

Project name:
Preserve World Center for Holistic Wellness
and Applied Health, Douglas County, GA

To:
Andrew Spiliotis
Greg Giuffrida

From:
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CC:
Philip Shafer

Date:
April 23, 2020

Methodology for Expedited Review

Subject: DRI 3090 Proposed Trip Generation – Preserve World Center for Holistic Wellness and Applied Health, Douglas County, GA

1. Description of Project Location, Size, and Character

Preserve Life Corporation is a creator and provider of health and wellness facilities. Preserve wishes to create a World Center for Holistic Wellness and Applied Health in the state of Georgia, USA. The 1136.11acre site is in an undisturbed area around 30 miles from Atlanta city and around 25 miles from Hartsfield-Jackson Atlanta International Airport on Highway 166. The Preserve World Center for Holistic Wellness and Applied Health will have:

- A multi-day programmed stay to detox and rejuvenate
- Customized consultation and diagnosis
- Therapies by top practitioners across the globe
- State of the art nutrition and dietary inputs, delivered by the best nutritionists
- Farm to table concept
- A carbon free environment to live and breathe



Figure 1. Regional Plan showing location of site

Developed as a reprieve, a pause from high-profile corporate living, Preserve World Center for Holistic Wellness and Applied Health will be a self-sufficient and self-reliant oasis that is almost cut-off from the rest of the world. Designed for

multi-day and sometimes monthly programs, the Preserve World Center for Holistic Wellness and Applied Health will bring therapies from around the world under one roof. Nutritionists from around the world will be using organic produce grown in the pristine locations within the facility. Patrons will have the opportunity to experience multiple and unique environments such as quiet reflective woods, a farm/ village, golf or other types of exercises, lake fronts, contemplative self-propelled waters of the lakes and reservoir, and a unique Town Center.

The Center includes the following facilities:

Wellness Core: At the heart of the development, therapeutic and wellness activities will be organized for all the patrons. Each cycle will be at least seven days, stretching to months. Full day routines will include exercises, therapy, meditation, nutritional coaching, and selected wellness guidance.

Town Center: A flexible multi-activity area will allow patrons to relax and mix with others in an environment by the lake. The Town Center will have shops catering to personal grooming needs, restaurants, a business center, boutique shops for patrons, and vocational training/ coaching areas.

Farm-Hub: Enabling the concept of farm-to-plate, the Center will produce its own food in open fields and greenhouses. Dairy and poultry will also be reared in on-site facilities. A group of farm-residences for corporates will benefit from this alternate village-like environment.

Wellness Homes: Taking advantage of the wooded environment of the site, several detached residences will offer unique, pristine, reflective living either by the lakes or surrounded by woods.

Check-in Facilities: Patrons will go through a check-in process at the main entrance from Highway 166 that involves a transfer to electric vehicles amongst learning other house rules.

Business/ Office facilities: The Center will have space for long-stay guests who wish to bring a portion of their corporate life along with them, along with space for small gatherings and events.



Figure 2. Site Plan

With an approximate investment of \$200 Million, the Center will generate employment during construction stage and is expected to employ +/- 500 persons after full build out. The Center aims to empower people with tools for healthy and sustainable living which would be their major take-home apart from memories of the pristine location in Douglas County

which would attract them back. The Preserve World Center for Holistic Wellness and Applied Health is expected to become the gold standard in wellness therapy, sustainable living, and in promoting healthy eating.

2. Expedited Criteria and Supportive Data

The preliminary results presented this memo indicate a marginal impact for the proposed development. This is indicated with two key criteria:

- This site is estimated to generate 850 trip ends per day.
- The site is estimated to consume approximately one (1) percent of the available capacity of the surrounding transportation network.

Given these preliminary results, the project team believes that, with reviewing agency endorsement of this methodology, this site qualifies for an expedited review.

2.1. Trip Generation Methodology

As previously discussed on a conference call on April 6, 2020, the proposed Preserve development does not fit the common mold of the ITE Trip Generation Manual. As such, the consultant team altered the trip generation approach from a square footage basis to a per person basis. Working with the developer, these are the sites operational parameters for the site.

2.2. Typical Guest Occupancy and Turnover

The guest programs for the proposed development, The Preserve, have been discussed in detail with the developer to create the following, highly customized trip generation estimates. Table 1 below is a summary of typical site guest population calculation.

Table 1. Determination of Typical Guest Population and Trip Generation

Unit Type	Trip Assumption	Operational Occupancy	Typical Weekly Guests	Description
Wellness Cottages	2 trips/ resident	70%	70	The Cottages and Suites are anticipated to have the highest level of occupancy on a week to week basis. These units also have the highest rate of turnover, with a typical stay being one week. Check-in/ Check-out should predominantly occur during the weekend.
Wellness Suites	1 trips/ resident	70%	280	
Farm Residences	2 trips / occupied unit	25%	50	The Farm Residences are anticipated to have the lowest level of occupancy and longest time of stay. Program turnover is expected three to four times per year.
Wellness Homes	2 trips / occupied unit	25%	500	The Wellness Homes are spacious with occupancy anticipated 10 months out of the year. During any given month, it is anticipated that only one out of four Homes will be occupied at any time.
Typical Number of Weekly Guests on Site			900**	Daily Guest Trip Ends – 78* (including multi-passenger shuttle trips)

*To be conservative, this calculation assumes equal distribution for each day of the week. 70% arrivals and departures (shuttle trips to the airport) are projected to occur over the weekend.

**This number assumes that each occupied unit is occupied to its maximum capacity.

Tables providing more detailed calculations on the typical occupancy and resulting trip generation can be found in the Appendix. Supporting the calculations, a sample daily program from a similar facility is included.

There two shuttle routes to Hartsfield-Jackson International Airport via SR 166 and South Fulton Parkway. The SR 166 route is approximately 3 miles shorter to the main entrance of the site and is assumed to be the primary route for these trips. Private air travel to other regional airports would most likely use the SR 166 entrance given the locations of most of the airports relative to the site.

2.3. Staff to Serve Community and Operational Needs

The staff will be split by approximately half in terms of those who are living on-site and those that commute. The staff to guest ratio is programmed to be approximately 1:2. As a site geared toward hospitality, the hours of operation for the staff will be long. Two shifts are anticipated with the first shift beginning early in the morning (e.g. 6-7 am with 60 to 70 percent of the off-site staff) and the second shift early afternoon into the evening (30-40 percent of the remaining off-site staff). This is especially true for the staff members providing food, custodial, and customer services. Therefore, the morning and evening peak hour impacts are expected to be minimal. The daily staff trip assumptions are presented in the Table 2 below.

Table 2. Determination of Staffing Level and Trip Generation

Staff	Trip Assumption	Operational Occupancy	Number of Staff	Off Site Trips	Daily Staff Trips
On-Site	25% employees/day make off-site trip	100%	240	60	115
Off-Site	2 trips/employee	NA	260		488
Totals			500	60	572
Employee parking is proposed at the main SR 166 entrance to reduce the impacts to the residents on Cantrell Road. A monthly rotation of resident staff is assumed which is on the higher side to accommodate their trips outside the site. Typically, resident staff will be at site for durations of one month. Trips by on-site staff to off-site destinations have been included and include a factor for shuttling/ride sharing. Generally, on-site staff are considered on-call during their stay at the Preserve.					

2.4. Service Vehicles and Deliveries

Deliveries and maintenance services provided by outside contractors were accounted for by estimating the outside support needs of the site. While very self-sustaining by design, the needs for all trades and technical personnel are not likely to reside on site. In addition to specialty trades, daily deliveries (mail, parcels), trash collection, outside food, office supplies, etc. will be included in the daily delivery mix. These trips are scattered widely throughout an average weekday. It is estimated that there could be as many as 42 trips (21 vehicles) entering and exiting the site daily. Deliveries are expected to access the site on Cantrell Road.

The expected service vehicle types on Cantrell Road are as follows:

- 34 daily trips (17 vehicles) single unit trucks
- 8 daily trips (4 vehicles) vans/pickup trucks

2.5. Total Trip Generation

The site is estimated to contribute approximately **850 trips/day** to the surrounding transportation network.

3. Site Access

Seven access points are requested. All access points will be gated. Each entrance will have specific uses as shown in Figure 3 below.

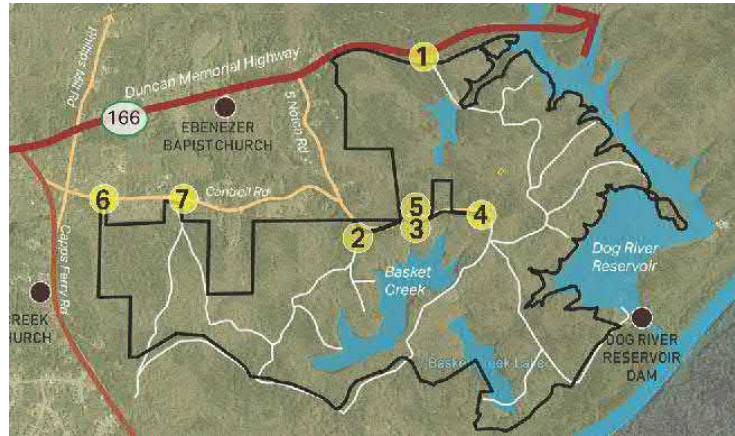


Figure 3. Proposed Access Points

The proposed uses for each access point are as follows:

1. Main Entrance for guest arrivals, off-site employees, services, Deliveries, etc
2. Entrance for Wellness Core, Golf Course, and service & emergency vehicles
3. Entrance to Town Center area
4. Gate at the end of 5 Notch Road for emergency vehicles
5. Entry for Transient Professional Staff Accommodation
6. Main entrance for Farm-Hub area and Deliveries
7. Entrance for emergency vehicles

4. Trip Generation Distribution and Impact Calculations

The custom trip generation for guests, employees, and service trips will be distributed to these access points based upon these assigned uses and proportionally distributed to the surrounding transportation network based upon 2018 ADT. This calculated distribution of trips to the adjacent roadways is shown in Table 3 below.

