



*Transportation Analysis*

# **Ponce City Market – Phase 2 DRI #2709**

City of Atlanta, Georgia

*Report Prepared:*

August 2017

*Prepared for:*

Jamestown, L.P.

*Prepared by:*

**Kimley»»Horn**

Kimley-Horn and Associates, Inc.  
817 West Peachtree Street NW, The Biltmore, Suite 601  
Atlanta, Georgia 30308  
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### *Available Upon Request*

Raw Traffic Count Data  
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## EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the expansion of Ponce City Market located in the City of Atlanta, Georgia. The project site consists of three parcels (Parcels B, D, and F) located on the existing Ponce City Market site, which is an approximate 16-acre site bordered by SR 8 (Ponce de Leon Avenue) to the north, North Avenue to the south, Glen Iris Drive to the west and the Atlanta BeltLine to the east. Parcel B is currently used as a surface parking lot, Parcel D is currently used as a surface parking lot and open space, and a portion of Parcel F is currently an existing Ponce City Market building. The proposed expansion includes redevelopment of these three parcels to include a combination of residential units, retail, office space, and a hotel. The project site is adjacent to the Atlanta BeltLine, Midtown Place shopping center, the 725 Ponce development, the Historic Fourth Ward Park, and both Old Fourth Ward and Poncey-Highland neighborhoods. The site was previously studied in 2012 as part of DRI #2318 *Ponce City Market*.

The redevelopment of Ponce City Market has created a destination along the Atlanta BeltLine's Eastside Trail. This development has been a catalyst for increased alternative mode choices in the area with the proximity to the pedestrian and bicycle accessibility of the BeltLine and bicycle facilities on Ponce de Leon Avenue.

The project is a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review. The DRI trigger for this development is a zoning amendment and special land use permit. The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on August 2, 2017 by the City of Atlanta.

The proposed project is expected to be completed by 2022. The proposed site will consist of the following additional land uses and densities:

Residential:	450 apartments
Retail:	71,000 SF
Office:	68,000 SF
Hotel:	500 rooms

The site currently consists of:

Residential:	259 apartments
Recreational Community Center:	10,493 SF
Day Care Center:	19,965 SF
Retail:	195,054 SF
Office:	588,242 SF
Quality Restaurant:	48,857 SF
Event Space:	22,079 SF

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

**Mixed-use reductions** occur when a site has a combination of different land uses that interact with one another. For example, people living in a residential development may walk to the 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 Ponce City Market development – including residents, workers, and hotel guests walking to the 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 Ponce City Market development is located in a region core with proximity to MARTA Bus service, a shuttle to MARTA rail service, and increased pedestrian and bicycle facilities, a 25% alternative mode reduction was taken. The project site is bound to the east by the BeltLine and is also located approximately 1.1 miles east of North Avenue MARTA rail station, which is served by the Red and Gold lines seven days a week. The project site is also adjacent to MARTA Bus Route 2 and MARTA Bus Route 102. Additionally, Ponce City Market currently offers shuttle service between the site and North Avenue MARTA rail station for residents, office tenants, and retail employees. A bike share hub is also located across the street from the site, at the Historic Fourth Ward Park.

Data collected at project driveways show that these assumptions for mixed-use and alternative mode reductions are conservative, and the current site is significantly exceeding expectations for trip reductions. Ponce City Market data shows that approximately 24% of retail guests access the site directly from the BeltLine.

**Pass-by reductions** are taken for retail and restaurant trips only. Traffic normally traveling along a roadway may choose to visit a retail or restaurant establishment that is along the vehicle's path. These trips were already on the road and would therefore only be new trips on the driveways. For the Ponce City Market expansion, pass-by reductions were taken for only the retail land use.

Capacity analyses were performed throughout the study network for the Existing 2017 conditions, the Projected 2022 No-Build conditions, and the Projected 2022 Build conditions.

- Existing 2017 conditions represent traffic volumes that were collected in May 2017 by performing AM and PM peak hour turning movement counts.
- Projected 2022 No-Build conditions represent the existing traffic volumes grown for five (5) years at 1.5 percent per year throughout the study network.
- Projected 2022 Build conditions represent the Projected 2022 No-Build conditions with the addition of the project trips that are anticipated to be generated by the Ponce City Market expansion.

*Based on the Existing 2017 conditions (present conditions; i.e. excludes background traffic growth and excludes the Ponce City Market expansion project traffic), the intersection of Ponce de Leon Avenue at Glen Iris Drive currently operates below the acceptable level-of-service (LOS) standard of D during the PM peak hour. The intersection of North Avenue at Glen Iris Drive currently operates below the acceptable level-of-service (LOS) standard of D during the AM and PM peak hours. Based on methodology outlined in the GRTA Letter of Understanding (LOU), the standard LOS for these intersections is LOS E during the corresponding peak hours. The remaining study intersections operate at or above their acceptable level-of-service standard of D.*

*Based on the Projected 2022 No-Build conditions (includes background traffic growth but excludes the Ponce City Market expansion project traffic), all of the study intersections operate within their acceptable level-of-service (LOS) standard. The Projected 2022 No-Build conditions take into account the Renew Atlanta project's North Avenue pavement marking modifications, which is programmed to be begin by 2017. The project proposes the conversion of an existing eastbound through lane on North Avenue to a two-way left-turn lane (TWLTL) in the vicinity of the project site between Boulevard and the Ponce Park Apartments Driveway.*

*Based on the Projected 2022 Build conditions (includes background traffic growth and includes the Ponce City Market expansion project traffic), all of the study intersections operate within their acceptable level-of-service (LOS) standard. Therefore, no transportation improvements are recommended as result of the proposed DRI.*

## 1.0 PROJECT DESCRIPTION

### 1.1 Introduction

This report presents the analysis of the anticipated traffic impacts of the expansion of Ponce City Market located in the City of Atlanta, Georgia. The project site consists of three parcels (Parcels B, D, and F) located on the existing Ponce City Market site, which is an approximate 16-acre site bordered by SR 8 (Ponce de Leon Avenue) to the north, North Avenue to the south, Glen Iris Drive to the west and the Atlanta BeltLine to the east. Parcel B is currently used as a surface parking lot, Parcel D is currently used as a surface parking lot and space, and a portion of Parcel F is currently an existing Ponce City Market building. The proposed expansion includes redevelopment of these three parcels to include a combination of residential units, retail, office space, and a hotel. The project site is adjacent to the Atlanta BeltLine, Midtown Place shopping center, the 725 Ponce development, the Historic Fourth Ward Park, and both Old Fourth Ward and Poncey-Highland neighborhoods. The site was previously studied in 2012 as part of DRI #2318 *City Hall East*.

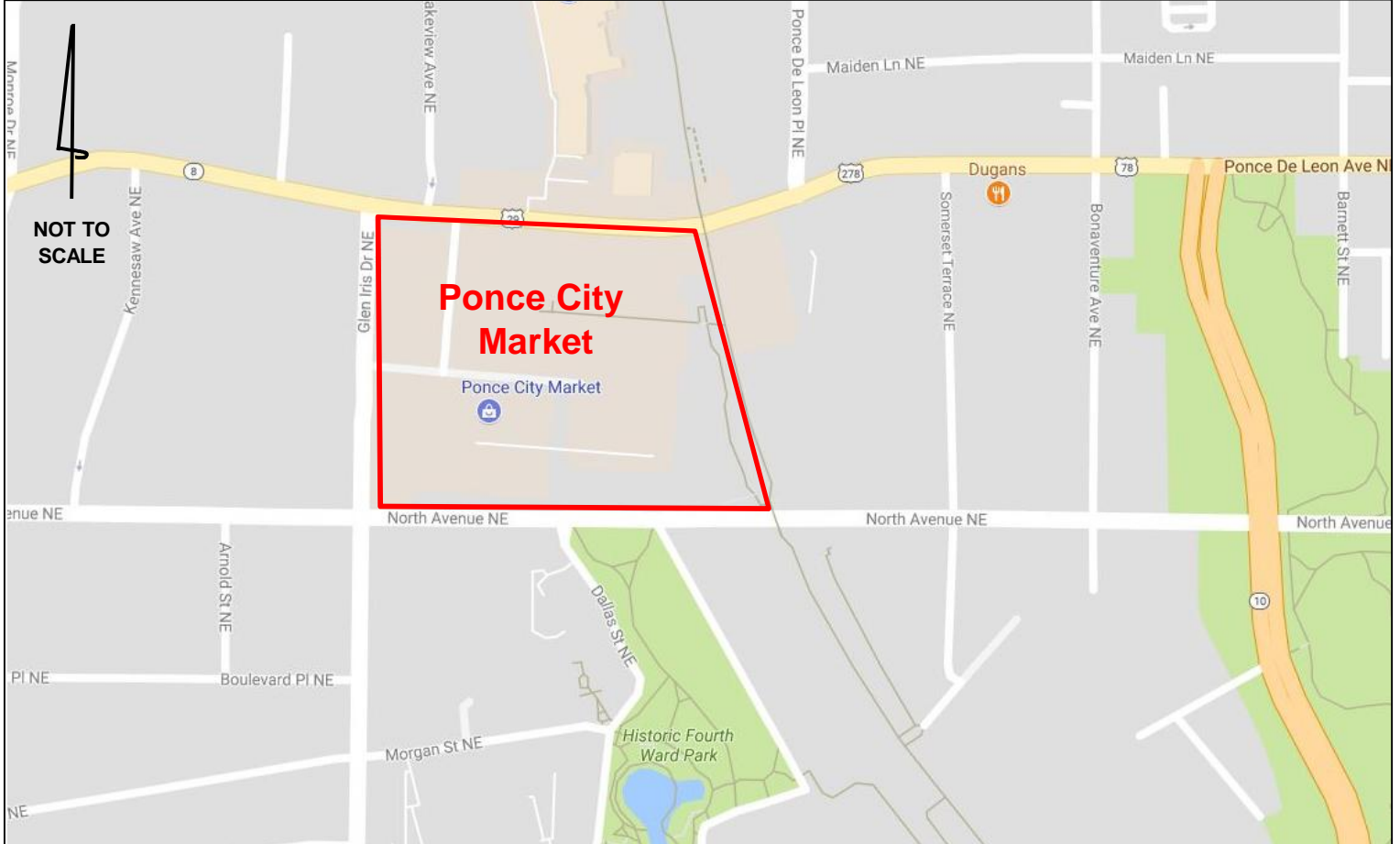
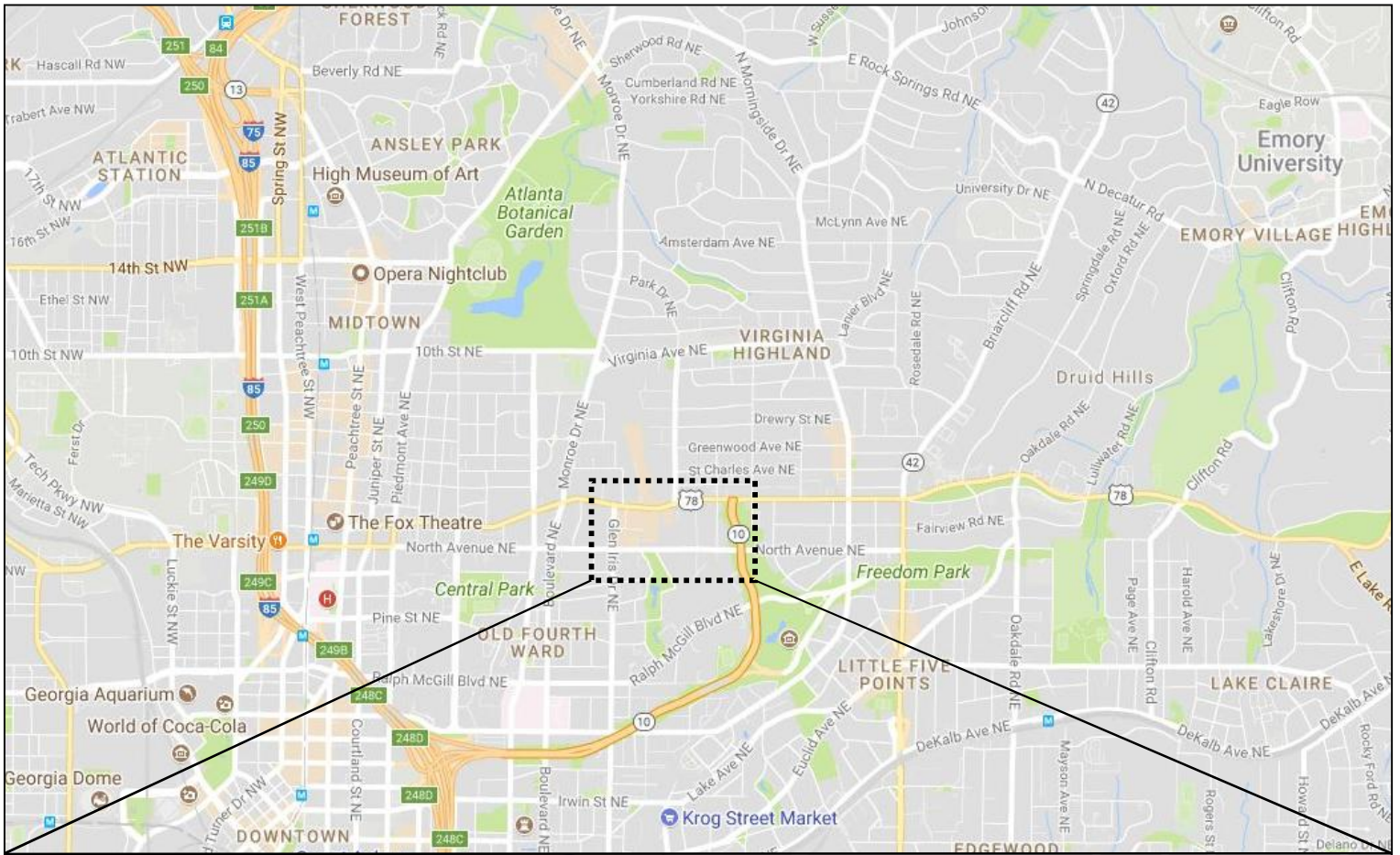
The proposed expansion is a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review.

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

The proposed project is expected to be completed by 2022, and this analysis will consider the full build-out of the proposed site in 2022. A summary of the previously studied land-use density, the current land-use density, and proposed land-use density is provided below in **Table 1**. This DRI traffic study analyzes the impact of the proposed expansion density.

Table 1 Proposed Land Uses				
Land Use	DRI #2318 Density	Current Density	Proposed Expansion Density	Total Density
Residential Apartments	439 DU	259 DU	450 DU	709 DU
Recreational Community Center	74,520 SF	10,493 SF	-	10,493 SF
Day Care Center	19,965 SF	19,965 SF	-	19,965 SF
General Office Building	463,533 SF	588,242 SF	68,000 SF	656,242 SF
Retail/Shopping Center	231,043 SF	195,054 SF	71,000 SF	266,054 SF
Quality Restaurant	49,466 SF	48,857 SF	-	48,857 SF
Event Space and Music Venue	51,163 SF	22,079 SF	-	22,079 SF
Hotel	-	-	500 Rooms	500 Rooms









## 1.2 Site Plan Review

This proposed expansion is located on an approximately 16-acre site in the City of Atlanta, Georgia. The project site consists of three parcels (Parcels B, D, and F) located on the existing Ponce City Market site, which is an approximate 16-acre site bordered by SR 8 (Ponce de Leon Avenue) to the north, North Avenue to the south, Glen Iris Drive to the west and the Atlanta BeltLine to the east. Parcel B is currently used as a surface parking lot, Parcel D is currently used as a surface parking lot green space, and Parcel F is currently an existing Ponce City Market building. The proposed expansion includes redevelopment of these three parcels to include a combination of residential apartments, retail, office space, and a hotel.

The property currently serves as the Ponce City Market building and surface parking lots. The project site is currently zoned MRC-3-C (Mixed-Use Residential Commercial-Conditional) under the City of Atlanta Quality of Life (QOL) Zoning Code. The Atlanta Regional Commission (ARC) *Unified Growth Policy Map* identifies the site as Community Activity Centers: Old Forth Ward – Ponce City Market. Additionally, the project site is within and adheres to the recommendations in the most recent Ponce de Leon LCI which qualifies the Ponce City Market expansion for GRTA's expedited review.

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

### 1.3 Site Access

The project site is currently served by two (2) existing driveways along Ponce de Leon Avenue, three (3) existing driveways along North Avenue, and one (1) existing driveway along Glen Iris Drive. There is also a second driveway on Glen Iris Drive that provides exclusive access to The Suzuki School on-site parking deck. No changes to the site access are proposed as part of the expansion. A summary of the site access points follows:

1. Driveway 1 at Ponce de Leon Avenue – an existing driveway located as the south leg of the intersection of Ponce de Leon Avenue at Midtown Place West Driveway. Ponce City Market West Driveway at Ponce de Leon Avenue is right-in/right-out driveway located at an existing stop controlled intersection with one ingress lane and one egress lane, however a considerable number of eastbound left-turns occur.
2. Driveway 2 at Ponce de Leon Avenue – an existing driveway located approximately 200 feet east of the intersection of Ponce de Leon Avenue at Midtown Place East Driveway. Ponce City Market East Driveway at Ponce de Leon Avenue is currently a stop controlled full-movement driveway with one ingress lane and one egress lane.
3. Driveway 3 at Glen Iris Drive – an existing driveway located approximately 450 feet south of the intersection of Ponce de Leon Avenue at Glen Iris Drive. Ponce City Market Driveway at Glen Iris Drive is currently a stop controlled full-movement driveway with one ingress lane and two egress lanes.
4. Driveway 4 at North Avenue – an existing driveway located as the north leg of the intersection of North Avenue at Southern Dairies Driveway. Ponce City Market Parking Lot Driveway at North Avenue is currently a stop controlled full-movement driveway with one ingress lane and one egress lane.
5. Driveway 5 at North Avenue – an existing driveway located as the north leg of the intersection of North Avenue and Ponce Park Apartments Driveway. Ponce City Market West Driveway at North Avenue is currently a signalized full-movement driveway with one ingress lane and two egress lanes.
6. Driveway 6 at North Avenue – an existing driveway located as the north leg of the intersection of North Avenue and N Angier Avenue. Ponce City Market East Driveway at North Avenue is currently a stop controlled full-movement driveway with one ingress lane and one egress lane.

The site driveways mentioned above provide vehicular access to the entire development. See referenced site plan in Appendix C for a visual representation of vehicular access and circulation throughout the proposed development.

The existing Ponce City Market site has a current parking supply of 2,541 spaces, including on-street parking on the site frontage. Due to the significant alternative mode capture of the existing development, sufficient parking exists on-site to serve both the existing and proposed developments, with the provision of minimal additional parking within the footprint of the proposed buildings. The site will promote shared parking to the greatest extent possible. Required parking ratios will be revisited as the site plan is finalized.

### 1.4 *Bicycle and Pedestrian Facilities*

Pedestrian facilities (sidewalks) currently exist along the project site frontage. Bicycle facilities (bike lanes) currently exist on Ponce de Leon Avenue. The development provides at-grade pedestrian and bicycle access directly to the BeltLine. A bike valet is provided onsite currently and is proposed to remain. A bike share hub is also located across the street from the site, at the Forth Ward Park.

### 1.5 *Transit Facilities*

The project site is located approximately 1.1 miles east of the North Avenue MARTA rail station, which is served by the Red and Gold lines seven days a week. The project site is also adjacent to MARTA Bus Route 2 and MARTA Bus Route 102. Additionally, Ponce City Market currently offers shuttle service between the site and North Avenue MARTA rail station for residents, office tenants, and retail employees. This shuttle operates seven days a week for the majority of the day.

## 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 1.5 percent per year background traffic growth rate was used for all roadways. This background growth rate was used to account for other development activity in the area.

