

# Spring & 8<sup>th</sup> DRI #2634

## City of Atlanta, Georgia

Report Prepared:

October 2016

Prepared for:

Cousins Spring & 8<sup>th</sup> Streets, LLC.

Prepared by:



Kimley-Horn and Associates, Inc. 817 West Peachtree Street NW, The Biltmore, Suite 601 Atlanta, Georgia 30308 019580011

### Transportation Analysis

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Raw Traffic Count Data Synchro Capacity Analyses

#### **EXECUTIVE SUMMARY**

This report presents the analysis of the anticipated traffic impacts of the proposed Spring & 8<sup>th</sup> development located in the City of Atlanta, Georgia. The approximate 4.16-acre site is located north of Private Driveway/Abercrombie Place, south of 8<sup>th</sup> Street, east of Williams Street, and west of Spring Street. The proposed development will be mixed-use, consisting of approximately 840,000 square feet of office and retail land uses.

The project is a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review due to the project size exceeding 700,000 SF of mixed-use development in a region core area type, as determined by the Atlanta Regional Commission's *Unified Growth Policy Map (UGPM)*. The DRI trigger for this development was the submittal of the SAP (Special Administrative Permit) Application with the City of Atlanta. The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on September 19, 2016 by the City of Atlanta.

The proposed project is expected to be completed by 2018. The proposed site will consist of the following land uses and densities:

Office: 550,000 SF (Phase 1)

280,000 SF (Phase 2)

Retail: 10,000 SF (Phase 2)

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

**Mixed-use reductions** occur when a site has a combination of different land uses that interact with one another. For example, people working in an office development may walk to the retail instead of driving off-site to shop. 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 Spring & 8<sup>th</sup> development – including workers walking to retail land uses.

Alternative mode reductions are taken when a site can be accessed by modes other than vehicles (walking, bicycling, transit, etc.). As the Spring & 8<sup>th</sup> development is located in a region core with proximity to transit and robust pedestrian facilities, a 25% alternative mode reduction was taken. The project site is located 0.2 miles (two blocks) from the Midtown MARTA Rail Station, which is served by the Red and Gold rail lines seven days a week, MARTA Bus Route #12, MARTA Bus Route #27, MARTA Bus Route #36, MARTA Bus Route #99, MARTA Bus Route #110, Cobb County Transit Express Bus System, Gwinnett County Transit Express Bus System, and GRTA Xpress Bus System. Additionally, the project site is also 0.1 miles (one block) from the Georgia Tech Trolley.

**Pass-by reductions** are normally taken for retail and restaurant trips. However, no pass-by reductions were taken in order to provide a conservative analysis.

Capacity analyses were performed throughout the study network for the Existing 2016 conditions, the Projected 2018 No-Build conditions, and the Projected 2018 Build conditions.

• Existing 2016 conditions represent traffic volumes that were collected in September 2015 performing AM and PM peak hour turning movement counts grown for one (1) year at one-half percent per year.

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- Projected 2018 No-Build conditions represent the existing traffic volumes grown for two (2) years at one-half percent per year throughout the study network plus project trips from the following developments:
  - o DRI #2569 Georgia Tech High Performance Computing Center (approved 2016)
  - Mill Creek residential high-rise (450 units)
- Projected 2018 Build conditions represent the Projected 2018 No-Build conditions with the addition of the project trips that are anticipated to be generated by the Spring & 8<sup>th</sup> development. Also included are two (2) proposed site access driveways in addition to the existing study network intersections.

Based on the analysis of Existing 2016 conditions (present conditions; i.e. <u>excludes</u> background traffic growth and excludes the Spring & 8<sup>th</sup> project traffic), the following improvements are recommended:

- 5<sup>th</sup> Street at Williams Street (Int. #5)
  - Install a traffic signal at the intersection to reduce side-street delay.

Based on the analysis of Projected 2018 No-Build conditions (<u>includes</u> background traffic growth and project trips from DRI #2569 Georgia Tech HPCC and Mill Creek residential high-rise but <u>excludes</u> the Spring & 8<sup>th</sup> project traffic), there are no recommended improvements IN ADDITION TO the improvements associated with the Existing 2016 conditions.

Based on the analysis of Projected 2018 Build conditions (includes background traffic growth and includes the Spring & 8<sup>th</sup> project traffic plus the site access driveway), the following improvements are recommended IN ADDITION TO the improvements associated with the Existing 2016 conditions and the Projected 2018 No-Build conditions:

- Spring Street at Private Driveway/Abercrombie Place (Int. #4)
  - Relocate existing traffic signal at Spring Street at Abercrombie Place approximately 80 feet south to Spring Street at Private Driveway/Abercrombie Place. Refer to the memo dated May 18, 2016 in Appendix G.

#### 1.1 Introduction

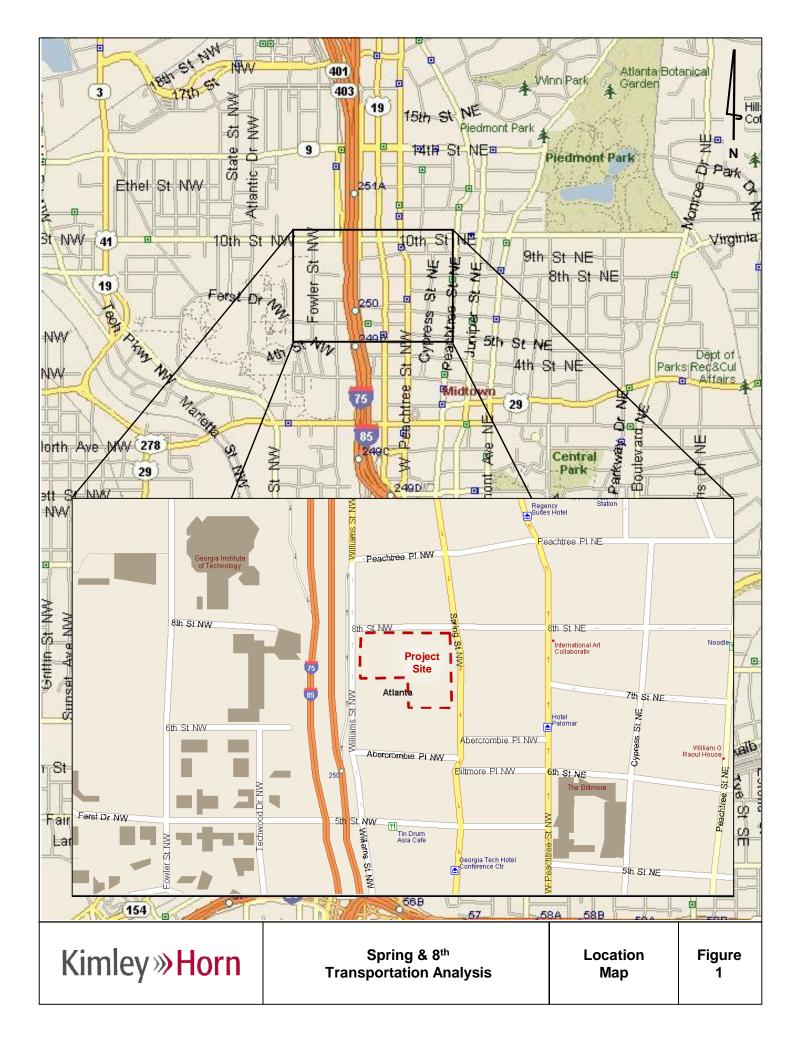
This report presents the analysis of the anticipated traffic impacts of the proposed Spring & 8<sup>th</sup> development located in the City of Atlanta, Georgia. The approximate 4.16-acre redevelopment site is located north of Private Driveway/Abercrombie Place, south of 8<sup>th</sup> Street, east of Williams Street, and west of Spring Street. The proposed development will be mixed-use, consisting of approximately 840,000 square feet of office and retail land uses. Parking will be located on-site in structured parking.

The project will exceed 700,000 square feet of mixed-use development in a region core area type and therefore, the proposed development is a Development of Regional Impact (DRI) and is subject to Atlanta Regional Commission (ARC) and Georgia Regional Transportation Authority (GRTA) review.

**Figure 1** provides the location map of the Spring & 8<sup>th</sup> development, and **Figure 2** provides a site aerial showing of the project site and surrounding area. **Figure 3** provides a zoomed-in bird's eye view of the project. Field review photographs taken within the vicinity of the study network are located in the site photo log in Appendix A. The City of Atlanta Zoning Ordinance Map and ARC's *Unified Growth Policy Map (UGPM)* are included in Appendix B.

The proposed project is expected to be completed by 2018, and this analysis will consider the full buildout of the proposed site in 2018. A summary of the proposed land-uses and densities is provided below in **Table 1**.

Table 1 Proposed Land Uses and Densities							
Office (Phase 1)	550,000 SF						
Office (Phase 2)	280,000 SF						
Retail (Phase 2)	10,000 SF						





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Spring & 8<sup>th</sup> Transportation Analysis Site Aerial Figure 2



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Spring & 8<sup>th</sup> Transportation Analysis

Bird's Eye View

Figure 3

#### 1.2 Site Plan Review

The project site was previously a surface parking lot. The first phase (550,000 SF office) is currently under construction. The project site is located in the Special Public Interest (SPI) Zone 16 according to the *City of Atlanta Zoning Ordinance Map* and requires review by the SPI-16 Development Review Committee (DRC). The project site is located in a Region Core area type according to ARC's *Unified Growth Policy Map (UGPM)*. Additionally, the project site is within and adheres to the recommendations in the most recent Midtown LCI, which qualifies the Spring & 8<sup>th</sup> development for GRTA's expedited review.

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

#### 1.3 Site Access

As currently envisioned, the proposed development will be served by one (1) driveway along 8<sup>th</sup> Street, one (1) driveway along Williams Street, and one (1) driveway along Private Driveway/Abercrombie Place.

- 1. Driveway 1 a proposed full movement driveway along Williams Street approximately 250 feet south of the intersection at 8<sup>th</sup> Street. Driveway 1 is proposed to be stop-controlled.
- 2. Driveway 2 a proposed full movement driveway located along 8<sup>th</sup> Street approximately 290 feet west of the intersection at Spring Street. Driveway 2 is proposed to be stop-controlled.
- 3. Driveway 3 a proposed full movement driveway along Private Driveway/Abercrombie Place approximately 290 feet west of the intersection at Spring Street. Driveway 3 is proposed to be stop-controlled.

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

New Parking Provided: 1,480 spaces

Parking Required per SPI-16 Zoning:

Office: 2.5 spaces per 1,000 SF (maximum)
Retail 1 space per 600 SF (minimum)
2.5 spaces per 600 SF (maximum)

As the Spring & 8<sup>th</sup> development is located in a Region Core, shared parking will be utilized on the project site. Additionally, as the project site is located in the heart of Midtown Atlanta with increased pedestrian and bicyclist infrastructure, it is anticipated that there will be limited vehicular trips for the retail land uses.

#### 1.4 Bicycle and Pedestrian Facilities

The project site is located in the heart of Midtown Atlanta, in an area with increased pedestrian and bicyclist facilities. Pedestrian facilities (sidewalks) currently exist along the project site frontage. There are currently bicycle facilities (bike lanes/paths) along 5<sup>th</sup> Street in the vicinity of the project site and the development is located one block from a City of Atlanta bike share hub. Additional bicycle facilities are planned as part of project AT-271 (Juniper Street Bicycle/Pedestrian Facilities) and AT-277 (Cycle Atlanta: Phase 1.0 – includes routes on West Peachtree Street and Peachtree Street). More details are provided in Section 8.0.

#### 1.5 Transit Facilities

The project site is located 0.2 miles from the Midtown MARTA Rail Station, which are served by the Red and Gold lines seven days a week, MARTA Bus Route #12, MARTA Bus Route #27, MARTA Bus Route #36, MARTA Bus Route #99, MARTA Bus Route #110, Cobb County Transit Express Bus System, Gwinnett County Transit Express Bus System, and GRTA Xpress Bus System. Additionally, the project site is also 0.13 miles (1 block) from the Georgia Tech Trolley. The project site is also 0.2 miles (two blocks) from MARTA Bus Route 110 which provides service seven days a week along the Peachtree Road corridor.

#### 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-half (0.5) percent per year for two (2) years background traffic growth rate was used for all roadways. This background growth rate and the addition of traffic from the proposed Georgia Tech High Performance Computing Center (DRI #2569 approved in 2016) and the Mill Creek residential high-rise (450 units) were used to account for other development activity in the area.

#### 2.2 Traffic Data Collection

Weekday peak hour turning movement counts were collected on Wednesday, September 16, 2015 at the study intersections during the AM and PM peak periods. The morning and afternoon peak hours varied slightly between the intersections. Peak hours for all intersections are shown in **Table 2**.

