Transportation Analysis

1350 West Marietta Street
DRI #2774

City of Atlanta, Georgia

Report Prepared:

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EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed *1350 West Marietta Street* development located in the City of Atlanta, Georgia. The approximate 19.3-acre site is located just south of West Marietta Street and west of Marietta Boulevard, adjacent to CSX and a portion of the Atlanta Beltline. The proposed development will be mixed-use and will include residential, office, retail, and restaurant land uses.

The project is a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review due to the project size exceeding 500,000 SF of mixed-use development in a Maturing Neighborhood area per the Atlanta Region's Plan *Unified Growth Policy Map*. The DRI trigger for this development is the submittal of the Rezoning Application with the City of Atlanta, combined with the proposed development exceeding 500,000 gross square feet for mixed-use developments within the ARC designated maturing neighborhood area. The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on January 3, 2018 by the City of Atlanta.

According to GRTA's Procedures and Principles for GRTA Development of Regional Impact Review, the proposed DRI complies with the Expedited Review Criteria in **Section 3-102, Part F – Livable Centers Initiative (LCI)**, which states:

> *…the proposed DRI is located within an area approved for inclusion within the LCI program by the Atlanta Regional Commission and is consistent with the policies, design elements, and overall standards established by the study and any subsequently funded Supplemental Study(s). The local government(s) in which the LCI is located has completed and adopted the initial LCI Study within their Comprehensive Plan. Additionally, the local government(s) must have shown efforts towards implementation of the adopted study, by such methods as, approval of conforming development/redevelopment plan, adopted ordinances and/or codes, and implementation of the LCI's Five (5) Year Plan.*

The project site is located within the Upper Westside LCI (2010), which is currently under a five-year update. D3 Westside Revive is currently scheduled to be completed by April 2018. After review by the City of Atlanta's Department of City Planning, the 1350 West Marietta Street development is determined to be generally consistent with the LCI.

The present zoning classification of the project site is I-1 (Light Industrial) and I-2 (Heavy Industrial) according to the City of Atlanta Zoning Ordinance Map. The proposed zoning of the project site is MRC-3 (Mixed Residential and Commercial). The proposed project is expected to be completed by 2021 (approximately 4 years), and this analysis will consider the full build-out of the proposed site in 2021.

The proposed development will consist of the following land uses and densities (for the purposes of the calculation, residential units were assumed to be 1,500 SF per unit):

Residential:	695 apartment units (1,042,500 SF)
	5 townhouse units (7,500 SF)
Office:	132,000 SF
Retail:	22,000 SF
Restaurant:	29,500 SF
Total (approximate):	**1,233,500 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 and alternative transportation mode reductions.

Mixed-use reductions occur when a site has a combination of different land uses that interact with one another. For example, people living in a residential development may walk to the restaurants and retail instead of driving off-site or to the site. This reduces the number of vehicle trips that will be made on the roadway, thus reducing traffic congestion. These types of interactions are expected at the 1350 West Marietta Street – including residents walking to the restaurant and retail land uses.

Alternative modes reductions are taken when a site can be accessed by modes other than vehicles (walking, bicycling, transit, etc.). As the 1350 West Marietta Street is located in a maturing neighborhood with access to transit (the project site is located approximately 1 mile north of Bankhead MARTA rail station, is adjacent to MARTA Bus Route #26, and is approximately 0.3 miles from MARTA Bus Route 1), a 7% alternative mode reduction was taken. This reduction is consistent with GRTA's Letter of Understanding.

Pass-by reductions are taken for a site when 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. The retail and restaurant establishments proposed for the project are expected to generate pass-by trips.

Capacity analyses were performed throughout the study network for the Existing 2017 conditions, the Projected 2021 No-Build conditions, and the Projected 2021 Build conditions.

- Existing 2017 conditions represent traffic volumes that were collected in November 2017 by performing AM and PM peak hour turning movement counts at all but one existing study intersection. Counts at one existing study intersection were collected in January 2018.
- Projected 2021 No-Build conditions represent the existing traffic volumes grown for four (4) years at 1.5 percent per year throughout the study network.
- Projected 2021 Build conditions represent the Projected 2021 No-Build conditions with the addition of the project trips that are anticipated to be generated by the *1350 West Marietta Street* development.

Based on the **Existing 2017** conditions (*present conditions; i.e. excludes both the background traffic growth and the estimated project trips from the 1350 West Marietta Street DRI*), all but two (2) study intersections currently operate at or above their acceptable overall level-of-service standard of D during the AM and PM peak hours for the Existing 2017 conditions.

The signalized intersections of West Marietta Street at Marietta Boulevard (Intersection #3) currently operates at LOS E during both the AM and PM peak hours. The signalized intersection of Donald Lee Hollowell Parkway (SR 8) at Marietta Boulevard (Intersection #6) currently operate at LOS E during the PM peak hour. Since they currently operate at LOS E, the new level-of-service standard becomes LOS E for both the AM and PM peak hours for the intersection of West Marietta Street at Marietta Boulevard (Intersection #3), consistent the GRTA Letter of Understanding. The new level-of-service standard becomes LOS E for the PM peak hour only for the intersection of Donald Lee Hollowell Parkway (SR 8) at Marietta Boulevard (Intersection #6)

There are no recommended improvements for the Existing 2017 conditions scenario.

Based on the **Projected 2021 No-Build** conditions (*includes background traffic growth but excludes the estimated project trips from the 1350 West Marietta Street DRI*), all but one (1) study intersection are projected to operate at or above their acceptable overall level-of-service standard during the AM and PM peak hours for the Projected 2021 No-Build conditions. The signalized intersection of West Marietta Street at Marietta Boulevard (Intersection #3) is projected to operate at LOS F during the PM peak hour.

Based on the Projected 2021 No-Build conditions, the following improvements are recommended to reach an acceptable LOS at this intersection:

- Intersection #3: West Marietta Street at Marietta Boulevard
    - Restripe the southbound approach to consist of two (2) left turn lanes and one (1) shared through/right-turn lane.

      Note: The number of lanes on the northern leg does not change. Instead of two southbound lanes and two northbound lanes, the leg will consist of three southbound lanes and one northbound lane.

    - Restripe the northbound approach to consist of one (1) exclusive left-turn lane, one (1) exclusive through lane, and one (1) exclusive right-turn lane.

Based on the **Projected 2021 Build** conditions (*includes both the background traffic growth and the estimated project trips from the 1350 West Marietta Street DRI*), all but one (1) study intersection are projected to operate at or above their acceptable overall level-of-service standard during the AM and PM peak hours for the Projected 2021 Build conditions. The signalized intersection of West Marietta Street at Marietta Boulevard (Intersection #3) is projected to operate at LOS F during the AM and PM peak hours. However, with the improvements noted under the Projected 2021 No-Build conditions, the intersection is projected to operate at an acceptable level-of-service.

In addition to the recommended improvements under the Projected 2021 No-Build conditions, the following site-access improvements (driveway improvements) are recommended to serve the traffic associated with the *1350 West Marietta Street* development:

- Intersection #7: West Marietta Street at Proposed Driveway 1
  - On the site, construct one (1) northbound shared left/right-turn lane exiting the site onto Marietta Boulevard and one (1) ingress lane entering the site.

- Intersection #8: Marietta Boulevard at Proposed Driveway 2
  - On the site, construct one (1) eastbound shared left/right-turn lane exiting the site onto Marietta Boulevard and one (1) ingress lane entering the site.

  Note: Considerations should be made to restripe the two (2) northbound and three (3) southbound lanes along Marietta Boulevard to consist of two (2) northbound lanes, two (2) southbound lanes, and one (1) center two-way left-turn lane (to provide a northbound left-turn lane into the site).

- Intersection #9: Marietta Boulevard at Proposed Driveway 3
  - On the site, construct one (1) eastbound shared left/right-turn lane exiting the site onto Marietta Boulevard and one (1) ingress lane entering the site.

  Note: Considerations should be made to restripe the two (2) northbound and three (3) southbound lanes along Marietta Boulevard to consist of two (2) northbound lanes, two (2) southbound lanes, and one (1) center two-way left-turn lane (to provide a northbound left-turn lane into the site).

- Intersection #10: Marietta Boulevard at Proposed Driveway 4
  - On the site, construct one (1) eastbound shared left/right-turn lane exiting the site onto Marietta Boulevard and one (1) ingress lane entering the site.

1.0 PROJECT DESCRIPTION

1.1 Introduction

This report presents the analysis of the anticipated traffic impacts of the proposed *1350 West Marietta Street* development located in the City of Atlanta, Georgia. The approximate 19.3-acre site is located just south of West Marietta Street and west of Marietta Boulevard, adjacent to CSX and a portion of the Atlanta Beltline. The proposed development will be mixed-use and will include residential, office, retail, and restaurant land uses.

The proposed development will be approximately 1,233,500 SF of mixed-use development. The project will exceed 500,000 square feet for mixed-use developments within a maturing neighborhood area; therefore, the proposed development is a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review.

According to GRTA's Procedures and Principles for GRTA Development of Regional Impact Review, the proposed DRI complies with the Expedited Review Criteria in **Section 3-102, Part F – Livable Centers Initiative (LCI)**, which states:

> *…the proposed DRI is located within an area approved for inclusion within the LCI program by the Atlanta Regional Commission and is consistent with the policies, design elements, and overall standards established by the study and any subsequently funded Supplemental Study(s). The local government(s) in which the LCI is located has completed and adopted the initial LCI Study within their Comprehensive Plan. Additionally, the local government(s) must have shown efforts towards implementation of the adopted study, by such methods as, approval of conforming development/redevelopment plan, adopted ordinances and/or codes, and implementation of the LCI's Five (5) Year Plan.*

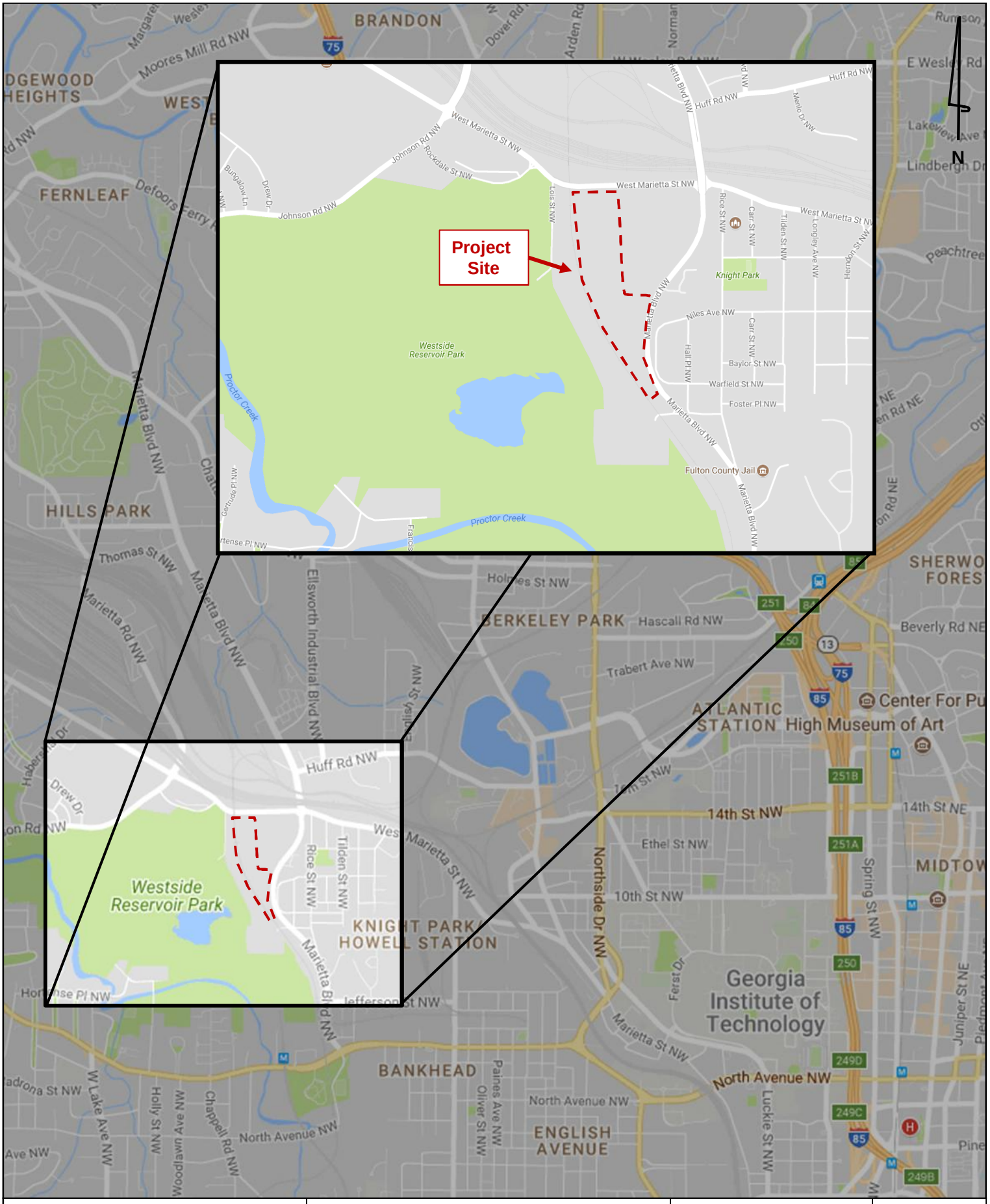
Figure 1 provides the site location of the *1350 West Marietta Street* development. **Figure 2** and **Figure 3** provide an aerial view of the project site and surrounding area. Field review photographs taken within the vicinity of the study network are located in the site photo log in **Appendix A**. The City of Atlanta Zoning Map and the *Atlanta Region's Plan Unified Growth Policy Map* are included in **Appendix B**.