### 2.2 *Traffic Data Collection*

Weekday peak hour turning movement counts were collected on Tuesday, May 16, 2017 at the study intersections during the AM and PM peak periods. 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. Ponce de Leon Avenue at Glen Iris Drive	8:00-9:00	4:30-5:30
2. Ponce de Leon Avenue at Driveway 1/Midtown Place West Driveway	8:00-9:00	4:45-5:45
3. Ponce de Leon Avenue at Midtown Place East Driveway	8:15-9:15	4:30-5:30
4. Ponce de Leon Avenue at Driveway 2	8:15-9:15	4:45-5:45
5. Ponce de Leon Avenue at Ponce de Leon Place	8:00-9:00	4:45-5:45
6. Glen Iris Drive at Driveway 3	8:00-9:00	5:00-6:00
7. North Avenue at Glen Iris Drive	8:00-9:00	5:15-6:15
8. North Avenue at Driveway 4/Southern Dairies Driveway	8:00-9:00	5:00-6:00
9. North Avenue at Driveway 5/Ponce Park Apartments Driveway	8:00-9:00	5:00-6:00
10. North Avenue at Driveway 6/Angier Avenue	8:00-9:00	5:00-6:00
11. North Avenue at Somerset Terrace	8:00-9:00	5:15-6:15

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 was obtained for all signalized intersections within the study network. Timing data was verified in the field for all study intersections. Timings were optimized using *Synchro Professional, Version 9.0* in the Projected No-Build and Build 2022 conditions at key signalized intersections.

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**.

Land Use (Intensity)	ITE Code	Daily Traffic			AM Peak Hour			PM Peak Hour		
		Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Apartment (450 dwelling units)	220	2,851	1,426	1,425	224	45	179	265	172	93
Hotel (500 rooms)	310	4,085	2,042	2,043	265	156	109	300	153	147
General Office Building (68,000 SF)	710	979	489	490	141	124	17	155	26	129
Shopping Center (71,000 SF)	820	5,436	2,718	2,718	68	42	26	476	228	248
<b>Total Gross Trips</b>		<b>13,351</b>	<b>6,675</b>	<b>6,676</b>	<b>698</b>	<b>367</b>	<b>331</b>	<b>1,196</b>	<b>579</b>	<b>617</b>

#### 3.2 Trip Distribution

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

#### 3.3 Level-of-Service Standards

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

#### 3.4 Study Network Determination

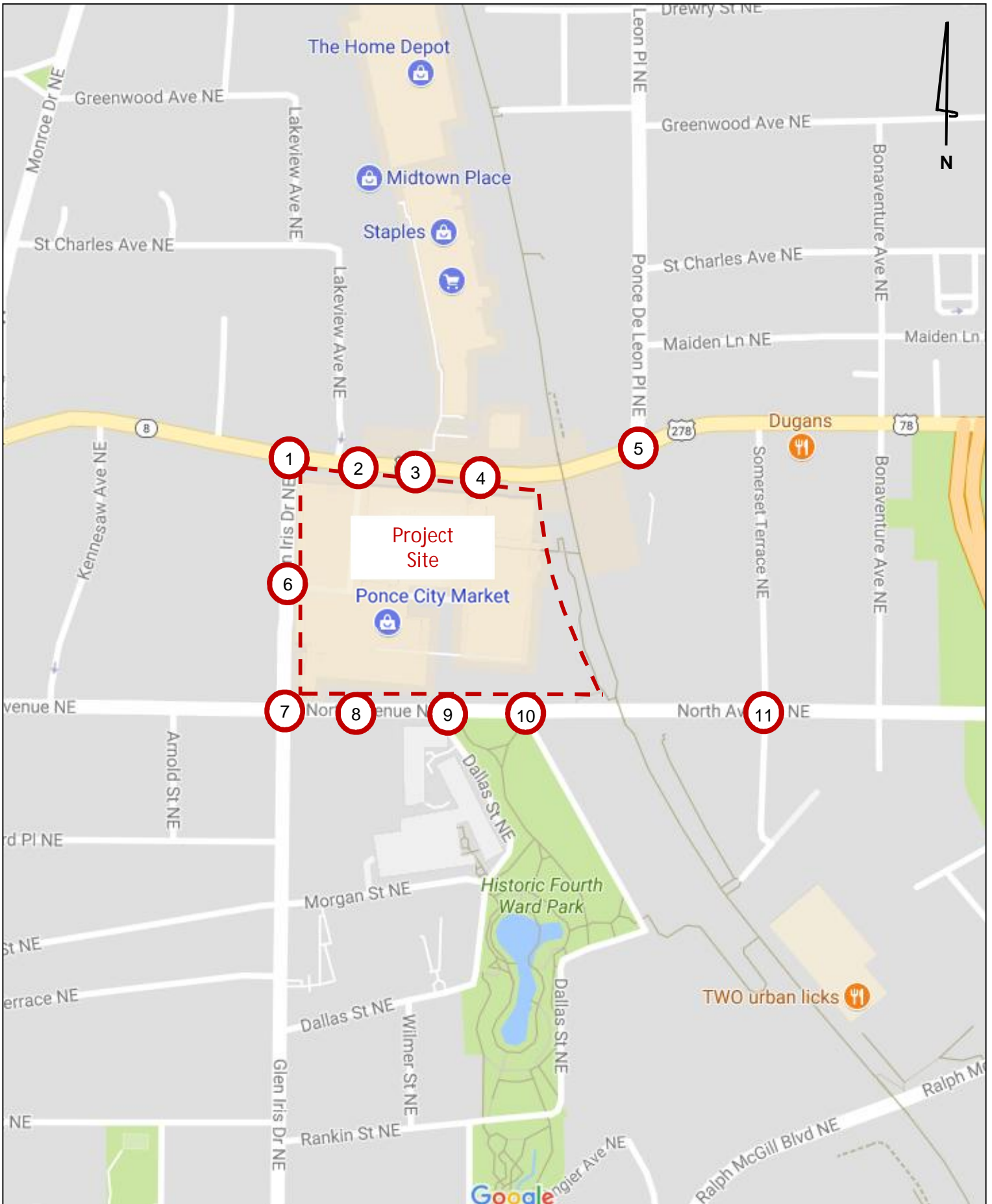
A general study area was determined based on a review of land uses and population densities in the area as well as a review of peak hour traffic counts and engineering judgement. As the Ponce City Market expansion is located in the Ponce de Leon LCI, it qualifies for GRTA Expedited Review, consistent with the GRTA Letter of Understanding. The study area was agreed upon during methodology discussions with GRTA, ARC, GDOT, and City of Atlanta staff, and includes the following eleven (11) intersections described in **Table 4**.

The study network includes eleven (11) signalized intersections, including six (6) site driveways as noted in Table 4. The site location and study intersections are shown in **Figure 4**.



<b>Table 4 Intersection Control Summary</b>	
Intersection	Control
1. Ponce de Leon Avenue at Glen Iris Drive	Signal
2. Ponce de Leon Avenue at Driveway 1/Midtown Place West Driveway	Stop Control
3. Ponce de Leon Avenue at Midtown Place East Driveway	Signal
4. Ponce de Leon Avenue at Driveway 2	Stop Control
5. Ponce de Leon Avenue at Ponce de Leon Place	Signal
6. Glen Iris Drive at Driveway 3	Stop Control
7. North Avenue at Glen Iris Drive	Signal
8. North Avenue at Driveway 4/Southern Dairies Driveway	Stop Control
9. North Avenue at Driveway 5/Ponce Park Apartments Driveway	Signal
10. North Avenue at Driveway 6/Angier Avenue	Stop Control
11. North Avenue at Somerset Terrace	Stop Control

Each of the above listed intersections was analyzed for the Existing 2017 conditions, the Projected 2022 No-Build conditions, and the Projected 2022 Build conditions. The Projected 2022 No-Build conditions represent the existing traffic volumes compounded over five (5) years at 1.5 percent per year throughout the study network. The Projected 2022 Build conditions add the project trips associated with the Ponce City Market expansion to the Projected 2022 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)	GDOT Classification
SR 8/US 78/US 278/ Ponce de Leon Avenue NE	5	38,100	35	Principal Arterial
North Avenue NE	5 (east of Glen Iris) 4 (west of Glen Iris)	15,000	35	Minor Arterial
Glen Iris Drive NE	3	10,200 (south of North Ave)	25	Minor Arterial
Ponce de Leon Place	2	N/A	30	Local Road
Somerset Terrace NE	2	N/A	20	Local Road
N Angier Avenue NE	2	N/A	30	Local Road

## 4.0 TRIP GENERATION

As stated previously, gross trips associated with the proposed development were estimated using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, Ninth Edition, 2012*, using equations where available. Trip generation for this proposed development is calculated based upon the following land uses: Apartment (ITE 220), Hotel (ITE 310), General Office Building (ITE 710), and Shopping Center (ITE 820).

Mixed-use vehicle trip reductions were taken according to the *ITE Trip Generation Handbook, Third Edition, 2014* for the AM and PM peak hours; Daily mixed-use reductions were taken according to the *ITE Trip Generation Handbook, Second Edition*. Total internal capture and vehicle trip reduction between the land uses is expected to be 11% daily, 7% for the AM peak hour, and 23% 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 Ponce City Market 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 Ponce City Market expansion 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. This alternative mode reduction reflects the usage of the existing Ponce City Market shuttle and the pedestrian and bicycle interaction with BeltLine. Data collected at project driveways show that these assumptions for mixed-use and alternative mode reductions are conservative, as the current site is significantly exceeding expectations for trip reductions.

Pass-by reductions were determined according to the *ITE Trip Generation Handbook, Third edition, 2014*. Per ITE guidance, the pass-by trip reduction rate for the proposed retail land use is 34% for the PM peak hour. Per GRTA's DRI Technical Guidelines, the total pass-by trips associated with the development may be limited to 15% of the adjacent roadway's traffic volume. Based on traffic count data collected in May 2017, 15% of the adjacent roadway's traffic volume is not a limiting factor for

pass-by trip reduction. It should be noted that pass-by trips are not new trips to the roadway network, rather, they are vehicles already traveling along the existing roadway network that stop to visit the retail land use. No pass-by reductions were taken for the AM peak hour as pass-by trips are minimal in the morning for retail land use.

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

<b>Table 6 Net Trip Generation</b>									
	<b>Daily Traffic</b>			<b>AM Peak Hour</b>			<b>PM Peak Hour</b>		
	<b>Total</b>	<b>Enter</b>	<b>Exit</b>	<b>Total</b>	<b>Enter</b>	<b>Exit</b>	<b>Total</b>	<b>Enter</b>	<b>Exit</b>
<b>Gross Project Trips</b>	<b>13,351</b>	<b>6,675</b>	<b>6,676</b>	<b>698</b>	<b>367</b>	<b>331</b>	<b>1,196</b>	<b>579</b>	<b>617</b>
<i>Mixed-Use Reduction</i>	-1,472	-736	-736	-46	-23	-23	-274	-137	-137
<i>Alternative Mode Reduction</i>	-2,971	-1,485	-1,486	-163	-86	-77	-230	-111	-121
<i>Pass-By Reduction</i>	-1,201	-601	-600	0	0	0	-89	-45	-45
<b>Net New Trips</b>	<b>7,707</b>	<b>3,853</b>	<b>3,854</b>	<b>489</b>	<b>258</b>	<b>231</b>	<b>603</b>	<b>286</b>	<b>314</b>

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

## 5.0 TRIP DISTRIBUTION AND ASSIGNMENT

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

**Figures 5A and 5B** display the anticipated distribution and assignment of new residential/office and retail/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 Ponce City Market expansion, are shown on **Figure 6**.

Detailed intersection volume worksheets are provided in Appendix E.

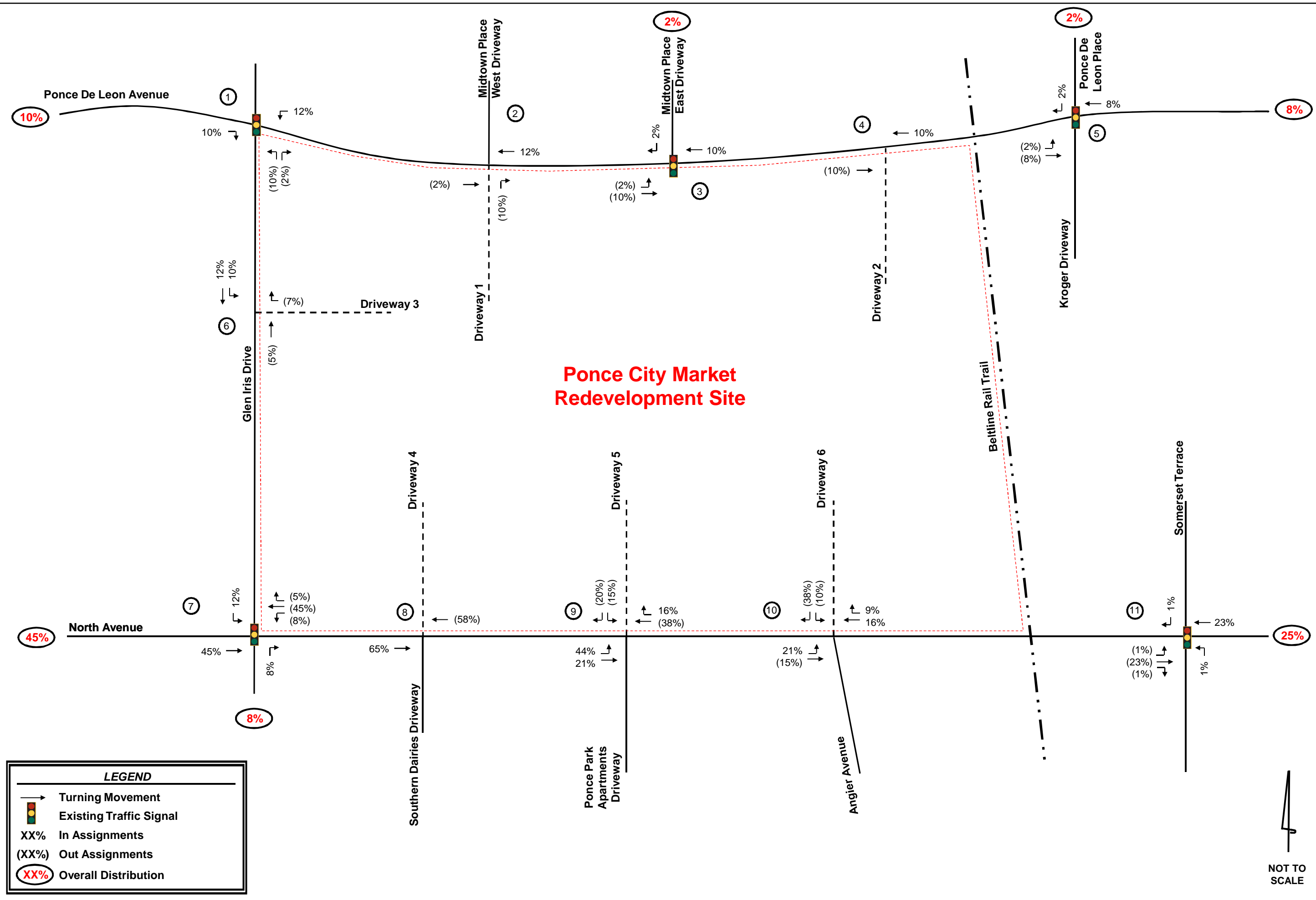
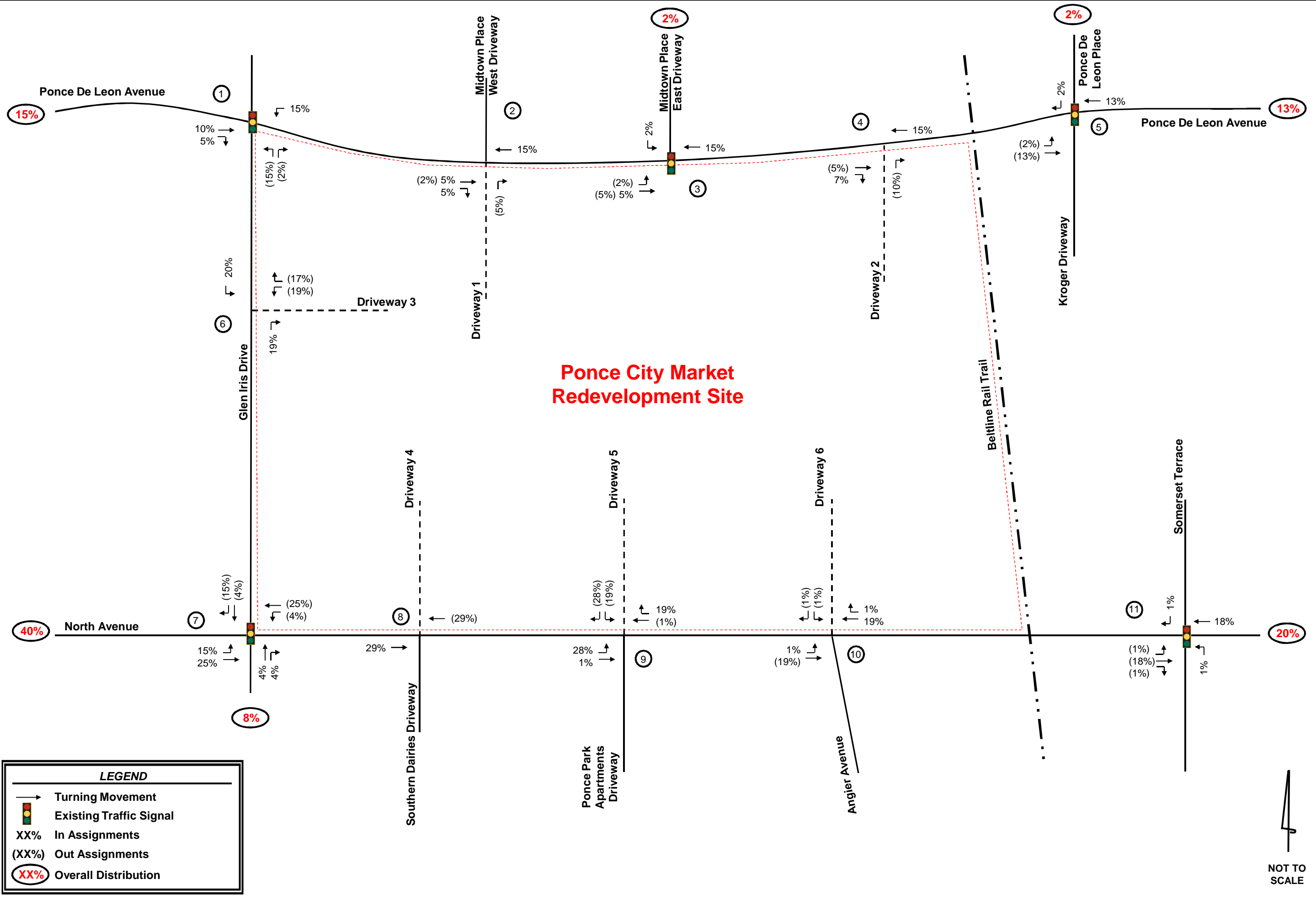