Table 2 Peak Hour Summary								
Inte	AM Peak Hour	PM Peak Hour						
1. 8 <sup>th</sup> Street at Williams Street		7:45 – 8:45	5:15 – 6:15					
2. 8 <sup>th</sup> Street at Spring Street		8:15 – 9:15	6:00 - 7:00					
3. Williams Street at Private Driv	reway/Abercrombie Place	8:00 – 9:00	5:15 – 6:15					
4. Spring Street at Private Drive	way/Abercrombie Place	8:15 – 9:15	6:00 - 7:00					
5. 5 <sup>th</sup> Street at Williams Street		8:30 - 9:30	5:15 – 6:15					
6. 5 <sup>th</sup> Street at Spring Street		8:15 – 9:15	6:00 - 7:00					

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

#### 2.3 Detailed Intersection Analysis

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

of-service analyses were conducted at all intersections within the study network using *Synchro Professional*, *Version 9.0*.

Existing traffic signal phasing and timing data were retrieved from the Midtown Traffic Operations Program (MTOP) for the signalized intersections. Existing timing data was used in the Existing 2016 conditions. All signal timings were optimized using *Synchro Professional, Version 9.0* for the Projected 2018 No-Build conditions and Projected 2018 Build conditions.

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

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

#### 3.0 STUDY NETWORK

#### 3.1 Gross Trip Generation

Traffic for the proposed land uses and densities were calculated using methodology contained in the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, Ninth Edition.* Gross trips generated are displayed below in **Table 3**. Existing trips generated by the existing parking lot on the site were minimal and therefore, were not removed from the network in order to present a more conservative analysis.

Table 3 Gross Trip Generation											
Land Use	ITE	Daily Traffic			AM Peak Hour			PM Peak Hour			
(Intensity)	Code	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	
General Office Building (830,000 SF)	710	6,557	3,278	3,279	1,040	915	125	1,008	171	837	
Specialty Retail Center* (10,000 SF)	826	465	233	232	N/A	N/A	N/A	45	20	25	
Total Gross Trips	7,022	3,511	3,511	1,040	915	125	1,053	191	862		

<sup>\*</sup> Land Use 826 Special Retail does not provide data for AM peak hour trips.

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

#### 3.3 Level-of-Service Standards

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

#### 3.4 Study Network Determination

A general study area was determined based on a review of land uses and population densities in the area as well as a review of peak hour traffic counts and engineering judgement. As the Spring & 8<sup>th</sup> development is located in and plans are consistent with the Midtown LCI, it qualifies for GRTA Expedited Review. The study area was agreed upon during methodology discussions with GRTA, ARC, GDOT, and City of Atlanta staff, and includes the following eight (8) intersections described in **Table 4**.

The study network includes two (2) signalized intersections and six (6) stop controlled intersections as noted in **Table 4**. The study intersections are shown in **Figure 4**.

	Table 4 Intersection Control Summary								
	Intersection								
1.	8 <sup>th</sup> Street at Williams Street	Stop Control							
2.	8 <sup>th</sup> Street at Spring Street	Signal							
3.	Williams Street at Private Driveway/Abercrombie Place	Stop Control							
4.	Spring Street at Private Driveway/Abercrombie Place	Stop Control							
5.	5 <sup>th</sup> Street at Williams Street	Stop Control							
6.	5 <sup>th</sup> Street at Spring Street	Signal							
7.	Williams Street at Driveway 1	Stop Control							
8.	8 <sup>th</sup> Street at Driveway 2	Stop Control							

Each of the above listed intersections was analyzed for the Existing 2016 conditions, the Projected 2018 No-Build conditions, and the Projected 2018 Build conditions.



#### 3.5 Existing Roadway Facilities

Roadway classification descriptions for the entire study area are provided in **Table 5**.

Table 5 Roadway Classification									
Roadway	No. of Lanes	Posted Speed Limit (MPH)	GDOT Classification						
Spring Street	4 (one-way)	35	Minor Arterial						
Williams Street	1-3 (one-way)	25	Major Collector						
5 <sup>th</sup> Street	2	25	Local Road						
Private Driveway/ Abercrombie Place	2	25*	Private Street						
8 <sup>th</sup> Street	2	25	Local Road						

<sup>\*</sup> Estimated speed limit as no speed limit is posted.

#### 4.0 Trip Generation

As stated previously, gross trips associated with the proposed development were estimated using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, Ninth Edition, 2012*, using equations where available. Trip generation for this proposed development is calculated based upon the following land uses: General Office Building (ITE 710) and Specialty Retail Center (ITE 826).

Mixed-use vehicle trip reductions were taken according to the *ITE Trip Generation Handbook, Third Edition, 2014* for the AM and PM peak hours and the *Second Edition* for daily. Total internal capture and vehicle trip reduction between the land uses is expected to be 0.5% daily, 0.0% for the AM peak hour, and 0.6% for the PM peak hour as a result of the anticipated interaction between the office and retail land uses within the proposed development.

Due to the Spring & 8<sup>th</sup> development being located in a region core and the adjacent land uses in the area, an alternative transportation (walking, bicycle, and transit) reduction was applied for the Spring & 8<sup>th</sup> 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.

In accordance with the GRTA LOU, pass-by reductions were not taken. As the project site is located in the heart of Midtown Atlanta, an area with heavy pedestrian and bicyclist volumes, the nature of the restaurant and retail on the proposed site will generate limited vehicular pass-by trips. Pass-by trips are more likely to be pedestrian or bicyclist trips.

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

Table 6 Net Trip Generation											
	D	Daily Traffic			AM Peak Hour			PM Peak Hour			
	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit		
Total Gross Trips	7,022	3,511	3,511	1,040	915	125	1,053	191	862		
Mixed-Use Reduction	-32	-16	-16	-0	-0	-0	-6	-3	-3		
Alternative Mode Reduction	-1,747	-873	-874	-260	-229	-31	-262	-48	-215		
Pass-By Reduction	-0	-0	-0	-0	-0	-0	-0	-0	-0		
Net New Trips	5,243	2,622	2,621	780	686	94	785	140	644		

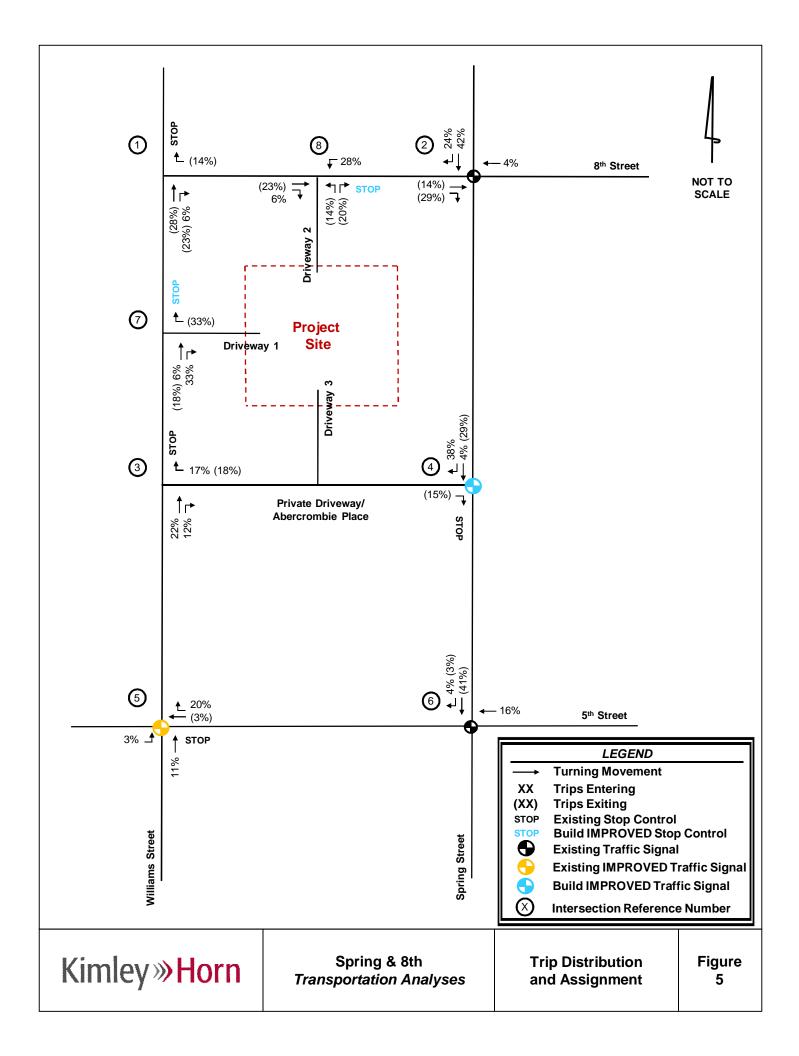
A more detailed trip generation analysis summary table is provided in Appendix D.

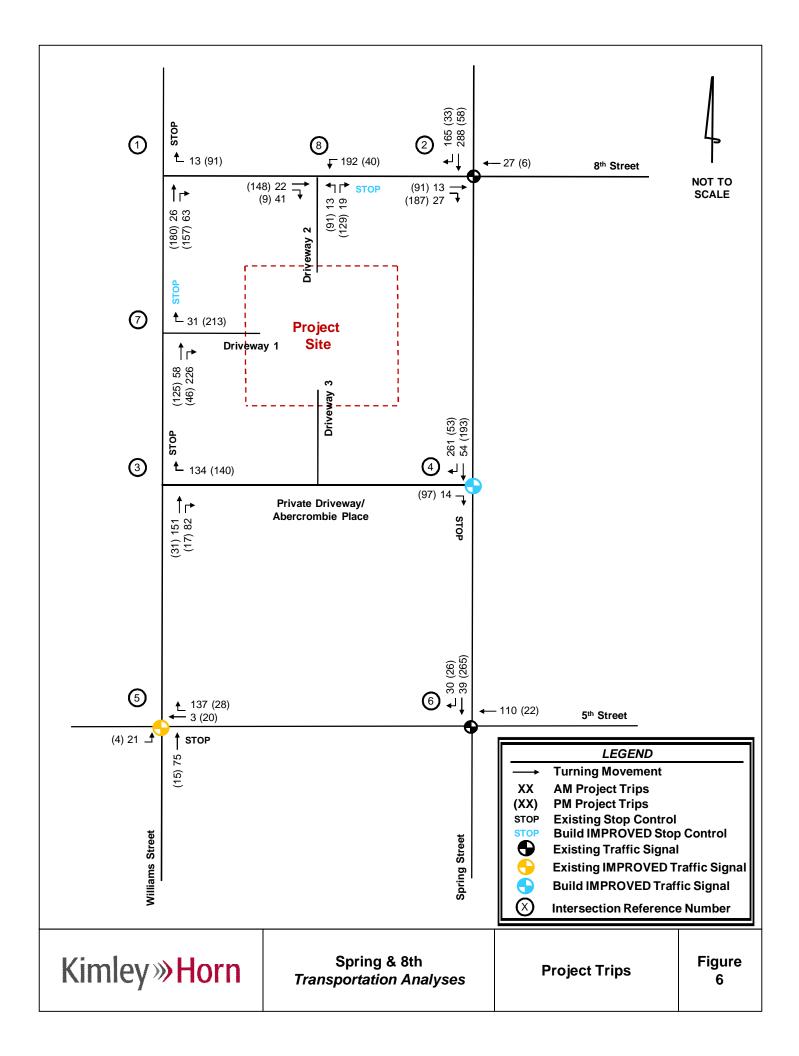
#### 5.0 Trip Distribution and Assignment

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

**Figure 5** displays the anticipated distribution and assignment of the office and retail project trips 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 Spring & 8<sup>th</sup> development, are shown in **Figure 6**.

Detailed intersection volume worksheets are provided in Appendix E.





#### 6.0 TRAFFIC ANALYSIS

#### 6.1 Existing 2016 Conditions

The adjusted existing peak hour traffic volumes were entered into *Synchro 9.0*, and capacity analyses were performed for the AM and PM peak hours. The existing peak hour traffic volumes are displayed in **Figure 7**, and the results of the capacity analyses for the Existing 2016 conditions are shown in **Table 7**. Detailed *Synchro* analysis reports are available upon request. Signal timings were optimized for the Existing 2016 Improved conditions.

