Transportation Impact Study

425 Chappell Road
DRI #4295

City of Atlanta, Georgia

November 2024

Prepared for:

Atlanta BeltLine, Inc.

Prepared by:

Kimley-Horn and Associates, Inc.
1200 Peachtree Street NE, Suite 800
Atlanta, GA 30309

019927014

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EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed *425 Chappell Road* development located in Atlanta, Georgia. The approximate 31-acre site is located south of North Avenue, east of Chappell Road, and north of Mayson Turner Road. The site is currently vacant.

The site was previously reviewed as the *Chappell Road DRI #3096* in June 2020. The former project analyzed 710 residential units and 9,000 SF of restaurant and retail space. The *Chappell Road DRI #3096* development studied three (3) driveways along North Avenue, three (3) driveways along Chappell Road, and two (2) driveways along Mayson Turner Road. At that time, the project was Approved with Conditions through the DRI review with the Atlanta Regional Commission (ARC) and Georgia Regional Transportation Authority (GRTA). The ARC Final Report was issued on July 7, 2020, and the GRTA Notice of Decision was issued on June 30, 2020.

Upon review of the updated proposed *425 Chappell Road* site plan in 2024, the City of Atlanta and ARC determined that a new DRI review would be required for the proposed mixed-use development, due to differences in the proposed land use, trip generation, and site driveways from the previously reviewed DRI and the currently proposed development. The *425 Chappell Road* development is proposed to study 770 multifamily residential units (140 low-rise units and 630 mid-rise units), 330 affordable housing units, and 5,000 SF restaurant and retail space with two site driveways along North Avenue, one site driveway along Chappell Road, and one site driveway along Mayson Turner Road.

The proposed development will consist of the following land uses and densities contained in **Table 1**. The project is expected to be completed by 2030 (approximately 6 years).

Table 1: Proposed Land Use and Density

Land Use	Proposed
Multifamily Residential (Low-Rise)	140 dwelling units
Multifamily Residential (Mid-Rise)	630 dwelling units
Affordable Housing	330 dwelling units
Retail/Commercial	5,000 SF

The DRI analysis includes an estimation of the overall trips projected to be generated by the development, also known as gross trips. Mixed-use, and pass-by reductions to gross trips are included in the trip generation following ITE methodologies, and alternative mode reductions are included as determined by stakeholders during the Methodology Meeting and outlined in the Georgia Regional Transportation Authority (GRTA) Letter of Understanding (dated October 9, 2024).

Capacity analyses were performed for the study intersections under the Existing 2024 conditions, the Projected 2030 No-Build conditions, and the Projected 2030 Build conditions.

- Existing 2024 conditions represent current traffic volumes collected in October 2024.
- Projected 2030 No-Build conditions represent Existing 2024 traffic volumes grown for six (6) years using a 1.5% per year growth rate plus background project trips from nearby *1060 Donald Lee Hollowell DRI #4187*.
- Projected 2030 Build conditions represent the Projected 2030 No-Build conditions plus the addition of the project trips that are anticipated to be generated by the *425 Chappell Road* development.

A brief summary of system (background/No-Build) and development (Build condition) improvements and recommendations are noted below; additional details follow.

2030 NO-BUILD CONDITIONS *(SYSTEM IMPROVEMENTS)*

GRTA LOS standards are satisfied for all study intersections under the 2024 Existing and 2030 No-Build conditions. Therefore, no system improvements were identified.

2030 BUILD CONDITIONS (*DEVELOPMENT & SITE ACCESS IMPROVEMENTS*)

Chappell Road at Kennesaw Drive / Proposed Driveway C (Intersection 8)

- Construct Proposed Driveway C to operate as full movement driveway stop-control with one (1) ingress lane and one (1) egress lane.

North Avenue at Proposed Driveway A (Intersection 9)

- Construct Proposed Driveway A to operate as full movement driveway stop-control with one (1) ingress lane and one (1) egress lane.

North Avenue at Proposed Driveway B (Intersection 10)

- Construct Proposed Driveway B to operate as full movement driveway stop-control with one (1) ingress lane and one (1) egress lane.

Mayson Turner Road at Proposed Driveway D (Intersection 11)

- Construct Proposed Driveway D to operate as full movement driveway stop-control with one (1) ingress lane and one (1) egress lane.

Detailed driveway conditions are shown below under the 2030 Build conditions.

Chappell Road at Kennesaw Drive / Proposed Driveway C (Intersection 8)

Overall LOS Standard: D Approach LOS Standard: D			Chappell Road			Chappell Road			Kennesaw Drive			Proposed Driveway C		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2030 BUILD (TWSC)	AM	Overall LOS	(2.7)											
		Approach LOS	A (7.9)			A (8.1)			B (12.0)			C (15.4)		
		Storage												
		50th Queue												
		95th Queue	0			0			3			23		
	PM	Overall LOS	(2.0)											
		Approach LOS	A (8.7)			A (8.2)			C (21.1)			C (23.6)		
		Storage												
		50th Queue												
		95th Queue	0			3			3			28		

Proposed Driveway C will become the 4th leg to the existing two-way stop-controlled intersection of Chappell Road at Kennesaw Drive in the City of Atlanta. The modified two-way stop-controlled intersection of Chappell Road at Kennesaw Drive / Proposed Driveway C (Intersection 8) is projected to meet GRTA's LOS standards per approach and for the overall LOS under the 2030 Build traffic conditions during the AM and PM peak hours.

