



Transportation Analysis

Atlanta Dairies DRI #2897

City of Atlanta, Georgia

Report Prepared:

January 2019

Prepared for:

Wood Partners

Prepared by:

Kimley»Horn

Kimley-Horn and Associates, Inc.
817 West Peachtree Street, Suite 601
Atlanta, GA 30308
January 2019
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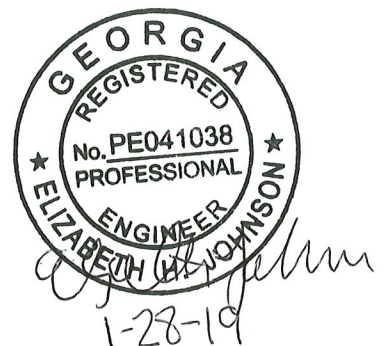


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EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed *Atlanta Dairies* development located in the City of Atlanta, Georgia. The approximate 9.78-acre site is located south of Memorial Drive (SR 154), east of Pearl Street, west of Chester Avenue, and north of Old Flat Shoals Road. The proposed development will be mixed-use and will include residential, office, retail, and music venue land uses. The site was formerly occupied by industrial land uses.

The project is a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review due to the project size exceeding 500,000 SF of mixed-use development in a Maturing Neighborhoods area per the Atlanta Region's Plan *Unified Growth Policy Map*. The DRI trigger for this development is a Special Administrative Permit (SAP) filed with the City of Atlanta on November 14, 2018, combined with the proposed development exceeding 500,000 gross square feet for mixed-use developments. The project site is currently zoned for Mixed Residential and Commercial (MRC-3-C) per the *City of Atlanta Zoning Ordinance Map*. The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on December 13, 2018 by the City of Atlanta.

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

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

See letter dated January 28, 2019, under separate cover that requests Expedited Review and provides supporting documentation for LCI consistency.

The proposed project is expected to be completed by 2021 (approximately 3 years), and this analysis will consider the full build-out of the proposed site in 2021.

The proposed development will consist of the following land uses and densities:

Proposed Land Uses and Densities	
Land Use	Density
Residential	564 units
Office	46,165 SF
Retail	50,170 SF
Music Venue	36,238 SF

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

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

Alternative modes reductions are taken when a site can be accessed by modes other than vehicles (walking, bicycling, transit, etc.). The project site is located near two (2) MARTA Rail Stations: King Memorial (1.5 miles) and Inman Park-Reynoldstown (1 mile). The project site is also located adjacent to MARTA Bus Route #21 and #107 with bus stops currently at the intersection of Memorial Drive (SR 154) at Pearl Street and Memorial Drive (SR 154) at Chester Avenue. The Beltline SE trail is proposed to be extended from Allene Avenue to Glenwood Park, which is approximately 0.25 miles south of the project site. The Beltline is projected to eventually continue along Bill Kennedy Way and extend north of the project site.

An alternative mode reduction of 15% is assumed due to the proximity of MARTA rail stations, MARTA bus stop locations, and the extension of the Beltline. This reduction is consistent with GRTA's Letter of Understanding.

Pass-by reductions are taken for a site when traffic normally traveling along a roadway may choose to visit a retail or restaurant establishment that is along the vehicle's path. These trips were already on the road and would therefore only be new trips on the driveways. The retail and restaurant establishments proposed for the project are expected to generate pass-by trips.

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

- Existing 2018 conditions represent traffic volumes that were collected in November 2018 during the AM and PM peak periods.
- Projected 2021 No-Build conditions represent the existing traffic volumes grown at 1.5 percent per year for three years throughout the study network. Additionally, estimated project trips associated with the 905 Memorial Drive (SR 154) DRI #2557 were added to the impacted intersections. Roadway laneage was updated for intersections that are expected to be impacted by GDOT Project #M005724 to remove the reversible lanes on Memorial Drive (SR 154).
- 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 *Atlanta Dairies DRI*.

Based on the **Existing 2018** conditions (*present conditions; i.e. excludes the background traffic growth, the estimated project trips from the 905 Memorial Drive (SR 154) DRI #2557, and the estimated project trips from the Atlanta Dairies DRI #2897*), all study intersections currently operate acceptably per the GRTA overall level-of-service standard of D during the AM and PM peak hours for the Existing 2018 conditions.

Based on the **Projected 2021 No-Build** conditions (*includes background traffic growth and the estimated project trips from the 905 Memorial Drive (SR 154) DRI #2557 but excludes the estimated project trips from the Atlanta Dairies DRI #2897*), all study intersections are projected to operate at an acceptable overall level-of-service standard during the AM and PM peak hours for the Projected 2021 No-Build conditions.

Based on the **Projected 2021 Build** conditions (*includes projected 2021 No-Build (above) plus the estimated project trips from the Atlanta Dairies DRI #2897*), all study intersections are projected to operate at an acceptable overall level-of-service standard during the AM and PM peak hours for the Projected 2021 Build conditions.

The following site-access improvements (driveway improvements) are recommended to serve the site traffic associated with the *Atlanta Dairies DRI*:

- Intersection 5: Memorial Drive (SR 154) at Site Driveway 1
 - On the site, provide a minimum of one (1) northbound exiting lane and one (1) southbound entering lane. Driveway operations are proposed to be full-movement.
- Intersection 6: Pearl Street at Site Driveway 2
 - On the site, provide a minimum of one (1) westbound exiting lane and one (1) eastbound entering lane. Driveway operations are proposed to be full-movement.
- Intersection 7: Old Flat Shoals Road at Site Driveway 3
 - On the site, provide a minimum of one (1) eastbound exiting lane and one (1) westbound entering lane. Driveway operations are proposed to be full-movement.
- Intersection #8: Old Flat Shoals Road at Site Driveway 4
 - On the site, provide a minimum of one (1) eastbound exiting lane and one (1) westbound entering lane. Driveway operations are proposed to be full-movement.

1.0 PROJECT DESCRIPTION

1.1 Introduction

This report presents the analysis of the anticipated traffic impacts of the proposed *Atlanta Dairies DRI* located in the City of Atlanta, Georgia. The approximate 9.78-acre site is located south of Memorial Drive (SR 154), east of Pearl Street, west of Chester Avenue, and north of Old Flat Shoals Road. The proposed development will be mixed-use and will include residential, office, retail, and music venue land uses.

The project is a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review due to the project size exceeding 500,000 SF of mixed-use development in a Maturing Neighborhoods area per the Atlanta Region's Plan *Unified Growth Policy Map*. The DRI trigger for this development is a Special Administrative Permit (SAP) for the second phase of the residential development filed with the City of Atlanta on November 14, 2018, combined with the proposed development exceeding 500,000 gross square feet for mixed-use developments. The project site is currently zoned for Mixed Residential and Commercial (MRC-3-C) per the *City of Atlanta Zoning Ordinance Map*. The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on December 13, 2018 by the City of Atlanta.

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

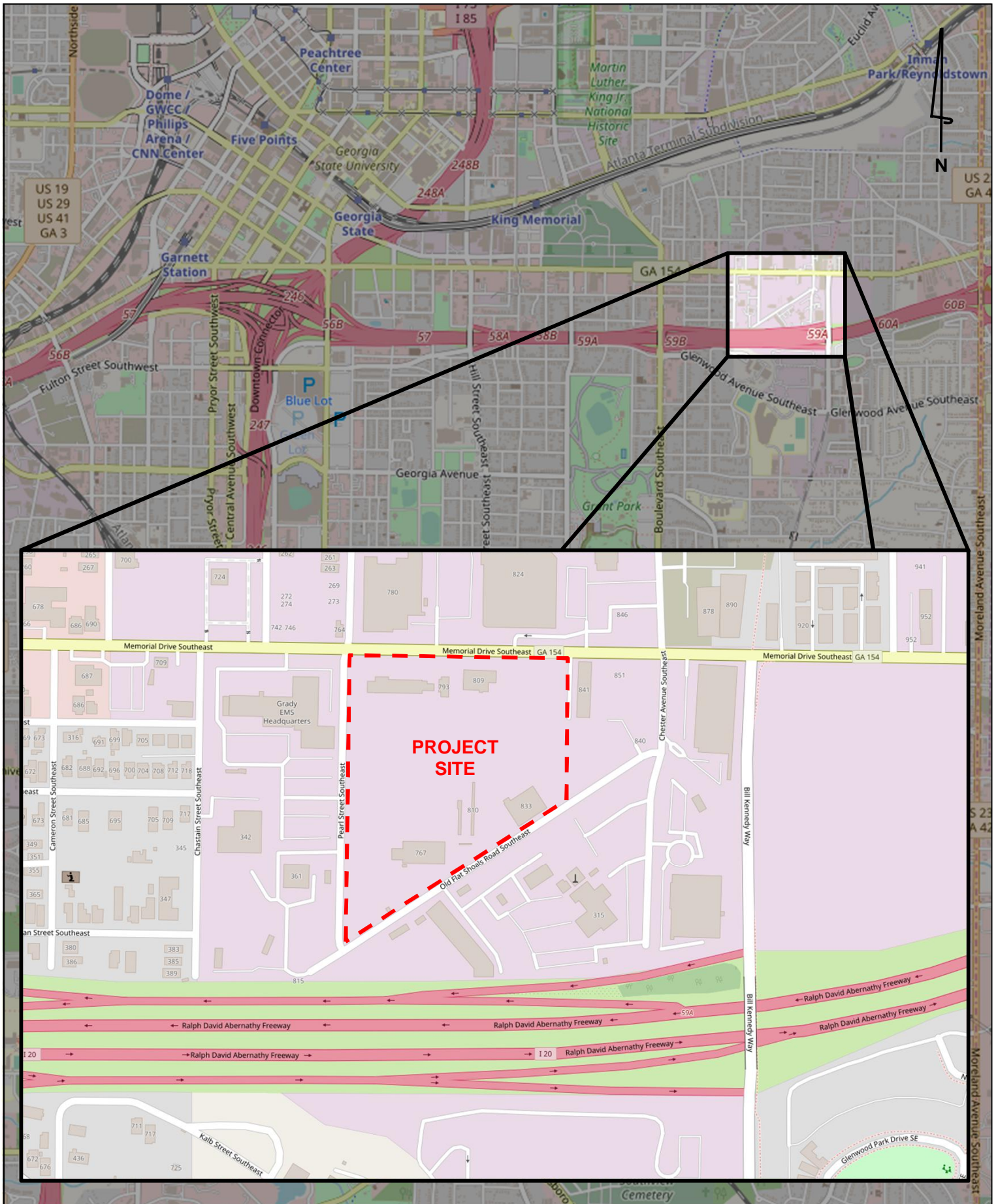
...the proposed DRI is located within an area approved for inclusion within the LCI program by the Atlanta Regional Commission and is consistent with the policies, design elements, and overall standards established by the study and any subsequently funded Supplemental Study(s). The local government(s)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

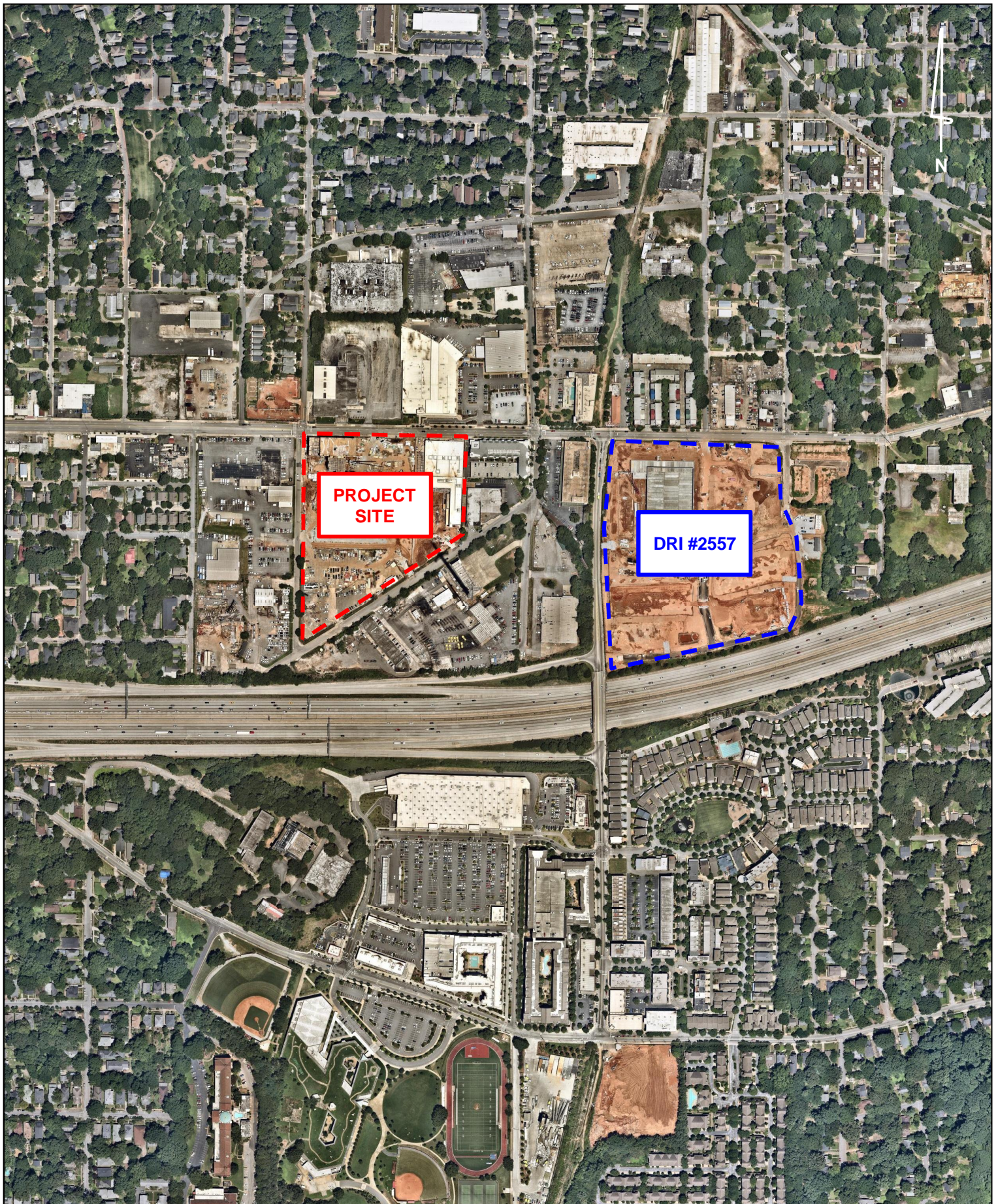
See letter dated January 28, 2019, under separate cover that requests Expedited Review and provides supporting documentation for LCI consistency.