Table 3. Distribution of Preliminary Trip Ends to Roadway Network

Route Segment	2018 ADT	Percent Distribution of Trips by Route	Daily Trips Added to Route
SR 166 East of Site	5360	18%	156
SR 166 to West	7090	24%	207
SR 5 to South	3480	12%	101
SR 5 to North	8460	29%	247
Capps Ferry	4770	16%	139

As required by the DRI guidelines, the preliminary trip total and distribution were used to calculate the impact to the available service volume for each of the feeding routes to the site. Table 4 was developed using the specified methodology and is presented below.

Table 4. Service Volume and Impact Calculations

Segment	Functional Class	Facility Type	Facility LOS Standard	Facility Service Volume	Adjusted Service Volume *	Projected Trips Assigned	Service Volume Consumed	Presumptive Impact (>7%)
SR 166 East of Site	Minor Arterial	2L-0	D	24,800	19,840	156	0.79%	NO
SR 166 West of Site	Minor Arterial	2L-0	D	24,800	19,840	207	1.04%	NO
SR 5 South of SR 166	Major Collector	2L-0	D	24,800	19,840	101	0.51%	NO
SR 5 North of SR 166	Principal Arterial	2L-0	D	24,800	19,840	247	1.24%	NO
Capps Ferry Road	Principal Arterial	2L-0	D	24,800	19,840	139	0.70%	NO
Cantrell Road	Collector	2L-County	C	8600	6,880	42	0.61%	NO
Five Notch Road	Collector	2L-County	C	8600	6,880	50	0.73%	NO

*The adjusted Service Volume reflects the 20 percent reduction in baseline capacity due to a lack turn lanes at intersections on these roadways.

As shown in the table above, the highest presumptive impact for any route is approximately 1.25 percent, and most surrounding routes are less than one percent.

5. Contact Information for Applicant Team

Developer/ Owner Team:

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Consultant Team:

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6. Other Pertinent Factors

Due to the overall structure and aim of Preserve World Center for Holistic Wellness and Applied Health, the traffic impact to the surrounding roadway network during AM/PM peaks will be much less than a traditional development similar in size. The lessened effect on surrounding traffic is based on the following:

- Airport Shuttle Service - Daily vehicular traffic coming into and out of the Center will be minimal. Guests will be picked up at the airport and shuttled to the Center via our own buses. This shuttle service will be the primary mode of transportation for our guests in and out of the Center. This will decrease the potential number of vehicles contributing to the surrounding traffic.
- Long-Term Stays - Developed as a reprieve, a pause from high-profile corporate living, the Center will be a self-sufficient and self-reliant oasis that is almost cut-off from the rest of the world. Once in our Center, guests will have access to all the amenities and services necessary to participate in the various personalized wellness programs offered.
- Schedule of Activities - Programs will last for a minimum of 7-10 days and can extend up to a couple of months. **Therefore, once inside the property, guests are expected to stay within premises until the completion of their program. It is expected that most guests will be unable to leave the development during the day for sightseeing and tourism type activities due to the demands of each program.** This long-term stay ensures that our guests will not impact daily traffic surrounding the Center. A sample schedule is provided in the Appendix.
- The Private Nature of the Retreat - The amenities within exists for the sole use of in-house guests. Therefore, there will be little to no commercial traffic to the Center.
- On-site Staff Housing - We will provide on-site accommodation for our staff, who will work weekly shifts. This will reduce the total amount of traffic by staff.
- Use of Commercial Space - The area at the entrance of the property, designated for commercial use, will be used primarily by our guests. This area will have a restaurant, a business center, a primary health clinic,

and retail spaces. The business center will be utilized by third-party companies who are operating within the facility and by guests who choose to work remotely while in our program. The restaurant will provide a culinary experience for the prospective and in-house guests, and will not allow walk-ins. The primary health clinic provides a space for our wellness community to receive basic medical care. All the above will result in less incoming traffic towards the Center as compared to other commercial designated spaces.

These features of the property are expected to minimize the development's impact on traffic in the area.

7. APPENDIX

Contents

Detailed Trip Generation Calculation Sheet

Sample Daily Schedule from Similar Development

Maps

Programmed Projects in the area

Existing (2018) ADT in the area

Sample of Count Data from GDOT TADA (3 nearby sites)

Future (2028) No-Build ADT forecast

Anticipated Routing of Trips, by Trip Purpose

Traffic Uses by Access Point

Daily Trips Added by Route (DRAFT)

Proposed Study Network (DRAFT)

Excerpts from the Project Document Transportation Chapter

Appendix - Custom Trip Generation Estimates

Use/ Building Type	Unit Turnover Rate	Maximum Units Permitted	Maximum Capacity of Residents	Typical Weekly Occupancy Assumptions	Typical Weekly Occupancy	Trip factor Assumption (1)	Total Weekly Trip Ends (Arrivals/ Departures) (2)	Weekly Off-site (tourist) Trip Ends by Occupied Unit (3)	Percentage Shuttle Bus/ Combined trips (2.5 vehicle occupancy) (4)	Total Estimated Weekly Trip Ends by Occupied Unit (5)
Guests										
Wellness Cottages	Weekly	50	100	70%	70	2 trips/ 2 residents	70	0	60%	45
Wellness Suites	Weekly	200	400	70%	280	2 trips / occupied unit	280	0	60%	179
Farm Residences	Every 4 months	50	200	25%	50	2 trips / occupied unit	25	100	10%	124
Wellness Homes	Monthly	250	2000	25%	500	2 trips/ occupied unit	125	100	40%	195
Employees										
On-Site Staff	Monthly	120	240	100%	240	2 trips/staff member	480	420	33%	805
Off-Site Staff	Daily	NA	260	100%	260	2 trips/staff member	3640	0	10%	3,422
Staff & Resident Weekly Subtotal										4,769

Footnotes:

(1) - Assumption regarding units: per person or per occupied unit

(2) - Total of trip ends due to arrivals and departures of guests and employees. Approximately 70% of guests are projected to arrive and depart during the weekend. Averaging this number over each day of the week conservatively distributes trips to the average weekday trip total for the expedited review analysis.

(3) - Depending upon the length of stay, longer duration guests may be more likely to explore the offerings of Metro Atlanta. This number is expected to be very small as the programs, that are expensive to attend, require full commitment on the part of the participants. Guests of the cottages and suites will be attending one week programs that will not offer opportunities for sightseeing. The on-site employees are assumed to go off-site at a rate of 25% per day during their downtime. Shuttle services are planned to assist with on-site employees to visit area retail stores for their personal needs.

(4) - This is the percentage of trips assumed for the development's shuttle service. These will likely be full size SUV style vehicles with an average occupancy of 2.5 persons per trip. In the case of employees, the Preserve is planning to offer shuttle rides to employees from regional locations to assist with employee transportation needs.

(5) - This calculation accounts for X% of shuttle trips at 2.5 persons/vehicle and adds in the remainder of the trips, which are assumed to be single occupant vehicles (self-drive, ride share, family drop-off, etc.)

(6) - As Metro Atlanta is home to a large number of corporate headquarters, it has been assumed that some visitors may tour the facilities for their own interests or participate in some activities with on-site guests. The Boutique Shops are the only on-site uses that will have visits from the public at large.

Outside Visitors & Services			
	Estimated Weekly Visitors/ Staff Trip Ends (6)	Estimated Weekly Service/ Supply Trip Ends	Total Estimated Weekly Trip Ends
Reception (Lounge, Administration, Library etc)		150	150
Health center			0
Dining Area/Kitchen			0
Therapy areas			0
Sport courts, Aqua complex & Fitness center			0
Offices + Retail + Check-in area			0
Check-in area			0
Retail		34	34
Offices/ Business Center			0
Town Center	430		430
Restaurants	280		280
Vocational Training		34	34
Offices/ Business Center			0
Boutique shops	28		28
Weekly Service Trip Ends Subtotal			956

Weekly to Daily Trip End Conversion	
Grand Total Weekly Trip Ends	5,725
Days Per Week	7
Grand Total Daily Trip Ends	818
Round up to for Capacity Calculations and Maps	850

Appendix - Sample Program from Similar Site

Namaskar from Aahana – The Corbett Wilderness!

At Aahana Naturopathy Centre, we bring to you a complete health package to refresh and re-invigorate the body through a fusion of Ayurveda, Naturopathy Panchakarma and Yoga along with a multitude of relaxing therapies such as Western Spa Treatments, Music Therapy and Nature Cure.

Be it Ayurveda – the ancient art of healing or drug less Nature Cure, our experienced team of doctors and therapists are equipped to offer more than 120 different therapies and treatments to induce good health into the temple of life – Your Body.