Figure 5a

Residential/Office Distributions

Ponce City Market – Phase 2 DRI Transportation Analysis

### Ponce City Market Redevelopment Site



**Figure  
5b**

**Retail/Hotel Distributions**

**Ponce City Market –  
Phase 2 DRI  
Transportation Analysis**

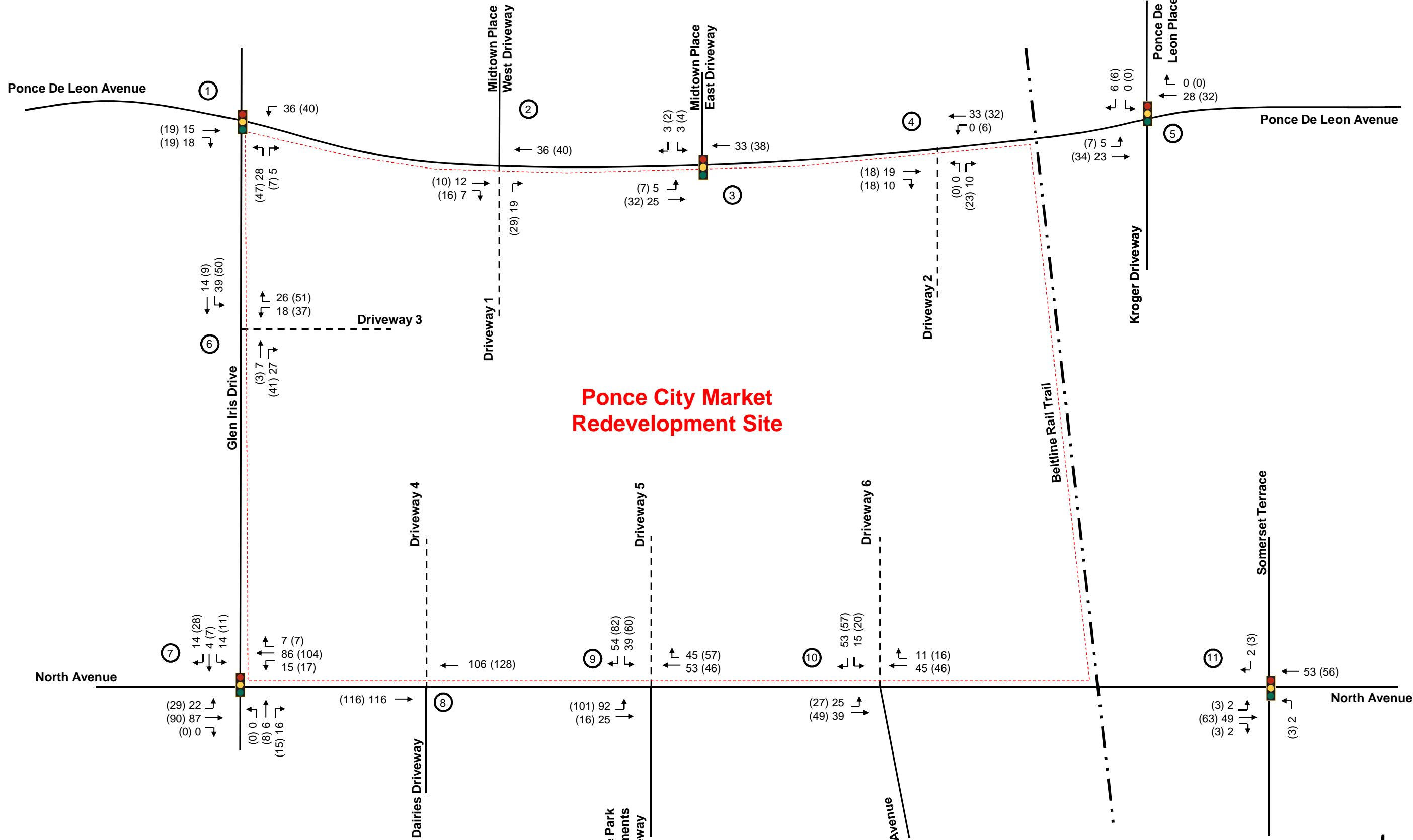


Figure 6

Project Trips

Ponce City Market – Phase 2 DRI Transportation Analysis

## 6.0 TRAFFIC ANALYSIS

### 6.1 Existing 2017 Conditions

The observed existing peak hour traffic volumes were entered into *Synchro 9.0*, and capacity analyses were performed for the AM and PM peak hours. The existing peak hour traffic volumes are displayed in **Figure 7**, and the results of the capacity analyses for the Existing 2017 conditions are shown in **Table 7**. Detailed *Synchro* analysis reports are available upon request.

<b>Table 7</b> <b>Existing 2017 Intersection Levels-of-Service</b> <i>LOS (delay in seconds)</i>				
Intersection	Control	LOS Std.	AM Peak Hour	PM Peak Hour
1. Ponce de Leon Avenue at Glen Iris Drive	Signal	D/E	B (15.1)	E (60.9)
2. Ponce de Leon Avenue at Driveway 1/Midtown Place West Driveway	NB Stop SB Stop EBL Yield WBL Yield	-	B (11.5) B (24.9) B (13.5) A (9.5)	E (41.3)* D (27.0) B (10.2) B (13.1)
3. Ponce de Leon Avenue at Midtown Place East Driveway	Signal	D/D	A (6.5)	B (10.5)
4. Ponce de Leon Avenue at Driveway 2	NB Stop WBL Yield	-	D (30.2) A (9.1)	C (18.0) B (12.2)
5. Ponce de Leon Avenue at Ponce de Leon Place	Signal	D/D	C (21.9)	C (20.8)
6. Glen Iris Drive at Driveway 3	WB Stop SBL Yield	-	B (12.5) A (8.4)	B (14.0) A (0.0)
7. North Avenue at Glen Iris Drive	Signal	E/E	E (64.5)	E (63.4)
8. North Avenue at Driveway 4/Southern Dairies Driveway	NB Stop SB Stop EBL Yield WBL Yield	-	B (11.2) C (16.4) B (14.5) B (11.0)	B (22.5) C (19.2) B (12.0) B (12.3)
9. North Avenue at Driveway 5/Ponce Park Apartments Driveway	Signal	D/D	B (10.4)	B (11.5)
10. North Avenue at Driveway 6/Angier Avenue	NB Stop SB Stop EBL Yield WBL Yield	-	E (37.7)* B (14.8) B (10.8) A (0.0)	D (32.5) C (22.1) B (10.3) A (9.9)
11. North Avenue at Somerset Terrace	NB Stop SB Stop EBL Yield WBL Yield	-	D (27.8) C (17.1) B (10.1) A (7.9)	D (31.5) C (18.7) A (8.3) A (9.7)

Note \*: At an unsignalized intersection, it is not uncommon for side-street traffic to experience long delays at an intersection with a major street.



As shown in Table 7, the intersection of Ponce de Leon Avenue at Glen Iris currently operates below the acceptable standard LOS D during the PM peak hour and the intersection of North Avenue at Glen Iris Drive operates below the acceptable standard LOS D during the AM And PM peak hours for the Existing 2017 conditions. Therefore, according to the GRTA LOU, the LOS standard is lowered to LOS E for those intersections during those peak hours.

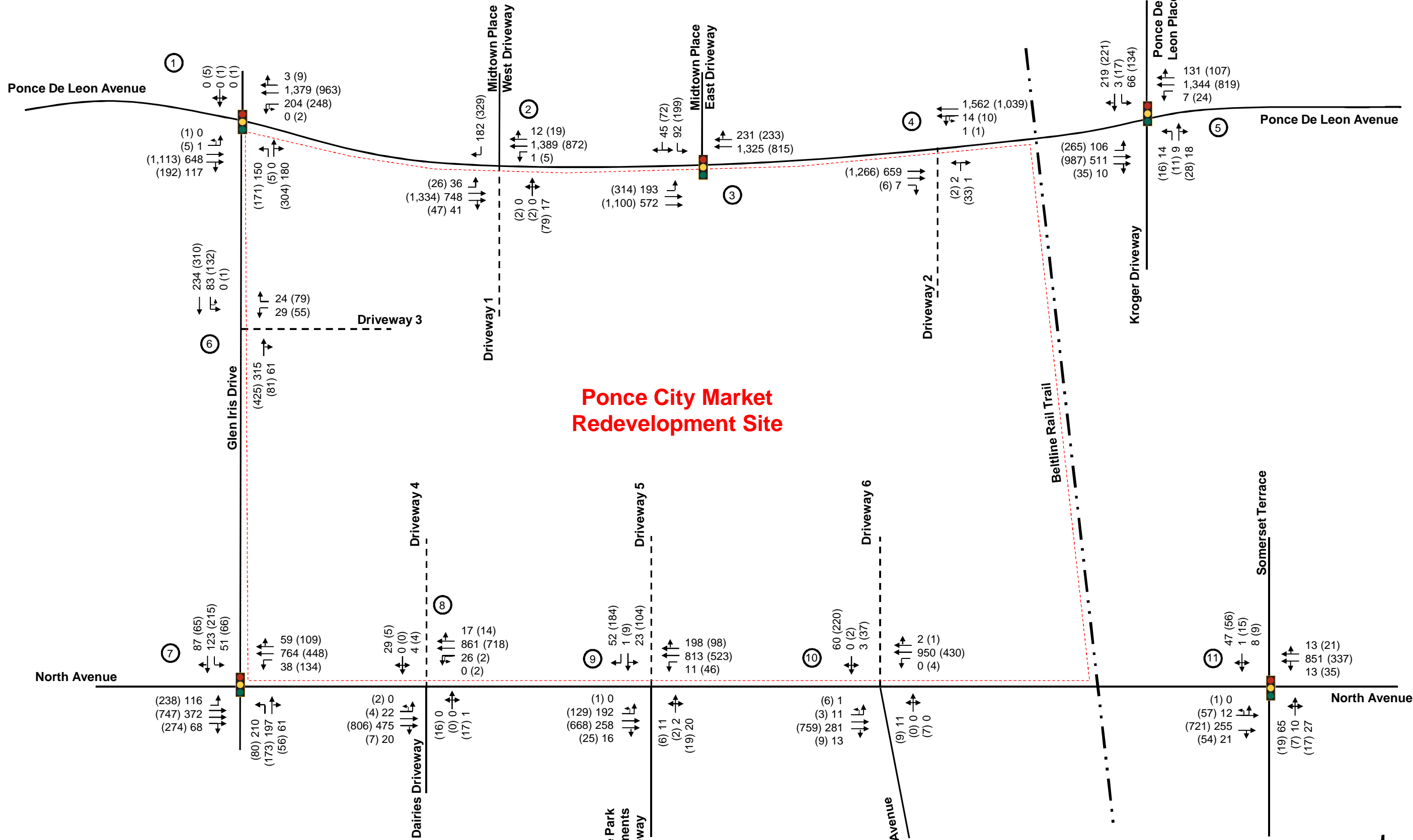


Figure 7

Existing 2017  
Weekday Conditions

Ponce City Market –  
Phase 2 DRI  
Transportation Analysis

**LEGEND**

- Existing Roadway Laneage
- 🚦 Existing Traffic Signal
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes

NOT TO SCALE

## 6.2 Projected 2022 No-Build Conditions

To account for growth in the vicinity of the proposed development, the existing traffic volumes were increased for five (5) years at 1.5 percent per year throughout the study network. These volumes were entered into *Synchro 9.0*, and capacity analyses were performed. The Projected 2022 No-Build conditions were analyzed using existing roadway geometry, existing intersection control types, and the Renew Atlanta project's North Avenue pavement marking improvements.

The North Avenue pavement marking improvements project proposes the conversion of an eastbound through lane on North Avenue to a two-way left-turn lane (TWLTL) in the vicinity of the project site between Boulevard and the Ponce Park Apartments Driveway.

The intersection laneage and traffic volumes for the Projected 2022 No-Build conditions are shown in **Figure 8**. The results of the capacity analyses for the Projected 2022 No-Build conditions with existing laneage and the Renew Atlanta project's proposed North Avenue pavement marking improvements are shown in **Table 8**. Detailed *Synchro* analysis reports are available upon request.

<b>Table 8</b> <b>Projected 2022 No-Build Intersection Levels-of-Service</b> <i>LOS (delay in seconds)</i>				
Intersection	Control	LOS Std.	AM Peak Hour	PM Peak Hour
1. Ponce de Leon Avenue at Glen Iris Drive	Signal	D/E	B (15.8)	E (70.1)
2. Ponce de Leon Avenue at Driveway 1/Midtown Place West Driveway	NB Stop SB Stop EBL Yield WBL Yield	-	B (11.8) D (28.6) B (14.4) A (9.8)	F (59.1)* D (27.7) B (10.5) B (13.9)
3. Ponce de Leon Avenue at Midtown Place East Driveway	Signal	D/D	A (6.2)	A (9.9)
4. Ponce de Leon Avenue at Driveway 2	NB Stop WBL Yield	-	E (35.3) A (9.3)	C (20.1) B (13.8)
5. Ponce de Leon Avenue at Ponce de Leon Place	Signal	D/D	C (24.0)	C (22.0)
6. Glen Iris Drive at Driveway 3	WB Stop SBL Yield	-	B (12.7) A (8.5)	B (14.4) A (0.0)
7. North Avenue at Glen Iris Drive	Signal	E/E	E (65.9)	E (67.8)
8. North Avenue at Driveway 4/Southern Dairies Driveway	NB Stop SB Stop EBL Yield WBL Yield	-	B (10.4) C (18.1) B (10.7) A (8.8)	E (37.8) D (28.9) B (10.5) B (11.6)
9. North Avenue at Driveway 5/Ponce Park Apartments Driveway	Signal	D/D	B (10.7)	B (16.8)
10. North Avenue at Driveway 6/Angier Avenue	NB Stop SB Stop EBL Yield WBL Yield	-	E (43.7)* C (15.7) B (11.3) A (0.0)	D (37.9) C (25.2) B (10.5) B (10.2)
11. North Avenue at Somerset Terrace	NB Stop SB Stop EBL Yield WBL Yield	-	E (35.2)* C (19.2) B (10.5) A (8.0)	E (39.2) C (21.6) A (8.4) A (10.0)

Note \*: At an unsignalized intersection, it is not uncommon for side-street traffic to experience long delays at an intersection with a major street.

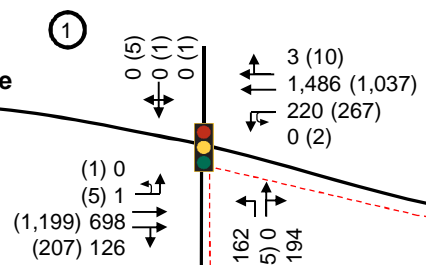
As shown in Table 8, all study intersections are expected to operate at or above their acceptable level-of-service standard during the AM and PM peak hours for the Projected 2022 No-Build conditions.

Modifications to North Avenue associated with the North Avenue pavement marking improvements will include the following roadway configuration changes at the study intersections:

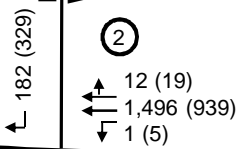
- North Avenue at Glen Iris Drive (Int. #7)
  - Remove one eastbound through lane and convert the eastbound left-turn lane into a two-way left-turn lane.
  - Convert westbound left-turn lane to a two-way left-turn lane.
- North Avenue at Driveway 4/Southern Dairies Driveway (Int. #8)
  - Restripe the eastbound approach as two through lanes and a two-way left-turn lane.
  - Restripe the westbound approach as two through lanes and a two-way left-turn lane.
- North Avenue at Driveway 5/Ponce Park Apartments Driveway (Int. #9)
  - Convert eastbound left-turn lane to a two-way left-turn lane.

Note that due to the laneage changes associated with the North Avenue pavement marking improvements, the delay is expected to decrease between Existing and No-Build conditions on the southbound approach during the AM peak hour and the northbound approach during the PM peak hour at the intersection of North Avenue and Southern Dairies Driveway.

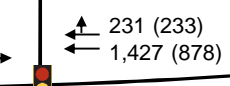
Ponce De Leon Avenue



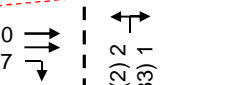
Midtown Place West Driveway



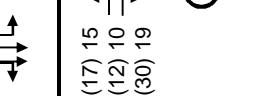
Midtown Place East Driveway



Driveway 2

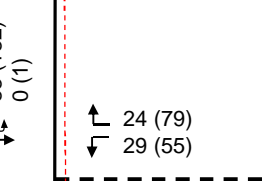


Kroger Driveway



Ponce De Leon Avenue

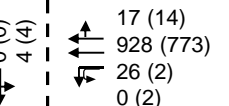
Glen Iris Drive



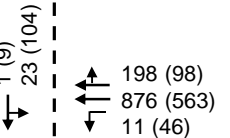
Driveway 3



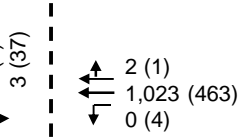
Southern Dairies Driveway



Ponce Park Apartments Driveway

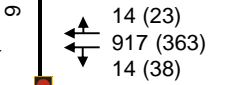


Angier Avenue

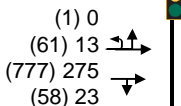
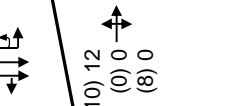
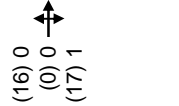
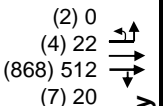
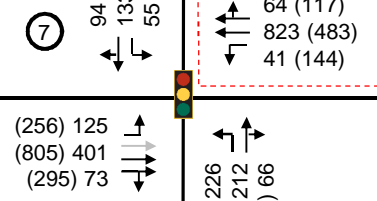


Beltline Rail Trail

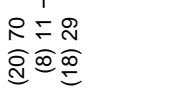
Somersset Terrace



North Avenue



North Avenue



### Ponce City Market Redevelopment Site

Laneage to be removed as part of Renew Atlanta Project FC-7383A

**LEGEND**

- Existing Roadway Laneage
- Laneage to be removed
- 🚦 Existing Traffic Signal
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes

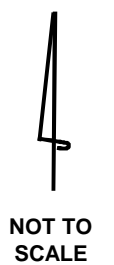


Figure 8

Projected 2022 No-Build Weekday Conditions

Ponce City Market - Phase 2 DRI Transportation Analysis



### 6.3 Projected 2022 Build Conditions

The traffic associated with the proposed Ponce City Market expansion was added to the Projected 2022 No-Build volumes. These volumes were then entered into *Synchro 9.0*, and capacity analyses were performed. The Projected 2022 Build conditions were analyzed using existing roadway geometry, existing intersection control types, and the Renew Atlanta project’s North Avenue pavement marking improvements.

The intersection laneage and traffic volumes used for the Projected 2022 Build conditions are shown in **Figure 9**. The results of the capacity analyses for the Projected 2022 Build conditions with proposed laneage and control types are shown in **Table 9**. Detailed *Synchro* analysis reports are available upon request.

<b>Table 9</b> <b>Projected 2022 Build Intersection Levels-of-Service</b> <i>LOS (delay in seconds)</i>				
Intersection	Control	LOS Std.	AM Peak Hour	PM Peak Hour
1. Ponce de Leon Avenue at Glen Iris Drive	Signal	D/E	B (16.9)	E (78.9)
2. Ponce de Leon Avenue at Driveway 1/Midtown Place West Driveway	NB Stop SB Stop EBL Yield WBL Yield	-	B (12.2) C (21.4) B (14.8) A (9.9)	F (71.8)* D (29.9) B (10.7) B (14.1)
3. Ponce de Leon Avenue at Midtown Place East Driveway	Signal	D/D	A (6.2)	A (9.9)
4. Ponce de Leon Avenue at Driveway 2	NB Stop WBL Yield	-	C (17.1) A (9.4)	C (19.6) B (13.1)
5. Ponce de Leon Avenue at Ponce de Leon Place	Signal	D/D	C (24.6)	C (22.2)
6. Glen Iris Drive at Driveway 3	WB Stop SBL Yield	-	B (14.6) A (8.8)	C (16.9) A (0.0)
7. North Avenue at Glen Iris Drive	Signal	E/E	E (76.1)	E (73.5)
8. North Avenue at Driveway 4/Southern Dairies Driveway	NB Stop SB Stop EBL Yield WBL Yield	-	B (11.0) C (21.2) B (11.3) A (9.3)	F (55.4)* E (39.4) B (11.4) B (12.5)
9. North Avenue at Driveway 5/Ponce Park Apartments Driveway	Signal	D/D	B (19.9)	C (24.7)
10. North Avenue at Driveway 6/Angier Avenue	NB Stop SB Stop EBL Yield WBL Yield	-	F (69.1)* D (29.7) B (11.8) A (0.0)	F (59.6)* F (85.8)* A (9.7) B (10.5)
11. North Avenue at Somerset Terrace	NB Stop SB Stop EBL Yield WBL Yield	-	E (47.7)* C (21.2) B (10.8) A (8.1)	F (54.9)* D (25.3) A (8.6) A (10.3)

Note \*: At an unsignalized intersection, it is not uncommon for side-street traffic to experience long delays at an intersection with a major street.

