



Transportation Analysis

Brookhaven-Oglethorpe MARTA Station TOD DRI #2604

City of Brookhaven, Georgia

Report Prepared:

July 2016

Prepared for:

Brookhaven City Center Partners, LLC

Prepared by:

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EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed Brookhaven/Oglethorpe MARTA Station Transit Oriented Development (TOD) located in the City of Brookhaven, Georgia. The approximate 17.75-acre site is bordered by Peachtree Road to the west, Dresden Drive to the north, Apple Valley Road to the east, and North Druid Hills Road to the south. The MARTA station is located approximately in the middle of the site. The proposed development will be mixed-use, consisting of approximately 547 residential units, 63,100 square feet of retail and restaurant, 200,000 SF of office, and a 125 room hotel.

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 500,000 SF of mixed-use development in a Maturing Neighborhoods area type. The DRI trigger for this development is submittal of the Rezoning Application with the City of Brookhaven. The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on July 1, 2016 by the City of Brookhaven.

The proposed project is expected to be completed by 2019. The proposed site will consist of the following land uses and densities:

Residential:	340 multifamily apartments, 100 senior living units and 107 stacked flats/condominiums
Retail:	63,100 SF (combination of retail and restaurants)
Office:	200,000 SF
Hotel:	125 rooms

The DRI analysis includes an estimation of the overall vehicle trips projected to be generated by the development, also known as gross trips. Reductions to gross trips are also considered in the analysis, including mixed-use reductions and alternative transportation mode 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 Brookhaven/Oglethorpe MARTA Station TOD – including residents, workers, and hotel guests walking to the restaurant and retail land uses as well as residents and hotel guests working in the office development.

Alternative modes reductions are taken when a site can be accessed by modes other than vehicles (walking, bicycling, transit, etc.). As the Brookhaven/Oglethorpe MARTA Station TOD is located in a region core with direct access to transit and increased pedestrian facilities, a 25% alternative mode reduction was taken. The project site is located at the Brookhaven/Oglethorpe MARTA Rail Station which is served by the Gold line seven days a week. The project site is also adjacent to MARTA Bus Routes 8, 25, and 47; all bus routes provide service seven days a week.

Pass-by reductions are taken for a site when traffic normally travelling along a roadway may choose to visit a retail or restaurant establishment that is along the vehicle's path. These trips were already on the road and would therefore only be new trips on the driveways. For the Brookhaven/Oglethorpe MARTA

Station TOD, pass-by reductions were not taken for either the retail and restaurant land uses to present a more conservative analysis.

Capacity analyses were performed throughout the study network for the Existing 2016 conditions, the Projected 2019 No-Build conditions, and the Projected 2019 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 2019 No-Build conditions represent the existing traffic volumes grown for three (3) years at one and a half percent (1.5%) per year throughout the study network and the addition of three (3) adjacent developments as provided by the City of Brookhaven.
- Projected 2019 Build conditions represent the Projected 2019 No-Build conditions with the addition of the project trips that are anticipated to be generated by the Brookhaven/Oglethorpe MARTA Station TOD. Also included are the six (6) proposed site access driveways and two (2) MARTA bus driveways, in addition to the existing study network intersections.
- Note: for the purposes of this study, Peachtree Road is considered to maintain a north-south orientation throughout the study network and this analysis. All roads intersecting Peachtree Road will be considered to have an east-west orientation throughout this analysis.

Based on the Existing 2016 conditions (present conditions; i.e. excludes background traffic growth and excludes the Brookhaven/Oglethorpe MARTA Station TOD project traffic), all of the study intersections operate within the acceptable level-of-service (LOS) standard of E, except the intersection of Peachtree Road at Dresden Drive/Brookhaven Drive. The following recommended improvements result in all study intersections operations at or above the level-of service standard (E).

- Peachtree Road at Dresden Drive/Brookhaven Drive:
 - Construct an additional westbound right-turn lane on Dresden Drive, resulting in dual right-turn lanes, by shifting the existing westbound lanes on Dresden Drive south and converting the inside eastbound through lane, resulting in one eastbound through lane.
 - Construct an eastbound left-turn lane on Brookhaven Drive.
 - Change the signal phasing to allow the dual right-turn lanes on Dresden Drive to run in both a permissive and overlap phase.

Based on the Projected 2019 No-Build conditions (includes background traffic growth and adjacent development construction but excludes the Brookhaven/Oglethorpe MARTA Station TOD project traffic), all of the study intersections operate within the acceptable level-of-service (LOS) standard of E, except the intersections of Peachtree Road at Dresden Drive/Brookhaven Drive and Peachtree Road at North Druid Hills Road. The Projected 2019 No-Build conditions take into account the adjacent developments as provided by the City of Brookhaven: Gables Brookhaven, (374 multifamily apartments), Dresden Village (206 multifamily apartments and 20,000 SF of retail), and Dresden Drive at Appalachee Drive (121 multifamily apartments). The following recommended improvements result in all study intersections operations at or above the level-of service standard (E).

- Peachtree Road at Dresden Drive/Brookhaven Drive

- Construct an additional westbound right-turn lane on Dresden Drive, resulting in dual right-turn lanes, by shifting the existing westbound lanes on Dresden Drive south and converting the inside eastbound through lane, resulting in one eastbound through lane.
- Construct an eastbound left-turn lane on Brookhaven Drive.
- Change the signal phasing to allow the dual right-turn lanes on Dresden Drive to run in both a permissive and overlap phase.
- Convert the existing northbound right-turn lane on Peachtree Road into a shared through and right-turn lane.
- Construct an additional northbound receiving lane on Peachtree Road north of the intersection.
- Retime signal for optimal splits and offsets.
- Peachtree Road at North Druid Hills Road
 - Construct an additional southbound left-turn lane on Peachtree Road, resulting in dual left-turn lanes.
 - Convert the existing inside westbound through lane into an additional eastbound receiving lane on North Druid Hills Road to accommodate the second left-turn lane from Peachtree Road.
 - Restripe North Druid Hills Road to carry the additional receiving lane on North Druid Hills Road through the intersection at Apple Valley Road to terminate as the existing eastbound left-turn lane on North Druid Hills Road at Briarwood Road.
- North Druid Hills Road at Apple Valley Road
 - Carry the additional receiving lane on North Druid Hills Road to terminate as the existing eastbound left-turn lane on North Druid Hills Road at Briarwood Road.

Based on the Projected 2019 Build conditions (includes background traffic growth and adjacent development construction, and includes the Brookhaven/Oglethorpe MARTA Station TOD project traffic plus the site access driveways), all of the study intersections operate within the acceptable level-of-service (LOS) standard of E, except the intersections of Peachtree Road at Dresden Drive/Brookhaven Drive and Peachtree Road at North Druid Hills Road. The following recommended improvements result in all study intersections operating at or above the level-of-service standard (LOS E).

- Peachtree Road at Dresden Drive/Brookhaven Drive
 - Construct an additional westbound right-turn lane on Dresden Drive, resulting in dual right-turn lanes, by shifting the existing westbound lanes on Dresden Drive south and converting the inside eastbound through lane, resulting in one eastbound through lane.
 - Construct an eastbound left-turn lane on Brookhaven Drive.
 - Change the signal phasing to allow the dual right-turn lanes on Dresden Drive to run in both a permissive and overlap phase.
 - Convert the existing northbound right-turn lane on Peachtree Road into a shared through and right-turn lane.
 - Construct an additional northbound receiving lane on Peachtree Road north of the intersection.

- Retime signal for optimal splits and offsets.
- Peachtree Road at North Druid Hills Road
 - Construct an additional southbound left-turn lane on Peachtree Road, resulting in dual left-turn lanes.
 - Convert the existing inside westbound through lane into an additional eastbound receiving lane on North Druid Hills Road to accommodate the second left-turn lane from Peachtree Road.
 - Restripe North Druid Hills Road to carry the additional receiving lane on North Druid Hills Road through the intersection at Apple Valley Road to terminate as the existing eastbound left-turn lane on North Druid Hills Road at Briarwood Road.
- North Druid Hills Road at Apple Valley Road
 - Carry the additional receiving lane on North Druid Hills Road to terminate as the existing eastbound left-turn lane on North Druid Hills Road at Briarwood Road.
- North Druid Hills Road at MARTA Bus Exit/Driveway 4
 - Reconfigure driveway to allow one lane of inbound vehicular traffic to access the development west of the tracks.
- Peachtree Road, North Druid Hills Road, and Dresden Drive corridors
 - Retime signals for coordination.
 - Implement bicycle and pedestrian improvements as appropriate in agreement with the City of Brookhaven Bicycle, Pedestrian, & Trail Plan.
- Apple Valley Road at Peachtree View/ Driveway 6
 - Restripe the existing two-way left-turn lane to allow northbound left-turns into the proposed driveway.
 - Construct an eastbound shared left-through-right lane exiting the site.
- Apple Valley Road at Driveway 7
 - Restripe the existing two-way left-turn lane to allow northbound left-turns into the proposed driveway.
 - Construct an eastbound shared left and right-turn lane exiting the site.
- Apple Valley Road at Driveway 8
 - Restripe the existing two-way left-turn lane to allow northbound left-turns into the proposed driveway.
 - Construct an eastbound shared left and right-turn lane exiting the site.

1.0 PROJECT DESCRIPTION

1.1 Introduction

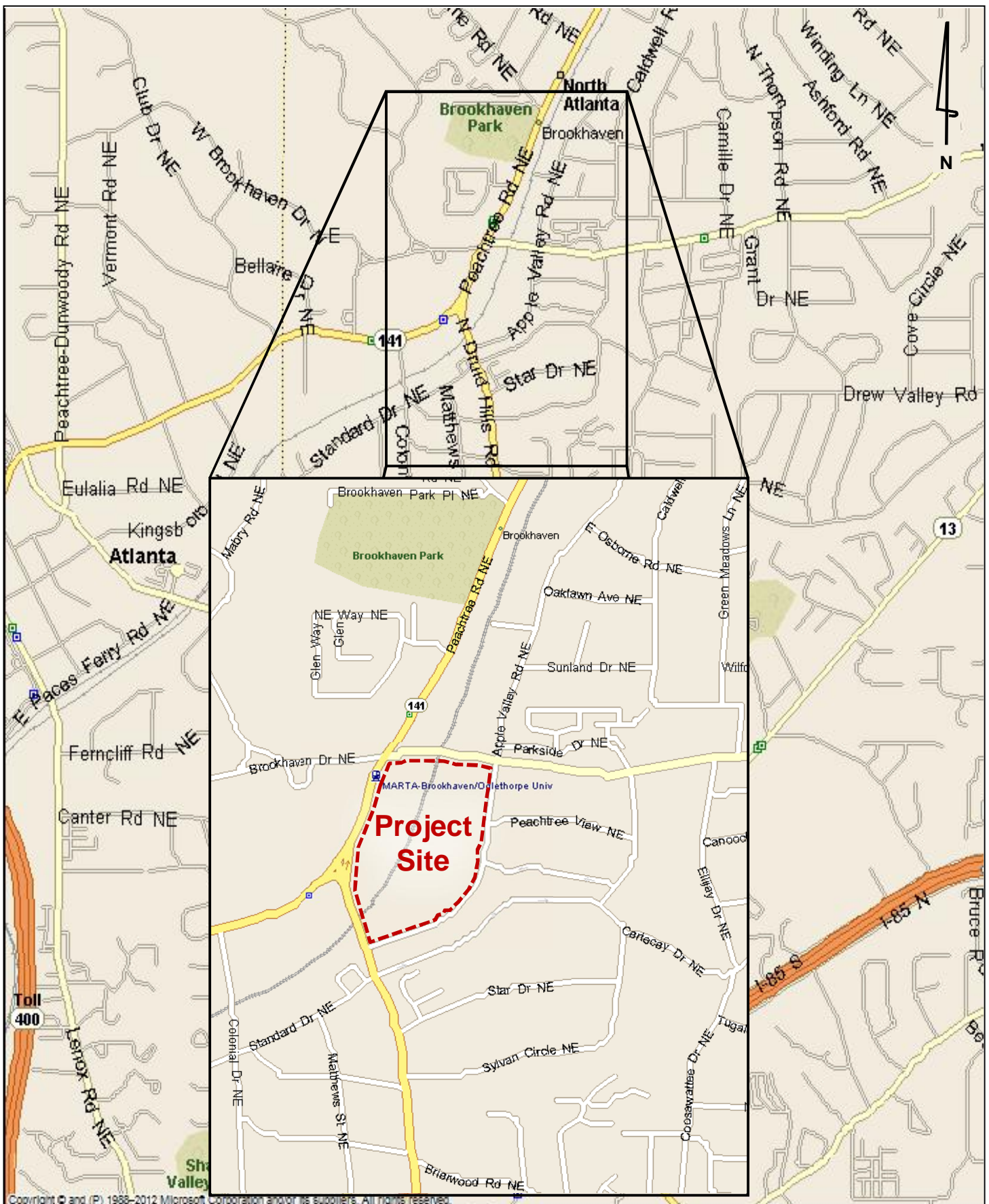
This report presents the analysis of the anticipated traffic impacts of the proposed Brookhaven/Oglethorpe MARTA Station TOD located in the City of Brookhaven, Georgia. The approximate 17.75-acre site is bordered by Peachtree road to the west, Dresden Drive to the north, Apple Valley Road to the east, and North Druid Hills Road to the south. The project site is bisected by the existing Brookhaven/Oglethorpe MARTA Station.

The proposed development will be mixed-use, consisting of residential, retail, office, hotel, and restaurant land uses. The project will exceed 500,000 square feet of mixed-use development in a Maturing Neighborhoods 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.

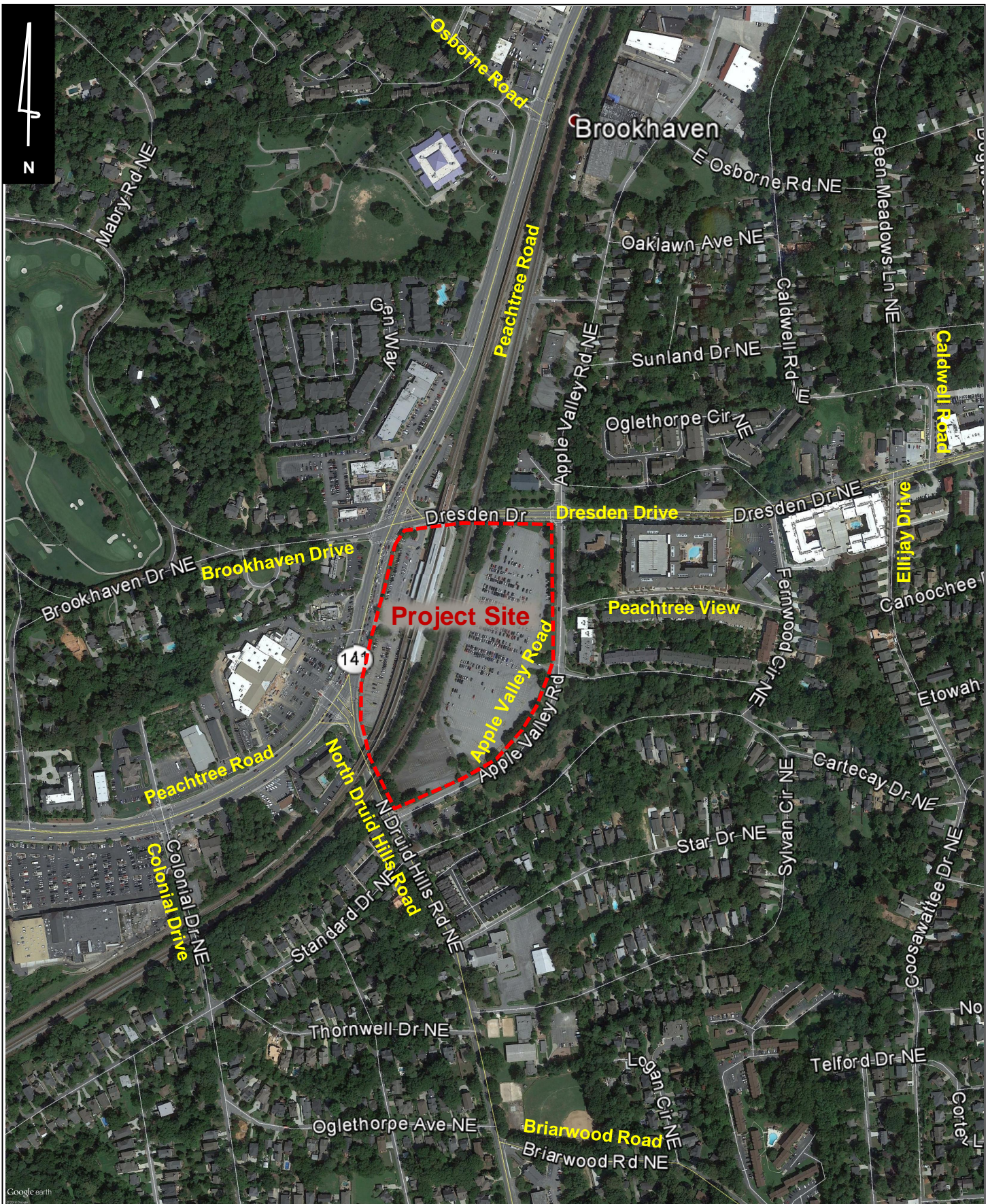
Figure 1 provides the site location of the Brookhaven/Oglethorpe MARTA Station TOD, and **Figure 2** provides an aerial view of the project site and surrounding area. Field review photographs taken within the vicinity of the study network are located in the site photo log in Appendix A. The City of Brookhaven Zoning Ordinance Map and *The Atlanta Region's Plan Unified Growth Policy Map* are included in Appendix B.

The proposed project is expected to be significantly completed by 2019, and this analysis will consider the full build-out of the proposed site in 2019. A summary of the proposed land-use and density is provided below in **Table 1**.

Table 1 Proposed Land Uses	
Residential	340 apartments 107 stacked flats/ condominiums 100 senior independent living units
Retail	63,100 SF (combination of retail and restaurants)
Office	200,000 SF
Hotel	125 rooms



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1.2 Site Plan Review

The proposed development is located on an approximately 17.75-acre site in the City of Brookhaven. The project site is bordered by Peachtree Road to the west, Dresden Drive to the north, Apple Valley Road to the east, and North Druid Hills Road to the south. The project site is bisected by the Brookhaven/Oglethorpe MARTA Station. The proposed development will be transit-oriented and mixed-use, consisting of residential, retail, office, hotel, and restaurant land uses. The project will include 11 buildings (including three structured parking garages) and park areas located throughout the development.

The property currently serves as the surface parking lots for the Brookhaven/Oglethorpe MARTA Station. This station is currently in service and is expected to maintain operational throughout the life of this development. The existing surface lots will be demolished to accommodate the proposed Brookhaven/Oglethorpe MARTA Station TOD. The development will build 560 spaces for use by MARTA patrons. The project site is located in the Brookhaven-Peachtree Sub-Area 1 Overlay District and parcels are currently zoned M (Industrial), C-2 (General Commercial), and R-75/RM-75 (Multifamily Residential) according to the *City of Brookhaven Zoning Ordinance Map*. The project site is also located in a Maturing Neighborhoods area according to *The Atlanta Region's Plan Unified Growth Policy Map*. Additionally, the project site is within and adheres to the MARTA TOD guidelines and also is consistent with the Brookhaven-Peachtree LCI, which both qualify the Brookhaven/Oglethorpe MARTA Station TOD 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 one (1) existing right-in-right-out driveway along Peachtree Road, one (1) existing right-in-right-out driveway along Dresden Drive, and one (1) existing full-movement driveway along Apple Valley Road. An additional driveway on Dresden Drive currently serves as a bus-only entrance, and a driveway on North Druid Hills Road currently serves as a bus-only exit. An additional right-in-right-out driveway on Dresden Drive and an additional full-movement driveway on Apple Valley Road are both currently closed. As currently envisioned, the proposed development will be served by all existing driveways, including the two (2) that are not currently open, plus an additional two (2) full-movement driveways along Apple Valley Road. The existing bus-only entrance on Dresden Drive will remain bus-only. A summary of the proposed site access points follows:

1. Driveway 1 – an existing right-in-right-out driveway located on Peachtree Road, approximately 300 feet north of the intersection of Peachtree Road at North Druid Hills Road. Driveway 1 will remain a right-in-right-out driveway in the same location.
2. Driveway 2 – an existing right-in-right-out driveway on Dresden Drive, located approximately 60 feet east of the intersection of Peachtree Road at Dresden Drive. Driveway 2 will remain a right-in-right-out driveway in the same location.
3. Driveway 3 – an existing full-movement driveway on Apple Valley Road, located approximately 630 feet south of the intersection of Dresden Drive at Apple Valley Road, aligned with Fernwood Circle. Driveway 3 is proposed to remain as a stop controlled full-movement driveway in the same location.

4. Driveway 4 – an existing bus-only exit driveway on North Druid Hills Road, located approximately 225 feet south of the intersection of Peachtree Road at North Druid Hills Road. Driveway 4 is currently right-turn or left-turn egress, but is proposed to be converted to two-way operations, with a right-turn only ingress.
5. Driveway 5 – an existing right-in-right-out driveway on Dresden Drive, located approximately 240 feet west of the intersection of Dresden Drive at Apple Valley Road. Driveway 5 is currently closed with a gate restricting access, but is proposed to be reopened as a right-in-right-out driveway in the same location.
6. Driveway 6 – a proposed full-movement driveway on Apple Valley Road, located approximately 360 feet south of the intersection of Dresden Drive at Apple Valley Road. Driveway 6 is proposed to be constructed as the west leg to the existing intersection of Apple Valley Road at Peachtree View.
7. Driveway 7 – an existing full-movement driveway on Apple Valley Road, located approximately 350 feet east of the intersection of North Druid Hills Road at Apple Valley Road. Driveway 7 is currently closed with a gate restricting access, but is proposed to be reopened as a full movement driveway in the same location.
8. Driveway 8 – a proposed full-movement driveway on Apple Valley Road, located approximately 185 feet east of the intersection of North Druid Hills Road at Apple Valley Road.

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. The MARTA and CSX rail lines that bisect the site restrict vehicular circulation between the two sides of the development, however pedestrian access is provided via an existing tunnel. 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:

Total Parking Provided: 2,096 spaces
(Includes 560 spaces for MARTA patrons; total parking provided accommodates MARTA, retail, residential, office, and hotel uses on site.)

Parking Required per Brookhaven-Peachtree Overlay District: 1,536 spaces total

A shared parking study may be performed in order to minimize the parking impacts on the project site.

