



Transportation Analysis

17th & Spring DRI #2800

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 17th & Spring mixed-use development located in the City of Atlanta, Georgia. The approximate 4-acre site is located north of 16th Street, south of 17th Street, east of Spring Street, and west of West Peachtree Street. The project site currently consists of a semi-vacant five-story office building and surface parking lots. The office building will be demolished. The proposed development will be mixed-use, consisting of approximately 1,335,312 square feet of office, hotel, residential, retail, and grocer land uses.

The site was originally studied in 2007 as DRI #1296 Midtown Heights. The project site has added one parcel and has added the hotel land use, which was not previously contemplated. A new DRI review was deemed appropriate due to a change in acreage, land use, and the amount

The project is a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review due to the project size exceeding 700,000 SF of mixed-use development in a Region Core area type and 600,000 SF of mixed-use development in a Regional Center area type, as determined by the Atlanta Regional Commission's *Unified Growth Policy Map (UGPM)*. The DRI trigger for this development was the submittal of the special administrative permit (SAP) with the City of Atlanta on March 12th, 2018. The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on March 13, 2018 by the City of Atlanta. The DRI Pre-Review/Methodology meeting occurred on March 12th, 2018.

The proposed project is expected to be completed by 2021. The proposed site will consist of the following land uses and densities:

Office:	604,960 SF
Hotel:	255 rooms (208,462 SF)
Residential:	346 units (422,437 SF)
Retail:	24,470 SF (assumed to be 50% retail and 50% restaurant)
Food Hall:	31,247 SF
Grocer:	43,736 SF

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

Mixed-use reductions occur when a site has a combination of different land uses that interact with one another. For example, people working in an office development or people living in the residential development may walk to the retail and restaurants instead of driving off-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 17th & Spring development – including workers and residents walking to the retail and restaurant land uses.

Alternative mode reductions are taken when a site can be accessed by modes other than vehicles (walking, bicycling, transit, etc.). As the 17th & Spring development is located in a region core with close proximity to transit and increased pedestrian facilities, a 25% alternative mode reduction was taken. The project site is located diagonally from the Arts Center MARTA Rail Station (in the southeast quadrant of West Peachtree Street at 16th Street) and 0.5 miles (6 blocks) from the Midtown MARTA Rail Station, both of which are served by the Red and Gold lines seven days a week. The project site is adjacent to three bus stops that are served by GRTA Xpress buses and Cobb County Transit buses. The project site is also adjacent to two bus stops along 17th Street that services MARTA Bus Route 37 which provides service seven days a week. The project site is 0.1 miles (1 block) from MARTA Bus

Route 110 which provides service seven days a week. The project site is located in the heart of Midtown Atlanta in an area with increased pedestrian and bicyclist facilities. Based on knowledge of the area, it is anticipated that there will be limited vehicular trips for the proposed retail and restaurant land uses.

Pass-by reductions are taken for retail (including grocer and restaurant) trips only. Traffic normally traveling along a roadway may choose to visit a residential, retail, and grocer establishment that is along the vehicle's original path. These trips were already on the road and would therefore only be new trips at the driveways. The project site is located in the heart of Midtown Atlanta, an area with increased pedestrian and bicycle facilities.

Capacity analyses were performed throughout the study network for the Existing 2018 conditions, the Projected 2021 No-Build conditions, and the Projected 2021 Build conditions.

- Existing 2018 conditions represent traffic volumes that were collected on Wednesday March 14th, 2018 by performing AM and PM peak hour turning movement counts.
- Projected 2021 No-Build conditions represent the existing traffic volumes grown for three (3) years at 1.5 percent per year throughout the study network. The Projected 2021 No-Build conditions also include the anticipated traffic to be generated by the 1105 West Peachtree development (DRI #2659) and the 98 14th Street development (DRI #2390), which are currently under construction.
- Projected 2021 Build conditions represent the Projected 2021 No-Build conditions plus the addition of the project trips that are anticipated to be generated by the 17th & Spring development. Also included are the four (4) site access driveways in addition to the existing study network intersections.

Based on the analysis of Existing 2018 conditions (present conditions; i.e. excludes background traffic growth and excludes the 17th & Spring project traffic), there are no recommended improvements.

Based on the analysis of Projected 2021 No-Build conditions (includes background traffic growth, 1105 West Peachtree development (DRI #2659) and the 98 14th Street development (DRI #2390) project traffic but excludes the 17th & Spring project traffic), there are no recommended improvements. Based on the discussions in the Pre-Review Meeting, the following improvements were assumed to be made by GDOT and completed by 2021, and were therefore included in the Projected 2021 No-Build conditions.

- Intersection #4: 17th Street at West Peachtree Street
 - Restripe the eastbound approach to two exclusive left-turn lanes and one shared left-turn/through lane.

Based on the analysis of Projected 2021 Build conditions (Projected 2021 No-Build conditions plus the projected 17th & Spring traffic), the following improvements are recommended to achieve the vehicular LOS standard:

- Intersection #1: 17th Street at I-75/I-85 NB Ramp
 - Allow vehicles to utilize the eastbound and westbound "Bus-only" lanes during peak hours.
- Intersection #5: West Peachtree Street at Arts Center Way/Private Road
 - Install traffic signal, if warranted and approved by GDOT.

1.0 PROJECT DESCRIPTION

1.1 Introduction

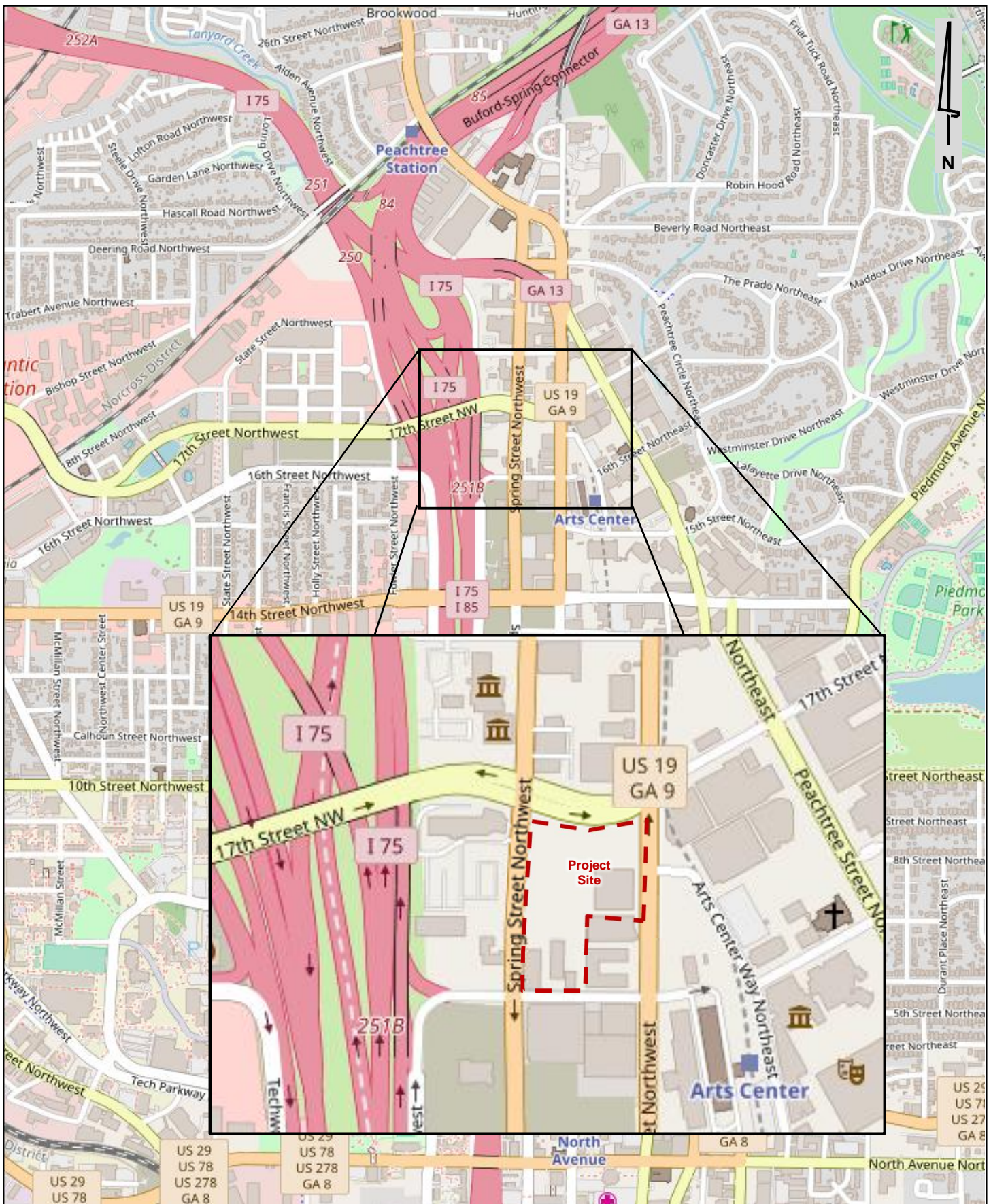
This report presents the analysis of the anticipated traffic impacts of the proposed 17th & Spring mixed-use development located in the City of Atlanta, Georgia. The approximate 4-acre site is located north of 16th Street, south of 17th Street, east of Spring Street, and west of West Peachtree Street. The proposed development will be mixed-use, consisting of approximately 1,335,312 square feet of office, hotel, residential, retail, and grocer land uses.

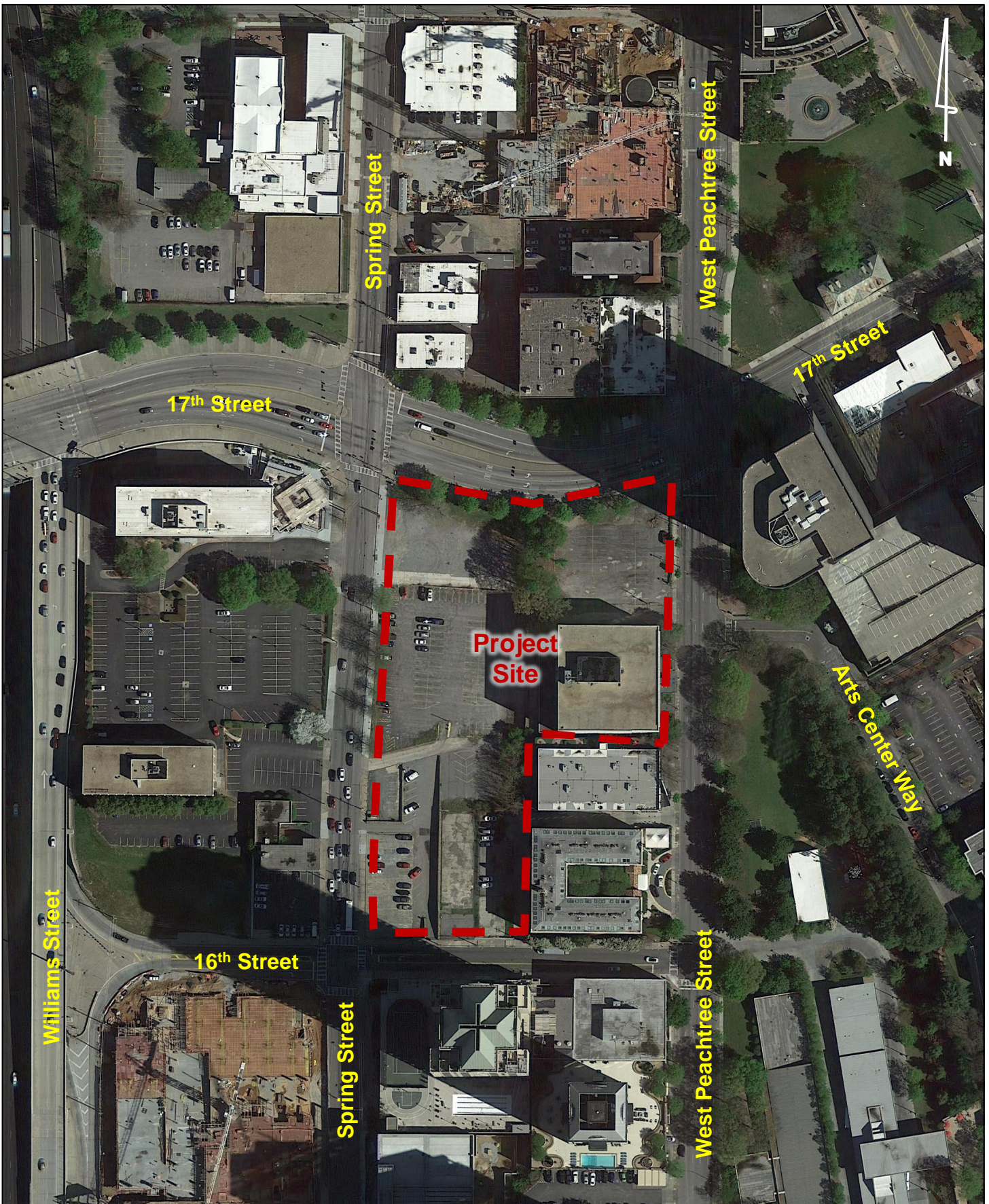
The project will exceed 700,000 square feet of mixed-use development in a Region Core area type and 600,000 SF of mixed-use development in a Regional Center area and therefore, the proposed development is a Development of Regional Impact (DRI) and is subject to Atlanta Regional Commission (ARC) and Georgia Regional Transportation Authority (GRTA) review.

Figure 1 provides the location map of the 17th & Spring development, and **Figure 2** provides a site aerial showing 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 Ordinance Map and ARC's *Unified Growth Policy Map (UGPM)* 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-uses and densities is provided below in **Table 1**.

Table 1 Proposed Land Uses and Densities	
Office	604,960 SF
Hotel	255 rooms (208,462 SF)
Residential	346 units (422,437 SF)
Retail	24,470 SF
Food Hall	31,247 SF
Grocer	43,736 SF
Total	1,335,312 SF





1.2 Site Plan Review

The project site currently consists of a semi-vacant five-story office building and surface parking lots. The office building will be demolished. The project site is located in Special Public Interest (SPI) Zone 16 according to the *City of Atlanta Zoning Ordinance Map*. The project site is located in a Region Core and Regional Center area type according to ARC's *Unified Growth Policy Map (UGPM)*. Additionally, the project site is within and adheres to the recommendations of the most recent Midtown LCI, which qualifies the 17th & Spring development for GRTA's expedited review.

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

1.3 Site Access

The site is currently served by two driveways along West Peachtree Street, three driveways along Spring Street, and two driveways along 16th Street (with one driveway currently being fenced off). The proposed site driveways are shown on the site plan and include one proposed driveway on 17th Street, one proposed driveway on 16th Street, and one proposed driveway on Spring Street.

Due to the SPI-16 code requirement, there is a new road proposed through the development site from Spring Street to West Peachtree Street connecting to Arts Center Way.

Following is a description of each of the proposed driveways:

1. Driveway 1 is on 17th Street and is a proposed right-in/right-out movement driveway located approximately 150 feet west of the intersection of West Peachtree Street and 17th Street. Driveway 1 is proposed to access the two-way Private Street.
2. Driveway 2 is on 16th Street and is a proposed full movement driveway located approximately 250 feet west of the intersection of West Peachtree Street and 16th Street. Driveway 2 is proposed to access the site parking deck.
3. Driveway 3 is on Spring Street and is a proposed left-in/left-out movement driveway approximately 250 feet north of the intersection of Spring Street and 16th Street. Driveway 3 is proposed to access the site parking deck.

The site driveways mentioned above provide access to all parking for the site. Parking will be located on-site in a proposed parking deck and on-street where space permits. Currently, approximately 1,782 parking spaces are planned to be provided for in the proposed parking deck and on street where applicable. The exact number and location of the parking spaces is subject to change during the development of the master plan. Parking ratios as required by SPI-16 zoning is shown below.

Office:	2.5 spaces per 1,000 SF (maximum)
Residential:	1 space per bedroom up to two bedrooms (maximum) 0.5 spaces per bedroom beyond two bedrooms (maximum) 0.33 spaces per dwelling unit for visitors (maximum)
Retail & Restaurant:	1 space per 600 SF (minimum) 2.5 spaces per 600 SF (maximum)

As the 17th & Spring development is located in a Region Core, shared parking will be utilized on the project site. Based on knowledge of the area's increased pedestrian and bicyclist infrastructure, it is anticipated that there will be limited vehicular trips for the retail and restaurant land uses, and this DRI analysis is expected to be conservative in nature.

1.4 Bicycle and Pedestrian Facilities

The project site is located in the heart of Midtown Atlanta, in an area with increased pedestrian and bicyclist facilities. Pedestrian facilities (sidewalks) currently exist along the project site frontage. There are currently no bicycle facilities in the vicinity of the project site. Additional bike facilities are planned as part of project AT-277 (Cycle Atlanta: Phase 1.0 – includes routes on West Peachtree Street and Peachtree Street). More details are provided in Section 8.0.

1.5 Transit Facilities

The project site is located diagonally from the Arts Center MARTA Rail Station (in the southeast quadrant of West Peachtree Street at 16th Street) and 0.5 miles (6 blocks) from the Midtown MARTA Rail Station, both of which are served by the Red and Gold lines seven days a week. The project site is adjacent to three bus stops that are served by GRTA Xpress buses and Cobb County Transit buses. The project site is also adjacent to two bus stops along 17th Street that services MARTA Bus Route 37 which provides service seven days a week. The project site is 0.10 miles (1 block) from MARTA Bus Route 110 which provides 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 for three (3) years background traffic growth rate was used for all roadways. In addition to the background growth rate, projected trips from 1105 West Peachtree development (DRI #2659) and the 98 14th Street development (DRI #2390) were also included in the projected 2021 No-Build conditions.