A DAY OF NATUROPATHY & WELLNESS @ AAHANA – THE CORBETT WILDERNESS

0500-0730: Begin Your Day with Aahana – First Rays of the Sun

- Kriya – 4 options
- Yoga – 6 options
- One Activity: Bird Watching / Cycling / Walking / Jogging

0730

- Herbal Drink

0800-0830

- Prescribed Breakfast

0930-1230: Morning Therapies & Sessions

- Mud Therapy – 8 options
- Detox Enema – 4 options
- Colon Hydrotherapy
- Naturopathy Massage – 13 options
- Ayurvedic Massage – 8 Options
- Steam Bath / Sauna Bath
- Music Therapy (Raga) – 15 options
- Magnet Therapy
- Reflexology – 3 Options
- Chromo Therapy

1300-1400

- Prescribed Lunch with Silence Observation (Maun)

1500-1730: Afternoon Therapies & Sessions

- Naturopathy Pack – 6 options
- Compress – 5 options
- Herbal Wraps – 10 options

- Beauty Therapy – 12 options
- Panchakarma – 24 options
- Hydrotherapy – 21 options
- Sun Bath – 3 options
- Steam Bath / Sauna Bath
- Ion Detox
- Ozone

1730

- Light Organic Snack

1800-1930: Rejuvenate in the Evenings with the Setting Sun

- Acupuncture
- Physiotherapy – 6 options
- Cupping
- Sujok
- Yoga – 6 options
- Gymnasium
- One Activity: Bird Watching / Cycling / Walking / Jogging

1930

- Herbal Drink

2000-2100

- Prescribed Dinner with Light Entertainment

2200

- Yoga Nidra (Shavasana)

Please note that the above details are customised on an individual basis and curated as per the specific requirements of every guest. We organize a detailed private consultation with our In-House Doctor before your impending trip. Based on this, your bespoke schedule is generated to incorporate elements from all of the above mentioned options.

Please be rest assured of our best services at all times, our endeavor is to enhance your lifestyle and assist in improving the quality of life of all our guests. We look forward to hosting you for Naturopathy & Wellness at Aahana – The Corbett Wilderness.

Appendix - Maps

PAULDING
COUNTY

COBB
COUNTY

Programmed Projects

Douglasville



Greenbriar

DOUGLAS
COUNTY

SR
05

SR
166

SR
70

SR
06

Princeton
Lakes

Duncan Memorial Hw.

Campbellton

SR
90

10 Miles

Mc Whorter

SR
166

SR
05

Capps ferry Rd

SITE

Dog River
Reservoir

2 Miles

Chattahoochee River

SR
166

SR
70

South Fulton Pkwy

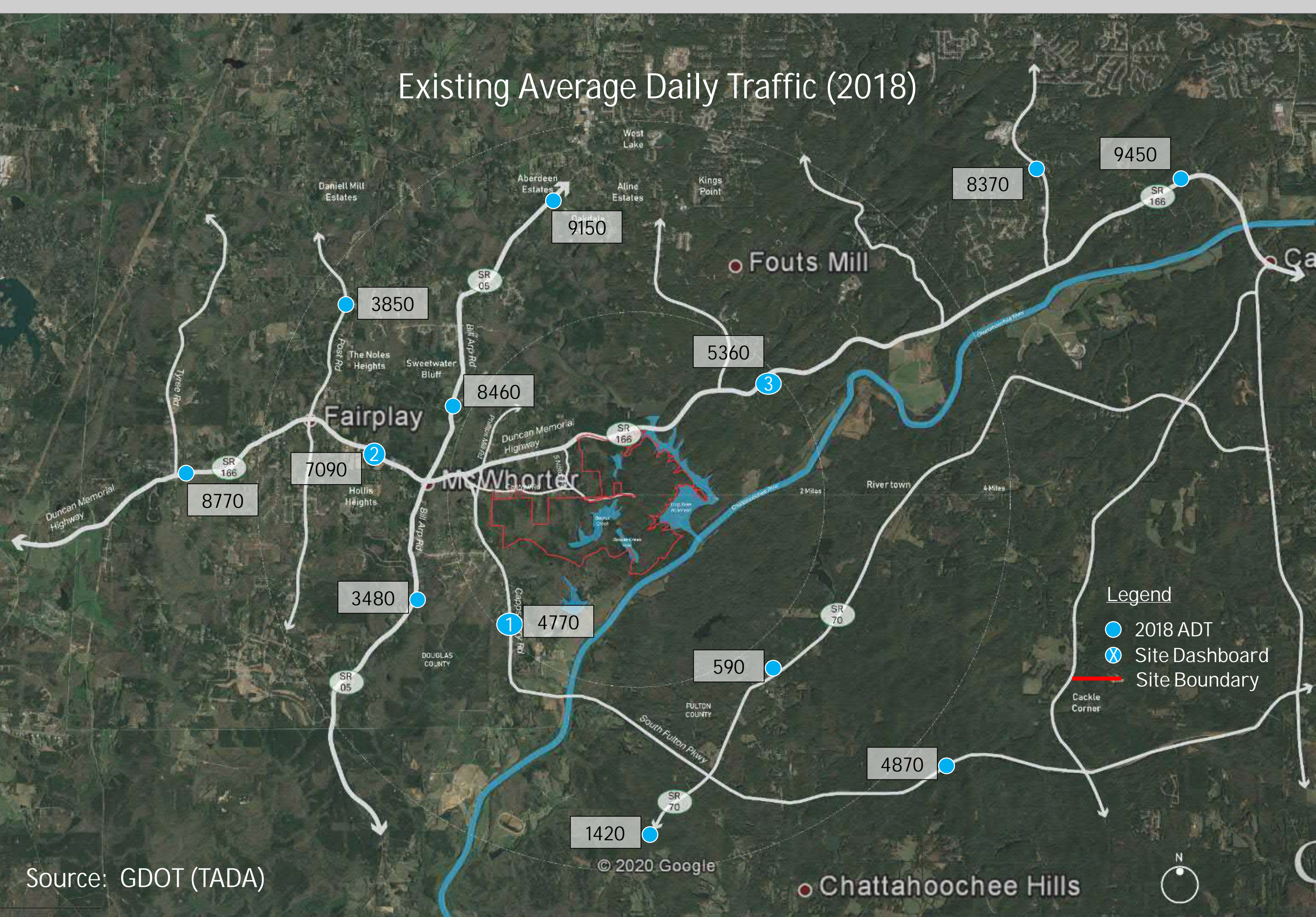
FULTON
COUNTY

Transit Projects

Roadway Projects

Last mile connectivity

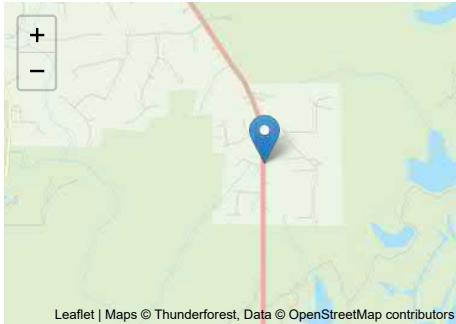
Existing Average Daily Traffic (2018)



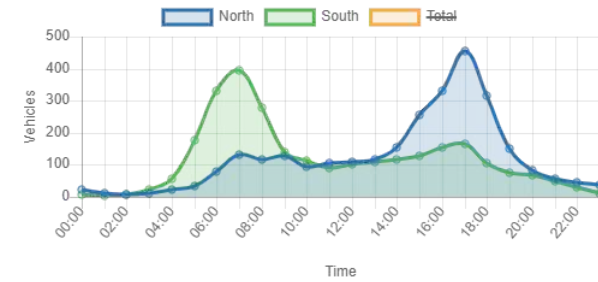
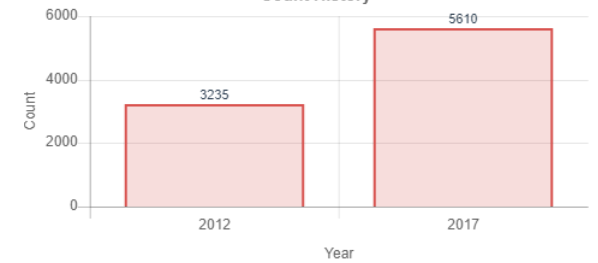
Source: GDOT (TADA)

© 2020 Google

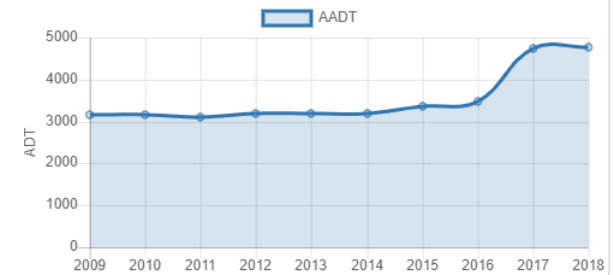
Chattahoochee Hills

0000097_0134 - 097-0134**Description:** BEG FULTON 121**County:** Douglas**Route number:** 00080900**LRS section:** 0972080900**Functional class:** 3R - Principal Arterial - Other (Rural)**Coordinates:** 33.5942568008985, -84.8203805901542**Site Data****Count History**

Year	Month	Count type	Duration	Count
2012	January	Volume	48 hours	3235
2017	October	Volume	48 hours	5610

Average Hourly Volume**Count History****Annual Statistics**

Data Item	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Statistics type	-	-	-	-	-	-	Estimated	Estimated	Actual	Estimated
AADT	3160	3170	3110	3190	3190	3190	3350	3490	4750	4770
K-Factor	-	-	-	-	-	-	-	-	0.133	0.133
D-Factor	-	-	-	-	-	-	-	-	0.730	0.730
Future AADT	-	-	-	-	-	-	-	4430	6730	7690

ADT Trend

0000097_0096 - 097-0096

Description: SRX 000500

County: Douglas

Route number: 00016600

LRS section: 0971016600

Functional class: 3U - Principal Arterial - Other (Urban)