1.4 Bicycle and Pedestrian Facilities

Pedestrian facilities (sidewalks) currently exist along the project site frontage along Peachtree Road, with partial segments along Dresden Drive, North Druid Hills Road, and Apple Valley Road. There are currently no bicycle facilities (bike lanes/paths) in the vicinity of the project site. According to the Brookhaven Bicycle, Pedestrian, & Trail Plan, recommendations include multi-use paths off of Peachtree Road, North Druid Hills Road, and Dresden Drive. Bicycle facilities are recommended as (bike lanes or sharrows) along Dresden Drive, Brookhaven Drive, Colonial Drive, and Ellijay Drive.

According to the DRI site plan, bicyclist and pedestrian facilities will be improved along all project site frontages as multi-use facilities on Peachtree Road, Dresden Drive, North Druid Hills Road, and Apple

Valley Road, as well as internal to the site. Proposed bike facilities for Dresden Drive, North Druid Hills Road, and Apple Valley Road are shown on the DRI site plan to support the recommendations from the Brookhaven Bicycle, Pedestrian, & Trail Plan. Additional bicyclist and pedestrian facilities will be incorporated into the development, including active uses along the site frontage, bicycle storage racks and improvements to existing facilities.

Existing signal timing settings at the intersections of Peachtree Road at Dresden Drive/Brookhaven Drive and Peachtree Road at North Druid Hills Road do not always include enough time for pedestrians to cross Peachtree Road. At both intersections, pedestrians are required to push the pedestrian crossing button in order to receive the pedestrian time and indication to cross. As a result, existing signal timing coordination along Peachtree Road may be interrupted and compromised to account for frequent pedestrian crossings. The analysis in this study does include time for pedestrians to cross Peachtree Road at these intersections in each cycle, removing the potential for corridor disruption.

The desire of this development is to incorporate significant pedestrian enhancements for crossing Peachtree Road, such as signal timing settings and medians (if possible). These improvements are critical to tie this development into the Brookhaven-Peachtree LCI and City of Brookhaven Bicycle, Pedestrian, & Trail Plan recommendations.

1.5 Transit Facilities

The project site is located at the Brookhaven/Oglethorpe MARTA Station which is served by the Gold line seven days a week. The project site is also served by MARTA Bus Routes 8, 25, and 47, which provide access throughout the area and to other MARTA Rail Stations; all bus routes provide service seven days a week.

Currently, the site is underutilized surface parking on both the east and west sides of the track. This development is part of the MARTA TOD initiative, which exists to increase MARTA ridership, generate revenue, and support both local community development and regional economic development. The goal of this development is to transform the existing site into a mixed-use development to activate a neighborhood-scale residential, commercial and retail corridor to create a high-quality pedestrian experience that will connect existing and future residents in the area to the station and new amenities and services.

The Brookhaven-Peachtree LCI describes this site location as having the potential to become a “high-quality, dynamic, mixed-use center that will become a village center and focal point for the Brookhaven community.” Additionally, it notes that the “Brookhaven MARTA Station represents the most significant and unique development opportunity in the LCI study area.”

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 and a half percent (1.5%) 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. Three additional adjacent developments were also included in determining the background growth for the project, which are described in section 3.4 below.

2.2 Traffic Data Collection

Weekday peak hour turning movement counts were collected on Wednesday, March 30, 2016 at the study intersections during the AM and PM peak periods. All existing counts were grown three years to the projected buildout year of 2019. 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 Road at Dresden Drive/Brookhaven Drive	7:45-8:45	5:15-6:15
2. Dresden Drive at Apple Valley Road	7:45-8:45	5:00-6:00
3. Apple Valley Road at Peachtree View	7:45-8:45	5:15-6:15
4. Apple Valley Road at MARTA Driveway 3	7:45-8:45	5:15-6:15
5. North Druid Hills Road at Apple Valley Road	8:00-9:00	5:45-6:45
6. Peachtree Road at North Druid Hills Road	7:30-8:30	4:30-5:30
7. Peachtree Road at Osborne Road	8:00-9:00	5:15-6:15
8. Dresden Drive at Ellijay Drive	8:00-9:00	5:15-6:15
9. Dresden Drive at Caldwell Road	8:00-9:00	5:30-6:30
10. North Druid Hills Road at Briarwood Road	7:45-8:45	5:45-6:45
11. Peachtree Road at Colonial Drive	7:30-8:30	4:30-5:30

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

2.3 Detailed Intersection Analysis

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

Existing traffic signal phasing and timing data (from current EPAC reports) were retrieved from the City of Brookhaven for available intersections. Timing data was measured and verified in the field for all study intersections. Existing timing data was used in the Projected No-Build 2019 conditions and in the Projected Build 2019 conditions. Where laneage and/or geometry was changed through recommended improvements, 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
Apartment (340 dwelling units)	220	2,184	1,092	1,092	170	34	136	205	133	72
Stacked Flats/ Condominiums (107 dwelling units)	230	682	341	341	55	9	46	64	43	21
Senior Adult Housing (100 dwelling units)	252	344	172	172	18	6	12	22	13	9
Hotel (125 rooms)	310	746	373	373	66	39	27	75	38	37
General Office Building (200,000 SF)	710	2,223	1,112	1,112	333	293	40	302	51	251
Shopping Center (30,000 SF)	820	3,105	1,553	1,553	75	47	28	267	128	139
Specialty Retail (33,100 SF)	826	1,467	734	734	N/A	N/A	N/A	101	44	57
Total Gross Trips		10,751	5,376	5,376	717	428	289	1,036	450	586

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, existing travel patterns, and methodology discussions with the Georgia Regional Transportation Authority (GRTA), Atlanta Regional Commission (ARC), Georgia Department of Transportation (GDOT), and the City of Brookhaven.

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, consistent with the GRTA Letter of Understanding.

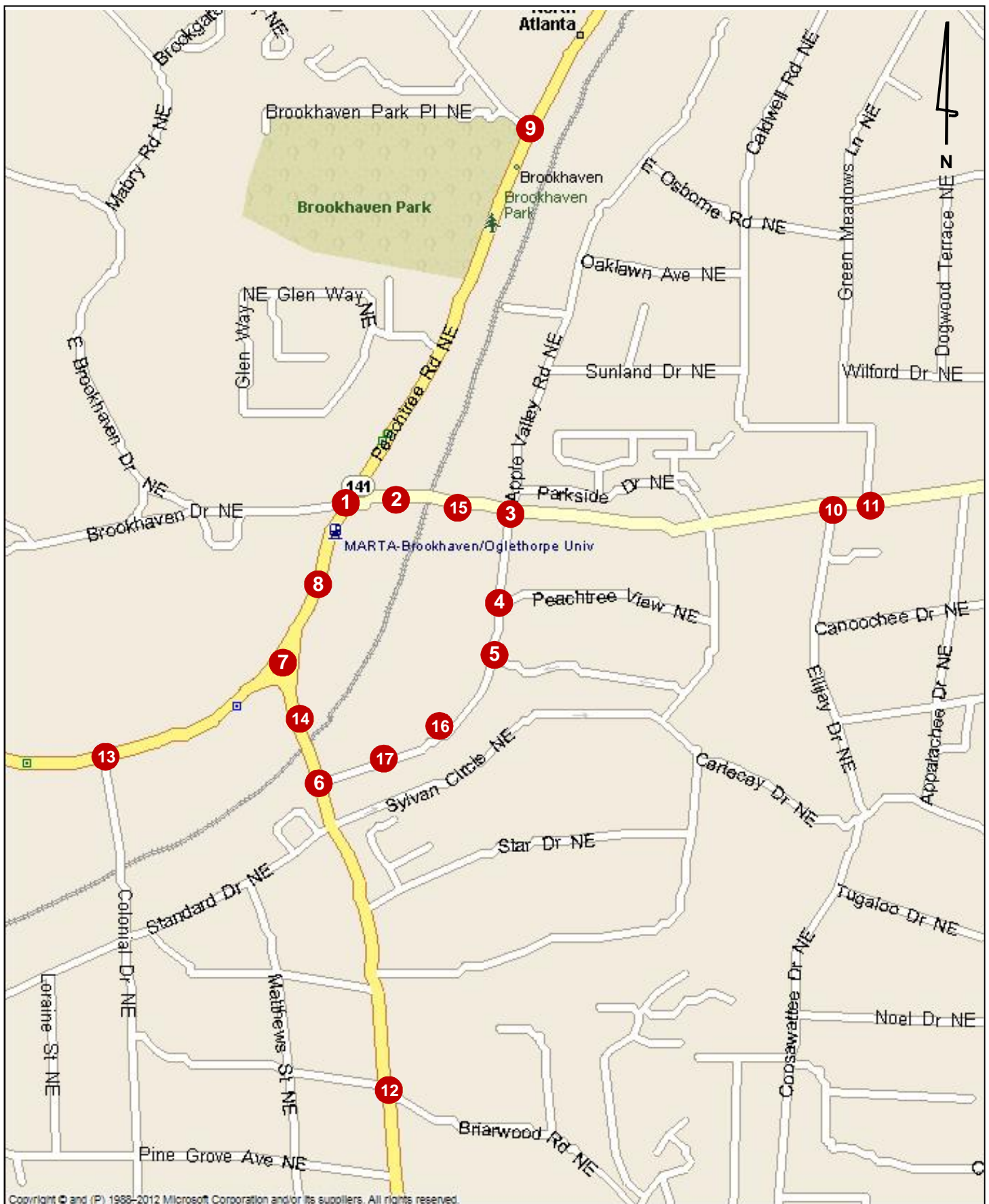
3.4 Study Network Determination

A general study area was determined based on a review of land uses and population densities in the area as well as a review of peak hour traffic counts and engineering judgement. As the Brookhaven/Oglethorpe MARTA Station TOD is consistent with the MARTA TOD Guidelines and the Brookhaven-Peachtree 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 Brookhaven staff, and includes the following fourteen (14) intersections described in **Table 4**. The study network includes nine (9) signalized intersections and five (5) stop controlled intersections as noted in Table 4. The City of Brookhaven rezoning requested five (5) additional intersections for study than the GRTA DRI Review study network, which are differentiated in the table below. The site location and study intersections are shown in **Figure 3**.

Table 4
Intersection Control Summary

Intersection	Control	Review
1. Peachtree Road at Dresden Drive/Brookhaven Drive	Signal	DRI/Rezoning
2. Dresden Drive at MARTA Driveway 2	NB Stop	DRI/Rezoning
3. Dresden Drive at Apple Valley Road	Signal	DRI/Rezoning
4. Apple Valley Road at Peachtree View	WB Stop	DRI/Rezoning
5. Apple Valley Road at MARTA Driveway 3	EB Stop WB Stop	DRI/Rezoning
6. North Druid Hills Road at Apple Valley Road	Signal	DRI/Rezoning
7. Peachtree Road at North Druid Hills Road	Signal	DRI/Rezoning
8. Peachtree Road at MARTA Driveway 1	WB Stop	DRI/Rezoning
9. Peachtree Road at Osborne Road	Signal	Rezoning
10. Dresden Drive at Ellijay Drive	Signal	Rezoning
11. Dresden Drive at Caldwell Road	Signal	Rezoning
12. North Druid Hills Road at Briarwood Road	Signal	Rezoning
13. Peachtree Road at Colonial Drive	Signal	Rezoning
14. North Druid Hills Road at MARTA Bus Exit	WB Stop	DRI/Rezoning

Each of the above listed intersections was analyzed for the Existing 2016 conditions, the Projected 2019 No-Build conditions, and the Projected 2019 Build conditions. The Projected 2019 No-Build conditions represent the existing traffic volumes grown for three (3) years at one and a half percent per year and the additional two developments along Dresden Drive and Gables Brookhaven on Peachtree Road at Hermance Road throughout the study network. The Projected 2019 Build conditions adds the project trips associated with the Brookhaven/Oglethorpe MARTA Station TOD to the Projected 2019 No-Build conditions.



3.5 Existing Roadway Facilities

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

Table 5 Roadway Classification and ADTs				
Roadway	No. of Lanes	ADT	Posted Speed Limit (MPH)	City of Brookhaven Classification
Peachtree Road	6	35,900	35 (south of Dresden Dr) 45 (north of Dresden Dr)	Major Arterial
North Druid Hills Road	2 (east of Apple Valley Rd) 3 (west of Apple Valley Rd)	15,400	35	Minor Arterial
Dresden Drive	2 (east of Apple Valley Rd) 4 (west of Apple Valley Rd)	11,100	35	Minor Arterial
Apple Valley Road	3	N/A	25	Local Road
Brookhaven Drive	2	N/A	30	Local Road
Colonial Drive	2	N/A	25	Local Road
Osborne Road	2	N/A	30	Collector
Briarwood Road	2	N/A	35	Collector/ Minor Arterial
Ellijay Drive / Coosawattee Drive	2	N/A	30	Local Road
Caldwell Road	2	N/A	25	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*. Trip generation for this proposed development is calculated based upon the following land uses: Apartment (ITE 220), Residential Condominium/Townhouse (ITE 230), Senior Adult Housing (ITE 252), Hotel (ITE 310), General Office Building (ITE 710), Shopping Center (ITE 820), and Specialty Retail (ITE 826).

Mixed-use vehicle trip reductions were taken for the AM and PM peak hours according to the *ITE Trip Generation Handbook, Third Edition, 2014*, and for the daily trips according to the *ITE Trip Generation Handbook, Second Edition, 2004*. Total internal capture and vehicle trip reduction between the land uses is expected to be 11.9% daily, 10.3% for the AM peak hour, and 20.7% for the PM peak hour as a result of the anticipated interaction between the residential, hotel, office, and retail land uses within the proposed development.

Due to the Brookhaven/Oglethorpe MARTA Station TOD being located in a maturing neighborhoods area and the adjacent land uses in the area, an alternative transportation (walking, bicycle, and transit) reduction was applied for the Brookhaven/Oglethorpe MARTA Station TOD project trips. An alternative transportation mode reduction of 25%, consistent with GRTA's Letter of Understanding, was applied to all land uses for this study.

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

Table 6 Net Trip Generation									
	Daily Traffic			AM Peak Hour			PM Peak Hour		
	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Gross Project Trips	10,751	5,376	5,376	717	428	289	1,036	450	586
<i>Mixed-Use Reduction</i>	-2,696	-1,348	-1,348	-74	-37	-37	-214	-107	-107
<i>Alternative Mode Reduction</i>	-2,014	-1,007	-1,007	-161	-98	-63	-206	-86	-121
Net New Trips	7,104	3,552	3,552	482	293	189	616	257	358

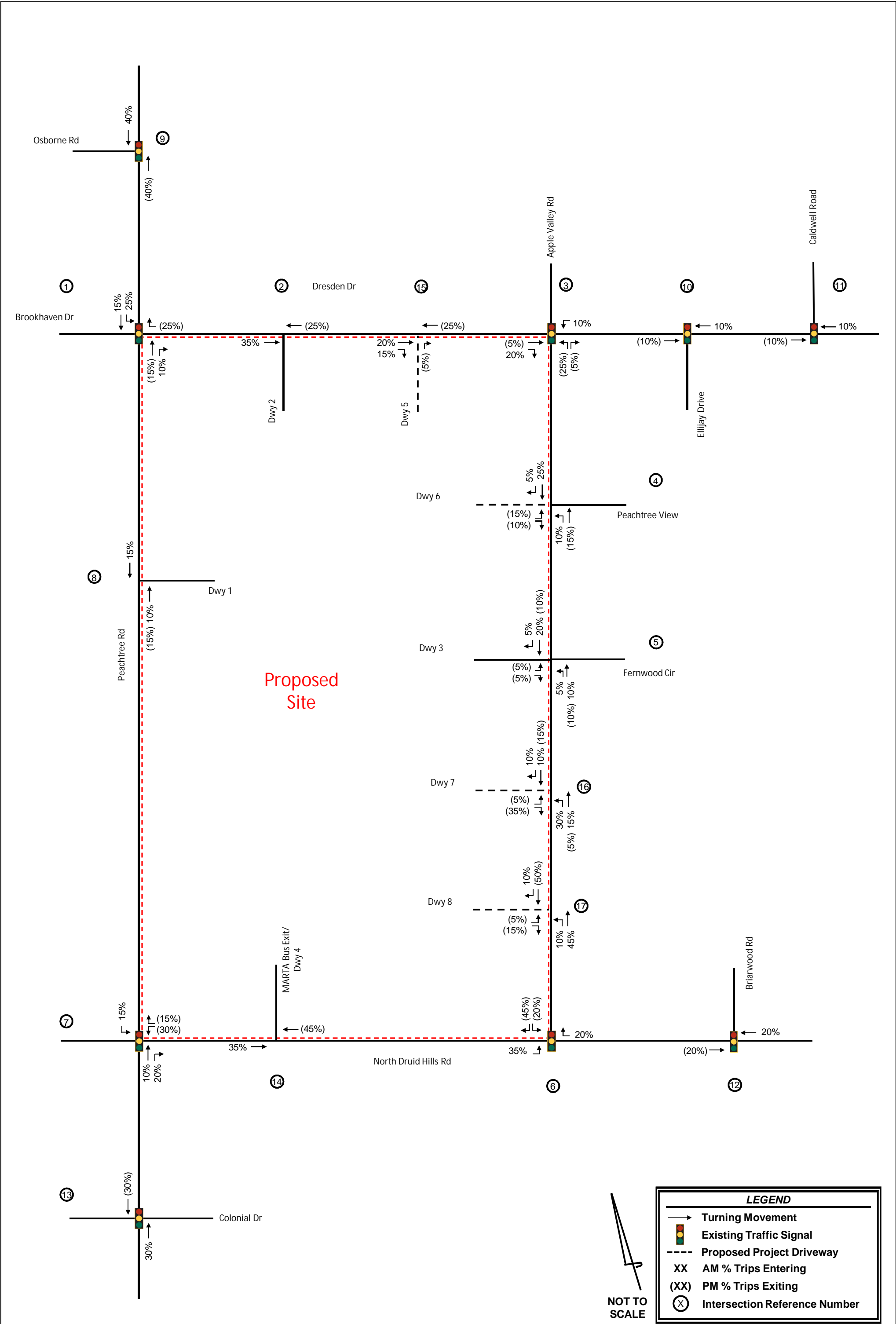
A more detailed trip generation analysis summary table is provided in Appendix D.

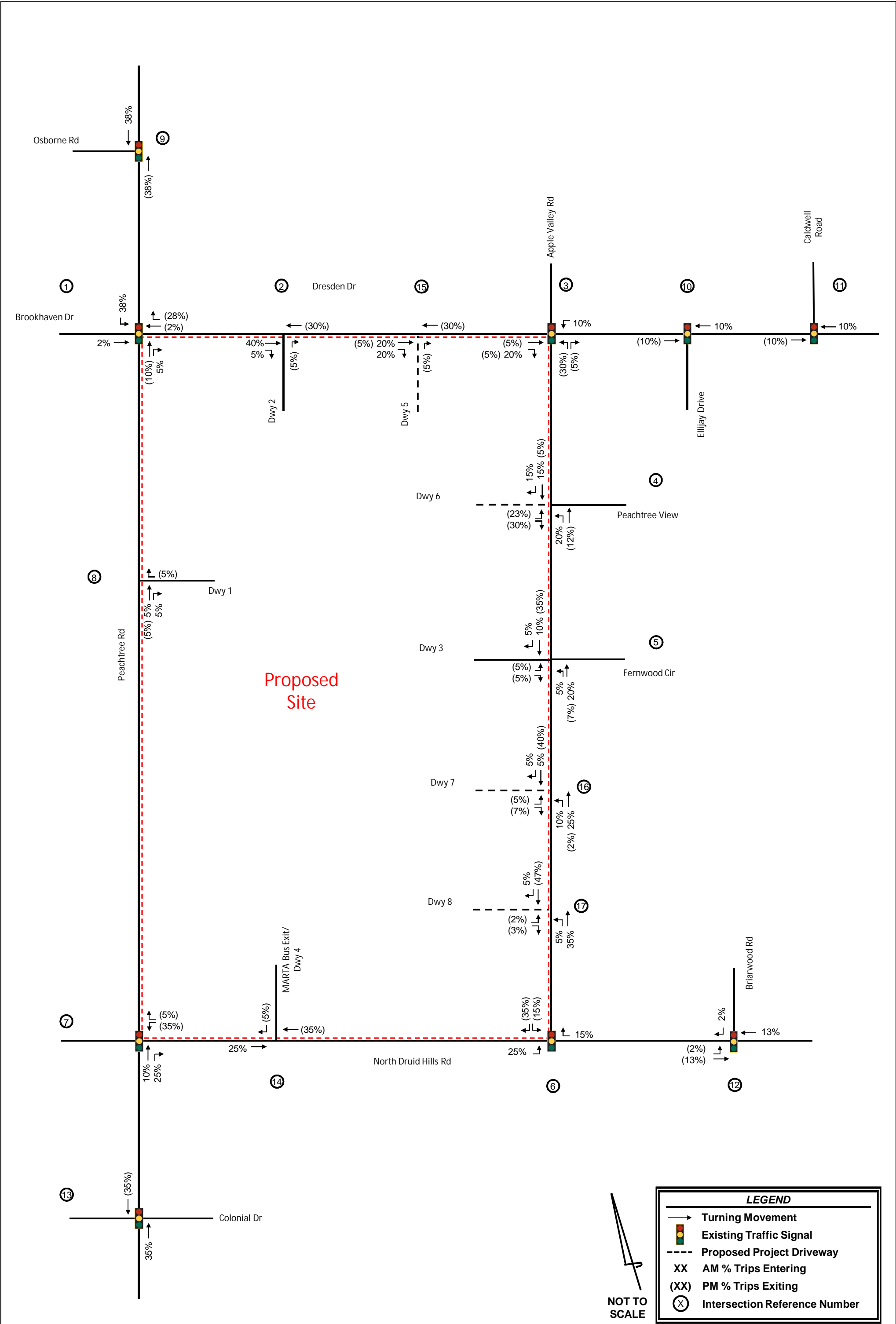
5.0 TRIP DISTRIBUTION AND ASSIGNMENT

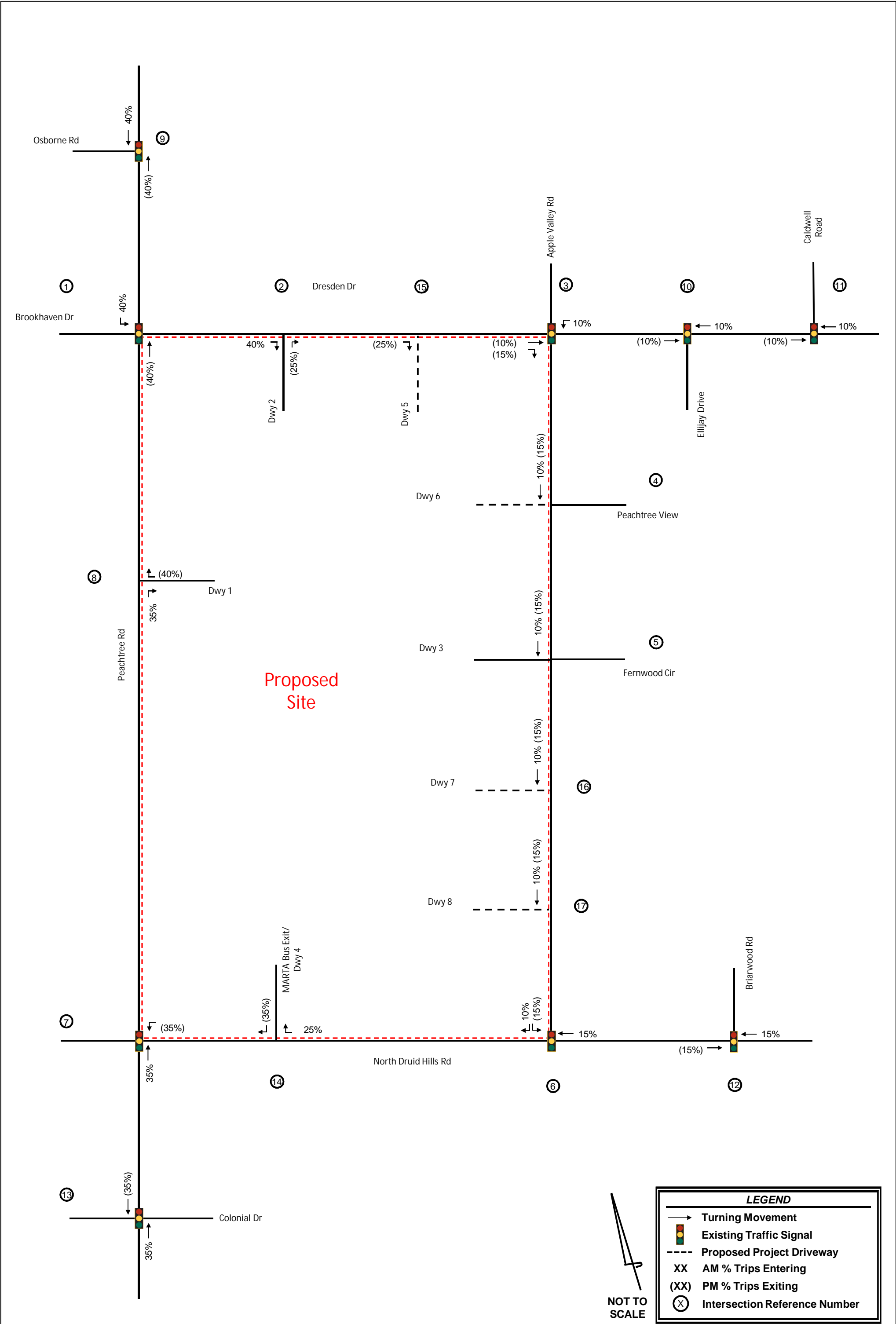
New trips were distributed onto the roadway network using the percentages developed as described in Section 3.2 of this report, and as agreed to during methodology discussions with GRTA, ARC, GDOT, and City of Brookhaven staff.