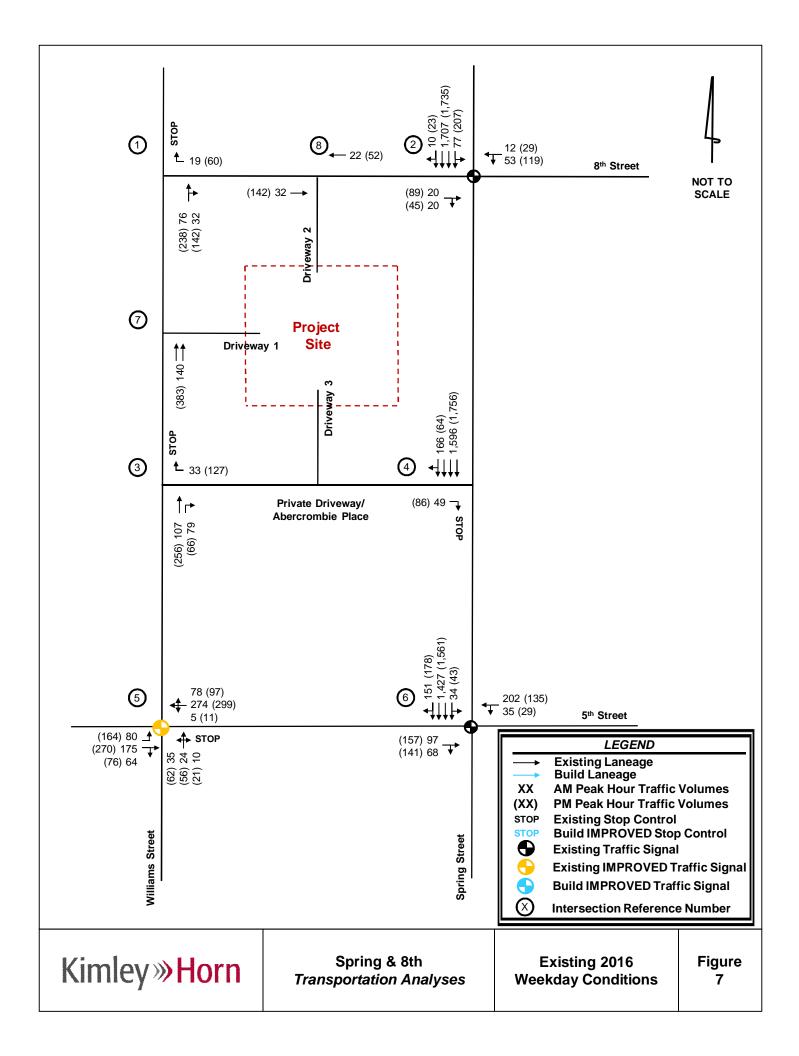
Table 7 Existing 2016 Intersection Levels-of-Service  LOS (delay in seconds)											
Interces	ilan	LOS		xisting 2016 Conditions	6	I	Existing 2016 Improved				
Intersection		Std.	Control	AM Peak Hour	PM Peak Hour	Control	AM Peak Hour	PM Peak Hour			
1. 8 <sup>th</sup> Street at W	illiams Street	D	WBR	A (8.9)	B (11.0)	*	*	*			
2. 8 <sup>th</sup> Street at Sp	oring Street	D	Signal	B (14.4)	C (29.6)	*	*	*			
Williams Stree     Abercrombie F		D	WBR	A (9.7)	B (12.3)	*	*	*			
Spring Street a     Abercrombie F		D	EBR	B (10.2)	B (11.5)	*	*	*			
5. 5 <sup>th</sup> Street at W	illiams Street	D	NB EBL	F (211.1) A (9.6)	F (Err) B (10.6)	Signal	B (11.0)	B (17.3)			
6. 5 <sup>th</sup> Street at Sp	oring Street	D	Signal	B (19.7)	B (12.5)	*	*	*			

<sup>\*</sup>No improvements recommended at this intersection.

As shown in **Table 7**, the side street movement for Intersection 5 operates at LOS F during the AM and the PM peak hours. While low levels-of-service for side street approaches are not uncommon, these delays are relatively high. Preliminary traffic signal warrant analyses were performed, and consideration may be given by the City of Atlanta for the following improvements.

Based on the Existing 2016 conditions, the following improvements are recommended:

- 5<sup>th</sup> Street at Williams Street (Int. #5)
  - Install a traffic signal at the intersection to reduce side-street delay.



#### 6.2 Projected 2018 No-Build Conditions

To account for growth in the vicinity of the proposed development, the existing traffic volumes were increased for two (2) years at one-half percent per year throughout the study network. These volumes were entered into *Synchro 9.0*, and capacity analyses were performed. The Projected 2018 No-Build conditions were analyzed using existing roadway geometry and existing intersection control types. Signal timings were optimized for the Projected 2018 No-Build Improved conditions.

The Projected 2018 No-Build conditions incorporate the addition of the following developments:

- DRI #2569 Georgia Tech High Performance Computing Center (approved 2016)
- Mill Creek residential high-rise (450 units)

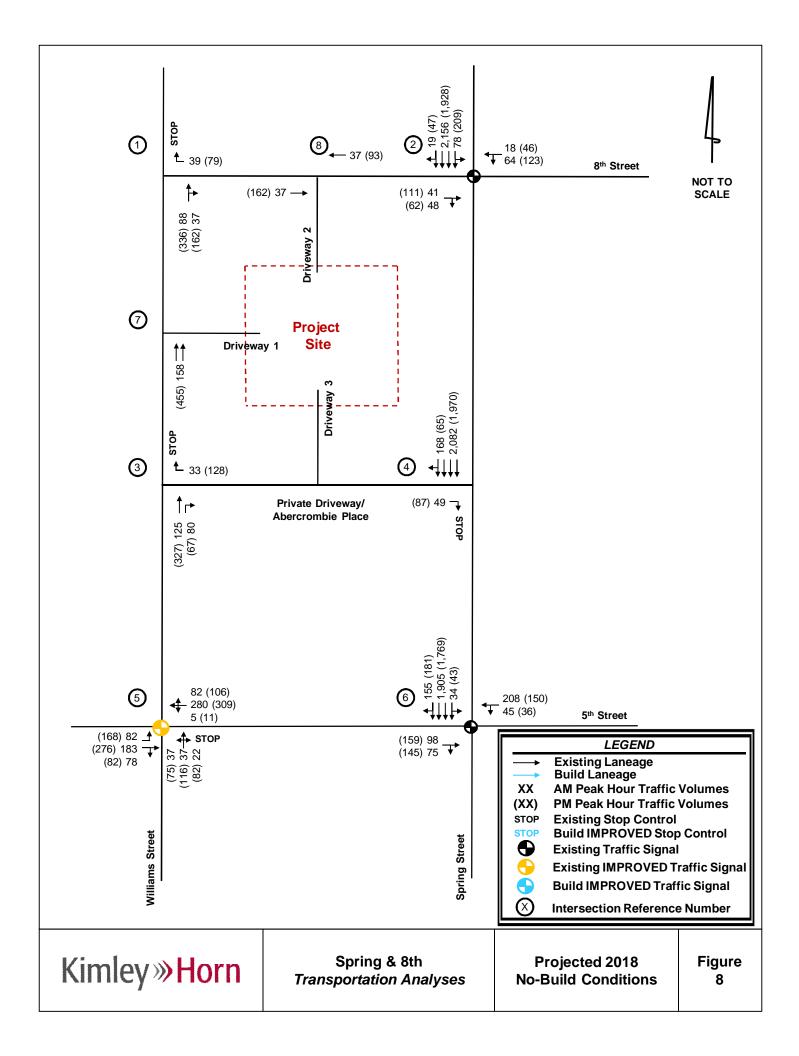
The intersection laneage and traffic volumes for the Projected 2018 No-Build conditions are shown in **Figure 8**. The results of the capacity analyses for the Projected 2018 No-Build conditions with existing laneage and control types are shown in **Table 8**. Detailed *Synchro* analysis reports are available upon request.

Table 8 Projected 2018 No-Build Intersection Levels-of-Service  LOS (delay in seconds)											
Interception	LOS		ted 2018 No Conditions	-Build	Projected 2018 No-Build Improved						
Intersection	Std.	Control	AM Peak Hour	PM Peak Hour	Control	AM Peak Hour	PM Peak Hour				
8 <sup>th</sup> Street at Williams Street	D	WBR	A (9.1)	B (11.1)	*	*	*				
2. 8 <sup>th</sup> Street at Spring Street	D	Signal	B (15.9)	B (29.7)	*	*	*				
Williams Street at     Abercrombie Place	D	WBR	A (9.9)	B (12.3)	*	*	*				
Spring Street at     Abercrombie Place	D	EBR	B (10.7)	B (11.5)	*	*	*				
5. 5 <sup>th</sup> Street at Williams Street	D	NB EBL	F (366.8) A (9.7)	F (Err) B (10.6)	Signal	B (12.5)	B (18.8)				
6. 5 <sup>th</sup> Street at Spring Street	D	Signal	C (20.2)	C (30.1)	*	*	*				

<sup>\*</sup> No improvements recommended at this intersection

As shown in **Table 8**, the side street movement for Intersection 5 operates at LOS F. Traffic signals were previously recommended for 5<sup>th</sup> Street at Williams Street (Int. #5) in Section 6.1 Existing 2016 conditions and are therefore reflected in the Projected 2018 No-Build Improved conditions.

Therefore, there are no additional recommended improvements for the Projected 2018 No-Build conditions scenario.



#### 6.3 Projected 2018 Build Conditions

The traffic associated with the proposed Spring & 8<sup>th</sup> development was added to the Projected 2018 No-Build volumes. These volumes were then entered into *Synchro 9.0*, and capacity analyses were performed. The Projected 2018 Build conditions were analyzed using the proposed laneage and intersection control types shown in the DRI site plan. Signal timings were optimized for the Projected 2018 Build Improved conditions.

The intersection laneage and traffic volumes used for the Projected 2018 Build conditions are shown in **Figure 9**. The results of the capacity analyses for the Projected 2018 Build conditions with proposed laneage and control types are shown in **Table 9**. Detailed *Synchro* analysis reports are available upon request.

	Table 9 Projected 2018 Build Levels-of-Service LOS (delay in seconds)										
	Intersection			ected 2018 E Conditions	Build	Projected 2018 Build Improved					
			Control	AM Peak Hour	PM Peak Hour	Control	AM Peak Hour	PM Peak Hour			
1.	8 <sup>th</sup> Street at Williams Street	D	WBR	A (9.4)	C (21.5)	*	*	*			
2.	8 <sup>th</sup> Street at Spring Street	D	Signal	B (18.8)	D (41.9)	*	*	*			
3.	Williams Street at Abercrombie Place	D	WBR	B (14.5)	C (20.2)	*	*	*			
4.	Spring Street at Abercrombie Place	D	EBR	B (11.9)	B (15.0)	Signal	B (12.6)	B (18.4)			
5.	5 <sup>th</sup> Street at Williams Street	D	NB EBL	F (Err) B (11.0)	F (Err) B (11.5)	Signal	C (23.3)	C (26.1)			
6.	5 <sup>th</sup> Street at Spring Street	D	Signal	C (21.8)	D (40.5)	*	*	*			
7.	Williams Street at Driveway 1	D	WBR	A (9.9)	B (14.3)	*	*	*			
8.	8 <sup>th</sup> Street at Driveway 2	D	NB WBL	B (11.4) A (6.9)	C (15.5) A (2.6)	*	*	*			

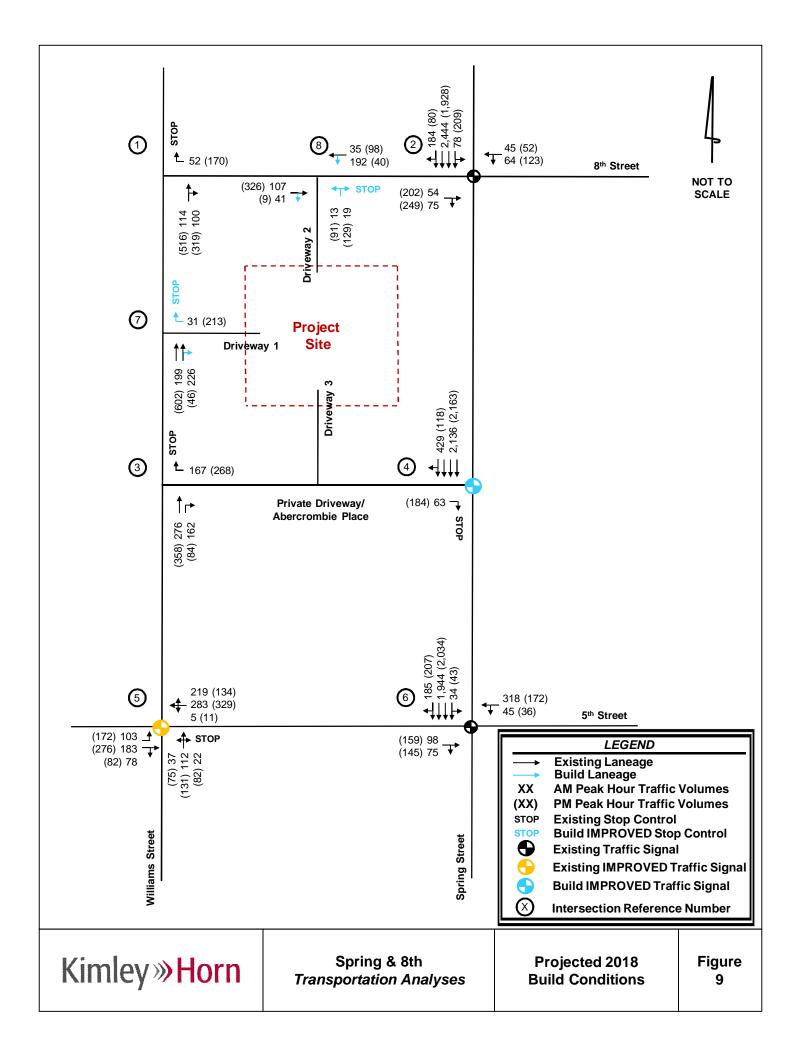
<sup>\*</sup> No improvements recommended at this intersection

As shown in **Table 9**, the side street movement for Intersection 5 operates at LOS F. Traffic signals were previously recommended for 5<sup>th</sup> Street at Williams Street (Int. #5) in Section 6.1 Existing 2016 conditions and are therefore reflected in the Projected 2018 Build Improved conditions.