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 2022 Build conditions.

Note that the delay on the stop controlled northbound approach of the Driveway 2 at Ponce de Leon Avenue is expected to decrease during the AM peak hour between No-Build and Build conditions. While the addition of volume to a movement typically increases delay, the addition of right-turn volume to this approach is expected to decrease the approach delay. Right-turn movements typically experience less delay than left-turn movements, resulting in a decrease of the weighted average of approach delay. Since right-turn volume typically experiences less delay, this increase in volumes causes a significant decrease in the weighted average of approach delay.



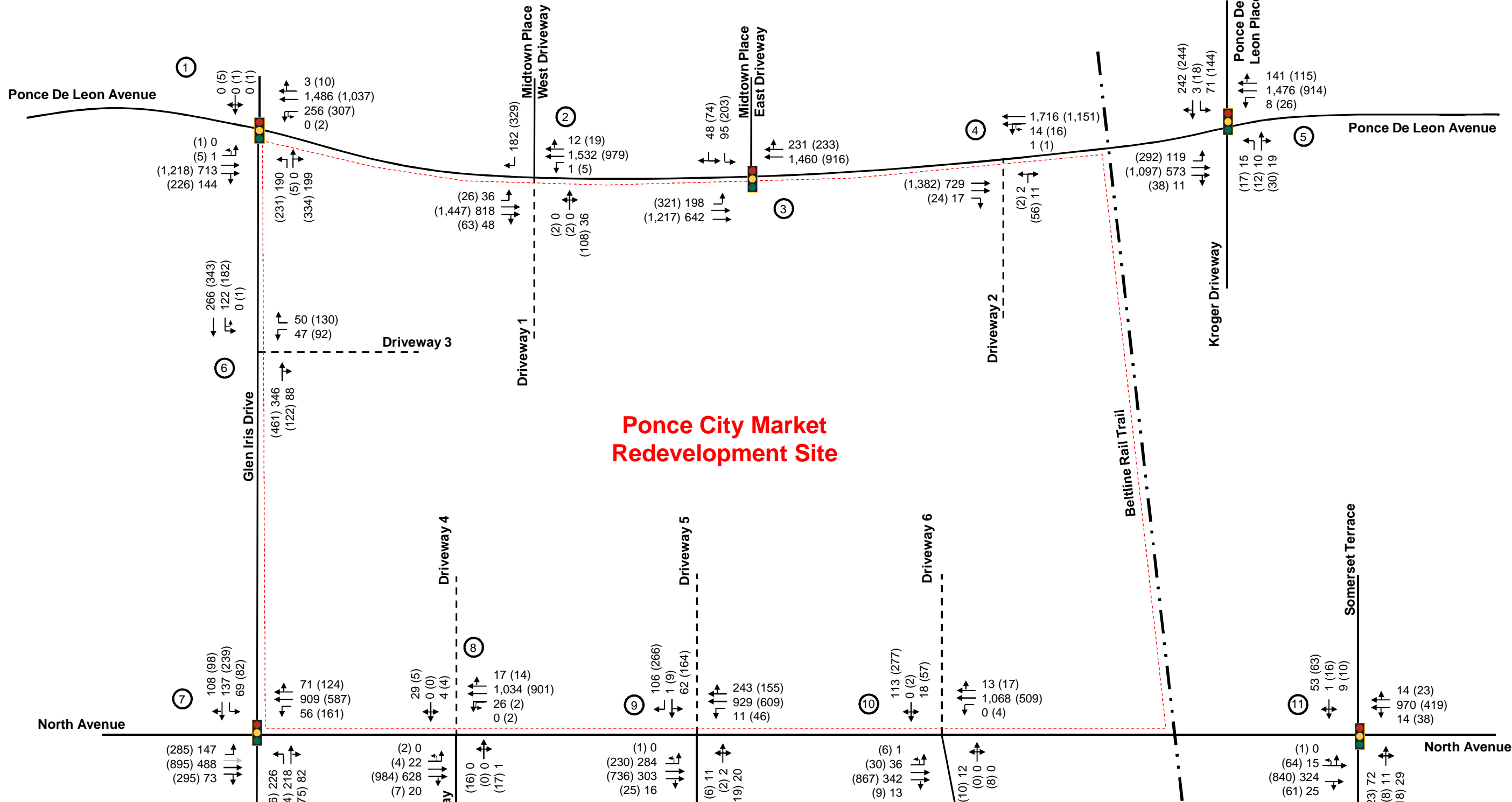


Figure 9

Projected 2022 Build Weekday Conditions

Ponce City Market – Phase 2 DRI Transportation Analysis

## 7.0 INGRESS/EGRESS ANALYSIS

Vehicular access to the Ponce City Market is currently served by six (6) driveways. Site driveway locations are discussed in Section 1.3. The North Avenue at Ponce City Market West Driveway/Ponce Park Apartments Driveway is currently signalized and is proposed to remain signalized in the Projected 2022 Build conditions. The remaining four (4) driveways are currently unsignalized and are proposed to remain unsignalized in the Projected 2022 Build conditions. No changes to site access are proposed as part of the expansion.

The following driveways currently have one ingress lane and one egress lane:

- Ponce City Market Driveway 1 at Ponce de Leon Avenue
- Ponce City Market Driveway 2 at Ponce de Leon Avenue
- Ponce City Market Driveway 4 at North Avenue
- Ponce City Market Driveway 6 at North Avenue

The following driveway currently have one ingress lane and two egress lanes:

- Ponce City Market Driveway 3 at Glen Iris Drive
- Ponce City Market Driveway 5 at North Avenue

The existing site driveways provide vehicular access to the entire development. There is also a second driveway on Glen Iris Drive that provides access to The Suzuki School on-site parking deck.

Capacity analyses were performed for the proposed site driveway intersections (Int. #2, #4, #6, #8, #9, #10) using *Synchro 9.0*. The results of the capacity analyses for this intersection (LOS, delay, and recommended laneage) are reported in *Section 6.3* of this report. Based on the Projected 2022 Build conditions, the existing site driveway intersections are anticipated to operate at an acceptable level-of-service.

## 8.0 IDENTIFICATION OF PROGRAMMED PROJECTS

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

Table 10 Programmed Improvements			
#	Year	Project ID	Project Description
1	2017	Renew ATL	North Angier Avenue Resurfacing
2	2017	Renew ATL	North Avenue Marking Improvements
3	2018	Renew ATL	Old Fourth Neighborhood Improvements
4	2018	Renew ATL	Poncey-Highland Neighborhood Improvements
5	2019	Renew ATL	North Avenue TTC Upgrades
6	2030	AR-490A1	Atlanta Streetcar – East Extension: from Jackson Street to BeltLine/Irwin Street
7	2040	AR-490B	Atlanta Streetcar – Atlanta BeltLine East Corridor: from Glenwood Avenue to Montgomery Ferry Road
8	2040	AR-490C	Atlanta Streetcar – Midtown/Crosstown Corridor: from BeltLine West Corridor to BeltLine East Corridor
9	TBD	AT-269	SR 8 (Ponce de Leon Avenue) Complete Street Retrofit and BeltLine Connection: from Freedom Parkway to Boulevard/Monroe Drive
10	TBD	AR-317	SR 141 and SR 8 Connected Vehicle Pilot Program
11	TBD	RD-009	North Avenue Complete Street

Project #2 is the only programmed project expected to be constructed in 2017 that will have a direct impact on the proposed Ponce City Market expansion study network. This impact is described in more detail in Section 6.2. Fact sheets for projects 1-11 can be found in **Appendix F**.

## 9.0 INTERNAL CIRCULATION ANALYSIS

Due to the complex nature of this project, internal circulation throughout the site can differ for varying land uses. Driveway 2 at Ponce de Leon Avenue and Driveway 5 at North Avenue operate as the primary access points to the parking located within the building for office employees and residents. Driveway 4 at North Avenue provides access to a nested parking facility and cannot provide internal vehicular connections to the rest of the site. The remaining site driveways provide access to parking for the entire site.

Mixed-use vehicle trip reductions were taken according to the *ITE Trip Generation Handbook, Third Edition, 2014* for the AM and PM peak hours; Daily mixed-use reductions were taken according to the *ITE Trip Generation Handbook, Second Edition*. Total internal capture and vehicle trip reduction between the land uses is expected to be 11% daily, 7% for the AM peak hour, and 23% 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.

## 10.0 COMPLIANCE WITH COMPREHENSIVE PLAN ANALYSIS

The project site currently consists of three parcels located on the existing Ponce City Market site, which are used as existing surface parking, green space, and an existing building. The project site is located within the Ponce de Leon LCI boundaries and zoned MRC-3-C under the City of Atlanta Quality of Life Zoning Code.

The latest plan, titled *City of Atlanta Ponce de Leon Avenue Livable Centers Initiative, Five-Year Update* focuses heavily on the implementation of the original Ponce de Leon/Moreland Avenue Corridors Study vision. The LCI discusses more efficiently utilizing existing pavement, making existing MARTA transit facilities more user-friendly and efficient, and establishing pedestrian-oriented mixed-use nodes that build on historic or existing nodes. The LCI focuses on enhancing the pedestrian environment by making walking comfortable, safe, and convenient and the redevelopment of auto-oriented land-uses to vertically oriented mixed-use buildings. The Ponce City Market Phase 2 development aligns with the goals and visions of the LCI study by reducing parking and creating a walkable environment. The project site currently experiences high pedestrian and bicyclist volumes and the expansion is projected to experience the same travel behaviors. Additionally, the Atlanta Regional Commission *Unified Growth Policy Map* identifies the site as a Community Activity Center: Old Fourth Ward – Ponce City Market.

**Appendix A**  
**Site Photo Log**

Site Name: Ponce City Market DRI #2709

Photo No. 1



Comments: Driveway 1 looking north

Photo No. 2



Comments: Driveway 1 looking west on Ponce De Leon Avenue

Site Name: Ponce City Market DRI #2709

Photo No. 3



Comments: Driveway 1 looking east on Ponce de Leon Avenue

Photo No. 4



Comments: Driveway 2 looking north

Site Name: Ponce City Market DRI #2709

Photo No. 5



Comments: Driveway 2 looking west on Ponce De Leon Avenue

Photo No. 6



Comments: Driveway 2 looking east on Ponce de Leon Avenue



Site Name: Ponce City Market DRI #2709

Photo No. 7



Comments: Driveway 3 looking west

Photo No. 8



Comments: Driveway 3 looking north on Glen Iris Drive

Site Name: Ponce City Market DRI #2709

Photo No. 9



Comments: Driveway 3 looking south on Glen Iris Drive

Photo No. 10



Comments: Driveway 4 looking south

Site Name: Ponce City Market DRI #2709

Photo No. 11



Comments: Driveway 4 looking east on North Avenue

Photo No. 12



Comments: Driveway 4 looking west on North Avenue

Site Name: Ponce City Market DRI #2709

Photo No. 13



Comments: Driveway 5 looking south

Photo No. 14



Comments: Driveway 5 looking east on North Avenue

Site Name: Ponce City Market DRI #2709

Photo No. 15



Comments: Driveway 5 looking west on North Avenue

Photo No. 16



Comments: Driveway 6 looking south

Site Name: Ponce City Market DRI #2709

Photo No. 17



Comments: Driveway 6 looking east on North Avenue

Photo No. 18



Comments: Driveway 6 looking west on North Avenue

**Appendix B**  
**Land Use and Zoning Maps**

# ZONING ORDINANCE CITY OF ATLANTA, GEORGIA OFFICIAL ZONING MAP

SHEET 31 OF 129 SHEETS

ORDINANCE Z-78-5

LAND LOTS

DISTRICT

COUNTY

CERTIFICATION

THIS SHEET 31 OF 129 SHEETS, IS HEREBY CERTIFIED AS INCLUDED IN THE OFFICIAL ZONING MAPS, ON FILE IN THE DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT, BUREAU OF PLANNING, AND FORMING A PART OF THE CITY OF ATLANTA ZONING ORDINANCE ADOPTED BY CITY COUNCIL ON DECEMBER 15, 1980 AND APPROVED BY THE MAYOR ON DECEMBER 19, 1980, AS AMENDED

DIRECTOR, BUREAU OF PLANNING  
CITY OF ATLANTA, GEORGIA

DATE

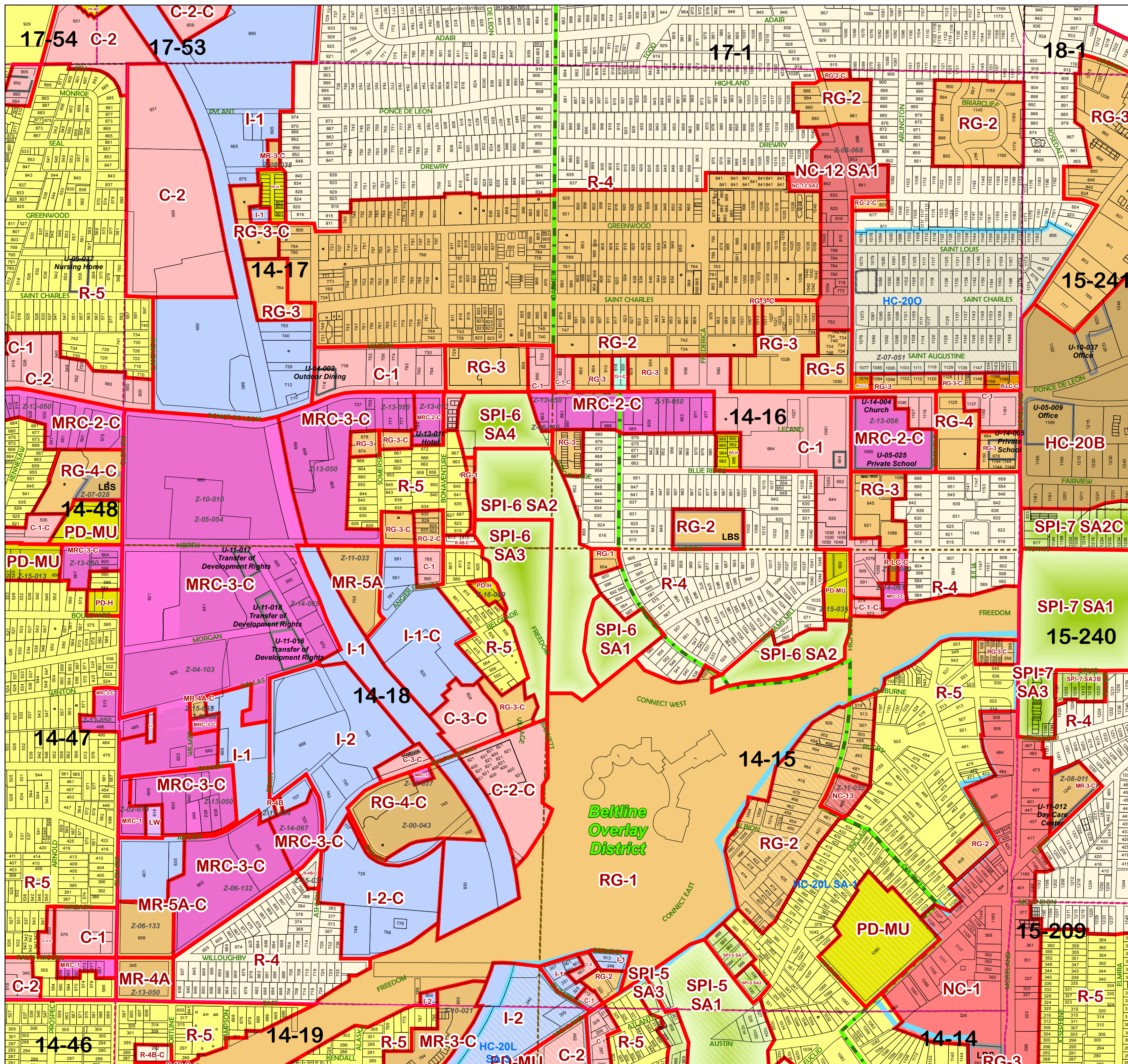
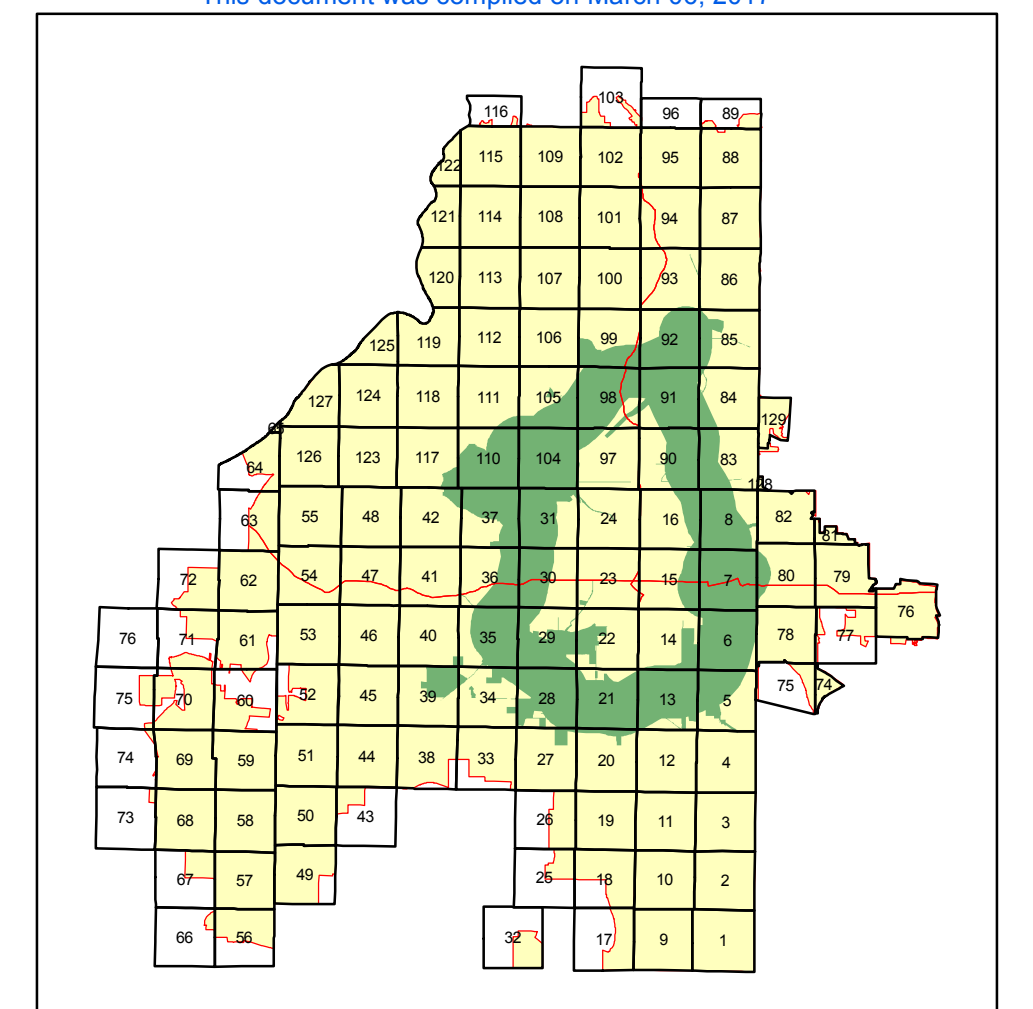
MUNICIPAL CLERK, CMC  
CITY OF ATLANTA, GA

DATE

### Legend

- Tax Parcels
- Zoning District Outline
- Beltline
- SPI Sign Overlay Districts
- All Others
- Human Service Facilities
- Special Use Permits
- LBS/HBS
- Base Zoning**
- SPI - Special Public Interest
- Industrial
- Historic & Cultural;
- Live-Work
- QOL Multi-Family;
- QOL Mixed Use
- Commercial
- Neighborhood Commercial;
- Residential - Single Family
- Office Institutional
- Planned Development
- Residential - Duplex
- Residential - Multi-Family
- Residential - Limited Commercial