2.2 Traffic Data Collection

Weekday peak hour turning movement counts were collected on Wednesday, March 14, 2018 at the study intersections from 7:30 AM – 9:30 AM for the AM peak period and from 4:30 PM to 6:30 PM for the PM peak period. The morning and afternoon peak hours varied slightly between the intersections. Peak hours for all intersections are shown in **Table 2**.

Table 2 Peak Hour Summary		
Intersection	AM Peak Hour	PM Peak Hour
1. 17 th Street at I-75/85 NB Ramp	8:15 – 9:15	5:30 – 6:30
2. 17 th Street at I-75/85 SB Ramp	8:15 – 9:15	5:30 – 6:30
3. 17 th Street at Spring Street	8:15 – 9:15	5:30 – 6:30
4. 17 th Street at West Peachtree Street	8:15 – 9:15	5:00 – 6:00
5. West Peachtree Street at Arts Center Way	8:15 – 9:15	5:00 – 6:00
6. 16 th Street at West Peachtree Street	8:15 – 9:15	5:00 – 6:00
7. 16 th Street at Spring Street	8:15 – 9:15	4:45 – 5:45
8. 14 th Street at Spring Street	7:45 – 8:45	5:00 – 6:00

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

2.3 Detailed Intersection Analysis

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

Existing traffic signal phasing and timing data were retrieved from the Midtown Traffic Operations Program (MTOP) for signalized intersections. Existing timing data was used in the Existing 2018 conditions. Signal timings were optimized using *Synchro Professional, Version 9.0* for Projected 2021 No-Build conditions, Projected 2021 Build conditions, and all improved conditions.

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

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

3.0 STUDY NETWORK

3.1 Gross Trip Generation

Traffic for the proposed land uses and densities were calculated using methodology contained in the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 10th Edition*. Gross trips generated are displayed below in **Table 3**. Existing trips generated by the existing land uses on the site are minimal and therefore, were not removed from the network in order to present a more conservative analysis.

Table 3 Gross Trip Generation										
Land Use (Intensity)	ITE Code	Daily Traffic			AM Peak Hour			PM Peak Hour		
		Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Multifamily Housing (High-Rise) (346 units)	222	679	340	339	71	9	62	63	44	19
Hotel (255 rooms)	310	2,452	1,226	1,226	122	72	50	165	84	81
General Office Building (604,960 SF)	710	6,082	3,041	3,041	457	393	64	510	87	423
Shopping Center (12,235 SF)	820	462	231	231	12	7	5	47	23	24
Supermarket (43,736 SF)	850	4,313	2,156	2,157	167	100	67	421	215	206
High-Turnover (Sit-Down) Restaurant (43,482 SF)	932	4,878	2,439	2,439	432	238	194	425	264	161
Total Gross Trips		18,866	9,433	9,433	1,261	819	442	1,631	717	914

3.2 Trip Distribution

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

3.3 Level-of-Service Standards

For the purposes of this traffic analysis, a level-of-service standard of E (due to the location in the Regional Center: Central City and Region Core according to the Unified Growth Policy Map) was assumed for all intersections and segments within the study network, consistent with the GRTA Letter of Understanding.

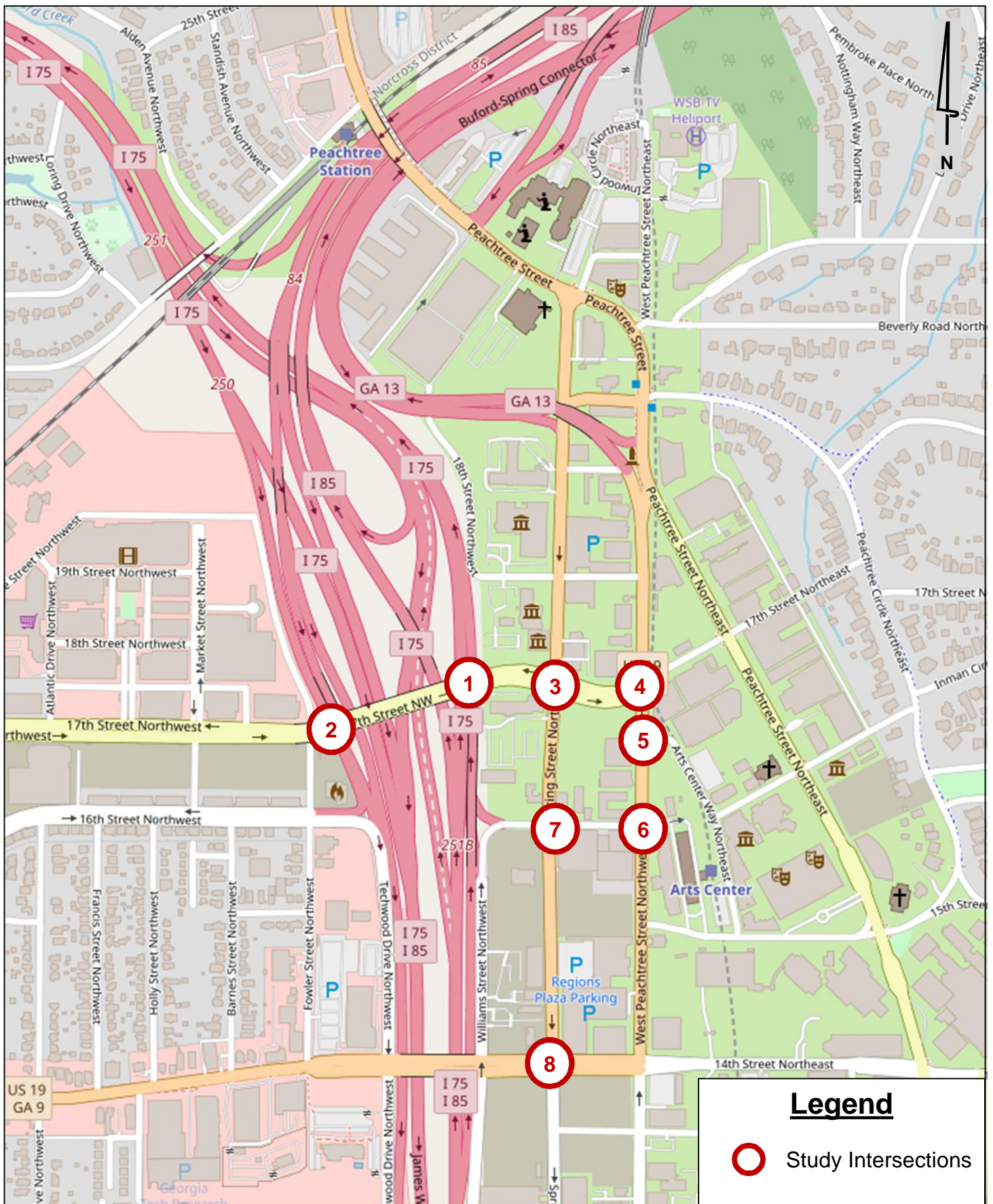
3.4 Study Network Determination

A general study area was determined based on a review of land uses and population densities in the area as well as a review of peak hour traffic counts and engineering judgement. The study area was agreed upon during methodology discussions with GRTA, ARC, GDOT, and City of Atlanta staff, and includes the following eight (8) intersections described in **Table 4**.

The study network includes seven (7) signalized intersections and one (1) stop controlled intersection as noted in **Table 4**. The study intersections are shown in **Figure 3**.

Table 4 Intersection Control Summary	
Intersection	Control
1. 17 th Street at I-75/I-85 NB Ramp	Signal
2. 17 th Street at I-75/I-85 SB Ramp	Signal
3. 17 th Street at Spring Street	Signal
4. 17 th Street at West Peachtree Street	Signal
5. West Peachtree Street at Arts Center Way	Stop Control
6. 16 th Street at West Peachtree Street	Signal
7. 16 th Street at Spring Street	Signal
8. 14 th Street at Spring Street	Signal

Each of the above listed intersections was analyzed for the Existing 2018 conditions, the Projected 2021 No-Build conditions, the Projected 2021 No-Build Alternative conditions, the Projected 2021 Build conditions, the Projected 2021 Build Alternative conditions, and the Projected 2021 Build Improved conditions. The Projected 2021 No-Build conditions represent the existing traffic volumes grown for three (3) years at 1.5 percent per year throughout the study network as well as the anticipated traffic generated by the 1105 West Peachtree development (DRI #2659) and the 98 14th Street development (DRI #2390), which are currently under construction.



3.5 Existing Roadway Facilities

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

ADTs were estimated for Spring Street, West Peachtree Street, 17th Street, and 14th Street.

Table 5 Roadway Classification and ADTs				
Roadway	No. of Lanes	ADT	Posted Speed Limit (MPH)	GDOT Classification
Spring Street (south of 18 th Street)	4	19,500	35	Minor Arterial
West Peachtree Street (south of 18 th Street)	5	25,300	35	Minor Arterial
17 th Street	4	30,000	35	Minor Arterial
16 th Street	2	N/A	25	Minor Arterial
14 th Street	4	17,300	35	Minor Arterial

**Not publicly available in GDOT database*

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, 2017*, using equations where available. Trip generation for this proposed development is calculated based upon the following land uses: Multifamily Housing (High-Rise) (ITE #222), Hotel (ITE #310), General Office Building (ITE #710), Shopping Center (ITE #820), Supermarket (ITE #850), and High-Turnover (Sit-Down) Restaurant (ITE #932)

Mixed-use vehicle trip reductions were taken according to the *ITE Trip Generation Handbook, Third Edition, 2014*. Because the Third Edition does not include guidance on daily internal capture, the Second Edition, 2004 was used for daily. Total internal capture and vehicle trip reduction between the land uses is expected to be 14.2% daily, 29.3% for the AM peak hour and 30.8% for the PM peak hour as a result of the anticipated interaction between the office, hotel, residential, retail, and grocer land uses within the proposed development.

Due to the 17th & Spring development being located in close proximity to transit, pedestrian, and bicycle facilities, an alternative transportation (walking, bicycle, and transit) reduction was applied for the 17th & Spring project trips. An alternative transportation mode reduction of 25%, consistent with GRTA's Letter of Understanding, was applied to all land uses for this study.

In accordance with the GRTA LOU, pass-by reductions were taken according to the *ITE Trip Generation Handbook, Third Edition, 2014* for the retail land use (including grocer and restaurant).

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

Table 6
Net Trip Generation

	Daily Traffic			AM Peak Hour			PM Peak Hour		
	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Gross Project Trips	18,866	9,433	9,433	1,261	819	442	1,631	717	914
<i>Mixed-Use Reduction</i>	-2,672	-1,336	-1,336	-370	-185	-185	-502	-251	-251
<i>Alternative Mode Reduction</i>	-4,049	-2,024	-2,025	-224	-158	-65	-283	-117	-166
<i>Pass-By Reduction</i>	-2,418	-1,209	-1,209	0	0	0	-148	-74	-74
Net New Trips	9,727	4,864	4,863	667	476	192	698	275	423

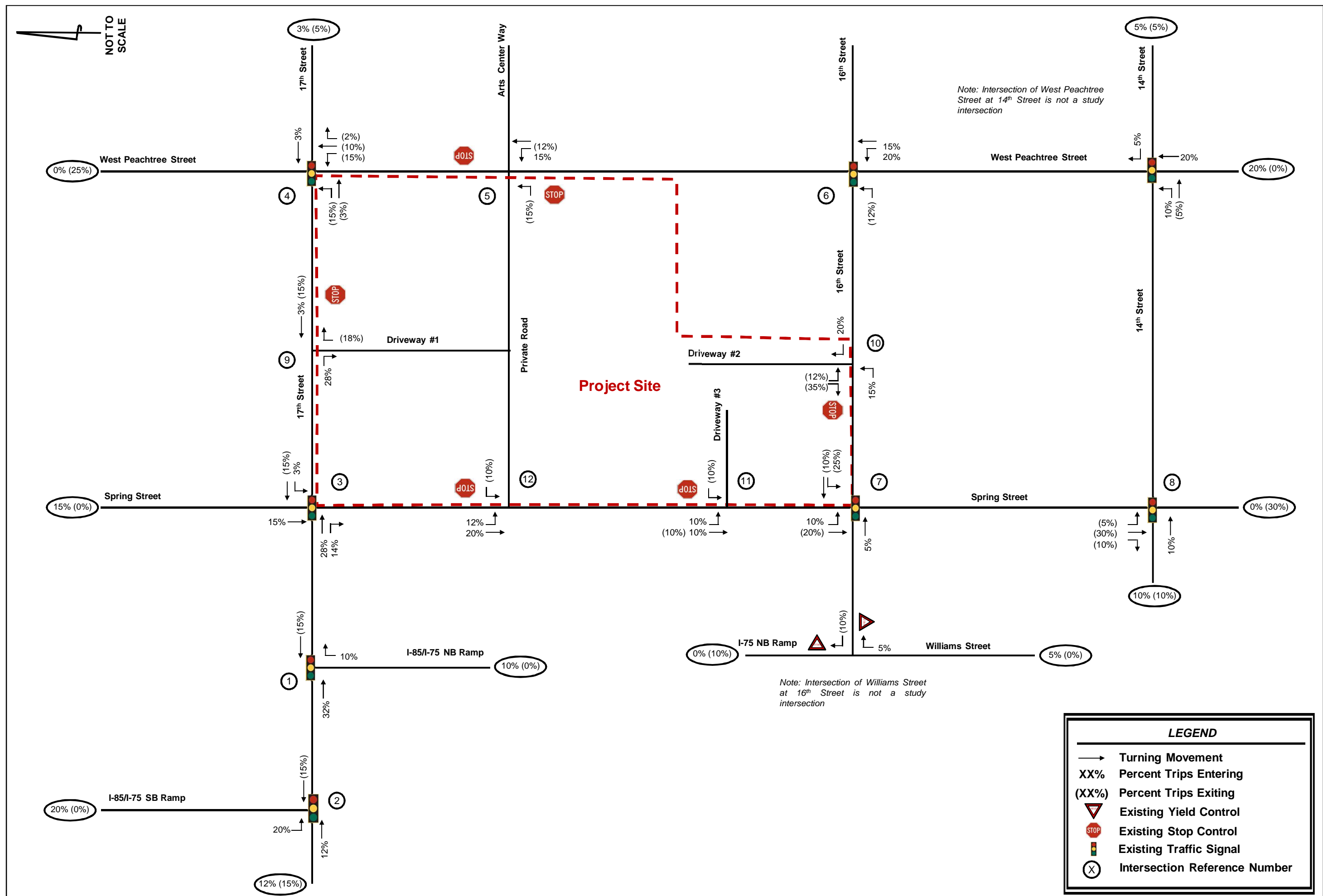
A more detailed trip generation analysis summary table is provided in **Appendix D**.

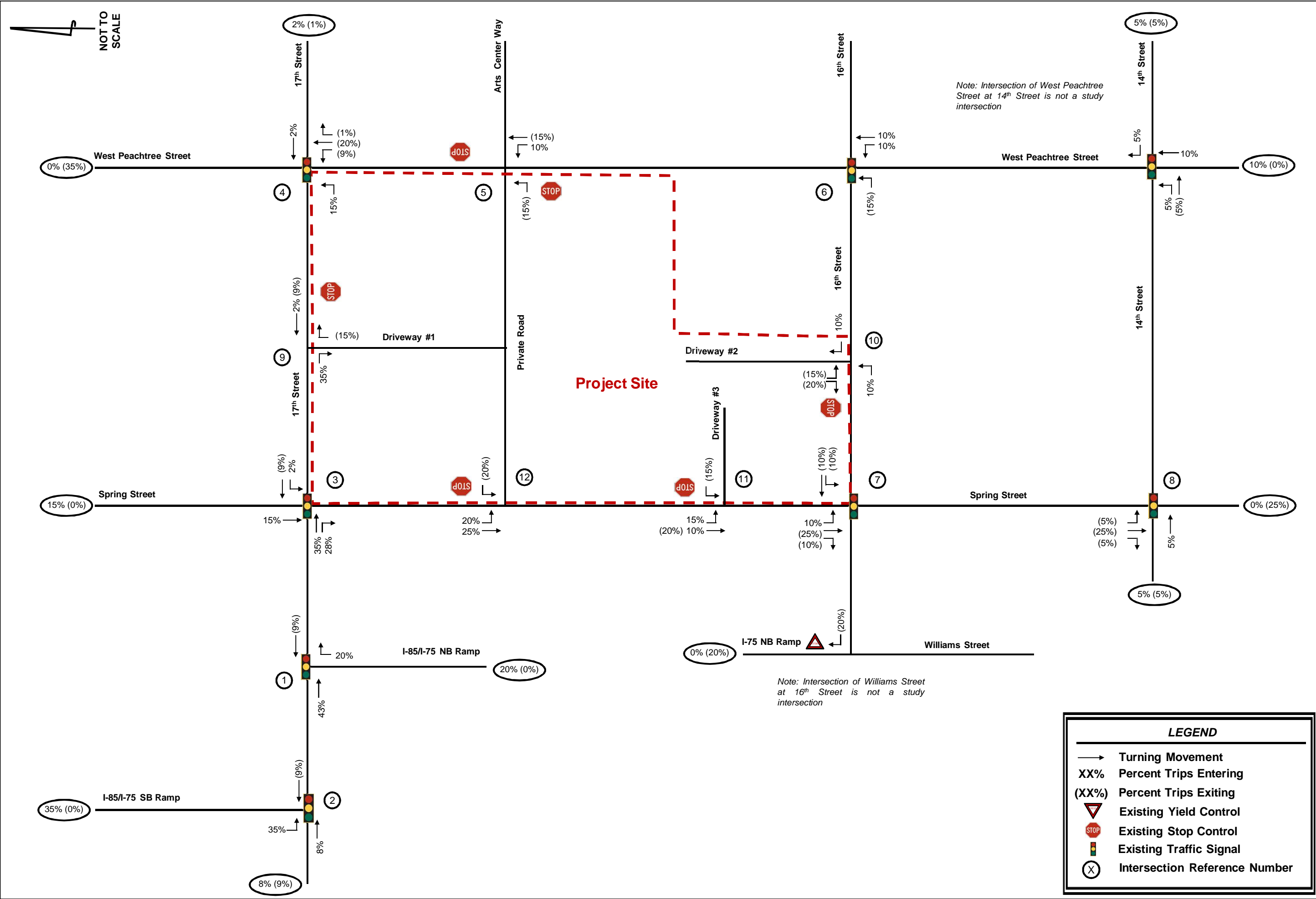
5.0 TRIP DISTRIBUTION AND ASSIGNMENT

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

Figure 4 displays the anticipated distribution and assignment of the residential project trips and **Figure 5** displays the anticipated distribution and assignment of the office, grocery, retail, and restaurant project trips throughout the study roadway network. These trip assignment percentages were applied to the net new trips expected to be generated by the development, and the volumes were assigned to the roadway network. The combined peak hour project trips by turning movement throughout the study network, anticipated to be generated by the proposed 17th & Spring development, are shown in **Figure 6**.