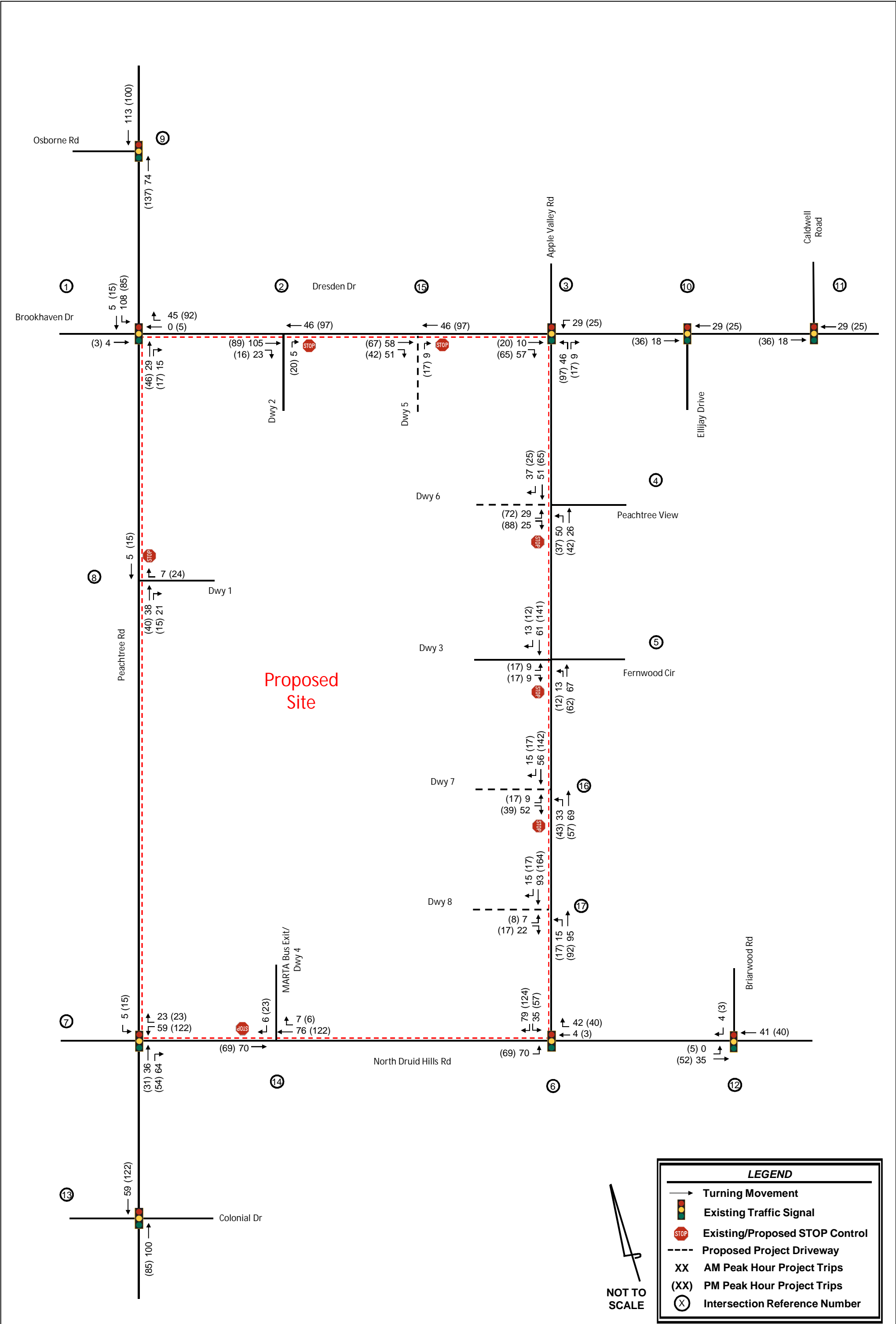
Figures 4A, 4B, and 4C display the anticipated distribution and assignment of residential, non-residential (office and retail), and hotel project trips, respectively, throughout the study roadway network. These trip assignment percentages were applied to the net new trips expected to be generated by 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 Brookhaven/Oglethorpe MARTA Station TOD, are shown on **Figure 5**.

Detailed intersection volume worksheets are provided in Appendix E.









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.

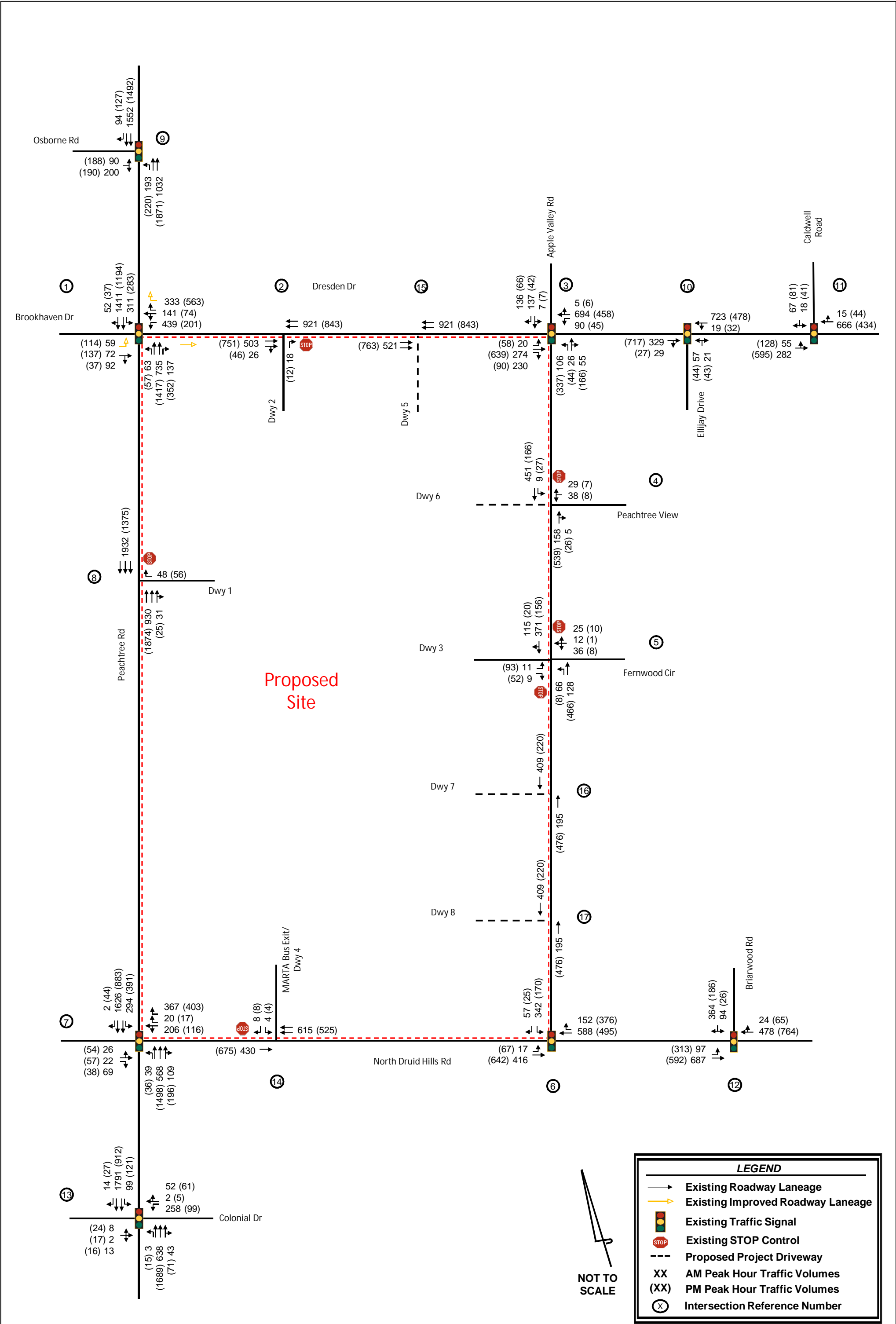
Table 7 Existing 2016 Intersection Levels-of-Service LOS (delay in seconds)						
Intersection	Control	LOS Std.	2016 Existing		2016 Existing Improved	
			AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
1. Peachtree Road at Dresden Drive/Brookhaven Drive	Signal	E	F (81.1)	F (144.2)	D (54.9)	E (65.8)
2. Dresden Drive at Driveway 2	NB Stop	D	B (10.2)	B (11.6)	*	*
3. Dresden Drive at Apple Valley Road	Signal	E	B (16.7)	C (26.0)	*	*
4. Apple Valley Road at Peachtree View	WB Stop SB Yield	D	B (11.1) A (7.7)	B (12.5) A (8.9)	*	*
5. Apple Valley Road at Driveway 3	EB Stop WB Stop NB Yield	D	B (12.1) B (13.2) A (8.7)	B (13.8) B (12.9) A (7.7)	*	*
6. North Druid Hills Road at Apple Valley Road	Signal	E	B (17.9)	B (16.5)	*	*
7. Peachtree Road at North Druid Hills Road	Signal	E	C (24.2)	E (64.4)	*	*
8. Peachtree Road at Driveway 1	WB Stop	D	A (8.9)	B (10.5)	*	*
9. Peachtree Road at Osborne Road	Signal	E	B (18.5)	C (24.6)	*	*
10. Dresden Drive at Ellijay Drive	Signal	E	A (9.9)	B (17.2)	*	*
11. Dresden Drive at Caldwell Road	Signal	E	B (14.4)	B (10.5)	*	*
12. North Druid Hills Road at Briarwood Road	Signal	E	C (32.9)	B (19.4)	*	*

Table 7 Existing 2016 Intersection Levels-of-Service LOS (delay in seconds)						
Intersection	Control	LOS Std.	2016 Existing		2016 Existing Improved	
			AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
13. Peachtree Road at Colonial Drive	Signal	E	B (19.3)	B (19.3)	*	*
14. North Druid Hills Road at MARTA Bus Exit (Driveway 4)	WB Stop	D	C (15.2)	D (27.3)	*	*

* These intersections did not require improvements.

As shown in Table 7, all study intersections except for Peachtree Road at Dresden Drive/Brookhaven Drive currently operate at or above their acceptable level-of-service standard during the AM and PM peak hours for the Existing 2016 conditions. The following improvements are recommended to reach an acceptable LOS at the intersection of Peachtree Road at Dresden Drive/Brookhaven Drive:

- Construct an additional westbound right-turn lane on Dresden Drive, resulting in dual right-turn lanes, by shifting the existing westbound lanes on Dresden Drive south and converting the inside eastbound through lane, resulting in one eastbound through lane.
- Construct an eastbound left-turn lane on Brookhaven Drive.
- Change the signal phasing to allow the dual right-turn lanes on Dresden Drive to run in both a permissive and overlap phase.



6.2 Projected 2019 No-Build Conditions

To account for growth in the vicinity of the proposed development, the existing traffic volumes were increased for three (3) years at one and a half percent per year throughout the study network. These volumes were entered into *Synchro* 9.0, and capacity analyses were performed. The Projected 2019 No-Build conditions were analyzed using existing roadway geometry and intersection control types.

The intersection laneage and traffic volumes for the Projected 2019 No-Build conditions are shown in **Figure 7**. The results of the capacity analyses for the Projected 2019 No-Build conditions with existing laneage and control types are shown in **Table 8**. Detailed *Synchro* analysis reports are available upon request.

Table 8 2019 No-Build Intersection Levels-of-Service LOS (delay in seconds)						
Intersection	Control	LOS Std.	2019 No-Build		2019 No-Build Improved	
			AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
1. Peachtree Road at Dresden Drive/Brookhaven Drive	Signal	E	F (124.2)	F (188.8)	E (76.6)	E (60.9)
2. Dresden Drive at Driveway 2	NB Stop	D	B (10.8)	B (12.2)	*	*
3. Dresden Drive at Apple Valley Road	Signal	E	B (17.9)	C (28.5)	*	*
4. Apple Valley Road at Peachtree View	WB Stop SB Yield	D	B (11.4) A (7.7)	B (12.8) A (9.0)	*	*
5. Apple Valley Road at Driveway 3	EB Stop WB Stop NB Yield	D	B (12.4) B (13.7) A (8.8)	B (14.4) B (13.2) A (7.7)	*	*
6. North Druid Hills Road at Apple Valley Road	Signal	E	B (19.7)	B (17.2)	*	*
7. Peachtree Road at North Druid Hills Road	Signal	E	C (28.7)	F (92.0)	C (30.3)	C (33.2)
8. Peachtree Road at Driveway 1	WB Stop	D	A (9.0)	B (10.2)	*	*
9. Peachtree Road at Osborne Road	Signal	E	C (20.0)	C (27.6)	*	*
10. Dresden Drive at Ellijay Drive	Signal	E	A (11.9)	B (14.7)	*	*
11. Dresden Drive at Caldwell Road	Signal	E	B (16.0)	B (10.0)	*	*

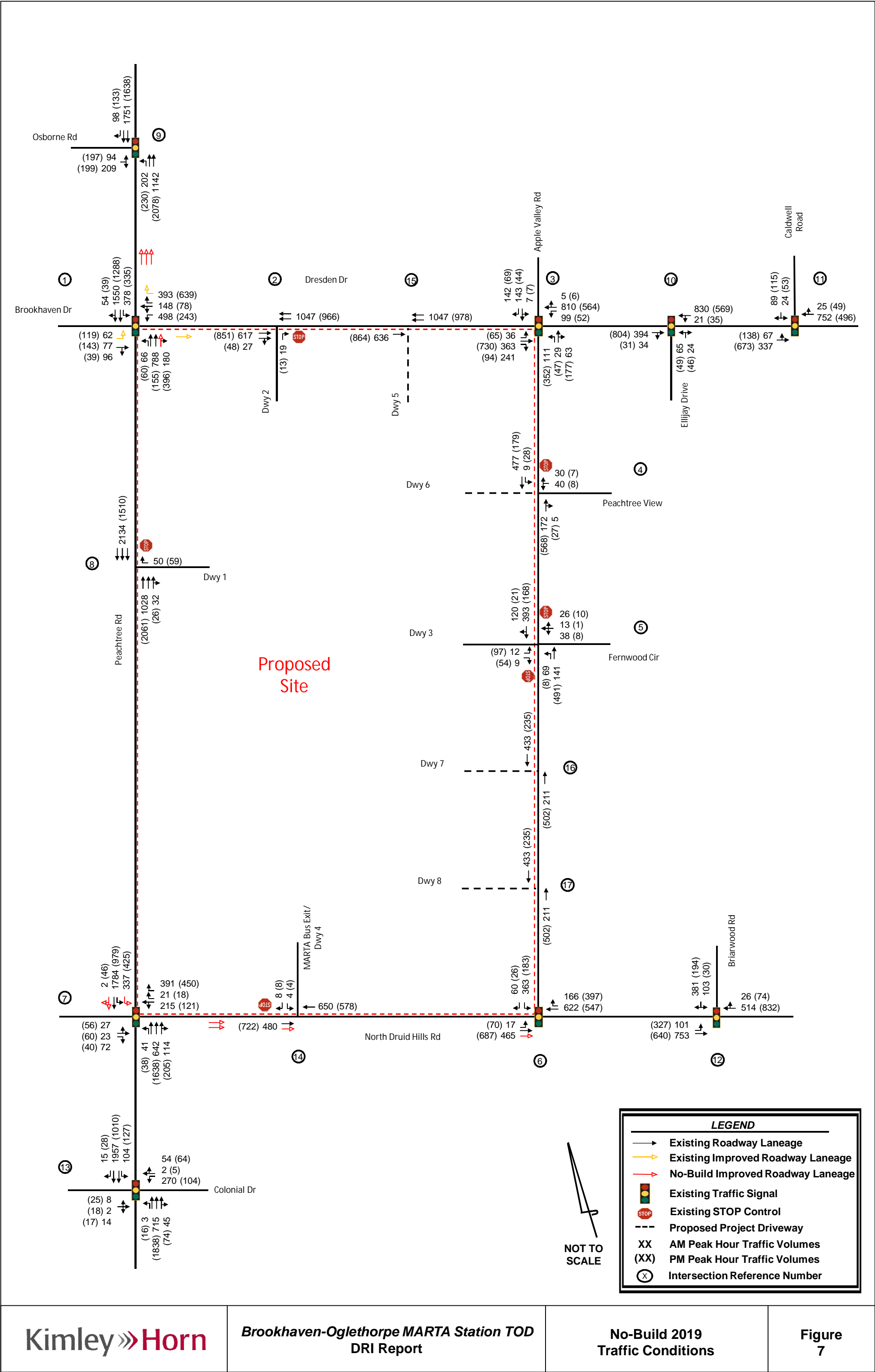
Table 8 2019 No-Build Intersection Levels-of-Service LOS (delay in seconds)						
Intersection	Control	LOS Std.	2019 No-Build		2019 No-Build Improved	
			AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
12. North Druid Hills Road at Briarwood Road	Signal	E	D (39.8)	C (27.2)	*	*
13. Peachtree Road at Colonial Drive	Signal	E	C (21.5)	C (20.6)	*	*
14. North Druid Hills Road at MARTA Bus Exit (Driveway 4)	WB Stop	D	C (15.6)	D (32.7)	*	*

* These intersections did not require improvements.

As shown in Table 8, all study intersections are expected to operate at or above their acceptable level-of-service standard during the AM and PM peak hours for the Projected 2019 No-Build conditions, except Peachtree Road at Dresden Drive/Brookhaven Drive and Peachtree Road at North Druid Hills Road. The following improvements are recommended to reach an acceptable LOS at these intersections:

- Peachtree Road at Dresden Drive/Brookhaven Drive
 - Construct an additional westbound right-turn lane on Dresden Drive, resulting in dual right-turn lanes, by shifting the existing westbound lanes on Dresden Drive south and converting the inside eastbound through lane, resulting in one eastbound through lane.
 - Construct an eastbound left-turn lane on Brookhaven Drive.
 - Change the signal phasing to allow the dual right-turn lanes on Dresden Drive to run in both a permissive and overlap phase.
 - Convert the existing northbound right-turn lane on Peachtree Road into a shared through and right-turn lane.
 - Construct an additional northbound receiving lane on Peachtree Road north of the intersection.
 - Retime signal for optimal splits and offsets.
- Peachtree Road at North Druid Hills Road
 - Construct an additional southbound left-turn lane on Peachtree Road, resulting in dual left-turn lanes.
 - Convert the existing inside westbound through lane into an additional eastbound receiving lane on North Druid Hills Road to accommodate the second left-turn lane from Peachtree Road.
 - Restripe North Druid Hills Road to carry the additional receiving lane on North Druid Hills Road through the intersection at Apple Valley Road to terminate as the existing eastbound left-turn lane on North Druid Hills Road at Briarwood Road.

- North Druid Hills Road at Apple Valley Road
 - Carry the additional receiving lane on North Druid Hills Road to terminate as the existing eastbound left-turn lane on North Druid Hills Road at Briarwood Road.



6.3 Projected 2019 Build Conditions

The traffic associated with the proposed Brookhaven/Oglethorpe MARTA Station TOD was added to the Projected 2019 No-Build volumes. These volumes were then entered into *Synchro 9.0*, and capacity analyses were performed. The Projected 2019 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 2019 Build conditions are shown in **Figure 8**. The results of the capacity analyses for the Projected 2019 Build conditions with proposed laneage and control types are shown in **Table 9**. Detailed *Synchro* analysis reports are available upon request.