The recommended lane configuration for Proposed Driveway C is one lane entering the site and one lane exiting the site, as shown in the site plan. The recommended build improvements are shown in **Figure 10.**

North Avenue at Proposed Driveway B (Intersection 9)

Overall LOS Standard: D Approach LOS Standard: D			Proposed Driveway A						North Avenue			North Avenue		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2030 BUILD (TWSC)	AM	Overall LOS	(2.3)											
		Approach LOS	A (9.2)						A (0.0)			A (7.4)		
		Storage												
		50th Queue												
		95th Queue	5						0			0		
	PM	Overall LOS	(0.8)											
		Approach LOS	B (10.0)						A (0.0)			A (7.4)		
		Storage												
		50th Queue												
		95th Queue	3						0			3		

The proposed two-way stop-controlled intersection of North Avenue at Proposed Driveway A (Intersection 9) is projected to meet GRTA's LOS standards per approach and for the overall LOS under the 2030 Build traffic conditions during the AM and PM peak hours.

The recommended lane configuration for Proposed Driveway A is one lane entering the site and one lane exiting the site, as shown in the site plan. The recommended build improvements for each alternative are shown in **Figure 10.**

North Avenue at Proposed Driveway B (Intersection 10)

Overall LOS Standard: D Approach LOS Standard: D			Proposed Driveway B						North Avenue			North Avenue		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2030 BUILD (TWSC)	AM	Overall LOS	(3.0)											
		Approach LOS	A (9.3)						A (0.0)			(7.4)		
		Storage												
		50th Queue												
		95th Queue	5						0			0		
	PM	Overall LOS	(1.1)											
		Approach LOS	B (10.7)						A (0.0)			(7.5)		
		Storage												
		50th Queue												
		95th Queue	5						0			3		

The proposed two-way stop-controlled intersection of North Avenue at Proposed Driveway B (Intersection 10) is projected to meet GRTA's LOS standards per approach and for the overall LOS under the 2030 Build traffic conditions during the AM and PM peak hours.

The recommended lane configuration for Proposed Driveway B is one lane entering the site and one lane exiting the site, as shown in the site plan. The recommended build improvements are shown in **Figure 10.**

Mayson Turner Road at Proposed Driveway D (Intersection 11)

Overall LOS Standard: D Approach LOS Standard: D			Northbound			Proposed Driveway D Southbound			Mayson Turner Road Eastbound			Mayson Turner Road Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2030 BUILD (TWSC)	AM	Overall LOS	(2.6)											
		Approach LOS				A (9.9)			A (7.4)			A (0.0)		
		Storage												
		50th Queue												
		95th Queue				8			0			0		
	PM	Overall LOS	(1.2)											
		Approach LOS				B (10.5)			A (7.6)			A (0.0)		
		Storage												
		50th Queue												
		95th Queue				5			0			0		

The proposed two-way stop-controlled intersection of Mayson Turner Road at Proposed Driveway D (Intersection 11) is projected to meet GRTA's LOS standards per approach and for the overall LOS under the 2030 Build traffic conditions during the AM and PM peak hours.

The recommended lane configuration for Proposed Driveway D is one lane entering the site and one lane exiting the site, as shown in the site plan. The recommended build improvements are shown in **Figure 10.**

1.0 PROJECT DESCRIPTION

1.1 Introduction

This report presents the analysis of the anticipated traffic impacts of the proposed *425 Chappell Road* development located in Atlanta, Georgia. The approximate 31-acre site is located south of North Avenue, east of Chappell Road, and north of Mayson Turner Road. The project site is currently zoned PD-MU (Planned Development – Mixed Use with Conditions), BeltLine Overlay. The Rezoning Application to rezone the site as PD-MU (change in zoning conditions) was filed with the City of Atlanta Zoning Review Board in August 2024 (Permit #Z-24-058). **Figure 1** provides a location map of the project site. **Figure 2** provides an aerial view of the project site and surrounding area.

The site was previously reviewed as the *Chappell Road DRI #3096* in June 2020. The project analyzed 710 residential units and 9,000 SF of restaurant and retail space. The *Chappell Road DRI #3096* development studied three (3) driveways along North Avenue, three (3) driveways along Chappell Road, and two (2) driveways along Mayson Turner Road. At that time, the project was Approved with Conditions through the DRI review with the Atlanta Regional Commission (ARC) and Georgia Regional Transportation Authority (GRTA). The ARC Final Report was issued on July 7, 2020, and the GRTA Notice of Decision was issued on June 30, 2020.