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





6.0 TRAFFIC ANALYSIS

6.1 Existing 2018 Conditions

The observed existing peak hour traffic volumes were entered into *Synchro 9.0*, and capacity analyses were performed for the AM and PM peak hours. The existing peak hour traffic volumes are displayed in **Figure 7**, and the results of the capacity analyses for the Existing 2018 conditions are shown in **Table 7**. Detailed *Synchro* analysis reports are available upon request.

For the purposes of this traffic analysis, a level-of-service standard of E (due to the location in the Regional Center: Central City and Region Core according to the Unified Growth Policy Map) was assumed for all intersections and segments within the study network, consistent with the GRTA Letter of Understanding.

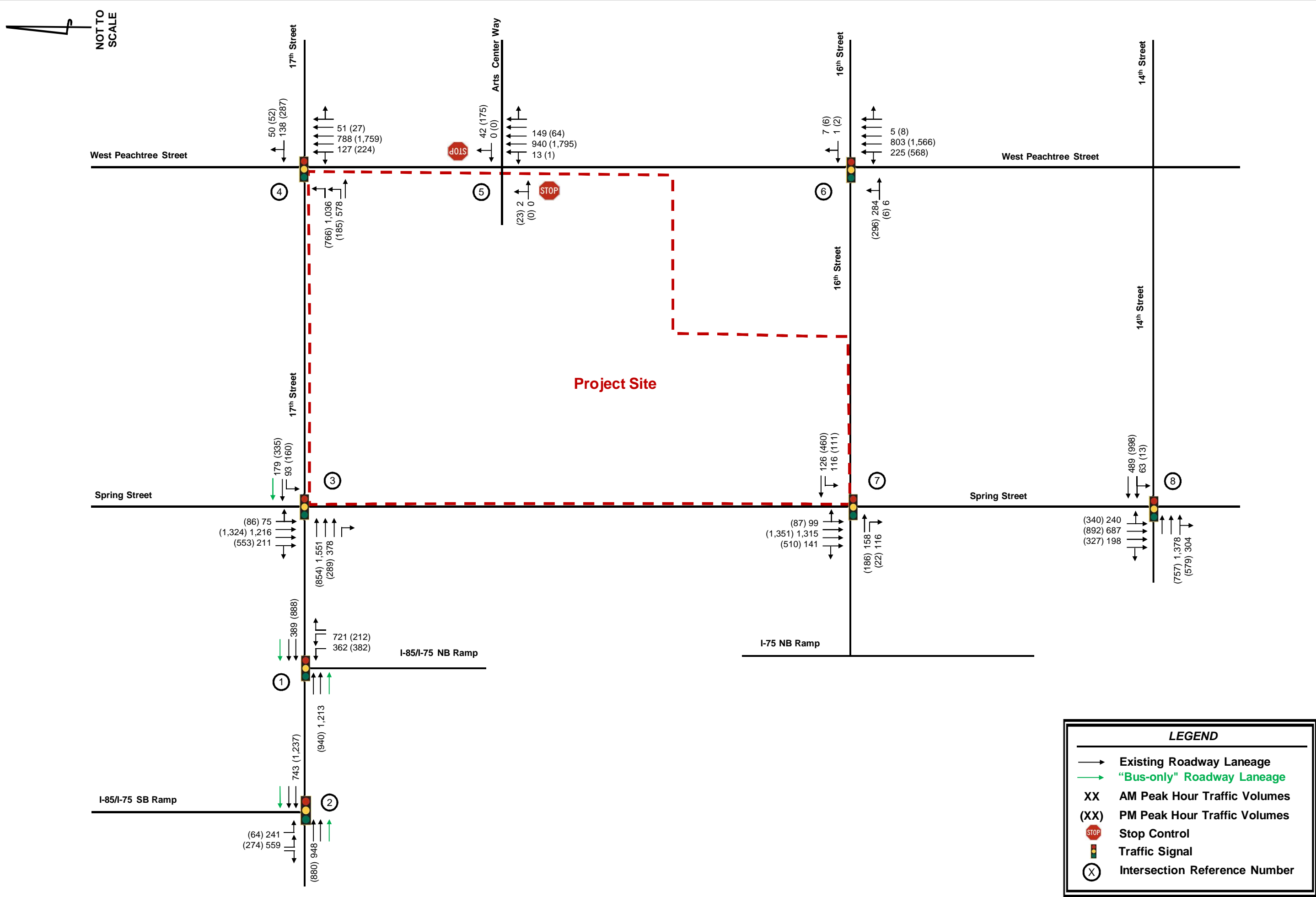
Table 7 Existing 2018 Intersection Levels-of-Service LOS (delay in seconds)				
Intersection	LOS Std.	Existing 2018 Conditions		
		Control/ Movement	AM Peak Hour	PM Peak Hour
1. 17 th Street at I-75/I-85 NB Ramp	E	Signal	D (58.8)	B (17.4)
2. 17 th Street at I-75/I-85 SB Ramp	E	Signal	C (33.7)	B (10.5)
3. 17 th Street at Spring Street	E	Signal	C (22.4)	D (34.4)
4. 17 th Street at West Peachtree Street	E	Signal	C (31.8)	D (50.4)
5. West Peachtree Street at Arts Center Way	E	WB	C (24.0)	F (**)
6. 16 th Street at West Peachtree Street	E	Signal	C (20.8)*	C (22.7)
7. 16 th Street at Spring Street	E	Signal	C (30.7)	D (35.8)
8. 14 th Street at Spring Street	E	Signal	D (52.5)	C (34.5)

*Intersection was analyzed using HCM 2000 due to non-NEMA phasing.

**It is not uncommon to have long delays for stop-controlled approaches when there is heavy major street volume.

As shown in **Table 7**, most of the study intersections currently operate at or above their acceptable overall level-of-service standard during the AM and PM peak hours in the Existing 2018 conditions. Low levels-of-service for side street approaches are not uncommon, as vehicles may experience significant delays in turning onto a major roadway.

Also, due to limitations of the *Synchro* software and its ability to replicate unsignalized results for roadways with more than three lanes, the analysis is considered to be very conservative in nature. Therefore, no intersection improvements are recommended in the Existing 2018 conditions.



6.2 Projected 2021 No-Build Conditions

To account for growth in the vicinity of the proposed development, the existing traffic volumes grown for three (3) years at 1.5 percent per year throughout the study network. The Projected 2021 No-Build traffic volumes also include the anticipated traffic generated by the 1105 West Peachtree development (DRI #2659) and the 98 14th Street development (DRI #2390), both of which are currently under construction. These volumes were entered into *Synchro 9.0*, and capacity analyses were performed.

The intersection laneage and traffic volumes for the Projected 2021 No-Build conditions are shown in **Figure 8**. GDOT currently has a Quick Response Project at the intersection of 17th Street at West Peachtree Street that will restripe the eastbound approach to two exclusive left-turn lanes and one shared left-turn/through lane. The results of the capacity analyses for the Projected 2021 No-Build conditions with existing laneage and control types are shown in **Table 8**. Detailed *Synchro* analysis reports are available upon request.

Table 8 Projected 2021 No-Build Intersection Levels-of-Service LOS (delay in seconds)				
Intersection	LOS Std.	Projected 2021 No-Build Conditions		
		Control/ Movement	AM Peak Hour	PM Peak Hour
1. 17 th Street at I-75/I-85 NB Ramp	E	Signal	E (67.1)	B (17.9)
2. 17 th Street at I-75/I-85 SB Ramp	E	Signal	D (35.1)	B (10.8)
3. 17 th Street at Spring Street	E	Signal	C (24.3)	D (37.2)
4. 17 th Street at West Peachtree Street	E	Signal	C (34.1)	D (53.6)
5. West Peachtree Street at Arts Center Way	E	WB	D (29.4)	F (**)
6. 16 th Street at West Peachtree Street	E	Signal	C (21.3)*	C (24.5)
7. 16 th Street at Spring Street	E	Signal	C (32.3)	D (37.5)
8. 14 th Street at Spring Street	E	Signal	E (60.8)	D (36.5)

*Intersection was analyzed using HCM 2000 due to non-NEMA phasing.

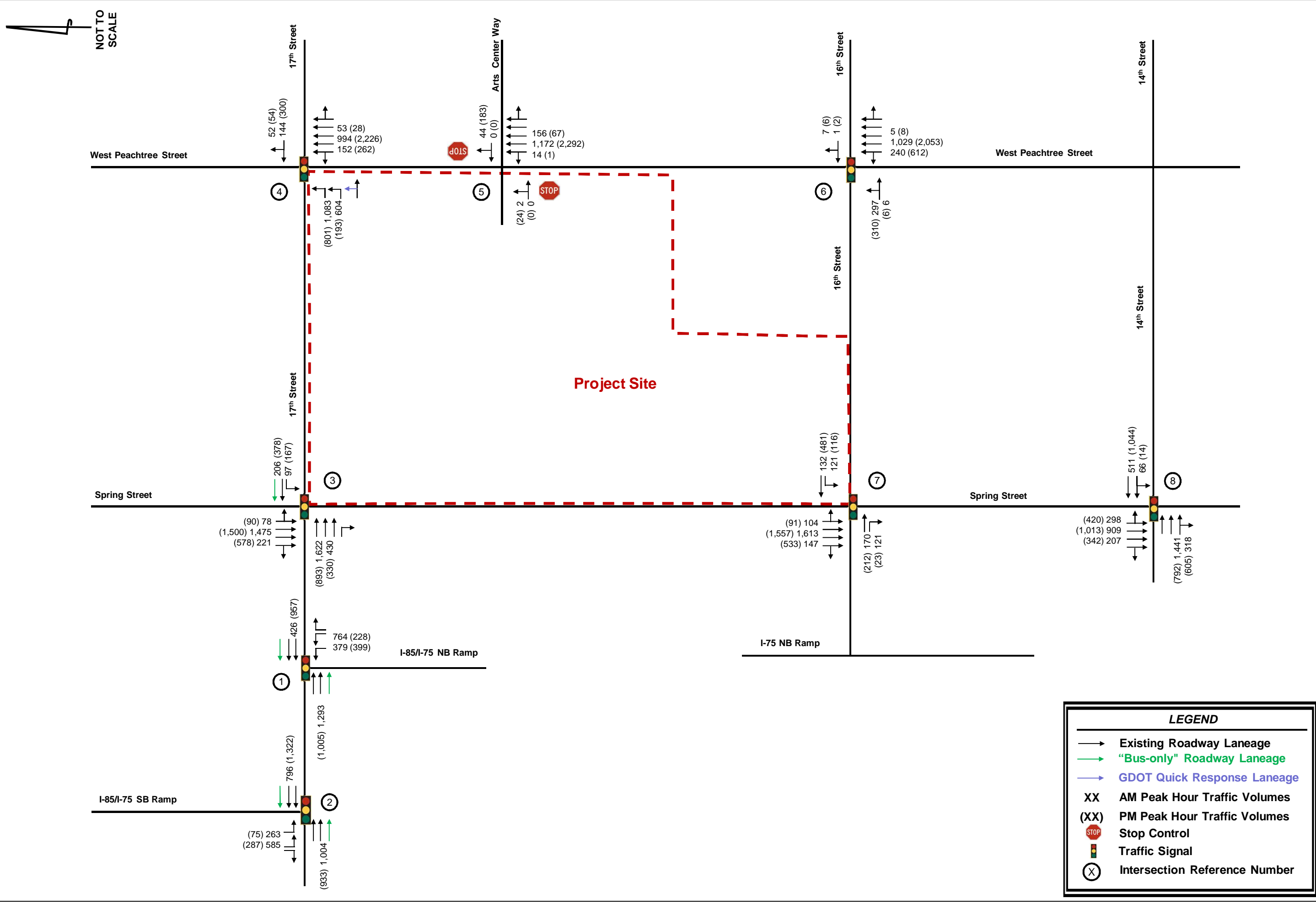
**It is not uncommon to have long delays for stop-controlled approaches when there is heavy major street volume.

As shown in **Table 8**, all study intersections are projected to operate at or above their acceptable overall level-of-service standard during the AM and PM peak hours in the Projected 2021 No-Build conditions. Therefore, no intersection improvements are recommended in the Projected 2021 No-Build conditions.

Based on the discussions in the Pre-Review Meeting, the following improvements were assumed to be made by GDOT and completed by 2021, and were therefore included in the Projected 2021 No-Build conditions.

- Intersection #4: 17th Street at West Peachtree Street
 - Restripe the eastbound approach to two exclusive left-turn lanes and one shared left-turn/through lane.

Due to the limitations of *Synchro* software and its ability to replicate unsignalized results for roadways with more than three lanes, the analysis is considered to be very conservative in nature. Therefore, no improvements are recommended for the intersection of West Peachtree Street at Arts Center Way (Intersection #5).



6.3 Projected 2021 Build Conditions

The traffic associated with the proposed 17th & Spring 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 proposed laneage and intersection control types shown in the DRI site plan.

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

Table 9 Projected 2021 Build Intersection Levels-of-Service <i>LOS (delay in seconds)</i>				
Intersection	LOS Std.	Projected 2021 Build Conditions		
		Control	AM Peak Hour	PM Peak Hour
1. 17 th Street at I-75/I-85 NB Ramp	E	Signal	F (84.1)	B (18.6)
2. 17 th Street at I-75/I-85 SB Ramp	E	Signal	D (37.5)	B (11.6)
3. 17 th Street at Spring Street	E	Signal	C (26.3)	D (39.2)
4. 17 th Street at West Peachtree Street	E	Signal	D (36.4)	E (56.8)
5. West Peachtree Street at Arts Center Way/Private Road	E	WB EB	D (30.2) C (20.0)	F (**) F (**)
6. 16 th Street at West Peachtree Street	E	Signal	C (21.9)*	C (25.4)
7. 16 th Street at Spring Street	E	Signal	C (33.7)	D (42.0)
8. 14 th Street at Spring Street	E	Signal	E (63.9)	D (37.8)
9. 17 th Street at Driveway #1	E	NB	D (26.1)	C (17.9)
10. 16 th Street at Driveway #2	E	EBL SB	A (8.0) B (12.5)	A (9.2) D (26.7)
11. Spring Street at Driveway #3	E	WB	C (18.6)	C (24.8)
12. Spring Street at Private Road	E	WB	C (20.3)	C (21.2)

*Intersection was analyzed using HCM 2000 due to non-NEMA phasing.

**It is not uncommon to have long delays for stop-controlled approaches when there is heavy major street volume.

As shown in **Table 9**, two (2) study intersections are projected to operate below the acceptable level-of-service standard during the AM and PM peak hours in the Projected 2021 Build conditions.