Coordinates: 33.63076738, -84.77054996

Site Data



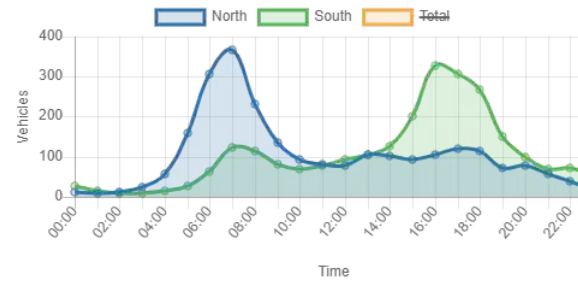
Count History

Year	Month	Count type	Duration	Count
2010	May	Class	48 hours	4217
2012	January	Volume	48 hours	4096
2014	March	Volume	48 hours	4991
2018	March	Class	48 hours	4490
2019	August	Class	48 hours	4980

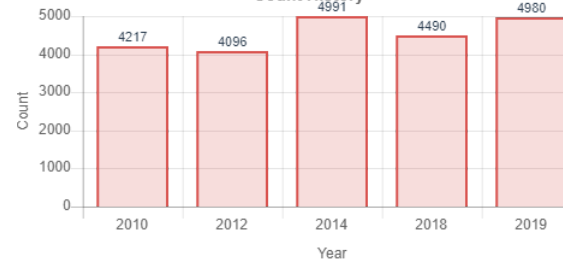
Annual Statistics

Data Item	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Statistics type	-	-	-	-	-	-	Estimated	Estimated	Estimated	Estimated
AADT	4140	4080	4010	4040	4040	4750	4910	5070	5370	5360
K-Factor	-	-	-	-	-	0.112	0.112	0.112	-	-
D-Factor	-	-	-	-	-	0.500	0.500	0.500	-	-
Future AADT	-	-	-	-	-	-	-	5300	6280	8830

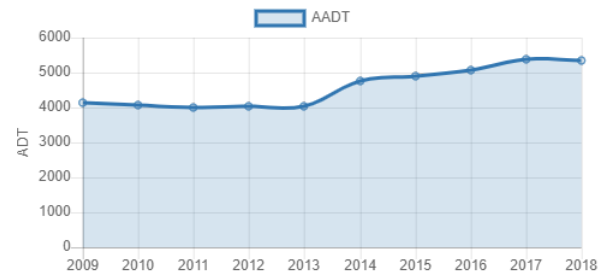
Average Hourly Volume



Count History



ADT Trend



FHWA Vehicle Classification

1. Motorcycles 2 axes, 2 or 3 wheels.		0.66%
2. Passenger cars 2 axes. Can have 1- or 2- axle trailers.		64.55%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		27.59%
4. Buses 2- or 3-axle, full length.		0.64%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.		4.15%
6. Single-unit trucks 3-axle, single-unit trucks.		0.28%
7. Single-unit trucks 4 or more axle, single-unit trucks.		0%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.		1.09%
9. Single-trailer trucks 5-axle, single-trailer trucks.		1.00%
10. Single-trailer trucks 6 or more axle, single- trailer trucks.		0.02%
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.		0.01%
12. Multi-trailer trucks 6-axle, multi-trailer trucks.		0%
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.		0%

0000097_0094 - 097-0094

Description: CRX 080800LCR0226R

County: Douglas

Route number: 00016600

LRS section: 0971016600

Functional class: 3R - Principal Arterial - Other (Rural)

Coordinates: 33.6176978759863, -84.8460263050645

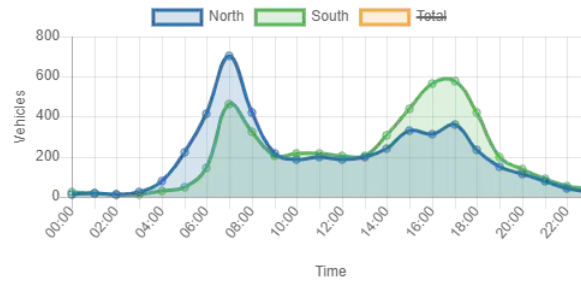
Site Data



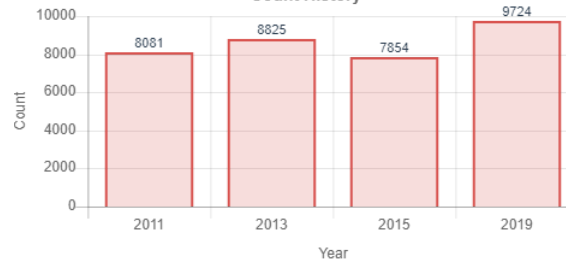
Count History

Year	Month	Count type	Duration	Count
2011	January	Volume	48 hours	8081
2013	October	Volume	48 hours	8825
2015	July	Volume	48 hours	7854
2019	February	Class	48 hours	9724

Average Hourly Volume



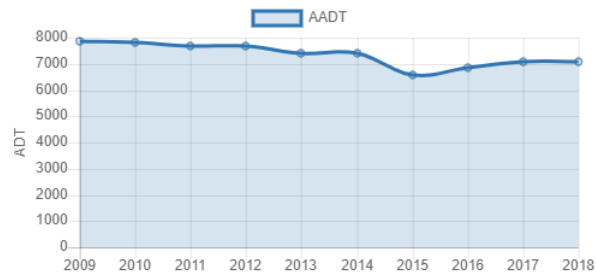
Count History



Annual Statistics

Data Item	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Statistics type	-	-	-	-	-	-	Actual	Estimated	Estimated	Estimated
AADT	7880	7800	7700	7660	7420	7420	6580	6850	7060	7090
K-Factor	-	-	-	-	0.130	0.130	0.124	0.124	-	-
D-Factor	-	-	-	-	-	-	0.500	0.500	-	-
Future AADT	-	-	-	-	-	-	-	8470	8900	8940

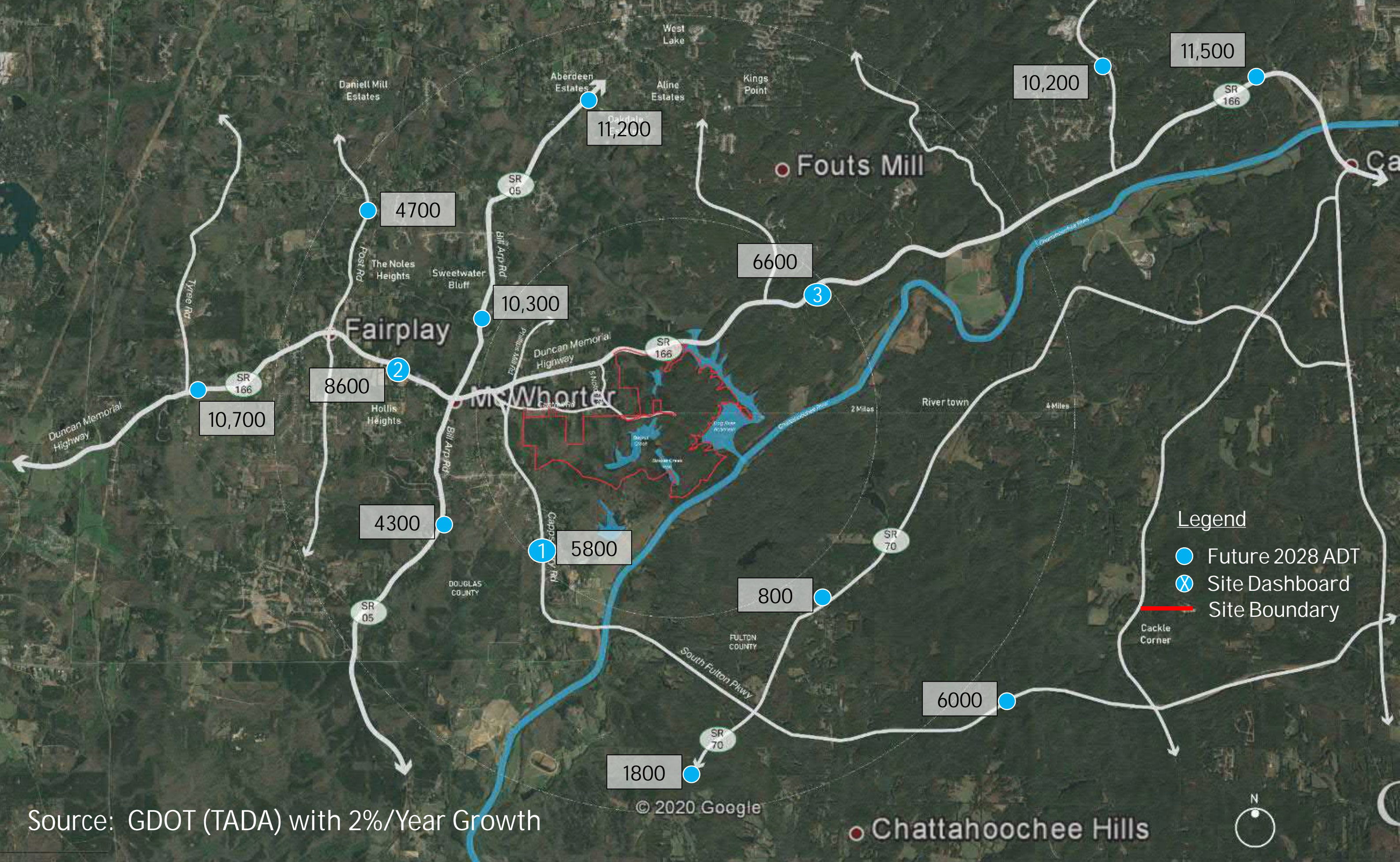
ADT Trend



FHWA Vehicle Classification

1. Motorcycles 2 axles, 2 or 3 wheels.		0.18%
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.		66.99%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		24.75%
4. Buses 2- or 3-axle, full length.		0.77%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.		4.75%
6. Single-unit trucks 3-axle, single-unit trucks.		0.63%
7. Single-unit trucks 4 or more axle, single-unit trucks.		0.09%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.		0.67%
9. Single-trailer trucks 5-axle, single-trailer trucks.		1.02%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.		0.12%
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.		0%
12. Multi-trailer trucks 6-axle, multi-trailer trucks.		0%
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.		0.04%