The proposed project is expected to be completed by 2021, and this analysis will consider the full build-out of the proposed site in 2021. A summary of the proposed land-use and density is shown in **Table 1**.

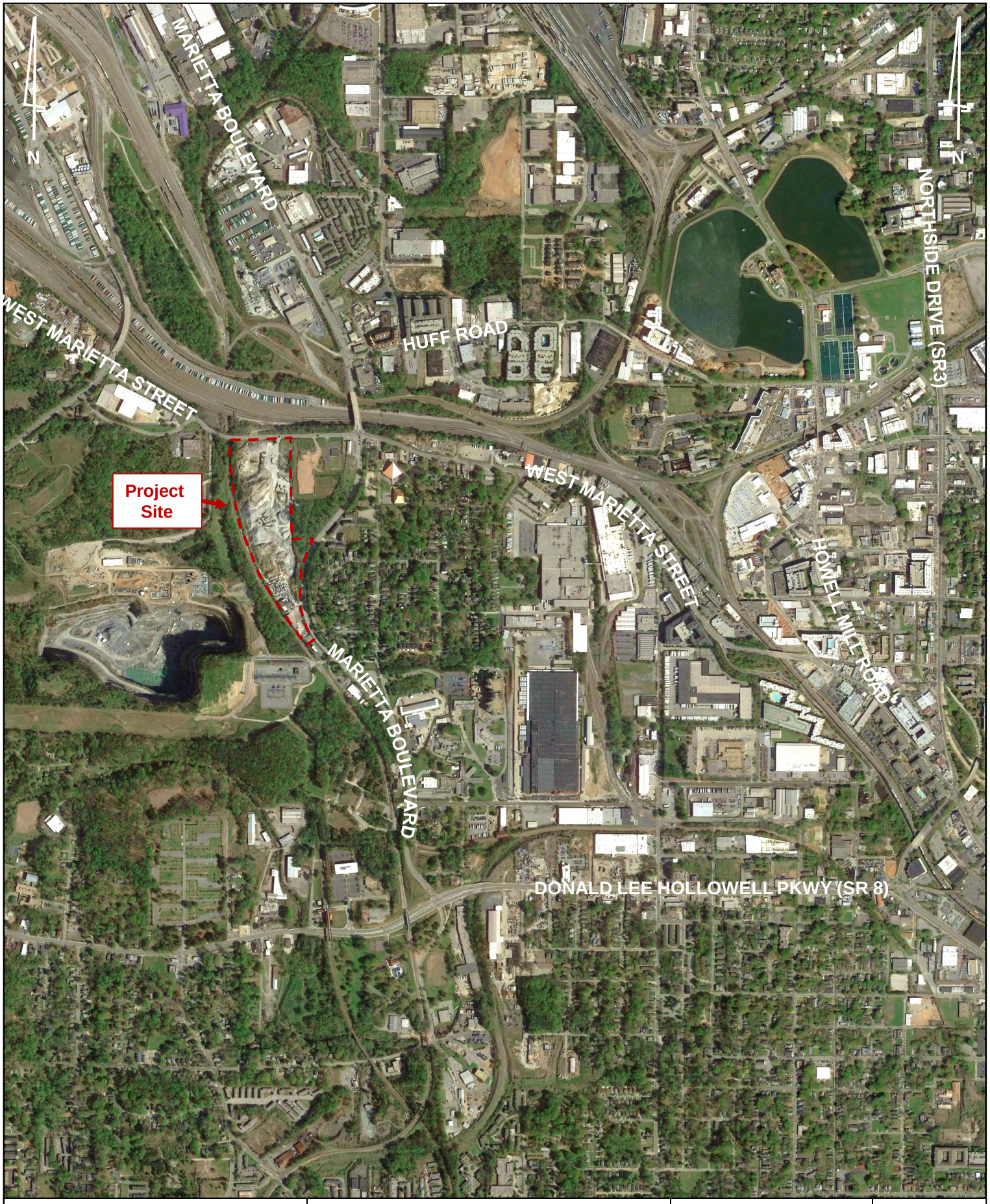
Table 1: Proposed Land Uses and Densities

Land Use	Density
Apartments	695 units (1,042,500 SF*)
Townhomes	5 units (7,500 SF*)
Office	132,000 SF
Retail	22,000 SF
Restaurant	29,500 SF
Total	**1,233,500 SF**

**Note: for the purposes of calculation, residential units were assumed to be 1,500 SF per unit*



Kimley»Horn	*1350 West Marietta Street* *DRI #2774* **Transportation Analysis**	**Site Location Map**	**Figure 1** **Page 6**



Kimley»Horn	*1350 West Marietta Street* *DRI #2774* **Transportation Analysis**	**Site Aerial (Zoomed out)**	**Figure 2**
			Page 7

Kimley»Horn	*1350 West Marietta Street* *DRI #2774* **Transportation Analysis**	**Site Aerial (Zoomed in)**	**Figure 3** **Page 8**

1.2 Site Plan Review

The proposed development is located on an approximately 19.3-acre site in the City of Atlanta, Georgia. The project site is bordered by West Marietta Street to the north, Marietta Boulevard to the east, and is adjacent to CSX and a portion of the Atlanta Beltline. The proposed development will be approximately 1,233,500 SF of mixed-use development. The property currently consists of a paving facility.

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

1.3 Site Access

As currently envisioned, the proposed development will be accessible via four (4) driveways:

1. **Proposed Driveway 1** – a proposed stop-controlled full-movement driveway located along West Marietta Street approximately 850 feet west of Marietta Boulevard.
2. **Proposed Driveway 2** – a proposed stop-controlled full-movement driveway located along Marietta Boulevard approximately 1,500 feet south of West Marietta Street.
3. **Proposed Driveway 3** – a proposed stop-controlled full-movement driveway located along Marietta Boulevard approximately 150 feet south of Proposed Driveway 2.
4. **Proposed Driveway 4** – a proposed stop-controlled full-movement driveway located along Marietta Boulevard approximately 125 feet south of Proposed Driveway 3.

The proposed site access points provide vehicular access to the entire development. Internal private roadways throughout the site provide access to all buildings and parking facilities. It should be noted that a fire access only driveway is provided along West Marietta Street approximately 450 feet from Proposed Driveway 1. See referenced site plan in **Appendix C** for a visual representation of vehicular access and circulation throughout the proposed development. The site driveways and internal roadways provide access to all parking on the site. Parking will be provided throughout the development as follows:

Total Parking Provided:	1,055 parking spaces
Parking Required:	787 parking spaces

1.4 Bicycle and Pedestrian Facilities

Pedestrian facilities (sidewalks) currently exist along the project site frontage along West Marietta Street. However, they do not exist along Marietta Boulevard. Bicycle facilities do not currently exist along the project site frontage. According to the DRI site plan, sidewalks are proposed along the project site frontage.

1.5 Transit Facilities

The project site is located approximately 1 mile north of Bankhead MARTA rail station, is adjacent to MARTA Bus Route #26, and is approximately 0.3 miles from MARTA Bus Route 1. All bus routes provide service seven days a week.

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.

2.2 Traffic Data Collection

Weekday peak hour turning movement counts were collected on Tuesday, November 14, 2017, at all but one of the study intersections during the AM and PM peak periods. The turning movements counts during the AM and PM peak periods at the remaining study intersection (West Marietta Street at Howell Mill Road) were collected on Wednesday, January 24, 2018. Peak hours for all the study intersections are shown in **Table 2**.

Table 2: Peak Hour Summary

Intersection	AM Peak Hour	PM Peak Hour
1. West Marietta Street @ Howell Mill Road	8:00 AM - 9:00 AM	4:45 PM - 5:45 PM
2. West Marietta Street @ Joseph E Lowery Boulevard	8:00 AM - 9:00 AM	5:00 PM - 6:00 PM
3. West Marietta Street @ Marietta Boulevard	8:00 AM - 9:00 AM	5:00 PM - 6:00 PM
4. West Marietta Street @ Johnson Road / Marietta Road	7:30 AM - 8:30 AM	5:00 PM - 6:00 PM
5. Marietta Boulevard @ Huff Road	7:45 AM - 8:45 AM	4:00 PM - 5:00 PM
6. Donald Lee Hollowell Parkway (SR 8) @ Marietta Boulevard	7:45 AM - 8:45 AM	4:45 PM - 5:45 PM

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

2.3 Detailed Intersection Analysis

Level-of-service (LOS) is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists' perceptions within a traffic stream. The *Highway Capacity Manual* defines six levels-of-service, LOS A through LOS F, with A being the best and F being the worst. Level-of-service analyses were conducted at all intersections within the study network using *Synchro Professional, Version 9.0*. Existing traffic signal phasing and timing data were retrieved for available 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, 10th Edition*. Gross trips generated are displayed below in **Table 3**.

Table 3: Gross Trip Generation

Land Use	Density	ITE Code	Daily Traffic		AM Peak Hour		PM Peak Hour	
			Enter	Exit	Enter	Exit	Enter	Exit
Multifamily Housing (Low-Rise)	5 units	*220*	18	18	1	2	3	1
Multifamily Housing (Mid-Rise)	695 units	*221*	1,893	1,893	53	176	174	111
General Office Building	132,000 SF	*710*	694	694	130	21	24	124
Shopping Center	22,000 SF	*820*	415	415	13	8	40	44
Fast Casual Restaurant	18,500 SF	*930*	2,915	2,915	25	13	144	117
Quality Restaurant	11,000 SF	*931*	461	461	4	4	58	28
Total Gross Trips			**6,396**	**6,396**	**226**	**224**	**443**	**425**

3.2 Trip Distribution

The directional distribution and assignment of new project trips were 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), and the City of Atlanta staff. (See *Section 5.0 Trip Distribution and Assignment*).

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 the intersection during 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. The study area was agreed upon during methodology discussions with GRTA, ARC, and the City of Atlanta staff, and includes the following ten (10) intersections described in **Table 4**.

The study network includes six (6) signalized intersections and four (4) side street stop-controlled intersections as noted in **Table 4**. The study intersections are shown in **Figure 4**.

Table 4: Intersection Control Summary	
Intersection	**Control**
1. West Marietta Street @ Howell Mill Road	Signal
2. West Marietta Street @ Joseph E Lowery Boulevard	Signal
3. West Marietta Street @ Marietta Boulevard	Signal
4. West Marietta Street @ Johnson Road / Marietta Road	Signal
5. Marietta Boulevard @ Huff Road	Signal
6. Donald Lee Hollowell Parkway (SR 8) @ Marietta Boulevard	Signal
7. West Marietta Street @ Proposed Driveway 1	Stop Control
8. Marietta Boulevard @ Proposed Driveway 2	Stop Control
9. Marietta Boulevard @ Proposed Driveway 3	Stop Control
10. Marietta Boulevard @ Proposed Driveway 4	Stop Control

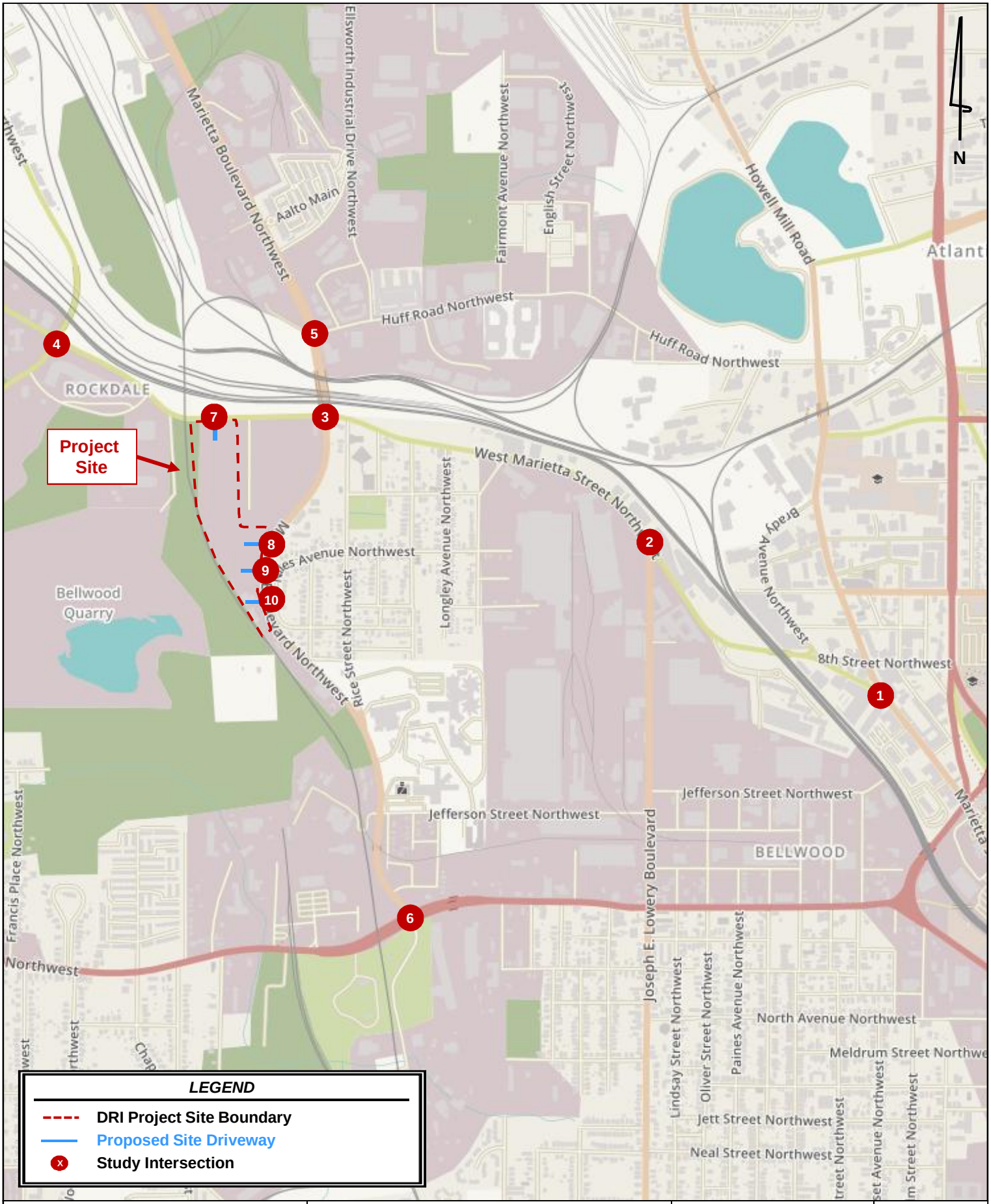
Each of the intersections listed in **Table 4** were analyzed for the Existing 2017 conditions, the Projected 2021 No-Build conditions, and the Projected 2021 Build conditions. The Projected 2021 No-Build conditions represent the existing traffic volumes grown for four (4) years at 1.5 percent per year throughout the study network.