Based on the Projected 2021 Build conditions, the following improvements result in the following intersections operating at an acceptable or improved LOS:

- Intersection #1: 17th Street at I-75/I-85 NB Ramp
 - Allow vehicles to utilize the eastbound and westbound “Bus-only” lanes during peak hours.
- Intersection #5: West Peachtree Street at Arts Center Way/Private Road
 - Install a traffic signal if warranted and approved by GDOT

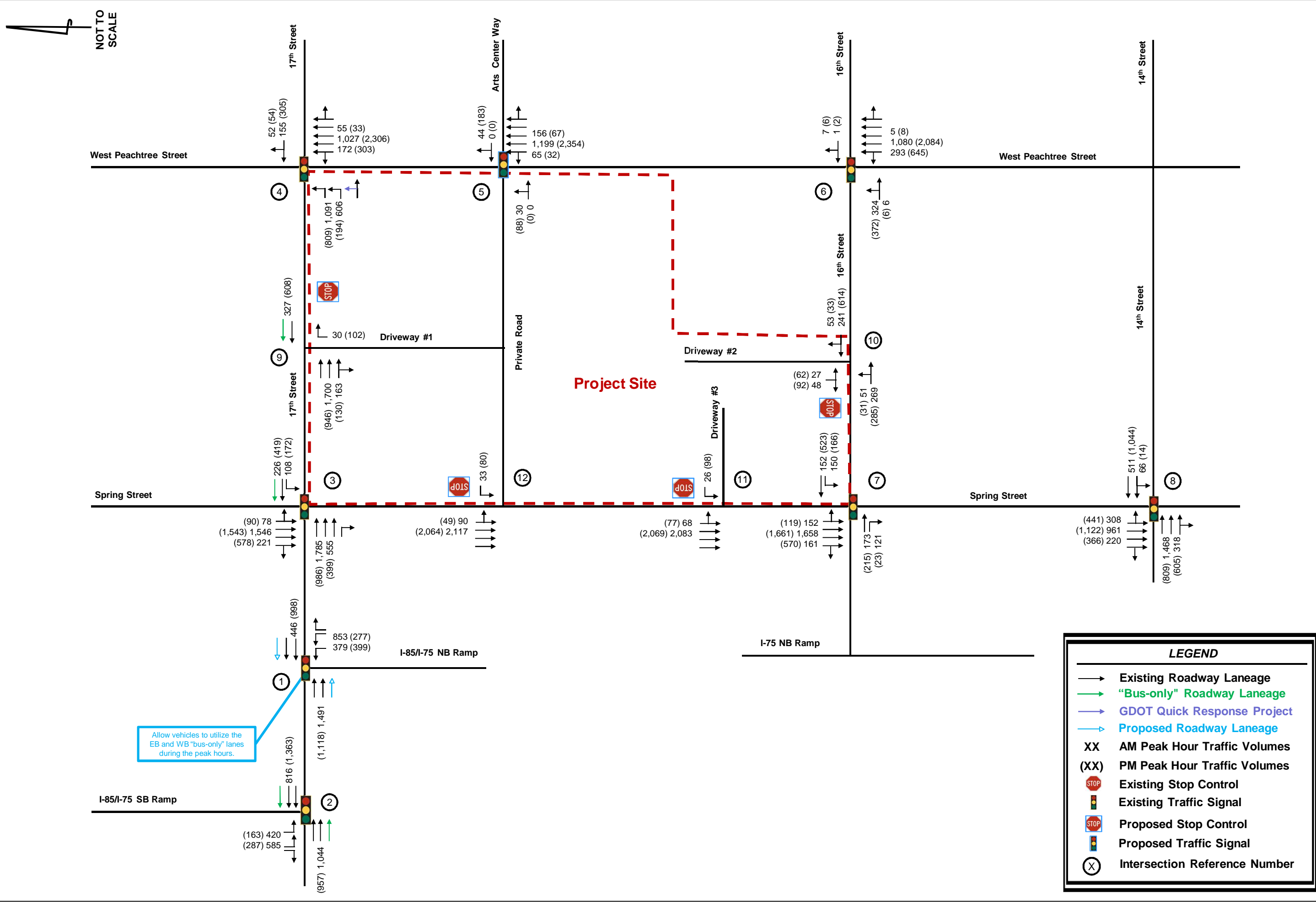
The results of the capacity analysis for the Projected 2021 Build Improved conditions are shown in **Table 10**. Detailed *Synchro* analysis reports are available upon request.

Table 10 Projected 2021 Build Improved Intersection Levels-of-Service <i>LOS (delay in seconds)</i>				
Intersection	LOS Std.	Projected 2021 Build Improved Conditions		
		Control	AM Peak Hour	PM Peak Hour
1. 17 th Street at I-75/I-85 NB Ramp	E	Signal	D (45.0)	B (14.1)
5. West Peachtree Street at Arts Center Way/Private Road	E	Proposed Signal	C (23.7)	D (36.8)

As shown in **Table 10**, the improved study intersections are projected to operate at an acceptable LOS under the Projected 2021 Build Improved conditions.

Additionally, the following site access improvements are recommended to serve the traffic associated with the 17th & Spring development:

- Intersection #9: 17th Street at Driveway #1 (right-in/right-out)
 - On the site, construct one (1) exclusive northbound right-turn lane.
 - On the site, construct one (1) southbound receiving lane.
 - Install stop-control on northbound leg.
- Intersection #10: 16th Street at Driveway #2
 - On the site, construct one (1) shared southbound left-turn/right-turn lane.
 - On the site, construct one (1) northbound receiving lane.
 - Install stop-control on southbound leg.
- Intersection #11: Spring Street at Driveway #3 (left-in/left-out)
 - On the site, construct one (1) exclusive westbound left-turn lane.
 - On the site, construct one (1) eastbound receiving lane.
 - Install stop-control on westbound leg.
- Intersection #12: Spring Street at Private Road (left-in/left-out)
 - On the site, construct one (1) exclusive westbound left-turn lane.
 - On the site, construct one (1) eastbound receiving lane.
 - Install stop-control on westbound leg.



6.4 Projected 2021 No-Build Conditions – Alternative Analysis

An alternative analysis was performed to show the impacts of the programmed bicycle facility improvements in the area. This analysis assumes that one existing travel lane along Spring Street and one existing travel lane along West Peachtree Street will be converted into a bicycle facility.

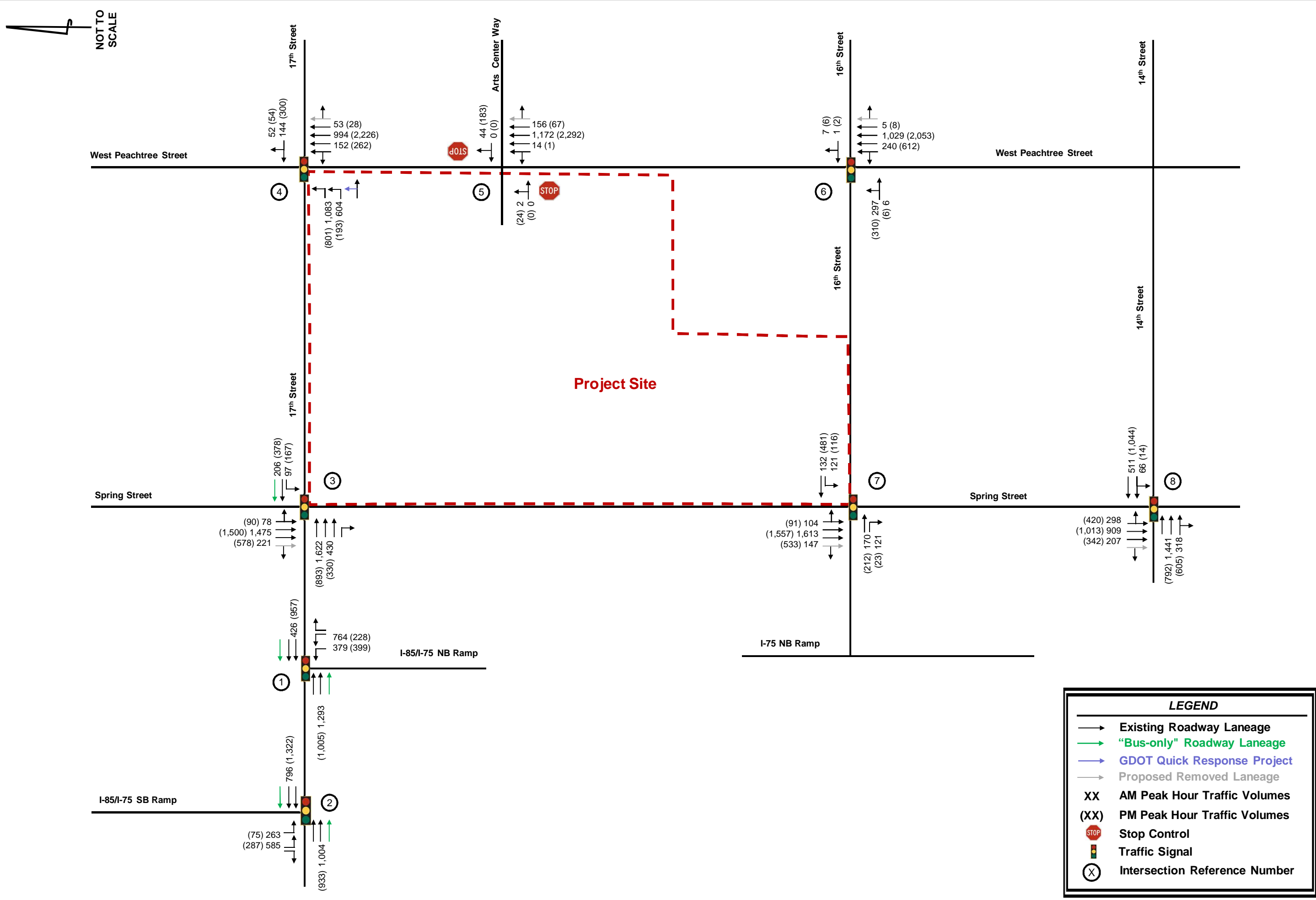
The intersection laneage and traffic volumes used for the Projected 2021 No-Build Alternative conditions are shown in **Figure 10**. The results of the capacity analyses for the Projected 2021 No-Build Alternative conditions with proposed laneage and control types are shown in **Table 11**. Detailed *Synchro* analysis reports are available upon request.

Table 11 Projected 2021 No-Build Alternative Intersection Levels-of-Service <i>LOS (delay in seconds)</i>				
Intersection	LOS Std.	Projected 2021 No-Build Alternative Conditions		
		Control	AM Peak Hour	PM Peak Hour
3. 17 th Street at Spring Street	E	Signal	C (32.6)	E (56.7)
4. 17 th Street at West Peachtree Street	E	Signal	D (36.5)	E (67.1)
5. West Peachtree Street at Arts Center Way	E	WB	D (29.4)	F (**)
6. 16 th Street at West Peachtree Street	E	Signal	C (26.6)*	C (29.0)
7. 16 th Street at Spring Street	E	Signal	D (35.1)	D (41.5)
8. 14 th Street at Spring Street	E	Signal	E (66.6)	D (40.9)

*Intersection was analyzed using HCM 2000 due to non-NEMA phasing.

**It is not uncommon to have long delays for stop-controlled approaches when there is heavy major street volume.

As shown in **Table 11**, all study intersections are projected to operate at or above their acceptable level-of-service standard during the AM and PM peak hours in the Projected 2021 Build Alternative conditions. Therefore, there are no recommended improvements for the Projected 2021 Build Alternative conditions.



6.5 Projected 2021 Build Conditions – Alternative Analysis

An alternative analysis was performed to show the impacts of the programmed bicycle facility improvements in the area. This analysis assumes that one existing travel lane along Spring Street and one existing travel lane along West Peachtree Street will be converted into a bicycle facility.

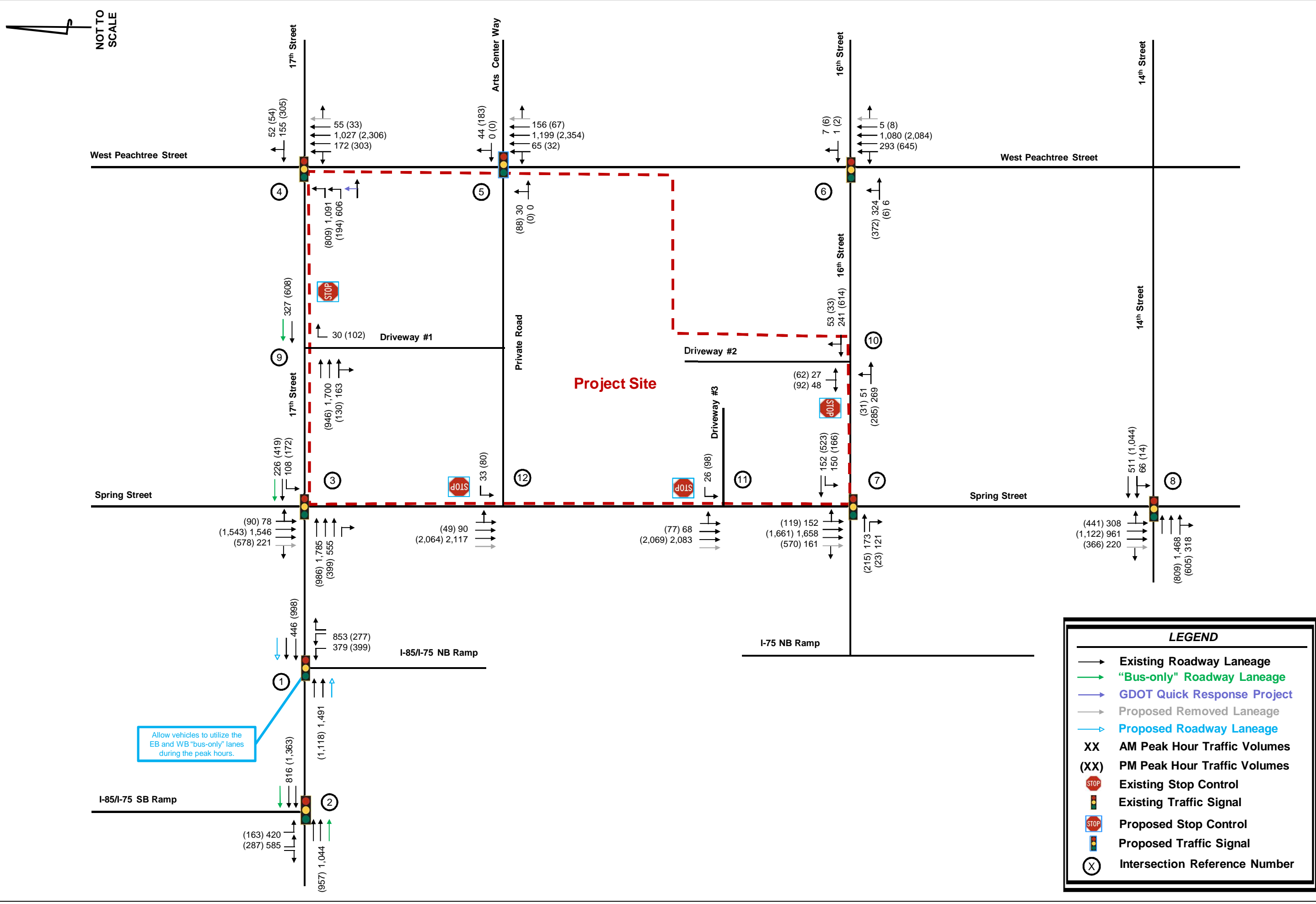
The intersection laneage and traffic volumes used for the Projected 2021 Build Alternative conditions are shown in **Figure 11**. The results of the capacity analyses for the Projected 2021 Build Alternative conditions with proposed laneage and control types are shown in **Table 12**. Detailed *Synchro* analysis reports are available upon request.

Table 12 Projected 2021 Build Alternative Intersection Levels-of-Service <i>LOS (delay in seconds)</i>				
Intersection	LOS Std.	Projected 2021 Build Alternative Conditions		
		Control	AM Peak Hour	PM Peak Hour
3. 17 th Street at Spring Street	E	Signal	D (41.2)	E (66.7)
4. 17 th Street at West Peachtree Street	E	Signal	D (39.4)	E (76.7)
5. West Peachtree Street at Arts Center Way/Private Road	E	WB EB	D (30.2) C (20.0)	F (**) F (**)
6. 16 th Street at West Peachtree Street	E	Signal	C (22.8)*	C (30.3)
7. 16 th Street at Spring Street	E	Signal	D (37.8)	D (56.2)
8. 14 th Street at Spring Street	E	Signal	E (71.9)	D (45.8)
11. Driveway #3 along Spring Street	E	WB	C (18.6)	C (24.8)
12. Private Road at Spring Street	E	WB	C (20.3)	C (21.2)

*Intersection was analyzed using HCM 2000 due to non-NEMA phasing.

**It is not uncommon to have long delays for stop-controlled approaches when there is heavy major street volume.

As shown in **Table 12**, all study intersections are projected to operate at or above their acceptable level-of-service standard during the AM and PM peak hours in the Projected 2021 Build Alternative conditions. Therefore, there are no recommended improvements for the Projected 2021 Build Alternative conditions.



7.0 INGRESS/EGRESS ANALYSIS

Vehicular access to the 17th & Spring development is proposed at five (5) locations. Site driveway locations are discussed in Section 1.3. Capacity analyses were performed for the proposed site driveway intersections (Int. #5, #9, #10, #11, #12) 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 LOS, assuming implementation of the recommended laneage, signalization, and roadway improvements listed in this report.

8.0 IDENTIFICATION OF PROGRAMMED PROJECTS

According to ARC's Transportation Improvement Program, the following projects are programmed or planned to be completed by the respective years: The identified projects are listed in **Table 13** below.

Table 13 Programmed Projects			
#	Completion Date	Project ID	Description
1	2022	AT-277	Cycle Atlanta: Phase 1.0 – Bicycle Mobility Improvements – Includes a route on West Peachtree Street and Peachtree Street
2	2040	AR-475	Connect Cobb / Northwest Atlanta Transit Corridor Bus Rapid Transit – transit improvements to the Arts Center MARTA station

Fact sheets for projects 1-2 are provided in **Appendix F**.

9.0 INTERNAL CIRCULATION ANALYSIS

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

Mixed-use vehicle trip reductions were taken according to the *ITE Trip Generation Handbook, Third Edition, 2014*. Because the Third Edition does not include guidance on daily internal capture, the Second Edition, 2004 was used for daily. Total internal capture and vehicle trip reduction between the proposed land uses is expected to be 14.2% daily, 29.3% for the AM peak hour, and 30.8% for the PM peak hour as a result of the anticipated interaction between the various land uses within the proposed development.

10.0 COMPLIANCE WITH COMPREHENSIVE PLAN ANALYSIS

The project site currently consists of a semi-vacant five-story office building and surface parking lots. The office building will be demolished. The project site is located in Special Public Interest (SPI) Zone 16 according to the *City of Atlanta Zoning Ordinance Map* and requires review by the SPI-16 Development Review Committee (DRC).