This document was compiled on March 06, 2017



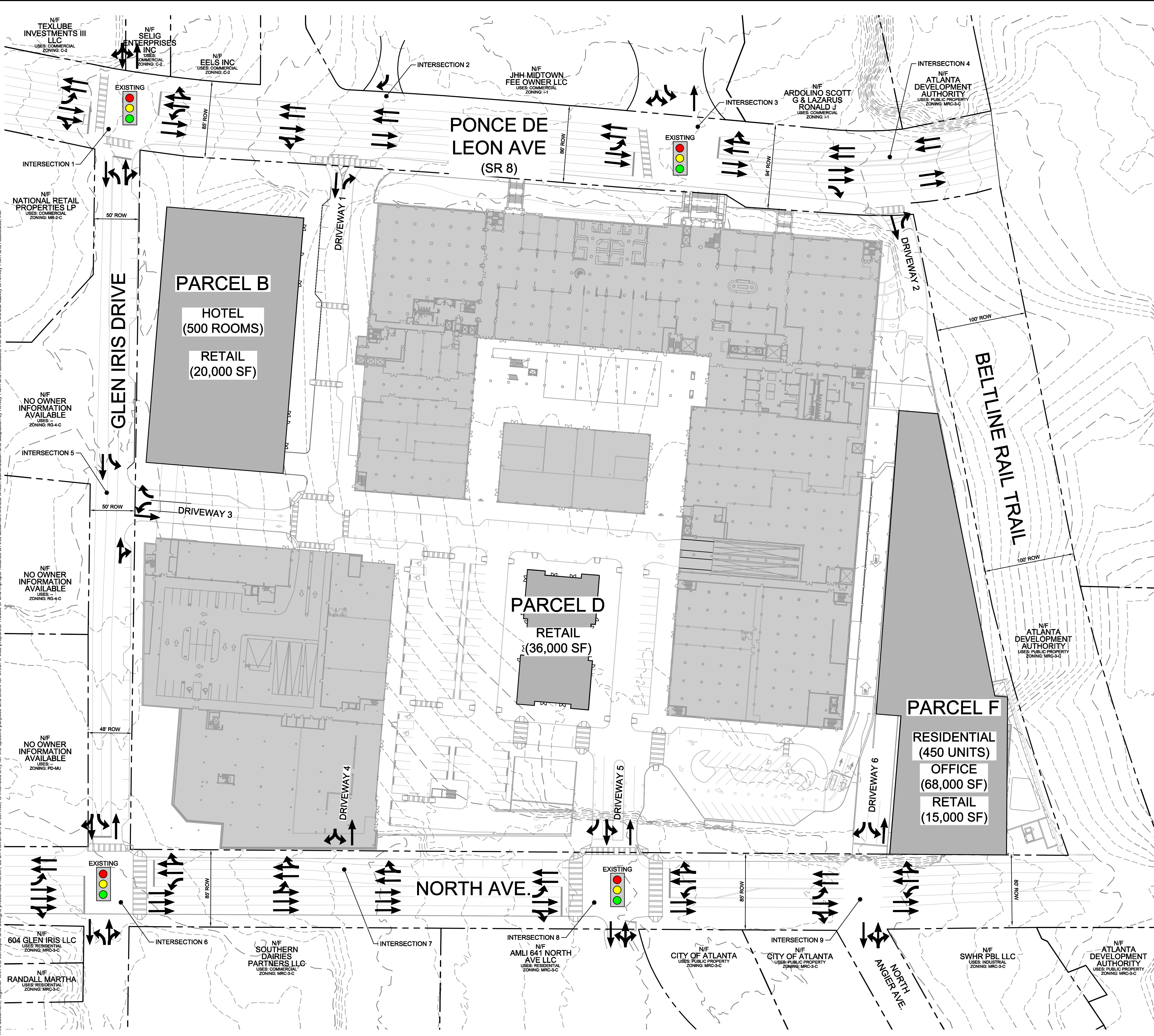
PARCEL BOUNDARIES SHOWN ARE SUPPLIED BY THE FULTON OR DEKALB COUNTY TAX ASSESSOR. THESE BOUNDARIES MAY NOT REPRESENT THE BOUNDARIES RECOGNIZED BY THE CITY OF ATLANTA FOR THE PURPOSES OF ISSUING BUILDING PERMITS.



**Appendix C**  
**Site Plan**

Drawing name: K:\AMT\_TPT\019689005\_Ponce City Market DRI\Site Plan\CADD\Exhibits\2017-08-04 - DRI Site Plan.dwg - DRI Site Plan.dwg - Aug 07, 2017 3:01 pm by: clara.jgmjms

This document, together with the concepts and designs presented herein, is intended only for the specific purpose and client for which it was prepared. Release of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



**SITE NOTES:**

DRI NUMBER: 2709

OVERALL SITE AREA: 15.91 ACRES  
 CURRENT ZONING: MRC-3-C  
 CURRENT ADDRESS: 675 PONCE DE LEON AVE. NE  
 ATLANTA, GA 30308

OWNER: JAMESTOWN, L.P.

**PROGRAM:**

PARCEL B:  
 500 HOTEL ROOMS (18 STORIES)  
 20,000 SF RETAIL

PARCEL D:  
 36,000 SF RETAIL (3 STORIES)

PARCEL F:  
 450 RESIDENTIAL UNITS (12 STORIES)  
 15,000 SF RETAIL  
 68,000 SF OFFICE (8 STORIES)

**PARKING:**

CURRENT: 2,541 SPACES  
 PROPOSED: TBD

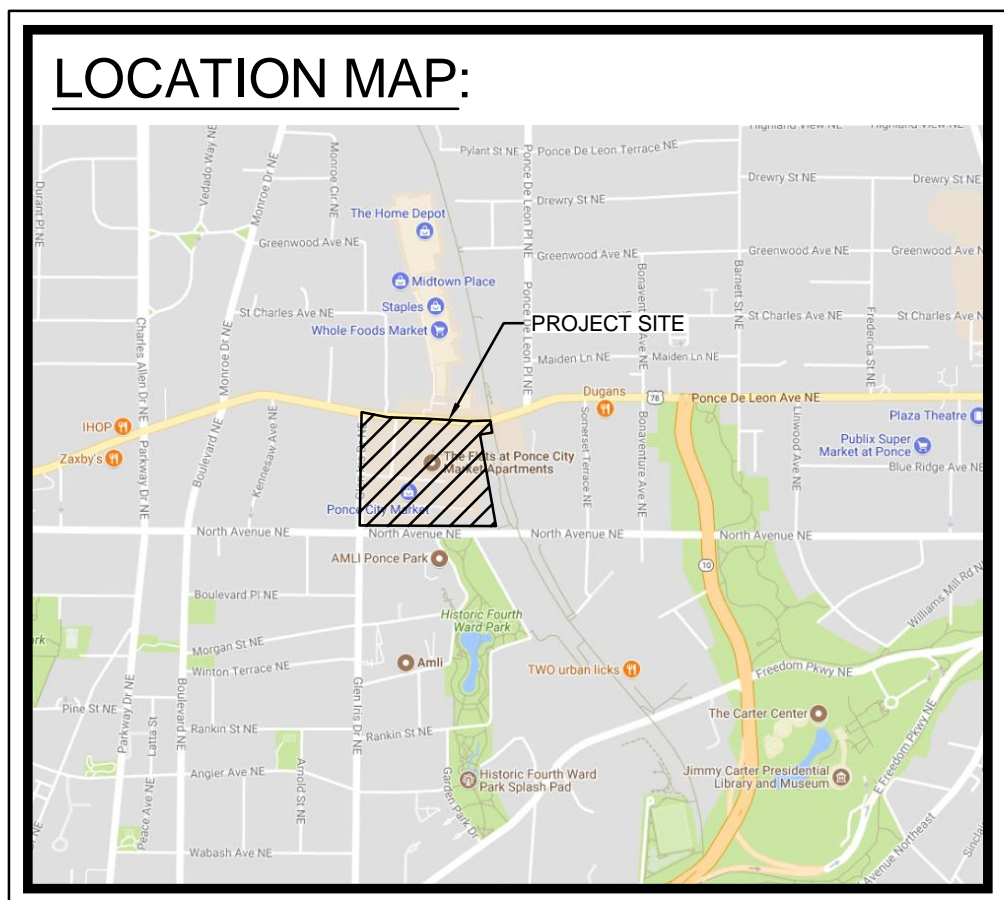
**PROPOSED LAND USES & DENSITIES**

LAND USE	DENSITY
APARTMENTS	450 UNITS
HOTEL ROOMS	500 UNITS
OFFICE	68,000 SF
RETAIL	51,000 SF

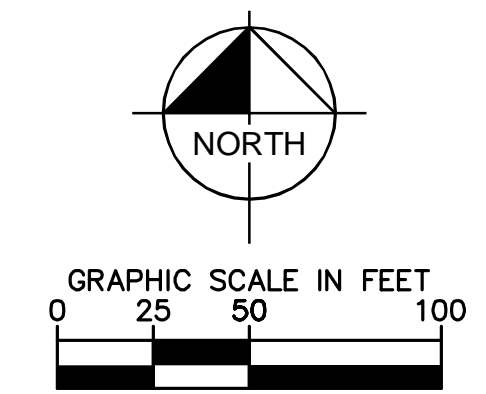
**CONTACTS:**

**APPLICANT:** JAMESTOWN, L.P.  
 675 PONCE DE LEON AVE., NE  
 ATLANTA, GA 30308  
 CONTACT: FRANCES BOHN  
 PHONE: (404) 835-8230

**TRAFFIC CONSULTANT:** KIMLEY-HORN AND ASSOCIATES, INC.  
 817 WEST PEACHTREE STREET NW,  
 SUITE 601  
 ATLANTA, GA 30308  
 CONTACT: ELIZABETH JOHNSON, P.E.  
 PHONE: (404) 419-8772



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 THE BILTMORE, SUITE 601  
 ATLANTA, GEORGIA 30308  
 PHONE: (404) 419-8700  
 WWW.KIMLEY-HORN.COM

**PRELIMINARY**  
 NOT FOR CONSTRUCTION

SCALE: 1" = 50'

DRAWN BY:	BDC
DESIGNED BY:	BDC
CHECKED BY:	EHJ

CLIENT: JAMESTOWN, L.P.  
 675 PONCE DE LEON AVE. NE  
 ATLANTA, GA 30308

PROJECT: PONCE CITY MARKET - PHASE 2  
 675 PONCE DE LEON AVE., NE  
 ATLANTA, GA 30308

TITLE: DRI SITE PLAN

DATE	07/27/2017
PROJECT NO.	019689005
SHEET NUMBER	1

REVISIONS

NO.	DATE	BY
7		
6		
5		
4		
3		
2		
1		

## **Appendix D**

### **Trip Generation Analysis**

Trip Generation Analysis (9th Ed.)  
Ponce City Market - Phase 2 DRI  
Atlanta, GA

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
<b>Proposed Site Traffic</b>								
220 Apartment	450 d.u.	2,851	224	45	179	265	172	93
310 Hotel	500 rooms	4,085	265	156	109	300	153	147
710 General Office Building	68,000 s.f.	979	141	124	17	155	26	129
820 Shopping Center	71,000 s.f. gross leasable area	5,436	68	42	26	476	228	248
Gross Trips		13,351	698	367	331	1,196	579	617
Residential Trips		2,851	224	45	179	265	172	93
Mixed-Use Reductions		-228	-7	-1	-6	-97	-67	-30
Alternative Mode Reductions		-656	-54	-11	-43	-42	-26	-16
Adjusted Residential Trips		1,967	163	33	130	126	79	47
Hotel Trips		4,085	265	156	109	300	153	147
Mixed-Use Reductions		-326	-6	0	-6	-20	-15	-5
Alternative Mode Reductions		-940	-65	-39	-26	-70	-35	-36
Adjusted Hotel Trips		2,819	194	117	77	210	103	106
Office Trips		979	141	124	17	155	26	129
Mixed-Use Reductions		-192	-18	-13	-5	-30	-9	-21
Alternative Mode Reductions		-197	-31	-28	-3	-31	-4	-27
Adjusted Office Trips		590	92	83	9	94	13	81
Retail Trips		5,436	68	42	26	476	228	248
Mixed-Use Reductions		-726	-15	-9	-6	-127	-46	-81
Alternative Mode Reductions		-1,178	-13	-8	-5	-87	-46	-42
Pass By Reductions (Based on ITE Rates)		-1,201	0	0	0	-89	-45	-45
Adjusted Retail Trips		2,331	40	25	15	173	91	80
Restaurant Trips		0	0	0	0	0	0	0
Mixed-Use Reductions		0	0	0	0	0	0	0
Alternative Mode Reductions		0	0	0	0	0	0	0
Pass By Reductions (Based on ITE Rates)		0	0	0	0	0	0	0
Adjusted Restaurant Trips		0	0	0	0	0	0	0
Other Non-Residential Trips		0	0	0	0	0	0	0
Mixed-Use Reductions		0	0	0	0	0	0	0
Alternative Mode Reductions		0	0	0	0	0	0	0
Adjusted Other Non-Residential Trips		0	0	0	0	0	0	0
Mixed-Use Reductions - TOTAL		-1,472	-46	-23	-23	-274	-137	-137
Alternative Mode Reductions - TOTAL		-2,971	-163	-86	-77	-230	-111	-121
Pass-By Reductions - TOTAL		-1,201	0	0	0	-89	-45	-45
New Trips		7,707	489	258	231	603	286	314
Driveway Volumes		8,908	489	258	231	692	331	359

**Appendix E**  
**Intersection Volume Sheets**

**INTERSECTION VOLUME DEVELOPMENT**

**Ponce de Leon Avenue at Glen Iris Drive  
AM PEAK HOUR**

Description	Glen Iris Drive Northbound				Glen Iris Drive Southbound				Ponce De Leon Ave Eastbound				Ponce De Leon Ave Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2017 Traffic Volumes	150	0	180	0	0	0	0	0	1	648	117	0	204	1,379	3	0
Pedestrians			1				11				24				29	
Conflicting Pedestrians	24		29		29		24		11		1		1		11	
Heavy Vehicles	0	0	1		0	0	0		0	8	0		1	4	0	
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor			0.97				0.97				0.97				0.97	
Adjustment																
Adjusted 2017 Volumes	150	0	180	0	0	0	0	0	1	648	117	0	204	1,379	3	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%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
New Road Adjustment																
Other Proposed Developments																
2022 Background Traffic	162	0	194	0	0	0	0	0	1	698	126	0	220	1,486	3	0
<b>Project Trips</b>																
Trip Distribution IN											10%		12%			
Trip Distribution OUT	10%		2%													
Residential Trips	13	0	3	0	0	0	0	0	0	0	3	0	4	0	0	0
Trip Distribution IN											10%	5%	15%			
Trip Distribution OUT	15%		2%													
Hotel Trips	12	0	2	0	0	0	0	0	0	12	6	0	18	0	0	0
Trip Distribution IN												10%	12%			
Trip Distribution OUT	10%		2%						0%							
Office Trips	1	0	0	0	0	0	0	0	0	0	8	0	10	0	0	0
Trip Distribution IN											10%	5%	15%			
Trip Distribution OUT	15%		2%													
Retail Trips	2	0	0	0	0	0	0	0	0	3	1	0	4	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	28	0	5	0	0	0	0	0	0	15	18	0	36	0	0	0
<b>2022 Buildout Total</b>	<b>190</b>	<b>0</b>	<b>199</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>713</b>	<b>144</b>	<b>0</b>	<b>256</b>	<b>1,486</b>	<b>3</b>	<b>0</b>

**PM PEAK HOUR**

Description	Glen Iris Drive Northbound				Glen Iris Drive Southbound				Ponce De Leon Ave Eastbound				Ponce De Leon Ave Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2017 Traffic Volumes	171	5	304	0	1	1	5	0	5	1,113	192	1	248	963	9	2
Pedestrians			2				20				39				43	
Conflicting Pedestrians	39		43		43		39		20		2		2		20	
Heavy Vehicles	0	0	0		0	0	0		0	3	0		0	5	0	
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor			0.98				0.98				0.98				0.98	
Adjustment																
Adjusted 2017 Volumes	171	5	304	0	1	1	5	0	5	1,113	192	1	248	963	9	2
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%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
New Road Adjustment																
Other Proposed Developments																
2022 Background Traffic	184	5	327	0	1	1	5	0	5	1,199	207	1	267	1,037	10	2
<b>Project Trips</b>																
Trip Distribution IN											10%		12%			
Trip Distribution OUT	10%		2%													
Residential Trips	5	0	1	0	0	0	0	0	0	0	8	0	9	0	0	0
Trip Distribution IN											10%	5%	15%			
Trip Distribution OUT	15%		2%													
Hotel Trips	16	0	2	0	0	0	0	0	0	10	5	0	15	0	0	0
Trip Distribution IN												10%	12%			
Trip Distribution OUT	10%		2%						0%							
Office Trips	8	0	2	0	0	0	0	0	0	0	1	0	2	0	0	0
Trip Distribution IN											10%	5%	15%			
Trip Distribution OUT	15%		2%													
Retail Trips	12	0	2	0	0	0	0	0	0	9	5	0	14	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	41	0	7	0	0	0	0	0	0	19	19	0	40	0	0	0
<b>2022 Buildout Total</b>	<b>225</b>	<b>5</b>	<b>334</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>1,218</b>	<b>226</b>	<b>1</b>	<b>307</b>	<b>1,037</b>	<b>10</b>	<b>2</b>

**INTERSECTION VOLUME DEVELOPMENT**

**Ponce de Leon Avenue at Driveway 1/Midtown Place West Driveway  
AM PEAK HOUR**

Description	Driveway 1 Northbound				Midtown Place West D/W Southbound				Ponce De Leon Avenue Eastbound				Ponce De Leon Avenue Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2017 Traffic Volumes	0	0	17		1	0	182		36	748	41		1	1,389	12	
Pedestrians			1				0				6				16	
Conflicting Pedestrians	6		16		16		6		0		1		1		0	
Heavy Vehicles	0	0	0		0	0	1		0	9	0		0	4	0	
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.97				0.97				0.97				0.97			
Adjustment																
Adjusted 2017 Volumes	0	0	17	0	1	0	182	0	36	748	41	0	1	1389	12	0
Annual Growth Rate										1.5%				1.5%		
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.077	1.000	1.000	1.000	1.077	1.000	1.000
New Road Adjustment																
Other Proposed Developments																
2022 Background Traffic	0	0	17	0	1	0	182	0	36	806	41	0	1	1,496	12	0
<b>Project Trips</b>																
Trip Distribution IN														12%		
Trip Distribution OUT			10%							2%						
Residential Trips	0	0	13	0	0	0	0	0	0	3	0	0	0	4	0	0
Trip Distribution IN										5%	5%			15%		
Trip Distribution OUT			5%							2%						
Hotel Trips	0	0	4	0	0	0	0	0	0	8	6	0	0	18	0	0
Trip Distribution IN														12%		
Trip Distribution OUT			10%							2%						
Office Trips	0	0	1	0	0	0	0	0	0	0	0	0	0	10	0	0
Trip Distribution IN										5%	5%			15%		
Trip Distribution OUT			5%							2%						
Retail Trips	0	0	1	0	0	0	0	0	0	1	1	0	0	4	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	19	0	0	0	0	0	0	12	7	0	0	36	0	0
<b>2022 Buildout Total</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>182</b>	<b>0</b>	<b>36</b>	<b>818</b>	<b>48</b>	<b>0</b>	<b>1</b>	<b>1,532</b>	<b>12</b>	<b>0</b>