Future Average Daily Traffic (2028 No-Build)

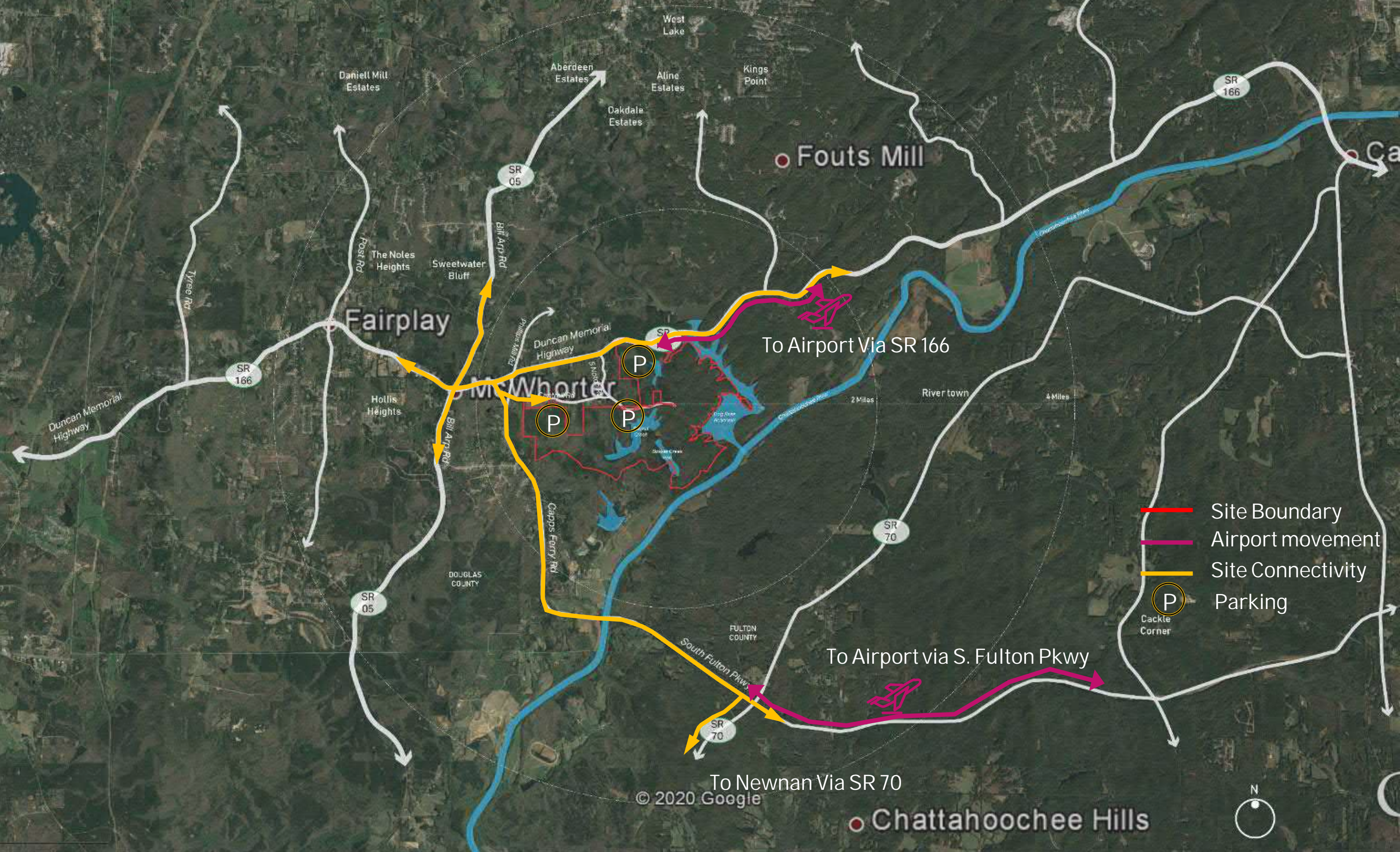


Source: GDOT (TADA) with 2%/Year Growth

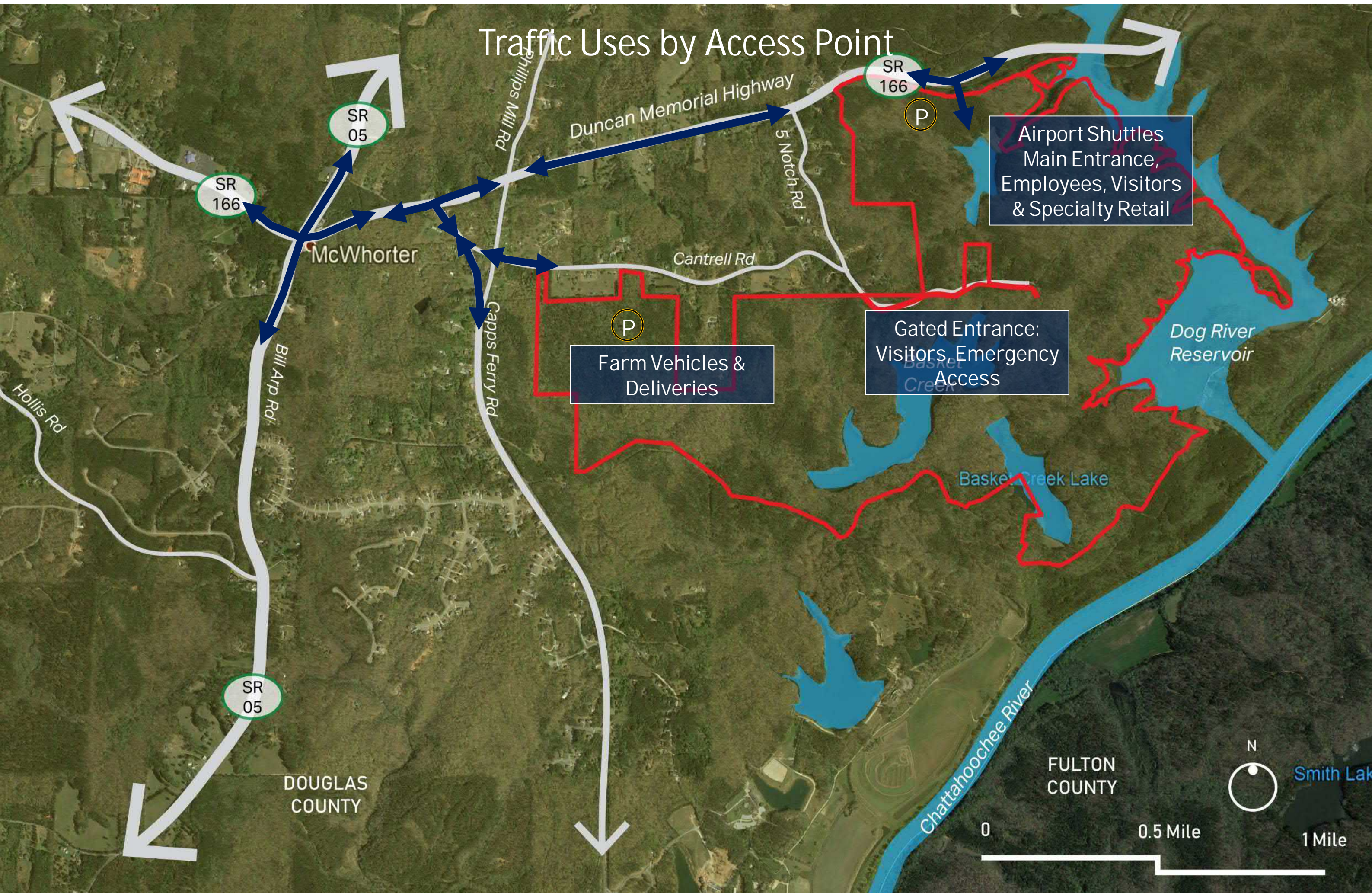
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Chattahoochee Hills

