOT Project No.

0012629

Federal ID No.

N/A

Status

Programmed

Service Type

Roadway / Operations & Safety

Sponsor

City of Sandy Springs

Jurisdiction

Fulton County (North)

Analysis Level

Exempt from Air Quality Analysis (40 CFR 93)

Existing Thru Lane

4

Planned Thru Lane

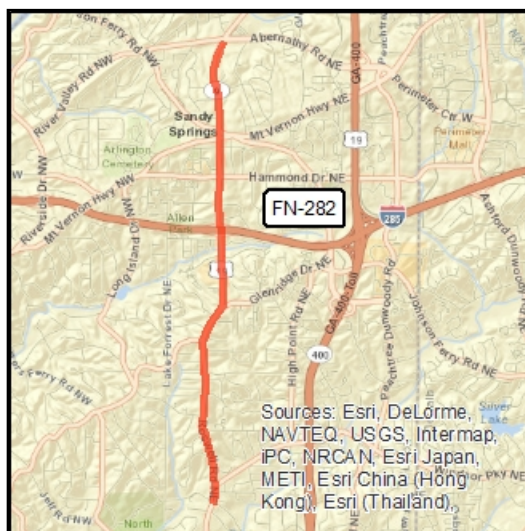
4

Network Year

2020

Corridor Length

4.3 miles



Detailed Description and Justification

This project extends along SR 9 (Roswell Road) from City of Atlanta limits to Vernon Woods Drive and will install traffic adaptive signal management, enhanced vehicle counting stations and provide additional system vehicle detection as required. Intersection upgrades will be limited to components necessary to operate the traffic adaptive application. This project was identified in the adopted 2008 Sandy Springs Transportation Master Plan as projects A2, A3, and A4. The project is being funded under the Roadway Operations and Safety Program, a regional program defined in PLAN 2040 to make smaller-scale improvements along existing roadways which are the most critical for cross-jurisdictional travel. With the exception of certain systemwide programs with broad benefits across a defined geographic area, eligibility under this program is limited to facilities on the Regional Strategic Transportation System, with additional priority given to those also identified as a Regional Thoroughfare. Roswell Road is designated as a Level 1 Regional Thoroughfare.

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	\$150,000	\$120,000	\$0,000	\$0,000	\$30,000
CST	Congestion Mitigation & Air Quality Improvement (CMAQ)		2016	\$1,878,026	\$1,502,421	\$0,000	\$0,000	\$375,605
				\$2,028,026	\$1,622,421	\$0,000	\$0,000	\$405,605

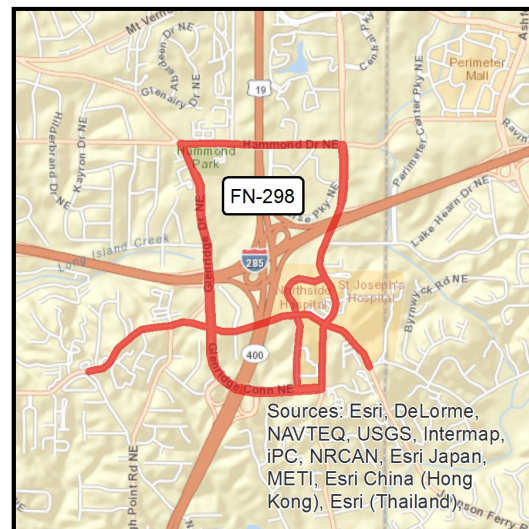
SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition
UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases



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



Short Title	GLENRIDGE DRIVE, HAMMOND DRIVE AND PEACHTREE DUNWOODY ROAD - ATMS SYSTEM EXPANSION
GDOT Project No.	0013141
Federal ID No.	N/A
Status	Programmed
Service Type	Roadway / Operations & Safety
Sponsor	City of Sandy Springs
Jurisdiction	Fulton County (North)
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	5.4 miles