The most recent 10-Year update to the LCI study for Midtown Atlanta *Greenprint Midtown* focuses on a sustainable approach to the original *Blueprint Midtown* vision. The LCI study discusses decreasing single occupancy vehicle trips and increasing streetscape programs, bicycle plans, and transit/coordinated shuttle services. The LCI focuses on building on a high number of commuters being residents using transit, walking, or bicycling. The 17th & Spring development aligns with the goals and visions of the LCI study by reducing parking, creating a walkable environment, and improving the existing streetscape of the project site. The project site is located in the heart of Midtown in an area that already experiences high pedestrian and bicyclist volumes. Additionally, the project site is located in a Region Core and Regional Center area type according to *Plan 2040 Unified Growth Policy Map*. The 17th & Spring development plan is consistent with the area type and future land use identified. The land use maps are provided in **Appendix B**.

Site Photo Log

17th & Spring Development

Photo No. 1



Comments: Intersection of West Peachtree Street at Arts Center Way/Proposed Private Street - proposed traffic signal

Photo No. 2



Comments: Intersection of West Peachtree Street at Arts Center Way/Proposed Private Street - proposed traffic signal looking east.

17th & Spring Development

Photo No. 3



Comments: Intersection of West Peachtree Street at Arts Center Way/Proposed Private Street - proposed traffic signal looking north.

Photo No. 4



Comments: Intersection of West Peachtree Street at Arts Center Way/Proposed Private Street - proposed traffic signal looking south.

17th & Spring Development

Photo No. 5



Comments: Proposed Driveway #1 looking west.

Photo No. 6



Comments: Proposed Driveway #1 looking east.

17th & Spring Development

Photo No. 7



Comments: Proposed Driveway #2 looking west.

Photo No. 8



Comments: Proposed Driveway #2 looking south.

17th & Spring Development

Photo No. 9



Comments: Proposed Driveway #2 looking east.

Photo No. 10



Comments: Proposed Driveway #3 looking north.

17th & Spring Development

Photo No. 11



Comments: Proposed Driveway #3 looking west.

Photo No. 12



Comments: Proposed Driveway #3 looking south.

17th & Spring Development

Photo No. 13



Comments: Proposed Private Road access point on Spring Street (Int #12) looking north.

Photo No. 14



Comments: Proposed Private Road access point on Spring Street (Int #12) looking west.

17th & Spring DRI #2800

Photo No. 15



Comments: Proposed Private Road access point on Spring Street (Int #12) looking south.

Photo No. 16



Comments: Proposed Private Road access point on Spring Street (Int #12) traveling south.

Land Use and Zoning Maps



NPU-E



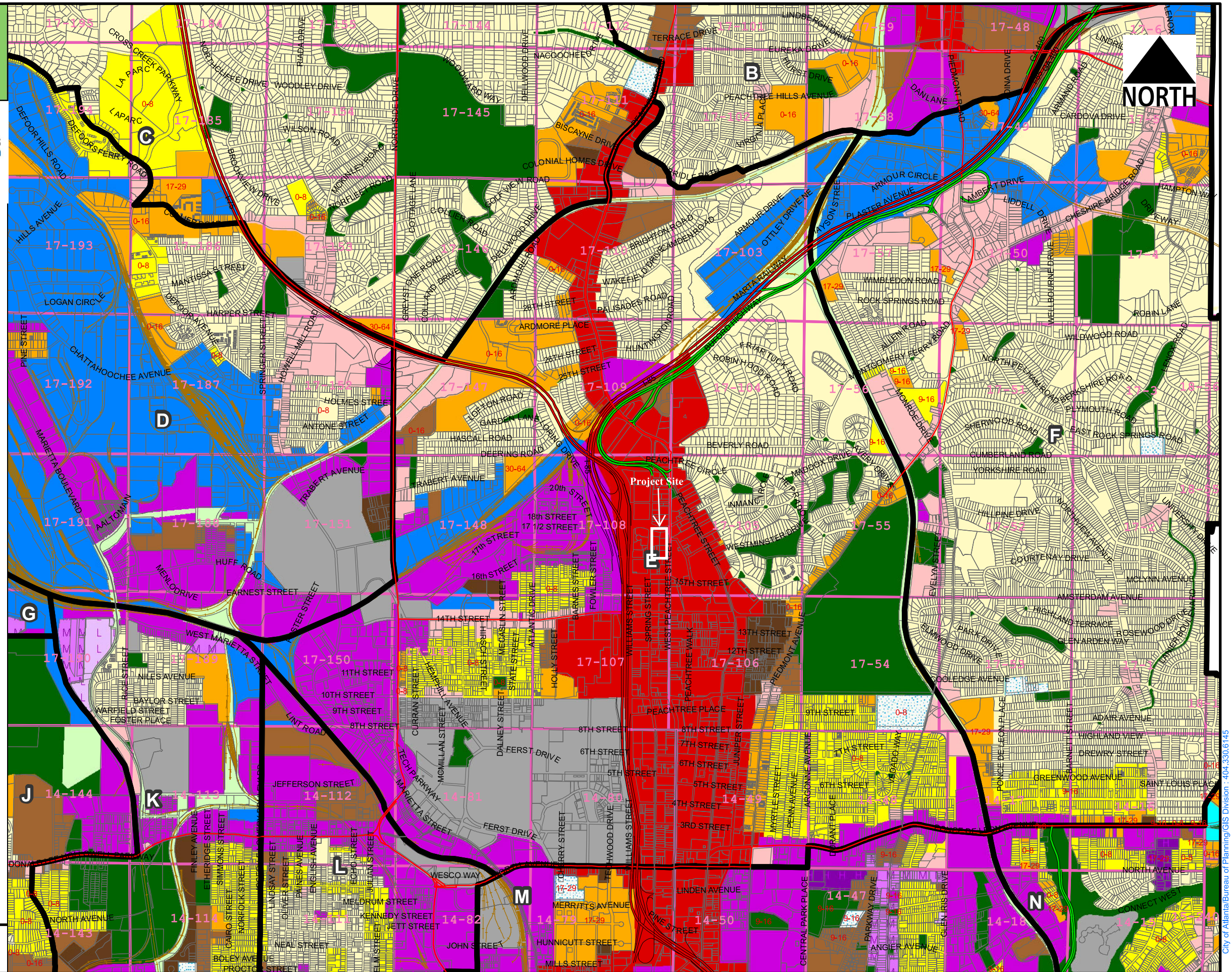
ATLANTA
strategic action plan
your city your vision your plan

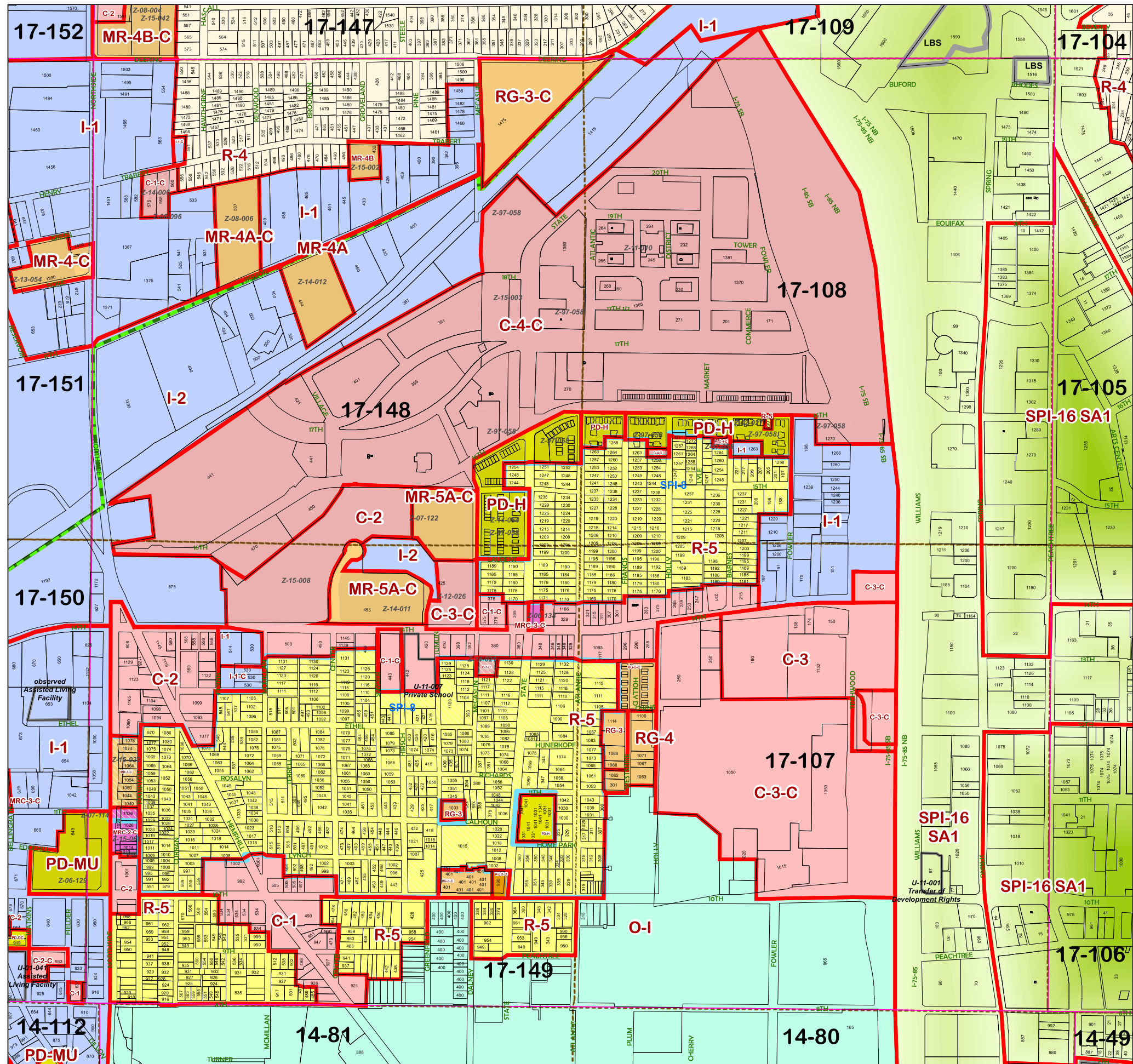
- Legend**
- NPU's
 - parcels
 - Land Lots
 - Future Land Use Classifications**
 - Transportation/Communication
 - Community Facility
 - Single Family Residential
 - Low Density Residential
 - Medium Density Residential
 - High Density Residential
 - Very High Density Residential
 - Low Density Commercial
 - High Density Commercial
 - Office/Institution
 - Office/Institution/Residential
 - Open Space
 - POS
 - Industrial
 - Mixed Use
 - Low Density Mixed Use
 - Medium Density Mixed Use
 - High Density Mixed Use

UP-TO-DATE AS OF:
8/25/2011

1 inch = 2,135 feet

15 YEAR FUTURE LAND USE MAP
2008 ATLANTA COMPREHENSIVE DEVELOPMENT PLAN (CDP)





SHEET NO. 17-107

ZONING ORDINANCE

CITY OF ATLANTA, GEORGIA

OFFICIAL ZONING MAP

SHEET 129 OF 129 SHEETS

ORDINANCE Z-78-5

LAND LOTS _____

DISTRICT _____

COUNTY _____

CERTIFICATION

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

DIRECTOR, BUREAU OF PLANNING
CITY OF ATLANTA, GEORGIA

DATE _____

MUNICIPAL CLERK, CMC
CITY OF ATLANTA, GA

DATE _____

Legend

— Tax Parcels

— Zoning District Outline

— Beltline

— SPI Sign Overlay Districts

— All Others

— Human Service Facilities

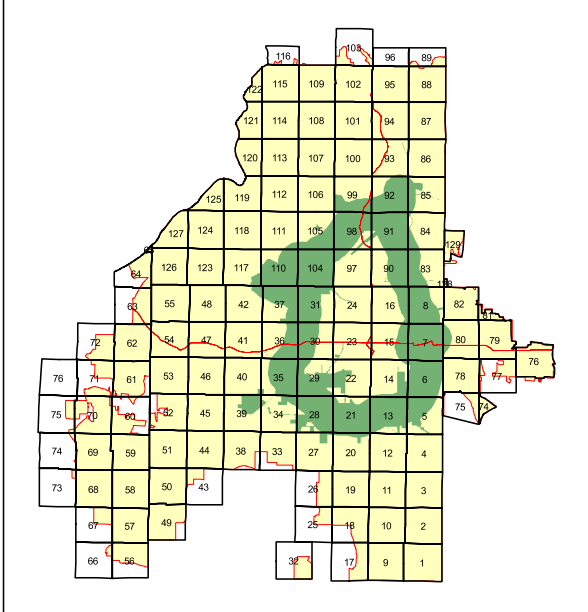
— Special Use Permits

— LBS/HBS

Base Zoning

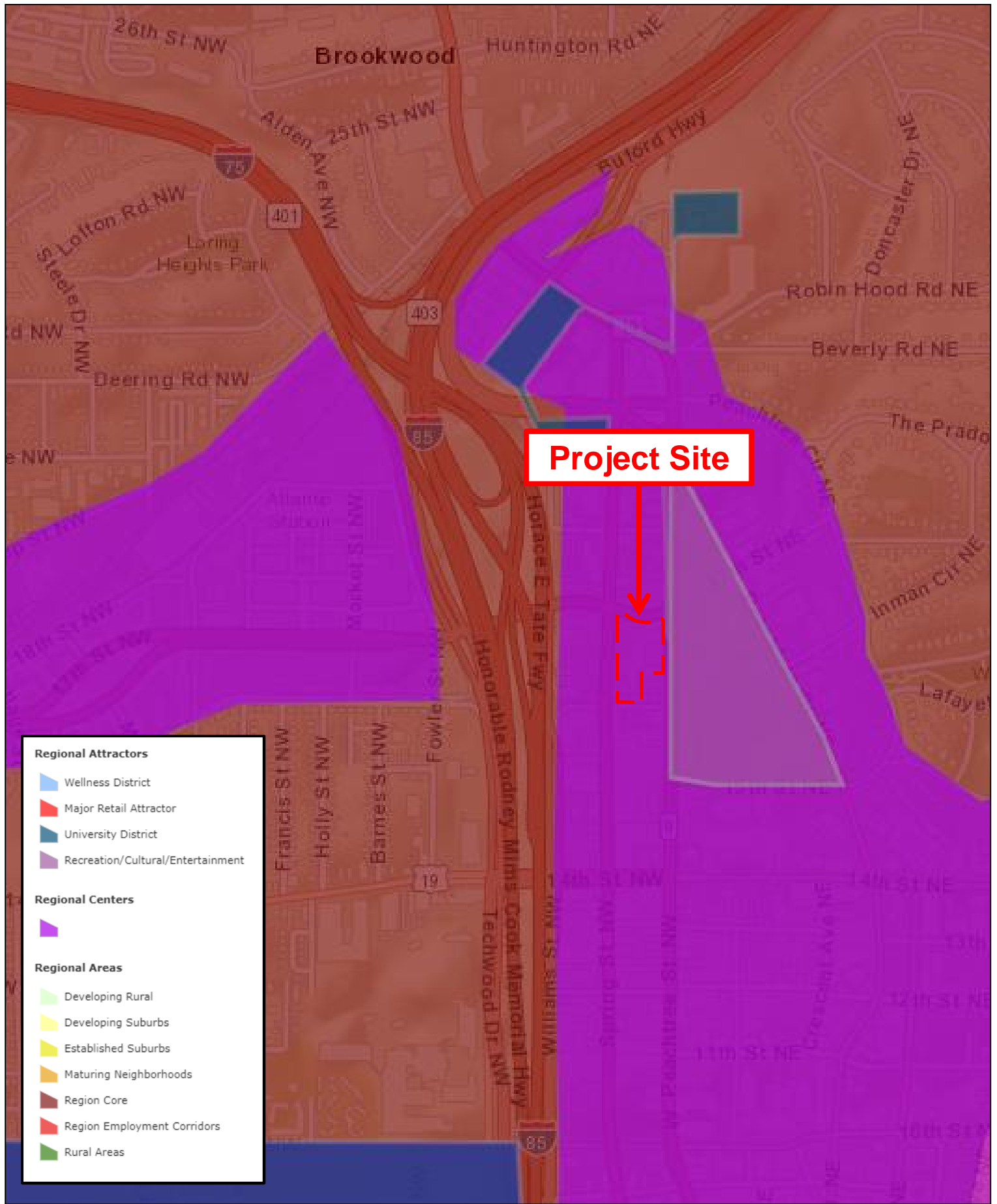
- SPI - Special Public Interest
- Industrial
- Historic & Cultural;
- Live-Work
- QOL Multi-Family;
- QOL Mixed Use
- Commercial
- Neighborhood Commercial;
- Residential - Single Family
- Office Institutional
- Planned Development
- Residential - Duplex
- Residential - Multi-Family
- Residential - Limited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

This document was compiled on September 07, 2017



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

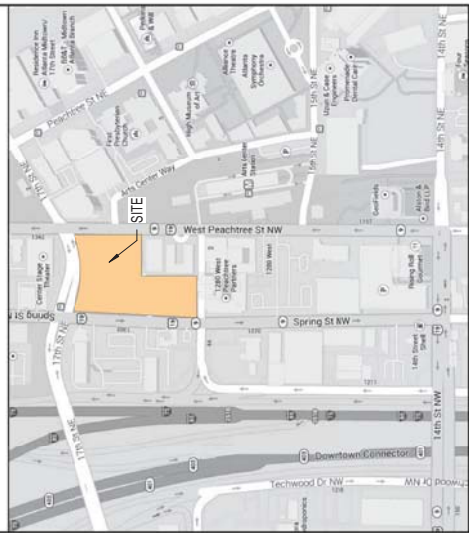
CITY OF ATLANTA : DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT : OFFICE OF PLANNING : GIS DIVISION : 404.330.6145
1 INCH = 400 FEET