The Projected 2021 Build conditions add the project trips associated with the *1350 West Marietta Street* development to the Projected 2021 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** (bolded roadway runs adjacent to the site).

Table 5: Roadway Classifications				
Roadway	**No. of Lanes**	**Posted Speed Limit (MPH)**	**Average Daily Traffic (ADT)**	**City of Atlanta's Functional Classification**
West Marietta Street (west of Marietta Boulevard)	**4**	**35**	**13,100**	**Minor Arterial**
Marietta Boulevard (south of Marietta Boulevard)	**5**	**35**	**10,600**	**Minor Arterial**
West Marietta Street (east of Marietta Boulevard)	4	30	14,500	Major Collector
Donald Lee Hollowell Parkway (SR 8)	4	45	20,000	Principal Arterial
Johnson Road	2	35	2,360	Minor Collector
Huff Road	2	35	9,090	Major Collector



Kimley»Horn	*1350 West Marietta Street* *DRI #2774* **Transportation Analysis**	**Study Intersections**	**Figure 4** **Page 13**

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, 10th Edition*, using equations where available.

Trip generation for this proposed development is calculated based upon the following land use: Multifamily Housing (Low-Rise) (ITE 220), Multifamily Housing (Mid-Rise) (ITE 221), General Office Building (ITE 710), Shopping Center (ITE 820), Fast Casual Restaurant (ITE 930), and Quality Restaurant (ITE 931).

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

Table 6: Net New Trip Generation

	Daily Traffic			AM Peak Hour		PM Peak Hour	
	Total	**Enter**	**Exit**	**Enter**	**Exit**	**Enter**	**Exit**
Gross Project Trips	**12,792**	**6,396**	**6,396**	**226**	**224**	**443**	**425**
Mixed-Use Reduction	*-2,060*	*-1,030*	*-1,030*	*-18*	*-18*	*-58*	*-58*
Alternative Mode Reduction	*-752*	*-376*	*-376*	*-16*	*-14*	*-27*	*-25*
Pass-by Reduction	*-2,620*	*-1,310*	*-1,310*	*-0*	*-0*	*-71*	*-71*
Net New Trips	**7,360**	**3,680**	**3,680**	**192**	**192**	**287**	**271**

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, and the City of Atlanta staff.

Figure 5 and **Figure 6** display the anticipated distribution and assignment of residential and non-residential trips throughout the study roadway network. These trip assignment percentages were applied to the net new trips expected to be generated by the development, and the volumes were assigned to the roadway network. The combined peak hour project trips by turning movement throughout the study network, anticipated to be generated by the proposed *1350 West Marietta Street* development, are shown on **Figure 7**.

Detailed intersection volume worksheets are provided in **Appendix E**.

Figure 5

Residential Trip Distribution & Assignment

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Figure 6

Non-Residential Trip Distribution & Assignment

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Figure 7

Project Trips

1350 West Marietta Street
DRI #2774
Transportation Analysis

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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 8**, 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.

Table 7: Existing 2017 Level-of-Service Summary
LOS (delay in seconds)

Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
1. West Marietta Street @ Howell Mill Road	Signal	Overall	D	B (19.4)	D (39.9)
2. West Marietta Street @ Joseph E Lowery Boulevard	Signal	Overall	D	B (17.6)	B (16.0)
3. West Marietta Street @ Marietta Boulevard	Signal	Overall	E/E	E (59.6)	E (71.4)
4. West Marietta Street @ Johnson Road / Marietta Road	Signal	Overall	D	C (20.1)	C (26.7)
5. Marietta Boulevard @ Huff Road	Signal	Overall	D	B (19.4)	C (22.1)
6. Donald Lee Hollowell Parkway (SR 8) @ Marietta Boulevard	Signal	Overall	D/E	C (26.3)	E (58.5)

As shown in **Table 7**, all but two (2) study intersections currently operate at or above their acceptable overall level-of-service standard of D during the AM and PM peak hours for the Existing 2017 conditions.

The signalized intersections of West Marietta Street at Marietta Boulevard (Intersection #3) currently operates at LOS E during both the AM and PM peak hours. The signalized intersection of Donald Lee Hollowell Parkway (SR 8) at Marietta Boulevard (Intersection #6) currently operate at LOS E during the PM peak hour. Since they currently operate at LOS E, the new level-of-service standard becomes LOS E for both the AM and PM peak hours for the intersection of West Marietta Street at Marietta Boulevard (Intersection #3), consistent the GRTA Letter of Understanding. The new level-of-service standard becomes LOS E for the PM peak hour only for the intersection of Donald Lee Hollowell Parkway (SR 8) at Marietta Boulevard (Intersection #6)

There are no recommended improvements for the Existing 2017 conditions scenario.

Figure 8

Existing 2017
Traffic Conditions

1350 West Marietta Street
DRI #2774
Transportation Analysis

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6.2 Projected 2021 No-Build Conditions

To account for growth in the vicinity of the proposed development, the existing traffic volumes were increased for four (4) 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 2021 No-Build conditions were analyzed using existing roadway geometry and existing intersection control types.

The intersection laneage and traffic volumes for the Projected 2021 No-Build conditions are shown in **Figure 9**. The results of the capacity analyses for the Projected 2021 No-Build are shown in **Table 8**. Detailed *Synchro* analysis reports are available upon request.

Table 8: Projected 2021 No-Build Level-of-Service Summary
LOS (delay in seconds)

Intersection	Control	LOS Std.	2021 No-Build		2021 No-Build Improved	
			AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
1. West Marietta Street @ Howell Mill Road	Signal	D	B (19.7)	D (42.5)	*	*
2. West Marietta Street @ Joseph E Lowery Boulevard	Signal	D	B (18.0)	B (17.3)	*	*
3. West Marietta Street @ Marietta Boulevard	Signal	E/E	E (68.8)	F (82.2)	E (56.4)	D (53.7)
4. West Marietta Street @ Johnson Road / Marietta Road	Signal	D	C (21.0)	C (27.4)	*	*
5. Marietta Boulevard @ Huff Road	Signal	D	C (21.8)	C (24.2)	*	*
6. Donald Lee Hollowell Parkway (SR 8) @ Marietta Boulevard	Signal	D/E	C (27.0)	E (63.9)	*	*

** Note: No improvements needed.*

As shown in **Table 8**, all but one (1) study intersection are projected to operate at or above their acceptable overall level-of-service standard during the AM and PM peak hours for the Projected 2021 No-Build conditions. The signalized intersection of West Marietta Street at Marietta Boulevard (Intersection #3) is projected to operate at LOS F during the PM peak hour.

Based on the Projected 2021 No-Build conditions, the following improvements are recommended to reach an acceptable LOS at this intersection:

- Intersection #3: West Marietta Street at Marietta Boulevard
    - Restripe the southbound approach to consist of two (2) left turn lanes and one (1) shared through/right-turn lane.

    Note: The number of lanes on the northern leg does not change. Instead of two southbound lanes and two northbound lanes, the leg will consist of three southbound lanes and one northbound lane.

    - Restripe the northbound approach to consist of one (1) exclusive left-turn lane, one (1) exclusive through lane, and one (1) exclusive right-turn lane.

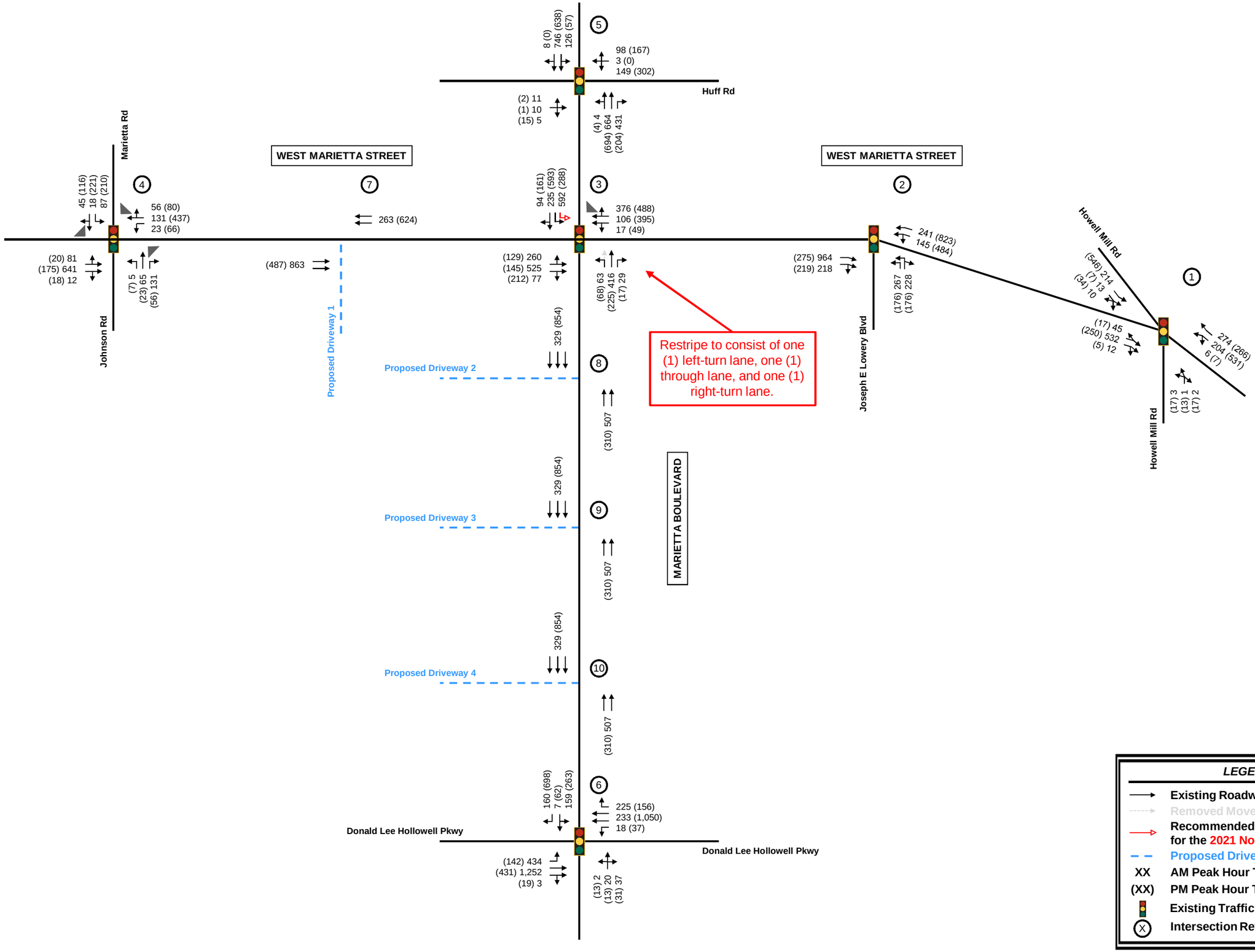


Figure 9

Projected 2021
No-Build
Traffic Conditions

1350 West Marietta Street
DRI #2774
Transportation Analysis

Kimley»Horn

6.3 Projected 2021 Build Conditions

The traffic associated with the proposed *1350 West Marietta Street* development was added to the Projected 2021 No-Build volumes. These volumes were then entered into *Synchro 9.0*, and capacity analyses were performed. The Projected 2021 Build conditions were analyzed using the existing roadway geometry, existing intersection control types, and proposed site driveways as shown in the DRI site plan.

The intersection laneage and traffic volumes used for the Projected 2021 Build conditions are shown in **Figure 10**. The results of the capacity analyses for the Projected 2021 Build conditions are shown in **Table 9**. Detailed *Synchro* analysis reports are available upon request.

Table 9: Projected 2021 Build Level-of-Service Summary
LOS (delay in seconds)

Intersection	Control	LOS Std.	2021 Build		2021 Build Improved	
			AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
1. West Marietta Street @ Howell Mill Road	Signal	D	B (20.0)	D (44.6)	*	*
2. West Marietta Street @ Joseph E Lowery Boulevard	Signal	D	B (19.3)	B (17.9)	*	*
3. West Marietta Street @ Marietta Boulevard	Signal	E	F (83.2)	F (122.7)	E (63.2)	E (79.7)
4. West Marietta Street @ Johnson Road / Marietta Road	Signal	D	C (21.1)	C (27.4)	*	*
5. Marietta Boulevard @ Huff Road	Signal	D	C (23.6)	C (27.4)	*	*
6. Donald Lee Hollowell Parkway (SR 8) @ Marietta Boulevard	Signal	E	C (29.9)	E (67.3)	*	*
7. West Marietta Street @ Proposed Driveway 1	NB Stop	D	C (17.8)	C (17.7)	*	*
	WB Left	D	A (4.6)	A (3.4)	*	*
8. Marietta Boulevard @ Proposed Driveway 2	NB Left	D	A (2.7)	A (5.7)	*	*
	EB Stop	D	B (11.5)	C (21.7)	*	*
9. Marietta Boulevard @ Proposed Driveway 3	NB Left	D	A (0.6)	A (3.1)	*	*
	EB Stop	D	B (12.1)	C (20.5)	*	*
10. Marietta Boulevard @ Proposed Driveway 4	NB Left	D	A (0.0)	A (0.1)	*	*
	EB Stop	D	B (11.9)	C (18.4)	*	*

** Note: No improvements needed.*

As shown in **Table 9**, all but one (1) study intersection are projected to operate at or above their acceptable overall level-of-service standard during the AM and PM peak hours for the Projected 2021 Build conditions. The signalized intersection of West Marietta Street at Marietta Boulevard (Intersection #3) is projected to operate at LOS F during the AM and PM peak hours. However, with the

improvements noted under the Projected 2021 No-Build conditions, the intersection is projected to operate at an acceptable level-of-service.