Upon review of the updated proposed *425 Chappell Road* site plan in 2024, the City of Atlanta and ARC determined that a new DRI review would be required for the proposed mixed-use development, due to differences in the proposed land use, trip generation, and site driveways from the previously reviewed DRI and the currently proposed development. The *425 Chappell Road* development is proposed to study 770 multifamily residential units (140 low-rise units and 630 mid-rise units), 330 affordable housing units, and 5,000 SF restaurant and retail space with two site driveways along North Avenue, one site driveway along Chappell Road, and one site driveway along Mayson Turner Road.

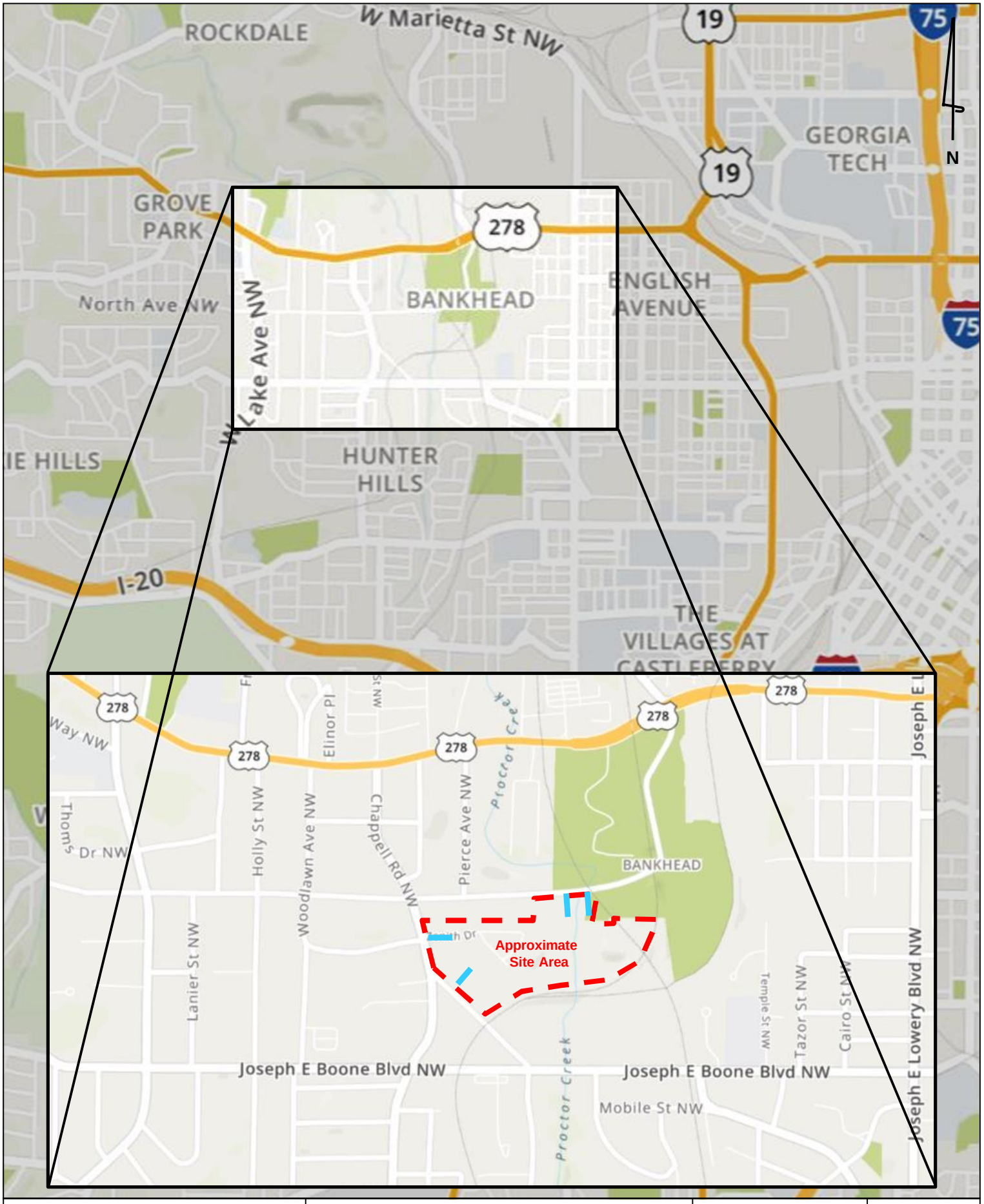
The site is currently vacant. The proposed development will consist of the following land uses and densities contained in **Table 2**. The project is expected to be completed by 2030 (approximately 6 years).