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

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

Table 1: Proposed Land Uses and Densities	
Land Use	Density
Residential	564 units
Office	46,165 SF
Retail	50,170 SF
Music Venue	36,238 SF





1.2 Site Plan Review

The proposed development is located on an approximately 9.78-acre site in the City of Atlanta, Georgia. The project site is located south of Memorial Drive (SR 154), east of Pearl Street, west of Chester Avenue, and north of Old Flat Shoals Road. The proposed development will be mixed-use and will include residential, office, retail, and music venue land uses.

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 proposed site access points provide vehicular access to the entire development. Internal private roadways will include pedestrian facilities throughout the site and will provide access to all buildings and parking facilities. See referenced site plan in **Appendix C** for a visual representation of vehicular access and circulation throughout the proposed development.

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

- **Site Driveway 1 (Intersection 5)** – an unsignalized, full-movement driveway located along Memorial Drive (SR 154) approximately 700 feet west of Chester Avenue. This driveway was permitted as part of the first phase of residential development.
- **Site Driveway 2 (Intersection 6)** – an unsignalized, full-movement driveway located along Pearl Street approximately 450 feet south of Pearl Street. This driveway was permitted as part of the first phase of residential development.
- **Site Driveway 3 (Intersection 7)** – an unsignalized, full-movement driveway located along Old Flat Shoals Road approximately 575 feet west of Chester Avenue. This driveway was permitted as part of the first phase of residential development.
- **Site Driveway 4 (Intersection 8)** a proposed unsignalized, full-movement driveway located along Old Flat Shoals Road approximately 875 feet west of Chester Avenue.

Note: A service only drive for loading/unloading will be provided adjacent to the music venue on Old Flat Shoals Road.

Parking will be provided throughout the development as follows:

Total Parking Provided:	1,308 spaces
Parking Required:	1,117 spaces minimum
	1,590 spaces maximum

1.4 Bicycle and Pedestrian Facilities

Pedestrian facilities (sidewalks) currently exist along the entire project site frontage along Memorial Drive (SR 154) and along Chester Avenue between Memorial Drive (SR 154) and Old Flat Shoals Road. Partial sidewalks (not the entire length of the roadway) are currently provided along Pearl Street and Old Flat Shoals Road. All internal roadways as well as the gaps along the site perimeter are proposed to have sidewalks and pedestrian amenities as can be seen on the DRI Site Plan.

1.5 Transit Facilities

The project site is located near two (2) MARTA Rail Stations: King Memorial (1.5 miles) and Inman Park-Reynoldstown (1 mile). The project site is also located adjacent to MARTA Bus Route #21 and #107 with bus stops currently at the intersection of Memorial Drive (SR 154) at Pearl Street and Memorial Drive (SR 154) at Chester Avenue. The Beltline SE trail is proposed to be extended from Allene Avenue to Glenwood park, which is approximately 0.25 miles south of the project site. The Beltline is projected to eventually continue along Bill Kennedy Way and extend north of the project site.

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, estimates, and 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 years background traffic growth rate was used for all roadways.

2.2 Traffic Data Collection

Weekday peak hour turning movement counts were collected on Wednesday, November 14, 2018, during the AM and PM peak periods. Peak hours for all the study intersections are shown in **Table 2**.

Table 2: Peak Hour Summary		
Intersection	AM Peak Hour	PM Peak Hour
1. Memorial Drive (SR 154) at Boulevard	7:15-8:15 AM	5:00-6:00 PM
2. Memorial Drive (SR 154) at Pearl Street	7:45-8:45 AM	5:00-6:00 PM
3. Memorial Drive (SR 154) at Chester Avenue	7:45-8:45 AM	5:00-6:00 PM
4. Memorial Drive (SR 154) at Bill Kennedy Way	7:45-8:45 AM	5:00-6:00 PM

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

2.3 Detailed Intersection Analysis

Level-of-service (LOS) is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists' perceptions within a traffic stream. The *Highway Capacity Manual* defines six levels-of-service, LOS A through LOS F, with A being the best and F being the worst. Level-of-service analyses were conducted at all intersections within the study network using *Synchro Professional, Version 10.0*. Existing traffic signal phasing and timing data were retrieved for available intersections.

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

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

3.0 STUDY NETWORK

3.1 Gross Trip Generation

Traffic for the proposed land uses and densities were calculated using methodology contained in the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 10th Edition*. Gross trips generated are displayed below in **Table 3**.

Table 3: Gross Trip Generation								
Land Use	Density	ITE Code	Daily Traffic		AM Peak Hour		PM Peak Hour	
			Enter	Exit	Enter	Exit	Enter	Exit
Residential	564 units	220	2,111	2,111	57	190	173	102
Office	46,165 SF	710	251	251	60	10	9	46
Retail	50,170 SF	820	947	947	29	18	92	99
Music Venue	36,238 SF	N/A	1200	1200	0	0	0	0
Total Gross Trips			4,509	4,509	146	218	274	247

**Note: ITE does not give guidance regarding Music Venues. The projected daily trips are assumed to be 2,400; however, the music venue is not expected to generate AM and PM peak hour trips as events are expected to be held outside of traditional AM and PM peak hours.*

Traffic for the proposed music venue was calculated based on a capacity of 3,000 attendees and assuming 2.5 attendees/vehicle.

3.2 Trip Distribution

The directional distribution and assignment of new project trips were based on the project land uses, a review of the land use densities and road facilities in the area, engineering judgment, and methodology discussions with the Georgia Regional Transportation Authority (GRTA), Atlanta Regional Commission (ARC), City of Atlanta, and GDOT staff. (See *Section 5.0 Trip Distribution and Assignment*).

3.3 Level-of-Service Standards

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

3.4 Study Network Determination

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

The study network includes four (4) existing signalized intersections and four (4) proposed stop-controlled intersections as noted in **Table 4**. The study intersections are shown in **Figure 3**.

Table 4: Intersection Control Summary	
Intersection	Control
1. Memorial Drive (SR 154) at Boulevard	Signal
2. Memorial Drive (SR 154) at Pearl Street	Signal
3. Memorial Drive (SR 154) at Chester Avenue	Signal
4. Memorial Drive (SR 154) at Bill Kennedy Way	Signal
5. Memorial Drive (SR 154) at Site Driveway 1	Proposed Side-Street Stop Control
6. Pearl Street at Site Driveway 2	Proposed Side-Street Stop-Control
7. Old Flat Shoals Road at Site Driveway 3	Proposed Side-Street Stop-Control
8. Old Flat Shoals Road at Site Driveway 4	Proposed Side-Street Stop-Control

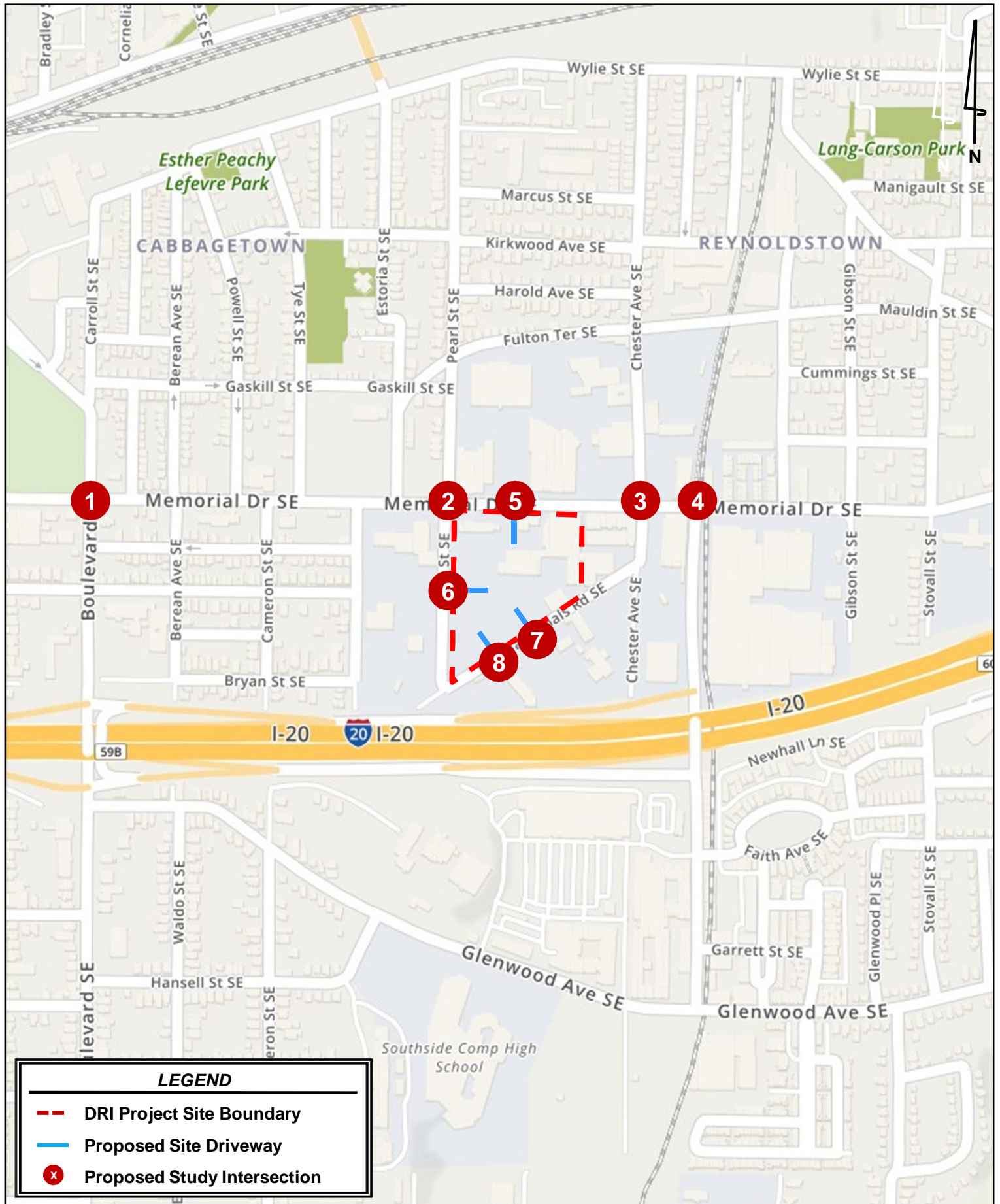
Each of the intersections listed in **Table 4** were analyzed for the Existing 2018 conditions, the Projected 2021 No-Build conditions, and the Projected 2021 Build conditions. The Projected 2021 No-Build conditions represent the existing traffic volumes grown at 1.5 percent per year throughout the study network with the addition of estimated project trips from the *905 Memorial Drive (SR 154) DRI #2557*.

The Projected 2021 Build conditions add the project trips associated with the *Atlanta Dairies DRI* to the Projected 2021 No-Build conditions.

3.5 Existing Roadway Facilities

Roadway classification descriptions and estimated Average Daily Traffic (ADT) for the entire study area are provided in **Table 5** (bolded roadway runs adjacent to the site).

Table 5: Roadway Classifications				
Roadway	No. of Lanes	Posted Speed Limit (MPH)	Average Daily Traffic (ADT)	Functional Classification
Memorial Drive (SR 154)	4	35	17,400	Minor Arterial
Pearl Street	2	25	N/A	Local
Old Flat Shoals Road	2	15	N/A	Local
Chester Avenue	2	25	N/A	Local
Bill Kennedy Way	2	35	10,100	Major Collector



4.0 TRIP GENERATION

As stated previously, gross trips associated with the proposed development were estimated using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 10th Edition*, using equations where available.

Trip generation for this proposed development is calculated based upon the following land use: Multifamily Housing (Low-Rise) (ITE 220), General Office Building (ITE 710), Shopping Center (ITE 820), and Music Venue (N/A).