Detailed Description and Justification

The purpose of the project is to provide Intelligent Traffic System (ITS) upgrades within the Perimeter Center area in the City of Sandy Springs. The Glenridge-Hammond-Peachtree Dunwoody Advanced Transportation Management System (ATMS) project would install and implement an adaptive traffic signal control system along several major roadway corridors. The project would connect 30 intersections along 5 major corridors in order to enhance the capabilities of the Perimeter Traffic Operations Program (PTOP) and to further reduce delays and increase roadway efficiency. The project would include the equipment and software needed to implement adaptive traffic signal management, including vehicle count stations and vehicle detection devices. Each device would be contained within a three-inch square housing and installed (flush-mounted) in a four-inch diameter pavement core at optimal locations near the intersections. The total length of the project is approximately 5.4 miles along Hammond Drive, Peachtree Dunwoody Road, Johnson Ferry Road, Glenridge Connector, Glenridge Drive, and Meridian Mark corridors near the GA-400 at I-285 interchange. It is expected that all project work would be conducted within existing right-of-way limits.

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	2015	\$225,000	\$180,000	\$0,000	\$0,000	\$45,000
CST	Congestion Mitigation & Air Quality Improvement (CMAQ)		2016	\$1,405,688	\$1,124,550	\$0,000	\$0,000	\$281,138
				\$1,630,688	\$1,304,550	\$0,000	\$0,000	\$326,138

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

Table B1.C (Continued)
Park Once and Circulate in Downtown Sandy Springs via Transit and Pedestrian Modes
Sandy Springs Transportation Master Plan - Program of Projects

Project ID No. ¹	Project	Project Sponsor	City of Sandy Springs Cost	Implementation Time Period
C12	Construct new roadway and pedestrian connection from Sandy Springs Place to Boylston Road and relocate signal from Sandy Springs Place to new location	City of Sandy Springs	\$6,900,000	Mid
C13	Improve Mount Vernon Highway between Northside Drive and Peachtree Dunwoody Road to maintain two through lanes with intersection turn lanes, sidewalks and bicycle lanes ²	City of Sandy Springs	\$33,800,000	Mid
C14	Improve Johnson Ferry Road corridor between Abernathy Road and Sandy Springs Circle to maintain 2 through lanes with intersection turn lanes, sidewalks and bicycle lanes ²	City of Sandy Springs	\$6,300,000	Mid
C15	Improve Johnson Ferry Road between Mount Vernon Road and Glenridge Drive to maintain 2 through lanes with intersection turn lanes, sidewalks and bicycle lanes	City of Sandy Springs	\$4,700,000	Mid
C16	Provide transit circulator with short headways along regular route in downtown Sandy Springs (service to parking facilities)	City of Sandy Springs	\$23,300,000	Mid
C17	Provide interparcel pedestrian connections at key locations in downtown Sandy Springs, including: Boylston Drive to Sandy Springs Circle, Sandy Springs Place to Hammond Drive, and Boylston Drive to Sandy Springs Circle south of Hammond Drive)	City of Sandy Springs	\$4,200,000	Mid
C18	Provide express transit service between downtown Sandy Springs and Perimeter Center via Hammond Drive (include one intercept parking structure as anchor point for service)	City of Sandy Springs	\$16,900,000	Mid
C19	Construct centralized parking structures to provide shared parking supply as redevelopment occurs; potential intercept locations include north (in vicinity of Roswell Road at Johnson Ferry Road) and middle (in vicinity of Roswell Road at Hammond Drive) OR south (in vicinity of Roswell Road at Carpenter Drive) ³	City of Sandy Springs	\$6,100,000	Mid
C20	Provide express transit service between downtown Sandy Springs and MARTA Sandy Springs Station via Mount Vernon Road (include one intercept parking structure as anchor point for service) ⁴	City of Sandy Springs	\$2,400,000	Long

¹ Project ID number is for reference only and does not reflect project prioritization or preference.

² Estimated ROW costs constitute 40 percent of the total cost for these projects. Therefore, project costs are subject to change according to variability in availability and cost of ROW. Projects were assumed to require a width of 12 feet of ROW.

³ Parking deck cost assumes two decks with 600 spaces each to be funded 25% by City and \$75% by development contributions in lieu of parking supply.

⁴ Cost estimate assumes 10% funding by City. Additional funding to be provided by MARTA or other funding source