Table 2: Proposed Land Use and Density

Land Use	Proposed
Multifamily Residential (Low-Rise)	140 dwelling units
Multifamily Residential (Mid-Rise)	630 dwelling units
Affordable Housing	330 dwelling units
Retail/Commercial	5,000 SF

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

The project is considered 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 the Maturing Neighborhoods Area (per UGPM). The DRI was formally triggered with the filing of the Rezoning to change the zoning conditions of the current PD-MU zoning. This Transportation Impact Study (TIS) analysis includes all inputs and methodologies discussed at the DRI Methodology Meeting with GRTA, ARC, and other stakeholders. The inputs and methodologies are outlined in the GRTA Letter of Understanding (LOU) dated October 9, 2024.



Kimley»Horn	*425 Chappell Road* *DRI #4295* *Transportation Analysis*	**Site Location Map**	**Figure 1**
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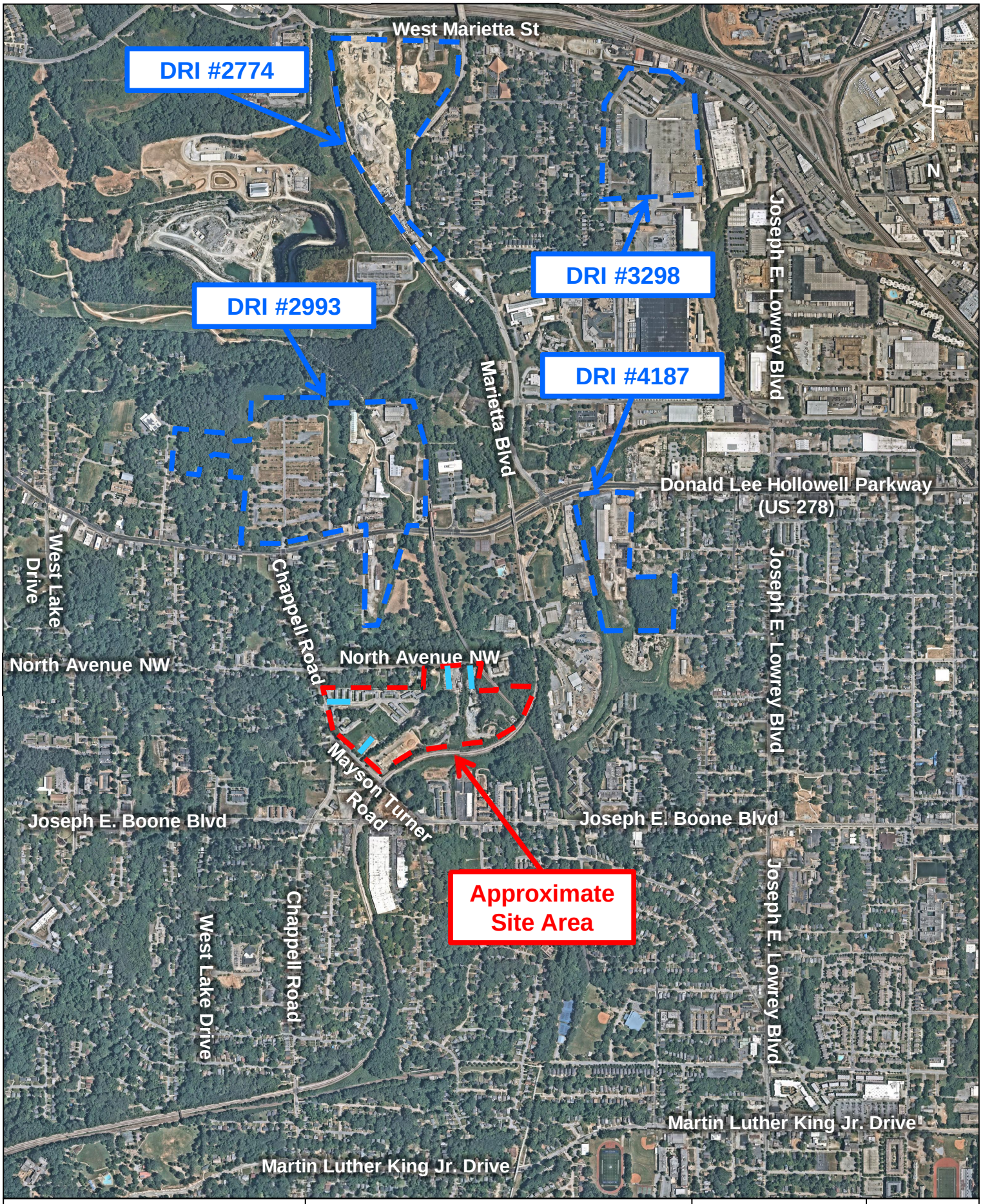