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

Table 6: Net New Trip Generation							
	Daily Traffic			AM Peak Hour		PM Peak Hour	
	Total	Enter	Exit	Enter	Exit	Enter	Exit
Gross Project Trips	9,018	4,509	4,509	146	218	274	247
<i>Mixed-Use Reduction</i>	-520	-260	-260	-10	-10	-49	-49
<i>Alternative Mode Reduction</i>	-1,154	-577	-577	-20	-31	-33	-30
<i>Pass-by Reduction</i>	-474	-237	-237	-0	-0	-22	-22
Net New Trips	6,750	3,375	3,375	116	177	170	146

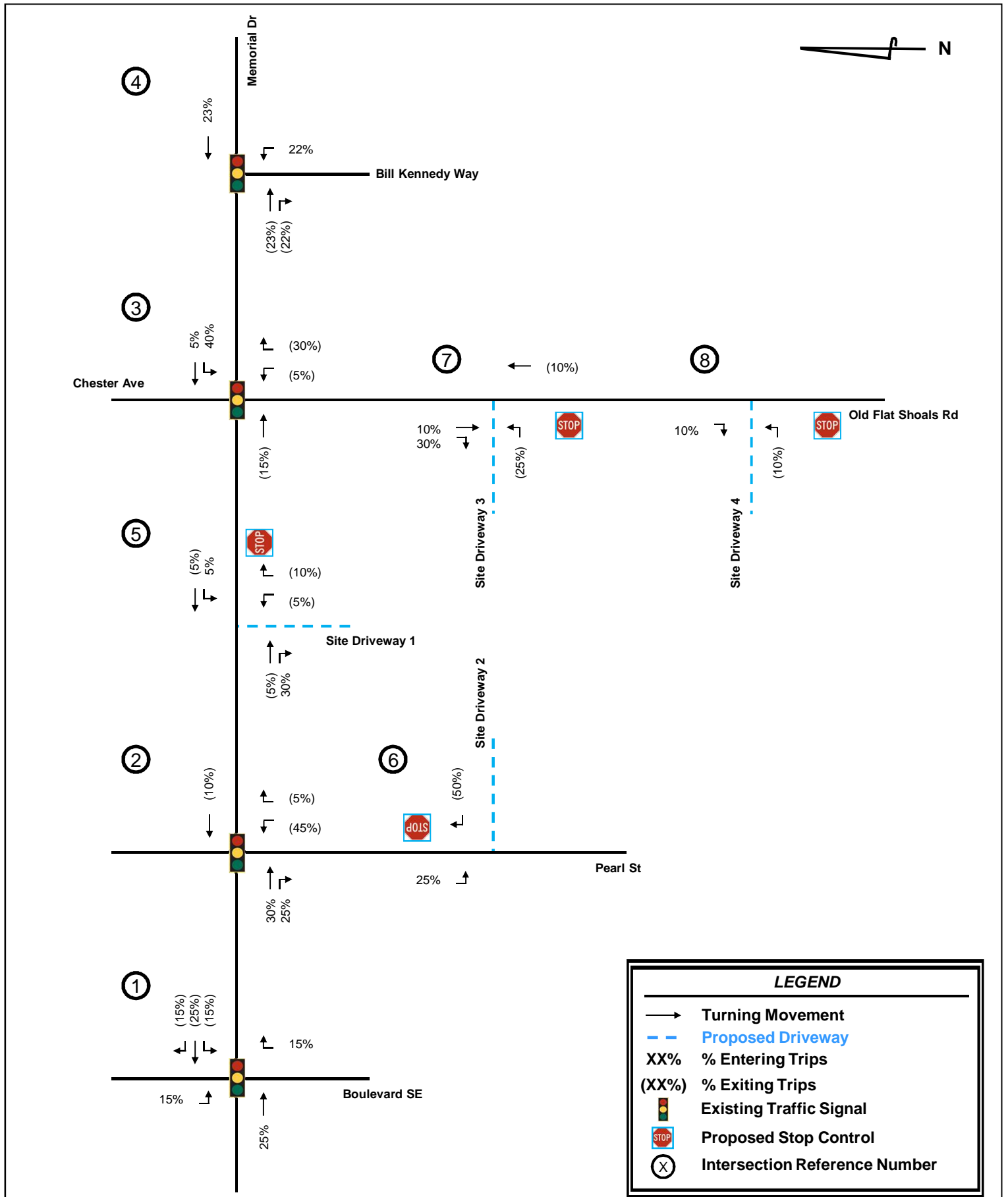
A more detailed trip generation analysis summary table is provided in **Appendix D**.

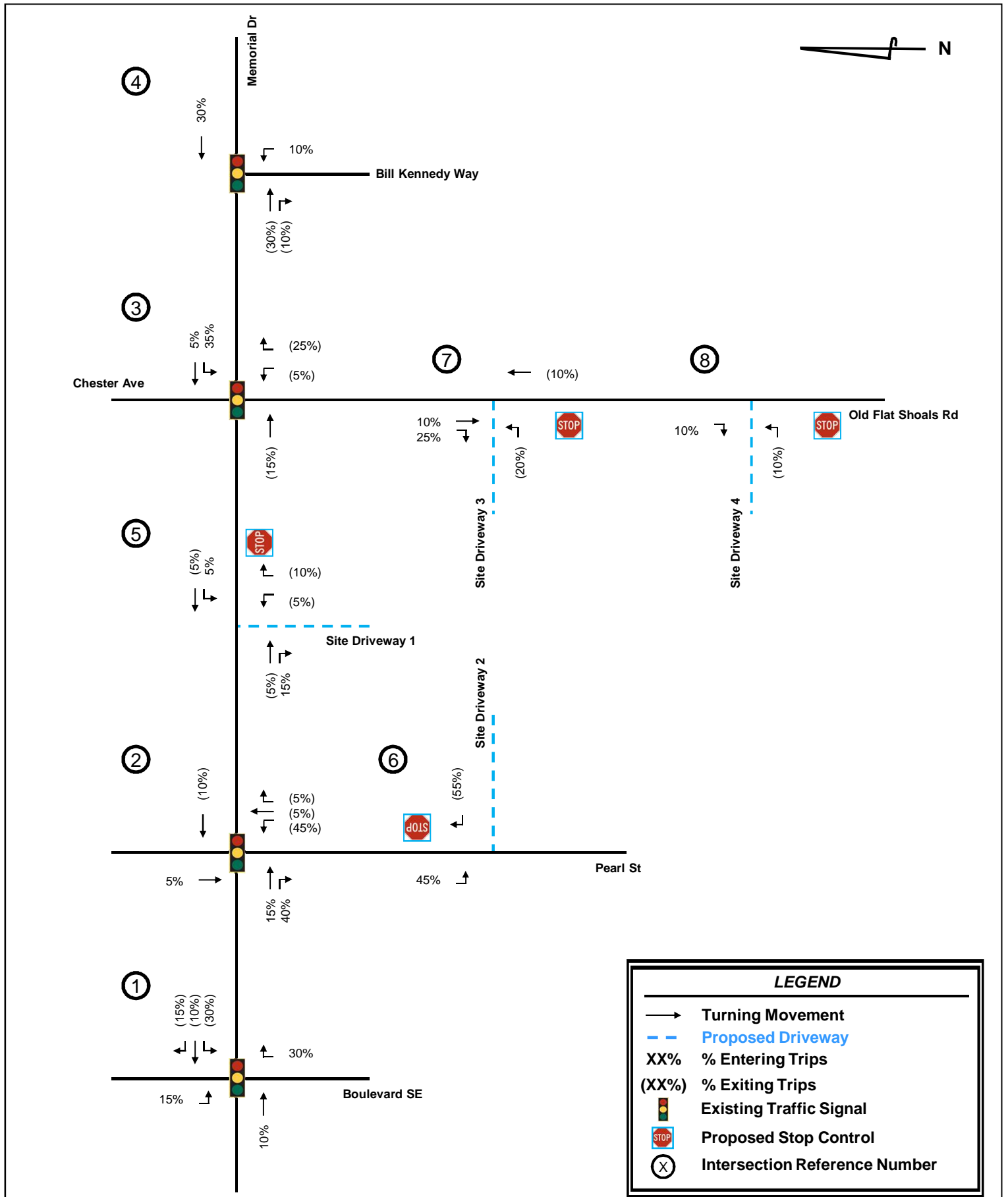
5.0 TRIP DISTRIBUTION AND ASSIGNMENT

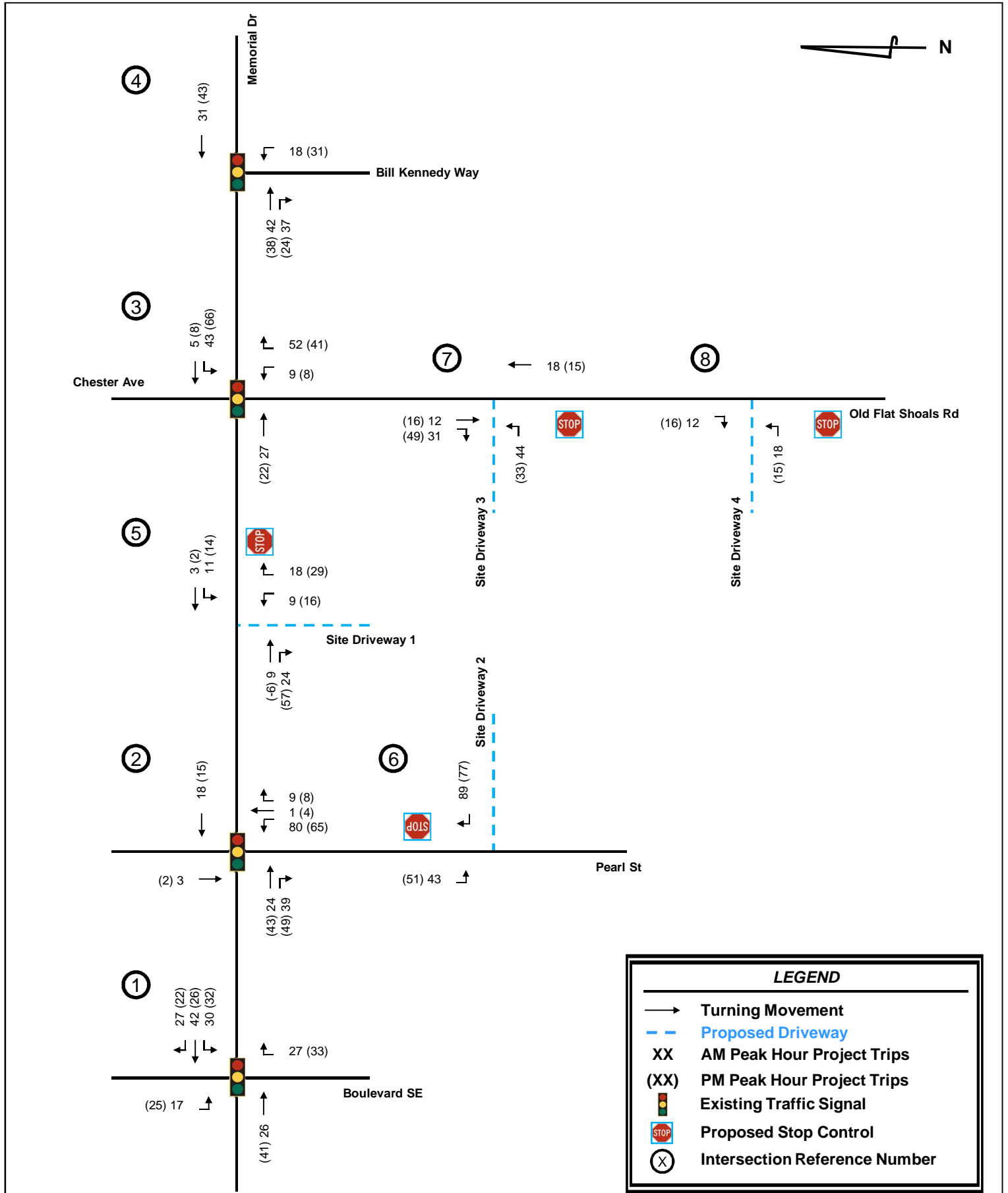
New trips were distributed onto the roadway network using the percentages developed as described in *Section 3.2* of this report, and as agreed to during methodology discussions with GRTA, ARC, City of Atlanta, and GDOT staff.

Figure 4 and **Figure 5** display the anticipated distribution and assignment of residential and non-residential trips throughout the study roadway network. These trip assignment percentages were applied to the net new trips expected to be generated by the development, and the volumes were assigned to the roadway network. The combined peak hour project trips by turning movement throughout the study network, anticipated to be generated by the proposed *Atlanta Dairies DRI*, are shown on **Figure 6**.