Proposed Site Plan



VICINITY PLAN



SITE DATA:

DRINUMBER:	2800
OVERALL SITE AREA:	5.14 ACRES
EXISTING ZONING:	SP 16 SA.1
ADDRESS:	1295 SPRING STREET NW
NET SITE AREA:	167,283 SF
CITY OF ATLANTA	
ZONING JURISDICTION:	SP 16 SA.1
EXISTING ZONING:	88% (NET)
MAXIMUM BUILDING COVERAGE:	142,191 SF
PROVIDED:	67% 111,918 SF
OFFICE:	694,468 SF
HOTEL:	208,465 SF (255 KEYS)
RESIDENTIAL:	422,457 SF (346 UNITS)
GROCE:	43,798 SF
FOOD HALL:	31,140 SF
RETAIL:	24,470 SF
FAR:	1,355,312 / 223,930 = 5.97
OPEN SPACE PROVIDED:	20 x 223,930 SF = 44,786 SF FIED'D < 79,466 SF PROVIDED
BUILDING DECK & WALL HEIGHTS:	
CURRENT BUILDING HEIGHTS:	
OFFICE BUILDING:	336' TALL AVERAGE HEIGHT ALONG 17TH STREET
RESIDENTIAL BUILDING:	301' TALL AVERAGE HEIGHT ALONG SPRING STREET
HOTEL BUILDING:	236' TALL AVERAGE HEIGHT ALONG WEST PEACHTREE
PARKING REQUIREMENTS:	
MINIMUM PARKING REQUIRED:	SP 16 SA.1 (WITHIN TRANSIT AREA) NO MINIMUM PARKING REQUIRED
PARKING PROVIDED:	1,782 SPACES

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Trip Generation Analysis

Trip Generation Analysis (10th Ed. with 2nd Edition Handbook Daily IC & 3rd Edition AM/PM IC)									
17th & Spring DRI #2800									
Fulton County, GA									
Land Use	Intensity	Alternate Independent Variables Available	Daily Trips	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
Proposed Site Traffic									
222 Multifamily Housing (High-Rise)	346 d.u.	persons	679	71	9	62	63	44	19
310 Hotel	255 rooms	occ. rooms, employees	2,452	122	72	50	165	84	81
710 General Office Building	604,960 s.f.	employees	6,082	457	393	64	510	87	423
820 Shopping Center	12,235 s.f. gross leasable area		462	12	7	5	47	23	24
850 Supermarket	43,736 s.f.	employees	4,313	167	100	67	421	215	206
932 High-Turnover (Sit-Down) Restaurant	43,482 s.f.	seats	4,878	432	238	194	425	264	161
Gross Trips			18,866	1,261	819	442	1,631	717	914
Residential Trips			679	71	9	62	63	44	19
Mixed-Use Reductions			-216	-14	0	-14	-43	-29	-14
Alternative Mode Reductions			-116	-14	-2	-12	-5	-4	-1
Adjusted Residential Trips			347	43	7	36	15	11	4
Hotel Trips			2,452	122	72	50	165	84	81
Mixed-Use Reductions			-782	-24	-3	-21	-42	-24	-18
Alternative Mode Reductions			-418	-25	-17	-7	-31	-15	-16
Adjusted Hotel Trips			1,252	73	52	22	92	45	47
Office Trips			6,082	457	393	64	510	87	423
Mixed-Use Reductions			-385	-142	-84	-58	-37	-11	-26
Alternative Mode Reductions			-1,424	-79	-77	-2	-118	-19	-99
Adjusted Office Trips			4,273	236	232	4	355	57	298
Retail Trips			4,775	179	107	72	468	238	230
Mixed-Use Reductions			-638	-57	-32	-25	-202	-98	-104
Alternative Mode Reductions			-1,034	-31	-19	-12	-67	-35	-32
Pass By Reductions (Based on ITE Rates)			-1,055	0	0	0	-68	-34	-34
Adjusted Retail Trips			2,048	91	56	35	131	71	60
Restaurant Trips			4,878	432	238	194	425	264	161
Mixed-Use Reductions			-651	-133	-66	-67	-178	-89	-89
Alternative Mode Reductions			-1,057	-75	-43	-32	-62	-44	-18
Pass By Reductions (Based on ITE Rates)			-1,363	0	0	0	-80	-40	-40
Adjusted Restaurant Trips			1,807	224	129	95	105	91	14
Mixed-Use Reductions - TOTAL			-2,672	-370	-185	-185	-502	-251	-251
Alternative Mode Reductions - TOTAL			-4,049	-224	-158	-65	-283	-117	-166
Pass-By Reductions - TOTAL			-2,418	0	0	0	-148	-74	-74
New Trips			9,727	667	476	192	698	275	423
Driveway Volumes			12,145	667	476	192	846	349	497

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Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

Intersection 1 **I-75/85 NB ramps & 17th St NE** **AM PEAK HOUR**

Description	I-75/85 NB ramps			I-75/85 NB ramps			17th St NE			17th St NE		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	362	0	721	0	0	0	0	1,213	0	0	389	0
Pedestrians	22			0			0			4		
Conflicting Pedestrians	0		4	4		0	0		22	22		0
Heavy Vehicles	0	0	4	0	0	0	0	11	0	0	8	0
Heavy Vehicle %	2%	0%	2%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Peak Hour Factor	0.94			0.94			0.94			0.94		
Adjustment												
Adjusted 2018 Volumes	362	0	721	0	0	0	0	1213	0	0	389	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
DRI #2659 1105 West Peachtree			9					19			5	
DRI #2390 98 14th Street			1					6			14	
2021 Background Traffic	379	0	764	0	0	0	0	1,293	0	0	426	0
Project Trips												
Trip Distribution IN			10%					32%				
Trip Distribution OUT											15%	
Residential Trips	0	0	1	0	0	0	0	2	0	0	5	0
Trip Distribution IN			10%					32%				
Trip Distribution OUT											15%	
Hotel Trips	0	0	5	0	0	0	0	17	0	0	3	0
Trip Distribution IN			20%					43%				
Trip Distribution OUT											9%	
Office Trips	0	0	46	0	0	0	0	100	0	0	0	0
Trip Distribution IN			20%					43%				
Trip Distribution OUT											9%	
Retail Trips	0	0	11	0	0	0	0	24	0	0	3	0
Trip Distribution IN			20%					43%				
Trip Distribution OUT											9%	
Restaurant Trips	0	0	26	0	0	0	0	55	0	0	9	0
Trip Distribution IN			20%					43%				
Trip Distribution OUT											9%	
Other Non-Residential Trips	0	0	0	0	0	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	0	89	0	0	0	0	198	0	0	20	0
2021 Buildout Total	379	0	853	0	0	0	0	1,491	0	0	446	0

PM PEAK HOUR

Description	I-75/85 NB ramps			I-75/85 NB ramps			17th St NE			17th St NE		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	382	0	212	0	0	0	0	940	0	0	888	0
Pedestrians	81			0			0			8		
Conflicting Pedestrians	0		8	8		0	0		81	81		0
Heavy Vehicles	1	0	0	0	0	0	0	3	0	0	4	0
Heavy Vehicle %	2%	0%	2%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Peak Hour Factor	0.91			0.91			0.91			0.91		
Adjustment												
Adjusted 2018 Volumes	382	0	212	0	0	0	0	940	0	0	888	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
DRI #2659 1105 West Peachtree			4					14			18	
DRI #2390 98 14th Street			2					8			10	
2021 Background Traffic	399	0	228	0	0	0	0	1,005	0	0	957	0
Project Trips												
Trip Distribution IN			10%					32%				
Trip Distribution OUT											15%	
Residential Trips	0	0	1	0	0	0	0	4	0	0	1	0
Trip Distribution IN			10%					32%				
Trip Distribution OUT											15%	
Hotel Trips	0	0	5	0	0	0	0	14	0	0	7	0
Trip Distribution IN			20%					43%				
Trip Distribution OUT											9%	
Office Trips	0	0	11	0	0	0	0	25	0	0	27	0
Trip Distribution IN			20%					43%				
Trip Distribution OUT											9%	
Retail Trips	0	0	14	0	0	0	0	31	0	0	5	0
Trip Distribution IN			20%					43%				
Trip Distribution OUT											9%	
Restaurant Trips	0	0	18	0	0	0	0	39	0	0	1	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	49	0	0	0	0	113	0	0	41	0
2021 Buildout Total	399	0	277	0	0	0	0	1,118	0	0	998	0

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INTERSECTION VOLUME DEVELOPMENT

Intersection 2
I-75/85 SB ramps & 17th St NW
AM PEAK HOUR

Description	I-75/85 SB ramps			I-75/85 SB ramps			17th St NW			17th St NW		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	0	0	0	241	0	559	1	947	0	0	743	0
Pedestrians	0			50			14			0		
Conflicting Pedestrians	14	0	0	0	0	14	50	0	0	0	0	50
Heavy Vehicles	0	0	0	1	0	2	0	10	0	0	7	0
Heavy Vehicle %	0%	0%	0%	2%	0%	2%	2%	2%	0%	0%	2%	0%
Peak Hour Factor	0.95			0.95			0.95			0.95		
Adjustment												
Adjusted 2018 Volumes	0	0	0	241	0	559	1	947	0	0	743	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
DRI #2659 1105 West Peachtree				9				10			5	
DRI #2390 98 14th Street				2				4			14	
2021 Background Traffic	0	0	0	263	0	585	1	1,004	0	0	796	0
Project Trips												
Trip Distribution IN				20%				12%				
Trip Distribution OUT											15%	
Residential Trips	0	0	0	1	0	0	0	1	0	0	5	0
Trip Distribution IN				20%				12%				
Trip Distribution OUT											15%	
Hotel Trips	0	0	0	10	0	0	0	6	0	0	3	0
Trip Distribution IN				35%				8%				
Trip Distribution OUT											9%	
Office Trips	0	0	0	81	0	0	0	19	0	0	0	0
Trip Distribution IN				35%				8%				
Trip Distribution OUT											9%	
Retail Trips	0	0	0	20	0	0	0	4	0	0	3	0
Trip Distribution IN				35%				8%				
Trip Distribution OUT											9%	
Restaurant Trips	0	0	0	45	0	0	0	10	0	0	9	0
Trip Distribution IN				35%				8%				
Trip Distribution OUT											9%	
Other Non-Residential Trips	0	0	0	0	0	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	0	0	157	0	0	0	40	0	0	20	0
2021 Buildout Total	0	0	0	420	0	585	1	1,044	0	0	816	0

PM PEAK HOUR

Description	I-75/85 SB ramps			I-75/85 SB ramps			17th St NW			17th St NW		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	0	0	0	64	0	274	1	879	0	0	1,237	0
Pedestrians	0			84			10			0		
Conflicting Pedestrians	10	0	0	0	0	10	84	0	0	0	0	84
Heavy Vehicles	0	0	0	0	0	1	0	3	0	0	5	0
Heavy Vehicle %	0%	0%	0%	2%	0%	2%	2%	2%	0%	0%	2%	0%
Peak Hour Factor	0.93			0.93			0.93			0.93		
Adjustment												
Adjusted 2018 Volumes	0	0	0	64	0	274	1	879	0	0	1237	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
DRI #2659 1105 West Peachtree				5				9			18	
DRI #2390 98 14th Street				3				5			10	
2021 Background Traffic	0	0	0	75	0	287	1	933	0	0	1,322	0
Project Trips												
Trip Distribution IN				20%				12%				
Trip Distribution OUT											15%	
Residential Trips	0	0	0	2	0	0	0	1	0	0	1	0
Trip Distribution IN				20%				12%				
Trip Distribution OUT											15%	
Hotel Trips	0	0	0	9	0	0	0	5	0	0	7	0
Trip Distribution IN				35%				8%				
Trip Distribution OUT											9%	
Office Trips	0	0	0	20	0	0	0	5	0	0	27	0
Trip Distribution IN				35%				8%				
Trip Distribution OUT											9%	
Retail Trips	0	0	0	25	0	0	0	6	0	0	5	0
Trip Distribution IN				35%				8%				
Trip Distribution OUT											9%	
Restaurant Trips	0	0	0	32	0	0	0	7	0	0	1	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	88	0	0	0	24	0	0	41	0
2021 Buildout Total	0	0	0	163	0	287	1	957	0	0	1,363	0

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INTERSECTION VOLUME DEVELOPMENT

Intersection 3 **Spring St NW & 17th St NE** **AM PEAK HOUR**

Description	Spring St NW Northbound			Spring St NW Southbound			17th St NE Eastbound			17th St NE Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	0	0	0	75	1,216	211	0	1,551	378	93	179	0
Pedestrians		34			29			19			26	
Conflicting Pedestrians	19		26	26		19	29		34	34		29
Heavy Vehicles	0	0	0	7	17	5	0	13	2	15	2	0
Heavy Vehicle %	0%	0%	0%	9%	2%	2%	0%	2%	2%	16%	2%	0%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment												
Adjusted 2018 Volumes	0	0	0	75	1216	211	0	1551	378	93	179	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
DRI #2659 1105 West Peachtree					163			28			5	
DRI #2390 98 14th Street					40			7			14	
2021 Background Traffic	0	0	0	78	1,475	221	0	1,622	430	97	206	0
Project Trips												
Trip Distribution IN					15%			28%	14%	3%		
Trip Distribution OUT											15%	
Residential Trips	0	0	0	0	1	0	0	2	1	0	5	0
Trip Distribution IN					15%			28%	14%	3%		
Trip Distribution OUT											15%	
Hotel Trips	0	0	0	0	8	0	0	15	7	2	3	0
Trip Distribution IN					15%			35%	28%	2%		
Trip Distribution OUT											9%	
Office Trips	0	0	0	0	35	0	0	81	65	5	0	0
Trip Distribution IN					15%			35%	28%	2%		
Trip Distribution OUT											9%	
Retail Trips	0	0	0	0	8	0	0	20	16	1	3	0
Trip Distribution IN					15%			35%	28%	2%		
Trip Distribution OUT											9%	
Restaurant Trips	0	0	0	0	19	0	0	45	36	3	9	0
Trip Distribution IN					15%			35%	28%	2%		
Trip Distribution OUT											9%	
Other Non-Residential Trips	0	0	0	0	0	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	0	0	0	71	0	0	163	125	11	20	0
2021 Buildout Total	0	0	0	78	1,546	221	0	1,785	555	108	226	0

PM PEAK HOUR

Description	Spring St NW Northbound			Spring St NW Southbound			17th St NE Eastbound			17th St NE Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	0	0	0	86	1,324	553	0	854	289	160	335	0
Pedestrians		107			60			23			38	
Conflicting Pedestrians	23	1.5%	38	38		23	60		107	107		60
Heavy Vehicles	0	0	0	0	3	3	0	3	0	10	1	0
Heavy Vehicle %	0%	0%	0%	2%	2%	2%	0%	2%	2%	6%	2%	0%
Peak Hour Factor		0.93			0.93			0.93			0.93	
Adjustment												
Adjusted 2018 Volumes	0	0	0	86	1324	553	0	854	289	160	335	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
DRI #2659 1105 West Peachtree					62			18			18	
DRI #2390 98 14th Street					54			10			10	
2021 Background Traffic	0	0	0	90	1,500	578	0	893	330	167	378	0
Project Trips												
Trip Distribution IN					15%			28%	14%	3%		
Trip Distribution OUT											15%	
Residential Trips	0	0	0	0	2	0	0	3	2	0	1	0
Trip Distribution IN					15%			28%	14%	3%		
Trip Distribution OUT											15%	
Hotel Trips	0	0	0	0	7	0	0	13	6	1	7	0
Trip Distribution IN					15%			35%	28%	2%		
Trip Distribution OUT											9%	
Office Trips	0	0	0	0	9	0	0	20	16	1	27	0
Trip Distribution IN					15%			35%	28%	2%		
Trip Distribution OUT											9%	
Retail Trips	0	0	0	0	11	0	0	25	20	1	5	0
Trip Distribution IN					15%			35%	28%	2%		
Trip Distribution OUT											9%	
Restaurant Trips	0	0	0	0	14	0	0	32	25	2	1	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	43	0	0	93	69	5	41	0
2021 Buildout Total	0	0	0	90	1,543	578	0	986	399	172	419	0

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INTERSECTION VOLUME DEVELOPMENT

Intersection 4 **West Peachtree St NW & 17th St NE** **AM PEAK HOUR**

Description	West Peachtree St NW			West Peachtree St NW			17th St NE			17th St NE		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	127	788	51	0	0	1	1,036	578	0	0	138	50
Pedestrians		53			31			20			110	
Conflicting Pedestrians	20		110	110		20	31		53	53		31
Heavy Vehicles	15	25	0	0	0	0	16	0	0	0	0	0
Heavy Vehicle %	12%	3%	2%	0%	0%	2%	2%	2%	0%	0%	2%	2%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment												
Adjusted 2018 Volumes	127	788	51	0	0	1	1036	578	0	0	138	50
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
DRI #2659 1105 West Peachtree	5	90										
DRI #2390 98 14th Street	14	80										
2021 Background Traffic	152	994	53	0	0	1	1,083	604	0	0	144	52
Project Trips												
Trip Distribution IN											3%	
Trip Distribution OUT	15%	10%	2%				15%	3%				
Residential Trips	5	4	1	0	0	0	5	1	0	0	0	0
Trip Distribution IN											3%	
Trip Distribution OUT	15%	10%	2%				15%	3%				
Hotel Trips	3	2	0	0	0	0	3	1	0	0	2	0
Trip Distribution IN											2%	
Trip Distribution OUT	9%	20%	1%									
Office Trips	0	1	0	0	0	0	0	0	0	0	5	0
Trip Distribution IN											2%	
Trip Distribution OUT	9%	20%	1%									
Retail Trips	3	7	0	0	0	0	0	0	0	0	1	0
Trip Distribution IN											2%	
Trip Distribution OUT	9%	20%	1%									
Restaurant Trips	9	19	1	0	0	0	0	0	0	0	3	0
Trip Distribution IN											2%	
Trip Distribution OUT	9%	20%	1%									
Other Non-Residential Trips	0	0	0	0	0	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	20	33	2	0	0	0	8	2	0	0	11	0
2021 Buildout Total	172	1,027	55	0	0	1	1,091	606	0	0	155	52