**PM PEAK HOUR**

Description	Driveway 1 Northbound				Midtown Place West D/W Southbound				Ponce De Leon Avenue Eastbound				Ponce De Leon Avenue Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2017 Traffic Volumes	2	2	79		1	0	329		26	1,334	47		5	872	19	
Pedestrians			8				1				33				57	
Conflicting Pedestrians	33		57		57		33		1		8		8		1	
Heavy Vehicles	0	0	0		0	0	0		0	3	0		0	5	0	
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.98				0.98				0.98				0.98			
Adjustment																
Adjusted 2017 Volumes	2	2	79	0	1	0	329	0	26	1334	47	0	5	872	19	0
Annual Growth Rate										1.5%				1.5%		
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.077	1.000	1.000	1.000	1.077	1.000	1.000
New Road Adjustment																
Other Proposed Developments																
2022 Background Traffic	2	2	79	0	1	0	329	0	26	1,437	47	0	5	939	19	0
<b>Project Trips</b>																
Trip Distribution IN														12%		
Trip Distribution OUT			10%							2%						
Residential Trips	0	0	5	0	0	0	0	0	0	1	0	0	0	9	0	0
Trip Distribution IN										5%	5%			15%		
Trip Distribution OUT			5%							2%						
Hotel Trips	0	0	5	0	0	0	0	0	0	7	5	0	0	15	0	0
Trip Distribution IN														12%		
Trip Distribution OUT			10%							2%						
Office Trips	0	0	8	0	0	0	0	0	0	2	0	0	0	2	0	0
Trip Distribution IN										5%	5%			15%		
Trip Distribution OUT			5%							2%						
Retail Trips	0	0	4	0	0	0	0	0	0	7	4	0	0	14	0	0
Pass-By Trips	0	0	7	0	0	0	0	0	0	-7	7	0	0	0	0	0
Total Project Trips	0	0	29	0	0	0	0	0	0	10	16	0	0	40	0	0
<b>2022 Buildout Total</b>	<b>2</b>	<b>2</b>	<b>108</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>329</b>	<b>0</b>	<b>26</b>	<b>1,447</b>	<b>63</b>	<b>0</b>	<b>5</b>	<b>979</b>	<b>19</b>	<b>0</b>

**INTERSECTION VOLUME DEVELOPMENT**

**Ponce de Leon Avenue at Midtown Place East Driveway  
AM PEAK HOUR**

Description	-				Midtown Place East D/W				Ponce De Leon Ave				Ponce De Leon Ave			
	Northbound		Southbound		Eastbound		Westbound		Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2017 Traffic Volumes	0	0	0		92	0	45		193	572	0		0	1,325	231	
Pedestrians	0				87				0				29			
Conflicting Pedestrians	0		29		29		0		87		0		0		87	
Heavy Vehicles	0	0	0		0	0	1		2	4	0		0	6	0	
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.96				0.96				0.96				0.96			
Adjustment																
Adjusted 2017 Volumes	0	0	0	0	92	0	45	0	193	572	0	0	0	1325	231	0
Annual Growth Rate										1.5%				1.5%		
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.077	1.000	1.000	1.000	1.077	1.000	1.000
New Road Adjustment																
Other Proposed Developments																
2022 Background Traffic	0	0	0	0	92	0	45	0	193	616	0	0	0	1,427	231	0
<b>Project Trips</b>																
Trip Distribution IN							2%								10%	
Trip Distribution OUT									2%	10%						
Residential Trips	0	0	0	0	0	0	1	0	3	13	0	0	0	3	0	0
Trip Distribution IN					2%					5%				15%		
Trip Distribution OUT									2%	5%						
Hotel Trips	0	0	0	0	2	0	0	0	2	10	0	0	0	18	0	0
Trip Distribution IN							2%								10%	
Trip Distribution OUT									2%	10%						
Office Trips	0	0	0	0	0	0	2	0	0	1	0	0	0	8	0	0
Trip Distribution IN					2%					5%				15%		
Trip Distribution OUT									2%	5%						
Retail Trips	0	0	0	0	1	0	0	0	0	2	0	0	0	4	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	3	0	3	0	5	26	0	0	0	33	0	0
<b>2022 Buildout Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>0</b>	<b>48</b>	<b>0</b>	<b>198</b>	<b>642</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,460</b>	<b>231</b>	<b>0</b>

**PM PEAK HOUR**

Description	-				Midtown Place East D/W				Ponce De Leon Ave				Ponce De Leon Ave			
	Northbound		Southbound		Eastbound		Westbound		Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2017 Traffic Volumes	0	0	0		199	0	72		314	1,100	0		0	815	233	
Pedestrians	5				136				0				30			
Conflicting Pedestrians	0		30		30		0		136		5		5		136	
Heavy Vehicles	0	0	0		0	0	1		1	2	0		0	4	0	
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.98				0.98				0.98				0.98			
Adjustment																
Adjusted 2017 Volumes	0	0	0	0	199	0	72	0	314	1100	0	0	0	815	233	0
Annual Growth Rate										1.5%				1.5%		
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.077	1.000	1.000	1.000	1.077	1.000	1.000
New Road Adjustment																
Other Proposed Developments																
2022 Background Traffic	0	0	0	0	199	0	72	0	314	1,185	0	0	0	878	233	0
<b>Project Trips</b>																
Trip Distribution IN							2%								10%	
Trip Distribution OUT									2%	10%						
Residential Trips	0	0	0	0	0	0	2	0	1	5	0	0	0	8	0	0
Trip Distribution IN					2%					5%				15%		
Trip Distribution OUT									2%	5%						
Hotel Trips	0	0	0	0	2	0	0	0	2	10	0	0	0	15	0	0
Trip Distribution IN							2%								10%	
Trip Distribution OUT									2%	10%						
Office Trips	0	0	0	0	0	0	0	0	2	8	0	0	0	1	0	0
Trip Distribution IN					2%					5%				15%		
Trip Distribution OUT									2%	5%						
Retail Trips	0	0	0	0	2	0	0	0	2	9	0	0	0	14	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	4	0	2	0	7	32	0	0	0	38	0	0
<b>2022 Buildout Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>203</b>	<b>0</b>	<b>74</b>	<b>0</b>	<b>321</b>	<b>1,217</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>916</b>	<b>233</b>	<b>0</b>



**INTERSECTION VOLUME DEVELOPMENT**

**Ponce de Leon Avenue at Driveway 2  
AM PEAK HOUR**

Description	Driveway 2 Northbound				- Southbound				Ponce De Leon Ave Eastbound				Ponce De Leon Ave Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2017 Traffic Volumes	2	0	1		0	0	0		0	659	7		14	1,562	0	1
Pedestrians			1				0				20				0	
Conflicting Pedestrians	20		0		0		20		0		1		1		0	
Heavy Vehicles	0	0	0		0	0	0		0	4	0		0	6	0	
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor			0.97				0.97				0.97				0.97	
Adjustment																
Adjusted 2017 Volumes	2	0	1	0	0	0	0	0	0	659	7	0	14	1562	0	1
Annual Growth Rate										1.5%				1.5%		
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.077	1.000	1.000	1.000	1.077	1.000	1.000
New Road Adjustment																
Other Proposed Developments																
2022 Background Traffic	2	0	1	0	0	0	0	0	0	710	7	0	14	1,683	0	1
<b>Project Trips</b>																
Trip Distribution IN														10%		
Trip Distribution OUT										10%						
Residential Trips	0	0	0	0	0	0	0	0	0	13	0	0	0	3	0	0
Trip Distribution IN											7%			15%		
Trip Distribution OUT			10%							5%						
Hotel Trips	0	0	8	0	0	0	0	0	0	4	8	0	0	18	0	0
Trip Distribution IN														10%		
Trip Distribution OUT										10%						
Office Trips	0	0	0	0	0	0	0	0	0	1	0	0	0	8	0	0
Trip Distribution IN											7%			15%		
Trip Distribution OUT			10%							5%						
Retail Trips	0	0	2	0	0	0	0	0	0	1	2	0	0	4	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	10	0	0	0	0	0	0	19	10	0	0	33	0	0
<b>2022 Buildout Total</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>729</b>	<b>17</b>	<b>0</b>	<b>14</b>	<b>1,716</b>	<b>0</b>	<b>1</b>

**PM PEAK HOUR**

Description	Driveway 2 Northbound				- Southbound				Ponce De Leon Ave Eastbound				Ponce De Leon Ave Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2017 Traffic Volumes	2	0	33		0	0	0		0	1,266	6		10	1,039	0	1
Pedestrians			1				0				52				0	
Conflicting Pedestrians	52		0		0		52		0		1		1		0	
Heavy Vehicles	0	0	0		0	0	0		0	2	0		0	4	0	
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor			0.99				0.99				0.99				0.99	
Adjustment																
Adjusted 2017 Volumes	2	0	33	0	0	0	0	0	0	1266	6	0	10	1039	0	1
Annual Growth Rate										1.5%				1.5%		
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.077	1.000	1.000	1.000	1.077	1.000	1.000
New Road Adjustment																
Other Proposed Developments																
2022 Background Traffic	2	0	33	0	0	0	0	0	0	1,364	6	0	10	1,119	0	1
<b>Project Trips</b>																
Trip Distribution IN														10%		
Trip Distribution OUT										10%						
Residential Trips	0	0	0	0	0	0	0	0	0	5	0	0	0	8	0	0
Trip Distribution IN											7%			15%		
Trip Distribution OUT			10%							5%						
Hotel Trips	0	0	11	0	0	0	0	0	0	5	8	0	0	15	0	0
Trip Distribution IN														10%		
Trip Distribution OUT										10%						
Office Trips	0	0	0	0	0	0	0	0	0	8	0	0	0	1	0	0
Trip Distribution IN											7%			15%		
Trip Distribution OUT			10%							5%						
Retail Trips	0	0	8	0	0	0	0	0	0	4	6	0	0	14	0	0
Pass-By Trips	10	0	6	0	0	0	0	0	0	-4	4	0	12	-10	0	0
Total Project Trips	10	0	25	0	0	0	0	0	0	18	18	0	12	28	0	0
<b>2022 Buildout Total</b>	<b>12</b>	<b>0</b>	<b>58</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,382</b>	<b>24</b>	<b>0</b>	<b>22</b>	<b>1,147</b>	<b>0</b>	<b>1</b>

**INTERSECTION VOLUME DEVELOPMENT**

**Ponce de Leon Avenue at Ponce de Leon Place  
AM PEAK HOUR**

Description	Ponce De Leon Pl Northbound				Ponce De Leon Pl Southbound				Ponce De Leon Ave Eastbound				Ponce De Leon Ave Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2017 Traffic Volumes	14	9	18		66	3	219		106	511	10		7	1,344	131	
Pedestrians	4				4				13				13			
Conflicting Pedestrians	13		13		13		13		4		4		4		4	
Heavy Vehicles	0	0	0		1	0	1		1	4	0		0	3	2	
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.97				0.97				0.97				0.97			
Adjustment																
Adjusted 2017 Volumes	14	9	18	0	66	3	219	0	106	511	10	0	7	1344	131	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%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
New Road Adjustment																
Other Proposed Developments																
2022 Background Traffic	15	10	19	0	71	3	236	0	114	550	11	0	8	1,448	141	0
<b>Project Trips</b>																
Trip Distribution IN							2%								8%	
Trip Distribution OUT									2%	8%						
Residential Trips	0	0	0	0	0	0	1	0	3	10	0	0	0	3	0	0
Trip Distribution IN							2%								13%	
Trip Distribution OUT									2%	13%						
Hotel Trips	0	0	0	0	0	0	2	0	2	10	0	0	0	15	0	0
Trip Distribution IN							2%								8%	
Trip Distribution OUT									2%	8%						
Office Trips	0	0	0	0	0	0	2	0	0	1	0	0	0	7	0	0
Trip Distribution IN							2%								13%	
Trip Distribution OUT									2%	13%						
Retail Trips	0	0	0	0	0	0	1	0	0	2	0	0	0	3	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	6	0	5	23	0	0	0	28	0	0
<b>2022 Buildout Total</b>	<b>15</b>	<b>10</b>	<b>19</b>	<b>0</b>	<b>71</b>	<b>3</b>	<b>242</b>	<b>0</b>	<b>119</b>	<b>573</b>	<b>11</b>	<b>0</b>	<b>8</b>	<b>1,476</b>	<b>141</b>	<b>0</b>

**PM PEAK HOUR**

Description	Ponce De Leon Pl Northbound				Ponce De Leon Pl Southbound				Ponce De Leon Ave Eastbound				Ponce De Leon Ave Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2017 Traffic Volumes	16	11	28		134	17	221		265	987	35		24	819	107	
Pedestrians	29				24				50				18			
Conflicting Pedestrians	50		18		18		50		24		29		29		24	
Heavy Vehicles	0	0	0		0	0	0		0	2	0		0	4	1	
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.98				0.98				0.98				0.98			
Adjustment																
Adjusted 2017 Volumes	16	11	28	0	134	17	221	0	265	987	35	0	24	819	107	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%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
New Road Adjustment																
Other Proposed Developments																
2022 Background Traffic	17	12	30	0	144	18	238	0	285	1,063	38	0	26	882	115	0
<b>Project Trips</b>																
Trip Distribution IN							2%								8%	
Trip Distribution OUT									2%	8%						
Residential Trips	0	0	0	0	0	0	2	0	1	4	0	0	0	6	0	0
Trip Distribution IN							2%								13%	
Trip Distribution OUT									2%	13%						
Hotel Trips	0	0	0	0	0	0	2	0	2	14	0	0	0	13	0	0
Trip Distribution IN							2%								8%	
Trip Distribution OUT									2%	8%						
Office Trips	0	0	0	0	0	0	0	0	2	6	0	0	0	1	0	0
Trip Distribution IN							2%								13%	
Trip Distribution OUT									2%	13%						
Retail Trips	0	0	0	0	0	0	2	0	2	10	0	0	0	12	0	0
Pass-By Trips	0	0	0	0	-1	0	1	0	1	1	0	0	0	1	-1	0
Total Project Trips	0	0	0	0	-1	0	7	0	8	35	0	0	0	33	-1	0
<b>2022 Buildout Total</b>	<b>17</b>	<b>12</b>	<b>30</b>	<b>0</b>	<b>143</b>	<b>18</b>	<b>245</b>	<b>0</b>	<b>293</b>	<b>1,098</b>	<b>38</b>	<b>0</b>	<b>26</b>	<b>915</b>	<b>114</b>	<b>0</b>

**INTERSECTION VOLUME DEVELOPMENT**

**Glen Iris Drive at Driveway 3  
AM PEAK HOUR**

Description	Glen Iris Dr Northbound				Glen Iris Dr Southbound				- Eastbound				Driveway 3 Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2017 Traffic Volumes	0	315	61		83	234	0		0	0	0		29	0	24	
Pedestrians	9				0				2				4			
Conflicting Pedestrians	2		4		4		2		0		9		9		0	
Heavy Vehicles	0	0	1		0	1	0		0	0	0		0	0	1	
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%	2%
Peak Hour Factor	0.93				0.93				0.93				0.93			
Adjustment																
Adjusted 2017 Volumes	0	315	61	0	83	234	0	0	0	0	0	0	29	0	24	0
Annual Growth Rate	1.5%				1.5%				1.5%				1.5%			
Growth Factor	1.000	1.077	1.000	1.000	1.000	1.077	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
New Road Adjustment																
Other Proposed Developments																
2022 Background Traffic	0	339	61	0	83	252	0	0	0	0	0	0	29	0	24	0
<b>Project Trips</b>																
Trip Distribution IN					10%	12%										
Trip Distribution OUT		5%													7%	
Residential Trips	0	7	0	0	3	4	0	0	0	0	0	0	0	0	9	0
Trip Distribution IN			19%		20%											
Trip Distribution OUT													19%		17%	
Hotel Trips	0	0	22	0	23	0	0	0	0	0	0	0	15	0	13	0
Trip Distribution IN					10%	12%				0%						
Trip Distribution OUT		5%													7%	
Office Trips	0	0	0	0	8	10	0	0	0	0	0	0	0	0	1	0
Trip Distribution IN			19%		20%											
Trip Distribution OUT													19%		17%	
Retail Trips	0	0	5	0	5	0	0	0	0	0	0	0	3	0	3	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	7	27	0	39	14	0	0	0	0	0	0	18	0	26	0
<b>2022 Buildout Total</b>	<b>0</b>	<b>346</b>	<b>88</b>	<b>0</b>	<b>122</b>	<b>266</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>0</b>	<b>50</b>	<b>0</b>

**PM PEAK HOUR**

Description	Glen Iris Dr Northbound				Glen Iris Dr Southbound				- Eastbound				Driveway 3 Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2017 Traffic Volumes	0	425	81		132	310	0	1	0	0	0		55	0	79	
Pedestrians	11				0				2				3			
Conflicting Pedestrians	2		3		3		2		0		11		11		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%	2%	2%	2%	2%
Peak Hour Factor	0.97				0.97				0.97				0.97			
Adjustment																
Adjusted 2017 Volumes	0	425	81	0	132	310	0	1	0	0	0	0	55	0	79	0
Annual Growth Rate	1.5%				1.5%				1.5%				1.5%			
Growth Factor	1.000	1.077	1.000	1.000	1.000	1.077	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
New Road Adjustment																
Other Proposed Developments																
2022 Background Traffic	0	458	81	0	132	334	0	1	0	0	0	0	55	0	79	0
<b>Project Trips</b>																
Trip Distribution IN					10%	12%										
Trip Distribution OUT		5%													7%	
Residential Trips	0	2	0	0	8	9	0	0	0	0	0	0	0	0	3	0
Trip Distribution IN			19%		20%											
Trip Distribution OUT													19%		17%	
Hotel Trips	0	0	20	0	21	0	0	0	0	0	0	0	20	0	18	0
Trip Distribution IN					10%	12%				0%						
Trip Distribution OUT		5%													7%	
Office Trips	0	5	0	0	1	2	0	0	0	0	0	0	0	0	6	0
Trip Distribution IN			19%		20%											
Trip Distribution OUT													19%		17%	
Retail Trips	0	0	17	0	18	0	0	0	0	0	0	0	15	0	14	0
Pass-By Trips	0	-4	4	0	2	-2	0	0	0	0	0	0	2	0	4	0
Total Project Trips	0	3	41	0	50	9	0	0	0	0	0	0	37	0	45	0
<b>2022 Buildout Total</b>	<b>0</b>	<b>461</b>	<b>122</b>	<b>0</b>	<b>182</b>	<b>343</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>124</b>	<b>0</b>

**INTERSECTION VOLUME DEVELOPMENT**

**North Avenue at Glen Iris Drive  
AM PEAK HOUR**

Description	Glen Iris Dr Northbound				Glen Iris Dr Southbound				North Ave Eastbound				North Ave Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2017 Traffic Volumes	210	197	61		51	123	87		116	372	68		38	764	59	
Pedestrians	14				6				8				9			
Conflicting Pedestrians	8		9		9		8		6		14		14		6	
Heavy Vehicles	0	0	1		1	0	0		0	17	0		0	13	1	
Heavy Vehicle %	2%	2%	2%		2%	2%	2%		2%	5%	2%		2%	2%	2%	
Peak Hour Factor	0.92				0.92				0.92				0.92			
Adjustment																
Adjusted 2017 Volumes	210	197	61	0	51	123	87	0	116	372	68	0	38	764	59	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%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
New Road Adjustment																
Other Proposed Developments																
2022 Background Traffic	226	212	66	0	55	133	94	0	125	401	73	0	41	823	64	0
<b>Project Trips</b>																
Trip Distribution IN			8%		12%					45%						
Trip Distribution OUT													8%	45%	5%	
Residential Trips	0	0	3	0	4	0	0	0	0	15	0	0	10	59	7	0
Trip Distribution IN		4%	4%						15%	25%						
Trip Distribution OUT						4%	15%						4%	25%		
Hotel Trips	0	5	5	0	0	3	12	0	18	29	0	0	3	19	0	0
Trip Distribution IN			8%		12%					45%						
Trip Distribution OUT													8%	45%	5%	
Office Trips	0	0	7	0	10	0	0	0	0	37	0	0	1	4	0	0
Trip Distribution IN		4%	4%						15%	25%						
Trip Distribution OUT						4%	15%						4%	25%		
Retail Trips	0	1	1	0	0	1	2	0	4	6	0	0	1	4	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	6	16	0	14	4	14	0	22	87	0	0	15	86	7	0
<b>2022 Buildout Total</b>	<b>226</b>	<b>218</b>	<b>82</b>	<b>0</b>	<b>69</b>	<b>137</b>	<b>108</b>	<b>0</b>	<b>147</b>	<b>488</b>	<b>73</b>	<b>0</b>	<b>56</b>	<b>909</b>	<b>71</b>	<b>0</b>