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







6.0 TRAFFIC ANALYSIS

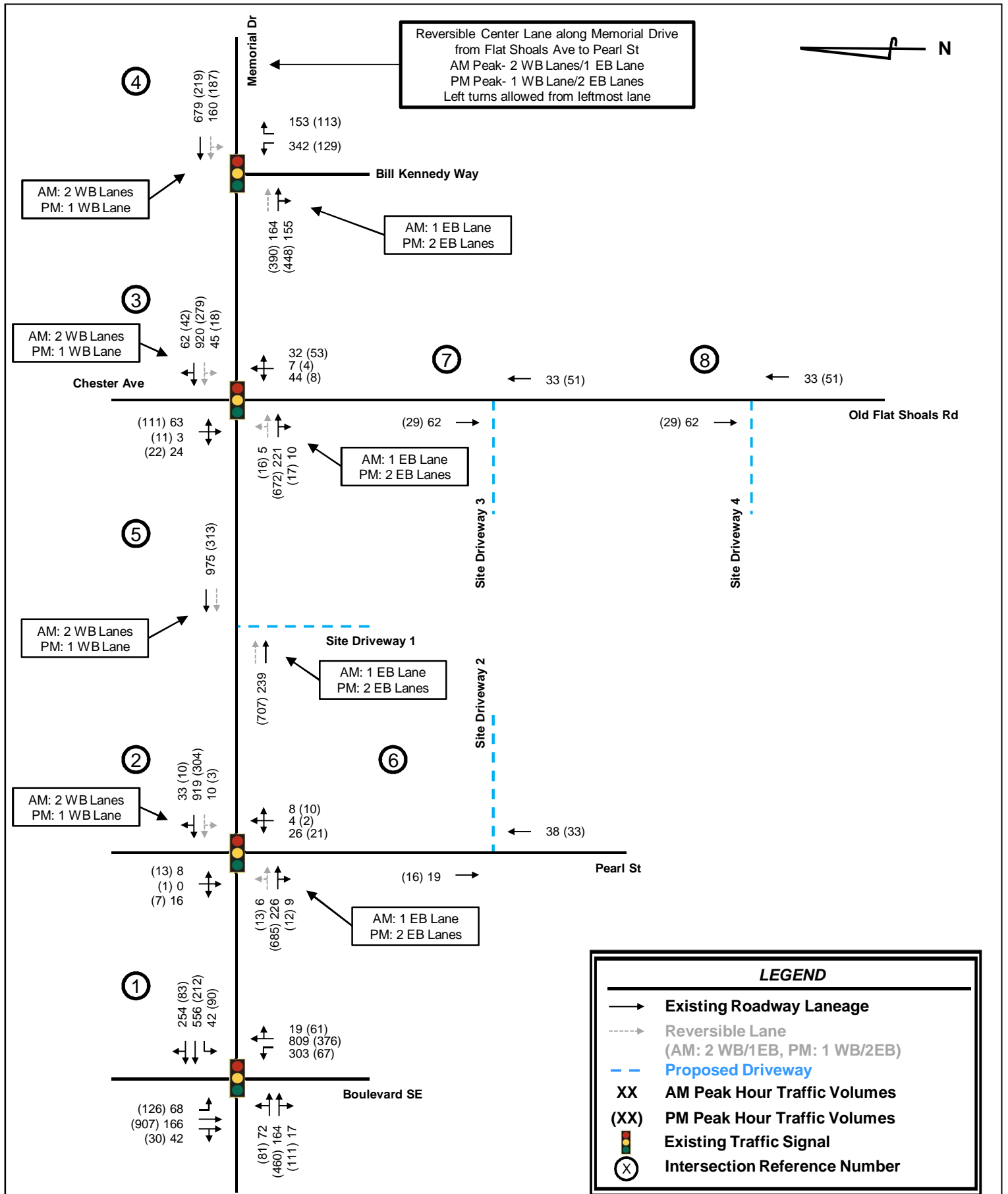
6.1 Existing 2018 Conditions

The observed existing peak hour traffic volumes were entered into *Synchro 10.0*, 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.

Table 7: Existing 2018 Level-of-Service Summary					
LOS (Delay in Seconds)					
Intersection	Control	Approach	LOS Std.	Existing 2018	
				AM Peak	PM Peak
1. Memorial Drive (SR 154) at Boulevard	Signal	Overall	D	D (39.4)	D (41.7)
2. Memorial Drive (SR 154) at Pearl Street	Signal	Overall	D	A (2.4)	A (3.4)
3. Memorial Drive (SR 154) at Chester Avenue	Signal	Overall	D	A (4.7)	A (5.7)
4. Memorial Drive (SR 154) at Bill Kennedy Way	Signal	Overall	D	C (24.9)	B (16.2)

* HCM 2000 methodology used for the analysis of Intersection #1. HCM 2010 methodology does not analyze permitted-protected left-turns from a shared lane.

As shown in **Table 7**, all of the study intersections currently operate acceptably per the GRTA overall level-of-service standard of D during the AM and PM peak hours for 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 were increased at 1.5 percent per year for three years throughout the study network. Additionally, estimated project trips associated with the 905 Memorial Drive (SR 154) DRI #2557 were added to the impacted intersections. These volumes were entered into *Synchro 10.0*, and capacity analyses were performed. The Projected 2021 No-Build conditions were analyzed using proposed roadway geometry per GDOT Project #M005724 (expected to be completed in 2019) and existing intersection control types.

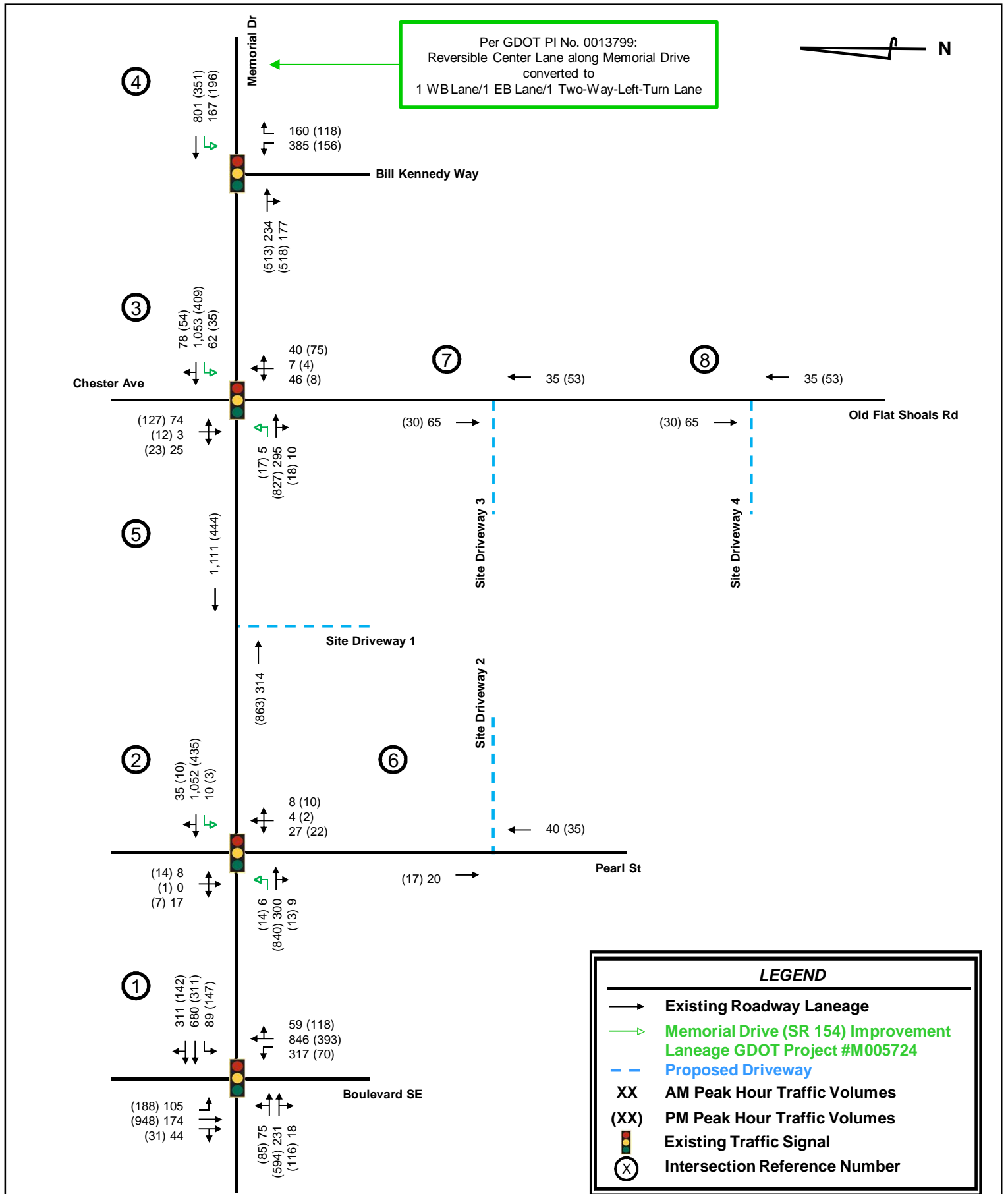
The results of the capacity analyses for the Projected 2021 No-Build are shown in **Table 8**. Detailed *Synchro* analysis reports are available upon request.

Table 8: Projected 2021 No-Build Level-of-Service Summary					
LOS (Delay in Seconds)					
Intersection	Control	Approach	LOS Std.	No-Build 2021	
				AM Peak	PM Peak
1. Memorial Drive (SR 154) at Boulevard*	Signal	Overall	D	D (46.8)	D (45.0)
2. Memorial Drive (SR 154) at Pearl Street	Signal	Overall	D	A (6.2)	A (3.6)
3. Memorial Drive (SR 154) at Chester Avenue	Signal	Overall	D	A (9.9)	A (7.1)
4. Memorial Drive (SR 154) at Bill Kennedy Way	Signal	Overall	D	C (27.1)	B (16.1)

* HCM 2000 methodology used for the analysis of Intersection #1. HCM 2010 methodology does not analyze permitted-protected left-turns from a shared lane.

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

The intersection laneage and traffic volumes for the Projected 2021 No-Build conditions are shown in **Figure 8**.



6.3 Projected 2021 Build Conditions

The traffic associated with the proposed *Atlanta Dairies DRI* was added to the Projected 2021 No-Build volumes. These volumes were then entered into *Synchro 10.0*, and capacity analyses were performed. The Projected 2021 Build conditions were analyzed using the existing roadway geometry, existing intersection control types, and proposed site driveways as shown in the DRI site plan.

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

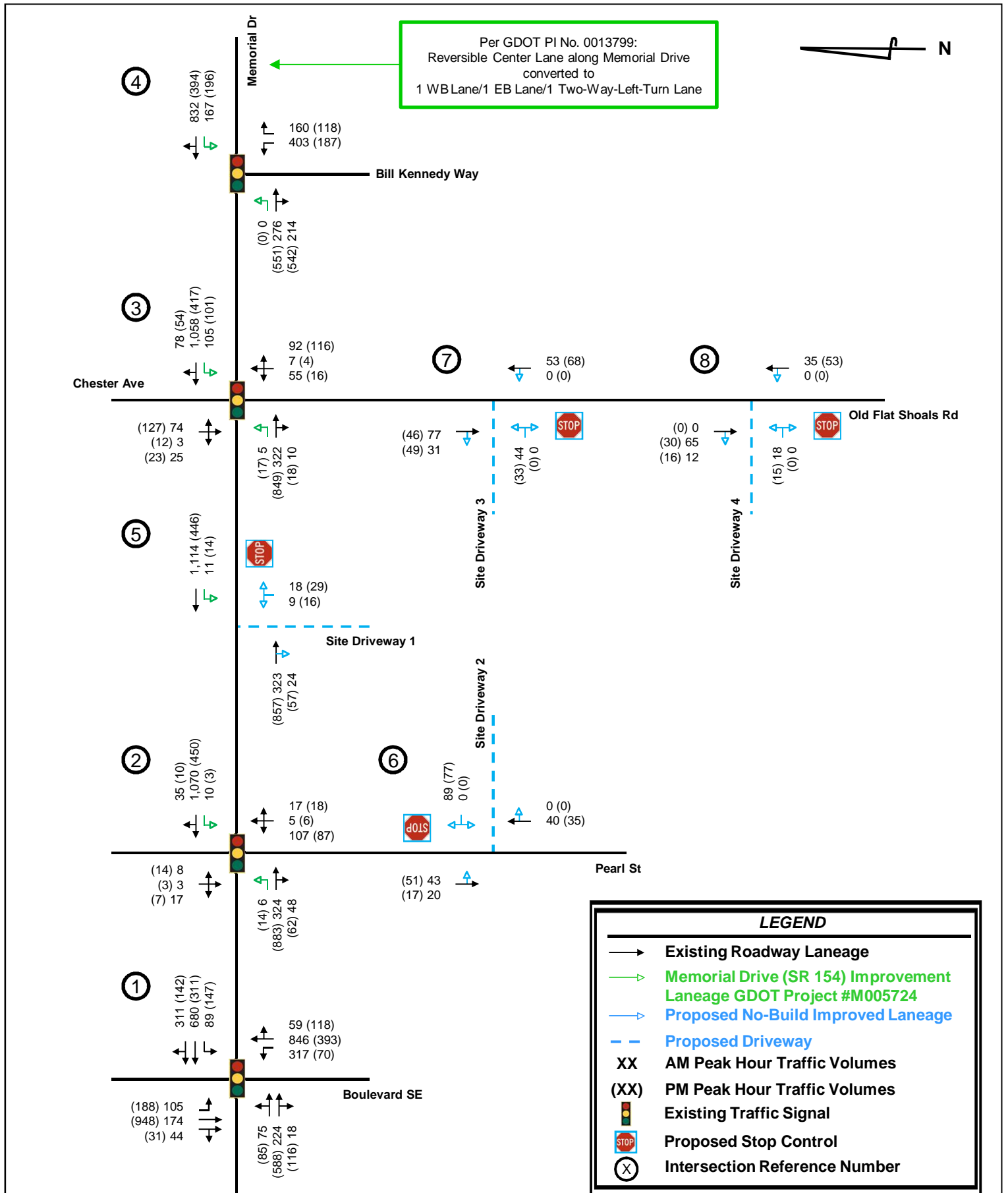
Table 9: Projected 2021 Build Level-of-Service Summary					
LOS (Delay in Seconds)					
Intersection	Control	Approach	LOS Std.	Build 2021	
				AM Peak	PM Peak
1. Memorial Drive (SR 154) at Boulevard	Signal	Overall	D	D (51.8)	D (48.7)
2. Memorial Drive (SR 154) at Pearl Street	Signal	Overall	D	B (18.9)	A (6.8)
3. Memorial Drive (SR 154) at Chester Avenue	Signal	Overall	D	B (16.7)	A (8.0)
4. Memorial Drive (SR 154) at Bill Kennedy Way	Signal	Overall	D	C (27.5)	B (18.8)
5. Memorial Drive (SR 154) at Site Driveway 1	TWSC	NB	N/A	C (20.5)	C (24.9)
		WBL	N/A	A (8.0)	B (10.1)
6. Pearl Street at Site Driveway 2	TWSC	WB	N/A	A (8.8)	A (8.7)
		SBL	N/A	A (7.3)	A (7.3)
7. Old Flat Shoals Road at Site Driveway 3	TWSC	EB	N/A	B (10.1)	A (9.6)
		NBL	N/A	A (0.0)	A (0.0)
8. Old Flat Shoals Road at Site Driveway 3	TWSC	EB	N/A	A (9.4)	A (9.1)
		NBL	N/A	A (0.0)	A (0.0)

* HCM 2000 methodology used for the analysis of Intersection #1. HCM 2010 methodology does not analyze permitted-protected left-turns from a shared lane.