PM PEAK HOUR

Description	West Peachtree St NW			West Peachtree St NW			17th St NE			17th St NE		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	224	1,759	27	0	0	0	766	185	0	0	287	52
Pedestrians		92			39			66			128	
Conflicting Pedestrians	66		128	128		66	39		92	92		39
Heavy Vehicles	15	7	0	0	0	0	3	0	0	0	0	0
Heavy Vehicle %	7%	2%	2%	0%	0%	0%	2%	2%	0%	0%	2%	2%
Peak Hour Factor		0.99			0.99			0.99			0.99	
Adjustment												
Adjusted 2018 Volumes	224	1759	27	0	0	0	766	185	0	0	287	52
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
DRI #2659 1105 West Peachtree	18	337										
DRI #2390 98 14th Street	10	50										
2021 Background Traffic	262	2,226	28	0	0	0	801	193	0	0	300	54
Project Trips												
Trip Distribution IN											3%	
Trip Distribution OUT	15%	10%	2%				15%	3%				
Residential Trips	1	0	0	0	0	0	1	0	0	0	0	0
Trip Distribution IN											3%	
Trip Distribution OUT	15%	10%	2%				15%	3%				
Hotel Trips	7	5	1	0	0	0	7	1	0	0	1	0
Trip Distribution IN											2%	
Trip Distribution OUT	9%	20%	1%									
Office Trips	27	60	3	0	0	0	0	0	0	0	1	0
Trip Distribution IN											2%	
Trip Distribution OUT	9%	20%	1%									
Retail Trips	5	12	1	0	0	0	0	0	0	0	1	0
Trip Distribution IN											2%	
Trip Distribution OUT	9%	20%	1%									
Restaurant Trips	1	3	0	0	0	0	0	0	0	0	2	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	41	80	5	0	0	0	8	1	0	0	5	0
2021 Buildout Total	303	2,306	33	0	0	0	809	194	0	0	305	54

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INTERSECTION VOLUME DEVELOPMENT

Intersection 5 **West Peachtree St NW & Arts Center Way** **AM PEAK HOUR**

Description	West Peachtree St NW			West Peachtree St NW			Internal Road			Arts Center Way		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	13	940	149	0	0	0	2	0	0	0	0	42
Pedestrians	0			2			31			245		
Conflicting Pedestrians	31		245	245		31	2		0	0		2
Heavy Vehicles	0	43	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	5%	2%	0%	0%	0%	2%	0%	0%	0%	0%	2%
Peak Hour Factor	0.94			0.94			0.94			0.94		
Adjustment												
Adjusted 2018 Volumes	13	940	149	0	0	0	2	0	0	0	0	42
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
DRI #2659 1105 West Peachtree		95										
DRI #2390 98 14th Street		94										
2021 Background Traffic	14	1,172	156	0	0	0	2	0	0	0	0	44
Project Trips												
Trip Distribution IN	15%											
Trip Distribution OUT		12%					15%					
Residential Trips	1	4	0	0	0	0	5	0	0	0	0	0
Trip Distribution IN	15%											
Trip Distribution OUT		12%					15%					
Hotel Trips	8	3	0	0	0	0	3	0	0	0	0	0
Trip Distribution IN	10%											
Trip Distribution OUT		15%					15%					
Office Trips	23	1	0	0	0	0	1	0	0	0	0	0
Trip Distribution IN	10%											
Trip Distribution OUT		15%					15%					
Retail Trips	6	5	0	0	0	0	5	0	0	0	0	0
Trip Distribution IN	10%											
Trip Distribution OUT		15%					15%					
Restaurant Trips	13	14	0	0	0	0	14	0	0	0	0	0
Trip Distribution IN	10%											
Trip Distribution OUT		15%					15%					
Other Non-Residential Trips	0	0	0	0	0	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	51	27	0	0	0	0	28	0	0	0	0	0
2021 Buildout Total	65	1,199	156	0	0	0	30	0	0	0	0	44

PM PEAK HOUR

Description	West Peachtree St NW			West Peachtree St NW			Internal Road			Arts Center Way		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	1	1,795	64	0	0	0	23	0	0	0	0	175
Pedestrians	1			0			54			234		
Conflicting Pedestrians	54		234	234		54	0		1	1		0
Heavy Vehicles	0	24	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	0%	0%	0%	2%	0%	0%	0%	0%	2%
Peak Hour Factor	0.93			0.93			0.93			0.93		
Adjustment												
Adjusted 2018 Volumes	1	1795	64	0	0	0	23	0	0	0	0	175
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
DRI #2659 1105 West Peachtree		355										
DRI #2390 98 14th Street		60										
2021 Background Traffic	1	2,292	67	0	0	0	24	0	0	0	0	183
Project Trips												
Trip Distribution IN	15%											
Trip Distribution OUT		12%					15%					
Residential Trips	2	0	0	0	0	0	1	0	0	0	0	0
Trip Distribution IN	15%											
Trip Distribution OUT		12%					15%					
Hotel Trips	7	6	0	0	0	0	7	0	0	0	0	0
Trip Distribution IN	10%											
Trip Distribution OUT		15%					15%					
Office Trips	6	45	0	0	0	0	45	0	0	0	0	0
Trip Distribution IN	10%											
Trip Distribution OUT		15%					15%					
Retail Trips	7	9	0	0	0	0	9	0	0	0	0	0
Trip Distribution IN	10%											
Trip Distribution OUT		15%					15%					
Restaurant Trips	9	2	0	0	0	0	2	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	31	62	0	0	0	0	64	0	0	0	0	0
2021 Buildout Total	32	2,354	67	0	0	0	88	0	0	0	0	183

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INTERSECTION VOLUME DEVELOPMENT
Intersection 6
West Peachtree St NW & 16th St NW / Arts Center Station Bus Loop
AM PEAK HOUR

Description	West Peachtree St NW			West Peachtree St NW			NW / Arts Center Station B			NW / Arts Center Station B		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	225	803	5	0	0	0	284	6	0	0	1	7
Pedestrians	96			9			88			240		
Conflicting Pedestrians	88		240	240		88	9		96	96		9
Heavy Vehicles	5	43	2	0	0	0	1	0	0	0	0	0
Heavy Vehicle %	2%	5%	40%	0%	0%	0%	2%	2%	0%	0%	2%	2%
Peak Hour Factor	0.90			0.90			0.90			0.90		
Adjustment												
Adjusted 2018 Volumes	225	803	5	0	0	0	284	6	0	0	1	7
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
DRI #2659 1105 West Peachtree	5	95										
DRI #2390 98 14th Street		94										
2021 Background Traffic	240	1,029	5	0	0	0	297	6	0	0	1	7
Project Trips												
Trip Distribution IN	20%	15%										
Trip Distribution OUT							12%					
Residential Trips	1	1	0	0	0	0	4	0	0	0	0	0
Trip Distribution IN	20%	15%										
Trip Distribution OUT							12%					
Hotel Trips	10	8	0	0	0	0	3	0	0	0	0	0
Trip Distribution IN	10%	10%										
Trip Distribution OUT							15%					
Office Trips	23	23	0	0	0	0	1	0	0	0	0	0
Trip Distribution IN	10%	10%										
Trip Distribution OUT							15%					
Retail Trips	6	6	0	0	0	0	5	0	0	0	0	0
Trip Distribution IN	10%	10%										
Trip Distribution OUT							15%					
Restaurant Trips	13	13	0	0	0	0	14	0	0	0	0	0
Trip Distribution IN	10%	10%										
Trip Distribution OUT							15%					
Other Non-Residential Trips	0	0	0	0	0	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	53	51	0	0	0	0	27	0	0	0	0	0
2021 Buildout Total	293	1,080	5	0	0	0	324	6	0	0	1	7

PM PEAK HOUR

Description	West Peachtree St NW			West Peachtree St NW			NW / Arts Center Station B			NW / Arts Center Station B		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	568	1,566	8	0	0	0	296	6	0	0	2	6
Pedestrians	165			15			141			346		
Conflicting Pedestrians	141		346	346		141	15		165	165		15
Heavy Vehicles	3	24	4	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	50%	0%	0%	0%	2%	2%	0%	0%	2%	2%
Peak Hour Factor	0.93			0.93			0.93			0.93		
Adjustment												
Adjusted 2018 Volumes	568	1566	8	0	0	0	296	6	0	0	2	6
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
DRI #2659 1105 West Peachtree	18	355										
DRI #2390 98 14th Street		60										
2021 Background Traffic	612	2,053	8	0	0	0	310	6	0	0	2	6
Project Trips												
Trip Distribution IN	20%	15%										
Trip Distribution OUT							12%					
Residential Trips	2	2	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	20%	15%										
Trip Distribution OUT							12%					
Hotel Trips	9	7	0	0	0	0	6	0	0	0	0	0
Trip Distribution IN	10%	10%										
Trip Distribution OUT							15%					
Office Trips	6	6	0	0	0	0	45	0	0	0	0	0
Trip Distribution IN	10%	10%										
Trip Distribution OUT							15%					
Retail Trips	7	7	0	0	0	0	9	0	0	0	0	0
Trip Distribution IN	10%	10%										
Trip Distribution OUT							15%					
Restaurant Trips	9	9	0	0	0	0	2	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	33	31	0	0	0	0	62	0	0	0	0	0
2021 Buildout Total	645	2,084	8	0	0	0	372	6	0	0	2	6

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INTERSECTION VOLUME DEVELOPMENT

Intersection 7 **Spring St NW & 16th St NW** **AM PEAK HOUR**

Description	Spring St NW Northbound			Spring St NW Southbound			16th St NW Eastbound			16th St NW Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	0	0	0	99	1,315	141	0	158	116	116	126	0
Pedestrians	2			29			2			9		
Conflicting Pedestrians	2		9	9			29		2	2		29
Heavy Vehicles	0	0	0	0	34	0	0	1	0	1	4	0
Heavy Vehicle %	0%	0%	0%	2%	3%	2%	0%	2%	2%	2%	3%	0%
Peak Hour Factor	0.95			0.95			0.95			0.95		
Adjustment												
Adjusted 2018 Volumes	0	0	0	99	1315	141	0	158	116	116	126	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
DRI #2659 1105 West Peachtree					191			5				
DRI #2390 98 14th Street					47							
2021 Background Traffic	0	0	0	104	1,613	147	0	170	121	121	132	0
Project Trips												
Trip Distribution IN				10%			5%					
Trip Distribution OUT				20%					25%	10%		
Residential Trips	0	0	0	1	7	0	0	0	0	9	4	0
Trip Distribution IN				10%			5%					
Trip Distribution OUT				20%					25%	10%		
Hotel Trips	0	0	0	5	4	0	0	3	0	6	2	0
Trip Distribution IN				10%								
Trip Distribution OUT				25%	10%				10%	10%		
Office Trips	0	0	0	23	1	0	0	0	0	0	0	0
Trip Distribution IN				10%								
Trip Distribution OUT				25%	10%				10%	10%		
Retail Trips	0	0	0	6	9	4	0	0	0	4	4	0
Trip Distribution IN				10%								
Trip Distribution OUT				25%	10%				10%	10%		
Restaurant Trips	0	0	0	13	24	10	0	0	0	10	10	0
Trip Distribution IN				10%								
Trip Distribution OUT				25%	10%				10%	10%		
Other Non-Residential Trips	0	0	0	0	0	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	0	0	48	45	14	0	3	0	29	20	0
2021 Buildout Total	0	0	0	152	1,658	161	0	173	121	150	152	0

PM PEAK HOUR

Description	Spring St NW Northbound			Spring St NW Southbound			16th St NW Eastbound			16th St NW Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	0	0	0	87	1,351	510	0	186	22	111	460	0
Pedestrians	6			42			4			38		
Conflicting Pedestrians	4		38	38			42		6	6		42
Heavy Vehicles	0	0	0	0	21	0	0	0	0	2	0	0
Heavy Vehicle %	0%	0%	0%	2%	2%	2%	0%	2%	2%	2%	2%	0%
Peak Hour Factor	0.88			0.88			0.88			0.88		
Adjustment												
Adjusted 2018 Volumes	0	0	0	87	1351	510	0	186	22	111	460	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
DRI #2659 1105 West Peachtree					80			18				
DRI #2390 98 14th Street					64							
2021 Background Traffic	0	0	0	91	1,557	533	0	212	23	116	481	0
Project Trips												
Trip Distribution IN				10%			5%					
Trip Distribution OUT				20%					25%	10%		
Residential Trips	0	0	0	1	1	0	0	1	0	1	0	0
Trip Distribution IN				10%			5%					
Trip Distribution OUT				20%					25%	10%		
Hotel Trips	0	0	0	5	9	0	0	2	0	12	5	0
Trip Distribution IN				10%								
Trip Distribution OUT				25%	10%				10%	10%		
Office Trips	0	0	0	6	75	30	0	0	0	30	30	0
Trip Distribution IN				10%								
Trip Distribution OUT				25%	10%				10%	10%		
Retail Trips	0	0	0	7	15	6	0	0	0	6	6	0
Trip Distribution IN				10%								
Trip Distribution OUT				25%	10%				10%	10%		
Restaurant Trips	0	0	0	9	4	1	0	0	0	1	1	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	28	104	37	0	3	0	50	42	0
2021 Buildout Total	0	0	0	119	1,661	570	0	215	23	166	523	0

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INTERSECTION VOLUME DEVELOPMENT

Intersection 8 **Spring St NW & 14th St NW** **AM PEAK HOUR**

Description	Spring St NW Northbound			Spring St NW Southbound			14th St NW Eastbound			14th St NW Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	0	0	0	240	687	198	0	1,378	304	63	489	0
Pedestrians	7			109			61			8		
Conflicting Pedestrians	61		8	8		61	109		7	7		109
Heavy Vehicles	0	0	0	0	34	1	0	23	2	2	17	0
Heavy Vehicle %	0%	0%	0%	2%	5%	2%	0%	2%	2%	3%	3%	0%
Peak Hour Factor	0.96			0.96			0.96			0.96		
Adjustment												
Adjusted 2018 Volumes	0	0	0	240	687	198	0	1378	304	63	489	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
DRI #2659 1105 West Peachtree					191							
DRI #2390 98 14th Street				47								
2021 Background Traffic	0	0	0	298	909	207	0	1,441	318	66	511	0
Project Trips												
Trip Distribution IN							10%					
Trip Distribution OUT				5%	30%	10%						
Residential Trips	0	0	0	2	11	4	0	1	0	0	0	0
Trip Distribution IN							10%					
Trip Distribution OUT				5%	30%	10%						
Hotel Trips	0	0	0	1	7	2	0	5	0	0	0	0
Trip Distribution IN							5%					
Trip Distribution OUT				5%	25%	5%						
Office Trips	0	0	0	0	1	0	0	12	0	0	0	0
Trip Distribution IN							5%					
Trip Distribution OUT				5%	25%	5%						
Retail Trips	0	0	0	2	9	2	0	3	0	0	0	0
Trip Distribution IN							5%					
Trip Distribution OUT				5%	25%	5%						
Restaurant Trips	0	0	0	5	24	5	0	6	0	0	0	0
Trip Distribution IN							5%					
Trip Distribution OUT				5%	25%	5%						
Other Non-Residential Trips	0	0	0	0	0	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	0	0	10	52	13	0	27	0	0	0	0
2021 Buildout Total	0	0	0	308	961	220	0	1,468	318	66	511	0

PM PEAK HOUR

Description	Spring St NW Northbound			Spring St NW Southbound			14th St NW Eastbound			14th St NW Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	0	0	0	340	892	327	1	756	579	13	998	0
Pedestrians	5			143			81			4		
Conflicting Pedestrians	81		4	4		81	143		5	5		143
Heavy Vehicles	0	0	0	1	20	1	0	5	0	0	3	0
Heavy Vehicle %	0%	0%	0%	2%	2%	2%	2%	2%	2%	2%	2%	0%
Peak Hour Factor	0.98			0.98			0.98			0.98		
Adjustment												
Adjusted 2018 Volumes	0	0	0	340	892	327	1	756	579	13	998	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
DRI #2659 1105 West Peachtree					80							
DRI #2390 98 14th Street				64								
2021 Background Traffic	0	0	0	420	1,013	342	1	791	605	14	1,044	0
Project Trips												
Trip Distribution IN							10%					
Trip Distribution OUT				5%	30%	10%						
Residential Trips	0	0	0	0	1	0	0	1	0	0	0	0
Trip Distribution IN							10%					
Trip Distribution OUT				5%	30%	10%						
Hotel Trips	0	0	0	2	14	5	0	5	0	0	0	0
Trip Distribution IN							5%					
Trip Distribution OUT				5%	25%	5%						
Office Trips	0	0	0	15	75	15	0	3	0	0	0	0
Trip Distribution IN							5%					
Trip Distribution OUT				5%	25%	5%						
Retail Trips	0	0	0	3	15	3	0	4	0	0	0	0
Trip Distribution IN							5%					
Trip Distribution OUT				5%	25%	5%						
Restaurant Trips	0	0	0	1	4	1	0	5	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	21	109	24	0	18	0	0	0	0
2021 Buildout Total	0	0	0	441	1,122	366	1	809	605	14	1,044	0