Table 9 2019 Build Intersection Levels-of-Service LOS (delay in seconds)						
Intersection	Control	LOS Std.	2019 Build		2019 Build Improved	
			AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
1. Peachtree Road at Dresden Drive/Brookhaven Drive	Signal	E	F (140.5)	F (229.5)	E (77.4)	E (74.6)
2. Dresden Drive at Driveway 2	NB Stop	D	B (11.5)	B (13.5)	*	*
3. Dresden Drive at Apple Valley Road	Signal	E	C (21.5)	D (48.2)	*	*
4. Apple Valley Road at Peachtree View/ Driveway 6	EB Stop WB Stop SB Yield	D	B (14.0) B (14.2) A (7.8)	C (17.2) C (15.5) A (9.2)	*	*
5. Apple Valley Road at Driveway 3	EB Stop WB Stop NB Yield	D	B (14.0) C (16.1) A (9.2)	C (18.2) C (15.1) A (8.3)	*	*
6. North Druid Hills Road at Apple Valley Road	Signal	E	C (23.9)	B (19.8)	C (24.8)**	C (20.6)**
7. Peachtree Road at North Druid Hills Road	Signal	E	D (38.3)	F (106.7)	D (39.6)	D (38.9)
8. Peachtree Road at Driveway 1	WB Stop	D	A (9.2)	B (10.5)	*	*
9. Peachtree Road at Osborne Road	Signal	E	C (20.9)	C (28.8)	*	*
10. Dresden Drive at Ellijay Drive	Signal	E	B (13.7)	B (16.7)	*	*
11. Dresden Drive at Caldwell Road	Signal	E	B (17.8)	B (10.4)	*	*

Table 9 2019 Build Intersection Levels-of-Service LOS (delay in seconds)						
Intersection	Control	LOS Std.	2019 Build		2019 Build Improved	
			AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
12. North Druid Hills Road at Briarwood Road	Signal	E	D (40.3)	C (31.1)	*	*
13. Peachtree Road at Colonial Drive	Signal	E	C (22.8)	C (20.5)	*	*
14. North Druid Hills Road at MARTA Bus Exit (Driveway 4)	WB Stop	D	C (15.3)	D (28.6)	*	*
15. Dresden Drive at Driveway 5	NB Stop	D	B (11.1)	B (12.5)	*	*
16. Apple Valley Road at Driveway 7	EB Stop NB Yield	D	B (12.8) A (8.7)	B (12.4) A (8.3)	*	*
17. Apple Valley Road at Driveway 8	EB Stop NB Yield	D	B (12.6) A (8.7)	B (12.1) A (8.3)	*	*

* These intersections did not require improvements.

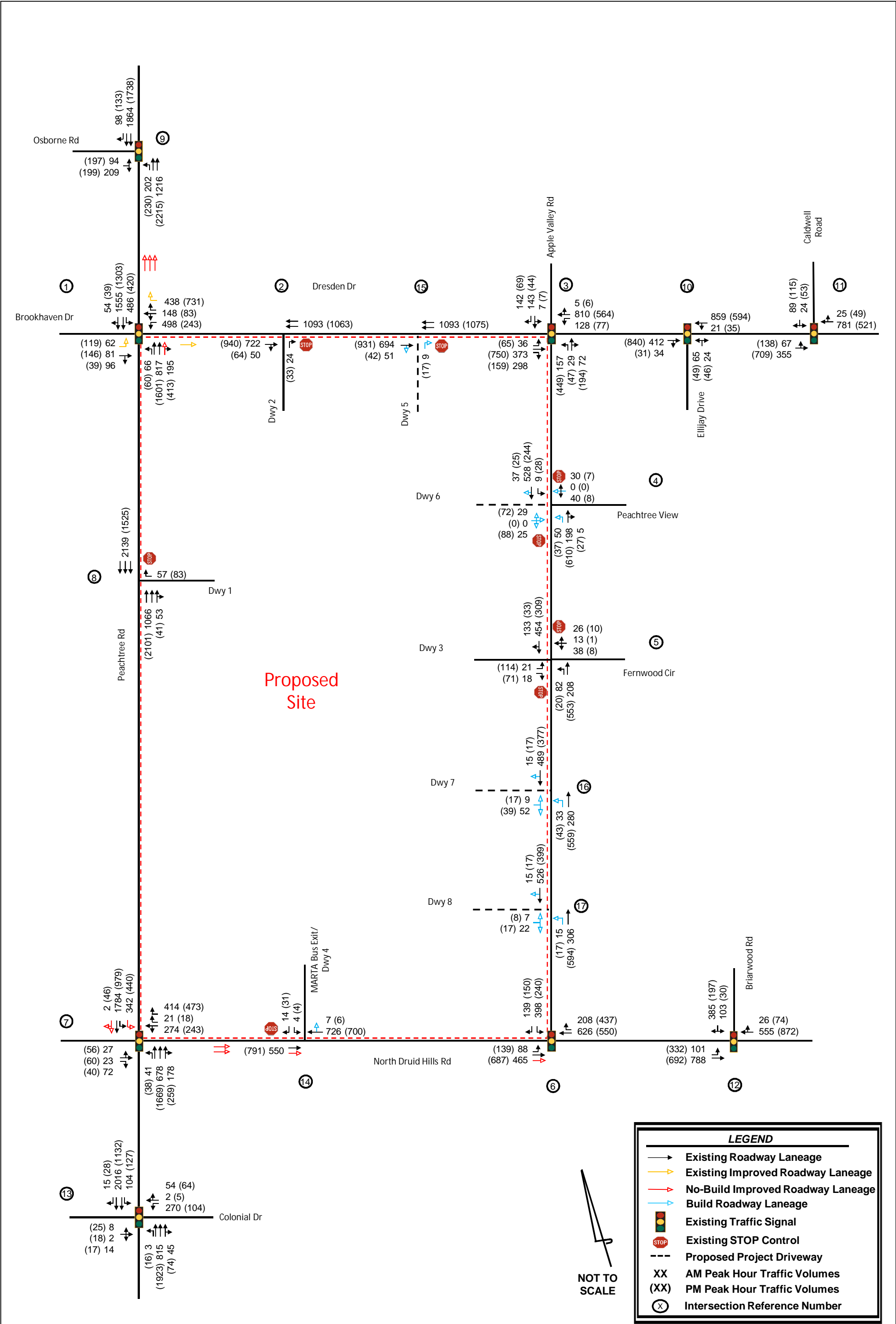
** This intersection is included to show the impact of the recommended improvements carried from North Druid Hills Road at Peachtree Road.

As shown in **Table 9**, all study intersections are projected to operate at or above their acceptable level-of-service standard during the AM and PM peak hours for the Projected 2019 Build conditions, except the intersections of Peachtree Road at Dresden Drive/Brookhaven Drive and Peachtree Road at North Druid Hills Road.

Based on the Projected 2019 Build conditions, the following improvements are recommended:

- Peachtree Road at Dresden Drive/Brookhaven Drive
 - Construct an additional westbound right-turn lane on Dresden Drive, resulting in dual right-turn lanes, by shifting the existing westbound lanes on Dresden Drive south and converting the inside eastbound through lane, resulting in one eastbound through lane.
 - Construct an eastbound left-turn lane on Brookhaven Drive.
 - Change the signal phasing to allow the dual right-turn lanes on Dresden Drive to run in both a permissive and overlap phase.
 - Convert the existing northbound right-turn lane on Peachtree Road into a shared through and right-turn lane.
 - Construct an additional northbound receiving lane on Peachtree Road north of the intersection.
 - Retime signal for optimal splits and offsets.

- Peachtree Road at North Druid Hills Road
 - Construct an additional southbound left-turn lane on Peachtree Road, resulting in dual left-turn lanes.
 - Convert the existing inside westbound through lane into an additional eastbound receiving lane on North Druid Hills Road to accommodate the second left-turn lane from Peachtree Road.
 - Restripe North Druid Hills Road to carry the additional receiving lane on North Druid Hills Road through the intersection at Apple Valley Road to terminate as the existing eastbound left-turn lane on North Druid Hills Road at Briarwood Road.
- North Druid Hills Road at Apple Valley Road
 - Carry the additional receiving lane on North Druid Hills Road to terminate as the existing eastbound left-turn lane on North Druid Hills Road at Briarwood Road.
- North Druid Hills Road at MARTA Bus Exit/Driveway 4
 - Reconfigure driveway to allow one lane of inbound vehicular traffic to access the development west of the tracks.
- Peachtree Road, North Druid Hills Road, and Dresden Drive corridors
 - Retime signals for coordination.
 - Implement bicycle and pedestrian improvements as appropriate in agreement with the City of Brookhaven Bicycle, Pedestrian, & Trail Plan.
- Apple Valley Road at Peachtree View/ Driveway 6
 - Restripe the existing two-way left-turn lane to allow northbound left-turns into the proposed driveway.
 - Construct an eastbound shared left-through-right lane exiting the site.
- Apple Valley Road at Driveway 7
 - Restripe the existing two-way left-turn lane to allow northbound left-turns into the proposed driveway.
 - Construct an eastbound shared left and right-turn lane exiting the site.
- Apple Valley Road at Driveway 8
 - Restripe the existing two-way left-turn lane to allow northbound left-turns into the proposed driveway.
 - Construct an eastbound shared left and right-turn lane exiting the site.



7.0 INGRESS/EGRESS ANALYSIS

Vehicular access to the Brookhaven/Oglethorpe MARTA Station TOD is proposed at eight (8) locations. Site driveway locations are discussed in Section 1.3. All driveways are currently unsignalized and are proposed to remain unsignalized in the Projected 2019 Build conditions.

All new site driveways are proposed to have one ingress lane and one egress lane. Existing driveways (both currently used and currently closed) will maintain the current laneage, with the exception of the reconfiguration of the existing MARTA Bus-Only Exit/Driveway 4 to allow inbound vehicular traffic to access the development west of the tracks.

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. #2, #4, #5, #8, #14, #15, #16, and #17) 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 2019 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 Plan (Atlanta Region's Plan), GDOT's Construction Work Program, City of Brookhaven's programmed projects, and the GA STIP, the following projects are programmed by the respective years within the vicinity of the proposed development. The identified projects are listed in **Table 10** below. Additional projects from these sources have been identified as aspirational without funding and are not included below.

Table 10 Programmed Improvements			
#	Year	Project ID	Project Description
1	2020	DK-376	SR 141 (Peachtree Road) pedestrian improvements from North Druid Hills Road to Ashford Dunwoody Road, including curb cut ramps, ADA compliant driveways, and crosswalks.
2	2020	DK-419	Ashford Dunwoody Road and Dresden Drive ITS system expansion, including ITS improvements, signal equipment upgrades, communications/interconnections, CCTV, related signing/stripping/ADA upgrades, and timing of all signals along corridors.

Both projects will have an impact on the proposed Brookhaven/Oglethorpe MARTA Station TOD. Fact sheets for these projects can be found in **Appendix F**.

9.0 INTERNAL CIRCULATION ANALYSIS

Internal roadways throughout the site provide vehicular access to all buildings and parking on the site. The proposed site driveways will provide access to buildings on the site, and will connect to the provided parking. Entering the site from Apple Valley Road at either Driveway 3 or Driveway 6, patrons may utilize the proposed loop road (Road A on the DRI Site Plan) to circulate around the park space east of the tracks. This roadway provides direct access to on-street parking for retail, but may also be restricted for events.

Connectivity and an improved pedestrian experience, both internal once at the development and external for access into the development, is critical to all development and MARTA visitors. A detailed copy of the proposed site plan with internal site roadways is provided in Appendix C and a full-sized site plan is attached to the report.

Mixed-use vehicle trip reductions were taken according to the *ITE Trip Generation Handbook, Third Edition, 2014*. Total internal capture and vehicle trip reduction between the proposed land uses is expected to be 25.1% daily, 10.2% for the AM peak hour, and 20.4% for the PM peak hour as a result of the anticipated interaction between the various land uses within the proposed development.

10.0 COMPLIANCE WITH COMPREHENSIVE PLAN ANALYSIS

The project site currently serves as the surface parking lots for the Brookhaven/Oglethorpe MARTA Station. The site is located in the Brookhaven-Peachtree Sub-Area 1 Overlay District and parcels are currently zoned M (Industrial), C-2 (General Commercial), and R-75/RM-75 (Multifamily Residential) according to the *City of Brookhaven Zoning Ordinance Map*.

The Brookhaven-Peachtree LCI study focuses on the project site as “the most significant and unique development opportunity in the LCI study area” that could be redeveloped to “become a village center and focal point for the Brookhaven Community.” Additionally, the plan focuses specifically on where the Brookhaven/Oglethorpe MARTA Station TOD should include “a mix of multi-tenant office, retail, and residential” space including engaging plazas, pocket parks, and active urban spaces. The plan discusses pedestrian and bicycle improvements on surrounding streets to encourage multi-modal commuting. *The Atlanta Region’s Plan Unified Growth Policy Map* identifies the project site as being located in a Maturing Neighborhoods area type. The Brookhaven/Oglethorpe MARTA Station TOD plan is consistent with the area type and future land use identified. The land use maps are provided in Appendix B.

Appendix A

Site Photo Log

Brookhaven City Center Partners
Photograph Sheet

KHA Job No.: 018848001

KHA Rep.: MNS

Date: June 29, 2016

Page: 1 of 17

Site Name: Brookhaven-Oglethorpe MARTA Station TOD DRI

Photo No. 1



Comments:

View North along Peachtree Road at North Druid Hills Road

Photo No. 2



Comments:

Eastbound along North Druid Hills from Peachtree Road

Brookhaven City Center Partners
Photograph Sheet

KHA Job No.: 018848001

KHA Rep.: MNS

Date: June 29, 2016

Page: 2 of 17

Site Name: Brookhaven-Oglethorpe MARTA Station TOD DRI

Photo No. 3



Comments:

Westbound view towards Peachtree Road from North Druid Hills Road

Photo No. 4



Comments:

Southbound approach along Peachtree Road at North Druid Hills Road

Brookhaven City Center Partners
Photograph Sheet

KHA Job No.: 018848001

KHA Rep.: MNS

Date: June 29, 2016

Page: 3 of 17

Site Name: Brookhaven-Oglethorpe MARTA Station TOD DRI

Photo No. 5



Comments:

Northbound approach along Peachtree Road at North Druid Hills Road

Photo No. 6



Comments:

Westbound approach from Brookhaven Plaza at Peachtree Road

Brookhaven City Center Partners
Photograph Sheet

KHA Job No.: 018848001

KHA Rep.: MNS

Date: June 29, 2016

Page: 4 of 17

Site Name: Brookhaven-Oglethorpe MARTA Station TOD DRI

Photo No. 7



Comments:

MARTA Bus Exit (Driveway 4) along North Druid Hills Road

Photo No. 8



Comments:

Eastbound approach along North Druid Hills Road at Apple Valley Road

Brookhaven City Center Partners
Photograph Sheet

KHA Job No.: 018848001

KHA Rep.: MNS

Date: June 29, 2016

Page: 5 of 17

Site Name: Brookhaven-Oglethorpe MARTA Station TOD DRI

Photo No. 9



Comments:

Southbound approach along Apple Valley Road at North Druid Hills Road

Photo No. 10



Comments:

Northbound along Apple Valley Road approaching Driveway 8

Brookhaven City Center Partners
Photograph Sheet

KHA Job No.: 018848001

KHA Rep.: MNS

Date: June 29, 2016

Page: 6 of 17

Site Name: Brookhaven-Oglethorpe MARTA Station TOD DRI

Photo No. 11



Comments:

View eastbound from MARTA Driveway 8 at Apple Valley Road

Photo No. 12



Comments:

View eastbound from MARTA Driveway 3 at Apple Valley Road

Brookhaven City Center Partners
Photograph Sheet

KHA Job No.: 018848001

KHA Rep.: MNS

Date: June 29, 2016

Page: 7 of 17

Site Name: Brookhaven-Oglethorpe MARTA Station TOD DRI

Photo No. 13



Comments:

View eastbound along North Druid Hills Road at Briarwood Road

Photo No. 14



Comments:

View westbound along North Druid Hills Road at Briarwood Road

Brookhaven City Center Partners
Photograph Sheet

KHA Job No.: 018848001

KHA Rep.: MNS

Date: June 29, 2016

Page: 8 of 17

Site Name: Brookhaven-Oglethorpe MARTA Station TOD DRI

Photo No. 15



Comments:

Northbound along Apple Valley Road at Peachtree View

Photo No. 16



Comments:

Northbound along Apple Valley Road at Dresden Drive

Brookhaven City Center Partners
Photograph Sheet

KHA Job No.: 018848001

KHA Rep.: MNS

Date: June 29, 2016

Page: 9 of 17

Site Name: Brookhaven-Oglethorpe MARTA Station TOD DRI

Photo No. 17



Comments:

Eastbound approach along Dresden Drive at Apple Valley Road

Photo No. 18



Comments:

MARTA Driveway 5 at Dresden Drive

Brookhaven City Center Partners
Photograph Sheet

KHA Job No.: 018848001

KHA Rep.: MNS

Date: June 29, 2016

Page: 10 of 17

Site Name: Brookhaven-Oglethorpe MARTA Station TOD DRI

Photo No. 19



Comments:

Westbound approach along Dresden Drive at Caldwell Road

Photo No. 20



Comments:

Southbound approach along Caldwell Road at Dresden Drive

Brookhaven City Center Partners
Photograph Sheet

KHA Job No.: 018848001

KHA Rep.: MNS

Date: June 29, 2016

Page: 11 of 17

Site Name: Brookhaven-Oglethorpe MARTA Station TOD DRI

Photo No. 21



Comments:

View eastbound along Dresden Drive at Caldwell Road

Photo No. 22



Comments:

View eastbound along Dresden Drive approaching Ellijay Drive

Brookhaven City Center Partners
Photograph Sheet

KHA Job No.: 018848001

KHA Rep.: MNS

Date: June 29, 2016

Page: 12 of 17

Site Name: Brookhaven-Oglethorpe MARTA Station TOD DRI

Photo No. 23



Comments:

Westbound approach along Dresden Drive at Ellijay Drive

Photo No. 24



Comments:

Northbound approach along Ellijay Drive at Dresden Drive

Brookhaven City Center Partners
Photograph Sheet

KHA Job No.: 018848001

KHA Rep.: MNS

Date: June 29, 2016

Page: 13 of 17

Site Name: Brookhaven-Oglethorpe MARTA Station TOD DRI

Photo No. 25



Comments:

Westbound along Dresden Drive approaching Peachtree Road

Photo No. 26



Comments:

MARTA Bus-only driveway at Dresden Drive

Brookhaven City Center Partners
Photograph Sheet

KHA Job No.: 018848001

KHA Rep.: MNS

Date: June 29, 2016

Page: 14 of 17

Site Name: Brookhaven-Oglethorpe MARTA Station TOD DRI

Photo No. 27



Comments:

MARTA Driveway 2 at Dresden Drive

Photo No. 28



Comments:

Northbound approach along Peachtree Road at Dresden Drive

Brookhaven City Center Partners
Photograph Sheet

KHA Job No.: 018848001

KHA Rep.: MNS

Date: June 29, 2016

Page: 15 of 17

Site Name: Brookhaven-Oglethorpe MARTA Station TOD DRI

Photo No. 29



Comments:

Southbound approach along Peachtree Road at Brookhaven Drive/Dresden Drive

Photo No. 30



Comments:

Westbound approach from Brookhaven Drive at Peachtree Road

Brookhaven City Center Partners
Photograph Sheet

KHA Job No.: 018848001

KHA Rep.: MNS

Date: June 29, 2016

Page: 16 of 17

Site Name: Brookhaven-Oglethorpe MARTA Station TOD DRI

Photo No. 31



Comments:

Westbound approach along Colonial Drive at Peachtree Road

Photo No. 32



Comments:

Northbound approach Peachtree Road at Colonial Drive

Brookhaven City Center Partners
Photograph Sheet

KHA Job No.: 018848001

KHA Rep.: MNS

Date: June 29, 2016

Page: 17 of 17

Site Name: Brookhaven-Oglethorpe MARTA Station TOD DRI

Photo No. 33



Comments:

Eastbound approach along Osborne Road at Peachtree Road

Photo No. 34



Comments:

Southbound along Peachtree Road at Osborne Road

Appendix B

Land Use and Zoning Maps



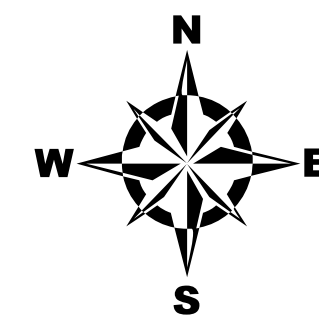
Incorporated 17 December 2012

Official Zoning Map

Adopted: January 10, 2013

Readopted: August 12, 2014

Readopted: January 12, 2016



Legend

- Expressway
- Railroads
- PDK Runway
- Land Lot
- *All Land Lots are located in District 18

Zoning Districts

- R-100 (Single-Family Residential)
- R-85 (Single-Family Residential)
- R-75 (Single-Family Residential)
- R-60 (Single-Family Residential)
- R-50 (Single-Family Residential)
- R-A5 (Single-Family Residential)
- R-A8 (Single-Family Residential)
- R-CH (Single-Family Cluster Residential) Repealed
- R-DT (Two- and Three-Family Residential)
- PC-2 (Pedestrian Community)
- TND (Traditional Neighborhood Development) Repealed
- RM-150 (Multifamily Residential)
- RM-100 (Multifamily Residential)
- RM-85 (Multifamily Residential)
- RM-75 (Multifamily Residential)
- RM-HD (Multifamily Residential)
- O-I (Office-Institution)
- O-D (Office-Distribution)
- OCR (Office-Commercial-Residential)
- NS (Neighborhood Shopping)
- C-1 (Local Commercial)
- C-2 (General Commercial)
- M (Industrial)

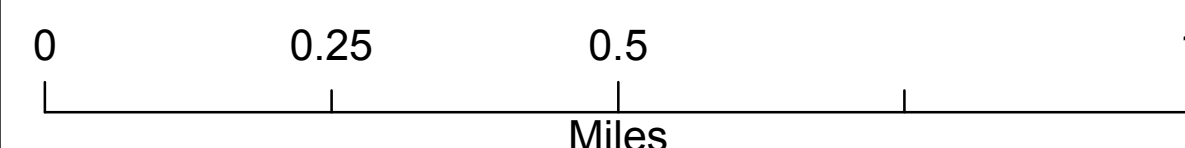
The following are Zoning Districts within the City of Brookhaven (Currently no properties contain these Zoning Districts:)