As shown in **Table 9**, all of the study intersections are projected to operate acceptably per their acceptable overall level-of-service standard during the AM and PM peak hours for the Projected 2021 Build conditions. Therefore, there are no recommended improvements for the Build 2021 conditions.

The following site-access improvements (driveway improvements) are recommended to serve the site traffic associated with the *Atlanta Dairies DRI*:

- Intersection 5: Memorial Drive (SR 154) at Site Driveway 1
 - On the site, provide a minimum of one (1) northbound exiting lane and one (1) southbound entering lane. Driveway operations are proposed to be full-movement.
- Intersection 6: Pearl Street at Site Driveway 2
 - On the site, provide a minimum of one (1) westbound exiting lane and one (1) eastbound entering lane. Driveway operations are proposed to be full-movement.
- Intersection 7: Old Flat Shoals Road at Site Driveway 3
 - On the site, provide a minimum of one (1) eastbound exiting lane and one (1) westbound entering lane. Driveway operations are proposed to be full-movement.
- Intersection 8: Old Flat Shoals Road at Site Driveway 4
 - On the site, provide a minimum of one (1) eastbound exiting lane and one (1) westbound entering lane. Driveway operations are proposed to be full-movement.



7.0 INGRESS/EGRESS ANALYSIS

Vehicular access to the *Atlanta Dairies DRI* is proposed at four (4) locations:

- One (1) driveway on Memorial Drive (SR 154)
- One (1) driveway on Pearl Street
- Two (2) driveways along Old Flat Shoals Road

Note: A service only drive for loading/unloading will be provided adjacent to the music venue on Old Flat Shoals Road.

The site driveway locations are discussed in *Section 1.3*. The proposed site driveways provide vehicular access to the entire development. Internal private roadways throughout the site provide access throughout the project site.

Capacity analyses were performed for the proposed site driveway intersections using *Synchro 10.0*. The results of the capacity analyses for this intersection (LOS, delay, and recommended laneage) are reported in *Section 6.3* of this report. Based on the Projected 2021 Build conditions, the proposed site driveway intersections are anticipated to operate at an acceptable level-of-service.

8.0 IDENTIFICATION OF PROGRAMMED PROJECTS

According to ARC's Regional Transportation Plan (Atlanta Region's Plan), GDOT's construction work programs, and the City of Atlanta's programmed projects, the following projects are programmed or planned to be completed by the respective years within the vicinity of the proposed development. The identified projects are listed in **Table 10** below.

Table 10: Programmed Improvements			
#	Year	Project ID	Project Description
1	2019	M005724	Resurfacing and restriping Memorial Drive (SR 154) to change the configuration of the roadway and add pedestrian crossings where additional crossings are needed.
2	2040	AR-420	Extend existing MARTA heavy rail transit from Indian Creek MARTA station to Wesley Chapel Road and Covington Highway
3	2040	AR-490B	Atlanta Streetcar Expansion Strategy
4	TBD	AT-243	Memorial Drive (SR 154) improvements: streetscape, upgraded signalization, additional turn lanes at intersections
5	TBD	AT-277A	Cycle Atlanta Phase 1.0 – Bicycle Mobility Improvements
6	2021	PI 007952	Memorial Drive (SR 154) sidewalk improvements, median & crossing islands
7	TBD	AR-450C	Extension of the BeltLine SE Trail

Fact sheets for projects can be found in **Appendix F**.

9.0 INTERNAL CIRCULATION ANALYSIS

The proposed site driveways will provide access to buildings on the site. Internal roadways throughout the site provide vehicular access to all buildings and parking on the site. As currently envisioned, parking will be provided via parking deck facilities and on-street parking on-site.

A detailed copy of the proposed site plan with internal site roadways is provided in **Appendix C** and a full-sized site plan is attached to the report.

10.0 COMPLIANCE WITH COMPREHENSIVE PLAN ANALYSIS

The project site is located within the proposed updated Imagine Memorial LCI area. The entirety of the proposed Atlanta Dairies DRI is inside the proposed LCI study area. The western boundary of the site is adjacent to the Memorial Drive-Martin Luther King, Jr. Drive LCI (2003). This LCI is considered to be outdated and will be updated with the new Imagine Memorial LCI.

The LCI is currently being developed and is not yet finalized. A study of the Memorial Drive corridor, Imagine Memorial, was performed in 2014 and is being used as the foundation for the development of the new Imagine Memorial LCI. The plan is currently undergoing revisions based on stakeholder and community input. Various stakeholders discussed and agreed during the pre-review meeting on December 18, 2018 that the status of the LCI would not prevent the Atlanta Dairies DRI from its eligibility for Expedited Review.

The intent of the Imagine Memorial LCI is to make the Memorial Drive corridor an inviting public space that serves as a safer and more efficient connection among communities for all people, including motorists, pedestrians, cyclists, and transit users.

The Atlanta Dairies development design is consistent with the proposed Imagine Memorial LCI core goals:

- Create “Livable Activity Centers”
- Improve function and safety of existing roadway for all users
- Promote all transportation options
- Promote and preserve affordable housing
- Preserve and promote local history and culture
- Establish street design standards

Appendix A

Site Photo Log

Atlanta Dairies DRI #2897

Photo No. 1



Comments: Old Flat Shoals Road / Driveway 3 looking south

Photo No. 2



Comments: Old Flat Shoals Road / Driveway 3 looking north

Atlanta Dairies DRI #2897

Photo No. 3



Comments: Old Flat Shoals Road / Driveway 4 looking south

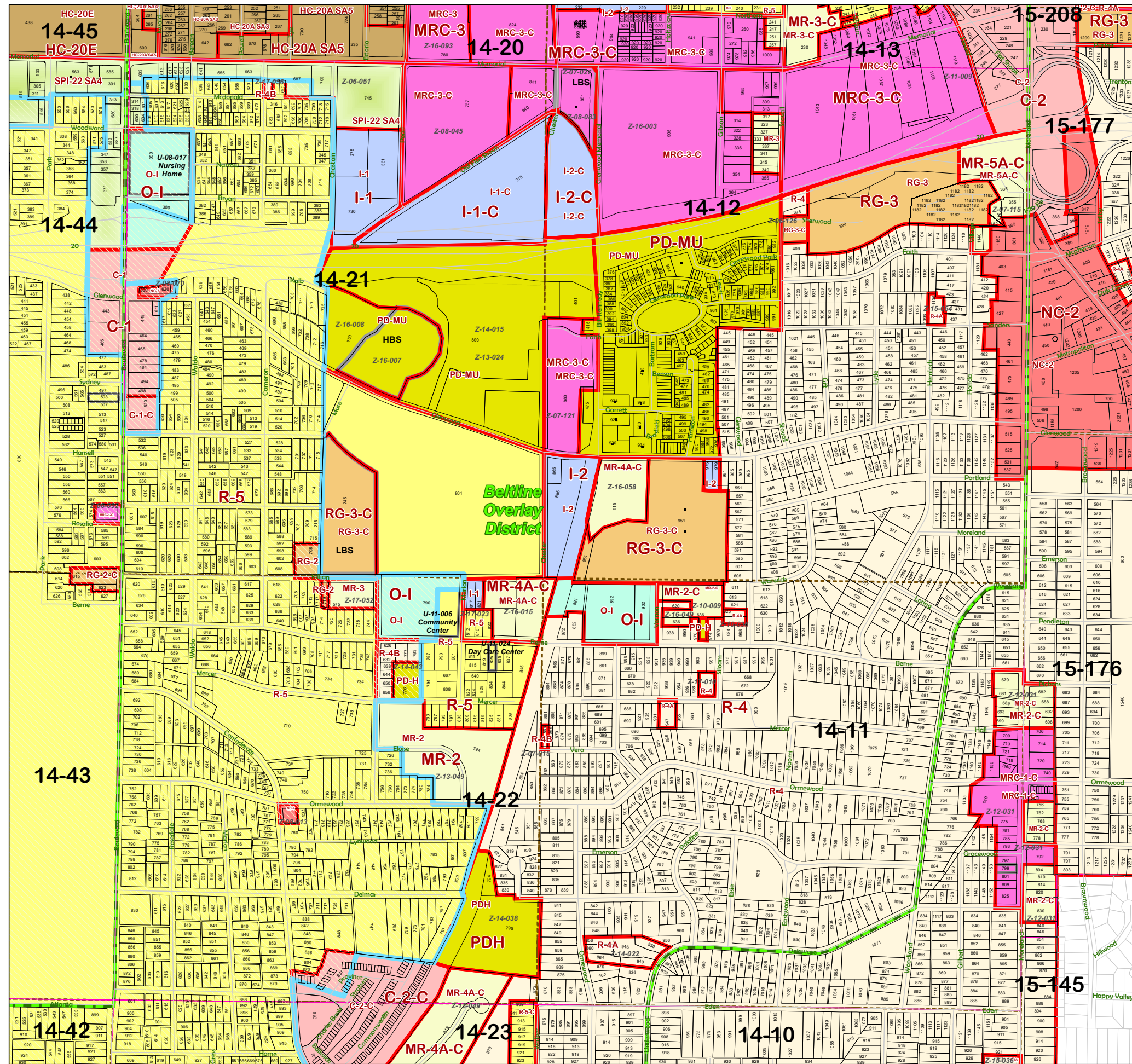
Photo No. 4



Comments: Old Flat Shoals Road / Driveway 4 looking north

Appendix B

Land Use and Zoning Maps



SHEET NO. 14-011

ZONING ORDINANCE

CITY OF ATLANTA, GEORGIA

OFFICIAL ZONING MAP

SHEET 49 OF 129 SHEETS

ORDINANCE Z-78-5

LAND LOTS _____

DISTRICT
COUNTY

CERTIFICATION

THIS SHEET 49 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

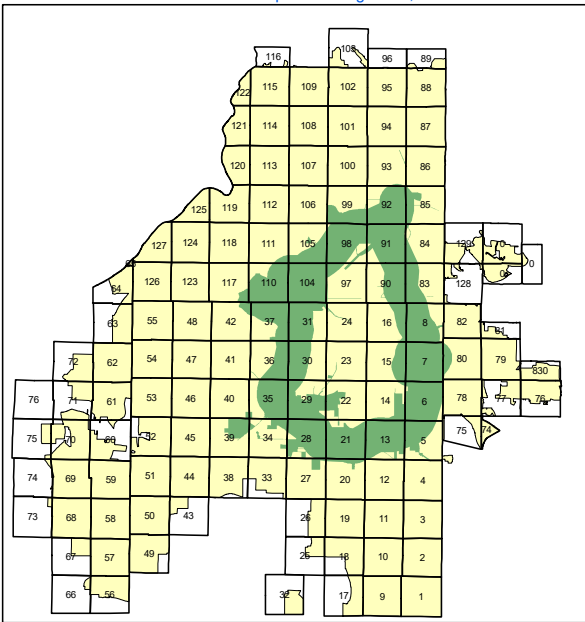
OVERLAY DISTRICTS

- Beltline
- Buckhead Parking Overlay
- Gulch Sign Overlay
- Arts and Entertainment Sign
- SPI Sign Overlay Districts
- Fort McPherson Sign Overlay
- All Others
- Zoning District Outline
- 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 August 14, 2018



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

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

Appendix C

Proposed Site Plan

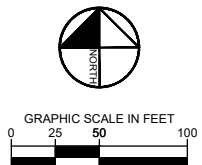
Site Plan Details:

- North Boundary:** Memorial Drive (SR 154), R/W VARIES.
- South Boundary:** Old Flat Shoals Road, 50' R/W.
- West Boundary:** Pearl Street, 40' R/W.
- East Boundary:** Dispersed Asphalt area.
- Buildings and Structures:**
 - Building A - Adaptive Reuse Commercial
 - Building B - Adaptive Reuse Commercial
 - Building C - New Commercial
 - Building D - New Residential
 - Building E - New Commercial
 - Residential (South Section)
 - Parking Deck (Central Section)
 - Parking Deck (South Section)
 - Amenity (Central Section)
 - Courtyard (Central Section)
- Driveways:**
 - Site Driveway #1 (North)
 - Site Driveway #2 (West)
 - Site Driveway #3 (East)
 - Site Driveway #4 (South)
 - Existing Driveway (West)
 - Existing Driveway (South)
 - Proposed Driveway for Other Development (North)
- Traffic Signals and Signs:**
 - Existing Traffic Signal (North)
 - Existing Stop Sign (East)
- Surrounding Properties:**
 - 780 Memorial LLC, 25 Puritan ML, Atlanta GA 30318
 - Habitat for Humanity in Atlanta Inc, 519 Memorial Dr, Atlanta GA 30312
 - 841 Memorial Drive Holdings LLC, 3621 Vinings Slope, Suite 4400, Atlanta GA 30339
 - Koch Properties LLC, 80 Palisades Rd NE, Atlanta GA 30309
 - City of Atlanta, 68 Mitchell St SW, Ste 1350, Atlanta GA 30303
 - 745 Memorial Inc, P.O. Box 941490, Atlanta GA 31141
 - Seven Forty Five Memorial Inc, P.O. Box 941490, Atlanta GA 31141
- Topography:** Contour lines indicating elevation changes across the site and surrounding area.