Based on the Projected 2018 Build conditions, the following improvements are recommended:

- Spring Street at Private Driveway/Abercrombie Place (Int. #4)
  - Relocate existing traffic signal at Spring Street at Abercrombie Place approximately 80 feet south to Spring Street at Private Driveway/Abercrombie Place.

According to a traffic signal warrant analysis memorandum dated May 18<sup>th</sup>, 2016 (provided in **Appendix G**), the existing traffic signal at Spring Street and Abercrombie Place is not warranted based on traffic volumes, and traffic volumes at Spring Street and Private Driveway/Abercrombie Place meet warrants. Additionally, the relocation of the traffic signal to Spring Street at Private Driveway/Abercrombie Place has the potential to create a centralized and designated pedestrian crossing across Spring Street. While the existing pedestrian volumes do not meet Warrant 4 (Pedestrian Volume), they do satisfy the Guidelines for a Pedestrian Hybrid Beacon or HAWK signal. However, due to proximity to the existing signal and adjacent intersections, a Pedestrian Hybrid Beacon or HAWK is not recommended. Therefore, relocating the traffic signal to Spring Street at Private Driveway/Abercrombie Place would provide benefits to both pedestrians and motorists.



#### 7.0 INGRESS/EGRESS ANALYSIS

Vehicular access to the Spring & 8<sup>th</sup> development is proposed at three (3) locations. Site driveway locations are discussed in Section 1.3. Driveway 1 is a stop-controlled full movement driveway located along Williams Street. Driveway 2 is a stop-controlled full movement driveway located along 8<sup>th</sup> Street. Driveway 3 is a stop-controlled full movement driveway located along Private Driveway/Abercrombie Place. All driveways are proposed to have one ingress and one egress lane.

Capacity analyses were performed for the proposed site driveway intersections (Int. #7 and #8) 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 2018 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 listed in this report.

Additionally, the relocation of the traffic signal from Spring Street at Abercrombie Place to Spring Street at Private Driveway/Abercrombie Place is recommended as vehicular and pedestrian volumes are higher at the intersection of Spring Street at Private Driveway/Abercrombie Place. Therefore, relocating the traffic signal to Spring Street at Private Driveway/Abercrombie Place would provide benefits to both pedestrians and motorists.

#### 8.0 IDENTIFICATION OF PROGRAMMED PROJECTS

According to ARC's Transportation Improvement Program, the Regional Transportation Improvement Program, GDOT's Construction Work Program (none at this time), City of Atlanta's programmed projects, and the GA STIP, the following projects are programmed or planned to be completed by the respective years within the vicinity of the proposed development. The identified projects are listed in **Table 10** below.

Table 10 Programmed Projects			
#	Completion Date	Project ID	Description
1	2020	AT-271	Juniper Street Bicycle/Pedestrian Facilities – from Ponce de Leon Avenue to 14th Street
2	2020	AT-277	Cycle Atlanta: Phase 1.0 – Bicycle Mobility Improvements – Includes a route on West Peachtree Street and Peachtree Street
3	2024	AT-306	15 <sup>th</sup> Street Extension from West Peachtree Street to Williams Street
4	2040	AR-490	Atlanta Streetcar Expansion – Phase 1 – Includes a route on North Avenue
5	TBD	AT-278	Midtown Atlanta Regional Activity Center – Pedestrian Mobility and Safety Improvements

Fact sheets for projects 1-5 are provided in Appendix F.

#### 9.0 Internal Circulation Analysis

The proposed site driveways will provide access to buildings on the site. A detailed copy of the proposed site plan is provided in Appendix C and a full-sized site plan is included in the report submittal.

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 2.4% daily, 0.0% for the AM peak hour, and 0.6% for the PM peak hour as a result of the anticipated interaction between the various land uses within the proposed development.

Connectivity within the site will largely take place within the proposed building structures.

#### 10.0 COMPLIANCE WITH COMPREHENSIVE PLAN ANALYSIS

The project site was previously a surface parking lot. The first phase (550,000 SF office) is currently under construction. The proposed development will consist of office and retail land uses. The project site is located in the Special Public Interest (SPI) Zone 16 according to the *City of Atlanta Zoning Ordinance Map* and requires review by the SPI-16 Development Review Committee (DRC).

The most recent 10-Year update to the LCI study for Midtown Atlanta *Greenprint Midtown* focuses on a sustainable approach to the original *Blueprint Midtown* vision. The LCI study discusses decreasing single occupancy vehicle trips and increasing streetscape programs, bicycle plans, and transit/coordinated shuttle services. The LCI focuses on building on a high number of commuters are residents using transit, walking, or bicycling. The Spring & 8<sup>th</sup> development aligns with the goals and visions of the LCI study by reducing parking and creating a walkable environment. The project site is located in the heart of Midtown Atlanta, an area that already experiences high pedestrian and bicyclist volumes. Additionally, the project site is located in a Region Core area type according to *PLAN 2040 Unified Growth Policy Map*. The Spring & 8<sup>th</sup> development plan is consistent with the area type and future land use identified. The land use maps are provided in Appendix B.