- R-200 (Single-Family Residential)
- R-30,000 (Single-Family Residential)
- R-20,000 (Single-Family Residential)
- MHP (Mobile Home Park)
- NCD (Neighborhood Conservation)
- R-NCD (Neighborhood Conservation)
- O-I-T (Office-Institution-Transitional)
- M-2 (Industrial)
- PC-1 and PC-3 (Pedestrian Community)

Overlay Districts

- Brookhaven-Peachtree Sub-Area I
- Brookhaven-Peachtree Sub-Area II
- Airport Compatible Use Overlay District

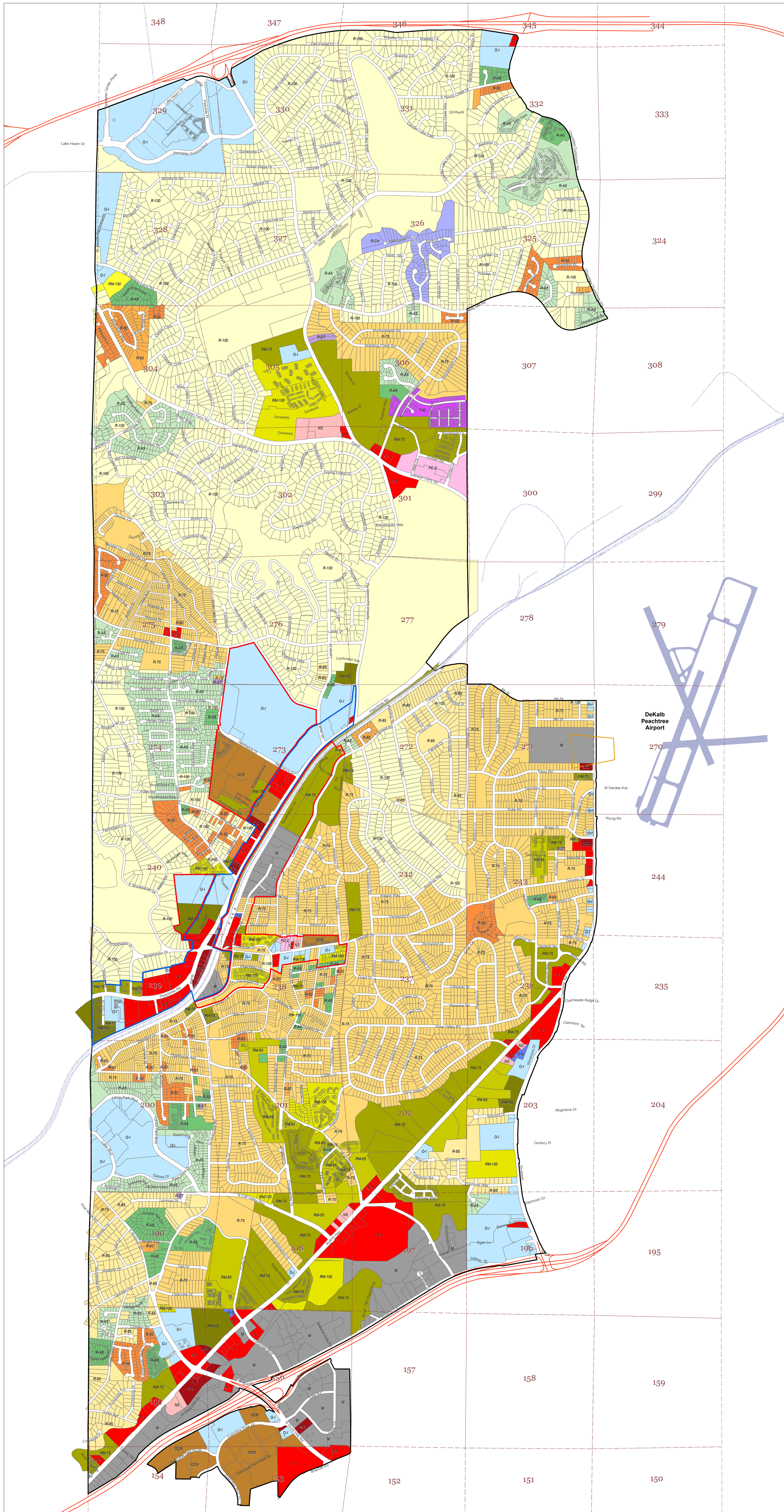
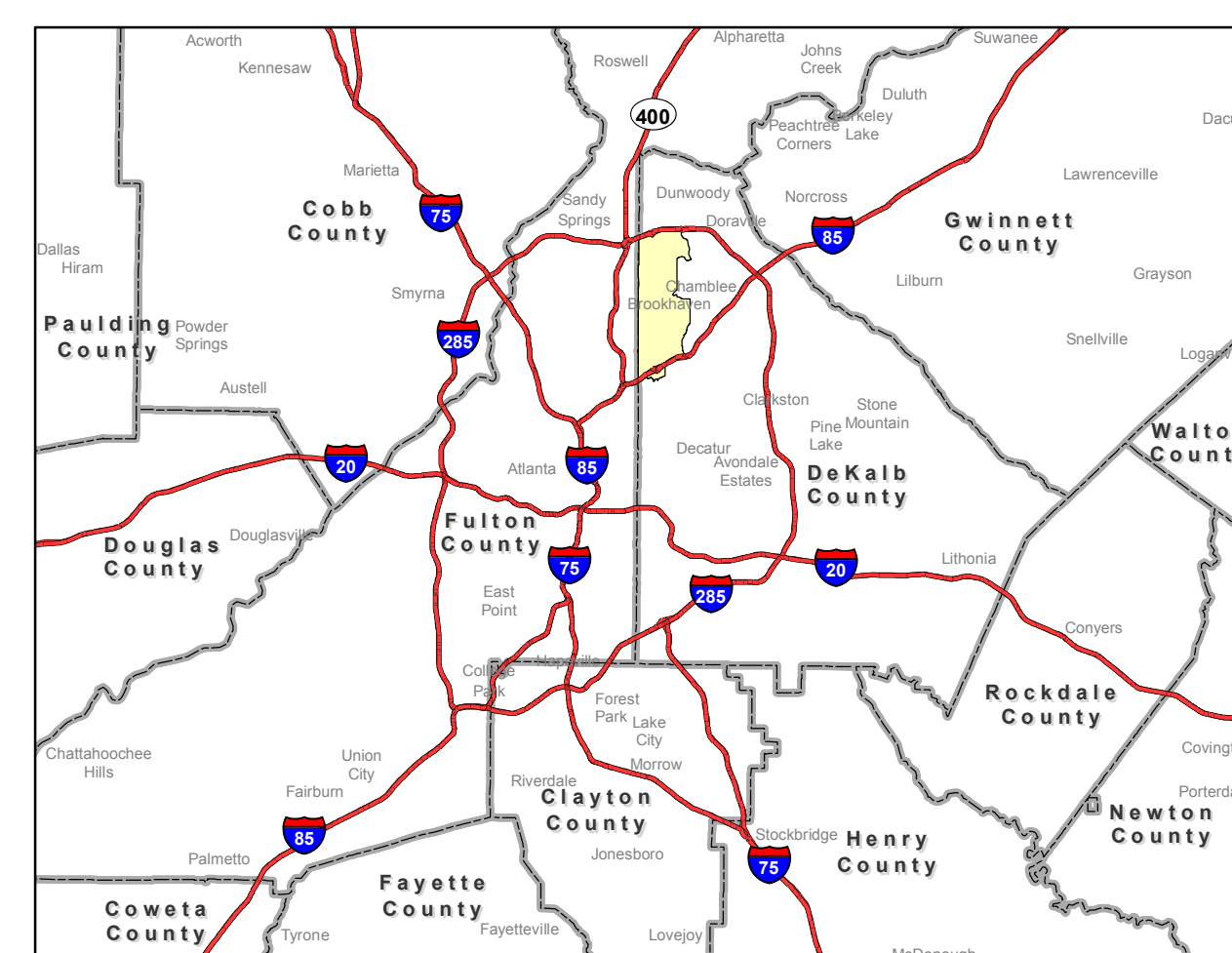
*Environmentally Sensitive Land Overlay
(No overlay adopted as of 17 December 2012)



Revised January 12, 2016 to reflect the most recent zoning actions.

Updated by the
City of Brookhaven IT/GIS Department
January 12, 2016

This map has been compiled from the most accurate source data from City of Brookhaven and/or other agencies. 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 Brookhaven.
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The Atlanta's Region Plan-Regional Development Guide

A Guidebook to The Atlanta Region's Plan [f](#) [t](#) [e](#)

1 Unified Growth Policy Map

The Unified Growth Policy Map (UGPM) provides direction for future growth based on the Areas and Places within the region. The UGPM represents local plans as well as The Region's Plan policies and forecasts.

This map represents the Atlanta region's vision for

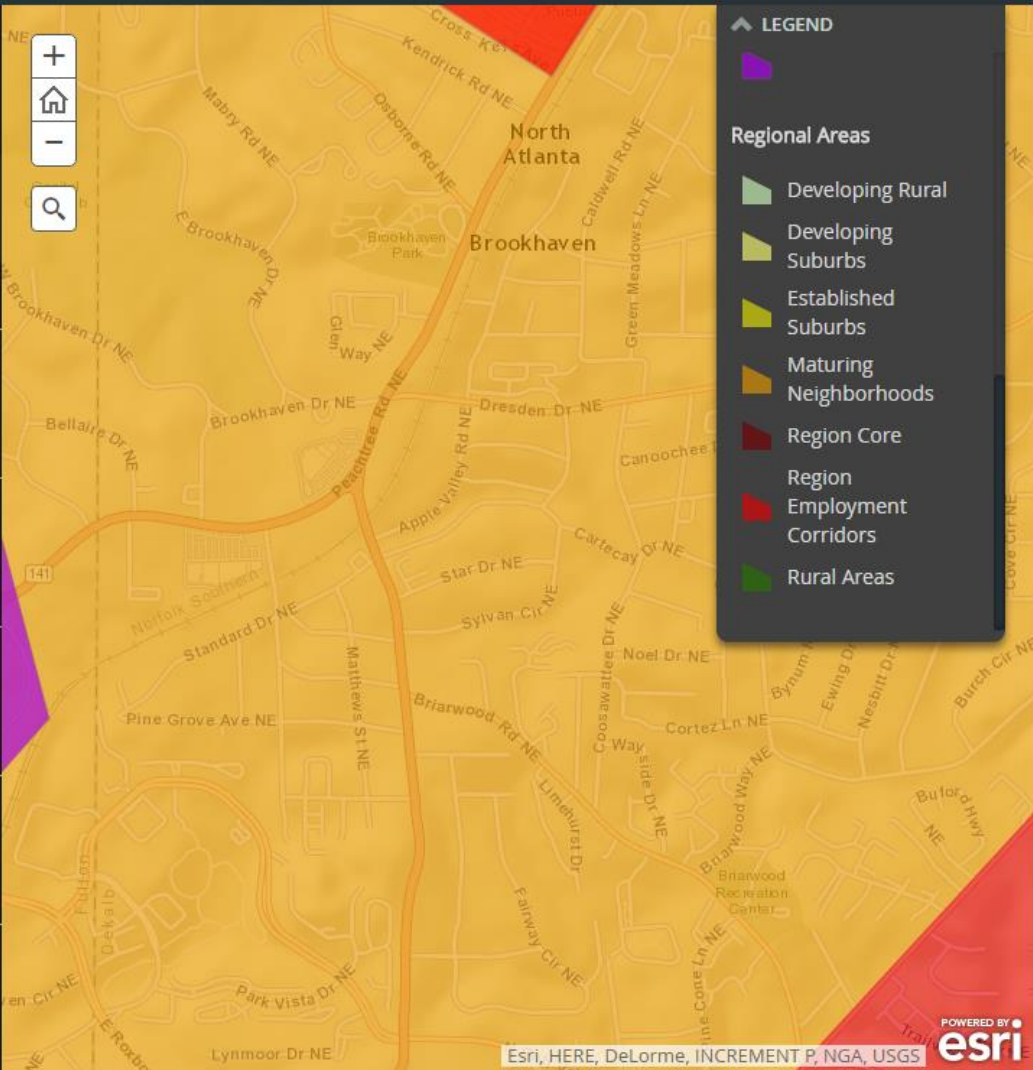
2 Regional Areas

3 Regional Places

4 Regional Policy Districts

5 State Quality Community Objectives

6 Appropriate Land Uses



Appendix C

Proposed Site Plan

EXISTING ZONING =	C-2, M, RM-75, R-75
PROPOSED ZONING =	PC-2
OVERLAY DISTRICT=	BROOKHAVEN -PEACHTREE OVERLAY

BUILDING FOOTPRINTS= 6.8 AC
DRIVES, WALKS, AND PAVING= 3.3 AC
MARTA STATION AND BUS= 2.0 AC
GREEN SPACE/ PERVIOUS PAVERS= 5.5 AC

TOTAL SITE AREA= 17.757AC
OPEN SPACE REQUIRED= 20% (3.55AC/ 154,638 SF)
PUBLIC OPEN SPACE PROVIDED= 35% (6.2AC/271,784 SF)
MEETS REQUIREMENTS FOR OPEN SPACE BONUS

RESIDENTIAL:	
DENSITY ALLOWED=	60 UNITS/ ACRE
SITE AREA=	17.757 ACRES
MAX UNITS ALLOWED=	1,065 UNITS
UNITS PROVIDED=	547 UNITS

COMMERICAL:
75,000 SF (HOTEL)
200,000 SF (OFFICE)
24,340 SF (RESTAURANT)
31,428 SF (RETAIL)

ZONING REQUIRED:	
1 SPACE PER 1 DWELLING UNIT:	547 X 1=547 SPACES
1 SPACE PER 400 SF OF COMMERCIAL:	275,000SF/400= 688 SPACES
1 SPACE PER 300 SF OF RETAIL:	31,428SF/300= 105 SPACES
1 SPACE PER 125 SF OF RESTAURANT:	24,340SF/125= 196 SPACES
<u>REQUIRED PER ZONING:</u>	<u>1,536 SPACES</u>

NOTE: ACTUAL COMMERICAL, RETAIL & RESTAURANT AREA
MAY FLUCTUATE, BUT MIN. PARKING REQUIREMENT WILL BE
MET

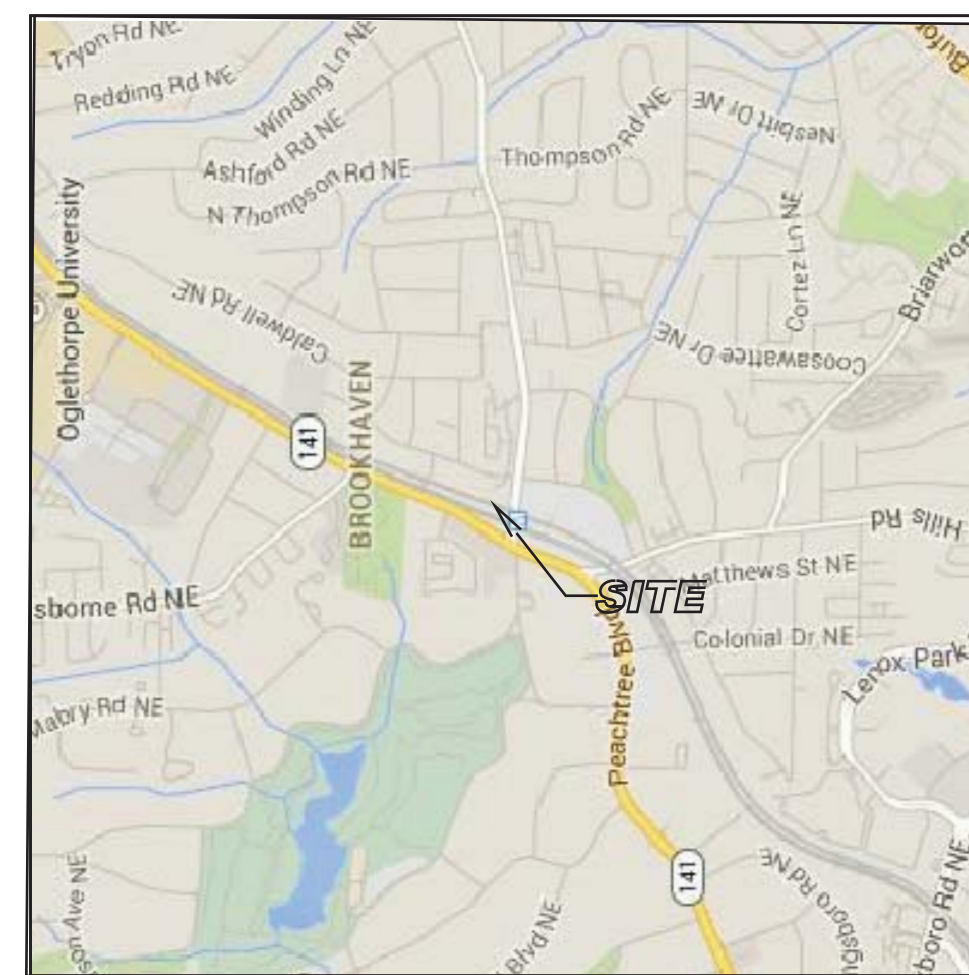
PROVIDED:		
SURFACE:	50	SPACES
DECK:	1,996	SPACES
ON-STREET:	50	SPACES
<i>TOTAL:</i>	<i>2,096</i>	<i>SPACES</i>

NOTE: PROVIDED PARKING INCLUDES 560 SPACES FOR MARTA

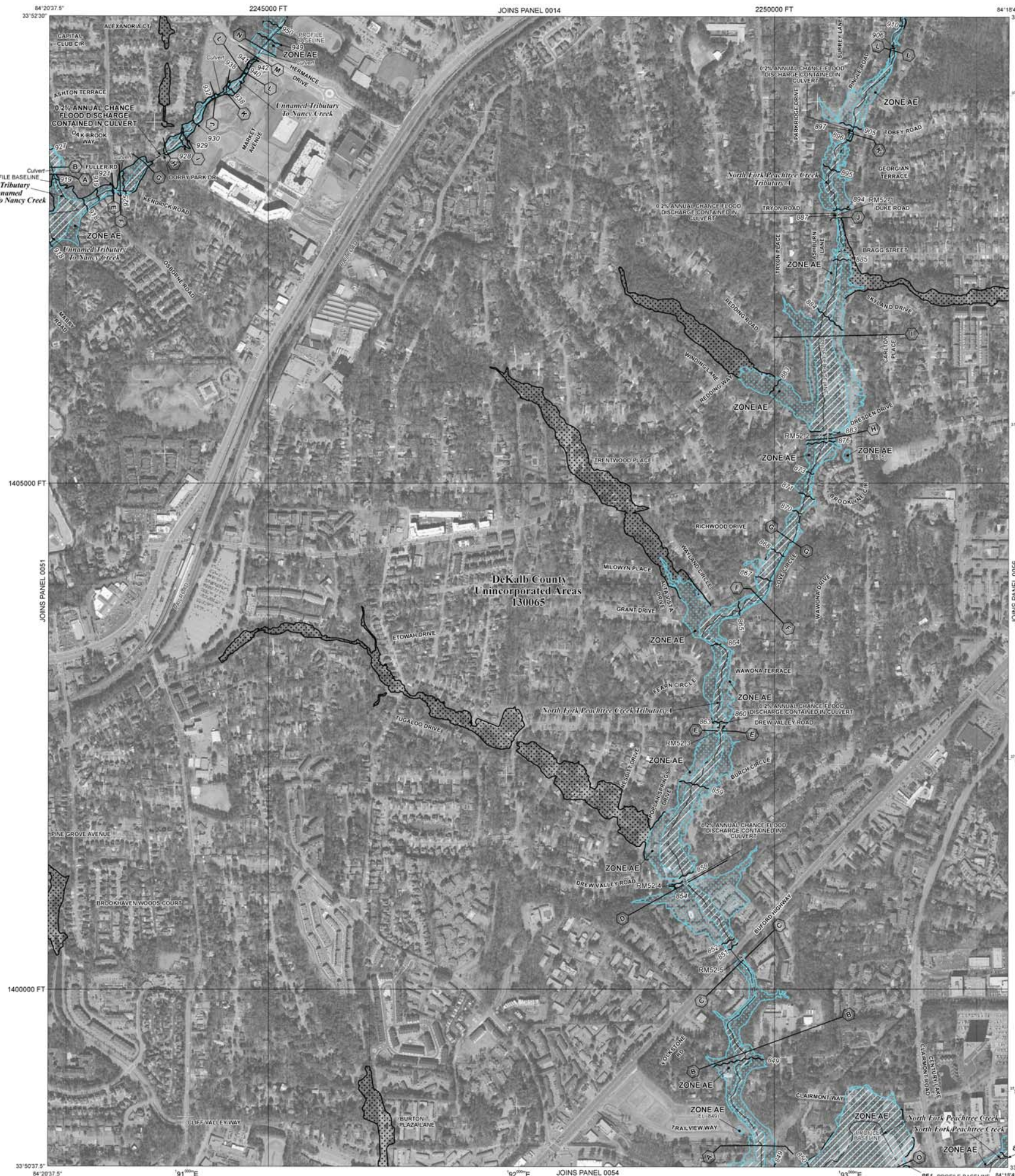
PEACHTREE DRIVE:	20' FOOT WIDE PEDESTRIAN ZONE PLUS ZERO SETBACK
DRESDEN DRIVE & APPLE VALLEY ROAD& NORTH DRUID HILLS ROAD:	15' FOOT WIDE PEDESTRIAN ZONE PLUS ZERO SETBACK

ALLOWED:
MAXIMUM BUILDING HEIGHT OF 60'-0" OR 4 STORIES
INCREASED TO HEIGHT OF 125'-0" OR 8 STORIES WITH
TRANSIT- ORIENTED DEVELOPMENT BONUS TO INCLUDE
25% OPEN SPACE, 20% WORK FORCE HOUSING AND 40,000 SF
GROUND FLOOR RETAIL/ PROFESSIONAL OFFICE

PROPOSED:
MAX. BUILDING HEIGHT OF 125'-0" ON PEACHTREE ROAD
MAX. BUILDING HEIGHT OF 80'-0" ON APPLE VALLEY ROAD




LOCATION MAP 1' = 2000 FT

[illegible][illegible]

NFP NATIONAL FLOOD INSURANCE PROGRAM	PANEL 0682J		
	FIRM FLOOD INSURANCE RATE MAP		
	DEKALB COUNTY, GEORGIA AND INCORPORATED AREAS		
	PANEL 52 OF 51		
	(SEE MAP INDEX FOR FIRM PANEL LAYOUTS) COMMUNITY: _____ FIRMED: _____ SURVEY: _____ COMMUNITY: _____ FIRMED: _____ SURVEY: _____		

Note to User: The Flood Insurance Rate Map is intended to show only flooding risk zones. The floodable features and floodable areas depicted are not intended to show the exact boundaries and extent of floodable areas and are not intended to be used for engineering or other purposes and are not intended to be used for engineering or other purposes and are not intended to be used for engineering or other purposes.