DRI NUMBER:	#2897
OVERALL SITE AREA:	9.78 ACRES
CURRENT ZONING:	MRC-3-C & BELTLINE OVERLAY
CURRENT ADDRESS:	777 MEMORIAL DRIVE ATLANTA, GA 30316
BUILDING HEIGHTS:	UP TO 7 STORIES
PROPOSED PARKING:	1,332 ON-SITE

LAND USE	DENSITY
RESIDENTIAL	564 MULTI-FAMILY UNITS
OFFICE	46,165 SF
COMMERCIAL	86,408 SF (51,170 RETAIL & 36,238 MUSIC VENUE

<u>APPLICANT:</u>	WP SOUTH ACQUISITIONS, LLC 3715 NORTHSIDE PARKWAY NW SUITE 4-600 ATLANTA, GA 30327 CONTACT: DEREK OWEN PHONE: (404) 965-9938
<u>TRAFFIC CONSULTANT:</u>	KIMLEY-HORN AND ASSOCIATES, INC. 817 WEST PEACHTREE STREET NW, SUITE 601 ATLANTA, GA 30308 CONTACT: ELIZABETH JOHNSON, P.E. PHONE: (404) 419-8700
<u>CIVIL ENGINEER:</u>	KIMLEY-HORN AND ASSOCIATES, INC. 817 WEST PEACHTREE STREET NW, SUITE 601 ATLANTA, GA 30308 CONTACT: KELLY ESCH, P.E. PHONE: (404) 419-8700

[illegible]

**WP SOUTH
ACQUISITIONS, LLC**
3715 NORTHSIDE PARKWAY NW, SUITE 4-600
ATLANTA, GA 30327
PHONE: (904) 830-4831

ATLANTA DAIRIES
DRI #2897
777 MEMORIAL DRIVE, ATLANTA, GA 30316
LAND LOT 21, 14TH DISTRICT

SSWCC NO. (LEVEL II)	0000068765
DRAWN BY	EDB
DESIGNED BY	KCE
REVIEWED BY	BWS
DATE	01/28/19
PROJECT NO.	012095015
TITLE	
DRI SITE PLAN	
SHEET NUMBER	
DRI #2897	

Appendix D

Trip Generation Analysis

Trip Generation Analysis (10th Ed. with *2nd Edition Handbook* Daily IC & 3rd Edition AM/PM IC)

Atlanta Dairies DRI #2897

City of Atlanta, GA

Land Use			Intensity	Daily Trips	AM Peak Hour			PM Peak Hour			
					Total	In	Out	Total	In	Out	
<u>Proposed Site Traffic</u>											
220	Multi-Family Housing (Low-Rise)		564 d.u.	4,222	247	57	190	275	173	102	
710	General Office Building		46,165 s.f.	502	70	60	10	55	9	46	
820	Shopping Center		50,170 s.f. gross leasable area	1,894	47	29	18	191	92	99	
	Music Venue*		36,238 s.f.	2,400	N/A	N/A	N/A	N/A	N/A	N/A	
Gross Trips					9,018	364	146	218	521	274	247
Residential Trips					4,222	247	57	190	275	173	102
<i>Mixed-Use Reductions</i>					-194	-5	-1	-4	-40	-27	-13
<i>Alternative Mode Reductions</i>					-604	-36	-8	-28	-35	-22	-13
Adjusted Residential Trips					3,424	206	48	158	200	124	76
Office Trips					502	70	60	10	55	9	46
<i>Mixed-Use Reductions</i>					-71	-7	-4	-3	-14	-6	-8
<i>Alternative Mode Reductions</i>					-64	-9	-8	-1	-6	0	-6
Adjusted Office Trips					367	54	48	6	35	3	32
Retail Trips					1,894	47	29	18	191	92	99
<i>Mixed-Use Reductions</i>					-255	-8	-5	-3	-44	-16	-28
<i>Alternative Mode Reductions</i>					-246	-6	-4	-2	-22	-11	-11
<i>Pass By Reductions (Based on ITE Rates)</i>					-474	0	0	0	-43	-22	-22
Adjusted Retail Trips					919	33	20	13	82	43	38
Other Non-Residential Trips					2,400	0	0	0	0	0	0
<i>Mixed-Use Reductions</i>					0	0	0	0	0	0	0
<i>Alternative Mode Reductions</i>					-360	0	0	0	0	0	0
Adjusted Other Non-Residential Trips					2,040	0	0	0	0	0	0
<i>Mixed-Use Reductions - TOTAL</i>					-520	-20	-10	-10	-98	-49	-49
<i>Alternative Mode Reductions - TOTAL</i>					-1,274	-51	-20	-31	-63	-33	-30
<i>Pass-By Reductions - TOTAL</i>					-474	0	0	0	-43	-22	-22
New Trips					6,750	293	116	177	317	170	146
Driveway Volumes					7,224	293	116	177	360	192	168

*Music Venue square footage is associated with special events and is separate from average day AM and PM peak hour operations.

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Appendix E

Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

Intersection #1 Boulevard & Memorial Dr AM PEAK HOUR

Description	Boulevard Northbound			Boulevard Southbound			Memorial Dr Eastbound			Memorial Dr Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	303	809	19	68	166	42	72	164	17	42	556	254
Pedestrians		6			1			0			1	
Conflicting Pedestrians	0		1	1		0	1		6	6		1
Heavy Vehicles	6	40	1	1	31	2	7	12	1	3	28	7
Heavy Vehicle %	2%	5%	5%	2%	19%	5%	10%	7%	6%	7%	5%	3%
Peak Hour Factor		0.98			0.98			0.98			0.98	
Adjustment												
Adjusted 2018 Volumes	303	809	19	68	166	42	72	164	17	42	556	254
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 #2557 Project Trips			12	17				34		15	57	18
2021 Background Traffic	317	846	32	88	174	44	75	205	18	59	638	284
Project Trips												
Trip Distribution IN			15%	15%				25%				
Trip Distribution OUT										15%	25%	15%
Residential Trips	0	0	7	7	0	0	0	12	0	24	40	24
Trip Distribution IN			30%	15%				10%				
Trip Distribution OUT										30%	10%	15%
Office Trips	0	0	14	7	0	0	0	5	0	2	1	1
Trip Distribution IN			30%	15%				10%				
Trip Distribution OUT										30%	10%	15%
Retail Trips	0	0	6	3	0	0	0	2	0	4	1	2
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	27	17	0	0	0	19	0	30	42	27
2021 Buildout Total	317	846	59	105	174	44	75	224	18	89	680	311

PM PEAK HOUR

Description	Boulevard Northbound			Boulevard Southbound			Memorial Dr Eastbound			Memorial Dr Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	67	376	61	126	907	30	81	460	111	90	212	83
Pedestrians		0			3			1			1	
Conflicting Pedestrians	1		1	1		1	3		0	0		3
Heavy Vehicles	0	36	1	4	40	0	2	15	0	2	9	1
Heavy Vehicle %	2%	10%	2%	3%	4%	2%	2%	3%	2%	2%	4%	2%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Adjustment												
Adjusted 2018 Volumes	67	376	61	126	907	30	81	460	111	90	212	83
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 #2557 Project Trips			21	31				72		21	63	33
2021 Background Traffic	70	393	85	163	948	31	85	553	116	115	285	120
Project Trips												
Trip Distribution IN			15%	15%				25%				
Trip Distribution OUT										15%	25%	15%
Residential Trips	0	0	19	19	0	0	0	31	0	11	19	11
Trip Distribution IN			30%	15%				10%				
Trip Distribution OUT										30%	10%	15%
Office Trips	0	0	1	0	0	0	0	0	0	10	3	5
Trip Distribution IN			30%	15%				10%				
Trip Distribution OUT										30%	10%	15%
Retail Trips	0	0	13	6	0	0	0	4	0	11	4	6
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	33	25	0	0	0	35	0	32	26	22
2021 Buildout Total	70	393	118	188	948	31	85	588	116	147	311	142

INTERSECTION VOLUME DEVELOPMENT

Intersection #2 Pearl St & Memorial Dr AM PEAK HOUR

Description	Pearl St Northbound			Pearl St Southbound			Memorial Dr Eastbound			Memorial Dr Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	26	4	8	8	0	16	6	226	9	10	919	33
Pedestrians		5			1			1			1	
Conflicting Pedestrians	1		1	1		1	1		5	5		1
Heavy Vehicles	12	0	3	0	0	1	2	11	0	3	44	2
Heavy Vehicle %	46%	2%	38%	2%	0%	6%	33%	5%	2%	30%	5%	6%
Peak Hour Factor		0.93			0.93			0.93			0.93	
Adjustment												
Adjusted 2018 Volumes	26	4	8	8	0	16	6	226	9	10	919	33
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 #2557 Project Trips								64			91	
2021 Background Traffic	27	4	8	8	0	17	6	300	9	10	1,052	35
Project Trips												
Trip Distribution IN								30%	25%			
Trip Distribution OUT	45%		5%								10%	
Residential Trips	71	0	8	0	0	0	0	14	12	0	16	0
Trip Distribution IN					5%			15%	40%			
Trip Distribution OUT	45%	5%	5%								10%	
Office Trips	3	0	0	0	2	0	0	7	19	0	1	0
Trip Distribution IN					5%			15%	40%			
Trip Distribution OUT	45%	5%	5%								10%	
Retail Trips	6	1	1	0	1	0	0	3	8	0	1	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	80	1	9	0	3	0	0	24	39	0	18	0
2021 Buildout Total	107	5	17	8	3	17	6	324	48	10	1,070	35

PM PEAK HOUR

Description	Pearl St Northbound			Pearl St Southbound			Memorial Dr Eastbound			Memorial Dr Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	21	2	10	13	1	7	13	685	12	3	304	10
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	4	0	0	0	0	0	1	12	0	0	9	0
Heavy Vehicle %	19%	2%	2%	2%	2%	2%	8%	2%	2%	2%	3%	2%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment												
Adjusted 2018 Volumes	21	2	10	13	1	7	13	685	12	3	304	10
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
DRI #2557 Project Trips								124			117	
2021 Background Traffic	22	2	10	14	1	7	14	840	13	3	435	10
Project Trips												
Trip Distribution IN								30%	25%			
Trip Distribution OUT	45%		5%								10%	
Residential Trips	34	0	4	0	0	0	0	37	31	0	8	0
Trip Distribution IN					5%			15%	40%			
Trip Distribution OUT	45%	5%	5%								10%	
Office Trips	14	2	2	0	0	0	0	0	1	0	3	0
Trip Distribution IN					5%			15%	40%			
Trip Distribution OUT	45%	5%	5%								10%	
Retail Trips	17	2	2	0	2	0	0	6	17	0	4	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	65	4	8	0	2	0	0	43	49	0	15	0
2021 Buildout Total	87	6	18	14	3	7	14	883	62	3	450	10

INTERSECTION VOLUME DEVELOPMENT

Intersection #3 Chester Ave & Memorial Dr AM PEAK HOUR

Description	Chester Ave Northbound			Chester Ave Southbound			Memorial Dr Eastbound			Memorial Dr Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	44	7	32	63	3	24	5	221	10	45	920	62
Pedestrians		4			2			1			2	
Conflicting Pedestrians	1		2	2		1	2		4	4		2
Heavy Vehicles	20	0	6	15	0	5	0	15	0	1	28	5
Heavy Vehicle %	45%	2%	19%	24%	2%	21%	2%	7%	2%	2%	3%	8%
Peak Hour Factor		0.90			0.90			0.90			0.90	
Adjustment												
Adjusted 2018 Volumes	44	7	32	63	3	24	5	221	10	45	920	62
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 #2557 Project Trips			7	8				64		15	91	13
2021 Background Traffic	46	7	40	74	3	25	5	295	10	62	1,053	78
Project Trips												
Trip Distribution IN										40%	5%	
Trip Distribution OUT	5%		30%					15%				
Residential Trips	8	0	47	0	0	0	0	24	0	19	2	0
Trip Distribution IN										35%	5%	
Trip Distribution OUT	5%		25%					15%				
Office Trips	0	0	2	0	0	0	0	1	0	17	2	0
Trip Distribution IN										35%	5%	
Trip Distribution OUT	5%		25%					15%				
Retail Trips	1	0	3	0	0	0	0	2	0	7	1	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	9	0	52	0	0	0	0	27	0	43	5	0
2021 Buildout Total	55	7	92	74	3	25	5	322	10	105	1,058	78