In addition to the recommended improvements under the Projected 2021 No-Build conditions, the following site-access improvements (driveway improvements) are recommended to serve the traffic associated with the *1350 West Marietta Street* development:

- Intersection #7: West Marietta Street at Proposed Driveway 1
  - On the site, construct one (1) northbound shared left/right-turn lane exiting the site onto Marietta Boulevard and one (1) ingress lane entering the site.

- Intersection #8: Marietta Boulevard at Proposed Driveway 2
  - On the site, construct one (1) eastbound shared left/right-turn lane exiting the site onto Marietta Boulevard and one (1) ingress lane entering the site.

    Note: Considerations should be made to restripe the two (2) northbound and three (3) southbound lanes along Marietta Boulevard to consist of two (2) northbound lanes, two (2) southbound lanes, and one (1) center two-way left-turn lane (to provide a northbound left-turn lane into the site).

- Intersection #9: Marietta Boulevard at Proposed Driveway 3
  - On the site, construct one (1) eastbound shared left/right-turn lane exiting the site onto Marietta Boulevard and one (1) ingress lane entering the site.

    Note: Considerations should be made to restripe the two (2) northbound and three (3) southbound lanes along Marietta Boulevard to consist of two (2) northbound lanes, two (2) southbound lanes, and one (1) center two-way left-turn lane (to provide a northbound left-turn lane into the site).

- Intersection #10: Marietta Boulevard at Proposed Driveway 4
  - On the site, construct one (1) eastbound shared left/right-turn lane exiting the site onto Marietta Boulevard and one (1) ingress lane entering the site.

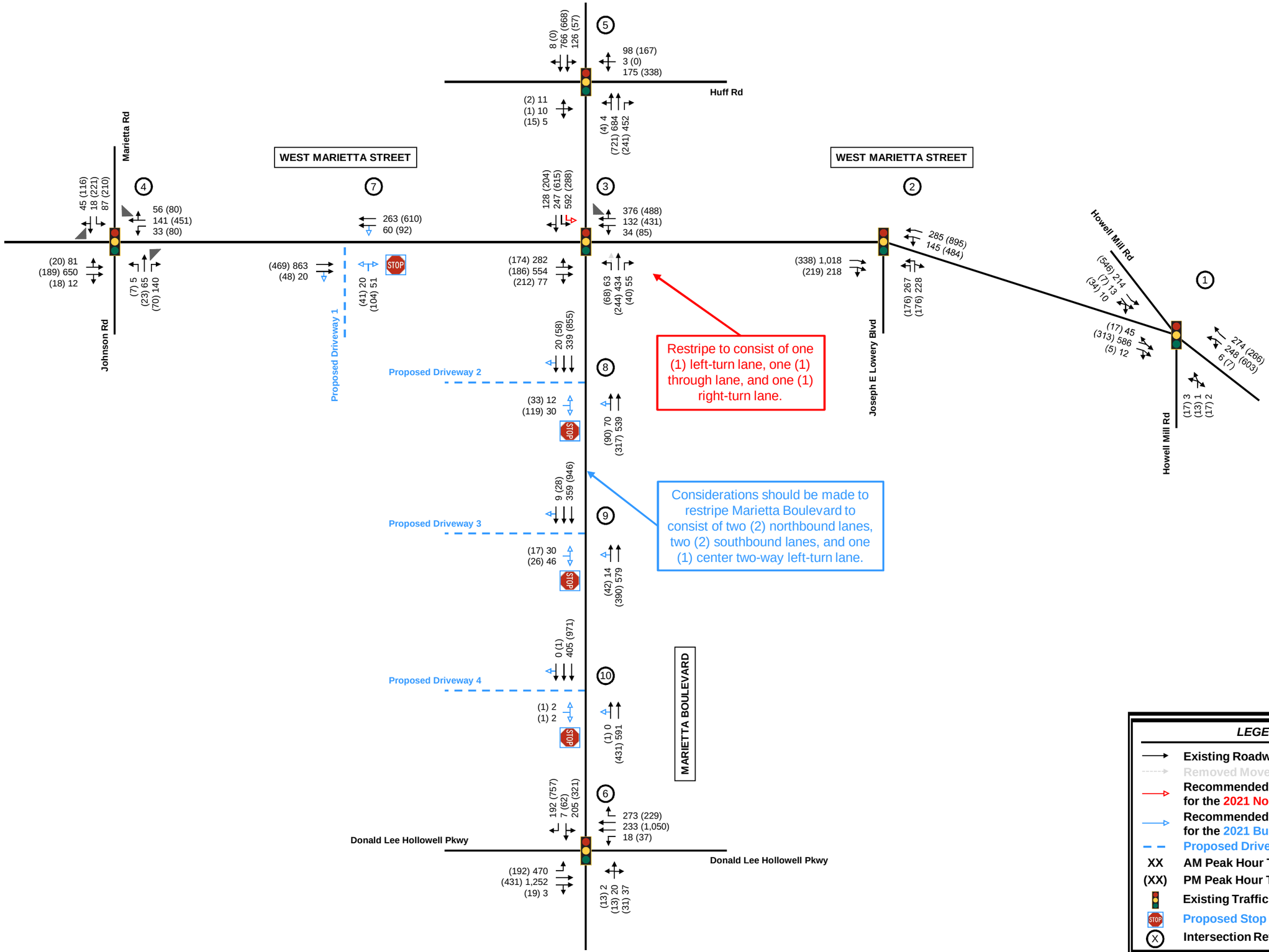


Figure 10

Projected 2021 Build Traffic Conditions

1350 West Marietta Street
DRI #2774
Transportation Analysis

Kimley»Horn

7.0 INGRESS/EGRESS ANALYSIS

Vehicular access to the *1350 West Marietta Street* development is proposed at four (4) locations:

- One (1) proposed stop-controlled full-movement driveway along West Marietta Street.
- Three (3) proposed stop-controlled full-movement driveways along Marietta Boulevard.

The site driveway locations are discussed in *Section 1.3*. All proposed driveways are proposed to be stop-controlled.

The proposed site driveways provide vehicular access to the entire development. Internal private roadways throughout the site provide access throughout the project site.

Capacity analyses were performed for the proposed site driveway intersections 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 2021 Build conditions, the proposed 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 Plan (Atlanta Region's Plan), GDOT's construction work programs, the City of Atlanta's programmed projects, and the GA STIP, the following projects are programmed or planned to be completed by the respective years within the vicinity of the proposed development. The identified projects are listed in **Table 10** below.

Table 10: Programmed Improvements

#	Year	Project ID	Project Description
1	Completed	AR-315	US 278 RTOP Communications Project from Marietta Boulevard to Maynard Court
2	TBD	AT-240	US 78/278 SR 8 Pedestrian Facility
3	TBD	AT-277	Cycle Atlanta Phase 1.0 – Bicycle Mobility Improvements
4	2040	AR-490D	Atlanta Street Car – Atlanta Beltline West Corridor

Fact sheets for projects can be found in **Appendix F**. It should be noted that there are plans to improve the Howell Mill intersection. The information was requested from the City of Atlanta, but no data was available.

9.0 INTERNAL CIRCULATION ANALYSIS

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

10.0 COMPLIANCE WITH COMPREHENSIVE PLAN ANALYSIS

The project site currently consists of approximately 1,233,500 SF of mixed-use development and will include residential, office, retail, and restaurant land uses. The project site is currently zoned I-1 (Light Industrial) and I-2 (Heavy Industrial) according to the City of Atlanta Zoning Ordinance Map. The proposed zoning of the project site is MRC-3 (Mixed Residential and Commercial).

The project site is located within the Upper Westside LCI (2010), which is currently under a five-year update. D3 Westside Revive is currently scheduled to be completed by April 2018. After review by the City of Atlanta's Department of City Planning, the 1350 West Marietta Street development is determined to be generally consistent with the LCI. The land use maps are provided in **Appendix B**.

Appendix A
Site Photo Log

Kimley»Horn

City of Atlanta, GA

Photograph Sheet

KHA Job No.: 019278013

Date: February 26, 2018

Page: 1 of 4

1350 West Marietta Street DRI #2774

Photo No. 1

Comments: West Marietta Street at Proposed Driveway 1. Looking east from Proposed Driveway 1.

Photo No. 2

Comments: West Marietta Street at Proposed Driveway 1. Looking west from Proposed Driveway 1.

1350 West Marietta Street DRI #2774

Photo No. 3

Comments: Marietta Boulevard at Proposed Driveway 2. Looking south from Proposed Driveway 2.

Photo No. 4

Comments: Marietta Boulevard at Proposed Driveway 2. Looking north from Proposed Driveway 2.

1350 West Marietta Street DRI #2774

Photo No. 5

Comments: Marietta Boulevard at Proposed Driveway 3. Looking south from Proposed Driveway 3.

Photo No. 6

Comments: Marietta Boulevard at Proposed Driveway 3. Looking north from Proposed Driveway 3.

1350 West Marietta Street DRI #2774

Photo No. 7

Comments: Marietta Boulevard at Proposed Driveway 4. Looking south from Proposed Driveway 4.

Photo No. 8

Comments: Marietta Boulevard at Proposed Driveway 4. Looking north from Proposed Driveway 4.

Appendix B
Land Use and Zoning Maps

Atlanta Zoning Districts - Complete Listing

Adapted from the City of Atlanta Zoning Ordinance

District	Description
BL	Beltline overlay district
C-1	Community business
C-2	Commercial service
C-3	Commercial-residential
C-4	Central area commercial-residential
C-5	Central business district support
HBS	Historic building or site
HD-20G	West End historic district
HD-20I	Adair Park historic district
HD-20J	Whittier Mill historic district
HD-20K	Grant Park historic district
HD-20L	Inman Park historic district
HD-20M	Oakland City historic district
I-1	Light industrial
I-2	Heavy industrial
LBS	Landmark building or site
LD-20A	Cabbagetown landmark district
LD-20B	Druid Hills landmark district
LD-20C	Martin Luther King, Jr. landmark district
LD-20D	Washington Park landmark district
LD-20E	Oakland Cemetery landmark district
LD-20F	Baltimore Block landmark district
LD-20H	Hotel Row landmark district
LD-20N	Castleberry Hill landmark district
LW	Live-Work
MR-1	Multi-family residential, maximum floor area ratio of 0.162
MR-2	Multi-family residential, maximum floor area ratio of 0.348
MR-3	Multi-family residential, maximum floor area ratio of 0.696
MR-4A	Multi-family residential, maximum floor area ratio of 1.49
MR-4B	Multi-family residential (townhouses), maximum floor area ratio of 1.49
MR-5A	Multi-family residential, maximum floor area ratio of 3.2
MR-5B	Multi-family residential next to single-family districts, maximum FAR of 3.2
MR-6	Multi-family residential, maximum floor area ratio of 6.4
MRC-1	Mixed residential and commercial, maximum floor area ratio of 1.696
MRC-2	Mixed residential and commercial, maximum floor area ratio of 3.196
MRC-3	Mixed residential and commercial, maximum floor area ratio of 7.2
NC	Neighborhood commercial
NC-1	Little Five Points Neighborhood Commercial
NC-2	East Atlanta Neighborhood Commercial
NC-3	Kirkwood Neighborhood Commercial
NC-4	Cheshire Bridge North Neighborhood Commercial
NC-5	Cheshire Bridge South Neighborhood Commercial
O-I	Office-Institutional
PD-H	Planned housing development (single-family or multi-family)
PD-MU	Mixed-use planned development
PD-OC	Office-commercial planned development
R-1	Single-family residential, minimum lot size 2 acres
R-2	Single-family residential, minimum lot size 1 acre
R-2A	Single-family residential, minimum lot size 0.69 acres
R-2B	Single-family residential, minimum lot size 0.64 acres
R-3	Single-family residential, minimum lot size 0.41 acres
R-3A	Single-family residential, minimum lot size 0.31 acres
R-4	Single-family residential, minimum lot size 0.21 acres
R-4A	Single-family residential, minimum lot size 0.17 acres
R-4B	Single-family residential, minimum lot size 0.06 acres
R-5	Two-family residential, minimum lot size 0.17 acres