FEDERAL EMERGENCY MANAGEMENT AGENCY
U.S. DEPARTMENT OF HOMELAND SECURITY

MAP NUMBER:
1308C002J

MAP REVISION:
MAY 16, 2011

LANDSCAPE STRIP

SIDEWALK



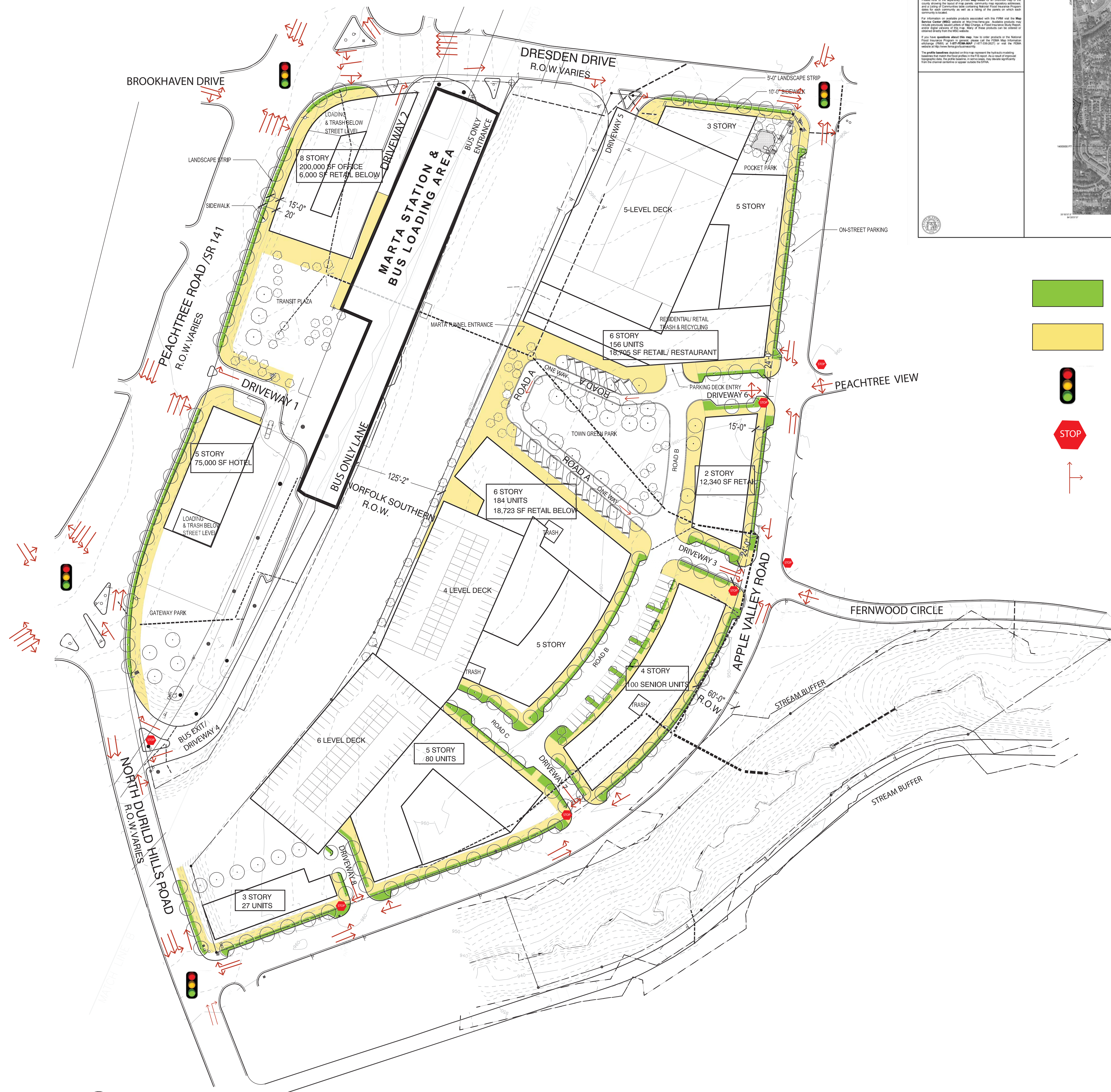
EXISTING TRAFFIC SIGNAL



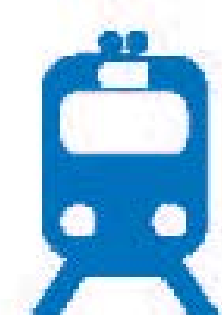
EXISTING/ PROPOSED STOP CONTROL



PROPOSED TURNING MOVEMENT

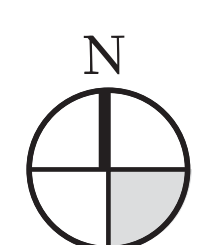


TRAFFIC ENGINEER
KIMLEY- HORN
ROB ROSS
404-419-8700



**BROOKHAVEN
CITY CENTER
PARTNERS**

ART LOMENICK
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ALomenick@integral-online.com



BROOKHAVEN/OGLETHORPE UNIVERSITY STATION TOD PROJECT

Brookhaven, Georgia
DRI #2604

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ZONING SITE PLAN



COOPER CARRY

Appendix D

Trip Generation Analysis

Trip Generation Analysis (9th Ed.) Brookhaven-Oglethorpe MARTA Station TOD DRI Brookhaven, GA								
Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
<u>Proposed Site Traffic</u>								
220 Apartment	340 d.u.	2,184	170	34	136	205	133	72
230 Residential Condominium/Townhouse	107 d.u.	682	55	9	46	64	43	21
252 Senior Adult Housing - Attached	100 occ. d.u.	344	18	6	12	22	13	9
310 Hotel	125 rooms	746	66	39	27	75	38	37
710 General Office Building	200,000 s.f.	2,223	333	293	40	302	51	251
820 Shopping Center	30,000 s.f. gross leasable area	3,105	75	47	28	267	128	139
826 Specialty Retail Center	33,100 s.f. gross leasable area	1,467	N/A	N/A	N/A	101	44	57
Gross Trips		10,751	717	428	289	1,036	450	586
Residential Trips		3,210	243	49	194	291	189	102
Mixed-Use Reductions		-479	-7	-1	-6	-80	-56	-24
Alternative Mode Reductions		-683	-59	-12	-47	-53	-33	-20
Adjusted Residential Trips		2,048	177	36	141	158	100	58
Hotel Trips		746	66	39	27	75	38	37
Mixed-Use Reductions		-11	0	-11	-12	-9	-3	
Alternative Mode Reductions		-187	-14	-10	-4	-16	-7	-9
Adjusted Hotel Trips		559	41	29	12	47	22	25
Office Trips		2,223	333	293	40	302	51	251
Mixed-Use Reductions		-182	-32	-21	-11	-27	-8	-19
Alternative Mode Reductions		-510	-75	-68	-7	-69	-11	-58
Adjusted Office Trips		1,531	226	204	22	206	32	174
Retail Trips		4,572	75	47	28	368	172	196
Mixed-Use Reductions		-617	-24	-15	-9	-95	-34	-61
Alternative Mode Reductions		-989	-13	-8	-5	-68	-35	-34
Pass By Reductions (Based on ITE Rates)		0	0	0	0	0	0	0
Adjusted Retail Trips		2,966	38	24	14	205	103	101
Mixed-Use Reductions - TOTAL		-1,278	-74	-37	-37	-214	-107	-107
Alternative Mode Reductions - TOTAL		-2,369	-161	-98	-63	-206	-86	-121
Pass-By Reductions - TOTAL		0	0	0	0	0	0	0
New Trips		7,104	482	293	189	616	257	358
Driveway Volumes		7,104	482	293	189	616	257	358

k:\amt_tpto\018848001_brookhaven marta tod dri\phase ii\analysis\20160623_brookhaventod_analysis.xls\trip generation

Appendix E

Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

Intersection #1: Peachtree Road at Dresden Drive/Brookhaven Drive AM PEAK HOUR

Description	Peachtree Rd Northbound			Peachtree Rd Southbound			Brookhaven Dr Eastbound			Dresden Dr Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	63	735	137	311	1,411	52	59	72	92	439	141	333
Pedestrians		46			13			21			13	
Conflicting Pedestrians	21		13	13		21	13		46	46		13
Heavy Vehicles	0	4	0	0	7	3	2	0	1	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	6%	3%	2%	2%	2%	2%	2%
Peak Hour Factor		0.91			0.92			0.87			0.94	
Adjustment												
Adjusted 2016 Volumes	63	735	137	311	1,411	52	59	72	92	439	141	333
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
Dresden Village Project Trips	0	0	34	34	0	0	0	2	0	26	1	26
Dresden Dr at Appalachee Dr Project Trips			3	4						13		15
Gables Oglethorpe Project Trips		19		15	75							4
2019 Background Traffic	66	788	180	378	1,550	54	62	77	96	498	148	393
Project Trips												
Trip Distribution IN			10%	25%	15%							
Trip Distribution OUT		15%									25%	
Residential Trips	0	21	4	9	5	0	0	0	0	0	0	35
Trip Distribution IN				40%								
Trip Distribution OUT		40%										
Hotel Trips	0	5	0	12	0	0	0	0	0	0	0	0
Trip Distribution IN			5%	38%				2%				
Trip Distribution OUT		10%								2%	28%	
Office Trips	0	2	10	78	0	0	0	4	0	0	0	6
Trip Distribution IN			5%	38%				2%				
Trip Distribution OUT		10%								2%	28%	
Retail Trips	0	1	1	9	0	0	0	0	0	0	0	4
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	29	15	108	5	0	0	4	0	0	0	45
2019 Buildout Total	66	817	195	486	1,555	54	62	81	96	498	148	438

PM PEAK HOUR

Description	Peachtree Rd Northbound			Peachtree Rd Southbound			Brookhaven Dr Eastbound			Dresden Dr Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	57	1,417	352	283	1,194	37	114	137	37	201	74	563
Pedestrians		45			29			10			27	
Conflicting Pedestrians	10		27	27		10	29		45	45		29
Heavy Vehicles	0	0	1	1	3	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.94			0.92			0.90			0.88	
Adjustment												
Adjusted 2016 Volumes	57	1,417	352	283	1,194	37	114	137	37	201	74	563
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
Dresden Village Project Trips	0	0	14	14	0	0	0	0	0	26	1	26
Dresden Dr at Appalachee Dr Project Trips			14	17						7		9
Gables Oglethorpe Project Trips		73		8	39							15
2019 Background Traffic	60	1,555	396	335	1,288	39	119	143	39	243	78	639
Project Trips												
Trip Distribution IN			10%	25%	15%							
Trip Distribution OUT		15%									25%	
Residential Trips	0	9	10	25	15	0	0	0	0	0	0	15
Trip Distribution IN				40%								
Trip Distribution OUT		40%										
Hotel Trips	0	10	0	9	0	0	0	0	0	0	0	0
Trip Distribution IN			5%	38%				2%				
Trip Distribution OUT		10%								2%	28%	
Office Trips	0	17	2	12	0	0	0	1	0	0	3	49
Trip Distribution IN			5%	38%				2%				
Trip Distribution OUT		10%								2%	28%	
Retail Trips	0	10	5	39	0	0	0	2	0	0	2	28
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	46	17	85	15	0	0	3	0	0	5	92
2019 Buildout Total	60	1,601	413	420	1,303	39	119	146	39	243	83	731

INTERSECTION VOLUME DEVELOPMENT

Intersection #2: Driveway 2 at Dresden Drive AM PEAK HOUR

Description	Dwy 2 Northbound			N/A Southbound			Dresden Dr Eastbound			Dresden Dr Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	0	0	18				0	503	26	0	921	0
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	0%	0%	2%	0%	0%	0%	0%	2%	2%	0%	2%	0%
Peak Hour Factor		0.75						0.92			0.92	
Adjustment												
Adjusted 2016 Volumes	0	0	18	0	0	0	0	503	26	0	921	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
Dresden Village Project Trips								69			52	
Dresden Dr at Appalachee Dr Project Trips								7			28	
Gables Oglethorpe Project Trips								15			4	
2019 Background Traffic	0	0	19	0	0	0	0	617	27	0	1,047	0
Project Trips												
Trip Distribution IN								35%				
Trip Distribution OUT											25%	
Residential Trips	0	0	0	0	0	0	0	13	0	0	35	0
Trip Distribution IN									40%			
Trip Distribution OUT			25%									
Hotel Trips	0	0	3	0	0	0	0	0	12	0	0	0
Trip Distribution IN								40%	5%			
Trip Distribution OUT			5%								30%	
Office Trips	0	0	1	0	0	0	0	82	10	0	7	0
Trip Distribution IN								40%	5%			
Trip Distribution OUT			5%								30%	
Retail Trips	0	0	1	0	0	0	0	10	1	0	4	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	5	0	0	0	0	105	23	0	46	0
2019 Buildout Total	0	0	24	0	0	0	0	722	50	0	1,093	0

PM PEAK HOUR

Description	Dwy 2 Northbound			N/A Southbound			Dresden Dr Eastbound			Dresden Dr Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	0	0	12				0	751	46	0	843	0
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	0%	0%	2%	0%	0%	0%	0%	2%	2%	0%	2%	0%
Peak Hour Factor		0.60						0.77			0.92	
Adjustment												
Adjusted 2016 Volumes	0	0	12	0	0	0	0	751	46	0	843	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
Dresden Village Project Trips								28			54	
Dresden Dr at Appalachee Dr Project Trips								30			15	
Gables Oglethorpe Project Trips								8			15	
2019 Background Traffic	0	0	13	0	0	0	0	851	48	0	966	0
Project Trips												
Trip Distribution IN								35%				
Trip Distribution OUT											25%	
Residential Trips	0	0	0	0	0	0	0	35	0	0	15	0
Trip Distribution IN									40%			
Trip Distribution OUT			25%									
Hotel Trips	0	0	6	0	0	0	0	0	9	0	0	0
Trip Distribution IN								40%	5%			
Trip Distribution OUT			5%								30%	
Office Trips	0	0	9	0	0	0	0	13	2	0	52	0
Trip Distribution IN								40%	5%			
Trip Distribution OUT			5%								30%	
Retail Trips	0	0	5	0	0	0	0	41	5	0	30	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	20	0	0	0	0	89	16	0	97	0
2019 Buildout Total	0	0	33	0	0	0	0	940	64	0	1,063	0

INTERSECTION VOLUME DEVELOPMENT

Intersection #3: Apple Valley Road at Dresden Drive AM PEAK HOUR

Description	Apple Valley Rd Northbound			Apple Valley Rd Southbound			Dresden Dr Eastbound			Dresden Dr Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	106	26	55	7	137	136	20	274	230	90	694	5
Pedestrians		12			0			5			0	
Conflicting Pedestrians	5		0	0		5	0		12	12		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.87			0.81			0.92			0.97	
Adjustment												
Adjusted 2016 Volumes	106	26	55	7	137	136	20	274	230	90	694	5
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
Dresden Village Project Trips		2	5				15	54		5	52	
Dresden Dr at Appalachee Dr Project Trips								7			28	
Gables Oglethorpe Project Trips								15			4	
2019 Background Traffic	111	29	63	7	143	142	36	363	241	99	810	5
Project Trips												
Trip Distribution IN									20%	10%		
Trip Distribution OUT	25%		5%					5%				
Residential Trips	35	0	7	0	0	0	0	7	7	4	0	0
Trip Distribution IN										10%		
Trip Distribution OUT								10%	15%			
Hotel Trips	0	0	0	0	0	0	0	1	2	3	0	0
Trip Distribution IN									20%	10%		
Trip Distribution OUT	30%		5%					5%	5%			
Office Trips	7	0	1	0	0	0	0	1	42	20	0	0
Trip Distribution IN									20%	10%		
Trip Distribution OUT	30%		5%					5%	5%			
Retail Trips	4	0	1	0	0	0	0	1	6	2	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	46	0	9	0	0	0	0	10	57	29	0	0
2019 Buildout Total	157	29	72	7	143	142	36	373	298	128	810	5

PM PEAK HOUR

Description	Apple Valley Rd Northbound			Apple Valley Rd Southbound			Dresden Dr Eastbound			Dresden Dr Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	337	44	166	7	42	66	58	639	90	45	458	6
Pedestrians		22			0			5			0	
Conflicting Pedestrians	5		0	0		5	0		22	22		0
Heavy Vehicles	0	0	0	0	0	0	0	0	1	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.96			0.87			0.97			0.96	
Adjustment												
Adjusted 2016 Volumes	337	44	166	7	42	66	58	639	90	45	458	6
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
Dresden Village Project Trips		1	3				4	24		5	54	
Dresden Dr at Appalachee Dr Project Trips								30			16	
Gables Oglethorpe Project Trips								8			15	
2019 Background Traffic	352	47	177	7	44	69	65	730	94	52	564	6
Project Trips												
Trip Distribution IN									20%	10%		
Trip Distribution OUT	25%		5%					5%				
Residential Trips	15	0	3	0	0	0	0	3	20	10	0	0
Trip Distribution IN										10%		
Trip Distribution OUT								10%	15%			
Hotel Trips	0	0	0	0	0	0	0	3	4	2	0	0
Trip Distribution IN									20%	10%		
Trip Distribution OUT	30%		5%					5%	5%			
Office Trips	52	0	9	0	0	0	0	9	15	3	0	0
Trip Distribution IN									20%	10%		
Trip Distribution OUT	30%		5%					5%	5%			
Retail Trips	30	0	5	0	0	0	0	5	26	10	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	97	0	17	0	0	0	0	20	65	25	0	0
2019 Buildout Total	449	47	194	7	44	69	65	750	159	77	564	6

INTERSECTION VOLUME DEVELOPMENT

Intersection #4: Apple Valley Road at Driveway 6/Peachtree View AM PEAK HOUR

Description	Apple Valley Rd Northbound			Apple Valley Rd Southbound			Dwy 6 Eastbound			Peachtree View Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	0	158	5	9	451	0	0	0	0	38	0	29
Pedestrians		5			0			0			2	
Conflicting Pedestrians	0		2	2		0	0		5	5		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	2%	2%	2%	2%	0%	0%	0%	0%	2%	0%	2%
Peak Hour Factor		0.80			0.98			0.92			0.84	
Adjustment												
Adjusted 2016 Volumes	0	158	5	9	451	0	0	0	0	38	0	29
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
Dresden Village Project Trips		7			5							
Dresden Dr at Appalachee Dr Project Trips												
Gables Oglethorpe Project Trips												
2019 Background Traffic	0	172	5	9	477	0	0	0	0	40	0	30
Project Trips												
Trip Distribution IN	10%				25%	5%						
Trip Distribution OUT		15%					15%		10%			
Residential Trips	4	21	0	0	9	2	21	0	14	0	0	0
Trip Distribution IN					10%							
Trip Distribution OUT					15%							
Hotel Trips	0	0	0	0	5	0	0	0	0	0	0	0
Trip Distribution IN	20%				15%	15%						
Trip Distribution OUT		12%			5%		23%		30%			
Office Trips	41	3	0	0	32	31	5	0	7	0	0	0
Trip Distribution IN	20%				15%	15%						
Trip Distribution OUT		12%			5%		23%		30%			
Retail Trips	5	2	0	0	5	4	3	0	4	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	50	26	0	0	51	37	29	0	25	0	0	0
2019 Buildout Total	50	198	5	9	528	37	29	0	25	40	0	30

PM PEAK HOUR

Description	Apple Valley Rd Northbound			Apple Valley Rd Southbound			Dwy 6 Eastbound			Peachtree View Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	0	539	26	27	166	0	0	0	0	8	0	7
Pedestrians		3			1			0			4	
Conflicting Pedestrians	0		4	4		0	1		3	3		1
Heavy Vehicles	0	0	0	0	1	0	0	0	0	0	0	0
Heavy Vehicle %	0%	2%	2%	2%	2%	0%	0%	0%	0%	2%	0%	2%
Peak Hour Factor		0.92			0.86			0.92			0.94	
Adjustment												
Adjusted 2016 Volumes	0	539	26	27	166	0	0	0	0	8	0	7
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
Dresden Village Project Trips		4			5							
Dresden Dr at Appalachee Dr Project Trips												
Gables Oglethorpe Project Trips												
2019 Background Traffic	0	568	27	28	179	0	0	0	0	8	0	7
Project Trips												
Trip Distribution IN	10%				25%	5%						
Trip Distribution OUT		15%					15%		10%			
Residential Trips	10	9	0	0	25	5	9	0	6	0	0	0
Trip Distribution IN					10%							
Trip Distribution OUT					15%							
Hotel Trips	0	0	0	0	6	0	0	0	0	0	0	0
Trip Distribution IN	20%				15%	15%						
Trip Distribution OUT		12%			5%		23%		30%			
Office Trips	6	21	0	0	14	5	40	0	52	0	0	0
Trip Distribution IN	20%				15%	15%						
Trip Distribution OUT		12%			5%		23%		30%			
Retail Trips	21	12	0	0	20	15	23	0	30	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	37	42	0	0	65	25	72	0	88	0	0	0
2019 Buildout Total	37	610	27	28	244	25	72	0	88	8	0	7

INTERSECTION VOLUME DEVELOPMENT

Intersection #5: Apple Valley Road at Driveway 3/Fernwood Circle AM PEAK HOUR

Description	Apple Valley Rd Northbound			Apple Valley Rd Southbound			Dwy 3 Eastbound			Fernwood Circle Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	66	128	0	0	371	115	11	0	9	36	12	25
Pedestrians		0			2			0			1	
Conflicting Pedestrians	0		1	1		0	2		0	0		2
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	0%	0%	2%	2%	2%	0%	2%	2%	2%	2%
Peak Hour Factor		0.84			0.96			0.56			0.79	
Adjustment												
Adjusted 2016 Volumes	66	128	0	0	371	115	11	0	9	36	12	25
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
Dresden Village Project Trips		7			5							
Dresden Dr at Appalachee Dr Project Trips												
Gables Oglethorpe Project Trips												
2019 Background Traffic	69	141	0	0	393	120	12	0	9	38	13	26
Project Trips												
Trip Distribution IN	5%	10%			20%	5%						
Trip Distribution OUT		10%			10%		5%		5%			
Residential Trips	2	18	0	0	21	2	7	0	7	0	0	0
Trip Distribution IN					10%							
Trip Distribution OUT					15%							
Hotel Trips	0	0	0	0	5	0	0	0	0	0	0	0
Trip Distribution IN	5%	20%			10%	5%						
Trip Distribution OUT		7%			35%		5%		5%			
Office Trips	10	43	0	0	28	10	1	0	1	0	0	0
Trip Distribution IN	5%	20%			10%	5%						
Trip Distribution OUT		7%			35%		5%		5%			
Retail Trips	1	6	0	0	7	1	1	0	1	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	13	67	0	0	61	13	9	0	9	0	0	0
2019 Buildout Total	82	208	0	0	454	133	21	0	18	38	13	26