## Appendix A Site Photo Log



KHA Job No.: 019580011

Date: October 2016

Page: 1 of 5

#### Spring Street at Private Driveway/Abercrombie Place





Comments: Private Driveway/Abercrombie Place looking north

#### Photo No. 2



Comments: Private Driveway/Abercrombie Place looking south



KHA Job No.: 019580011

Date: October 2016

Page: 2 of 5

#### Williams Street at Private Driveway/Abercrombie Place



Comments: Private Driveway/Abercrombie Place looking north



Comments: Private Driveway/Abercrombie Place looking south

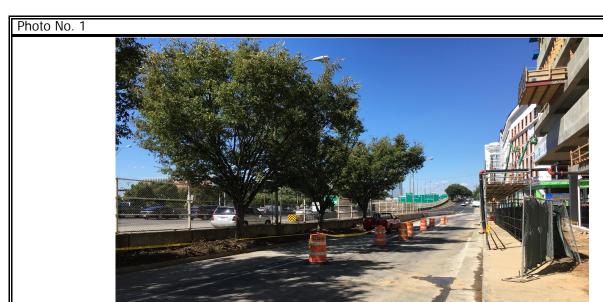


KHA Job No.: 019580011

Date: October 2016

Page: 3 of 5

#### Williams Street at Driveway 1



Comments: Driveway 1 looking north

## Photo No. 2



Comments: Driveway 1 looking south



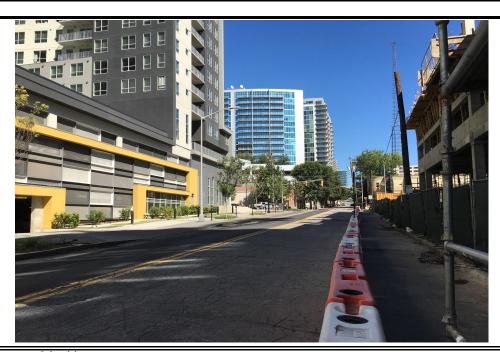
KHA Job No.: 019580011

 Date:
 October 2016

 Page:
 4 of 5

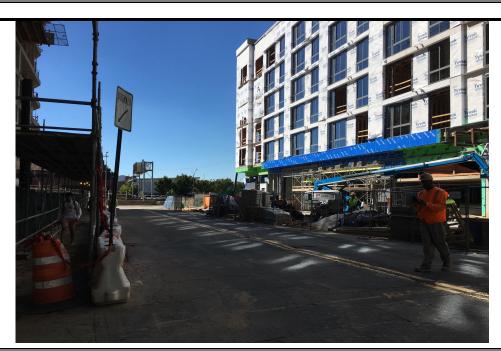
#### 8th Street at Driveway 2

Photo No. 1



Comments: Driveway 2 looking east

Photo No. 2



Comments: Driveway 2 look west

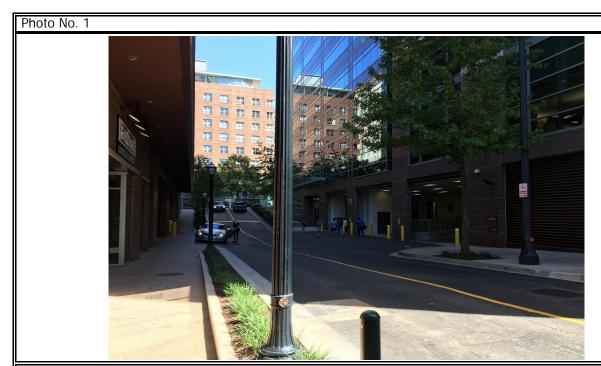


KHA Job No.: 019580011

Date: October 2016

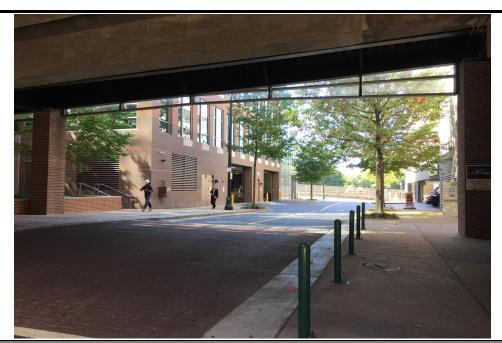
Page: 5 of 5

#### Private Driveway/Abercrombie Place at Driveway 3



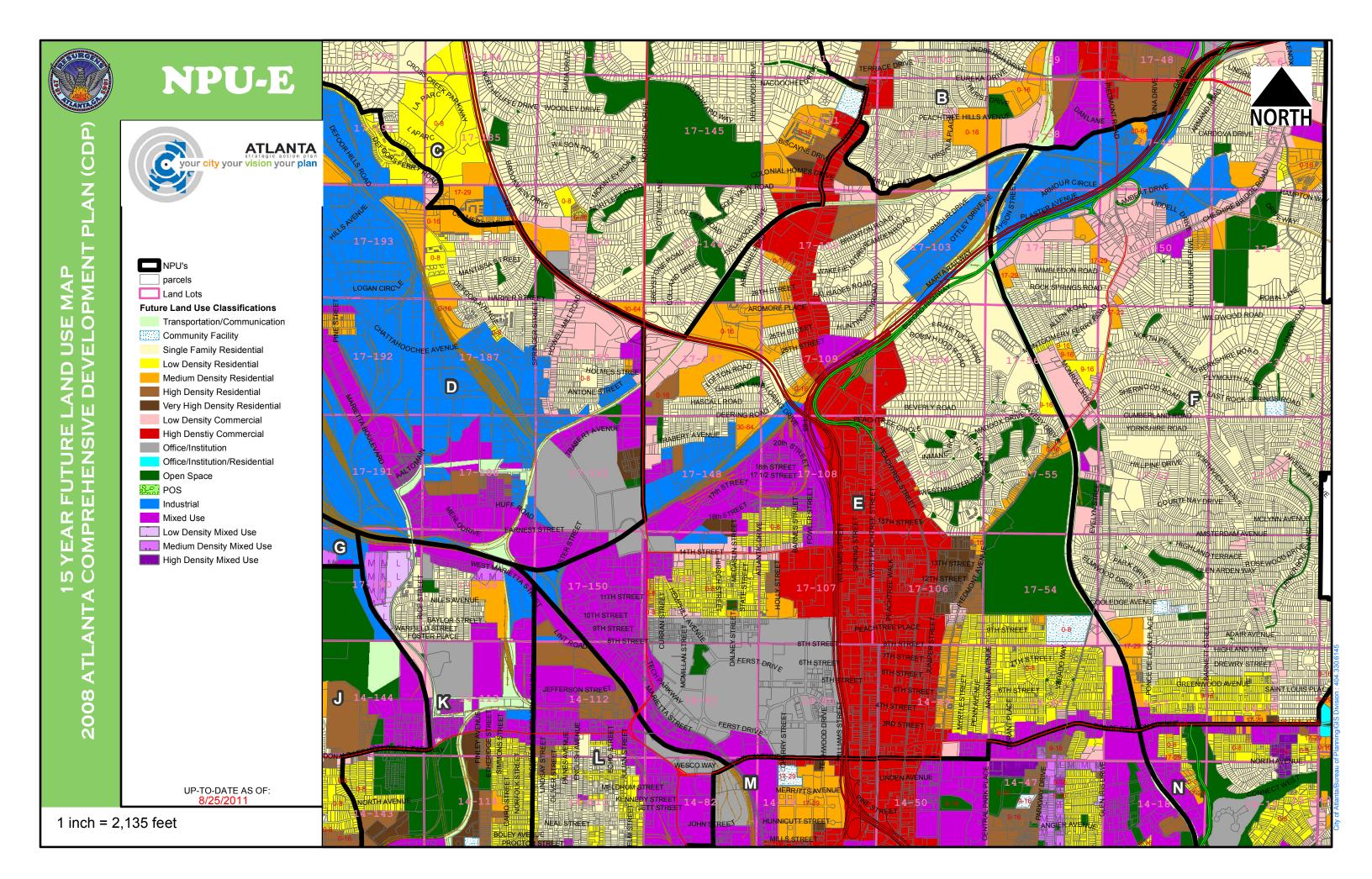
Comments: Driveway 3 looking east

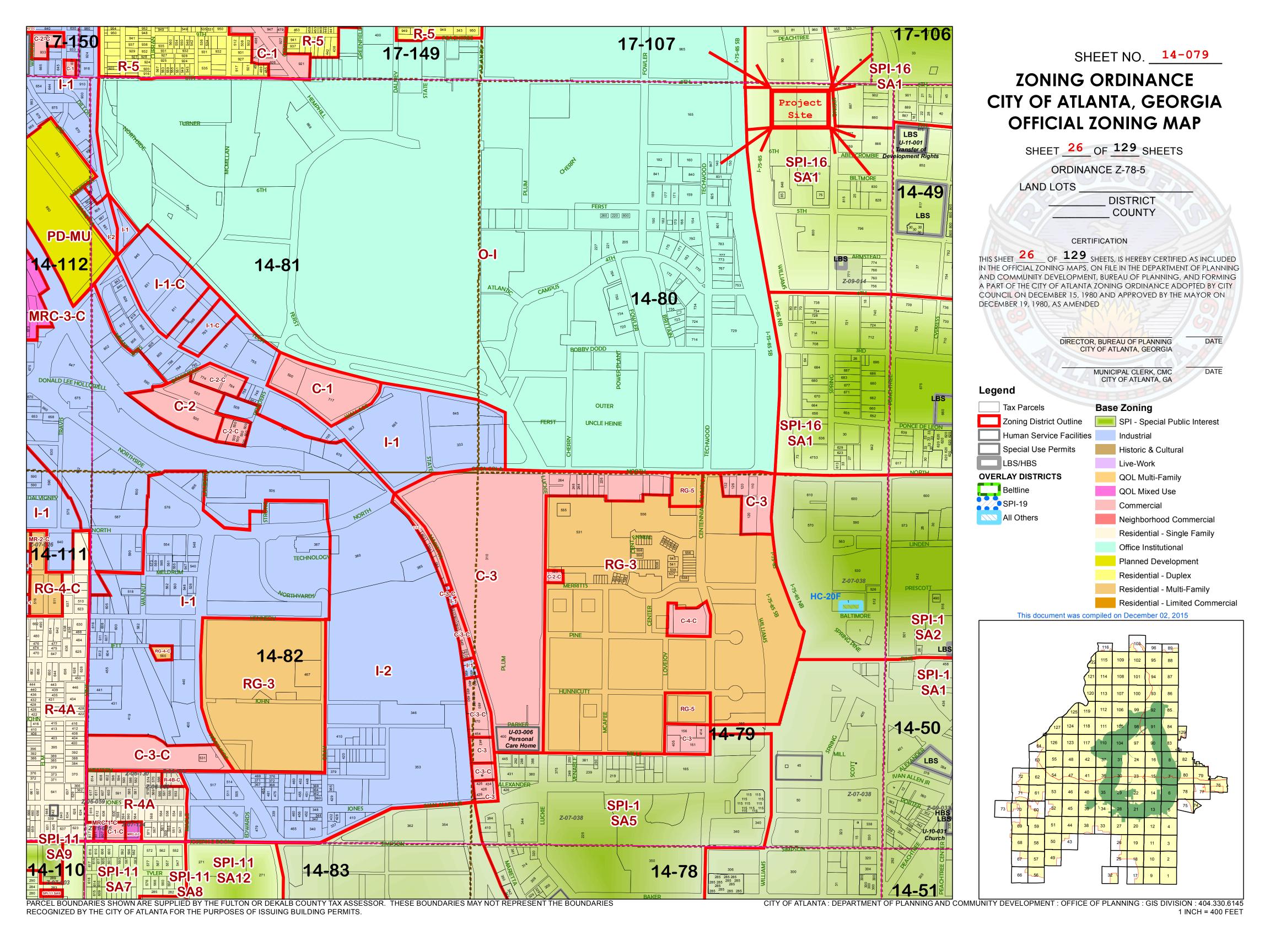
#### Photo No. 2



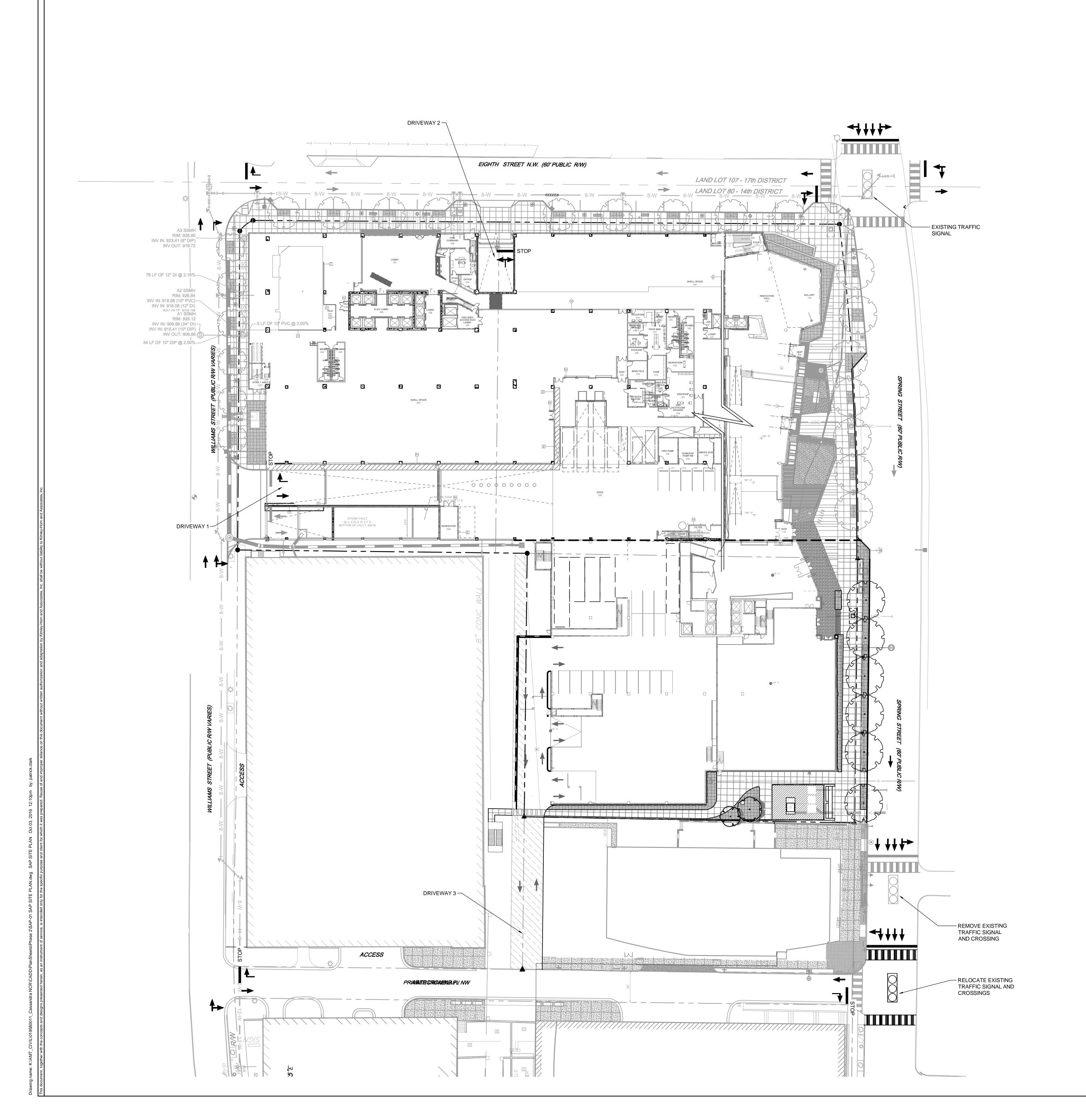
Comments: Driveway 3 looking west

## Appendix B Land Use and Zoning Maps





### Appendix C Proposed Site Plan



## SITE NOTES:

- SITE ACREAGE: 4.16 AC
- BUILDING HEIGHTS HAVE NOT BEEN DETERMINED AT THIS TIME
  - TOPOGRAPHIC INFORMATION IS NOT **AVAILABLE AT THIS TIME**
- 4. SPI 16 SA 1

## PROGRAM:

550,000 SF (PHASE 1) OFFICE: 280,000 SF (PHASE 2)

10,000 SF RETAIL:

## PARKING:

PROPOSED SPACES: 1,480





COUSINS SPRING & 8TH STREETS LLC 191 PEACHTREE STREET, NE, SUITE 500 ATLANTA, GA 30303

# **CIVIL ENGINEER**

817 WEST PEACHTREE STREET NW, SUITE 601

## ATLANTA, GA 30308

## **TRAFFIC**

KIMLEY-HORN 817 WEST PEACHTREE STREET NW, SUITE 601

## ATLANTA, GA 30308

**DESIGN ARCHITECT** DUDA PAINE ARCHITECTS, LLP

### 333 LIGGETT STREET

DURHAM, NC 27701

DALLAS, TX 75201

ATLANTA, GA 30309

KIMLEY-HORN

## ARCHITECT OF RECORD

350 N. SAINT PAUL ST, SUITE 100

STRUCTURAL ENGINEER 1230 PEACHTREE STREET NE, SUITE 2500

**MEP ENGINEER** INTEGRAL CONSULTING ENGINEERING

### 1000 MARIETTA ST, SUITE 112

ATLANTA, GA 30318 LANDSCAPE - SITE

#### 817 WEST PEACHTREE STREET NW, SUITE 601 ATLANTA, GA 30308

LANDSCAPE - TERRACE

TWO LIVE OAK, 3445 PEACHTREE RD NE, SUITE 1425 ATLANTA, GA 30326

NO. DESCRIPTION

HKS PROJECT NUMBER 18770

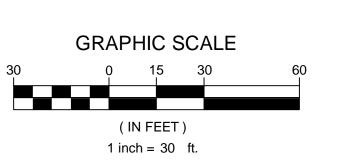
### KHA PROJECT NUMBER 019580011

10/03/2016

DRI #2634

DRI SITE PLAN

SHEET NO. 1 OF 1



# **Appendix D Trip Generation Analysis**

# Trip Generation Analysis (9th Ed.) Spring at 8th DRI City of Atlanta, Georgia

Land Use	Intensity	Daily	AM	Peak Ho	our	PM	Peak H	our
	-	Trips	Total	In	Out	Total	In	Out
Proposed Site Traffic								
710 General Office Building	830,000 s.f.	6,557	1,040	915	125	1,008	171	837
826 Specialty Retail Center	10,000	465	N/A	N/A	N/A	45	20	25
	,							
Cuesa Tuina		7.022	1.040	915	125	1.052	191	862
Gross Trips		7,022	1,040	915	125	1,053	191	802
Office Trips		6,557	1,040	915	125	1,008	171	837
Mixed-Use Reductions		-16	0	0	0	-3	-1	-2
Alternative Mode Reductions (25%)		-1,635	-260	-229	-31	-251	-43	-209
Adjusted Office Trips		4,906	780	686	94	754	127	626
Retail Trips		465	0	0	0	45	20	25
Mixed-Use Reductions		-16	0	0	0	-3	-2	-1
Alternative Mode Reductions (25%)		-112	Ö	Ö	Ö	-11	-5	-6
Pass By Reductions (Based on ITE Rates)		0	0	0	0	0	0	0
Adjusted Retail Trips		337	0	0	0	31	13	18
Mixed-Use Reductions - TOTAL		-32	0	0	0	-6	-3	-3
Alternative Mode Reductions - TOTAL		-1,747	-260	-229	-31	-262	-48	-215
Pass-By Reductions - TOTAL		0	0	0	0	0	0	0
New Trips		5,243	780	686	94	785	140	644
Driveway Volumes		5,243	780	686	94	785	140	644