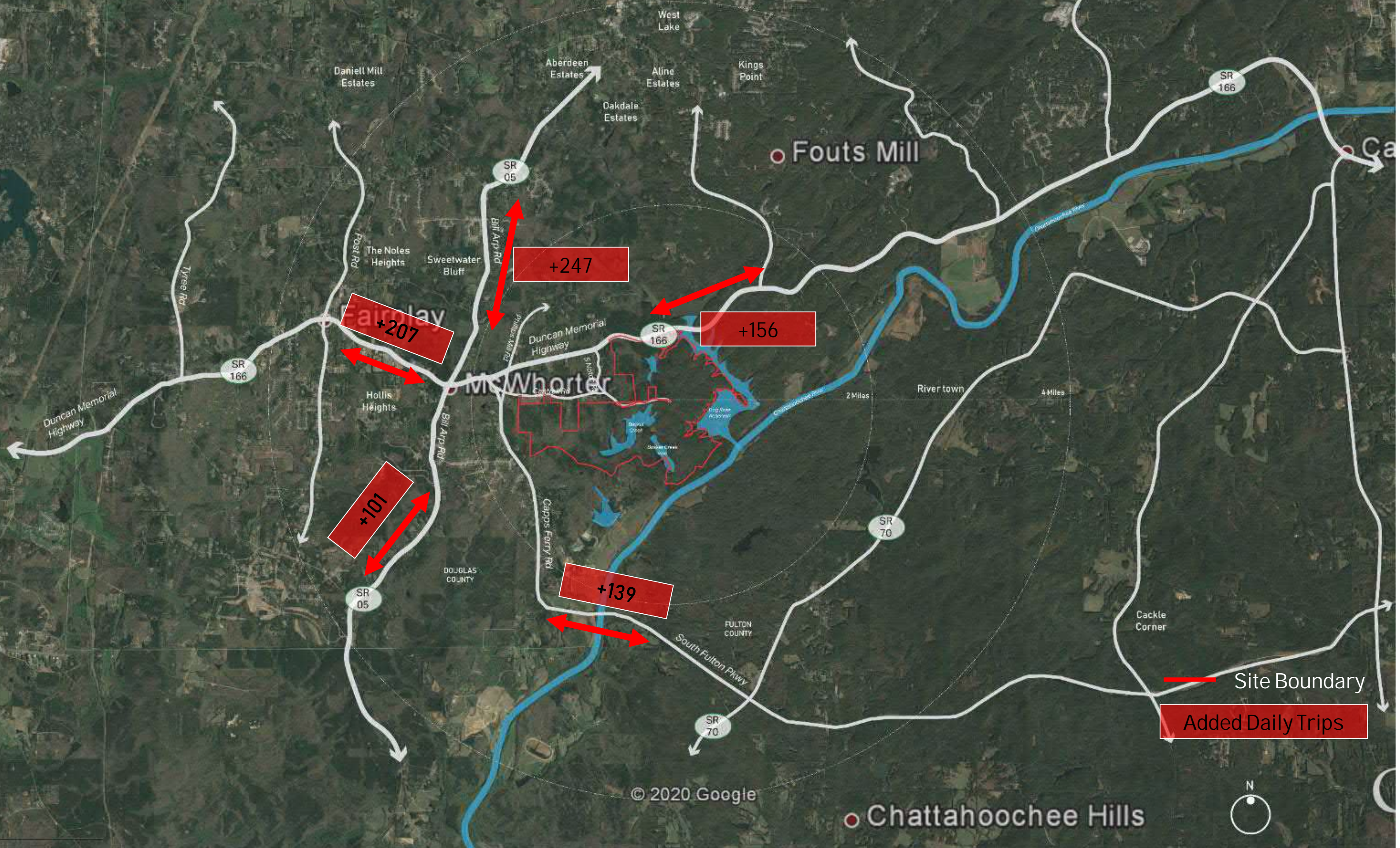
Anticipated Routing of Trips, By Trip Purpose



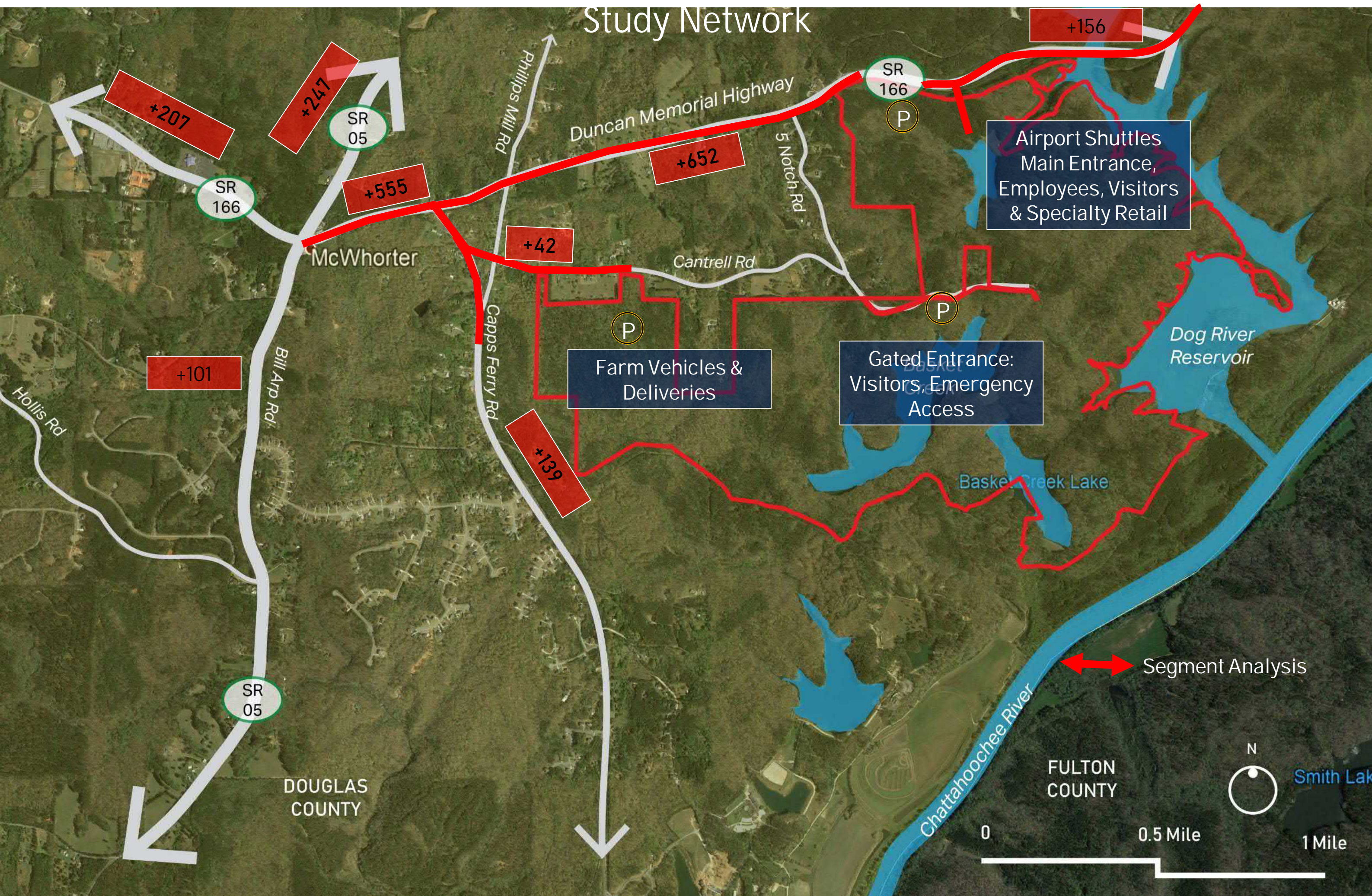
Traffic Uses by Access Point



Preliminary Daily Trips Added by Route



Study Network



Appendix - Excerpts from Transportation Chapter

4.1 Mobility Vision

LESS (CARS) IS MORE



The development aims at enabling movement with minimal environmental and territorial impact. Providing their patrons, a clean environment within the retreat by reducing emissions, avoiding vehicular congestion, providing a safe and joyful experience of walking, cycling and being one with nature is of utmost significance to the development objective. Key objectives and strategies are tabulated below.

#	Objective	Strategies
1	Sustainable Mobility	<ul style="list-style-type: none">Focus on use of non-motorised transport (NMT)Encourage use of Electric vehicles and Non-motorised vehicles to promote sustainable mobility and healthy lifestyle choices such as walking and biking
2	Minimum disturbance to the environment	<ul style="list-style-type: none">Encourage use of centralised parking facilities at strategic locations providing easy access to the users through electric vehiclesUse of pervious surface material wherever possible or feasibleCreation of swales to filter storm water run-off from roads and streets
3	Improved air quality and clean streets	<ul style="list-style-type: none">No fossil fuel cars and carbon emissionsSegregating service-related heavy vehicle movement at the periphery
4	Safety for pedestrians and cyclists	<ul style="list-style-type: none">Traffic calming measures through differential surface treatmentShared space/street conceptDesigned trails and paths for pedestrian and cycle movement
5	Universal accessibility	<ul style="list-style-type: none">Provide equal access to all through Universal Design of spaces
6	Pedestrian access to lake fronts	<ul style="list-style-type: none">Design lake front access for pedestrian access and recreational uses



Non motorised mobility



Electric vehicles

4.2 External Access

The Project site is flanked by the State Highway 166 (Duncan Memorial Highway) in the North. The main entrance to the Preserve World Center for Holistic Wellness and Applied Health is planned from Highway 166. Further ingress/ egress points are planned from 5 Notch Road and Cantrell Road as described in the table.