Kimley»Horn	*425 Chappell Road* *DRI #4295* *Transportation Analysis*	Site Aerial (zoomed out)	Figure 2
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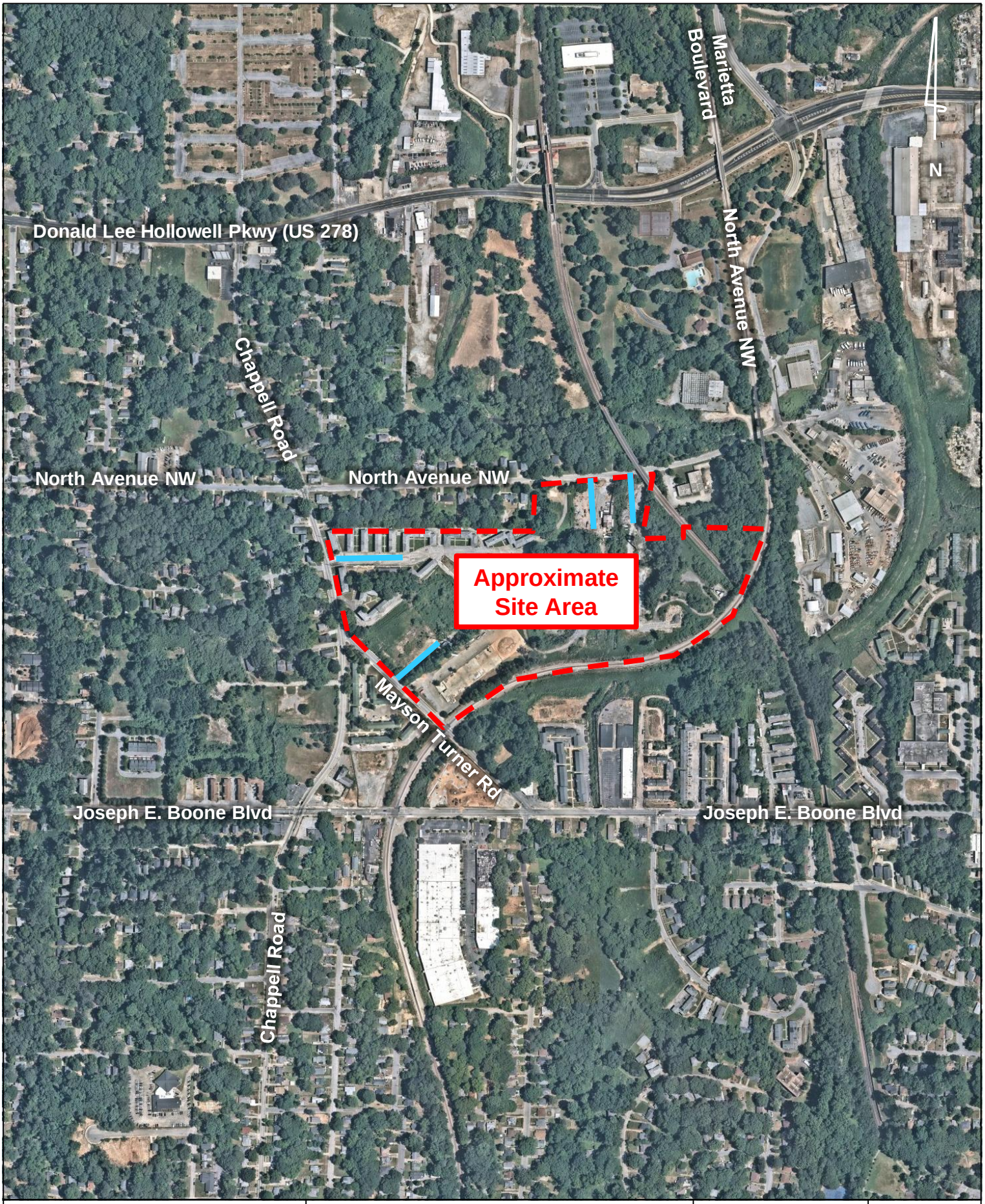

Kimley»Horn	*425 Chappell Road* *DRI #4295* *Transportation Analysis*	Site Aerial (zoomed in)	Figure 3
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1.2 Site Access

As currently envisioned, the proposed development will be accessible by vehicle via four (4) access points:

1. **Site Driveway A** – a proposed driveway which is to be constructed as a full-movement driveway located along North Avenue, approximately 1,170 feet east of Pierce Avenue that is proposed to operate under side-street stop control**.**
2. **Site Driveway B** – a proposed driveway which is to be constructed as a full-movement driveway located along North Avenue, approximately 730 feet east of Pierce Avenue that is proposed to operate under side-street stop control**.**
3. **Site Driveway C** – a proposed driveway which is to be constructed as a full-movement driveway located along Chappell Road, aligning with Kennesaw Drive that is proposed to operate under side-street stop control.
4. **Site Driveway D** – a proposed driveway which is to be constructed as a full-movement driveway located along Mayson Turner Road, approximately 245 feet east of Chappell Road that is proposed to operate under side-street stop control.

1.3 Internal Circulation Analysis

Internal private roadways throughout the site will provide access to all of the buildings and parking facilities.

1.4 Parking

The current required and proposed estimated number of site parking spaces to be provided are listed below in **Table 3**. Code requirements applicable to the site include City of Atlanta PD-MU Zoning and BeltLine Overlay minimum and maximum parking requirements. Proposed parking is an estimate and may change based on market demand. Proposed parking will be within the allowable minimum and maximum limits established by code.