PM PEAK HOUR

Description	Chester Ave Northbound			Chester Ave Southbound			Memorial Dr Eastbound			Memorial Dr Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	8	4	53	111	11	22	16	672	17	18	279	42
Pedestrians		4			3			9			4	
Conflicting Pedestrians	9		4	4		9	3		4	4		3
Heavy Vehicles	0	0	0	0	0	0	0	14	0	0	8	1
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment												
Adjusted 2018 Volumes	8	4	53	111	11	22	16	672	17	18	279	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 #2557 Project Trips			20	11				124		16	117	10
2021 Background Traffic	8	4	75	127	12	23	17	827	18	35	409	54
Project Trips												
Trip Distribution IN										40%	5%	
Trip Distribution OUT	5%		30%					15%				
Residential Trips	4	0	23	0	0	0	0	11	0	50	6	0
Trip Distribution IN										35%	5%	
Trip Distribution OUT	5%		25%					15%				
Office Trips	2	0	8	0	0	0	0	5	0	1	0	0
Trip Distribution IN										35%	5%	
Trip Distribution OUT	5%		25%					15%				
Retail Trips	2	0	10	0	0	0	0	6	0	15	2	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	8	0	41	0	0	0	0	22	0	66	8	0
2021 Buildout Total	16	4	116	127	12	23	17	849	18	101	417	54

INTERSECTION VOLUME DEVELOPMENT

Intersection #4 Bill Kennedy Way & Memorial Dr AM PEAK HOUR

Description	Bill Kennedy Way Northbound			Southbound			Memorial Dr Eastbound			Memorial Dr Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	342	0	153	0	0	0	0	164	155	160	679	0
Pedestrians		4			0			0			5	
Conflicting Pedestrians	0		5	5		0	0		4	4		0
Heavy Vehicles	14	0	4	0	0	0	0	15	21	8	20	0
Heavy Vehicle %	4%	0%	3%	0%	0%	0%	0%	9%	14%	5%	3%	0%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjustment												
Adjusted 2018 Volumes	342	0	153	0	0	0	0	164	155	160	679	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 #2557 Project Trips	27							63	15		91	
2021 Background Traffic	385	0	160	0	0	0	0	234	177	167	801	0
Project Trips												
Trip Distribution IN	22%										23%	
Trip Distribution OUT								23%	22%			
Residential Trips	11	0	0	0	0	0	0	36	35	0	11	0
Trip Distribution IN	10%										30%	
Trip Distribution OUT								30%	10%			
Office Trips	5	0	0	0	0	0	0	2	1	0	14	0
Trip Distribution IN	10%										30%	
Trip Distribution OUT								30%	10%			
Retail Trips	2	0	0	0	0	0	0	4	1	0	6	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	18	0	0	0	0	0	0	42	37	0	31	0
2021 Buildout Total	403	0	160	0	0	0	0	276	214	167	832	0

PM PEAK HOUR

Description	Bill Kennedy Way Northbound			Southbound			Memorial Dr Eastbound			Memorial Dr Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	129	0	113	0	0	0	0	390	448	187	219	0
Pedestrians		5			0			1			3	
Conflicting Pedestrians	1		3	3		1	0		5	5		0
Heavy Vehicles	3	0	1	0	0	0	0	8	6	0	6	0
Heavy Vehicle %	2%	0%	2%	0%	0%	0%	0%	2%	2%	2%	3%	0%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment												
Adjusted 2018 Volumes	129	0	113	0	0	0	0	390	448	187	219	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 #2557 Project Trips	21							105	50		122	
2021 Background Traffic	156	0	118	0	0	0	0	513	518	196	351	0
Project Trips												
Trip Distribution IN	22%										23%	
Trip Distribution OUT								23%	22%			
Residential Trips	27	0	0	0	0	0	0	17	17	0	29	0
Trip Distribution IN	10%										30%	
Trip Distribution OUT								30%	10%			
Office Trips	0	0	0	0	0	0	0	10	3	0	1	0
Trip Distribution IN	10%										30%	
Trip Distribution OUT								30%	10%			
Retail Trips	4	0	0	0	0	0	0	11	4	0	13	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	31	0	0	0	0	0	0	38	24	0	43	0
2021 Buildout Total	187	0	118	0	0	0	0	551	542	196	394	0

INTERSECTION VOLUME DEVELOPMENT

Intersection #5 Memorial Drive & Site Driveway 1 AM PEAK HOUR

Description	Site Driveway 1			Southbound			Memorial Dr Eastbound			Memorial Dr Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	0	0	0	0	0	0	0	239	0	0	975	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	15	0	0	54	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%	6%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2018 Volumes	0	0	0	0	0	0	0	239	0	0	975	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 #2557 Project Trips								64			91	
2021 Background Traffic	0	0	0	0	0	0	0	314	0	0	1,111	0
Project Trips												
Trip Distribution IN									30%		5%	
Trip Distribution OUT	5%		10%					5%		5%		
Residential Trips	8	0	16	0	0	0	0	8	14	8	2	0
Trip Distribution IN									15%	5%		
Trip Distribution OUT	5%		10%					5%		5%		
Office Trips	0	0	1	0	0	0	0	0	7	2	0	0
Trip Distribution IN									15%	5%		
Trip Distribution OUT	5%		10%					5%		5%		
Retail Trips	1	0	1	0	0	0	0	1	3	1	1	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	9	0	18	0	0	0	0	9	24	11	3	0
2021 Buildout Total	9	0	18	0	0	0	0	323	24	11	1,114	0

PM PEAK HOUR

Description	Site Driveway 1			Southbound			Memorial Dr Eastbound			Memorial Dr Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	0	0	0	0	0	0	0	707	0	0	313	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	13	0	0	9	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	3%	0%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment												
Adjusted 2018 Volumes	0	0	0	0	0	0	0	707	0	0	313	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 #2557 Project Trips								124			117	
2021 Background Traffic	0	0	0	0	0	0	0	863	0	0	444	0
Project Trips												
Trip Distribution IN									30%		5%	
Trip Distribution OUT	5%		10%					5%		5%		
Residential Trips	4	0	8	0	0	0	0	4	37	4	6	0
Trip Distribution IN									15%	5%		
Trip Distribution OUT	5%		10%					5%		5%		
Office Trips	2	0	3	0	0	0	0	2	0	0	2	0
Trip Distribution IN									15%	5%		
Trip Distribution OUT	5%		10%					5%		5%		
Retail Trips	2	0	4	0	0	0	0	2	6	2	2	0
Pass-By Trips	8	0	14	0	0	0	0	-14	14	8	-8	0
Total Project Trips	16	0	29	0	0	0	0	-6	57	14	2	0
2021 Buildout Total	16	0	29	0	0	0	0	857	57	14	446	0

INTERSECTION VOLUME DEVELOPMENT

Intersection #6 Pearl St & Site Driveway 2 AM PEAK HOUR

Description	Pearl St Northbound			Pearl St Southbound			Eastbound			Site Driveway 2 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	0	38	0	0	19	0	0	0	0	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	15	0	0	3	0	0	0	0	0	0	0
Heavy Vehicle %	0%	39%	0%	0%	16%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.93			0.93			0.93			0.93	
Adjustment												
Adjusted 2018 Volumes	0	38	0	0	19	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 #2557 Project Trips												
2021 Background Traffic	0	40	0	0	20	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN				25%								
Trip Distribution OUT												50%
Residential Trips	0	0	0	12	0	0	0	0	0	0	0	79
Trip Distribution IN				45%								
Trip Distribution OUT												55%
Office Trips	0	0	0	22	0	0	0	0	0	0	0	3
Trip Distribution IN				45%								
Trip Distribution OUT												55%
Retail Trips	0	0	0	9	0	0	0	0	0	0	0	7
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	43	0	0	0	0	0	0	0	89
2021 Buildout Total	0	40	0	43	20	0	0	0	0	0	0	89

PM PEAK HOUR

Description	Pearl St Northbound			Pearl St Southbound			Eastbound			Site Driveway 2 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	0	33	0	0	16	0	0	0	0	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	4	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	12%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment												
Adjusted 2018 Volumes	0	33	0	0	16	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 #2557 Project Trips												
2021 Background Traffic	0	35	0	0	17	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN				25%								
Trip Distribution OUT												50%
Residential Trips	0	0	0	31	0	0	0	0	0	0	0	38
Trip Distribution IN				45%								
Trip Distribution OUT												55%
Office Trips	0	0	0	1	0	0	0	0	0	0	0	18
Trip Distribution IN				45%								
Trip Distribution OUT												55%
Retail Trips	0	0	0	19	0	0	0	0	0	0	0	21
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	51	0	0	0	0	0	0	0	77
2021 Buildout Total	0	35	0	51	17	0	0	0	0	0	0	77

INTERSECTION VOLUME DEVELOPMENT

Intersection #7 Old Flat Shoals Rd & Site Driveway 3 AM PEAK HOUR

Description	Old Flat Shoals Rd Northbound			Old Flat Shoals Rd Southbound			Site Driveway 3 Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	0	33	0	0	62	0	0	0	0	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	4	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	12%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.67			0.67			0.67			0.67	
Adjustment												
Adjusted 2018 Volumes	0	33	0	0	62	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 #2557 Project Trips												
2021 Background Traffic	0	35	0	0	65	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN					10%	30%						
Trip Distribution OUT		10%					25%					
Residential Trips	0	16	0	0	5	14	40	0	0	0	0	0
Trip Distribution IN					10%	25%						
Trip Distribution OUT		10%					20%					
Office Trips	0	1	0	0	5	12	1	0	0	0	0	0
Trip Distribution IN					10%	25%						
Trip Distribution OUT		10%					20%					
Retail Trips	0	1	0	0	2	5	3	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	18	0	0	12	31	44	0	0	0	0	0
2021 Buildout Total	0	53	0	0	77	31	44	0	0	0	0	0

PM PEAK HOUR

Description	Old Flat Shoals Rd Northbound			Old Flat Shoals Rd Southbound			Site Driveway 3 Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	0	51	0	0	29	0	0	0	0	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.81			0.81			0.81			0.81	
Adjustment												
Adjusted 2018 Volumes	0	51	0	0	29	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 #2557 Project Trips												
2021 Background Traffic	0	53	0	0	30	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN					10%	30%						
Trip Distribution OUT		10%					25%					
Residential Trips	0	8	0	0	12	37	19	0	0	0	0	0
Trip Distribution IN					10%	25%						
Trip Distribution OUT		10%					20%					
Office Trips	0	3	0	0	0	1	6	0	0	0	0	0
Trip Distribution IN					10%	25%						
Trip Distribution OUT		10%					20%					
Retail Trips	0	4	0	0	4	11	8	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	15	0	0	16	49	33	0	0	0	0	0
2021 Buildout Total	0	68	0	0	46	49	33	0	0	0	0	0

INTERSECTION VOLUME DEVELOPMENT

Intersection #8 Old Flat Shoals Rd & Site Driveway 4 AM PEAK HOUR

Description	Old Flat Shoals Rd Northbound			Old Flat Shoals Rd Southbound			Site Driveway 4 Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	0	33	0	0	62	0	0	0	0	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	4	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	12%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.67			0.67			0.67			0.67	
Adjustment												
Adjusted 2018 Volumes	0	33	0	0	62	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 #2557 Project Trips												
2021 Background Traffic	0	35	0	0	65	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN						10%						
Trip Distribution OUT							10%					
Residential Trips	0	0	0	0	0	5	16	0	0	0	0	0
Trip Distribution IN						10%						
Trip Distribution OUT							10%					
Office Trips	0	0	0	0	0	5	1	0	0	0	0	0
Trip Distribution IN						10%						
Trip Distribution OUT							10%					
Retail Trips	0	0	0	0	0	2	1	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	0	12	18	0	0	0	0	0
2021 Buildout Total	0	35	0	0	65	12	18	0	0	0	0	0

PM PEAK HOUR

Description	Old Flat Shoals Rd Northbound			Old Flat Shoals Rd Southbound			Site Driveway 4 Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	0	51	0	0	29	0	0	0	0	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.81			0.81			0.81			0.81	
Adjustment												
Adjusted 2018 Volumes	0	51	0	0	29	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 #2557 Project Trips												
2021 Background Traffic	0	53	0	0	30	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN						10%						
Trip Distribution OUT							10%					
Residential Trips	0	0	0	0	0	12	8	0	0	0	0	0
Trip Distribution IN						10%						
Trip Distribution OUT							10%					
Office Trips	0	0	0	0	0	0	3	0	0	0	0	0
Trip Distribution IN						10%						
Trip Distribution OUT							10%					
Retail Trips	0	0	0	0	0	4	4	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	0	16	15	0	0	0	0	0
2021 Buildout Total	0	53	0	0	30	16	15	0	0	0	0	0

Appendix F

Programmed Project Fact Sheets

Short Title

I-20 EAST TRANSIT INITIATIVE - PHASE I HEAVY RAIL TRANSIT EXTENSION FROM INDIAN CREEK MARTA STATION TO WESLEY CHAPEL ROAD AND BUS RAPID TRANSIT SERVICE FROM FIVE POINTS MARTA STATION TO WESLEY CHAPEL ROAD

GDOT Project No.