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INTERSECTION VOLUME DEVELOPMENT

Intersection 9 **Driveway #1 & 17th St** **AM PEAK HOUR**

Description	Driveway #1 Northbound			Driveway #1 Southbound			17th St Eastbound			17th St Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	0	0	0	0	0	0	0	1,626	0	0	265	0
Pedestrians		34			29			19			26	
Conflicting Pedestrians	19		26	26		19	29		34	34		29
Heavy Vehicles	0	0	0	7	17	5	0	13	2	15	2	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment												
Adjusted 2018 Volumes	0	0	0	0	0	0	0	1626	0	0	265	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
DRI #2659 1105 West Peachtree											5	
DRI #2390 98 14th Street											14	
2021 Background Traffic	0	0	0	0	0	0	0	1,700	0	0	296	0
Project Trips												
Trip Distribution IN									28%		3%	
Trip Distribution OUT			18%								15%	
Residential Trips	0	0	6	0	0	0	0	0	2	0	5	0
Trip Distribution IN									28%		3%	
Trip Distribution OUT			18%								15%	
Hotel Trips	0	0	4	0	0	0	0	0	15	0	5	0
Trip Distribution IN									35%		2%	
Trip Distribution OUT			15%								9%	
Office Trips	0	0	1	0	0	0	0	0	81	0	5	0
Trip Distribution IN									35%		2%	
Trip Distribution OUT			15%								9%	
Retail Trips	0	0	5	0	0	0	0	0	20	0	4	0
Trip Distribution IN									35%		2%	
Trip Distribution OUT			15%								9%	
Restaurant Trips	0	0	14	0	0	0	0	0	45	0	12	0
Trip Distribution IN									35%		2%	
Trip Distribution OUT			15%								9%	
Other Non-Residential Trips	0	0	0	0	0	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	0	30	0	0	0	0	0	163	0	31	0
2021 Buildout Total	0	0	30	0	0	0	0	1,700	163	0	327	0

PM PEAK HOUR

Description	Driveway #1 Northbound			Driveway #1 Southbound			17th St Eastbound			17th St Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	0	0	0	0	0	0	0	940	0	0	511	0
Pedestrians		107			60			23			38	
Conflicting Pedestrians	23		38	38		23	60		107	107		60
Heavy Vehicles	0	0	0	0	3	3	0	3	0	10	1	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Peak Hour Factor		0.93			0.93			0.93			0.93	
Adjustment												
Adjusted 2018 Volumes	0	0	0	0	0	0	0	940	0	0	511	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
DRI #2659 1105 West Peachtree											18	
DRI #2390 98 14th Street											10	
2021 Background Traffic	0	0	0	0	0	0	0	983	0	0	562	0
Project Trips												
Trip Distribution IN									28%		3%	
Trip Distribution OUT			18%								15%	
Residential Trips	0	0	1	0	0	0	0	0	3	0	1	0
Trip Distribution IN									28%		3%	
Trip Distribution OUT			18%								15%	
Hotel Trips	0	0	8	0	0	0	0	0	13	0	8	0
Trip Distribution IN									35%		2%	
Trip Distribution OUT			15%								9%	
Office Trips	0	0	45	0	0	0	0	0	20	0	28	0
Trip Distribution IN									35%		2%	
Trip Distribution OUT			15%								9%	
Retail Trips	0	0	9	0	0	0	0	0	25	0	6	0
Trip Distribution IN									35%		2%	
Trip Distribution OUT			15%								9%	
Restaurant Trips	0	0	2	0	0	0	0	0	32	0	3	0
Pass-By Trips	0	0	37	0	0	0	0	-37	37	0	0	0
Total Project Trips	0	0	102	0	0	0	0	-37	130	0	46	0
2021 Buildout Total	0	0	102	0	0	0	0	946	130	0	608	0

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INTERSECTION VOLUME DEVELOPMENT

Intersection 10 **Driveway #2 & 16th St** **AM PEAK HOUR**

Description	Driveway #2 Northbound			Driveway #2 Southbound			16th St Eastbound			16th St Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	0	0	0	0	0	0	0	257	0	0	226	0
Pedestrians		34				29		19			26	
Conflicting Pedestrians	19		26	26		19	29		34	34		29
Heavy Vehicles	0	0	0	7	17	5	0	13	2	15	2	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	2%	0%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment												
Adjusted 2018 Volumes	0	0	0	0	0	0	0	257	0	0	226	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
DRI #2659 1105 West Peachtree											5	
DRI #2390 98 14th Street												
2021 Background Traffic	0	0	0	0	0	0	0	269	0	0	241	0
Project Trips												
Trip Distribution IN							15%					20%
Trip Distribution OUT				12%		35%						
Residential Trips	0	0	0	4	0	13	1	0	0	0	0	1
Trip Distribution IN							15%					20%
Trip Distribution OUT				12%		35%						
Hotel Trips	0	0	0	3	0	8	8	0	0	0	0	10
Trip Distribution IN							10%					10%
Trip Distribution OUT				15%		20%						
Office Trips	0	0	0	1	0	1	23	0	0	0	0	23
Trip Distribution IN							10%					10%
Trip Distribution OUT				15%		20%						
Retail Trips	0	0	0	5	0	7	6	0	0	0	0	6
Trip Distribution IN							10%					10%
Trip Distribution OUT				15%		20%						
Restaurant Trips	0	0	0	14	0	19	13	0	0	0	0	13
Trip Distribution IN							10%					10%
Trip Distribution OUT				15%		20%						
Other Non-Residential Trips	0	0	0	0	0	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	0	0	27	0	48	51	0	0	0	0	53
2021 Buildout Total	0	0	0	27	0	48	51	269	0	0	241	53

PM PEAK HOUR

Description	Driveway #2 Northbound			Driveway #2 Southbound			16th St Eastbound			16th St Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	0	0	0	0	0	0	0	273	0	0	570	0
Pedestrians		107				60		23			38	
Conflicting Pedestrians	23		38	38		23	60		107	107		60
Heavy Vehicles	0	0	0	0	3	3	0	3	0	10	1	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Peak Hour Factor		0.93			0.93			0.93			0.93	
Adjustment												
Adjusted 2018 Volumes	0	0	0	0	0	0	0	273	0	0	570	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
DRI #2659 1105 West Peachtree											18	
DRI #2390 98 14th Street												
2021 Background Traffic	0	0	0	0	0	0	0	285	0	0	614	0
Project Trips												
Trip Distribution IN							15%					20%
Trip Distribution OUT				12%		35%						
Residential Trips	0	0	0	0	0	1	2	0	0	0	0	2
Trip Distribution IN							15%					20%
Trip Distribution OUT				12%		35%						
Hotel Trips	0	0	0	6	0	16	7	0	0	0	0	9
Trip Distribution IN							10%					10%
Trip Distribution OUT				15%		20%						
Office Trips	0	0	0	45	0	60	6	0	0	0	0	6
Trip Distribution IN							10%					10%
Trip Distribution OUT				15%		20%						
Retail Trips	0	0	0	9	0	12	7	0	0	0	0	7
Trip Distribution IN							10%					10%
Trip Distribution OUT				15%		20%						
Restaurant Trips	0	0	0	2	0	3	9	0	0	0	0	9
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	62	0	92	31	0	0	0	0	33
2021 Buildout Total	0	0	0	62	0	92	31	285	0	0	614	33

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INTERSECTION VOLUME DEVELOPMENT

Intersection 11 Driveway #3 & Spring St AM PEAK HOUR

Description	Spring St Northbound			Spring St Southbound			Driveway #3 Eastbound			Driveway #3 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	0	0	0	0	1,687	0	0	0	0	0	0	0
Pedestrians	34			29			19			26		
Conflicting Pedestrians	19		26	26		19	29		34	34		29
Heavy Vehicles	0	0	0	7	17	5	0	13	2	15	2	0
Heavy Vehicle %	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.95			0.95			0.95			0.95		
Adjustment												
Adjusted 2018 Volumes	0	0	0	0	1687	0	0	0	0	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
DRI #2659 1105 West Peachtree					191							
DRI #2390 98 14th Street					47							
2021 Background Traffic	0	0	0	0	2,002	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN				10%	10%							
Trip Distribution OUT					10%					10%		
Residential Trips	0	0	0	1	5	0	0	0	0	4	0	0
Trip Distribution IN				10%	10%							
Trip Distribution OUT					10%					10%		
Hotel Trips	0	0	0	5	7	0	0	0	0	2	0	0
Trip Distribution IN				15%	10%							
Trip Distribution OUT					20%					15%		
Office Trips	0	0	0	35	24	0	0	0	0	1	0	0
Trip Distribution IN				15%	10%							
Trip Distribution OUT					20%					15%		
Retail Trips	0	0	0	8	13	0	0	0	0	5	0	0
Trip Distribution IN				15%	10%							
Trip Distribution OUT					20%					15%		
Restaurant Trips	0	0	0	19	32	0	0	0	0	14	0	0
Trip Distribution IN				15%	10%							
Trip Distribution OUT					20%					15%		
Other Non-Residential Trips	0	0	0	0	0	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	0	0	68	81	0	0	0	0	26	0	0
2021 Buildout Total	0	0	0	68	2,083	0	0	0	0	26	0	0

PM PEAK HOUR

Description	Spring St Northbound			Spring St Southbound			Driveway #3 Eastbound			Driveway #3 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	0	0	0	0	1,773	0	0	0	0	0	0	0
Pedestrians	107			60			23			38		
Conflicting Pedestrians	23		38	38		23	60		107	107		60
Heavy Vehicles	0	0	0	0	3	3	0	3	0	10	1	0
Heavy Vehicle %	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.93			0.93			0.93			0.93		
Adjustment												
Adjusted 2018 Volumes	0	0	0	0	1773	0	0	0	0	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
DRI #2659 1105 West Peachtree					80							
DRI #2390 98 14th Street					64							
2021 Background Traffic	0	0	0	0	1,998	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN				10%	10%							
Trip Distribution OUT					10%					10%		
Residential Trips	0	0	0	1	1	0	0	0	0	0	0	0
Trip Distribution IN				10%	10%							
Trip Distribution OUT					10%					10%		
Hotel Trips	0	0	0	5	10	0	0	0	0	5	0	0
Trip Distribution IN				15%	10%							
Trip Distribution OUT					20%					15%		
Office Trips	0	0	0	9	66	0	0	0	0	45	0	0
Trip Distribution IN				15%	10%							
Trip Distribution OUT					20%					15%		
Retail Trips	0	0	0	11	19	0	0	0	0	9	0	0
Trip Distribution IN				15%	10%							
Trip Distribution OUT					20%					15%		
Restaurant Trips	0	0	0	14	12	0	0	0	0	2	0	0
Pass-By Trips	0	0	0	37	-37	0	0	0	0	37	0	0
Total Project Trips	0	0	0	77	71	0	0	0	0	98	0	0
2021 Buildout Total	0	0	0	77	2,069	0	0	0	0	98	0	0

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INTERSECTION VOLUME DEVELOPMENT

Intersection 12 **Private Road & Spring St** **AM PEAK HOUR**

Description	Spring St Northbound			Spring St Southbound			Private Road Eastbound			Private Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	0	0	0	0	1,687	0	0	0	0	0	0	0
Pedestrians		34			29			19			26	
Conflicting Pedestrians	19		26	26		19	29		34	34		29
Heavy Vehicles	0	0	0	7	17	5	0	13	2	15	2	0
Heavy Vehicle %	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment												
Adjusted 2018 Volumes	0	0	0	0	1687	0	0	0	0	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
DRI #2659 1105 West Peachtree					191							
DRI #2390 98 14th Street					47							
2021 Background Traffic	0	0	0	0	2,002	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN				12%	20%							
Trip Distribution OUT										10%		
Residential Trips	0	0	0	1	1	0	0	0	0	4	0	0
Trip Distribution IN				12%	20%							
Trip Distribution OUT										10%		
Hotel Trips	0	0	0	6	10	0	0	0	0	2	0	0
Trip Distribution IN				20%	25%							
Trip Distribution OUT										20%		
Office Trips	0	0	0	46	58	0	0	0	0	1	0	0
Trip Distribution IN				20%	25%							
Trip Distribution OUT										20%		
Retail Trips	0	0	0	11	14	0	0	0	0	7	0	0
Trip Distribution IN				20%	25%							
Trip Distribution OUT										20%		
Restaurant Trips	0	0	0	26	32	0	0	0	0	19	0	0
Trip Distribution IN				20%	25%							
Trip Distribution OUT										20%		
Other Non-Residential Trips	0	0	0	0	0	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	0	0	90	115	0	0	0	0	33	0	0
2021 Buildout Total	0	0	0	90	2,117	0	0	0	0	33	0	0

PM PEAK HOUR

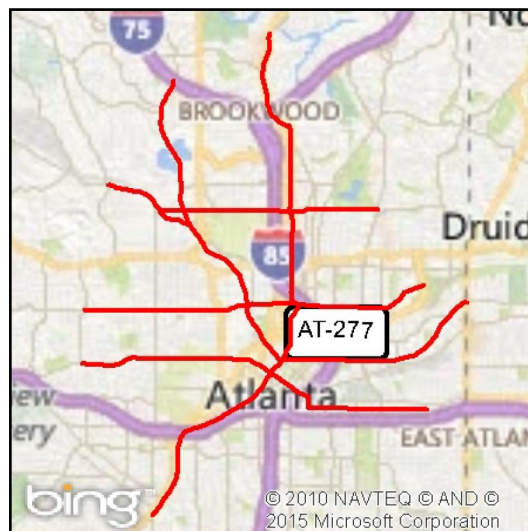
Description	Spring St Northbound			Spring St Southbound			Private Road Eastbound			Private Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	0	0	0	0	1,773	0	0	0	0	0	0	0
Pedestrians		107			60			23			38	
Conflicting Pedestrians	23		38	38		23	60		107	107		60
Heavy Vehicles	0	0	0	0	3	3	0	3	0	10	1	0
Heavy Vehicle %	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.93			0.93			0.93			0.93	
Adjustment												
Adjusted 2018 Volumes	0	0	0	0	1773	0	0	0	0	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
DRI #2659 1105 West Peachtree					80							
DRI #2390 98 14th Street					64							
2021 Background Traffic	0	0	0	0	1,998	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN				12%	20%							
Trip Distribution OUT										10%		
Residential Trips	0	0	0	1	2	0	0	0	0	0	0	0
Trip Distribution IN				12%	20%							
Trip Distribution OUT										10%		
Hotel Trips	0	0	0	5	9	0	0	0	0	5	0	0
Trip Distribution IN				20%	25%							
Trip Distribution OUT										20%		
Office Trips	0	0	0	11	14	0	0	0	0	60	0	0
Trip Distribution IN				20%	25%							
Trip Distribution OUT										20%		
Retail Trips	0	0	0	14	18	0	0	0	0	12	0	0
Trip Distribution IN				20%	25%							
Trip Distribution OUT										20%		
Restaurant Trips	0	0	0	18	23	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	0	0	49	66	0	0	0	0	80	0	0
2021 Buildout Total	0	0	0	49	2,064	0	0	0	0	80	0	0

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Programmed Project Fact Sheets

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	<input type="checkbox"/>
Planned Thru Lane	N/A	Flex	<input type="checkbox"/>

Network Year	TBD
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

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



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



Short Title

CONNECT COBB / NORTHWEST ATLANTA TRANSIT
CORRIDOR BUS RAPID TRANSIT

GDOT Project No.

N/A

Federal ID No.

Status

Long Range

Service Type

Transit / BRT Capital

Sponsor

Cobb County

Jurisdiction

Regional - Northwest

Analysis Level

In the Region's Air Quality Conformity Analysis

Existing Thru Lane

N/A

LCI

☐

Planned Thru Lane

N/A

Flex

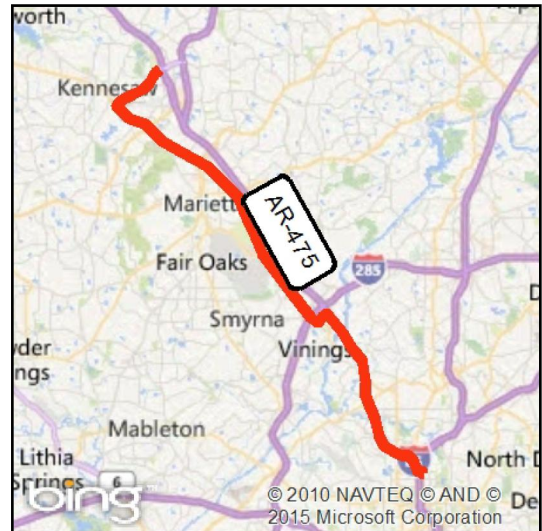
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Network Year

2040

Corridor Length

25.3 miles



Detailed Description and Justification

This project connects Kennesaw University in Cobb County to midtown Atlanta via BRT on a 25 mile corridor. The first phase of the project will include the construction of dedicated guideway on US 41 from Kennesaw State University to the Cumberland Activity Center. The new BRT service will utilize the new US 41 dedicated guideway, continue onto the I-75 North managed lanes, and then into Midtown Atlanta via Northside Drive and 17th Street. The project also includes transit improvements in Midtown Atlanta and Arts Center MARTA station to accommodate the new BRT vehicles and service.

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	2012	\$1,700,000	\$1,266,667	\$0,000	\$0,000	\$433,333
ALL	New Starts		LR 2031-2040	\$491,000,000	\$220,950,000	\$0,000	\$0,000	\$270,050,000
				\$492,700,000	\$222,216,667	\$0,000	\$0,000	\$270,483,333

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



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