**PM PEAK HOUR**

Description	Glen Iris Dr Northbound				Glen Iris Dr Southbound				North Ave Eastbound				North Ave Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2017 Traffic Volumes	80	173	56		66	215	65		238	747	274		134	448	109	
Pedestrians	25				21				21				21			
Conflicting Pedestrians	21		21		21		21		21		25		25		21	
Heavy Vehicles	0	0	0		0	0	0		0	0	1		0	1	0	
Heavy Vehicle %	2%	2%	2%		2%	2%	2%		2%	2%	2%		2%	2%	2%	
Peak Hour Factor	0.90				0.90				0.90				0.90			
Adjustment																
Adjusted 2017 Volumes	80	173	56	0	66	215	65	0	238	747	274	0	134	448	109	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%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
New Road Adjustment																
Other Proposed Developments																
2022 Background Traffic	86	186	60	0	71	232	70	0	256	805	295	0	144	483	117	0
<b>Project Trips</b>																
Trip Distribution IN			8%		12%					45%						
Trip Distribution OUT													8%	45%	5%	
Residential Trips	0	0	6	0	9	0	0	0	0	35	0	0	4	21	2	0
Trip Distribution IN		4%	4%						15%	25%						
Trip Distribution OUT						4%	15%						4%	25%		
Hotel Trips	0	4	4	0	0	4	16	0	15	26	0	0	4	27	0	0
Trip Distribution IN			8%		12%					45%						
Trip Distribution OUT													8%	45%	5%	
Office Trips	0	0	1	0	2	0	0	0	0	6	0	0	6	36	5	0
Trip Distribution IN		4%	4%						15%	25%						
Trip Distribution OUT						4%	15%						4%	25%		
Retail Trips	0	4	4	0	0	3	12	0	14	23	0	0	3	20	0	0
Pass-By Trips	-1	0	1	0	0	0	0	0	0	3	-3	0	3	1	0	0
Total Project Trips	-1	8	16	0	11	7	28	0	29	93	-3	0	20	105	7	0
<b>2022 Buildout Total</b>	<b>85</b>	<b>194</b>	<b>76</b>	<b>0</b>	<b>82</b>	<b>239</b>	<b>98</b>	<b>0</b>	<b>285</b>	<b>898</b>	<b>292</b>	<b>0</b>	<b>164</b>	<b>588</b>	<b>124</b>	<b>0</b>

**INTERSECTION VOLUME DEVELOPMENT**

**North Ave at Driveway 4/Southern Dairies Driveway  
AM PEAK HOUR**

Description	Southern Dairies D/W				Driveway 4				North Ave				North Ave			
	Northbound		Southbound		Southbound		Northbound		Eastbound		Westbound		Westbound		U-turn	
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2017 Traffic Volumes	0	0	1		4	0	29		22	475	20		26	861	17	
Pedestrians	0				0				13				23			
Conflicting Pedestrians	13		23		23		13		0		0		0		0	
Heavy Vehicles	0	0	0		0	0	0		0	19	0		0	14	0	
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.91				0.91				0.91				0.91			
Adjustment																
Adjusted 2017 Volumes	0	0	1	0	4	0	29	0	22	475	20	0	26	861	17	0
Annual Growth Rate										1.5%				1.5%		
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.077	1.000	1.000	1.000	1.077	1.000	1.000
New Road Adjustment																
Other Proposed Developments																
2022 Background Traffic	0	0	1	0	4	0	29	0	22	512	20	0	26	928	17	0
<b>Project Trips</b>																
Trip Distribution IN										65%						
Trip Distribution OUT														58%		
Residential Trips	0	0	0	0	0	0	0	0	0	21	0	0	0	75	0	0
Trip Distribution IN										29%						
Trip Distribution OUT														29%		
Hotel Trips	0	0	0	0	0	0	0	0	0	34	0	0	0	22	0	0
Trip Distribution IN										65%						
Trip Distribution OUT														58%		
Office Trips	0	0	0	0	0	0	0	0	0	54	0	0	0	5	0	0
Trip Distribution IN										29%						
Trip Distribution OUT														29%		
Retail Trips	0	0	0	0	0	0	0	0	0	7	0	0	0	4	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	0	0	116	0	0	0	106	0	0
<b>2022 Buildout Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>22</b>	<b>628</b>	<b>20</b>	<b>0</b>	<b>26</b>	<b>1,034</b>	<b>17</b>	<b>0</b>

**PM PEAK HOUR**

Description	Southern Dairies D/W				Driveway 4				North Ave				North Ave			
	Northbound		Southbound		Southbound		Northbound		Eastbound		Westbound		Westbound		U-turn	
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2017 Traffic Volumes	16	0	17		4	0	5		4	806	7	2	2	718	14	2
Pedestrians	1				0				11				28			
Conflicting Pedestrians	11		28		28		11		0		1		1		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%	2%	2%	2%	2%
Peak Hour Factor	0.87				0.87				0.87				0.87			
Adjustment																
Adjusted 2017 Volumes	16	0	17	0	4	0	5	0	4	806	7	2	2	718	14	2
Annual Growth Rate										1.5%				1.5%		
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.077	1.000	1.000	1.000	1.077	1.000	1.000
New Road Adjustment																
Other Proposed Developments																
2022 Background Traffic	16	0	17	0	4	0	5	0	4	868	7	2	2	773	14	2
<b>Project Trips</b>																
Trip Distribution IN										65%						
Trip Distribution OUT														58%		
Residential Trips	0	0	0	0	0	0	0	0	0	52	0	0	0	27	0	0
Trip Distribution IN										29%						
Trip Distribution OUT														29%		
Hotel Trips	0	0	0	0	0	0	0	0	0	30	0	0	0	31	0	0
Trip Distribution IN										65%						
Trip Distribution OUT														58%		
Office Trips	0	0	0	0	0	0	0	0	0	8	0	0	0	47	0	0
Trip Distribution IN										29%						
Trip Distribution OUT														29%		
Retail Trips	0	0	0	0	0	0	0	0	0	26	0	0	0	23	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0
Total Project Trips	0	0	0	0	0	0	0	0	0	120	0	0	0	132	0	0
<b>2022 Buildout Total</b>	<b>16</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>4</b>	<b>988</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>905</b>	<b>14</b>	<b>2</b>

**INTERSECTION VOLUME DEVELOPMENT**

**North Avenue at Driveway 5/Ponce Park Apartments  
AM PEAK HOUR**

Description	Ponce Park Apartments				Driveway 5				North Ave				North Ave			
	Northbound		Southbound		Northbound		Southbound		Eastbound		Westbound		Eastbound		Westbound	
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2017 Traffic Volumes	11	2	20		23	1	52		192	258	16		11	813	198	
Pedestrians	39				23				9				11			
Conflicting Pedestrians	9		11		11		9		23		39		39		23	
Heavy Vehicles	0	0	0		0	0	0		1	18	0		0	14	0	
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	7%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.90				0.90				0.90				0.90			
Adjustment																
Adjusted 2017 Volumes	11	2	20	0	23	1	52	0	192	258	16	0	11	813	198	0
Annual Growth Rate										1.5%				1.5%		
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.077	1.000	1.000	1.000	1.077	1.000	1.000
New Road Adjustment																
Other Proposed Developments																
2022 Background Traffic	11	2	20	0	23	1	52	0	192	278	16	0	11	876	198	0
<b>Project Trips</b>																
Trip Distribution IN									44%	21%						16%
Trip Distribution OUT					15%		20%							38%		
Residential Trips	0	0	0	0	20	0	26	0	15	7	0	0	0	49	5	0
Trip Distribution IN									28%	1%						19%
Trip Distribution OUT					19%		28%							1%		
Hotel Trips	0	0	0	0	15	0	22	0	33	1	0	0	0	1	22	0
Trip Distribution IN									44%	21%						16%
Trip Distribution OUT					15%		20%							38%		
Office Trips	0	0	0	0	1	0	2	0	37	17	0	0	0	3	13	0
Trip Distribution IN									28%	1%						19%
Trip Distribution OUT					19%		28%							1%		
Retail Trips	0	0	0	0	3	0	4	0	7	0	0	0	0	0	5	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	39	0	54	0	92	25	0	0	0	53	45	0
<b>2022 Buildout Total</b>	<b>11</b>	<b>2</b>	<b>20</b>	<b>0</b>	<b>62</b>	<b>1</b>	<b>106</b>	<b>0</b>	<b>284</b>	<b>303</b>	<b>16</b>	<b>0</b>	<b>11</b>	<b>929</b>	<b>243</b>	<b>0</b>

**PM PEAK HOUR**

Description	Ponce Park Apartments				Driveway 5				North Ave				North Ave			
	Northbound		Southbound		Northbound		Southbound		Eastbound		Westbound		Eastbound		Westbound	
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2017 Traffic Volumes	6	2	19		104	9	184		129	668	25	1	46	523	98	
Pedestrians	89				35				30				14			
Conflicting Pedestrians	30		14		14		30		35		89		89		35	
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%	2%	2%	2%	2%
Peak Hour Factor	0.87				0.87				0.87				0.87			
Adjustment																
Adjusted 2017 Volumes	6	2	19	0	104	9	184	0	129	668	25	1	46	523	98	0
Annual Growth Rate										1.5%				1.5%		
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.077	1.000	1.000	1.000	1.077	1.000	1.000
New Road Adjustment																
Other Proposed Developments																
2022 Background Traffic	6	2	19	0	104	9	184	0	129	720	25	1	46	563	98	0
<b>Project Trips</b>																
Trip Distribution IN									44%	21%						16%
Trip Distribution OUT					15%		20%							38%		
Residential Trips	0	0	0	0	7	0	9	0	35	17	0	0	0	18	13	0
Trip Distribution IN									28%	1%						19%
Trip Distribution OUT					19%		28%							1%		
Hotel Trips	0	0	0	0	20	0	30	0	29	1	0	0	0	1	20	0
Trip Distribution IN									44%	21%						16%
Trip Distribution OUT					15%		20%							38%		
Office Trips	0	0	0	0	12	0	16	0	6	3	0	0	0	31	2	0
Trip Distribution IN									28%	1%						19%
Trip Distribution OUT					19%		28%							1%		
Retail Trips	0	0	0	0	15	0	22	0	25	1	0	0	0	1	17	0
Pass-By Trips	0	0	0	0	6	0	7	0	10	-6	0	0	0	-3	3	0
Total Project Trips	0	0	0	0	60	0	84	0	105	16	0	0	0	48	55	0
<b>2022 Buildout Total</b>	<b>6</b>	<b>2</b>	<b>19</b>	<b>0</b>	<b>164</b>	<b>9</b>	<b>268</b>	<b>0</b>	<b>234</b>	<b>736</b>	<b>25</b>	<b>1</b>	<b>46</b>	<b>611</b>	<b>153</b>	<b>0</b>

**INTERSECTION VOLUME DEVELOPMENT**

**North Avenue at Driveway 6/Angier Ave  
AM PEAK HOUR**

Description	Angier Ave Northbound				Driveway 6 Southbound				North Ave Eastbound				North Ave Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2017 Traffic Volumes	11	0	0		3	0	60		11	281	13	1	0	950	2	
Pedestrians	0				0				1				16			
Conflicting Pedestrians	1		16		16		1		0		0		0		0	
Heavy Vehicles	10	0	0		0	0	0		0	6	12		0	4	0	
Heavy Vehicle %	91%	2%	2%	2%	2%	2%	2%	2%	2%	2%	92%	2%	2%	2%	2%	2%
Peak Hour Factor	0.91				0.91				0.91				0.91			
Adjustment																
Adjusted 2017 Volumes	11	0	0	0	3	0	60	0	11	281	13	1	0	950	2	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%						1.5%				1.5%		
Growth Factor	1.077	1.077	1.077	1.077	1.000	1.000	1.000	1.000	1.000	1.077	1.000	1.000	1.000	1.077	1.000	1.000
New Road Adjustment																
Other Proposed Developments																
2022 Background Traffic	12	0	0	0	3	0	60	0	11	303	13	1	0	1,023	2	0
<b>Project Trips</b>																
Trip Distribution IN									21%					16%	9%	
Trip Distribution OUT					10%		38%			15%						
Residential Trips	0	0	0	0	13	0	49	0	7	20	0	0	0	5	3	0
Trip Distribution IN									1%					19%	1%	
Trip Distribution OUT					1%		1%			19%						
Hotel Trips	0	0	0	0	1	0	1	0	1	15	0	0	0	22	1	0
Trip Distribution IN									21%					16%	9%	
Trip Distribution OUT					10%		38%			15%						
Office Trips	0	0	0	0	1	0	3	0	17	1	0	0	0	13	7	0
Trip Distribution IN									1%					19%	1%	
Trip Distribution OUT					1%		1%			19%						
Retail Trips	0	0	0	0	0	0	0	0	0	3	0	0	0	5	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	15	0	53	0	25	39	0	0	0	45	11	0
<b>2022 Buildout Total</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>113</b>	<b>0</b>	<b>36</b>	<b>342</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>1,068</b>	<b>13</b>	<b>0</b>

**PM PEAK HOUR**

Description	Angier Ave Northbound				Driveway 6 Southbound				North Ave Eastbound				North Ave Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2017 Traffic Volumes	9	0	7		37	2	220		3	759	9	6	4	430	1	
Pedestrians	0				5				6				38			
Conflicting Pedestrians	6		38		38		6		5		0		0		5	
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%	2%	2%	2%	2%
Peak Hour Factor	0.87				0.87				0.87				0.87			
Adjustment																
Adjusted 2017 Volumes	9	0	7	0	37	2	220	0	3	759	9	6	4	430	1	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%						1.5%				1.5%		
Growth Factor	1.077	1.077	1.077	1.077	1.000	1.000	1.000	1.000	1.000	1.077	1.000	1.000	1.000	1.077	1.000	1.000
New Road Adjustment																
Other Proposed Developments																
2022 Background Traffic	10	0	8	0	37	2	220	0	3	818	9	6	4	463	1	0
<b>Project Trips</b>																
Trip Distribution IN									21%					16%	9%	
Trip Distribution OUT					10%		38%			15%						
Residential Trips	0	0	0	0	5	0	18	0	17	7	0	0	0	13	7	0
Trip Distribution IN									1%					19%	1%	
Trip Distribution OUT					1%		1%			19%						
Hotel Trips	0	0	0	0	1	0	1	0	1	20	0	0	0	20	1	0
Trip Distribution IN									21%					16%	9%	
Trip Distribution OUT					10%		38%			15%						
Office Trips	0	0	0	0	8	0	31	0	3	12	0	0	0	2	1	0
Trip Distribution IN									1%					19%	1%	
Trip Distribution OUT					1%		1%			19%						
Retail Trips	0	0	0	0	1	0	1	0	1	15	0	0	0	17	1	0
Pass-By Trips	0	0	0	0	2	0	1	0	2	-2	0	0	0	-1	1	0
Total Project Trips	0	0	0	0	17	0	52	0	24	52	0	0	0	51	11	0
<b>2022 Buildout Total</b>	<b>10</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>54</b>	<b>2</b>	<b>272</b>	<b>0</b>	<b>27</b>	<b>870</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>514</b>	<b>12</b>	<b>0</b>

**INTERSECTION VOLUME DEVELOPMENT**

**North Avenue at Somerset Terrace  
AM PEAK HOUR**

Description	Somerset Terrace Northbound				Somerset Terrace Southbound				North Ave Eastbound				North Ave Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2017 Traffic Volumes	65	10	27		8	1	47		12	255	21		13	851	13	
Pedestrians			1				4				4				3	
Conflicting Pedestrians	4		3		3		4		4		1		1		4	
Heavy Vehicles	0	0	2		0	0	0		0	13	1		0	12	0	
Heavy Vehicle %	2%	2%	7%	2%	2%	2%	2%	2%	2%	5%	5%	2%	2%	2%	2%	2%
Peak Hour Factor			0.91				0.91				0.91				0.91	
Adjustment																
Adjusted 2017 Volumes	65	10	27	0	8	1	47	0	12	255	21	0	13	851	13	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%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
New Road Adjustment																
Other Proposed Developments																
2022 Background Traffic	70	11	29	0	9	1	51	0	13	275	23	0	14	917	14	0
<b>Project Trips</b>																
Trip Distribution IN	1%						1%								23%	
Trip Distribution OUT									1%	23%	1%					
Residential Trips	0	0	0	0	0	0	0	0	1	30	1	0	0	8	0	0
Trip Distribution IN	1%						1%								18%	
Trip Distribution OUT									1%	18%	1%					
Hotel Trips	1	0	0	0	0	0	1	0	1	14	1	0	0	21	0	0
Trip Distribution IN	1%						1%								23%	
Trip Distribution OUT									1%	23%	1%					
Office Trips	1	0	0	0	0	0	1	0	0	2	0	0	0	19	0	0
Trip Distribution IN	1%						1%								18%	
Trip Distribution OUT									1%	18%	1%					
Retail Trips	0	0	0	0	0	0	0	0	0	3	0	0	0	5	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	2	0	0	0	0	0	2	0	2	49	2	0	0	53	0	0
<b>2022 Buildout Total</b>	<b>72</b>	<b>11</b>	<b>29</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>53</b>	<b>0</b>	<b>15</b>	<b>324</b>	<b>25</b>	<b>0</b>	<b>14</b>	<b>970</b>	<b>14</b>	<b>0</b>

**PM PEAK HOUR**

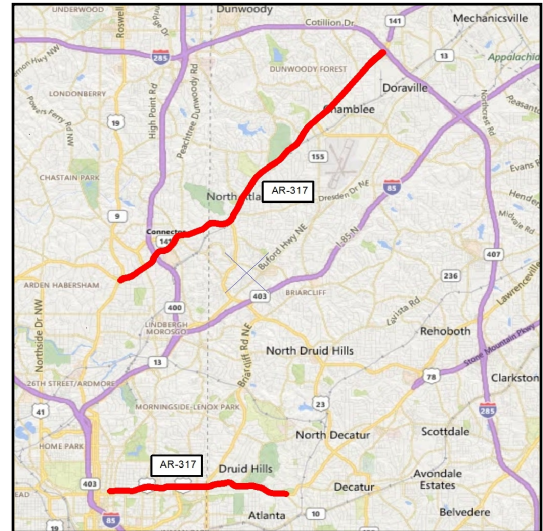
Description	Somerset Terrace Northbound				Somerset Terrace Southbound				North Ave Eastbound				North Ave Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2017 Traffic Volumes	19	7	17		9	15	56		57	721	54	1	35	337	21	
Pedestrians			0				14				6				6	
Conflicting Pedestrians	6		6		6		6		14		0		0		14	
Heavy Vehicles	0	0	0		0	0	0		0	3	0		0	0	0	
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor			0.96				0.96				0.96				0.96	
Adjustment																
Adjusted 2017 Volumes	19	7	17	0	9	15	56	0	57	721	54	1	35	337	21	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%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
New Road Adjustment																
Other Proposed Developments																
2022 Background Traffic	20	8	18	0	10	16	60	0	61	777	58	1	38	363	23	0
<b>Project Trips</b>																
Trip Distribution IN	1%						1%								23%	
Trip Distribution OUT									1%	23%	1%					
Residential Trips	1	0	0	0	0	0	1	0	0	11	0	0	0	18	0	0
Trip Distribution IN	1%						1%								18%	
Trip Distribution OUT									1%	18%	1%					
Hotel Trips	1	0	0	0	0	0	1	0	1	19	1	0	0	19	0	0
Trip Distribution IN	1%						1%								23%	
Trip Distribution OUT									1%	23%	1%					
Office Trips	0	0	0	0	0	0	0	0	1	19	1	0	0	3	0	0
Trip Distribution IN	1%						1%								18%	
Trip Distribution OUT									1%	18%	1%					
Retail Trips	1	0	0	0	0	0	1	0	1	14	1	0	0	16	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	3	0	0	0	0	0	3	0	3	63	3	0	0	56	0	0
<b>2022 Buildout Total</b>	<b>23</b>	<b>8</b>	<b>18</b>	<b>0</b>	<b>10</b>	<b>16</b>	<b>63</b>	<b>0</b>	<b>64</b>	<b>840</b>	<b>61</b>	<b>1</b>	<b>38</b>	<b>419</b>	<b>23</b>	<b>0</b>