PM PEAK HOUR

Description	Apple Valley Rd Northbound			Apple Valley Rd Southbound			Dwy 3 Eastbound			Fernwood Circle Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	8	466	0	0	156	20	93	0	52	8	1	10
Pedestrians		0			2			2				
Conflicting Pedestrians	2		2	2		2	2		0	0		2
Heavy Vehicles	0	0	0	0	1	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	0%	0%	2%	2%	2%	0%	2%	2%	2%	2%
Peak Hour Factor		0.86			0.80			0.76			0.53	
Adjustment												
Adjusted 2016 Volumes	8	466	0	0	156	20	93	0	52	8	1	10
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
Dresden Village Project Trips		4			5							
Dresden Dr at Appalachee Dr Project Trips												
Gables Oglethorpe Project Trips												
2019 Background Traffic	8	491	0	0	168	21	97	0	54	8	1	10
Project Trips												
Trip Distribution IN	5%	10%			20%	5%						
Trip Distribution OUT		10%			10%		5%		5%			
Residential Trips	5	16	0	0	26	5	3	0	3	0	0	0
Trip Distribution IN					10%							
Trip Distribution OUT					15%							
Hotel Trips	0	0	0	0	6	0	0	0	0	0	0	0
Trip Distribution IN	5%	20%			10%	5%						
Trip Distribution OUT		7%			35%		5%		5%			
Office Trips	2	18	0	0	64	2	9	0	9	0	0	0
Trip Distribution IN	5%	20%			10%	5%						
Trip Distribution OUT		7%			35%		5%		5%			
Retail Trips	5	28	0	0	45	5	5	0	5	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	12	62	0	0	141	12	17	0	17	0	0	0
2019 Buildout Total	20	553	0	0	309	33	114	0	71	8	1	10

INTERSECTION VOLUME DEVELOPMENT

Intersection #6: Apple Valley Road at North Druid Hills Road AM PEAK HOUR

Description	N/A Northbound			Apple Valley Rd Southbound			North Druid Hills Rd Eastbound			North Druid Hills Rd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes				342	0	57	17	416	0	0	588	152
Pedestrians					12			2				
Conflicting Pedestrians	2		0	0		2	12		0	0		12
Heavy Vehicles	0	0	0	0	0	0	0	3	0	0	2	0
Heavy Vehicle %	0%	0%	0%	2%	0%	2%	2%	2%	0%	0%	2%	2%
Peak Hour Factor					0.97			0.83			0.96	
Adjustment												
Adjusted 2016 Volumes	0	0	0	342	0	57	17	416	0	0	588	152
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
Dresden Village Project Trips				5								7
Dresden Dr at Appalachee Dr Project Trips												
Gables Oglethorpe Project Trips								30			7	
2019 Background Traffic	0	0	0	363	0	60	18	465	0	0	622	166
Project Trips												
Trip Distribution IN							35%					20%
Trip Distribution OUT				20%		45%						
Residential Trips	0	0	0	28	0	63	13	0	0	0	0	7
Trip Distribution IN						10%					15%	
Trip Distribution OUT				15%								
Hotel Trips	0	0	0	2	0	3	0	0	0	0	4	0
Trip Distribution IN							25%					15%
Trip Distribution OUT				15%		35%						
Office Trips	0	0	0	3	0	8	51	0	0	0	0	31
Trip Distribution IN							25%					15%
Trip Distribution OUT				15%		35%						
Retail Trips	0	0	0	2	0	5	6	0	0	0	0	4
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	35	0	79	70	0	0	0	4	42
2019 Buildout Total	0	0	0	398	0	139	88	465	0	0	626	208

PM PEAK HOUR

Description	N/A Northbound			Apple Valley Rd Southbound			North Druid Hills Rd Eastbound			North Druid Hills Rd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes				170	0	25	67	642	0	0	495	376
Pedestrians					30			4			1	
Conflicting Pedestrians	4		1	1		4	30		0	0		30
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	1	0
Heavy Vehicle %	0%	0%	0%	2%	0%	2%	2%	2%	0%	0%	2%	2%
Peak Hour Factor		0.00			0.77			0.92			0.94	
Adjustment												
Adjusted 2016 Volumes	0	0	0	170	0	25	67	642	0	0	495	376
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
Dresden Village Project Trips				5								4
Dresden Dr at Appalachee Dr Project Trips												
Gables Oglethorpe Project Trips								16			29	
2019 Background Traffic	0	0	0	183	0	26	70	687	0	0	547	397
Project Trips												
Trip Distribution IN							35%					20%
Trip Distribution OUT				20%		45%						
Residential Trips	0	0	0	12	0	26	35	0	0	0	0	20
Trip Distribution IN						10%					15%	
Trip Distribution OUT				15%								
Hotel Trips	0	0	0	4	0	2	0	0	0	0	3	0
Trip Distribution IN							25%					15%
Trip Distribution OUT				15%		35%						
Office Trips	0	0	0	26	0	61	8	0	0	0	0	5
Trip Distribution IN							25%					15%
Trip Distribution OUT				15%		35%						
Retail Trips	0	0	0	15	0	35	26	0	0	0	0	15
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	57	0	124	69	0	0	0	3	40
2019 Buildout Total	0	0	0	240	0	150	139	687	0	0	550	437

INTERSECTION VOLUME DEVELOPMENT

Intersection #7: Peachtree Road at North Druid Hills Road/Shopping Center Driveway AM PEAK HOUR

Description	Peachtree Rd Northbound			Peachtree Rd Southbound			SC Dwy Eastbound			North Druid Hills Rd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	39	568	109	294	1,626	2	26	22	69	206	20	367
Pedestrians		1			2			4			26	
Conflicting Pedestrians	4		26	26		4	2		1	1		2
Heavy Vehicles	0	5	1	0	9	0	0	0	0	0	0	1
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.95			0.95			0.79			0.82	
Adjustment												
Adjusted 2016 Volumes	39	568	109	294	1626	2	26	22	69	206	20	367
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
Dresden Village Project Trips		34			26							
Dresden Dr at Appalachee Dr Project Trips		3			13							
Gables Oglethorpe Project Trips		11		30	45							7
2019 Background Traffic	41	642	114	337	1,784	2	27	23	72	215	21	391
Project Trips												
Trip Distribution IN		10%	20%	15%								
Trip Distribution OUT										30%		15%
Residential Trips	0	4	7	5	0	0	0	0	0	42	0	21
Trip Distribution IN		35%										
Trip Distribution OUT										35%		
Hotel Trips	0	10	0	0	0	0	0	0	0	4	0	0
Trip Distribution IN		10%	25%									
Trip Distribution OUT										35%		5%
Office Trips	0	20	51	0	0	0	0	0	0	8	0	1
Trip Distribution IN		10%	25%									
Trip Distribution OUT										35%		5%
Retail Trips	0	2	6	0	0	0	0	0	0	5	0	1
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	36	64	5	0	0	0	0	0	59	0	23
2019 Buildout Total	41	678	178	342	1,784	2	27	23	72	274	21	414

PM PEAK HOUR

Description	Peachtree Rd Northbound			Peachtree Rd Southbound			SC Dwy Eastbound			North Druid Hills Rd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	36	1,498	196	391	883	44	54	57	38	116	17	403
Pedestrians		1			12			14			27	
Conflicting Pedestrians	14		27	27		14	12		1	1		12
Heavy Vehicles	0	1	1	1	3	0	0	0	0	1	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.95			0.99			0.93			0.95	
Adjustment												
Adjusted 2016 Volumes	36	1498	196	391	883	44	54	57	38	116	17	403
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
Dresden Village Project Trips		14			26							
Dresden Dr at Appalachee Dr Project Trips		14			7							
Gables Oglethorpe Project Trips		44		16	23							29
2019 Background Traffic	38	1,638	205	425	979	46	56	60	40	121	18	450
Project Trips												
Trip Distribution IN		10%	20%	15%								
Trip Distribution OUT										30%		15%
Residential Trips	0	10	20	15	0	0	0	0	0	17	0	9
Trip Distribution IN		35%										
Trip Distribution OUT										35%		
Hotel Trips	0	8	0	0	0	0	0	0	0	9	0	0
Trip Distribution IN		10%	25%									
Trip Distribution OUT										35%		5%
Office Trips	0	3	8	0	0	0	0	0	0	61	0	9
Trip Distribution IN		10%	25%									
Trip Distribution OUT										35%		5%
Retail Trips	0	10	26	0	0	0	0	0	0	35	0	5
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	31	54	15	0	0	0	0	0	122	0	23
2019 Buildout Total	38	1,669	259	440	979	46	56	60	40	243	18	473

INTERSECTION VOLUME DEVELOPMENT

Intersection #8: Peachtree Road at Driveway 1 AM PEAK HOUR

Description	Peachtree Rd Northbound			Peachtree Rd Southbound			N/A Eastbound			Dwy 1 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	0	930	31	0	1,932	0				0	0	48
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	0%	2%	2%	0%	2%	0%	0%	0%	0%	0%	0%	2%
Peak Hour Factor		0.91			0.92						0.80	
Adjustment												
Adjusted 2016 Volumes	0	930	31	0	1932	0	0	0	0	0	0	48
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
Dresden Village Project Trips		34			26							
Dresden Dr at Appalachee Dr Project Trips		3			13							
Gables Oglethorpe Project Trips		19			75							
2019 Background Traffic	0	1,028	32	0	2,134	0	0	0	0	0	0	50
Project Trips												
Trip Distribution IN		10%			15%							
Trip Distribution OUT		15%										
Residential Trips	0	25	0	0	5	0	0	0	0	0	0	0
Trip Distribution IN			35%									
Trip Distribution OUT												40%
Hotel Trips	0	0	10	0	0	0	0	0	0	0	0	5
Trip Distribution IN		5%	5%									
Trip Distribution OUT		5%										5%
Office Trips	0	11	10	0	0	0	0	0	0	0	0	1
Trip Distribution IN		5%	5%									
Trip Distribution OUT		5%										5%
Retail Trips	0	2	1	0	0	0	0	0	0	0	0	1
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	38	21	0	5	0	0	0	0	0	0	7
2019 Buildout Total	0	1,066	53	0	2,139	0	0	0	0	0	0	57

PM PEAK HOUR

Description	Peachtree Rd Northbound			Peachtree Rd Southbound			N/A Eastbound			Dwy 1 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	0	1,874	25	0	1,375	0				0	0	56
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	0%	2%	2%	0%	2%	0%	0%	0%	0%	0%	0%	2%
Peak Hour Factor		0.94			0.92						0.70	
Adjustment												
Adjusted 2016 Volumes	0	1874	25	0	1375	0	0	0	0	0	0	56
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
Dresden Village Project Trips		14			26							
Dresden Dr at Appalachee Dr Project Trips		14			7							
Gables Oglethorpe Project Trips		73			39							
2019 Background Traffic	0	2,061	26	0	1,510	0	0	0	0	0	0	59
Project Trips												
Trip Distribution IN		10%			15%							
Trip Distribution OUT		15%										
Residential Trips	0	19	0	0	15	0	0	0	0	0	0	0
Trip Distribution IN			35%									
Trip Distribution OUT												40%
Hotel Trips	0	0	8	0	0	0	0	0	0	0	0	10
Trip Distribution IN		5%	5%									
Trip Distribution OUT		5%										5%
Office Trips	0	11	2	0	0	0	0	0	0	0	0	9
Trip Distribution IN		5%	5%									
Trip Distribution OUT		5%										5%
Retail Trips	0	10	5	0	0	0	0	0	0	0	0	5
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	40	15	0	15	0	0	0	0	0	0	24
2019 Buildout Total	0	2,101	41	0	1,525	0	0	0	0	0	0	83

INTERSECTION VOLUME DEVELOPMENT

Intersection #9: Peachtree Road at Osborne Road AM PEAK HOUR

Description	Peachtree Rd Northbound			Peachtree Rd Southbound			Osborne Rd Eastbound			N/A Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	193	1,032	0	0	1,552	94	90	0	200			
Pedestrians		0			0			24				
Conflicting Pedestrians	24		0	0		24	0		0	0		0
Heavy Vehicles	0	7	0	0	10	2	0	0	1	0	0	0
Heavy Vehicle %	2%	2%	0%	0%	2%	2%	2%	0%	2%	0%	0%	0%
Peak Hour Factor		0.89			0.90			0.86			0.00	
Adjustment												
Adjusted 2016 Volumes	193	1032	0	0	1552	94	90	0	200	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
Dresden Village Project Trips		26			34							
Dresden Dr at Appalachee Dr Project Trips		15			4							
Gables Oglethorpe Project Trips		22			90							
2019 Background Traffic	202	1,142	0	0	1,751	98	94	0	209	0	0	0
Project Trips												
Trip Distribution IN					40%							
Trip Distribution OUT		40%										
Residential Trips	0	56	0	0	14	0	0	0	0	0	0	0
Trip Distribution IN					40%							
Trip Distribution OUT		40%										
Hotel Trips	0	5	0	0	12	0	0	0	0	0	0	0
Trip Distribution IN					38%							
Trip Distribution OUT		38%										
Office Trips	0	8	0	0	78	0	0	0	0	0	0	0
Trip Distribution IN					38%							
Trip Distribution OUT		38%										
Retail Trips	0	5	0	0	9	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	74	0	0	113	0	0	0	0	0	0	0
2019 Buildout Total	202	1,216	0	0	1,864	98	94	0	209	0	0	0

PM PEAK HOUR

Description	Peachtree Rd Northbound			Peachtree Rd Southbound			Osborne Rd Eastbound			N/A Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	220	1,871	0	0	1,492	127	188	0	190			
Pedestrians		0			1			26			0	
Conflicting Pedestrians	26		0	0		26	1		0	0		1
Heavy Vehicles	0	0	0	0	4	0	1	0	0	0	0	0
Heavy Vehicle %	2%	2%	0%	0%	2%	2%	2%	0%	2%	0%	0%	0%
Peak Hour Factor		0.90			0.91			0.80			0.00	
Adjustment												
Adjusted 2016 Volumes	220	1871	0	0	1492	127	188	0	190	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
Dresden Village Project Trips		26			14							
Dresden Dr at Appalachee Dr Project Trips		9			17							
Gables Oglethorpe Project Trips		87			47							
2019 Background Traffic	230	2,078	0	0	1,638	133	197	0	199	0	0	0
Project Trips												
Trip Distribution IN					40%							
Trip Distribution OUT		40%										
Residential Trips	0	23	0	0	40	0	0	0	0	0	0	0
Trip Distribution IN					40%							
Trip Distribution OUT		40%										
Hotel Trips	0	10	0	0	9	0	0	0	0	0	0	0
Trip Distribution IN					38%							
Trip Distribution OUT		38%										
Office Trips	0	66	0	0	12	0	0	0	0	0	0	0
Trip Distribution IN					38%							
Trip Distribution OUT		38%										
Retail Trips	0	38	0	0	39	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	137	0	0	100	0	0	0	0	0	0	0
2019 Buildout Total	230	2,215	0	0	1,738	133	197	0	199	0	0	0

INTERSECTION VOLUME DEVELOPMENT

Intersection #10: Ellijay Drive at Dresden Drive AM PEAK HOUR

Description	Ellijay Dr Northbound			N/A Southbound			Dresden Dr Eastbound			Dresden Dr Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	57	0	21				0	329	29	19	723	0
Pedestrians		6			1			1			1	
Conflicting Pedestrians	1		1	1		1	1		6	6		1
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	0%	2%	0%	0%	0%	0%	2%	2%	2%	2%	0%
Peak Hour Factor		0.72						0.99			0.92	
Adjustment												
Adjusted 2016 Volumes	57	0	21	0	0	0	0	329	29	19	723	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
Dresden Village Project Trips	5		2					28	4	1	42	
Dresden Dr at Appalachee Dr Project Trips								7			28	
Gables Oglethorpe Project Trips								15			4	
2019 Background Traffic	65	0	24	0	0	0	0	394	34	21	830	0
Project Trips												
Trip Distribution IN											10%	
Trip Distribution OUT								10%				
Residential Trips	0	0	0	0	0	0	0	14	0	0	4	0
Trip Distribution IN											10%	
Trip Distribution OUT								10%				
Hotel Trips	0	0	0	0	0	0	0	1	0	0	3	0
Trip Distribution IN											10%	
Trip Distribution OUT								10%				
Office Trips	0	0	0	0	0	0	0	2	0	0	20	0
Trip Distribution IN											10%	
Trip Distribution OUT								10%				
Retail Trips	0	0	0	0	0	0	0	1	0	0	2	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	18	0	0	29	0
2019 Buildout Total	65	0	24	0	0	0	0	412	34	21	859	0

PM PEAK HOUR

Description	Ellijay Dr Northbound			N/A Southbound			Dresden Dr Eastbound			Dresden Dr Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	44	0	43				0	717	27	32	478	0
Pedestrians		41			1			7			0	
Conflicting Pedestrians	7		0	0		7	1		41	41		1
Heavy Vehicles								1				
Heavy Vehicle %	2%	0%	2%	0%	0%	0%	0%	2%	2%	2%	2%	0%
Peak Hour Factor		0.79						0.93			0.93	
Adjustment												
Adjusted 2016 Volumes	44	0	43	0	0	0	0	717	27	32	478	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
Dresden Village Project Trips	3		1					18	3	2	39	
Dresden Dr at Appalachee Dr Project Trips								28			15	
Gables Oglethorpe Project Trips								8			15	
2019 Background Traffic	49	0	46	0	0	0	0	804	31	35	569	0
Project Trips												
Trip Distribution IN											10%	
Trip Distribution OUT								10%				
Residential Trips	0	0	0	0	0	0	0	6	0	0	10	0
Trip Distribution IN											10%	
Trip Distribution OUT								10%				
Hotel Trips	0	0	0	0	0	0	0	3	0	0	2	0
Trip Distribution IN											10%	
Trip Distribution OUT								10%				
Office Trips	0	0	0	0	0	0	0	17	0	0	3	0
Trip Distribution IN											10%	
Trip Distribution OUT								10%				
Retail Trips	0	0	0	0	0	0	0	10	0	0	10	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	36	0	0	25	0
2019 Buildout Total	49	0	46	0	0	0	0	840	31	35	594	0

INTERSECTION VOLUME DEVELOPMENT

Intersection #11: Caldwell Road at Dresden Drive AM PEAK HOUR

Description	N/A Northbound			Caldwell Rd Southbound			Dresden Dr Eastbound			Dresden Dr Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes				18	0	67	55	282	0	0	666	15
Pedestrians		6			0			1			5	
Conflicting Pedestrians	1		5	5		1	0		6	6		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	2%	0%	2%	2%	2%	0%	0%	2%	2%
Peak Hour Factor					0.91			0.93			0.93	
Adjustment												
Adjusted 2016 Volumes	0	0	0	18	0	67	55	282	0	0	666	15
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
Dresden Village Project Trips				5		19	9	20			24	9
Dresden Dr at Appalachee Dr Project Trips								7			28	
Gables Oglethorpe Project Trips								15			4	
2019 Background Traffic	0	0	0	24	0	89	67	337	0	0	752	25
Project Trips												
Trip Distribution IN											10%	
Trip Distribution OUT								10%				
Residential Trips	0	0	0	0	0	0	0	14	0	0	4	0
Trip Distribution IN											10%	
Trip Distribution OUT								10%				
Hotel Trips	0	0	0	0	0	0	0	1	0	0	3	0
Trip Distribution IN											10%	
Trip Distribution OUT								10%				
Office Trips	0	0	0	0	0	0	0	2	0	0	20	0
Trip Distribution IN											10%	
Trip Distribution OUT								10%				
Retail Trips	0	0	0	0	0	0	0	1	0	0	2	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	18	0	0	29	0
2019 Buildout Total	0	0	0	24	0	89	67	355	0	0	781	25

PM PEAK HOUR

Description	N/A Northbound			Caldwell Rd Southbound			Dresden Dr Eastbound			Dresden Dr Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes				41	0	81	128	595	0	0	434	44
Pedestrians		58			16			25			14	
Conflicting Pedestrians	25		14	14		25	16		58	58		16
Heavy Vehicles								1				
Heavy Vehicle %	0%	0%	0%	2%	0%	2%	2%	2%	0%	0%	2%	2%
Peak Hour Factor					0.80			0.92			0.88	
Adjustment												
Adjusted 2016 Volumes	0	0	0	41	0	81	128	595	0	0	434	44
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
Dresden Village Project Trips				10		30	4	15			12	3
Dresden Dr at Appalachee Dr Project Trips								28			15	
Gables Oglethorpe Project Trips								8			15	
2019 Background Traffic	0	0	0	53	0	115	138	673	0	0	496	49
Project Trips												
Trip Distribution IN											10%	
Trip Distribution OUT								10%				
Residential Trips	0	0	0	0	0	0	0	6	0	0	10	0
Trip Distribution IN											10%	
Trip Distribution OUT								10%				
Hotel Trips	0	0	0	0	0	0	0	3	0	0	2	0
Trip Distribution IN											10%	
Trip Distribution OUT								10%				
Office Trips	0	0	0	0	0	0	0	17	0	0	3	0
Trip Distribution IN											10%	
Trip Distribution OUT								10%				
Retail Trips	0	0	0	0	0	0	0	10	0	0	10	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	36	0	0	25	0
2019 Buildout Total	0	0	0	53	0	115	138	709	0	0	521	49