#	Road Name	Nature of Ingress/Egress
1	Highway 166	Main entrance to the Center; all vehicles permitted to enter up to designated areas only; electric vehicles to be used for further access into the Center
2	5 Notch Road	Secondary entrance leading up to the Wellness Core and Town Center; all vehicles permitted up to designated areas only; electric vehicles to be used for further access into the Center
3	5 Notch Road	Ingress/ egress for Town Center only; all vehicles except service vehicles permitted
4	5 Notch Road	Gate at end of 5 Notch Road; used for emergency vehicles
5	5 Notch Road	Ingress/ egress for Transient Professional Staff Accommodation
6	Cantrell Road (via Caps Ferry Road)	Ingress/ egress for Farm-Hub; all vehicles permitted up to designated areas only; electric vehicles to be used for further access into the Center
7	Cantrell Road (via Caps Ferry Road)	Access for emergency vehicles



Highway 166 entry east



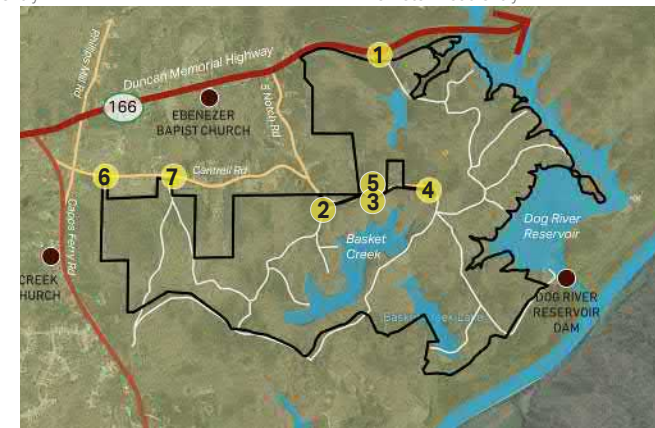
Highway 166 entry west



Cantrell Road service entry



Five Notch Road entry

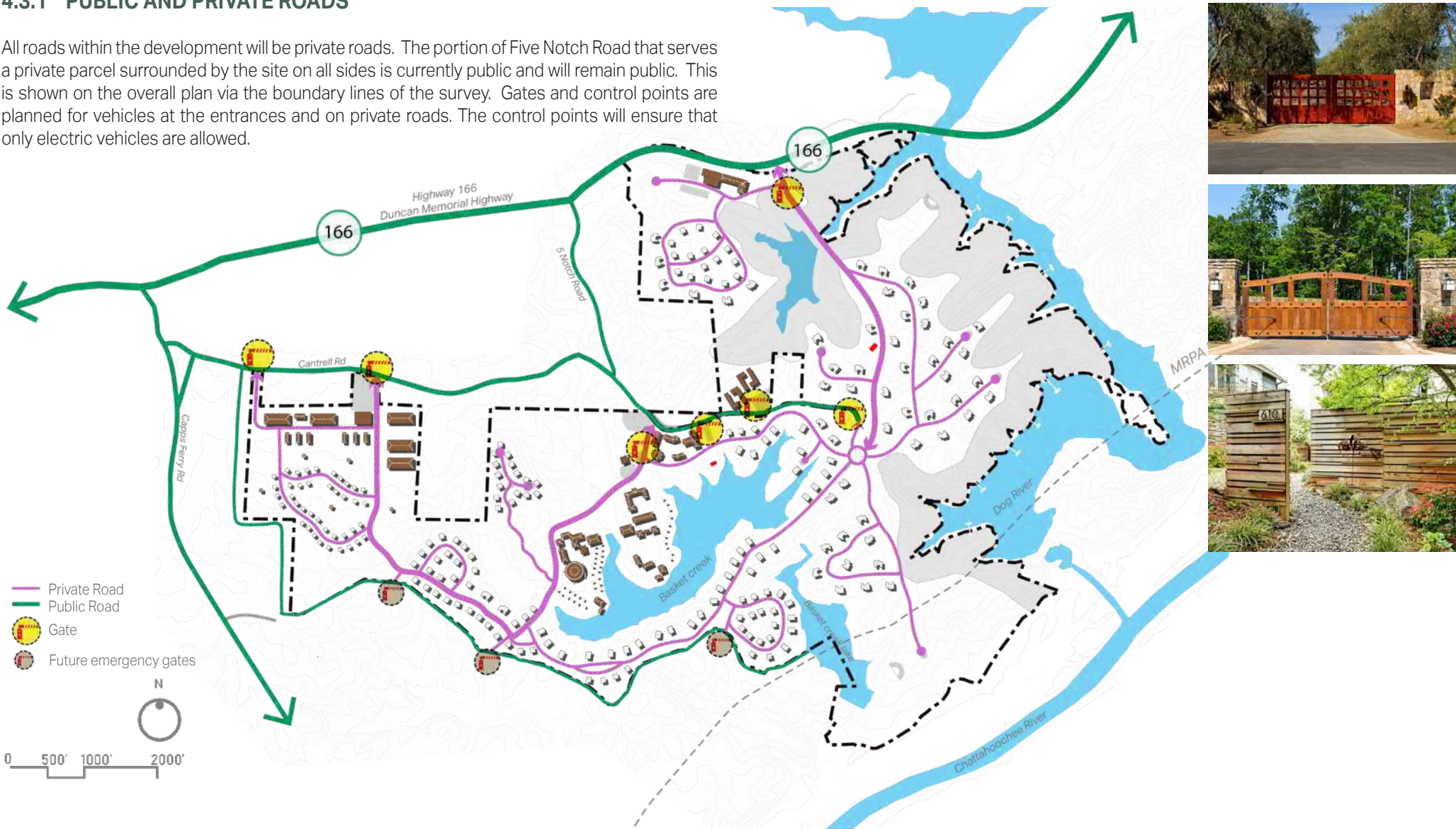


Entries from adjoining roads

4.3 Proposed Circulation Network

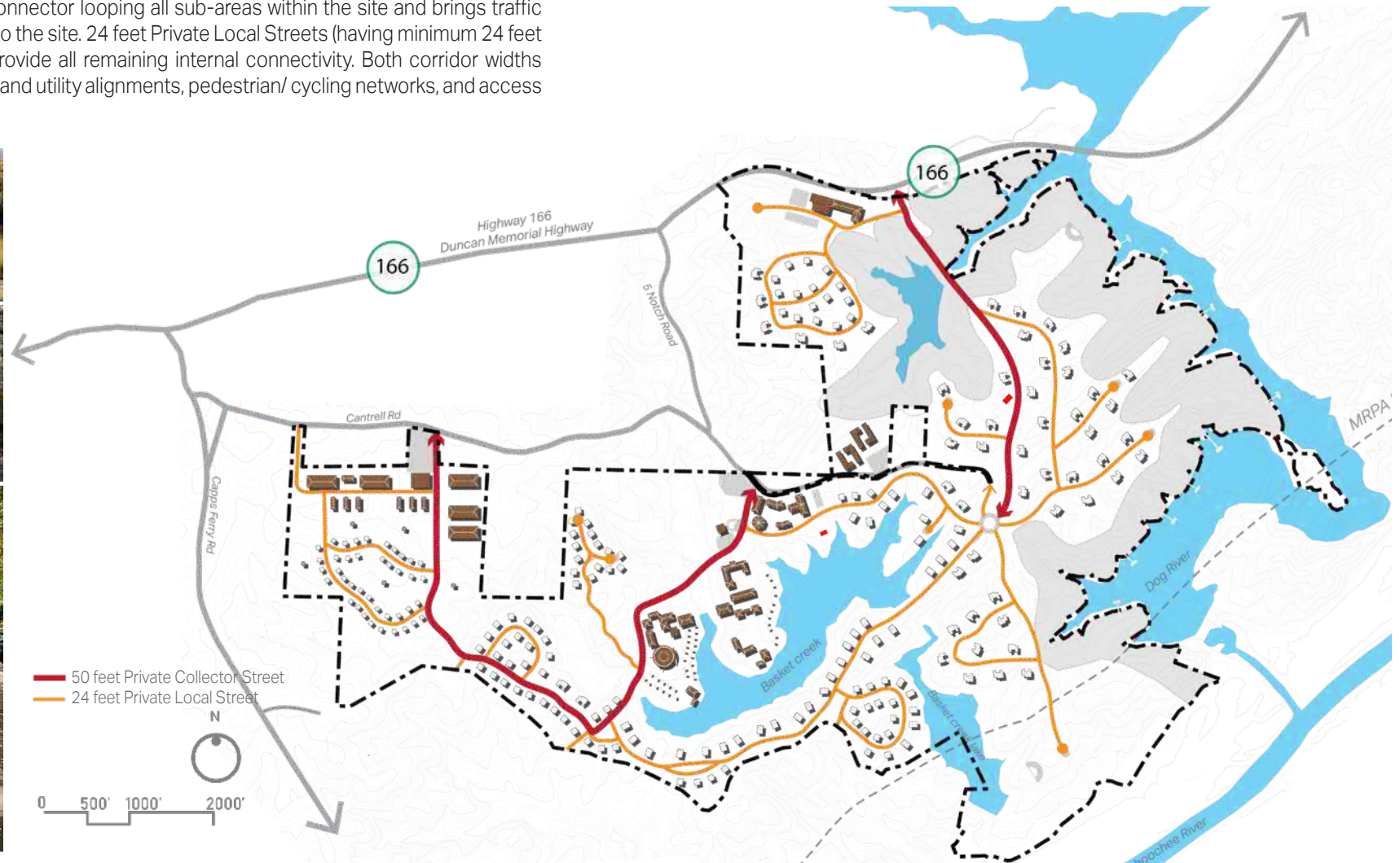
4.3.1 PUBLIC AND PRIVATE ROADS

All roads within the development will be private roads. The portion of Five Notch Road that serves a private parcel surrounded by the site on all sides is currently public and will remain public. This is shown on the overall plan via the boundary lines of the survey. Gates and control points are planned for vehicles at the entrances and on private roads. The control points will ensure that only electric vehicles are allowed.



4.3.2 ROAD HIERARCHY

The circulation network within the site will be distributed in two hierarchies of roads designed for all weather access. Site services will be planned along these roads allowing ease of access, maintenance, and phasing. 50 feet Private Local Connector (having minimum 50 feet corridor width) is planned as the major connector looping all sub-areas within the site and brings traffic from all ingress/ egress points into the site. 24 feet Private Local Streets (having minimum 24 feet corridor width) are planned to provide all remaining internal connectivity. Both corridor widths have been planned with services and utility alignments, pedestrian/ cycling networks, and access for emergency vehicles.