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# Appendix E Intersection Volume Worksheets

### 8th Street at Williams Street AM PEAK HOUR

Description	U-turn	William <u>North</u> Left	s Street bound Through	Right	U-turn		bound Through	Right	U-turn		oound Through	Right	U-turn		Street bound Through	Right
Observed 2015 Traffic Volumes			76	32												19
Pedestrians			)				0				0				9	
Conflicting Pedestrians		0		9		9		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.	90											0.	.59	
Adjustment	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005
Adjusted 2016 Volumes	0	0	76	32	0	0	0	0	0	0	0	0	0	0	0	19
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
DRI #2569 GT HPCC			8	2												
Mill Creek Residential Development			3	3												20
2018 Background Traffic	0	0	88	37	0	0	0	0	0	0	0	0	0	0	0	39
Project Trips																
Trip Distribution IN				6%												
Trip Distribution OUT			28%	23%												14%
Office Trips	0	0	26	63	0	0	0	0	0	0	0	0	0	0	0	13
Trip Distribution IN				6%												
Trip Distribution OUT			28%	23%												14%
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	26	63	0	0	0	0	0	0	0	0	0	0	0	13
2018 Buildout Total	0	0	114	100	0	0	0	0	0	0	0	0	0	0	0	52

Description	U-turn	William <u>North</u> Left	s Street bound Through	Right	U-turn	South Left	<u>bound</u> Through	Right	U-turn	<u>Eastl</u> Left	oound Through	Right	U-turn		Street bound Through	Right
Observed 2015 Traffic Volumes			282	141												60
Pedestrians		-	)				0			-	0				3	
Conflicting Pedestrians		0		3		3		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.	83											0.	.63	
Adjustment	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005
Adjusted 2016 Volumes	0	0	283	142	0	0	0	0	0	0	0	0	0	0	0	60
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
DRI #2569 GT HPCC			40	9												
Mill Creek Residential Development			10	10												18
2018 Background Traffic	0	0	336	162	0	0	0	0	0	0	0	0	0	0	0	79
Project Trips																
Trip Distribution IN				6%												
Trip Distribution OUT			28%	23%												14%
Office Trips	0	0	175	152	0	0	0	0	0	0	0	0	0	0	0	88
Trip Distribution IN				6%												
Trip Distribution OUT			28%	23%												14%
Retail Trips	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	3
Total Project Trips	0	0	180	157	0	0	0	0	0	0	0	0	0	0	0	91
2018 Buildout Total	0	0	516	319	0	0	0	0	0	0	0	0	0	0	0	170

### 8th Street at Spring Street AM PEAK HOUR

Description	U-turn	North Left	bound Through	Right	U-turn	South	Street bound Through	Right	U-turn	Easth	Street oound Through	Right	U-turn		Street bound Through	Right
Observed 2015 Traffic Volumes						77	1,699	10			20	20		53	12	
Pedestrians			7			1	19			12	27			3	35	
Conflicting Pedestrians		127		35		35		127		19		7		7		19
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor						0.	94			0.	77			0.	.74	
Adjustment	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005
Adjusted 2016 Volumes	0	0	0	0	0	77	1707	10	0	0	20	20	0	53	12	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
DRI #2569 GT HPCC							432				2			10		
Mill Creek Residential Development								9			19	28			6	
2018 Background Traffic	0	0	0	0	0	78	2,156	19	0	0	41	48	0	64	18	0
Project Trips																
Trip Distribution IN							42%	24%							4%	
Trip Distribution OUT											14%	29%				
Office Trips	0	0	0	0	0	0	288	165	0	0	13	27	0	0	27	0
Trip Distribution IN							42%	24%							4%	
Trip Distribution OUT											14%	29%				
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	288	165	0	0	13	27	0	0	27	0
2018 Buildout Total	0	0	0	0	0	78	2,444	184	0	0	54	75	0	64	45	0

		North	bound				Street bound				Street oound				Street bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2015 Traffic Volumes						206	1,726	23			89	45		118	29	
Pedestrians		1	3			3	6			12	24			8	38	
Conflicting Pedestrians		124		88		88		124		36		13		13		36
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor						0.	89			0.	86			0	92	
Adjustment	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005
Adjusted 2016 Volumes	0	0	0	0	0	207	1735	23	0	0	89	45	0	119	29	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
DRI #2569 GT HPCC							176				9			3		
Mill Creek Residential Development								24			12	17			17	
2018 Background Traffic	0	0	0	0	0	209	1,928	47	0	0	111	62	0	123	46	0
Project Trips																
Trip Distribution IN							42%	24%							4%	
Trip Distribution OUT											14%	29%				
Office Trips	0	0	0	0	0	0	53	30	0	0	88	182	0	0	5	0
Trip Distribution IN							42%	24%							4%	
Trip Distribution OUT							42/0	2470			14%	29%			470	
Retail Trips	0	0	0	0	0	0	5	3	0	0	3	5	0	0	1	0
	Ü		Ŭ		Ť		, i		Ť				Ť	Ü	<u> </u>	Ť
Total Project Trips	0	0	0	0	0	0	58	33	0	0	91	187	0	0	6	0
2018 Buildout Total	0	0	0	0	0	209	1,986	80	0	0	202	249	0	123	52	0

#### Williams Street at Abercrombie Place AM PEAK HOUR

44

1.005

0

1.010

0

0

0

0

1.005

1.010

0

0

0

0

0

0.5% 0.5%

0

1.005

0

0.5%

1.010

0

0

0

0

1.005

0

0.5%

1.010

0

0

0

0

Eastbound

0

1.005

0

0.5%

1.010

0

0

0

0

1.005

0

0.5%

1.010

0

0

0

0

Right

0

1.005

0

0.5%

1.010

0

0

0

0

1.005

0

0.5%

1.010

0

0

0

0

Westbound

0.75

1.005 1.005

0

0.5% 0.5% 0.5%

1.010

0

0

0

0

0

1.010

0

0

0

0

Right

0

1.005

33

1.010

33

18%

134

17%

18%

0

134

#### Northbound Southbound Right Right Observed 2015 Traffic Volumes 79 106

44

1.005

79

0.5%

1.010

80

82

12%

0

82

1.005

0

0.5%

1.010

0

0

0

0

0

0

1.010

0

0

0

1.005

0.5%

1.010

0

0

0

0

0

0.93

1.005 1.005

0.5% 0.5%

107

1.010

10

125

22%

151

22%

0

151

Description

Pedestrians Conflicting Pedestrians

Adjustment

Heavy Vehicles Heavy Vehicle % Peak Hour Factor

Adjusted 2016 Volumes

Annual Growth Rate

DRI #2569 GT HPCC

Trip Distribution OUT

Trip Distribution OUT

Total Project Trips

2018 Buildout Total

Mill Creek Residential Development 2018 Background Traffic

Growth Factor

Project Trips Trip Distribution IN

Office Trips Trip Distribution IN

Retail Trips

			s Street bound			South	bound			Eastl	ound				nbie Place bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2015 Traffic Volumes			255	66												126
Pedestrians			0	00			0				0				16	120
Conflicting Pedestrians		0		46		46		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.	88			•								0.	.85	
Adjustment	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005
Adjusted 2016 Volumes	0	0	256	66	0	0	0	0	0	0	0	0	0	0	0	127
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
DRI #2569 GT HPCC			49													
Mill Creek Residential Development			19													
2018 Background Traffic	0	0	327	67	0	0	0	0	0	0	0	0	0	0	0	128
Project Trips																
Trip Distribution IN			22%	12%												17%
Trip Distribution OUT																18%
Office Trips	0	0	28	15	0	0	0	0	0	0	0	0	0	0	0	135
Trip Distribution IN			22%	12%												17%
Trip Distribution OUT																18%
Retail Trips	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
Total Project Trips	0	0	31	17	0	0	0	0	0	0	0	0	0	0	0	140
2018 Buildout Total	0	0	358	84	0	0	0	0	0	0	0	0	0	0	0	268

### Spring Street at Abercrombie Place AM PEAK HOUR

		NI41-	h				Street				nbie Place			XX4	h d	
Description	U-turn	North Left	bound Through	Right	U-turn	Left	bound Through	Right	U-turn		Through	Right	U-turn	Left	bound Through	Dialet
Description	U-turn	Len	Tinougn	Kigiii	U-turn	Len	Tillough	Kigiii	O-turn	Len	Tinougn	Kigiii	O-turn	Len	Tillough	Right
Observed 2015 Traffic Volumes							1,588	165				49				
Pedestrians						1	15			10	68					
Conflicting Pedestrians		168		0		0		168		15		0		0		15
Heavy Vehicles																l
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor						0.	.90			0.	72					
Adjustment	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005
Adjusted 2016 Volumes	0	0	0	0	0	0	1596	166	0	0	0	49	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
DRI #2569 GT HPCC							442									
Mill Creek Residential Development							28									
2018 Background Traffic	0	0	0	0	0	0	2,082	168	0	0	0	49	0	0	0	0
Project Trips																
Trip Distribution IN							4%	38%								l
Trip Distribution OUT							29%					15%				Ī
Office Trips	0	0	0	0	0	0	54	261	0	0	0	14	0	0	0	0
Trip Distribution IN							4%	38%								
Trip Distribution OUT							29%					15%				Ī
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	54	261	0	0	0	14	0	0	0	0
2018 Buildout Total	0	0	0	0	0	0	2,136	429	0	0	0	63	0	0	0	0

						Spring	Street			Abercron	nbie Place					
		North	bound			South	bound				ound			West	bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2015 Traffic Volumes							1,747	64				86				l
Pedestrians						2	26			1'	76					
Conflicting Pedestrians		176		0		0		176		26		0		0		26
Heavy Vehicles																l
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor						0.	91			0.	90					
Adjustment	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005
Adjusted 2016 Volumes	0	0	0	0	0	0	1756	64	0	0	0	86	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
DRI #2569 GT HPCC							179									Ī
Mill Creek Residential Development							17									Ī
2018 Background Traffic	0	0	0	0	0	0	1,970	65	0	0	0	87	0	0	0	0
																Ī
Project Trips																Ī
Trip Distribution IN							4%	38%								1
Trip Distribution OUT							29%					15%				Ī
Office Trips	0	0	0	0	0	0	187	48	0	0	0	94	0	0	0	0
Trip Distribution IN							4%	38%								
Trip Distribution OUT	1						29%	3070		l	<b> </b>	15%			1	
Retail Trips	0	0	0	0	0	0	6	5	0	0	0	3	0	0	0	0
Total Project Trips	0	0	0	0	0	0	193	53	0	0	0	97	0	0	0	0
Toma Tojou Tipo		,	,		,		1/3								,	
2018 Buildout Total	0	0	0	0	0	0	2,163	118	0	0	0	184	0	0	0	0

### 5th Street at Williams Street AM PEAK HOUR

		William North	s Street bound			South	bound				Street oound				Street bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2015 Traffic Volumes		35	24	10						80	174	64		5	273	78
Pedestrians		32	28				85				б				35	
Conflicting Pedestrians		6		35		35		6		285		328		328		285
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.	72							0.	86			0.	.86	
Adjustment	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005
Adjusted 2016 Volumes	0	35	24	10	0	0	0	0	0	80	175	64	0	5	274	78
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
DRI #2569 GT HPCC		2	10	12							6	13			1	ĺ
Mill Creek Residential Development			3							1					2	3
2018 Background Traffic	0	37	37	22	0	0	0	0	0	82	183	78	0	5	280	82
Project Trips																
Trip Distribution IN			11%							3%						20%
Trip Distribution OUT															3%	
Office Trips	0	0	75	0	0	0	0	0	0	21	0	0	0	0	3	137
Trip Distribution IN			11%							3%						20%
Trip Distribution OUT															3%	1
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	75	0	0	0	0	0	0	21	0	0	0	0	3	137
2018 Buildout Total	0	37	112	22	0	0	0	0	0	103	183	78	0	5	283	219