INTERSECTION VOLUME DEVELOPMENT

Intersection #12: North Druid Hills Road at Briarwood Road AM PEAK HOUR

Description	North Druid Hills Rd Northbound			North Druid Hills Rd Southbound			N/A Eastbound			Briarwood Rd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	0	478	24	97	687	0				94	0	364
Pedestrians		1			1			0			2	
Conflicting Pedestrians	0		2	2		0	1		1	1		1
Heavy Vehicles	0	2	1	0	2	0	0	0	0	1	0	0
Heavy Vehicle %	0%	2%	4%	2%	2%	0%	0%	0%	0%	2%	0%	2%
Peak Hour Factor		0.93			0.90						0.91	
Adjustment												
Adjusted 2016 Volumes	0	478	24	97	687	0	0	0	0	94	0	364
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
Dresden Village Project Trips		7			5							
Dresden Dr at Appalachee Dr Project Trips			1							5		
Gables Oglethorpe Project Trips		7			30							
2019 Background Traffic	0	514	26	101	753	0	0	0	0	103	0	381
Project Trips												
Trip Distribution IN		20%										
Trip Distribution OUT					20%							
Residential Trips	0	7	0	0	28	0	0	0	0	0	0	0
Trip Distribution IN		15%										
Trip Distribution OUT					15%							
Hotel Trips	0	4	0	0	2	0	0	0	0	0	0	0
Trip Distribution IN		13%										2%
Trip Distribution OUT				2%	13%							
Office Trips	0	27	0	0	3	0	0	0	0	0	0	4
Trip Distribution IN		13%										2%
Trip Distribution OUT				2%	13%							
Retail Trips	0	3	0	0	2	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	41	0	0	35	0	0	0	0	0	0	4
2019 Buildout Total	0	555	26	101	788	0	0	0	0	103	0	385

PM PEAK HOUR

Description	North Druid Hills Rd Northbound			North Druid Hills Rd Southbound			N/A Eastbound			Briarwood Rd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	0	764	65	313	592	0				26	0	186
Pedestrians		0			1			0			15	
Conflicting Pedestrians	0		15	15		0	1		0	0		1
Heavy Vehicles	0	1	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	2%	2%	2%	2%	0%	0%	0%	0%	2%	0%	2%
Peak Hour Factor		0.96			0.90						0.85	
Adjustment												
Adjusted 2016 Volumes	0	764	65	313	592	0	0	0	0	26	0	186
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
Dresden Village Project Trips		4			5							
Dresden Dr at Appalachee Dr Project Trips			6							3		
Gables Oglethorpe Project Trips		29			16							
2019 Background Traffic	0	832	74	327	640	0	0	0	0	30	0	194
Project Trips												
Trip Distribution IN		20%										
Trip Distribution OUT					20%							
Residential Trips	0	20	0	0	12	0	0	0	0	0	0	0
Trip Distribution IN		15%										
Trip Distribution OUT					15%							
Hotel Trips	0	3	0	0	4	0	0	0	0	0	0	0
Trip Distribution IN		13%										2%
Trip Distribution OUT				2%	13%							
Office Trips	0	4	0	3	23	0	0	0	0	0	0	1
Trip Distribution IN		13%										2%
Trip Distribution OUT				2%	13%							
Retail Trips	0	13	0	2	13	0	0	0	0	0	0	2
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	40	0	5	52	0	0	0	0	0	0	3
2019 Buildout Total	0	872	74	332	692	0	0	0	0	30	0	197

INTERSECTION VOLUME DEVELOPMENT

Intersection #13: Colonial Drive at Peachtree Road AM PEAK HOUR

Description	Colonial Dr Northbound			Colonial Dr Southbound			Peachtree Rd Eastbound			Peachtree Rd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	258	2	52	8	2	13	3	638	43	99	1,791	14
Pedestrians		18			6			2			5	
Conflicting Pedestrians	2		5	5		2	6		18	18		6
Heavy Vehicles	0	0	0	1	0	0	0	6	0	1	7	1
Heavy Vehicle %	2%	2%	2%	13%	2%	2%	2%	2%	2%	2%	2%	7%
Peak Hour Factor		0.90			0.72			0.96			0.97	
Adjustment												
Adjusted 2016 Volumes	258	2	52	8	2	13	3	638	43	99	1791	14
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
Dresden Village Project Trips								34			26	
Dresden Dr at Appalachee Dr Project Trips								3			13	
Gables Oglethorpe Project Trips								11			45	
2019 Background Traffic	270	2	54	8	2	14	3	715	45	104	1,957	15
Project Trips												
Trip Distribution IN								30%				
Trip Distribution OUT											30%	
Residential Trips	0	0	0	0	0	0	0	11	0	0	42	0
Trip Distribution IN								35%				
Trip Distribution OUT											35%	
Hotel Trips	0	0	0	0	0	0	0	10	0	0	4	0
Trip Distribution IN								35%				
Trip Distribution OUT											35%	
Office Trips	0	0	0	0	0	0	0	71	0	0	8	0
Trip Distribution IN								35%				
Trip Distribution OUT											35%	
Retail Trips	0	0	0	0	0	0	0	8	0	0	5	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	100	0	0	59	0
2019 Buildout Total	270	2	54	8	2	14	3	815	45	104	2,016	15

PM PEAK HOUR

Description	Colonial Dr Northbound			Colonial Dr Southbound			Peachtree Rd Eastbound			Peachtree Rd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	99	5	61	24	17	16	15	1,689	71	121	912	27
Pedestrians		27			12			4			2	
Conflicting Pedestrians	4		2	2		4	12		27	27		12
Heavy Vehicles	0	0	0	0	0	0	0	2	0	0	3	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.74			0.84			0.99			0.95	
Adjustment												
Adjusted 2016 Volumes	99	5	61	24	17	16	15	1689	71	121	912	27
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
Dresden Village Project Trips								14			26	
Dresden Dr at Appalachee Dr Project Trips								14			7	
Gables Oglethorpe Project Trips								44			23	
2019 Background Traffic	104	5	64	25	18	17	16	1,838	74	127	1,010	28
Project Trips												
Trip Distribution IN								30%				
Trip Distribution OUT											30%	
Residential Trips	0	0	0	0	0	0	0	30	0	0	17	0
Trip Distribution IN								35%				
Trip Distribution OUT											35%	
Hotel Trips	0	0	0	0	0	0	0	8	0	0	9	0
Trip Distribution IN								35%				
Trip Distribution OUT											35%	
Office Trips	0	0	0	0	0	0	0	11	0	0	61	0
Trip Distribution IN								35%				
Trip Distribution OUT											35%	
Retail Trips	0	0	0	0	0	0	0	36	0	0	35	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	85	0	0	122	0
2019 Buildout Total	104	5	64	25	18	17	16	1,923	74	127	1,132	28

INTERSECTION VOLUME DEVELOPMENT

Intersection #14: MARTA Bus Exit/Driveway 4 at North Druid Hills Road AM PEAK HOUR

Description	N/A Northbound			MARTA Bus Exit/Dwy 4 Southbound			North Druid Hills Rd Eastbound			North Druid Hills Rd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes				4	0	8		430	0	0	615	0
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles				4		8						
Heavy Vehicle %	0%	0%	0%	100%	0%	100%	0%	2%	0%	0%	2%	0%
Peak Hour Factor				0.92			0.94			0.82		
Adjustment												
Adjusted 2016 Volumes	0	0	0	4	0	8	0	430	0	0	615	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
Dresden Village Project Trips												
Dresden Dr at Appalachee Dr Project Trips												
Gables Oglethorpe Project Trips								30			7	
2019 Background Traffic	0	0	0	4	0	8	0	480	0	0	650	0
Project Trips												
Trip Distribution IN								35%				
Trip Distribution OUT											45%	
Residential Trips	0	0	0	0	0	0	0	13	0	0	63	0
Trip Distribution IN												25%
Trip Distribution OUT						35%						
Hotel Trips	0	0	0	0	0	4	0	0	0	0	0	7
Trip Distribution IN								25%				
Trip Distribution OUT						5%					35%	
Office Trips	0	0	0	0	0	1	0	51	0	0	8	0
Trip Distribution IN								25%				
Trip Distribution OUT						5%					35%	
Retail Trips	0	0	0	0	0	1	0	6	0	0	5	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	6	0	70	0	0	76	7
2019 Buildout Total	0	0	0	4	0	14	0	550	0	0	726	7

PM PEAK HOUR

Description	N/A Northbound			MARTA Bus Exit/Dwy 4 Southbound			North Druid Hills Rd Eastbound			North Druid Hills Rd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes				4		8	0	675	0	0	525	0
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles				4		8						
Heavy Vehicle %	0%	0%	0%	100%	0%	100%	0%	2%	0%	0%	2%	0%
Peak Hour Factor				0.92			0.97			0.95		
Adjustment												
Adjusted 2016 Volumes	0	0	0	4	0	8	0	675	0	0	525	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
Dresden Village Project Trips												
Dresden Dr at Appalachee Dr Project Trips												
Gables Oglethorpe Project Trips								16			29	
2019 Background Traffic	0	0	0	4	0	8	0	722	0	0	578	0
Project Trips												
Trip Distribution IN								35%				
Trip Distribution OUT											45%	
Residential Trips	0	0	0	0	0	0	0	35	0	0	26	0
Trip Distribution IN												25%
Trip Distribution OUT						35%						
Hotel Trips	0	0	0	0	0	9	0	0	0	0	0	6
Trip Distribution IN								25%				
Trip Distribution OUT						5%					35%	
Office Trips	0	0	0	0	0	9	0	8	0	0	61	0
Trip Distribution IN								25%				
Trip Distribution OUT						5%					35%	
Retail Trips	0	0	0	0	0	5	0	26	0	0	35	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	23	0	69	0	0	122	6
2019 Buildout Total	0	0	0	4	0	31	0	791	0	0	700	6

INTERSECTION VOLUME DEVELOPMENT

Intersection #15: Driveway 5 at Dresden Drive AM PEAK HOUR

Description	Dwy 5 Northbound			N/A Southbound			Dresden Dr Eastbound			Dresden Dr Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	0	0	0				0	521	0	0	921	0
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Peak Hour Factor		0.92						0.92			0.92	
Adjustment												
Adjusted 2016 Volumes	0	0	0	0	0	0	0	521	0	0	921	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
Dresden Village Project Trips								69			52	
Dresden Dr at Appalachee Dr Project Trips								7			28	
Gables Oglethorpe Project Trips								15			4	
2019 Background Traffic	0	0	0	0	0	0	0	636	0	0	1,047	0
Project Trips												
Trip Distribution IN								20%	15%			
Trip Distribution OUT			5%								25%	
Residential Trips	0	0	7	0	0	0	0	7	5	0	35	0
Trip Distribution IN												
Trip Distribution OUT								25%				
Hotel Trips	0	0	0	0	0	0	0	3	0	0	0	0
Trip Distribution IN								20%	20%			
Trip Distribution OUT			5%					5%			30%	
Office Trips	0	0	1	0	0	0	0	42	41	0	7	0
Trip Distribution IN								20%	20%			
Trip Distribution OUT			5%					5%			30%	
Retail Trips	0	0	1	0	0	0	0	6	5	0	4	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	9	0	0	0	0	58	51	0	46	0
2019 Buildout Total	0	0	9	0	0	0	0	694	51	0	1,093	0

PM PEAK HOUR

Description	Dwy 5 Northbound			N/A Southbound			Dresden Dr Eastbound			Dresden Dr Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	0	0	0				0	763	0	0	855	0
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Peak Hour Factor		0.92						0.92			0.92	
Adjustment												
Adjusted 2016 Volumes	0	0	0	0	0	0	0	763	0	0	855	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
Dresden Village Project Trips								28			54	
Dresden Dr at Appalachee Dr Project Trips								30			15	
Gables Oglethorpe Project Trips								8			15	
2019 Background Traffic	0	0	0	0	0	0	0	864	0	0	978	0
Project Trips												
Trip Distribution IN								20%	15%			
Trip Distribution OUT			5%								25%	
Residential Trips	0	0	3	0	0	0	0	20	15	0	15	0
Trip Distribution IN												
Trip Distribution OUT								25%				
Hotel Trips	0	0	0	0	0	0	0	6	0	0	0	0
Trip Distribution IN								20%	20%			
Trip Distribution OUT			5%					5%			30%	
Office Trips	0	0	9	0	0	0	0	15	6	0	52	0
Trip Distribution IN								20%	20%			
Trip Distribution OUT			5%					5%			30%	
Retail Trips	0	0	5	0	0	0	0	26	21	0	30	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	17	0	0	0	0	67	42	0	97	0
2019 Buildout Total	0	0	17	0	0	0	0	931	42	0	1,075	0

INTERSECTION VOLUME DEVELOPMENT

Intersection #16: Apple Valley Road at Driveway 7 AM PEAK HOUR

Description	Apple Valley Rd Northbound			Apple Valley Rd Southbound			Dwy 7 Eastbound			N/A Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	0	195	0	0	409	0	0	0	0			
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.86			0.90			0.92				
Adjustment												
Adjusted 2016 Volumes	0	195	0	0	409	0	0	0	0	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
Dresden Village Project Trips		7			5							
Dresden Dr at Appalachee Dr Project Trips												
Gables Oglethorpe Project Trips												
2019 Background Traffic	0	211	0	0	433	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN	30%	15%			10%	10%						
Trip Distribution OUT		5%			15%		5%		35%			
Residential Trips	11	12	0	0	25	4	7	0	49	0	0	0
Trip Distribution IN					10%							
Trip Distribution OUT					15%							
Hotel Trips	0	0	0	0	5	0	0	0	0	0	0	0
Trip Distribution IN	10%	25%			5%	5%						
Trip Distribution OUT		2%			40%		5%		7%			
Office Trips	20	51	0	0	19	10	1	0	2	0	0	0
Trip Distribution IN	10%	25%			5%	5%						
Trip Distribution OUT		2%			40%		5%		7%			
Retail Trips	2	6	0	0	7	1	1	0	1	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	33	69	0	0	56	15	9	0	52	0	0	0
2019 Buildout Total	33	280	0	0	489	15	9	0	52	0	0	0

PM PEAK HOUR

Description	Apple Valley Rd Northbound			Apple Valley Rd Southbound			Dwy 7 Eastbound			N/A Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	0	476	0	0	220	0	0	0	0			
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.88			0.92			0.92				
Adjustment												
Adjusted 2016 Volumes	0	476	0	0	220	0	0	0	0	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
Dresden Village Project Trips		4			5							
Dresden Dr at Appalachee Dr Project Trips												
Gables Oglethorpe Project Trips												
2019 Background Traffic	0	502	0	0	235	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN	30%	15%			10%	10%						
Trip Distribution OUT		5%			15%		5%		35%			
Residential Trips	30	18	0	0	19	10	3	0	20	0	0	0
Trip Distribution IN					10%							
Trip Distribution OUT					15%							
Hotel Trips	0	0	0	0	6	0	0	0	0	0	0	0
Trip Distribution IN	10%	25%			5%	5%						
Trip Distribution OUT		2%			40%		5%		7%			
Office Trips	3	11	0	0	72	2	9	0	12	0	0	0
Trip Distribution IN	10%	25%			5%	5%						
Trip Distribution OUT		2%			40%		5%		7%			
Retail Trips	10	28	0	0	45	5	5	0	7	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	43	57	0	0	142	17	17	0	39	0	0	0
2019 Buildout Total	43	559	0	0	377	17	17	0	39	0	0	0

INTERSECTION VOLUME DEVELOPMENT

Intersection #17: Apple Valley Road at Driveway 8 AM PEAK HOUR

Description	Apple Valley Rd Northbound			Apple Valley Rd Southbound			Dwy 8 Eastbound			N/A Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	0	195	0	0	409	0	0	0	0			
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.86			0.90			0.92				
Adjustment												
Adjusted 2016 Volumes	0	195	0	0	409	0	0	0	0	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
Dresden Village Project Trips		7			5							
Dresden Dr at Appalachee Dr Project Trips												
Gables Oglethorpe Project Trips												
2019 Background Traffic	0	211	0	0	433	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN	10%	45%				10%						
Trip Distribution OUT					50%		5%		15%			
Residential Trips	4	16	0	0	71	4	7	0	21	0	0	0
Trip Distribution IN					10%							
Trip Distribution OUT					15%							
Hotel Trips	0	0	0	0	5	0	0	0	0	0	0	0
Trip Distribution IN	5%	35%				5%						
Trip Distribution OUT					47%		2%		3%			
Office Trips	10	71	0	0	10	10	0	0	1	0	0	0
Trip Distribution IN	5%	35%				5%						
Trip Distribution OUT					47%		2%		3%			
Retail Trips	1	8	0	0	7	1	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	15	95	0	0	93	15	7	0	22	0	0	0
2019 Buildout Total	15	306	0	0	526	15	7	0	22	0	0	0

PM PEAK HOUR

Description	Apple Valley Rd Northbound			Apple Valley Rd Southbound			Dwy 8 Eastbound			N/A Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	0	476	0	0	220	0	0	0	0			
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.88			0.92			0.92				
Adjustment												
Adjusted 2016 Volumes	0	476	0	0	220	0	0	0	0	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
Dresden Village Project Trips		4			5							
Dresden Dr at Appalachee Dr Project Trips												
Gables Oglethorpe Project Trips												
2019 Background Traffic	0	502	0	0	235	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN	10%	45%				10%						
Trip Distribution OUT					50%		5%		15%			
Residential Trips	10	45	0	0	29	10	3	0	9	0	0	0
Trip Distribution IN					10%							
Trip Distribution OUT					15%							
Hotel Trips	0	0	0	0	6	0	0	0	0	0	0	0
Trip Distribution IN	5%	35%				5%						
Trip Distribution OUT					47%		2%		3%			
Office Trips	2	11	0	0	82	2	3	0	5	0	0	0
Trip Distribution IN	5%	35%				5%						
Trip Distribution OUT					47%		2%		3%			
Retail Trips	5	36	0	0	47	5	2	0	3	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	17	92	0	0	164	17	8	0	17	0	0	0
2019 Buildout Total	17	594	0	0	399	17	8	0	17	0	0	0

Appendix F

Programmed Project Fact Sheets

Short Title

SR 141 (PEACHTREE ROAD) PEDESTRIAN IMPROVEMENTS FROM NORTH DRUID HILLS ROAD TO ASHFORD DUNWOODY ROAD

GDOT Project No.

0010326

Federal ID No.

N/A

Status

Programmed

Service Type

Last Mile Connectivity / Pedestrian Facility

Sponsor

City of Brookhaven

Jurisdiction

DeKalb County

Analysis Level

Exempt from Air Quality Analysis (40 CFR 93)

Existing Thru Lane

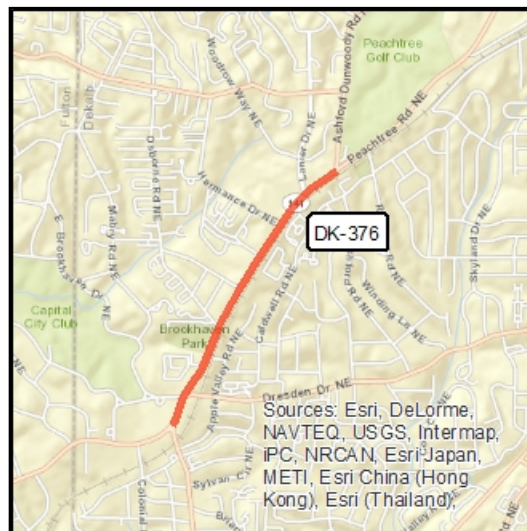
N/A

Planned Thru Lane

N/A

Detailed Description and Justification

The proposed project consists of approximately 1.38 miles of concrete sidewalk including curb cut ramps, ADA compliant driveways, and crosswalks along Peachtree Road corridor from North Druid Hills Road to Ashford Dunwoody Road. The existing sidewalk along the west side of the corridor is to be removed and replaced. Minimal work including spot specific sidewalk and curb cut ramps and landscaping is proposed along the east side. The proposed sidewalk has a nominal width of 8 feet with a 6 foot sidewalk width proposed in areas with narrower existing right-of-way. Additional improvements along the project corridor includes landscaping strips, decorative brick paver strips, benches, trash receptacles, bus shelters, and pedestrian/street lighting.



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Network Year

TBD

Corridor Length

1.4 miles

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	2011	\$500,000	\$400,000	\$0,000	\$0,000	\$100,000
ROW	Local Jurisdiction/Municipality Funds		2018	\$1,000,000	\$0,000	\$0,000	\$0,000	\$1,000,000
CST	STP - Urban (>200K) (ARC)		2020	\$4,005,000	\$2,400,000	\$0,000	\$0,000	\$1,605,000
				\$5,505,000	\$2,800,000	\$0,000	\$0,000	\$2,705,000

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

ASHFORD DUNWOODY ROAD AND DRESDEN DRIVE - ITS SYSTEM EXPANSION

GDOT Project No.

0013138

Federal ID No.

N/A

Status

Programmed

Service Type

Roadway / Operations & Safety

Sponsor

City of Brookhaven

Jurisdiction

DeKalb County

Analysis Level

Exempt from Air Quality Analysis (40 CFR 93)

Existing Thru Lane

N/A

Planned Thru Lane

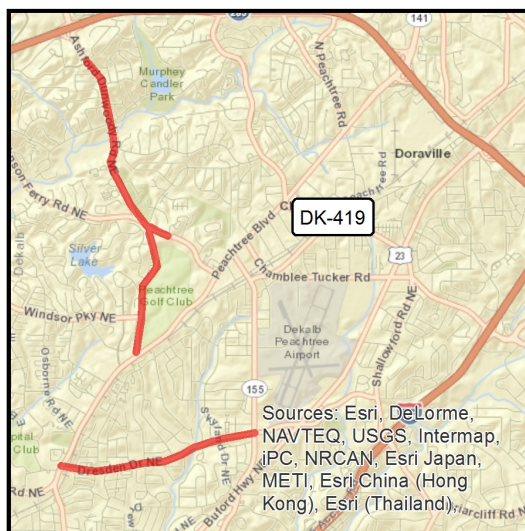
N/A

Network Year

TBD

Corridor Length

TBD miles



Detailed Description and Justification

This project will expand the ITS system along Ashford Dunwoody Road from Perimeter Summit Parkway to SR 141 (Peachtree Road) and Dresden Drive from SR 141 to Clairmont Road. Both locations will include ITS improvements, signal equipment upgrades, communications/interconnections, CCTV, related signing/stripping/ADA upgrades, timing of all signals along corridors. This intent of this project is to produce reductions in traffic congestion, travel time and length of backups. The 2 corridors on a daily basis act as arterials for regional commuters from residential areas to Major Activity Centers such as Perimeter CID, the hospital area along Johnson Ferry, Lenox and Brookhaven Marta among a few. The Ashford Dunwoody corridor additionally acts to relieve GA 400 as a parallel north-south route. Like most urban collectors and arterials, both corridors absorb additional traffic when the interstate system breaks down. The project goal is to relieve congestion at key intersection points and also to help create less interrupted flow along the corridor by interconnections and updated signal timing, with continued signal timing monitoring in the future.

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	\$187,500	\$150,000	\$0,000	\$0,000	\$37,500
CST	Congestion Mitigation & Air Quality Improvement (CMAQ)		2017	\$1,290,421	\$1,032,337	\$0,000	\$0,000	\$258,084
				\$1,477,921	\$1,182,337	\$0,000	\$0,000	\$295,584

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.



Available Upon Request

Raw Traffic Count Data

***Synchro* Capacity Analyses**