Table 3: Required and Proposed Vehicle Parking

Minimum (MRC-3/BeltLine Overlay)	Maximum (MRC-3/BeltLine Overlay)	Proposed*
Min: 13	Max: 1,860	1,272 spaces*

** Proposed parking is an estimate and may change based on market demand. Proposed parking will be within the allowable maximum and maximum limits established by code.*

Vehicle parking provided will be shared, where possible. Carpool and vanpool parking spaces and alternative fuel vehicle charging stations, or similar facilities, will be provided to meet city code.

Bicycle parking will also be provided on-site in addition to commuter showering facilities to meet city code.

Additional parking details are provided on the proposed site plan in **Appendix A**.

1.5 Alternative Transportation Facilities

Trail networks in the vicinity are significant and include the 2.5-mile Proctor Creek Greenway that extends north of Donald Lee Hollowell Parkway, through Westside Reservoir Park, and to the West Highlands neighborhood. The Atlanta BeltLine Westside trail is currently under construction east of the site. Programmed trail connections in the vicinity of the project include connecting BeltLine Spur Trails through the development as shown in the site plan, as well as Proctor Creek Greenway extension trails led by the Department of Atlanta Watershed Management.

The BeltLine spur trails shown on the site plan will connect directly with the Atlanta BeltLine Westside trail that is currently under construction east of the site. The Proctor Creek Greenway Master Plan originally planned an extension of the trail that exists today but lacked funds to execute the vision. Fortunately, the City of Atlanta

Watershed department has several Proctor Creek restoration projects that include trail plans that will further the Proctor Creek trail network connectivity. The Proctor Creek Wetlands at Hollowell will feature pedestrian trails and boardwalks along with wetland restoration areas west of Maddox Park and between Donald Lee Hollowell Parkway and North Avenue. The on-site BeltLine Spur trail is expected to be coordinated with the Watershed Department project to provide connectivity with the two trail projects. South of the development, the Proctor Creek Restoration at Hunter Hills will provide similar stream and wetlands restoration with greenspace and trail connections along Proctor Creek.

On-road bicycle facilities run along Donald Lee Hollowell Parkway/SR 8 north of the site connecting along the MARTA Bankhead station frontage. Bicycle facilities are also present along Joseph E Boone Boulevard east of Archer Way, where the on-road network will tie into the Westside BeltLine Trail. There are sidewalks that exist on both sides of Chappell Road, Mayson Turner Road, Donald Lee Hollowell Parkway, and Joseph E Boone Boulevard. Pierce Avenue has sidewalk facilities on the east side of the road between Donald Lee Hollowell Parkway and approximately 250 feet north of North Avenue along the frontage of the new development. There is an RRFB and pedestrian refuge to cross Donald Lee Hollowell Parkway approximately 125 feet east of Pierce Avenue, providing good pedestrian connectivity with the Bankhead MARTA station nearby.

MARTA Bus Route 853 has stops adjacent to the project site along Chappell Road. Route 50 currently serves Donald Lee Hollowell Parkway/SR 8 with stops within 0.3 of the site. Additionally, Route 51 serves Joseph E Boone Boulevard within approximately 0.24 miles of the development. The Bankhead MARTA rail station is approximately 0.5 miles away with pedestrian connectivity as noted above.

1.6 Dense Urban Environments Enhanced Focus Area

Per Section 3.2.4.2 of the GRTA Development of Regional Impact Review Procedures, the *425 Chappell Road* development is not located in dense urban environment. A Dense Urban Environment Area is defined as areas within the Midtown Community Improvement District (CID), the Central Atlanta Progress CID, or the Buckhead CID, or additional area meeting the criteria as determined by the Regional Commission or Local Government.

1.7 Heavy Vehicle Enhanced Focus Area

Per Section 3.2.4.1 of the GRTA Development of Regional Impact Review Procedures, the *425 Chappell Road* development does not qualify for a “Heavy Vehicle Enhanced Focus Area” review as the proposed land usage is not industrial in nature and does not generate significant heavy vehicle traffic. Therefore a “Heavy Vehicle Enhanced Focus Area” is not required for the *425 Chappell Road* mixed-use development.

2.0 TRAFFIC ANALYSES, METHODOLOGY AND ASSUMPTIONS

2.1 Study Network Determination

The study area was determined at the methodology meeting with input from GRTA, ARC, and other local agency stakeholders. The study includes the following eight (8) off-site intersections described in **Table 4** and shown in **Figure 4**.