## **Appendix F**

### **Programmed Projects**

<b>Short Title</b>	SR 141 AND SR 8 CONNECTED VEHICLE PILOT PROGRAM
<b>GDOT Project No.</b>	0015625
<b>Federal ID No.</b>	N/A
<b>Status</b>	Programmed
<b>Service Type</b>	Roadway / Operations & Safety
<b>Sponsor</b>	GDOT
<b>Jurisdiction</b>	Regional - Central
<b>Analysis Level</b>	Exempt from Air Quality Analysis (40 CFR 93)



<b>Existing Thru Lane</b>	<input type="text" value="N/A"/>	<b>LCI</b>	<input type="checkbox"/>	<b>Network Year</b>	<input type="text" value="TBD"/>
<b>Planned Thru Lane</b>	<input type="text" value="N/A"/>	<b>Flex</b>	<input type="checkbox"/>	<b>Corridor Length</b>	<input type="text" value="N/A"/> miles

**Detailed Description and Justification**

This project will install roadside units for broadcasting Signal Phase and Timing (SPaT) information to be received by vehicles for connected vehicle applications. The information received by these units will provide the driver with feedback about the signal status. On SR 141, the project will run from SR 9 (Roswell Road) to I-285 Westbound Ramp. On SR 8 (Ponce de Leon Avenue) from Juniper Street to East Lake Road.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
CST	Congestion Mitigation & Air Quality Improvement (CMAQ)		2017	\$1,000,000	\$800,000	\$0,000	\$0,000	\$200,000
				<b>\$1,000,000</b>	<b>\$800,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$200,000</b>

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

**Short Title** ATLANTA STREETCAR EAST EXTENSION FROM JACKSON STREET TO ATLANTA BELTLINE/IRWIN STREET

**GDOT Project No.** N/A

**Federal ID No.** N/A

**Status** Long Range

**Service Type** Transit / Rail Capital

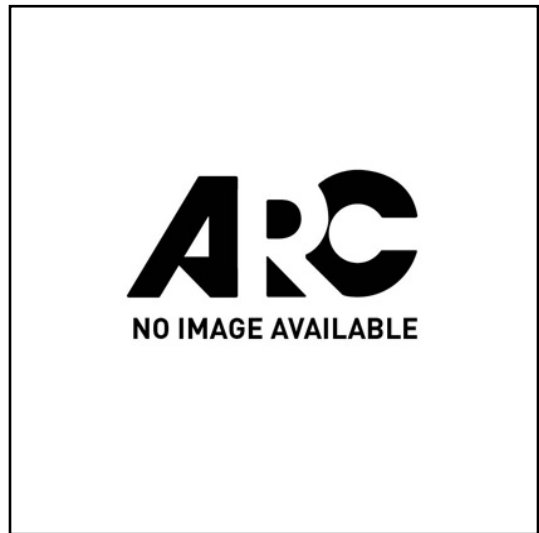
**Sponsor** City of Atlanta/Atlanta BeltLine, Inc.

**Jurisdiction** City of Atlanta

**Analysis Level** In the Region's Air Quality Conformity Analysis

**Existing Thru Lane**  **LCI**

**Planned Thru Lane**  **Flex**



**Network Year**

**Corridor Length**  miles

**Detailed Description and Justification**

This project comprises the construction elements of AR-490A

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ROW	New Starts		LR 2022-2030	<b>\$3,132,000</b>	\$1,409,400	\$0,000	\$0,000	\$1,722,600
UTL	New Starts		LR 2022-2030	<b>\$9,396,000</b>	\$4,228,200	\$0,000	\$0,000	\$5,167,800
CST	New Starts		LR 2022-2030	<b>\$50,112,000</b>	\$22,550,400	\$0,000	\$0,000	\$27,561,600
				<b>\$62,640,000</b>	<b>\$28,188,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$34,452,000</b>

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

**Short Title** ATLANTA STREETCAR - ATLANTA BELTLINE EAST CORRIDOR FROM MONTGOMERY FERRY ROAD TO GLENWOOD AVENUE

**GDOT Project No.** TBD

**Federal ID No.** N/A

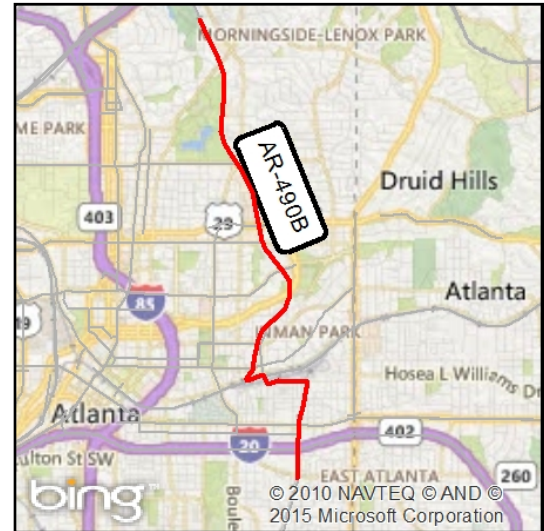
**Status** Long Range

**Service Type** Transit / Rail Capital

**Sponsor** City of Atlanta

**Jurisdiction** Regional - Central

**Analysis Level** In the Region's Air Quality Conformity Analysis



**Existing Thru Lane**  **LCI**

**Planned Thru Lane**  **Flex**

**Network Year**

**Corridor Length**  miles

**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 5.1 miles extension from Montgomery Ferry Rd to Glenwood Avenue.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	New Starts		LR 2031-2040	\$367,200,000	\$165,240,000	\$0,000	\$0,000	\$201,960,000
				<b>\$367,200,000</b>	<b>\$165,240,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$201,960,000</b>

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

**Short Title** ATLANTA STREETCAR - MIDTOWN / CROSSTOWN CORRIDOR FROM BELTLINE EAST CORRIDOR TO BELTLINE WEST CORRIDOR

**GDOT Project No.** TBD

**Federal ID No.** N/A

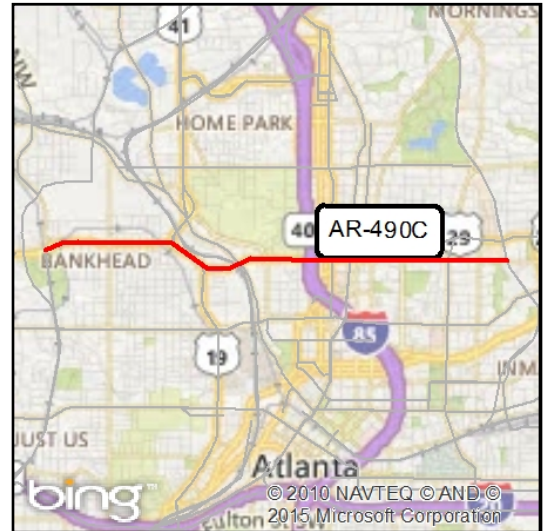
**Status** Long Range

**Service Type** Transit / Rail Capital

**Sponsor** City of Atlanta

**Jurisdiction** Regional - Central

**Analysis Level** In the Region's Air Quality Conformity Analysis



**Existing Thru Lane**  **LCI**

**Planned Thru Lane**  **Flex**

**Network Year**

**Corridor Length**  miles

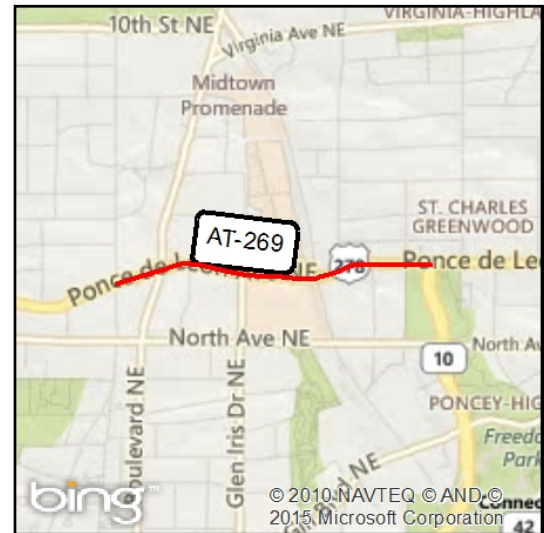
**Detailed Description and Justification**

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.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	New Starts		LR 2031-2040	\$345,600,000	\$155,520,000	\$0,000	\$0,000	\$190,080,000
				<b>\$345,600,000</b>	<b>\$155,520,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$190,080,000</b>

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

<b>Short Title</b>	PONCE DE LEON AVENUE / BELTLINE PEDESTRIAN CONNECTION FROM BOULEVARD/MONROE DRIVE TO FREEDOM PARKWAY
<b>GDOT Project No.</b>	0012586
<b>Federal ID No.</b>	N/A
<b>Status</b>	Programmed
<b>Service Type</b>	Last Mile Connectivity / Pedestrian Facility
<b>Sponsor</b>	Atlanta BeltLine Inc., City of Atlanta
<b>Jurisdiction</b>	City of Atlanta
<b>Analysis Level</b>	Exempt from Air Quality Analysis (40 CFR 93)



<b>Existing Thru Lane</b>	<input type="text" value="4"/>	<b>LCI</b>	<input checked="" type="checkbox"/>	<b>Network Year</b>	<input type="text" value="TBD"/>
<b>Planned Thru Lane</b>	<input type="text" value="4"/>	<b>Flex</b>	<input type="checkbox"/>	<b>Corridor Length</b>	<input type="text" value="N/A"/> miles

**Detailed Description and Justification**

This is a last mile connectivity project to be implemented along Ponce De Leon Avenue. The project will connect people walking or bicycling to the Atlanta BeltLine Eastside Trail. Improvements to all relevant intersections along SR 8 (Ponce de Leon Avenue) between Monroe Drive/Boulevard and Freedom Parkway, as well as vertical access to the Atlanta BeltLine on the north side of Ponce de Leon Avenue. The project will address pedestrian lighting and sidewalk improvements from Monroe Drive/Boulevard to Freedom Parkway. A ramp and retaining wall system will be constructed on the back side of the existing CVS located in the Midtown Place shopping Center. The ramp/retaining wall structure will replace an existing system of retaining walls on the west side of the Atlanta BeltLine corridor. The ramp will be ADA compliant. A staircase/retaining wall system will be constructed on the northeast corner of the Atlanta BeltLine Ponce de Leon overpass, connecting Ponce de Leon to the Atlanta BeltLine overpass. The stair will be constructed against the existing Paris on Ponce building, with a retaining wall system to the west.

Phase Status & Funding Information	Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
				FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE STP - Urban (>200K) (ARC)	AUTH	2013	\$495,991	\$396,793	\$0,000	\$0,000	\$99,198
ROW Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2016	\$3,060,000	\$1,720,000	\$0,000	\$0,000	\$1,340,000
CST Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)		2018	\$4,354,009	\$3,483,207	\$0,000	\$0,000	\$870,802
			<b>\$7,910,000</b>	<b>\$5,600,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$2,310,000</b>

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



TR Transit Projects

RTP RTP Projects

RD Road Diet/Removal of Reversible Lanes

OW One-way to two-way conversions.

RW Roadway Widening

IS Signalization project.

RD Road Diet/Removal of Reversible Lanes

EX Expressway Access. Modifies connection to an interstate.

IR Realignment of Streets as necessary for intersection projects. These are primarily coded for correcting offsets in the street grid.

RA Realignment of Streets. These projects may involve the addition of new street network; any added streets intersecting with the main streets being aligned should be coded as the same project.

IC Addition of capacity at intersections.

NS New Streets and Network from redevelopment. This usually refers to street extensions that would be public projects but can also be public contributions to network primarily added by private development.

TC Traffic Calming

BR Bicycle Route

CS Complete Street

PA Pedestrian Amenity

Goals

Provide Balanced Transportation Choices

Promote Public Health and Safety

Prepare for Growth

Maintain Fiscal Sustainability

Create Environmental Sustainability

Preserve Neighborhoods

Create Desirable Places for All Citizens

Regional/Federal Funding?

Beltline/TAD Funding?

New Local Funding?

PROJECT ID	Tier	PROJECT NAME	PROJECT TYPE	PROJECT DESCRIPTION	GENERAL LOCATION	PERCENT OF GOAL FULFILLED	Regional/Federal Funding?	Beltline/TAD Funding?	New Local Funding?						
PS-TW-003	Tier 4	Baker/Harris 2 Way Conversion	Operational	2 Way Conversion		0%	0%	50%	33%	0%	50%	-33%	✓		
RA-001-01	Tier 2	Piedmont Road Extension	Realignment	.35 mile Street realignment an extension of Piedmont Road north as a 5-lane roadway with on-street parking.	From Habersham Road north to Roswell Road, approximately .35 miles.	33%	33%	0%	0%	0%	0%	33%			
RA-001-02	Tier 2	Roswell Road Re-build	Realignment	Roswell Road reconstruction from 5-lanes to 3-lanes, from Habersham Road to New Piedmont 1,800 feet.	Buckhead	33%	33%	0%	0%	0%	0%	33%			
RA-001-03	Tier 7	Old Ivy / Blackland Road Reconnection and widening	Realignment	Reconnection of Old Ivey to Blackland and winding roadway from 2-lanes to 3-lanes between Roswell Road and the New Piedmont Road, approximately 500 feet.	Buckhead	0%	33%	0%	33%	0%	0%	33%			
RA-001-04	Tier 3	Powers Ferry Extension	Realignment	Extend Powers Ferry from Roswell Road to the New Piedmont Road a 3-lane street, approximately 500 feet.	Buckhead	33%	0%	-67%	0%	0%	100%	33%			
RA-002-01	Tier 5	Bolton Road Realignment and extension	Realignment	Realign and extend Bolton road southeast and north from 300 feet east of Barnet Drive to Moore Mill Road as a 2-lane street with on-street parking, approximately 2,400 feet.	Northwest Corridor	67%	0%	33%	0%	0%	25%	-33%	✓		
RB-001	Tier 10	Fairburn Road and Collier Drive	Roundabout	Redesign intersection to accommodate a single-lane roundabout.	Collier Drive	0%	33%	0%	0%	0%	25%	33%			
RB-002	Tier 5	Simpson Road/H.E. Holmes Drive	Roundabout	Roundabout at Simpson Road and H.E. Holmes Drive	West Atlanta	0%	0%	0%	33%	0%	25%	33%			
RB-003	Tier 6	Ralph David Abernathy and Westview Drive	Roundabout	Redesign intersection to accommodate a single-lane roundabout.	Westview Cemetery	0%	67%	-67%	33%	0%	25%	33%			
RB-004	Tier 10	Langhorne/Westview	Roundabout	Roundabout at Langhorne and Westview, should coincide with replacement of existing Westview bridge	Donald Lee Hollowell Parkway	0%	67%	-67%	33%	0%	25%	33%			
RB-005	Tier 10	Pryor Road and Claire Drive	Roundabout	Redesign intersection to accommodate a single-lane roundabout.	Lakewood Amphitheatre	0%	67%	-67%	33%	0%	25%	33%			
RB-006	Tier 10	Benhill Road and Campbellton Road	Roundabout	Roundabout at Campbellton Road and Ben Hill Road (in conjunction with NS-042)	Greenbriar Mall	33%	33%	33%	0%	0%	50%	-67%	✓		
RD-001	Tier 1	Northside Drive Removal of Reversible Lanes	Road Diet	Remove reversible traffic operations and repave/restripe roadway between I-75 and Arden Road Parkway, approximately 2.2 miles.	Northside Drive	33%	33%	33%	0%	0%	50%	-67%	✓		
RD-002	Tier 2	Northside Drive Road Diet	Road Diet	Reduce Northside Drive through restriping from 4 lanes (undivided) to 2-lanes with continuous Center Turn Lane from Arden Road to Moores Mill Road, approximately 2,600 feet.	Northside Drive	33%	-33%	67%	0%	0%	50%	-33%	✓		
RD-003	Tier 9	Northside Parkway Road Diet	Road Diet	Reduce Northside Drive through median widening from 4 lanes to 2 lanes, from Northside Drive to Moores Mill Road. Existing narrow median would be replaced with a wider median accommodating left turn storage lanes.	Northside Parkway	67%	-33%	50%	33%	0%	0%	-33%			
RD-004	Tier 1	Howell Mill Restriping (Part 1)	Road Diet	Restripe Howell Mill Road from Collier Drive to Beck Street to one travel lane in each direction with continuous center turn lane, approximately 630 feet.	Howell Mill Road	33%	0%	0%	33%	0%	50%	-33%	✓		
RD-005	Tier 6	Howell Mill Restriping	Road Diet	Restripe Howell Mill Road from 14th Street south to Marietta Street to one travel lane in each direction with continuous center turn lane, approximately 2,600 feet. (include landscape median between Marietta Street and	Howell Mill Road	0%	0%	0%	-33%	0%	75%	33%			
RD-006	Tier 6	Martin Luther King Road Diet	Road Diet	Restripe MLK Road from HE Holmes Dr to Northside Dr from four-lane undivided roadway to three-lane (two travel lanes with center two-way left turn lane) and 5-foot bicycle lanes.		0%	0%	0%	-33%	0%	75%	33%			
RD-007	Tier 7	Cascade Road Diet	Road Diet	Add two-way left turn lane. This requires restriping that would eliminate existing bicycle lane.		0%	-33%	0%	0%	0%	75%	33%			
RD-008	Tier 10	Boulevard Road Diet	Road Diet	4 lanes to 3 lanes from Interstate 20 to Confederate		33%	67%	-50%	-33%	0%	25%	33%			
RD-009	Tier 8	North Avenue Road Diet	Road Diet	Reduce North Avenue from a six lane facility to a 4-lane facility with a median to accommodate left turn storage lanes at intersections.		67%	0%	0%	0%	0%	25%	-33%			
RD-010	Tier 8	Langhorn Street Road Diet	Road Diet	Reduce Langhorn Street from a 6-lane roadway to a 3-lane roadway with a median to accommodate left turn storage lanes at intersections.		0%	0%	0%	0%	0%	25%	33%			



## ROADWAYS

### NORTH ANGIER AVENUE

Resurfacing from North Avenue to end of street

Project Name: North Angier Avenue

Project Start: 04-2016

Project Budget: \$234,195

Construction Start: 05-2017

 Detailed engineering cost estimate underway

Project Type: 

Project completion: 06-2017

% Complete



## ROADWAYS

### OLD FOURTH NEIGHBORHOOD IMPROVEMENTS

Neighborhood Improvements from Old Fourth Ward Master Plan

Project Name: Old Fourth Neighborhood Improvements

Project Start: 02-2017

Project Budget: \$500,000

Construction Start: 09-2017

 Detailed engineering cost estimate underway

Project Type: 

Project completion: 04-2018

% Complete



## ROADWAYS

### POUNCEY-HIGHLAND NEIGHBORHOOD IMPROVEMENTS

Neighborhood Improvements from Poncey-Highland Master Plan

Project Name: Poncey-Highland Neighborhood Improvements

Project Start: 11-2016

Project Budget: \$500,000

Construction Start: 08-2017

 Detailed engineering cost estimate underway

Project Type: 

Project completion: 02-2018

% Complete



## TRAFFIC SIGNALS

### NORTH AVENUE (TCC)

Upgrades along North Avenue from Moreland Avenue to Northside Drive, to optimize signal operations and communications network to ATCC

Project Name: North Avenue (TCC)

Project Start: 05-2016

Project Budget: \$1,863,810

Construction Start: 02-2018

 Detailed engineering cost estimate underway

Project Type: 

Project completion: 05-2019

% Complete