Description	U-turn	William North Left	s Street bound Through	Right	U-turn	South Left	bound Through	Right	U-turn	5th 5 Easth Left	Street oound Through	Right	U-turn		Street bound Through	Right
Description	O-turn	LCII	Tillough	Right	O-turn	Leit	Tinough	Right	O-turn	Leit	Tinough	Right	O-turn	LCII	Tillough	Rigin
Observed 2015 Traffic Volumes		62	56	21						163	269	76		11	298	97
Pedestrians		4	94			2	88			3	80			9	90	
Conflicting Pedestrians		30		90		90		30		288		494		494		288
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.	74							0.	88			0.	.82	
Adjustment	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005
Adjusted 2016 Volumes	0	62	56	21	0	0	0	0	0	164	270	76	0	11	299	97
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
DRI #2569 GT HPCC		12	49	61							3	5			6	
Mill Creek Residential Development			10							2					1	8
2018 Background Traffic	0	75	116	82	0	0	0	0	0	168	276	82	0	11	309	106
Project Trips																
Trip Distribution IN			11%							3%						20%
Trip Distribution OUT															3%	
Office Trips	0	0	14	0	0	0	0	0	0	4	0	0	0	0	19	25
Trip Distribution IN	<del>                                     </del>		11%							3%						20%
Trip Distribution OUT			1170							3%					3%	20%
Retail Trips	0	0	1	0	0	0	0	0	0	0	0	0	0	0	370	3
Retail Trips	U	U	1	U	U	U	U	U	U	U	U	U	U	U	1	3
Total Project Trips	0	0	15	0	0	0	0	0	0	4	0	0	0	0	20	28
2018 Buildout Total	0	75	131	82	0	0	0	0	0	172	276	82	0	11	329	134

#### 5th Street at Spring Street AM PEAK HOUR

		North	bound				Street bound			5th S Easth	Street				Street bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
						2.1	4 400	4.50			0.00			2.5	201	<b> </b>
Observed 2015 Traffic Volumes	-					34	1,420	150			97	68		35	201	
Pedestrians			90				81	450			72	200			26	101
Conflicting Pedestrians		172		126		126		172		181		390		390		181
Heavy Vehicles																<b>—</b>
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	6%	2%	2%
Peak Hour Factor							96			0.				-	.83	
Adjustment	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005
Adjusted 2016 Volumes	0	0	0	0	0	34	1427	151	0	0	97	68	0	35	202	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
DRI #2569 GT HPCC							442					6		10	1	ĺ
Mill Creek Residential Development							22	2							3	
2018 Background Traffic	0	0	0	0	0	34	1,905	155	0	0	98	75	0	45	208	0
Project Trips	+															
Trip Distribution IN								4%							16%	ſ
Trip Distribution OUT							41%	3%								1
Office Trips	0	0	0	0	0	0	39	30	0	0	0	0	0	0	110	0
Trip Distribution IN	+							4%							16%	
Trip Distribution OUT							41%	3%								
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	39	30	0	0	0	0	0	0	110	0
2018 Buildout Total	0	0	0	0	0	34	1.944	185	0	0	98	75	0	45	318	0

Description	U-turn	North Left	bound Through	Right	U-turn	South	Street bound Through	Right	U-turn	Easth	Street oound Through	Right	U-turn		Street bound Through	Right
Description	U-tuiii	Len	Tinougn	Kigiii	U-turn	Len	Tillough	Kigiii	O-turn	Len	Tillough	Kigiii	O-turn	Len	Tillough	Kigiii
Observed 2015 Traffic Volumes						43	1.553	177			156	140		29	134	$\vdash$
Pedestrians		4:	22			2	11			2	83			1	29	
Conflicting Pedestrians		283		129		129		283		211		422		422		211
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor						0.	.97			0.	81			0	.80	
Adjustment	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005
Adjusted 2016 Volumes	0	0	0	0	0	43	1561	178	0	0	157	141	0	29	135	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
DRI #2569 GT HPCC							179					3		7	6	
Mill Creek Residential Development							13	1							8	
2018 Background Traffic	0	0	0	0	0	43	1,769	181	0	0	159	145	0	36	150	0
Project Trips																
Trip Distribution IN								4%							16%	
Trip Distribution OUT							41%	3%								
Office Trips	0	0	0	0	0	0	257	24	0	0	0	0	0	0	20	0
Trip Distribution IN								4%							16%	<del>                                     </del>
Trip Distribution OUT							41%	3%								
Retail Trips	0	0	0	0	0	0	8	2	0	0	0	0	0	0	2	0
•																
Total Project Trips	0	0	0	0	0	0	265	26	0	0	0	0	0	0	22	0
2018 Buildout Total	0	0	0	0	0	43	2,034	207	0	0	159	145	0	36	172	0

### Williams Street at Driveway 1 AM PEAK HOUR

		William	s Street			South	bound			Eastl	ound				eway 1 bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2015 Traffic Volumes			123													
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.	92													
Adjustment	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005
Adjusted 2016 Volumes	0	0	124	0	0	0	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
DRI #2569 GT HPCC			10													
Mill Creek Residential Development			6													
2018 Background Traffic	0	0	141	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips																<del>                                     </del>
Trip Distribution IN			6%	33%												l
Trip Distribution OUT			18%													33%
Office Trips	0	0	58	226	0	0	0	0	0	0	0	0	0	0	0	31
Trip Distribution IN			6%	33%												
Trip Distribution OUT			18%													33%
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	58	226	0	0	0	0	0	0	0	0	0	0	0	31
2018 Buildout Total	0	0	199	226	0	0	0	0	0	0	0	0	0	0	0	31

Description	U-turn		s Street bound Through	Right	U-turn	South Left	bound Through	Right	U-turn	<u>Eastl</u> Left	ound Through	Right	U-turn		eway 1 bound Through	Right
Description	O turn	Lon	Imougn	rugin	O turn	Lon	Imougn	rugin	o tum	Len	Imougn	rugin	o tum	Len	Imougn	rugin
Observed 2015 Traffic Volumes			402													
Pedestrians		-	)			-	0				0					
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.	85													
Adjustment	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005
Adjusted 2016 Volumes	0	0	404	0	0	0	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
DRI #2569 GT HPCC			49													
Mill Creek Residential Development			20													
2018 Background Traffic	0	0	477	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN			6%	33%												
Trip Distribution OUT			18%													33%
Office Trips	0	0	121	42	0	0	0	0	0	0	0	0	0	0	0	207
Trip Distribution IN			6%	33%												
Trip Distribution OUT			18%													33%
Retail Trips	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	6
Total Ducinet Trine	0	0	125	46	0	0	0	0	0	0	0	0	0	0	0	213
Total Project Trips	U	U	123	40	U	U	U	U	U	U	U	U	U	0	0	213
2018 Buildout Total	0	0	602	46	0	0	0	0	0	0	0	0	0	0	0	213

### 8th Street at Driveway 2 AM PEAK HOUR

Description	U-turn	North	way 2 bound Through	Right	U-turn		bound Through	Right	U-turn		Street oound Through	Right	U-turn		Street bound Through	Right
•				Ü												Ü
Observed 2015 Traffic Volumes											36				20	
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor										0.	92			0.	92	
Adjustment	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005
Adjusted 2016 Volumes	0	0	0	0	0	0	0	0	0	0	36	0	0	0	20	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
DRI #2569 GT HPCC											2					
Mill Creek Residential Development											47				15	
2018 Background Traffic	0	0	0	0	0	0	0	0	0	0	85	0	0	0	35	0
Project Trips																
Trip Distribution IN												6%		28%		
Trip Distribution OUT			14%	20%							23%					
Office Trips	0	0	13	19	0	0	0	0	0	0	22	41	0	192	0	0
Trip Distribution IN												6%		28%		
Trip Distribution OUT			14%	20%							23%					
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	13	19	0	0	0	0	0	0	22	41	0	192	0	0
2018 Buildout Total	0	0	13	19	0	0	0	0	0	0	107	41	0	192	35	0

			way 2 bound			South	bound				Street oound				Street bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2015 Traffic Volumes											138				56	
Pedestrians											150				50	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor										0.	92			0.	92	
Adjustment	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005
Adjusted 2016 Volumes	0	0	0	0	0	0	0	0	0	0	139	0	0	0	56	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
DRI #2569 GT HPCC											9					
Mill Creek Residential Development											29				41	
2018 Background Traffic	0	0	0	0	0	0	0	0	0	0	178	0	0	0	98	0
Project Trips																-
Trip Distribution IN												6%		28%		
Trip Distribution OUT			14%	20%							23%	0,0		2070		
Office Trips	0	0	88	125	0	0	0	0	0	0	144	8	0	36	0	0
Trip Distribution IN												6%		28%		
Trip Distribution OUT			14%	20%							23%	070		2070		<del>                                     </del>
Retail Trips	0	0	3	4	0	0	0	0	0	0	4	1	0	4	0	0
Total Decises Tries	0	0	0.1	120	0	0	0	0	0	0	140	9	0	40	0	
Total Project Trips	0	0	91	129	0	0	0	0	0	0	148	9	0	40	0	0
2018 Buildout Total	0	0	91	129	0	0	0	0	0	0	326	9	0	40	98	0

# Appendix F Programmed Project Fact Sheets

### Atlanta Region's Plan RTP (2016) PROJECT FACT SHEET

Short Title	FROM PONCE DE LEON AVENUE TO 14TH STREET	9 S 14th St NE	Pai
		(251A) & & & & & & & & & & & & & & & & & & &	
GDOT Project No.	0012587	MIDTOV	VN
Federal ID No.	N/A	250 \$ 1274	
Status	Programmed	Z	St NE
Service Type	Last Mile Connectivity / Complete Street Retrofit	249D 8	STIVE
Sponsor	City of Atlanta, Midtown Alliance	g gr	ponc
Jurisdiction	City of Atlanta	o 201	0 NAVTEQ © AND © Microsoft Corporation
Analysis Level	In the Region's Air Quality Conformity Analysis	403	wicroson Corporation
Existing Thru Lane	4	Network Year	2020
Planned Thru Lane	2	Corridor Length	1.0 miles
	1 = .141 .1		

**Detailed Description and Justification** 

Reduction of travel lanes and construction of buffered southbound bike lane, sidewalk and streetscape improvements, landscaping, crosswalks, and on-street parking where possible.

Phas	se Status & Funding	Status	FISCAL	TOTAL PHASE	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOUR						
Info	rmation		YEAR	COST	FEDERAL	STATE	BONDS	LOCAL/PRIVATE			
PE	Local Jurisdiction/Municipality Funds	AUTH	2014	\$450,000	<del>\$0,000</del>	<del>\$0,000</del>	<del>\$0,000</del>	<del>\$450,000</del>			
CST	STP - Urban (>200K) (ARC)	AUTH	2015	\$5,171,535	<del>\$3,347,200</del>	<del>\$0,000</del>	<del>\$0,000</del>	<del>\$1,824,335</del>			
				\$5,621,535	\$3,347,200	\$0,000	\$0,000	\$2,274,335			

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

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### Atlanta Region's Plan RTP (2016) PROJECT FACT SHEET

Short Title	CYCLE ATLANTA: PHASE 1.0 - BICYCLE MOBILITY IMPROVEMENTS	75 BROOK V	
GDOT Project No.	0012593		Druic
Federal ID No.	N/A		
Status	Programmed		AT-277
Service Type	Last Mile Connectivity / Bicycle Facility	ew Atlar	Na
Sponsor	City of Atlanta	ery	EAST ATLAI
Jurisdiction	City of Atlanta		2010 NAVTEQ © AND ©
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)		15 Microsoft Corporation
Existing Thru Lane	N/A	Network Year	TBD
Planned Thru Lane	N/A	Corridor Length	26.8 miles

#### **Detailed Description and Justification**

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

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

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



### Atlanta Region's Plan RTP (2016) PROJECT FACT SHEET

Short Title	15TH STREET EXTENSION FROM WEST PEACHTREE STREET TO WILLIAMS STREET	403 9 MARTA-Arts Center
GDOT Project No.	0015019	NW Station
Federal ID No.	N/A	AT-306
Status	Programmed	
Service Type	Roadway / General Purpose Capacity	Fowler NW St NW
Sponsor	City of Atlanta, Midtown Alliance	4th St NW
Jurisdiction	City of Atlanta	© 2010 NAVTEQ © AND © 2016 Microsoft Corporation
Analysis Level	In the Region's Air Quality Conformity Analysis	ZO 10 WILLIASUR COLPULATION
Existing Thru Lane	0	Network Year 2024
Planned Thru Lane	1	Corridor Length 0.2 miles
Detailed Description a	nd Justification	

The project is a multi-modal connection that extends 15th Street from its current end point at West Peachtree two blocks west to Williams Street. The entire extension will be implemented on GDOT right-of-way eliminating the need for costly and time consuming land acquisition. The project is designed as a three lane section between West Peachtree Street and Spring Street with one through lane, a dedicated turn lane at Spring Street and a shared left/through lane and a dedicated turn lane at West Peachtree Street. There is a single through lane in each direction between Spring Street and Williams Street. Travel lanes are planned to be 11-feet wide. New traffic signals are required at 15th and Spring Street and at Williams Street. The corridor will have 10-foot sidewalks with a 5-foot furniture zone with trees and street lights, and striped 5-foot wide bike lanes providing a direct connection to the Arts Center MARTA station. GDOT planned to extend 15th Street between West Peachtree and Spring Streets as part of a DRI project that was never built. As part of the redesign of the 14th Street bridge, GDOT developed concept plans for a future 15th Street bridge that would provide HOV access from the Interstate. The 15th Street interchange is currently listed as an unfunded project in the Regional Transportation Plan. Given the existing GDOT owned right-of-way and alignment of the extension, this project is designed so a future 15th Street bridge could easily be accommodated in the future.