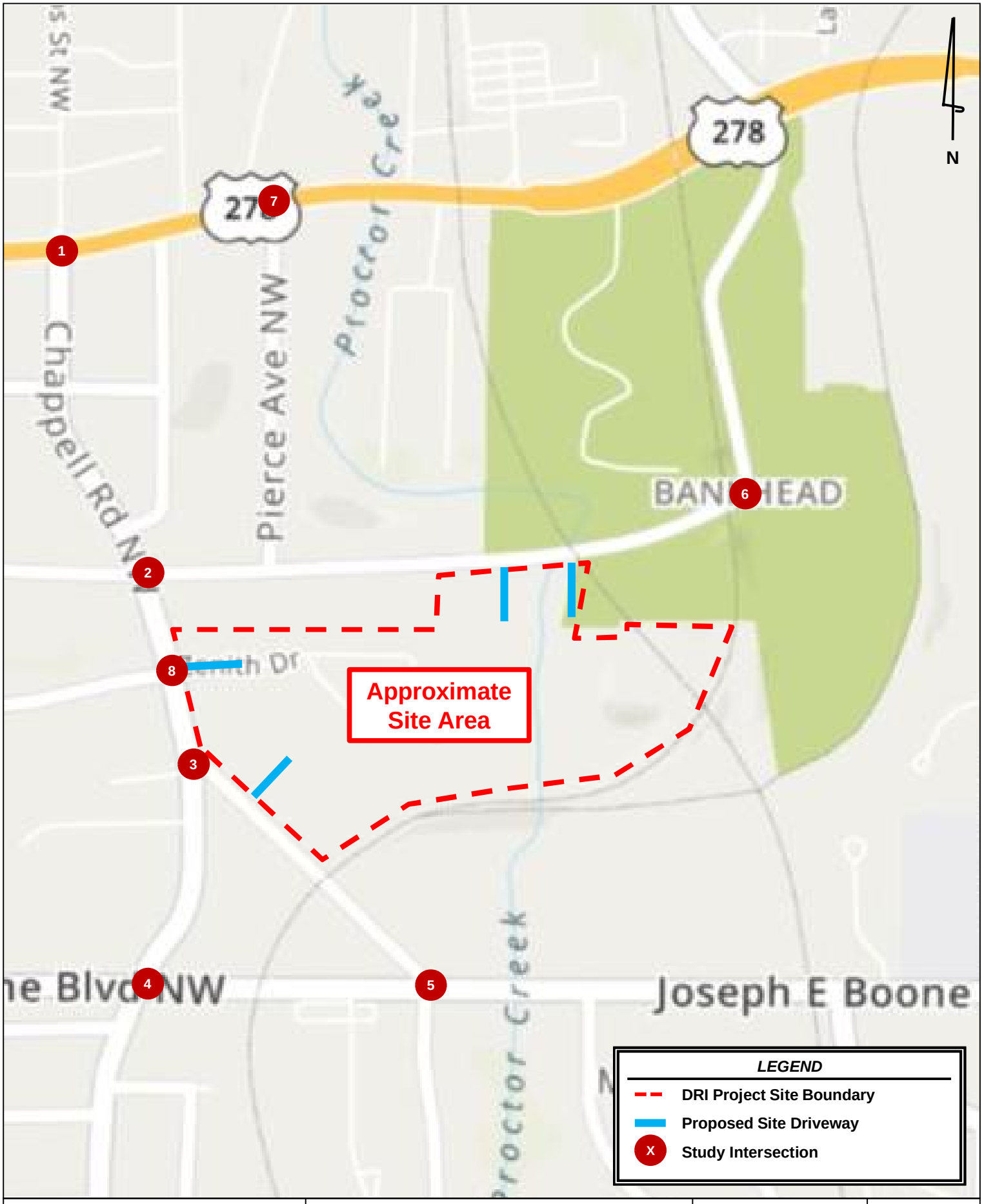
Table 4: Intersection Control Summary		
Intersection	**Jurisdiction**	**Control**
1. Donald Lee Hollowell Parkway/SR 8 at Chappell Road	City of Atlanta/GDOT	Signalized
2. Chappell Road at North Avenue	City of Atlanta	All-Way Stop Control
3. Chappell Road at Mayson Turner Road/West Avenue	City of Atlanta	All-Way Stop Control
4. Joseph E Boone Boulevard at Chappell Road	City of Atlanta	Signalized
5. Joseph E Boone Boulevard at Mayson Turner Road/Burbank Drive	City of Atlanta	Signalized
6. North Avenue at North Avenue/Private Driveways	City of Atlanta	All-Way Stop Control
7. Donald Lee Hollowell Parkway/SR 8 at Pierce Avenue	City of Atlanta/GDOT	Side-Street Control
8. Chappell Road at Kennesaw Drive	City of Atlanta	Side-Street Control

2.2 Existing Roadway Facilities

Roadway classification descriptions and estimated Annual Average Daily Traffic (AADT) for roadway segments within the study network are provided in **Table 5** (bolded roadways are adjacent to the site).