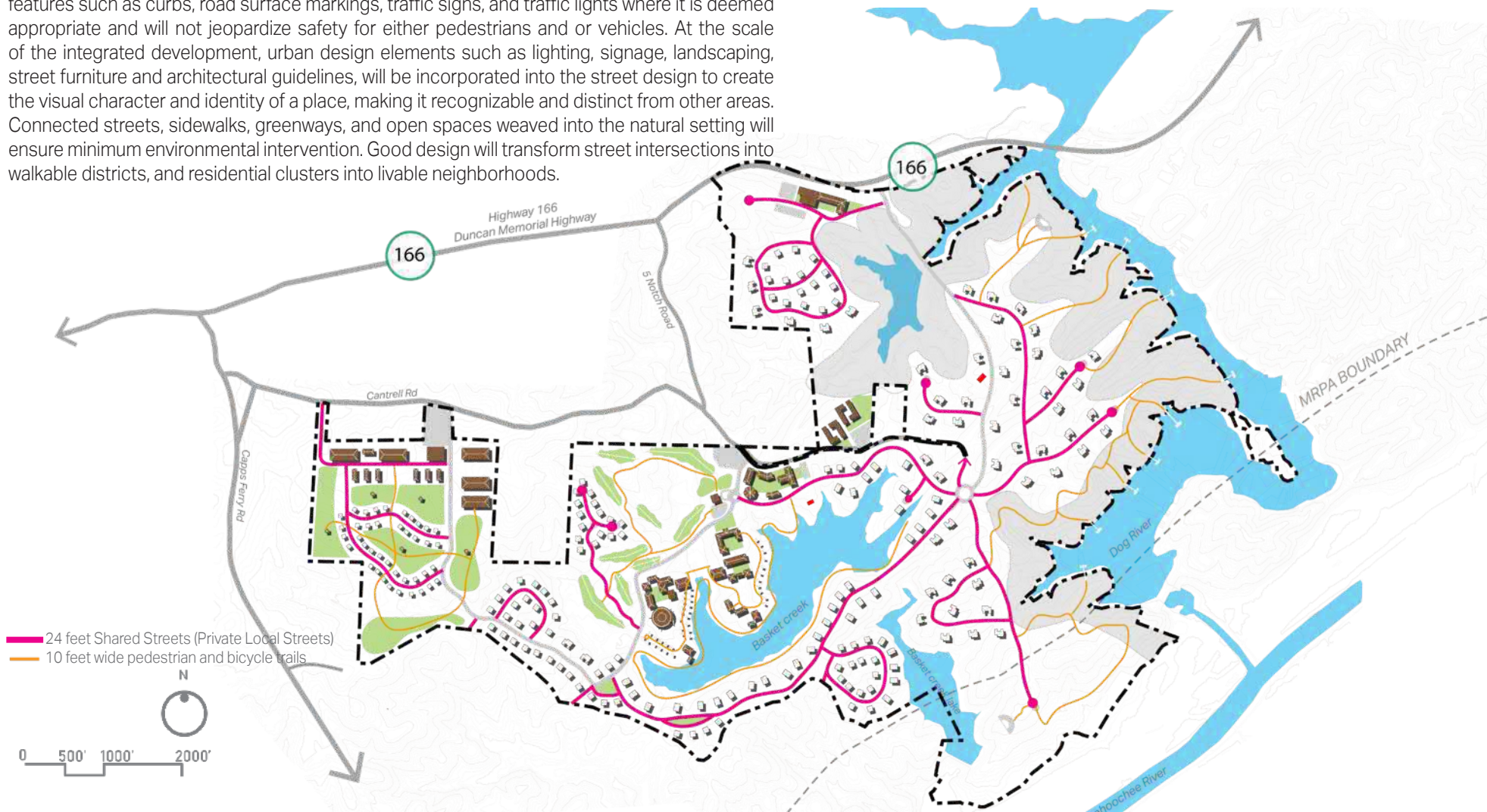


4.3.3 SHARED SPACE/STREET CONCEPT

An urban design approach of minimising the segregation between modes of road user, by reducing the dominance of motor vehicles, primarily through lower speeds will be applied on the proposed private Local Streets within the development. This will be done by removing features such as curbs, road surface markings, traffic signs, and traffic lights where it is deemed appropriate and will not jeopardize safety for either pedestrians and or vehicles. At the scale of the integrated development, urban design elements such as lighting, signage, landscaping, street furniture and architectural guidelines, will be incorporated into the street design to create the visual character and identity of a place, making it recognizable and distinct from other areas. Connected streets, sidewalks, greenways, and open spaces weaved into the natural setting will ensure minimum environmental intervention. Good design will transform street intersections into walkable districts, and residential clusters into livable neighborhoods.

4.3.4 PEDESTRIAN/ CYCLING NETWORK

While all roads are planned to cater to pedestrian and cycling requirements, additional trails and minor alignments will be created for a varied pedestrian and cycling experience. One such primary network will be along Basket Creek for patrons to be experienced at all hours of the day.

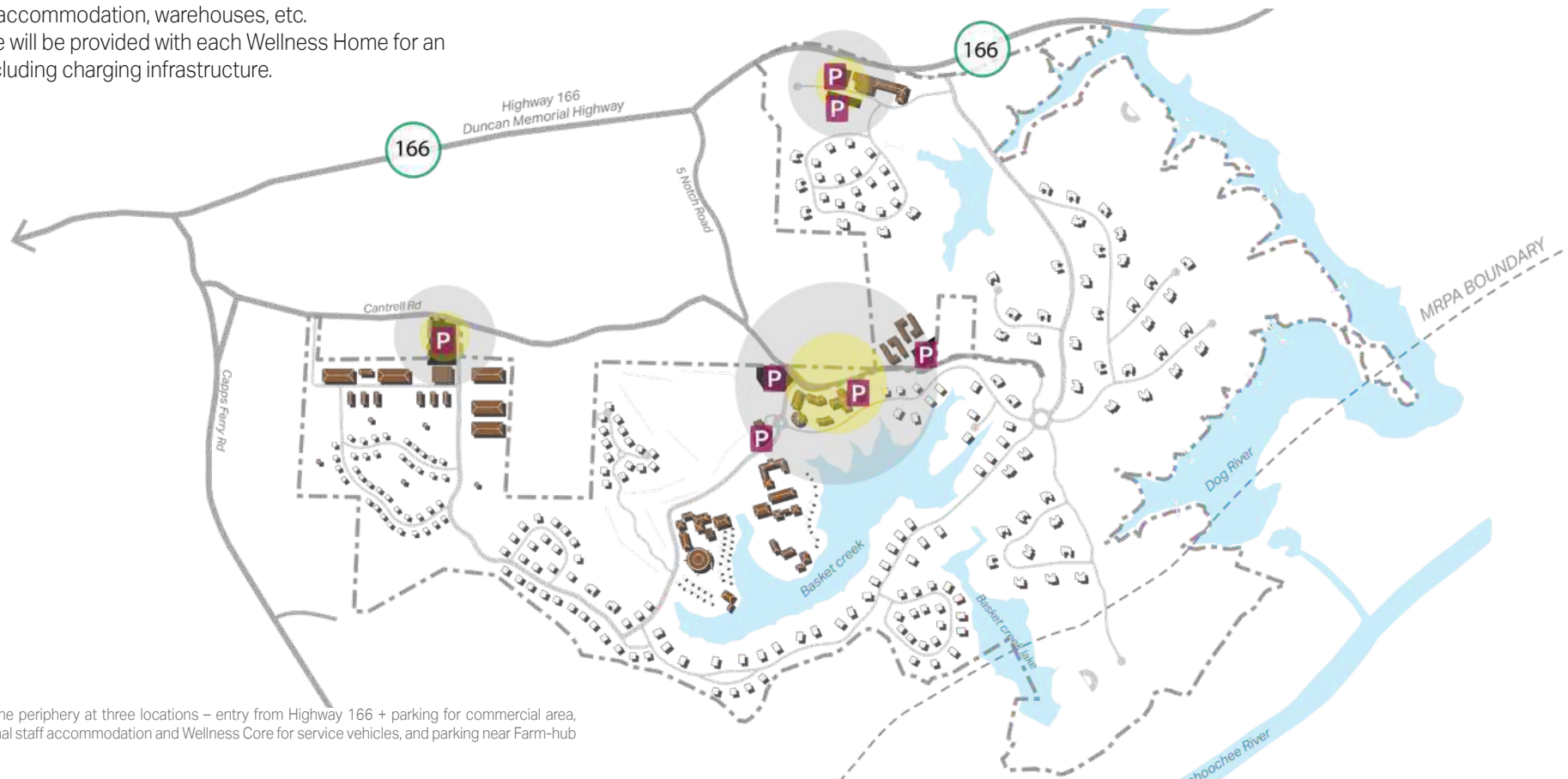


4.4.3 PARKING

- The Center is designed to be a vehicle free environment where limited or no mechanised transportation is required for daily use, except those for operations of the Center. All motorised transportation will be restricted to the periphery of the Center and only electric vehicles will be allowed inside. Following standards apply:
- Patrons using fossil fuel based or hybrid vehicles will park their vehicle at the main entrance of the Center and use electric vehicles to commute inside.
- Parking area for uses and activities that need daily or very frequent visit by fossil fuel based or hybrid vehicles will be provided nearby. These include commercial areas, transient professional staff accommodation, warehouses, etc.
- One parking space will be provided with each Wellness Home for an electric vehicle including charging infrastructure.

Other strategies include:

- Use of fully or semi-pervious surfaces in parking lots ensuring water percolation
- Best practises for handicap accessible parking spaces to be incorporated.
- Off-site employee parking to be provided near main entrance from Highway 166.
- The maximum number of outdoor off-street parking spaces has been restricted to the standards given in Table 6.1 of Article 6 of Douglas County, GA Unified Development Code



Plan showing parking areas at the periphery at three locations – entry from Highway 166 + parking for commercial area, parking near transient professional staff accommodation and Wellness Core for service vehicles, and parking near Farm-hub for warehousing etc.