Phas	se Status & Funding	Status	FISCAL	TOTAL PHASE	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE						
Info	rmation		YEAR	COST	FEDERAL	STATE	BONDS	LOCAL/PRIVATE			
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)		2016	\$316,947	\$188,625	\$0,000	\$0,000	\$128,322			
ROW	Local Jurisdiction/Municipality Funds		2018	\$15,000	\$0,000	\$0,000	\$0,000	\$15,000			
UTL	Local Jurisdiction/Municipality Funds		2020	\$25,000	\$0,000	\$0,000	\$0,000	\$25,000			
CST	Local Jurisdiction/Municipality Funds		2020	\$2,112,981	\$0,000	\$0,000	\$0,000	\$2,112,981			
				\$2,469,928	\$188,625	\$0,000	\$0,000	\$2,281,303			

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



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### **AR-490C**

### Atlanta Region's Plan RTP (2016) PROJECT FACT SHEET

ATLANTA STREETCAR - MIDTOWN / CROSSTOWN **Short Title** CORRIDOR FROM BELTLINE EAST CORRIDOR TO BELTLINE WEST CORRIDOR HOME PARK AR-490C **GDOT Project No.** TBD BANKHEAD N/A Federal ID No. **Status** Long Range 19 Transit / Rail Capital **Service Type** City of Atlanta UST US **Sponsor** Atlanta Regional - Central **Jurisdiction** © 2010 NAVTEQ © AND © 

N/A **Existing Thru Lane** 

**Analysis Level** 

**Planned Thru Lane** N/A

2040 **Network Year** 4.8 miles **Corridor Length** 

100 2015 Microsoft Corporation

#### **Detailed Description and Justification**

Construction of Phase 1 of the Atlanta Streetcar Expansion Strategy has been broken down into 5 smaller sections. This section is the 4.8 miles serving as a Midtown/Crosstown Corridor.

In the Region's Air Quality Conformity Analysis

Phas	se Status & Funding	Status	FISCAL	TOTAL PHASE	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOU							
Info	rmation		YEAR	COST	FEDERAL STATE BONDS LOCAL/PRIVATE							
ALL	New Starts		LR 2031- 2040	\$345,600,000	\$155,520,000	\$0,000	\$0,000	\$190,080,000				
				\$345,600,000	\$155,520,000	\$0,000	\$0,000	\$190,080,000				

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

### Atlanta Region's Plan RTP (2016) PROJECT FACT SHEET

Short Title	MIDTOWN ATLANTA REGIONAL ACTIVITY CENTER - PEDESTRIAN MOBILITY AND SAFETY IMPROVEMENTS	RK Sprin	
GDOT Project No.	0012594	<b>☆</b> N	IIDTOWN
Federal ID No.	N/A	stitute of AT-278	
Status	Programmed	AT-278	X
Service Type	Last Mile Connectivity / Pedestrian Facility	200	78
Sponsor	City of Atlanta, Midtown Alliance	403	78
Jurisdiction	City of Atlanta		2010 NAVTEQ © AND © 45 Microsoft Corporation
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)	TENNIA DIAGE	45 Wildiosoft Corporation
Existing Thru Lane	N/A	Network Year	TBD
Planned Thru Lane	N/A	Corridor Length	N/A miles

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

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

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**Detailed Description and Justification** 

other major origins and destinations such as schools.

# Appendix G Spring Street Signal Warrant



May 18th 2016

Mr. Lou Conti Cousins Spring & 8<sup>th</sup> Streets LLC 191 Peachtree Street, Suite 500 Atlanta, Georgia 30303

RE: Traffic Signal Warrant Analysis Memorandum

Spring Street at LA Fitness Parking Entrance

Atlanta, Georgia

Dear Lou:

Kimley-Horn is pleased to provide this letter summarizing the traffic signal warrant analysis at the intersections of Spring Street NW at Abercrombie Place and Spring Street NW at LA Fitness Parking Entrance. This evaluation is based on the criteria contained in the *Manual on Uniform Traffic Control Devices (MUTCD), 2009 Edition* published by the Federal Highway Administration (FHWA).

#### 1.0 Introduction

This traffic signal warrant analysis is being prepared in response to the anticipated Spring Street and 8<sup>th</sup> Street development. The development will consist of approximately 550,000 square feet of office space and is bordered by Willams Street to the west, Spring Street to the east, 8<sup>th</sup> Street to the north, and LA Fitness Parking Entrance to the south.

The traffic signal warrant analysis was performed on Spring Street at Abercrombie Place and Spring Street at LA Fitness Parking Entrance. Spring Street is currently a 4-lane one-way arterial with a posted speed limit of 35MPH. Abercrombie Place is currently a 2-lane local road with no posted speed limit. The intersection of Spring Street at Abercrombie Place is currently a signalized T-intersection. LA Fitness Parking Entrance is currently a 2-lane local road with no posted speed limit. The intersection of Spring Street at LA Fitness Parking Entrance is currently a T-intersection and operates as free flow on the Spring Street approach and stop-controlled on the LA Fitness Parking Entrance approach. The intersection of Spring Street at Abercrombie Place and Spring Street is located approximately 75 feet north of the intersection of Spring Street at LA Fitness Parking Entrance.

### 2.0 Traffic Signal Warrant Analysis

A traffic signal warrant analysis was performed based on the criteria contained in the Manual on Uniform Traffic Control Devices (MUTCD), 2009 Edition published by the Federal Highway Administration (FHWA).



According to the MUTCD, the investigation of the need for a traffic control signal shall include an analysis of the applicable factors contained in the following traffic signal warrants and other factors related to existing operation and safety at the study location:

- Warrant 1, Eight Hour Vehicular Volume
- Warrant 2, Four Hour Vehicular Volume
- Warrant 3, Peak Hour
- Warrant 4, Pedestrian Volume
- Warrant 5, School Crossing
- Warrant 6, Coordinated Signal System
- Warrant 7, Crash Experience
- Warrant 8, Roadway Network
- Warrant 9, Intersection Near a Grade Crossing

A traffic control signal should not be installed unless one or more of the above warrants are met. However, the satisfaction of a traffic signal warrant or warrants should not in itself require the installation of a traffic control signal.

This traffic signal warrant analysis evaluated projected traffic conditions to determine if they satisfy the minimum vehicular volume warrants established by the MUTCD. Warrants 1, 2, and 3 are the vehicular volume warrants and are based on mainline traffic volumes, side street traffic volumes, and number of travel lanes.

Warrant 1 (Eight Hour Vehicular Volume) Condition 1A is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic signal. Warrant 1 Condition 1B is intended for application where Condition 1A is not satisfied and where the traffic volume on a major street is so heavy that traffic on the intersecting minor street suffers excessive delay or conflict in entering or crossing the major street. If both Conditions 1A and Condition 1B are 80% satisfied, Warrant 1C would be satisfied.

Warrant 2 (Four Hour Vehicular Volume) is intended at locations where the volume of intersecting traffic is the principal reason to consider installing a traffic signal.

Warrant 3 (Peak Hour) is intended at locations where traffic conditions are such that for a minimum of 1 hour of an average day, the minor street traffic suffers undue delay when entering or crossing the major street.

Warrant 4 (Pedestrian Volume) is intended for application where the traffic volume on a major street is so heavy that pedestrians experience excessive delay in crossing the major street.



Traffic counts were performed on April 28th, 2016 for a 24-hour period along Abercrombie Place and a 13-hour period at the intersection of Spring Street at LA Fitness Parking Entrance from 6:00AM to 7:00PM. The potential of new trips were developed and distributed at the intersection.

The traffic signal warrant analysis for Spring Street at Abercrombie Place is reported in Table 1. The traffic signal warrant analysis for Spring Street at LA Fitness Parking Entrance is reported in Table 2.

Table 1: Traffic Signal Warrant Analysis Summary Spring Street at Abercrombie Place								
Warrant	Existing Year 2016							
VVairant	Hours Met/ Required	Criteria Satisfied?						
1A	0/8	NOT MET						
1B	0/8	NOT MET						
1C	0/8	NOT MET						
2	0/4	NOT MET						
3	0/1	NOT MET						
4A	0/4	NOT MET						
4B	0/1	NOT MET						

Table 2: Traffic Signal Warrant Analysis Summary Spring Street at LA Fitness Parking Entrance										
Warrant	Existing	Year 2016	Existing Year 2016 plus Potential Development Traffic							
vvarrant	Hours Met/ Required	Criteria Satisfied?	Hours Met/ Required	Criteria Satisfied?						
1A	0/8	NOT MET	8/8	MET						
1B	6/8	NOT MET	10/8	MET						
1C	2/8	NOT MET	9/8	MET						
2	4/4	MET	9/4	MET						
3	1/1	MET	4/1	MET						
4A	0/4	NOT MET	0/4	NOT MET						
4B	0/1	NOT MET	0/1	NOT MET						

The Existing Year 2016 traffic volumes, at the intersection of Spring Street at Abercrombie Place, do not satisfy any of the vehicular volume warrants or the pedestrian volume warrant.

The Existing Year 2016 traffic volumes, at the intersection of Spring Street at LA Fitness Parking Entrance, satisfy the Four Hour Vehicular Volume Warrant 2, and the Peak Hour Warrant 3. The Existing Year 2016 with the additional potential traffic volumes, satisfy the Eight Hour Vehicular Volume Warrant 1, the Four Hour Vehicular Volume Warrant 2, and the Peak Hour Warrant 3. Based on the



results of the Existing Year 2016 traffic signal warrant analyses, a signal is warranted at the location of Spring Street at LA Fitness Parking Entrance.

#### 4.0 Conclusion

The traffic signal warrant analysis included the consideration of relocating the existing traffic signal at Spring Street at Abercrombie Place to Spring Street at LA Fitness Parking Entrance. Relocating the traffic signal to Spring Street at LA Fitness Parking Entrance has the potential to serve a greater number of vehicles. The Existing 2016 traffic volumes at Spring Street and LA Fitness Parking Entrance are approximately four (4) times greater than the Existing 2016 traffic volumes at Spring Street at Abercrombie Place. The existing traffic volume and the potential of new trips from the Spring Street at 8th Street development increases the traffic demand at Spring Street at LA Fitness Parking Entrance.

Additionally, a signal at Spring Street and LA Fitness Parking Entrance has the potential to create a centralized and designated pedestrian crossing across Spring Street. The Existing 2016 pedestrian volumes do not satisfy Warrant 4, however, the pedestrian volumes satisfy the Guidelines for a Pedestrian Hybrid Beacon or HAWK signal. Due to the proximity to the existing signal at Spring Street and Abercrombie Place the installation of a Pedestrian Hybrid Beacon or HAWK signal is not recommended. Relocating the traffic signal from Spring Street at Abercrombie Place to Spring Street at LA Fitness Parking Entrance would provide additional benefits for both pedestrians and motorists.

Based on the analysis, Kimley-Horn recommends the existing traffic signal located at the intersection of Spring Street at Abercrombie Place be relocated to the intersection of Spring Street at LA Fitness Parking Entrance.

Please let us know if you have any questions or would like to discuss in detail.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Robert A Ross, PE Vice President Meredith A.D. Emory, PE, ISMA TS II

**Project Manager** 

# Available Upon Request Raw Traffic Count Data Synchro Capacity Analyses