Atlanta Zoning Districts - Complete Listing

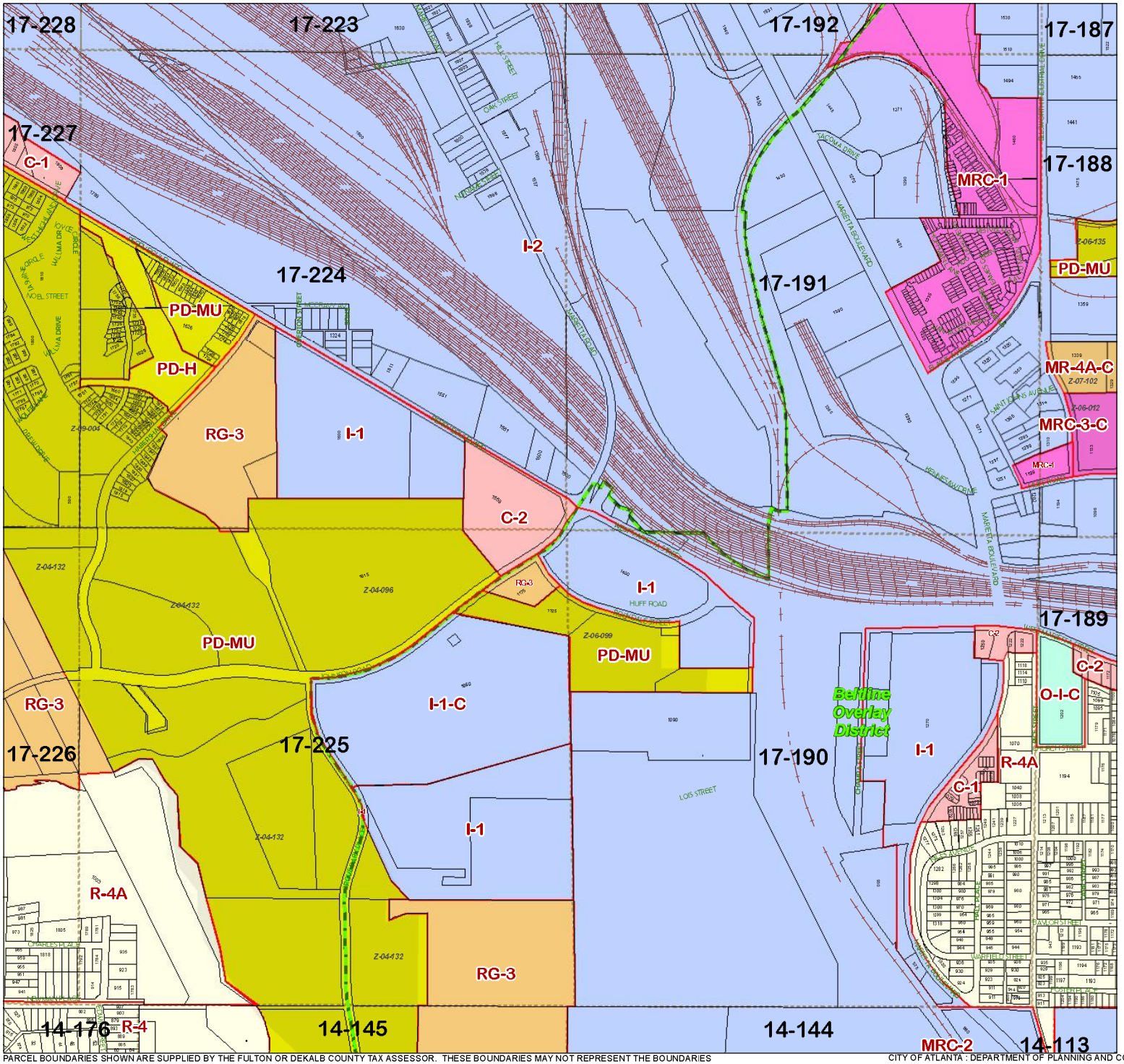
Adapted from the City of Atlanta Zoning Ordinance

District	Description
RG-1	General (multi-family) residential, maximum floor area ratio of 0.162
RG-2	General (multi-family) residential, maximum floor area ratio of 0.348
RG-3	General (multi-family) residential, maximum floor area ratio of 0.696
RG-4	General (multi-family) residential, maximum floor area ratio of 1.49
RG-5	General (multi-family) residential, maximum floor area ratio of 3.2
RG-6	General (multi-family) residential, maximum floor area ratio of 6.4
R-LC	Residential with limited commercial, maximum floor area ratio of 0.348
SPI-1	Special Public Interest District: Central Core
SPI-5	Special Public Interest District: Inman Park
SPI-6	Special Public Interest District: Poncey-Highland
SPI-7	Special Public Interest District: Candler Park
SPI-8	Special Public Interest District: Home Park
SPI-9	Special Public Interest District: Buckhead Commercial Core
SPI-11	Special Public Interest District: Vine City and Ashby Station
SPI-12	Special Public Interest District: Buckhead/Lenox Station
SPI-14	Special Public Interest District: Berkeley Park
SPI-15	Special Public Interest District: Lindbergh Transit Station Area
SPI-16	Special Public Interest District: Midtown
SPI-17	Special Public Interest District: Piedmont Avenue
SPI-18	Special Public Interest District: Mechanicsville
SPI-19	Special Public Interest District: Buckhead Peachtree Corridor
SPI-20	Special Public Interest District: Greenbriar
SPI-21	Special Public Interest District: Historic West End/Adair Park
SPI-22	Special Public Interest District: Memorial Drive/Oakland Cemetery

- When one of the above district names is followed by -C (OI-C or MRC-1-C, for example), it indicates a conditional zoning with requirements elaborated in a specific ordinance passed by City Council.

- When one of the above district names is followed by SA (SPI-11 SA2 or LD-20A SA1, for example), it indicates a sub-area that has requirements different from or in addition to those for the district as a whole.

- Floor area ratio is the number of square feet in a building divided by the square footage of the building lot. An FAR of 0.5, for example, represents a one-story building that covers half of its lot, a two-story building that covers one fourth of its lot, and so on. The maximum floor area ratio can be exceeded with bonuses in some districts.



SHEET NO. 17-190

ZONING ORDINANCE
CITY OF ATLANTA, GEORGIA
OFFICIAL ZONING MAP

SHEET 110 OF 129 SHEETS

ORDINANCE Z-78-5

LAND LOTS _____

_____ DISTRICT

_____ COUNTY

CERTIFICATION

THIS SHEET 110 OF 129 SHEETS, IS HEREBY CERTIFIED AS INCLUDED IN THE OFFICIAL ZONING MAPS, ON FILE IN THE DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT, BUREAU OF PLANNING, AND FORMING A PART OF THE CITY OF ATLANTA ZONING ORDINANCE ADOPTED BY CITY COUNCIL ON DECEMBER 15, 1980 AND APPROVED BY THE MAYOR ON DECEMBER 19, 1980, AS AMENDED

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

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

Legend

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

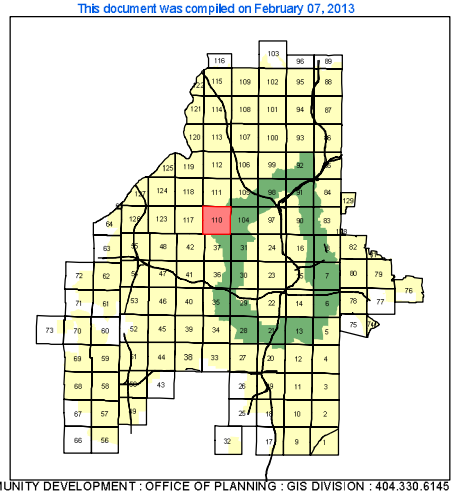
OVERLAY DISTRICTS

- Beltline
- SPI-19
- All Others

Base Zoning

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

This document was compiled on February 07, 2013



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

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

Appendix C
Proposed Site Plan

SITE DATA:

TOTAL SITE AREA	18.873 ACRES
CHAMPA STREET R/W	1.645 ACRES
TOTAL SITE AREA	17.228 ACRES

ZONING

EXISTING ZONING	I-1 & I-2 (BELTLINE OVERLAY DISTRICT)
PROPOSED ZONING	MRC-3 - BELTLINE OVERLAY DISTRICT
ZONING JURISDICTION	CITY OF ATLANTA

PROPERTY SETBACKS

FRONT YARD SETBACK	5' LS / 10' CLEAR / 5' FURN.
RAILROAD R/W BUFFER REQUIRED	20 FEET
SIDE SETBACK	20' RES./ 0' COMMERCIAL
REAR SETBACK	20' RES./ 0' COMMERCIAL

*SIDE & REAR SETBACKS FOR RESIDENTIAL MAY BE REDUCED TO ZERO FEET IF THERE ARE NO WINDOWS

DEVELOPMENT TYPE

THE NUMBER OF UNITS AND TOTAL RESIDENTIAL SQUARE FOOTAGE PER BUILDING MAY BE SHIFTED FROM BUILDING TO BUILDING TO THE EXTENT THE OVERALL TOTAL NUMBER OF UNITS AND SQUARE FOOTAGE FOR THE PROJECT IS NOT EXCEEDED.

LOTS 1 & 2:

MULTI-FAMILY BLDG. (A)	
TOTAL UNITS PROVIDED	108 UNITS
RESIDENTIAL FLOOR AREA PROVIDED	97,830 SF
BLDG. HEIGHT	4 STORIES
MULTI-FAMILY BLDG. (B)	
TOTAL UNITS PROVIDED	120 UNITS
RESIDENTIAL FLOOR AREA PROVIDED	108,000 SF
BLDG. HEIGHT	4 STORIES
MULTI-FAMILY BLDG. (C)	
TOTAL UNITS PROVIDED	117 UNITS
RESIDENTIAL FLOOR AREA PROVIDED	105,300 SF
BLDG. HEIGHT	4 STORIES
MULTI-FAMILY BLDG. (D)	
TOTAL UNITS PROVIDED	350 UNITS
RESIDENTIAL FLOOR AREA PROVIDED	371,000 SF
BLDG. HEIGHT	5 STORIES
TOTAL REAR LOADED TOWNHOMES PROVIDED	5 UNITS
RESIDENTIAL FLOOR AREA PROVIDED	12,500 SF
BLDG. HEIGHT	3 STORIES
TOTAL RESIDENTIAL UNITS PROVIDED	700 UNITS
TOTAL SITE DENSTIY PROVIDED	36.73 UNITS/ACRE
TOTAL RESIDENTIAL AREA PROVIDED	694,630 SF
COMMERCIAL BLDG. AREA PROVIDED. (44,000 GROUND FLOOR COMMERCIAL + 7,500 COMMERCIAL)	51,500 SF
OFFICE BLDG. AREA PROVIDED. (66,000 PER OFFICE BLDG.)	132,000 SF
TOTAL COMMERCIAL AREA PROVIDED	183,500 SF

SITE DATA CONTINUED:

LAND AREA CALCULATIONS

NET LAND AREA- LOT 1	16.045 ACRES
NET LAND AREA- LOT 2	1.183 ACRES
GROSS LAND AREA- LOT 1	18.873 ACRES
GROSS LAND AREA- LOT 2	1.44 ACRES
REQUIRED PUBLIC SPACE- LOT 2	0.28 ACRES
PROPOSED PUBLIC SPACE- LOT 2	0.30 ACRES
REQUIRED USEABLE OPEN SPACE- LOT 1	7.55 ACRES
PROPOSED USEABLE OPEN SPACE- LOT 1	8.13 ACRES
MAXIMUM ALLOWED LOT COVERAGE	85%

PROPOSED LOT COVEREAGE = SHALL NOT EXCEED MAXIMUM ALLOWED

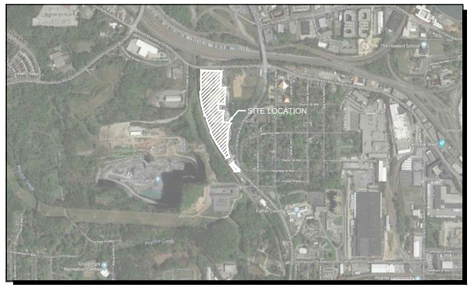
PARKING CALCULATIONS

LOT 1

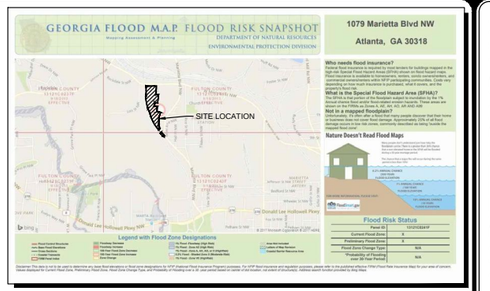
RESIDENTIAL PARKING MINIMUM (1 PER UNIT)	700 SPACES
RESIDENTIAL PARKING MAXIMUM (1.25 PER 1 BR UNIT AND 2 PER 2 + BR UNIT PER BELTLINE OVERLAY)	875 SPACES
OFFICE PARKING MINIMUM (NO REQUIREMENT PER MRC)	0 SPACES
OFFICE PARKING MAXIMUM (2.5 PER 1000 SF)	184 SPACES
RETAIL/RESTAURANT PARKING MINIMUM (1 PER 600 SF)	50 SPACES
RETAIL/RESTAURANT PARKING MAXIMUM (MINIMUM PLUS 25%)	63 SPACES
TOTAL PARKING PROPOSED	955 SPACES
REQUIRED LOADING SPACES	8- 12X35 SPACES 2- 12X55 SPACES
PROPOSED LOADING SPACES	9- 12X35 SPACES 2- 12X55 SPACES

LOT 2

OFFICE PARKING MINIMUM (NO REQUIREMENT PER MRC)	0 SPACES
OFFICE PARKING MAXIMUM (2.5 PER 1000 SF)	165 SPACES
RETAIL/RESTAURANT PARKING MINIMUM (1 PER 600 SF)	37 SPACES
RETAIL/RESTAURANT PARKING MAXIMUM (MINIMUM PLUS 25%)	47 SPACES
TOTAL PARKING PROPOSED	100 SPACES
REQUIRED LOADING SPACES	4- 12X35 SPACES
PROPOSED LOADING SPACES	4- 12X35 SPACES



SITE LOCATION MAP
NOT TO SCALE



FEMA MAP
NOT TO SCALE

ZONING NOTES:

1. ACTUAL REQUIRED AND PROPOSED PARKING, LOADING, USABLE OPEN SPACE AND PUBLIC SPACE CALCULATIONS SHALL BE SUBJECT TO CHANGE BASED ON ACTUAL USES AND DENSITY CONSTRUCTED.