0015525

Federal ID No.

N/A

Status

Long Range

Service Type

Transit / Rail Capital

Sponsor

MARTA

Jurisdiction

Regional - East

Analysis Level

In the Region's Air Quality Conformity Analysis

Existing Thru Lane

N/A

LCI

☐

Planned Thru Lane

N/A

Flex

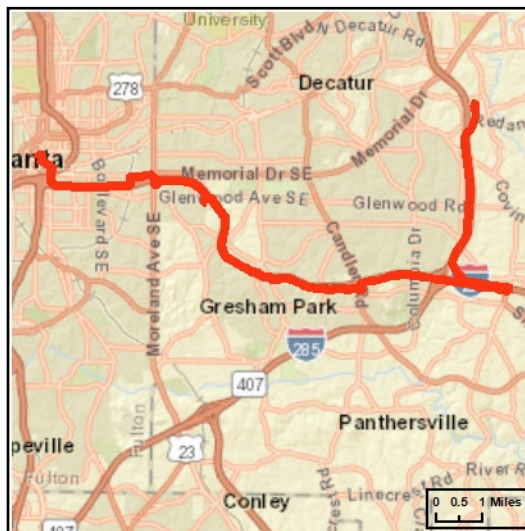
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Network Year

2040

Corridor Length

19.1 miles



Detailed Description and Justification

This project will extend existing MARTA heavy rail transit from the Indian Creek MARTA station south along the I-285 Corridor and then east along the I-20 East corridor to Wesley Chapel Rd. Two new stations will be added. One at Wesley Chapel and one at Covington Highway. This project is currently under Environmental Review.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	5307 Discretionary	AUTH	2006	\$6,553,476	\$3,454,233	\$0,000	\$0,000	\$3,099,243
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2017	\$648,000	\$518,400	\$0,000	\$0,000	\$129,600
ALL	New Starts		LR 2031-2040	\$1,464,601,000	\$659,070,450	\$0,000	\$0,000	\$805,530,550
				\$1,471,802,476	\$663,043,083	\$0,000	\$0,000	\$808,759,393

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

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

GDOT Project No.

TBD

Federal ID No.

Status

Long Range

Service Type

Transit / Rail Capital

Sponsor

City of Atlanta

Jurisdiction

Regional - Central

Analysis Level

In the Region's Air Quality Conformity Analysis

Existing Thru Lane

N/A

LCI

☐

Planned Thru Lane

N/A

Flex

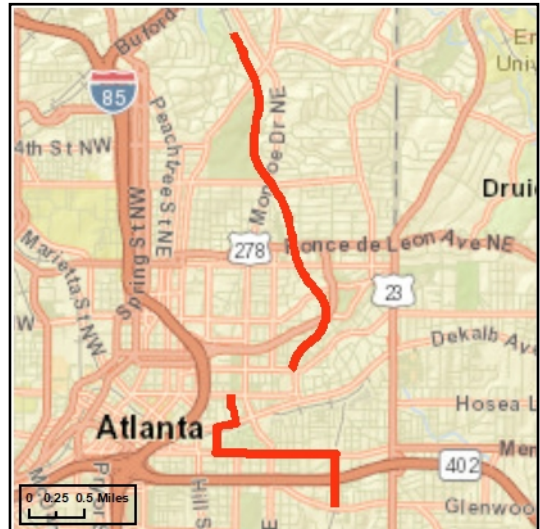
☐

Network Year

2040

Corridor Length

5.1 miles



Detailed Description and Justification

Construction of Phase 1 of the Atlanta Streetcar Expansion Strategy has been broken down into 5 smaller sections. This section is the 5.1 miles extension from Montgomery Ferry Rd to Glenwood Avenue.

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

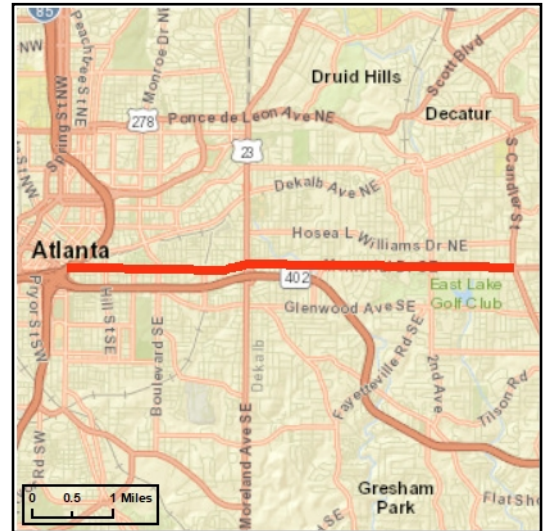
SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases



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Short Title	SR 154 (MEMORIAL DRIVE) CORRIDOR IMPROVEMENTS FROM I-75/85 TO SR 155 (CANDLER ROAD)
GDOT Project No.	0007952
Federal ID No.	CSHPP-0007-00(952)
Status	Programmed
Service Type	Roadway / Operations & Safety
Sponsor	City of Atlanta
Jurisdiction	City of Atlanta
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)



Existing Thru Lane	<input type="text" value="Var"/>	LCI	<input type="checkbox"/>	Network Year	<input type="text" value="TBD"/>
Planned Thru Lane	<input type="text" value="Var"/>	Flex	<input type="checkbox"/>	Corridor Length	<input type="text" value="5.5"/> miles

Detailed Description and Justification

The project will include improvements such as new and expanded sidewalks, trees, lighting, and other streetscape amenities, improved bus shelters, upgraded signalization, and additional turn lanes at intersections.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Federal Earmark Funding	AUTH	2013	\$437,500	\$350,000	\$0,000	\$0,000	\$87,500
ROW	Federal Earmark Funding		2019	\$174,800	\$139,840	\$0,000	\$0,000	\$34,960
CST	Federal Earmark Funding		2019	\$1,309,219	\$950,000	\$0,000	\$0,000	\$359,219
				\$1,921,519	\$1,439,840	\$0,000	\$0,000	\$481,679

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

CYCLE ATLANTA PHASE 1.0 - IMPLEMENTATION AT VARIOUS LOCATIONS

GDOT Project No.

0014993

Federal ID No.

N/A

Status

Programmed

Service Type

Last Mile Connectivity / Pedestrian 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

☐

Planned Thru Lane

N/A

Flex

☒

Network Year

TBD

Corridor Length

4.6 miles



Detailed Description and Justification

This project will install the bicycle facilities identified in 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. Projects include (1) protected bike lanes on Mangum/Walker/Peters/Lee - part of Corridor A, (2) bike lanes and buffered bike lanes on R. McGill Blvd - part of Corridor C, and (3) the Bicycle Boulevard/Neighborway along Woodward Avenue - part of Corridor D. The projects add 4.6 miles of high quality bicycle facilities to Atlanta's network and make key connections within the 31-mile Phase 1.0 network. Portions of this project are located in Equitable Target Areas.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	TAP - Urban (>200K) (ARC)	AUTH	2017	\$237,500	\$190,000	\$0,000	\$0,000	\$47,500
CST	Local Jurisdiction/Municipality Funds		2019	\$2,950,000	\$0,000	\$0,000	\$0,000	\$2,950,000
				\$3,187,500	\$190,000	\$0,000	\$0,000	\$2,997,500

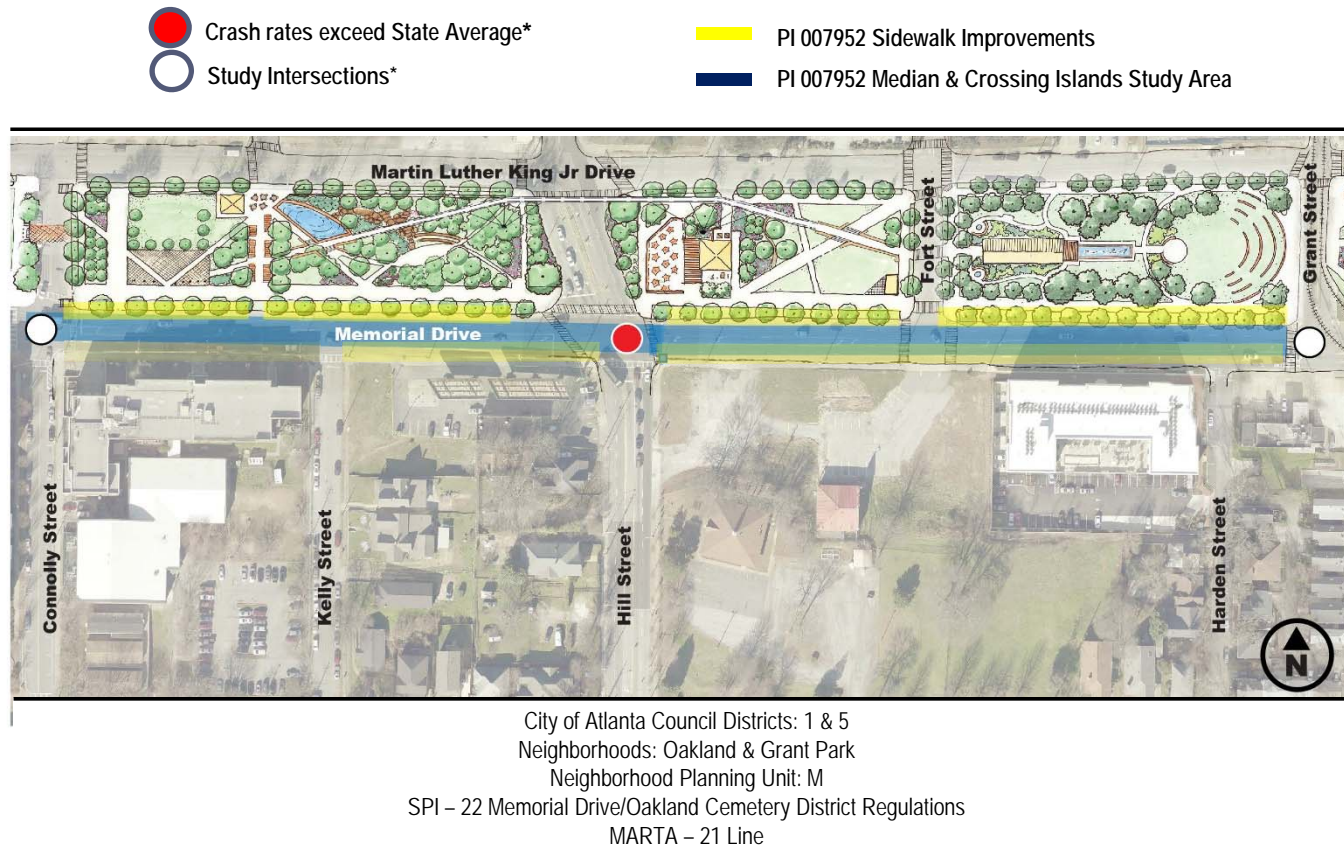
SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases



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



PROJECT JUSTIFICATION & TERMINI



Source: Memorial Drive Greenaway Plan 2017
GDOT Memorial Drive Study 2016
Imagine Memorial

Short Title	BELTLINE CORRIDOR MULTI-USE TRAIL AND STREETSCAPES FROM GLENWOOD AVENUE TO UNIVERSITY AVENUE
GDOT Project No.	0009397
Federal ID No.	CSSTP000900397
Status	Programmed
Service Type	Last Mile Connectivity / Sidepaths and Trails
Sponsor	Atlanta Development Authority
Jurisdiction	City of Atlanta
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)



Existing Thru Lane	N/A	LCI	<input type="checkbox"/>	Network Year	TBD
Planned Thru Lane	N/A	Flex	<input type="checkbox"/>	Corridor Length	3.8 miles

Detailed Description and Justification

The BeltLine SE Trail, Glenwood Park to Allene Avenue is 3.8 miles long and located within the Southeast and Southwest Zones of the BeltLine project. The project would run within the CSX owned Atlanta - Westpoint railroad corridor. The project would include a concrete trail up to 16' wide and associated access stairs and ramps and amenities including seating areas and landscaping. The project would connect neighborhoods, retail areas, existing and new greenspaces, schools, MARTA bus routes and several proposed BeltLine stations.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	STP - Urban (>200K) (ARC)	AUTH	2011	\$1,261,126	\$1,000,901	\$0,000	\$0,000	\$252,225
PE	TAP - Urban (>200K) (ARC)	AUTH	2014	\$898,750	\$719,000	\$0,000	\$0,000	\$179,750
PE	STP - Urban (>200K) (ARC)	AUTH	2016	\$925,000	\$740,000	\$0,000	\$0,000	\$185,000
PE	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	AUTH	2016	\$1,875,000	\$1,500,000	\$0,000	\$0,000	\$375,000
PE	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	AUTH	2018	\$3,000,000	\$2,400,000	\$0,000	\$0,000	\$600,000
ROW	Local Jurisdiction/Municipality Funds		2019	\$41,531,000	\$0,000	\$0,000	\$0,000	\$41,531,000
UTL	Local Jurisdiction/Municipality Funds		2020	\$1,225,500	\$0,000	\$0,000	\$0,000	\$1,225,500
CST	Local Jurisdiction/Municipality Funds		2020	\$67,186,290	\$0,000	\$0,000	\$0,000	\$67,186,290
				\$117,902,666	\$6,367,901	\$0,000	\$0,000	\$111,534,765

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.