DRI NOTES:

GENERAL INFORMATION:

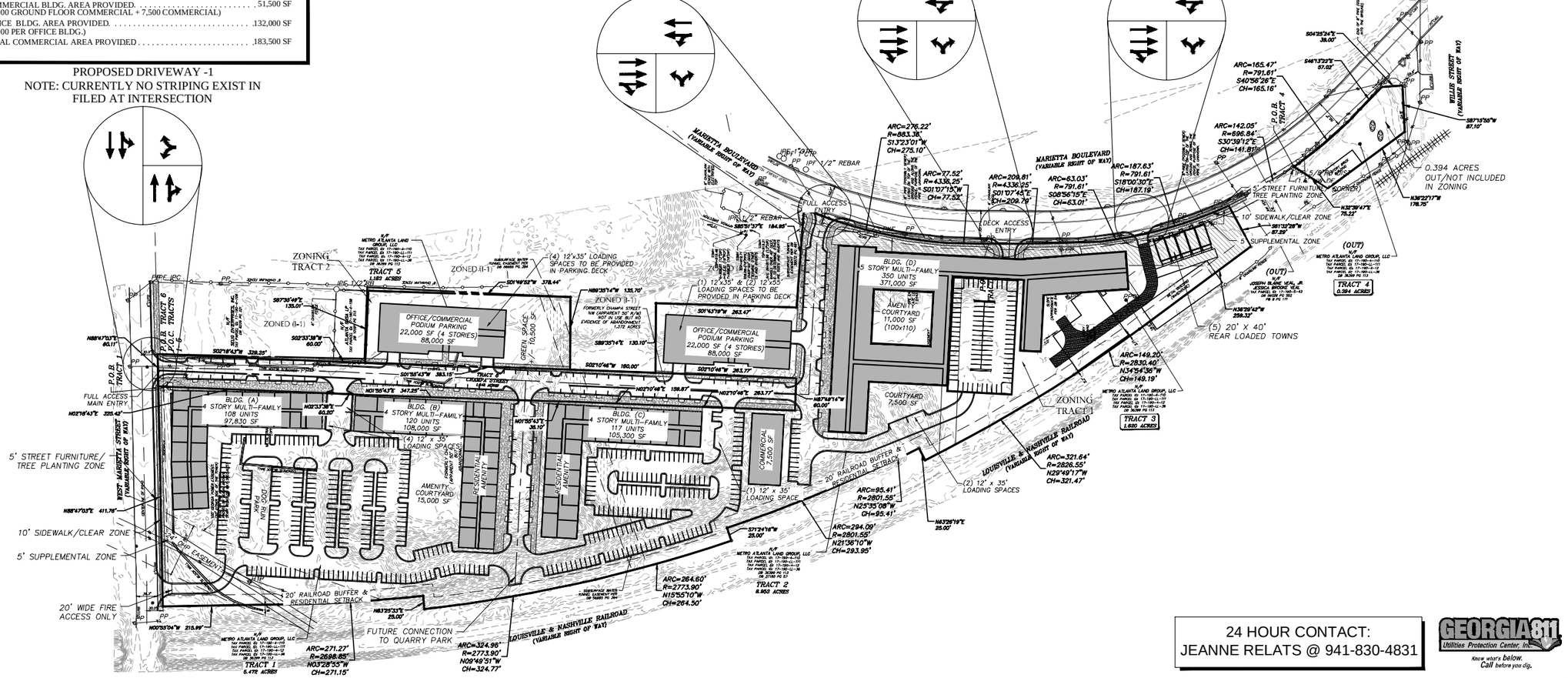
DRI NUMBER:	2774
PROJECT NAME:	1350 WEST MARIETTA STREET
CONTACTS:	
APPLICANT:	WOOD PARTNERS CONTACT: BENNETT SANDS PHONE: 404-965-9960
TRAFFIC CONSULTANT:	KIMLEY-HORN & ASSOCIATES, INC. CONTACT: JOHN WALKER PHONE: 470-273-3181

PROPOSED DRIVEWAY -1
NOTE: CURRENTLY NO STRIPING EXIST IN FILED AT INTERSECTION

PROPOSED DRIVEWAY -2
NOTE: CURRENTLY NO STRIPING EXIST IN FILED AT INTERSECTION

PROPOSED DRIVEWAY -3
NOTE: CURRENTLY NO STRIPING EXIST IN FILED AT INTERSECTION

PROPOSED DRIVEWAY -4
NOTE: CURRENTLY NO STRIPING EXIST IN FILED AT INTERSECTION



24 HOUR CONTACT:
JEANNE RELATS @ 941-830-4831

GEORGIA811 Utilities Protection Center, Inc.
Know what's below. Call before you dig.

WEST MARIETTA ST NW @ MARIETTA BLVD NW

A MASTER PLANNED DEVELOPMENT
FOR
BENNETT SANDS
3715 NORTHSIDE PARKWAY, NW
SUITE 4-600
ATLANTA, GEORGIA 30327
PHONE: 941-830-4831

CITY OF ATLANTA
FULTON COUNTY
GEORGIA

LAND LOT 190
17TH DISTRICT

PLANNERS AND ENGINEERS COLLABORATIVE
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SITE PLANNING @ LANDSCAPE ARCHITECTURE @ CIVIL ENGINEERING @ LAND SURVEYING
@ 350 RESEARCH COURT @ PEACHTREE CORNERS, GEORGIA 30092 @ (770) 451-3741 @ FAX (770) 451-3995 @

REVISIONS:

NO.	DATE	BY	DESCRIPTION

GRTA
SITE PLAN

0 50 100 200 300

SCALE: 1" = 100'
DATE: JANUARY 2, 2018
PROJECT: 17037.00A

THIS SEAL IS ONLY VALID IF COUNTER SIGNED AND DATED WITH AN ORIGINAL SIGNATURE.

GEORGIA REGISTERED No. 34393 PROFESSIONAL ENGINEER KENNETH J WOOD

GSWCC LEVEL II DESIGN PROFESSIONAL CERTIFICATION # 00000059389 EXP. 10/27/2018

GRID NORTH
GEORGIA WEST ZONE

Z2
SHEET

J:\17037.00A\Dwg\17037.00A - Site Zone 2.dwg - JoeHoward - 02/26/2018 3:49 PM

Appendix D
Trip Generation Analysis

Trip Generation Analysis (10th Ed. with *2nd Edition Handbook* Daily IC & *3rd Edition* AM/PM IC)
1350 W Marietta Street DRI #2774
City of Atlanta, GA

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Site Traffic								
220 Multifamily Housing (Low-Rise) - General Urban/Suburba	5 d.u.	36	3	1	2	4	3	1
221 Multifamily Housing (Mid-Rise) - General Urban/Suburban	695 d.u.	3,786	229	53	176	285	174	111
710 General Office Building - General Urban/Suburban	132,000 s.f.	1,388	151	130	21	148	24	124
820 Shopping Center	22,000 s.f. gross leasable area	830	21	13	8	84	40	44
930 Fast Casual Restaurant	18,500 s.f.	5,830	38	25	13	261	144	117
931 Quality Restaurant	11,000 s.f.	922	8	4	4	86	58	28
Gross Trips		**12,792**	**450**	**226**	**224**	**868**	**443**	**425**
Residential Trips		3,822	232	54	178	289	177	112
Mixed-Use Reductions		*-774*	*-7*	*-1*	*-6*	*-36*	*-20*	*-16*
Alternative Mode Reductions		*-214*	*-16*	*-4*	*-12*	*-18*	*-11*	*-7*
Adjusted Residential Trips		2,834	209	49	160	235	146	89
Office Trips		1,388	151	130	21	148	24	124
Mixed-Use Reductions		*-270*	*-11*	*-6*	*-5*	*-9*	*-4*	*-5*
Alternative Mode Reductions		*-78*	*-10*	*-9*	*-1*	*-9*	*-1*	*-8*
Adjusted Office Trips		1,040	130	115	15	130	19	111
Retail Trips		830	21	13	8	84	40	44
Mixed-Use Reductions		*-112*	*-7*	*-4*	*-3*	*-26*	*-14*	*-12*
Alternative Mode Reductions		*-50*	*-1*	*-1*	*0*	*-4*	*-2*	*-2*
Pass By Reductions (Based on ITE Rates)		*-228*	*0*	*0*	*0*	*-18*	*-9*	*-9*
Adjusted Retail Trips		440	13	8	5	36	15	21
Restaurant Trips		6,752	46	29	17	347	202	145
Mixed-Use Reductions		*-904*	*-11*	*-7*	*-4*	*-45*	*-20*	*-25*
Alternative Mode Reductions		*-410*	*-3*	*-2*	*-1*	*-21*	*-13*	*-8*
Pass By Reductions (Based on ITE Rates)		*-2,392*	*0*	*0*	*0*	*-124*	*-62*	*-62*
Adjusted Restaurant Trips		3,046	32	20	12	157	107	50
Mixed-Use Reductions - TOTAL		*-2,060*	*-36*	*-18*	*-18*	*-116*	*-58*	*-58*
Alternative Mode Reductions - TOTAL		*-752*	*-30*	*-16*	*-14*	*-52*	*-27*	*-25*
Pass-By Reductions - TOTAL		*-2,620*	*0*	*0*	*0*	*-142*	*-71*	*-71*
New Trips		**7,360**	**384**	**192**	**192**	**558**	**287**	**271**
Driveway Volumes		**9,980**	**384**	**192**	**192**	**700**	**358**	**342**

Appendix E
Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

Intersection #1: West Marietta Street @ Howell Mill Road
AM PEAK HOUR

Description	Howell Mill Road Northbound			Howell Mill Road Southbound			West Marietta Street Eastbound			West Marietta Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	3	1	2	202	12	9	42	501	11	6	192	258
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	3	0	0	0	5	0	0	1	2
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment												
Adjusted 2017 Volumes	3	1	2	202	12	9	42	501	11	6	192	258
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
2021 Background Traffic	3	1	2	214	13	10	45	532	12	6	204	274
Project Trips												
Trip Distribution IN											30%	
Trip Distribution OUT								30%				
Residential Trips	0	0	0	0	0	0	0	48	0	0	15	0
Trip Distribution IN											20%	
Trip Distribution OUT								20%				
Office Trips	0	0	0	0	0	0	0	3	0	0	23	0
Trip Distribution IN											20%	
Trip Distribution OUT								20%				
Retail Trips	0	0	0	0	0	0	0	1	0	0	2	0
Trip Distribution IN											20%	
Trip Distribution OUT								20%				
Restaurant Trips	0	0	0	0	0	0	0	2	0	0	4	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	54	0	0	44	0
2021 Buildout Total	3	1	2	214	13	10	45	586	12	6	248	274

PM PEAK HOUR

Description	Howell Mill Road Northbound			Howell Mill Road Southbound			West Marietta Street Eastbound			West Marietta Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	16	12	16	514	7	32	16	236	5	7	500	251
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	4	0	0	4	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.93			0.93			0.93			0.93	
Adjustment												
Adjusted 2017 Volumes	16	12	16	514	7	32	16	236	5	7	500	251
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
2021 Background Traffic	17	13	17	546	7	34	17	250	5	7	531	266
Project Trips												
Trip Distribution IN											30%	
Trip Distribution OUT								30%				
Residential Trips	0	0	0	0	0	0	0	27	0	0	44	0
Trip Distribution IN											20%	
Trip Distribution OUT								20%				
Office Trips	0	0	0	0	0	0	0	22	0	0	4	0
Trip Distribution IN											20%	
Trip Distribution OUT								20%				
Retail Trips	0	0	0	0	0	0	0	4	0	0	3	0
Trip Distribution IN											20%	
Trip Distribution OUT								20%				
Restaurant Trips	0	0	0	0	0	0	0	10	0	0	21	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	63	0	0	72	0
2021 Buildout Total	17	13	17	546	7	34	17	313	5	7	603	266

INTERSECTION VOLUME DEVELOPMENT

Intersection #2: West Marietta Street @ Joseph E Lowery Boulevard
AM PEAK HOUR

Description	Joseph E Lowery Boulevard Northbound			Southbound			West Marietta Street Eastbound			West Marietta Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	252		215					908	205	137	227	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	9	0	0					13	3	1	10	
Heavy Vehicle %	4%	0%	2%	0%	0%	0%	0%	2%	2%	2%	4%	0%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment												
Adjusted 2017 Volumes	252	0	215	0	0	0	0	908	205	137	227	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
2021 Background Traffic	267	0	228	0	0	0	0	964	218	145	241	0
Project Trips												
Trip Distribution IN											30%	
Trip Distribution OUT								30%				
Residential Trips	0	0	0	0	0	0	0	48	0	0	15	0
Trip Distribution IN											20%	
Trip Distribution OUT								20%				
Office Trips	0	0	0	0	0	0	0	3	0	0	23	0
Trip Distribution IN											20%	
Trip Distribution OUT								20%				
Retail Trips	0	0	0	0	0	0	0	1	0	0	2	0
Trip Distribution IN											20%	
Trip Distribution OUT								20%				
Restaurant Trips	0	0	0	0	0	0	0	2	0	0	4	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	54	0	0	44	0
2021 Buildout Total	267	0	228	0	0	0	0	1,018	218	145	285	0

PM PEAK HOUR

Description	Joseph E Lowery Boulevard Northbound			Southbound			West Marietta Street Eastbound			West Marietta Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	166		166					259	206	456	775	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	3		1					4	2	1	6	
Heavy Vehicle %	2%	0%	2%	0%	0%	0%	0%	2%	2%	2%	2%	0%
Peak Hour Factor		0.98			0.98			0.98			0.98	
Adjustment												
Adjusted 2017 Volumes	166	0	166	0	0	0	0	259	206	456	775	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
2021 Background Traffic	176	0	176	0	0	0	0	275	219	484	823	0
Project Trips												
Trip Distribution IN											30%	
Trip Distribution OUT								30%				
Residential Trips	0	0	0	0	0	0	0	27	0	0	44	0
Trip Distribution IN											20%	
Trip Distribution OUT								20%				
Office Trips	0	0	0	0	0	0	0	22	0	0	4	0
Trip Distribution IN											20%	
Trip Distribution OUT								20%				
Retail Trips	0	0	0	0	0	0	0	4	0	0	3	0
Trip Distribution IN											20%	
Trip Distribution OUT								20%				
Restaurant Trips	0	0	0	0	0	0	0	10	0	0	21	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	63	0	0	72	0
2021 Buildout Total	176	0	176	0	0	0	0	338	219	484	895	0

INTERSECTION VOLUME DEVELOPMENT

Intersection #3: Marietta Boulevard @ West Marietta Street
AM PEAK HOUR

Description	Marietta Boulevard Northbound			Marietta Boulevard Southbound			West Marietta Street Eastbound			West Marietta Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	59	392	27	558	221	89	245	495	73	16	100	354
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	24	12	3	8	13	29	33	10	19	2	10	12
Heavy Vehicle %	41%	3%	11%	2%	6%	33%	13%	2%	26%	13%	10%	3%
Peak Hour Factor		0.98			0.98			0.98			0.98	
Adjustment												
Adjusted 2017 Volumes	59	392	27	558	221	89	245	495	73	16	100	354
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
2021 Background Traffic	63	416	29	592	235	94	260	525	77	17	106	376
Project Trips												
Trip Distribution IN					10%	10%				20%	10%	
Trip Distribution OUT		10%	15%				10%	15%				
Residential Trips	0	16	24	0	5	5	16	24	0	10	5	0
Trip Distribution IN					5%	20%				5%	15%	
Trip Distribution OUT		5%	5%				20%	15%				
Office Trips	0	1	1	0	6	23	3	2	0	6	17	0
Trip Distribution IN					5%	20%				5%	15%	
Trip Distribution OUT		5%	5%				20%	15%				
Retail Trips	0	0	0	0	0	2	1	1	0	0	1	0
Trip Distribution IN					5%	20%				5%	15%	
Trip Distribution OUT		5%	5%				20%	15%				
Restaurant Trips	0	1	1	0	1	4	2	2	0	1	3	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	18	26	0	12	34	22	29	0	17	26	0
2021 Buildout Total	63	434	55	592	247	128	282	554	77	34	132	376

PM PEAK HOUR

Description	Marietta Boulevard Northbound			Marietta Boulevard Southbound			West Marietta Street Eastbound			West Marietta Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	64	212	16	271	559	152	122	137	200	46	372	460
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	23	2	3	4	5	32	19	5	26	1	5	8
Heavy Vehicle %	36%	2%	19%	2%	2%	21%	16%	4%	13%	2%	2%	2%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment												
Adjusted 2017 Volumes	64	212	16	271	559	152	122	137	200	46	372	460
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
2021 Background Traffic	68	225	17	288	593	161	129	145	212	49	395	488
Project Trips												
Trip Distribution IN					10%	10%				20%	10%	
Trip Distribution OUT		10%	15%				10%	15%				
Residential Trips	0	9	13	0	15	15	9	13	0	29	15	0
Trip Distribution IN					5%	20%				5%	15%	
Trip Distribution OUT		5%	5%				20%	15%				
Office Trips	0	6	6	0	1	4	22	17	0	1	3	0
Trip Distribution IN					5%	20%				5%	15%	
Trip Distribution OUT		5%	5%				20%	15%				
Retail Trips	0	1	1	0	1	3	4	3	0	1	2	0
Trip Distribution IN					5%	20%				5%	15%	
Trip Distribution OUT		5%	5%				20%	15%				
Restaurant Trips	0	3	3	0	5	21	10	8	0	5	16	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	19	23	0	22	43	45	41	0	36	36	0
2021 Buildout Total	68	244	40	288	615	204	174	186	212	85	431	488

INTERSECTION VOLUME DEVELOPMENT

Intersection #4: West Marietta Street @ Johnson Road / Marietta Road

AM PEAK HOUR

Description	Johnson Road Northbound			Marietta Road Southbound			West Marietta Street Eastbound			West Marietta Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	5	61	123	82	17	42	76	604	11	22	123	53
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	35	0	0	1	13	0	1	18	23
Heavy Vehicle %	2%	2%	2%	43%	2%	2%	2%	2%	2%	5%	15%	43%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjustment												
Adjusted 2017 Volumes	5	61	123	82	17	42	76	604	11	22	123	53
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
2021 Background Traffic	5	65	131	87	18	45	81	641	12	23	131	56
Project Trips												
Trip Distribution IN			5%					5%				
Trip Distribution OUT										5%	5%	
Residential Trips	0	0	2	0	0	0	0	2	0	8	8	0
Trip Distribution IN			5%					5%				
Trip Distribution OUT										5%	5%	
Office Trips	0	0	6	0	0	0	0	6	0	1	1	0
Trip Distribution IN			5%					5%				
Trip Distribution OUT										5%	5%	
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN			5%					5%				
Trip Distribution OUT										5%	5%	
Restaurant Trips	0	0	1	0	0	0	0	1	0	1	1	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	9	0	0	0	0	9	0	10	10	0
2021 Buildout Total	5	65	140	87	18	45	81	650	12	33	141	56

PM PEAK HOUR

Description	Johnson Road Northbound			Marietta Road Southbound			West Marietta Street Eastbound			West Marietta Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	7	22	53	198	208	109	19	165	17	62	412	75
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	37	0	0	1	1	0	0	1	46
Heavy Vehicle %	2%	2%	2%	19%	2%	2%	5%	2%	2%	2%	2%	61%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment												
Adjusted 2017 Volumes	7	22	53	198	208	109	19	165	17	62	412	75
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
2021 Background Traffic	7	23	56	210	221	116	20	175	18	66	437	80
Project Trips												
Trip Distribution IN			5%					5%				
Trip Distribution OUT										5%	5%	
Residential Trips	0	0	7	0	0	0	0	7	0	4	4	0
Trip Distribution IN			5%					5%				
Trip Distribution OUT										5%	5%	
Office Trips	0	0	1	0	0	0	0	1	0	6	6	0
Trip Distribution IN			5%					5%				
Trip Distribution OUT										5%	5%	
Retail Trips	0	0	1	0	0	0	0	1	0	1	1	0
Trip Distribution IN			5%					5%				
Trip Distribution OUT										5%	5%	
Restaurant Trips	0	0	5	0	0	0	0	5	0	3	3	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	14	0	0	0	0	14	0	14	14	0
2021 Buildout Total	7	23	70	210	221	116	20	189	18	80	451	80

INTERSECTION VOLUME DEVELOPMENT

Intersection #5: Marietta Boulevard @ Huff Road / Kennesaw Drive

AM PEAK HOUR

Description	Marietta Boulevard Northbound			Marietta Boulevard Southbound			Kennesaw Drive Eastbound			Huff Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	4	626	406	119	703	8	10	9	5	140	3	92
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	49	9	11	38	0	1	2	0	6	0	11
Heavy Vehicle %	2%	8%	2%	9%	5%	2%	10%	22%	2%	4%	2%	12%
Peak Hour Factor		0.98			0.98			0.98			0.98	
Adjustment												
Adjusted 2017 Volumes	4	626	406	119	703	8	10	9	5	140	3	92
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
2021 Background Traffic	4	664	431	126	746	8	11	10	5	149	3	98
Project Trips												
Trip Distribution IN					10%					10%		
Trip Distribution OUT		10%	10%									
Residential Trips	0	16	16	0	5	0	0	0	0	5	0	0
Trip Distribution IN					10%					15%		
Trip Distribution OUT		10%	15%									
Office Trips	0	2	2	0	12	0	0	0	0	17	0	0
Trip Distribution IN					10%					15%		
Trip Distribution OUT		10%	15%									
Retail Trips	0	1	1	0	1	0	0	0	0	1	0	0
Trip Distribution IN					10%					15%		
Trip Distribution OUT		10%	15%									
Restaurant Trips	0	1	2	0	2	0	0	0	0	3	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	20	21	0	20	0	0	0	0	26	0	0
2021 Buildout Total	4	684	452	126	766	8	11	10	5	175	3	98

PM PEAK HOUR

Description	Marietta Boulevard Northbound			Marietta Boulevard Southbound			Kennesaw Drive Eastbound			Huff Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	4	654	192	54	601	0	2	1	14	285	0	157
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	2%	2%	2%	2%	2%	0%	2%	2%	2%	2%	0%	2%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Adjustment												
Adjusted 2017 Volumes	4	654	192	54	601	0	2	1	14	285	0	157
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
2021 Background Traffic	4	694	204	57	638	0	2	1	15	302	0	167
Project Trips												
Trip Distribution IN					10%					10%		
Trip Distribution OUT		10%	10%									
Residential Trips	0	9	9	0	15	0	0	0	0	15	0	0
Trip Distribution IN					10%					15%		
Trip Distribution OUT		10%	15%									
Office Trips	0	11	17	0	2	0	0	0	0	3	0	0
Trip Distribution IN					10%					15%		
Trip Distribution OUT		10%	15%									
Retail Trips	0	2	3	0	2	0	0	0	0	2	0	0
Trip Distribution IN					10%					15%		
Trip Distribution OUT		10%	15%									
Restaurant Trips	0	5	8	0	11	0	0	0	0	16	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	27	37	0	30	0	0	0	0	36	0	0
2021 Buildout Total	4	721	241	57	668	0	2	1	15	338	0	167

INTERSECTION VOLUME DEVELOPMENT

Intersection #6: Donald Lee Hollowell Pkwy @ Marietta Boulevard
AM PEAK HOUR

Description	Marietta Boulevard Northbound			Marietta Boulevard Southbound			Donald Lee Hollowell Pkwy Eastbound			Donald Lee Hollowell Pkwy Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	2	19	35	150	7	151	409	1,180	3	17	220	212
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	3	10	0	23	28	10	0	0	1	14
Heavy Vehicle %	2%	2%	9%	7%	2%	15%	7%	2%	2%	2%	2%	7%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment												
Adjusted 2017 Volumes	2	19	35	150	7	151	409	1180	3	17	220	212
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
2021 Background Traffic	2	20	37	159	7	160	434	1,252	3	18	233	225
Project Trips												
Trip Distribution IN							15%					25%
Trip Distribution OUT				25%		15%						
Residential Trips	0	0	0	40	0	24	7	0	0	0	0	12
Trip Distribution IN							20%					25%
Trip Distribution OUT				20%		25%						
Office Trips	0	0	0	3	0	4	23	0	0	0	0	29
Trip Distribution IN							20%					25%
Trip Distribution OUT				20%		25%						
Retail Trips	0	0	0	1	0	1	2	0	0	0	0	2
Trip Distribution IN							20%					25%
Trip Distribution OUT				20%		25%						
Restaurant Trips	0	0	0	2	0	3	4	0	0	0	0	5
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	46	0	32	36	0	0	0	0	48
2021 Buildout Total	2	20	37	205	7	192	470	1,252	3	18	233	273

PM PEAK HOUR

Description	Marietta Boulevard Northbound			Marietta Boulevard Southbound			Donald Lee Hollowell Pkwy Eastbound			Donald Lee Hollowell Pkwy Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	12	12	29	248	58	658	134	406	18	35	989	147
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	10	0	30	21	4	0	0	3	5
Heavy Vehicle %	2%	2%	2%	4%	2%	5%	16%	2%	2%	2%	2%	3%
Peak Hour Factor		0.98			0.98			0.98			0.98	
Adjustment												
Adjusted 2017 Volumes	12	12	29	248	58	658	134	406	18	35	989	147
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
2021 Background Traffic	13	13	31	263	62	698	142	431	19	37	1,050	156
Project Trips												
Trip Distribution IN							15%					25%
Trip Distribution OUT				25%		15%						
Residential Trips	0	0	0	22	0	13	22	0	0	0	0	37
Trip Distribution IN							20%					25%
Trip Distribution OUT				20%		25%						
Office Trips	0	0	0	22	0	28	4	0	0	0	0	5
Trip Distribution IN							20%					25%
Trip Distribution OUT				20%		25%						
Retail Trips	0	0	0	4	0	5	3	0	0	0	0	4
Trip Distribution IN							20%					25%
Trip Distribution OUT				20%		25%						
Restaurant Trips	0	0	0	10	0	13	21	0	0	0	0	27
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	58	0	59	50	0	0	0	0	73
2021 Buildout Total	13	13	31	321	62	757	192	431	19	37	1,050	229

INTERSECTION VOLUME DEVELOPMENT

Intersection #7: West Marietta Street @ Proposed Dwy 1

AM PEAK HOUR

Description	Proposed Dwy 1 Northbound			Southbound			West Marietta Street Eastbound			West Marietta Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes								813			248	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles								62			63	
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%	25%	0%
Peak Hour Factor		0.98			0.98			0.98			0.98	
Adjustment												
Adjusted 2017 Volumes	0	0	0	0	0	0	0	813	0	0	248	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
2021 Background Traffic	0	0	0	0	0	0	0	863	0	0	263	0
Project Trips												
Trip Distribution IN									10%	20%		
Trip Distribution OUT	10%		25%									
Residential Trips	16	0	40	0	0	0	0	0	5	10	0	0
Trip Distribution IN									10%	35%		
Trip Distribution OUT	10%		35%									
Office Trips	2	0	5	0	0	0	0	0	12	40	0	0
Trip Distribution IN									10%	35%		
Trip Distribution OUT	10%		35%									
Retail Trips	1	0	2	0	0	0	0	0	1	3	0	0
Trip Distribution IN									10%	35%		
Trip Distribution OUT	10%		35%									
Restaurant Trips	1	0	4	0	0	0	0	0	2	7	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	20	0	51	0	0	0	0	0	20	60	0	0
2021 Buildout Total	20	0	51	0	0	0	0	863	20	60	263	0

PM PEAK HOUR

Description	Proposed Dwy 1 Northbound			Southbound			West Marietta Street Eastbound			West Marietta Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes								459			588	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles								50			60	
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	11%	0%	0%	10%	0%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment												
Adjusted 2017 Volumes	0	0	0	0	0	0	0	459	0	0	588	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
2021 Background Traffic	0	0	0	0	0	0	0	487	0	0	624	0
Project Trips												
Trip Distribution IN									10%	20%		
Trip Distribution OUT	10%		25%									
Residential Trips	9	0	22	0	0	0	0	0	15	29	0	0
Trip Distribution IN									10%	35%		
Trip Distribution OUT	10%		35%									
Office Trips	11	0	39	0	0	0	0	0	2	7	0	0
Trip Distribution IN									10%	35%		
Trip Distribution OUT	10%		35%									
Retail Trips	2	0	7	0	0	0	0	0	2	5	0	0
Trip Distribution IN									10%	35%		
Trip Distribution OUT	10%		35%									
Restaurant Trips	5	0	18	0	0	0	0	0	11	37	0	0
Pass-By Trips	14	0	18	0	0	0	0	-18	18	14	-14	0
Total Project Trips	41	0	104	0	0	0	0	-18	48	92	-14	0
2021 Buildout Total	41	0	104	0	0	0	0	469	48	92	610	0

INTERSECTION VOLUME DEVELOPMENT

Intersection #8: Marietta Boulevard @ Proposed Dwy 2
AM PEAK HOUR

Description	Marietta Boulevard Northbound			Marietta Boulevard Southbound			Proposed Dwy 2 Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes		478			310							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles		39			34							
Heavy Vehicle %	0%	8%	0%	0%	11%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.98			0.98			0.98			0.98	
Adjustment												
Adjusted 2017 Volumes	0	478	0	0	310	0	0	0	0	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
2021 Background Traffic	0	507	0	0	329	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN	10%				20%	10%						
Trip Distribution OUT		20%					5%		10%			
Residential Trips	5	32	0	0	10	5	8	0	16	0	0	0
Trip Distribution IN	45%					10%						
Trip Distribution OUT							10%		45%			
Office Trips	52	0	0	0	0	12	2	0	7	0	0	0
Trip Distribution IN	45%					10%						
Trip Distribution OUT							10%		45%			
Retail Trips	4	0	0	0	0	1	1	0	2	0	0	0
Trip Distribution IN	45%					10%						
Trip Distribution OUT							10%		45%			
Restaurant Trips	9	0	0	0	0	2	1	0	5	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	70	32	0	0	10	20	12	0	30	0	0	0
2021 Buildout Total	70	539	0	0	339	20	12	0	30	0	0	0

PM PEAK HOUR

Description	Marietta Boulevard Northbound			Marietta Boulevard Southbound			Proposed Dwy 2 Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes		292			805							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles		28			32							
Heavy Vehicle %	0%	10%	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment												
Adjusted 2017 Volumes	0	292	0	0	805	0	0	0	0	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
2021 Background Traffic	0	310	0	0	854	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN	10%				20%	10%						
Trip Distribution OUT		20%					5%		10%			
Residential Trips	15	18	0	0	29	15	4	0	9	0	0	0
Trip Distribution IN	45%					10%						
Trip Distribution OUT							10%		45%			
Office Trips	9	0	0	0	0	2	11	0	50	0	0	0
Trip Distribution IN	45%					10%						
Trip Distribution OUT							10%		45%			
Retail Trips	7	0	0	0	0	2	2	0	9	0	0	0
Trip Distribution IN	45%					10%						
Trip Distribution OUT							10%		45%			
Restaurant Trips	48	0	0	0	0	11	5	0	23	0	0	0
Pass-By Trips	11	-11	0	0	-28	28	11	0	28	0	0	0
Total Project Trips	90	7	0	0	1	58	33	0	119	0	0	0
2021 Buildout Total	90	317	0	0	855	58	33	0	119	0	0	0

INTERSECTION VOLUME DEVELOPMENT

Intersection #9: Marietta Boulevard @ Proposed Dwy 3
AM PEAK HOUR

Description	Marietta Boulevard Northbound			Marietta Boulevard Southbound			Proposed Dwy 3 Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes		478			310							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles		39			34							
Heavy Vehicle %	0%	8%	0%	0%	11%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.98			0.98			0.98			0.98	
Adjustment												
Adjusted 2017 Volumes	0	478	0	0	310	0	0	0	0	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
2021 Background Traffic	0	507	0	0	329	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN	29%	10%			1%	19%						
Trip Distribution OUT		1%			10%		19%		29%			
Residential Trips	14	7	0	0	16	9	30	0	46	0	0	0
Trip Distribution IN		45%										
Trip Distribution OUT					45%							
Office Trips	0	52	0	0	7	0	0	0	0	0	0	0
Trip Distribution IN		45%										
Trip Distribution OUT					45%							
Retail Trips	0	4	0	0	2	0	0	0	0	0	0	0
Trip Distribution IN		45%										
Trip Distribution OUT					45%							
Restaurant Trips	0	9	0	0	5	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	14	72	0	0	30	9	30	0	46	0	0	0
2021 Buildout Total	14	579	0	0	359	9	30	0	46	0	0	0

PM PEAK HOUR

Description	Marietta Boulevard Northbound			Marietta Boulevard Southbound			Proposed Dwy 3 Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes		292			805							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles		28			32							
Heavy Vehicle %	0%	10%	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment												
Adjusted 2017 Volumes	0	292	0	0	805	0	0	0	0	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
2021 Background Traffic	0	310	0	0	854	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN	29%	10%			1%	19%						
Trip Distribution OUT		1%			10%		19%		29%			
Residential Trips	42	16	0	0	10	28	17	0	26	0	0	0
Trip Distribution IN		45%										
Trip Distribution OUT					45%							
Office Trips	0	9	0	0	50	0	0	0	0	0	0	0
Trip Distribution IN		45%										
Trip Distribution OUT					45%							
Retail Trips	0	7	0	0	9	0	0	0	0	0	0	0
Trip Distribution IN		45%										
Trip Distribution OUT					45%							
Restaurant Trips	0	48	0	0	23	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	42	80	0	0	92	28	17	0	26	0	0	0
2021 Buildout Total	42	390	0	0	946	28	17	0	26	0	0	0

INTERSECTION VOLUME DEVELOPMENT

Intersection #10: Marietta Boulevard @ Proposed Dwy 4

AM PEAK HOUR

Description	Marietta Boulevard Northbound			Marietta Boulevard Southbound			Proposed Dwy 4 Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes		478			310							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles		39			34							
Heavy Vehicle %	0%	8%	0%	0%	11%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.98			0.98			0.98			0.98	
Adjustment												
Adjusted 2017 Volumes	0	478	0	0	310	0	0	0	0	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
2021 Background Traffic	0	507	0	0	329	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN	1%	39%				1%						
Trip Distribution OUT					39%		1%		1%			
Residential Trips	0	19	0	0	62	0	2	0	2	0	0	0
Trip Distribution IN		45%										
Trip Distribution OUT					45%							
Office Trips	0	52	0	0	7	0	0	0	0	0	0	0
Trip Distribution IN		45%										
Trip Distribution OUT					45%							
Retail Trips	0	4	0	0	2	0	0	0	0	0	0	0
Trip Distribution IN		45%										
Trip Distribution OUT					45%							
Restaurant Trips	0	9	0	0	5	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	84	0	0	76	0	2	0	2	0	0	0
2021 Buildout Total	0	591	0	0	405	0	2	0	2	0	0	0

PM PEAK HOUR

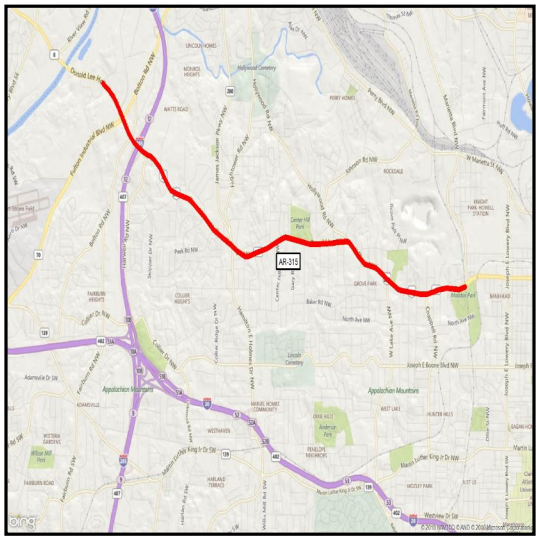
Description	Marietta Boulevard Northbound			Marietta Boulevard Southbound			Proposed Dwy 4 Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes		292			805							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles		28			32							
Heavy Vehicle %	0%	10%	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment												
Adjusted 2017 Volumes	0	292	0	0	805	0	0	0	0	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
2021 Background Traffic	0	310	0	0	854	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN	1%	39%				1%						
Trip Distribution OUT					39%		1%		1%			
Residential Trips	1	57	0	0	35	1	1	0	1	0	0	0
Trip Distribution IN		45%										
Trip Distribution OUT					45%							
Office Trips	0	9	0	0	50	0	0	0	0	0	0	0
Trip Distribution IN		45%										
Trip Distribution OUT					45%							
Retail Trips	0	7	0	0	9	0	0	0	0	0	0	0
Trip Distribution IN		45%										
Trip Distribution OUT					45%							
Restaurant Trips	0	48	0	0	23	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	1	121	0	0	117	1	1	0	1	0	0	0
2021 Buildout Total	1	431	0	0	971	1	1	0	1	0	0	0

Appendix F
Programmed Project Fact Sheets

AR-315

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

Short Title	RTOP - US 278 (D.L. HOLLOWELL PARKWAY) COMMUNICATIONS PROJECT FROM MARIETTA BOULEVARD TO MAYNARD COURT
GDOT Project No.	0015663
Federal ID No.	
Status	Completed
Service Type	Roadway / Operations & Safety
Sponsor	GDOT
Jurisdiction	Regional - Central
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)



Existing Thru Lane	N/A	**LCI**		**Network Year**	TBD
Planned Thru Lane	N/A	**Flex**		**Corridor Length**	N/A miles

Detailed Description and Justification

This project will install new 96 Fiber optic SM cable along US 278 (D.L. Hollowell Parkway) between the intersections of Marietta Boulevard and Maynard Court. This works expands over 17 intersections. This will require approximately 26,200 feet of 96F SM fiber optic cable, 17 new 96F aerial closures, 17 new 12F SM FDCs with additional drop cable.

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)	AUTH	2017	**$460,000**	~~$460,000~~	~~$0,000~~	~~$0,000~~	~~$0,000~~
				$460,000	**$460,000**	**$0,000**	**$0,000**	**$0,000**

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

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

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AT-240

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

Short Title	US 78/278/SR 8 (D.L. HOLLOWELL PARKWAY) PEDESTRIAN FACILITY - PHASE A FROM WEST LAKE AVENUE/FLORENCE PLACE TO PROCTOR CREEK (WEST OF GARY AVENUE)
GDOT Project No.	0010322
Federal ID No.	N/A
Status	Programmed
Service Type	Last Mile Connectivity / Joint Bike-Ped Facilities
Sponsor	City of Atlanta
Jurisdiction	City of Atlanta
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)

Existing Thru Lane	4	**LCI**	X	**Network Year**	TBD
Planned Thru Lane	4	**Flex**		**Corridor Length**	0.8 miles

Detailed Description and Justification

The proposed improvements would construct a 9-foot multi-use path (6-foot sidewalks and 4-foot one way bike pair) along Donald Lee Hollowell and add streetscape trees, pedestrian and street lighting inside a 6-foot tree planting zone along Donald Lee Hollowell from West Lake Ave./Florence Place to Proctor Creek (west of Gary Avenue). The proposed improvements to this project would also realign West Lake Avenue with Florence Place. The proposed improvements would also re-stripe Chappell Road in order to align through movements across Donald Lee Hollowell Parkway, eliminating the existing conflicting lane alignments. The proposed improvements would also add a dedicated left turn lane on Chappell Road, add dedicated left turn lanes with adequate storage along Donald Lee Hollowell, add a dedicated right turn lane to westbound Donald Lee Hollowell, and improve the right turn radius on southbound Dobbs Street.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	STP - Urban (>200K) (ARC)	AUTH	2011	**$698,000**	~~$469,833~~	~~$0,000~~	~~$0,000~~	~~$228,167~~
ROW	Local Jurisdiction/Municipality Funds		2018	**$1,373,213**	$0,000	$0,000	$0,000	$1,373,213
UTL	Local Jurisdiction/Municipality Funds		2019	**$998,589**	$0,000	$0,000	$0,000	$998,589
CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)		2019	**$3,695,069**	$2,956,055	$739,014	$0,000	$0,000
				$6,764,871	**$3,425,888**	**$739,014**	**$0,000**	**$2,599,969**

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UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

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AT-277

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

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

Existing Thru Lane	N/A	**LCI**		**Network Year**	TBD
Planned Thru Lane	N/A	**Flex**		**Corridor Length**	26.8 miles

Detailed Description and Justification

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

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

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UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

AR-490D

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

Short Title	ATLANTA STREETCAR - ATLANTA BELTLINE WEST CORRIDOR FROM CROSSTOWN/MIDTOWN CORRIDOR TO MARTA SOUTH RAIL LINE
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	N/A	**LCI**		**Network Year**	2040
Planned Thru Lane	N/A	**Flex**		**Corridor Length**	4.6 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 4.6 miles along the BeltLine West 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	**$331,200,000**	$149,040,000	$0,000	$0,000	$182,160,000
				$331,200,000	**$149,040,000**	**$0,000**	**$0,000**	**$182,160,000**

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

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