Table 5: Roadway Classifications				
Roadway	**Lanes**	**Posted Speed Limit**	**AADT (GDOT, 2023)**	**GDOT Functional Classification**
North Avenue	2	30 MPH	1,810	Local
Chappell Road	2	30 MPH	4,600	Local
Mayson Turner Road	2	30 MPH	2,130	Local
West Avenue	2	25 MPH*	-	Local
Donald Lee Hollowell Parkway/ SR 8	3	35 MPH	24,300	Principal Arterial
Joseph E Boone Boulevard	3	35 MPH	5,300	Major Collector
Pierce Avenue	2	25 MPH*	-	Local
Kennesaw Drive	2	25 MPH*	-	Local
Burbank Drive	2	30 MPH	-	Local

* Speed limit not visibly posted. Assumed to be 25 MPH.



Kimley»Horn	*425 Chappell Road* *DRI #4295* *Transportation Analysis*	**Study Intersections**	**Figure 4**
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2.3 Traffic Data Collection and Calibration

Traffic counts were collected at the eight (8) existing study intersections on Tuesday, October 8, 2024, during the AM and PM peak periods. Traffic count peak hours for all the study intersections are shown in **Table 6**. The collected peak hour turning movement traffic counts are available upon request.

Table 6: Traffic Count Summary

Intersection	Count Date	AM Peak Hour	PM Peak Hour
1. Donald Lee Hollowell Parkway/SR 8 at Chappell Road	10/2024	7:45 – 8:45 AM	4:15 – 5:15 PM
2. Chappell Road at North Avenue	10/2024	7:30 – 8:30 AM	4:30 – 5:30 PM
3. Chappell Road at Mayson Turner Road/West Avenue	10/2024	7:45 – 8:45 AM	4:00 – 5:00 PM
4. Joseph E Boone Boulevard at Chappell Road	10/2024	7:30 – 8:30 AM	4:00 – 5:00 PM
5. Joseph E Boone Boulevard at Mayson Turner Road/Burbank Drive	10/2024	7:30 – 8:30 AM	4:45 – 5:45 PM
6. North Avenue at North Avenue/Private Driveways	10/2024	7:00 – 8:00 AM	4:45 – 5:45 PM
7. Donald Lee Hollowell Parkway/SR 8 at Pierce Avenue	10/2024	7:45 – 8:45 AM	4:15 – 5:15 PM
8. Chappell Road at Kennesaw Drive	10/2024	7:45 – 8:45 AM	4:30 – 5:30 PM

2.4 Background Growth

Background traffic is defined as expected traffic on the roadway network in future year(s) absent the construction and opening of the proposed *425 Chappell Road* development. Background traffic includes a base growth rate, which is based on historical count data and population growth data. It can also include trips anticipated from nearby or adjacent other projects.

Based on methodology outlined in the GRTA Letter of Understanding (LOU), a 1.5 percent per year background traffic growth rate from 2024 to 2030 (6 years) was used for all roadways.

The Projected 2030 No-Build conditions represent the Existing 2024 traffic volumes grown for six (6) years at 1.5% per year throughout the study network. Additionally, background traffic considered future project trips from the nearby *1060 Donald Lee Hollowell DRI #4187*. While the projected build-out of *DRI #4187* is anticipated by 2031, project trips from this development were included in future build-out years to anticipate combined impacts of the expected nearby development.

The Projected 2030 Build conditions represent the project trips generated by the *425 Chappell Road* development (discussed in Section 3.0 and 4.0) added to the Projected 2030 No-Build Conditions.

2.5 Programmed and Planned Projects

Programmed and planned projects near the project site were researched to account for any improvements or modifications within the study network expected to be installed before or by the build-out year of the development. The programmed and planned projects were discussed in the methodology meeting with GRTA, ARC, and other local stakeholders.

The following projects shown in **Table 7** are programmed to occur near the development.

Table 7: Programmed Projects

Project Name	From / To Points:	Sponsor	GDOT PI #	ARC ID # (TIP)	Design FY	ROW / UTL FY	CST FY
SR 8/US 278 from SR 280 to CS 6701/Stiff Street	SR 280 to CS 6701/Stiff Street	GDOT	0017926	-	2022	-	2023
Westside Trail of Atlanta BeltLine (Segment 4)	Lena Street/Washington Park to Law Street	ABI	-	-	-	-	2023
DL Hollowell Sidewalks	Proctor Creek Greenway to W Lake Avenue NW	ATL	0010322	-	2022	-	-
SR 8 from Proctor Creek Greenway to Atlanta BeltLine - VRU	Proctor Creek Greenway to Atlanta Beltline	GDOT	0020200	-	-	-	-
Bankhead Station Improvements/ Platform Extension	Bankhead MARTA Station	MARTA	-	-	2024	-	2027
CS 716/CS 3498/Marietta Blvd from CS 13/Coronet Way to SR 8	CS 13/Coronet Way to SR 8/Donalde Lee Hollowell Parkway	GDOT	0017803	-	-	-	-
Proctor Creek Wetlands at Hollowell/at Hunter Hills	Vicinity of Proctor Creek and Maddox Park	ATL Watershed Dept.	-	-	2024	2024	-

**Project information was obtained from GeoPI (GDOT), the Atlanta Region's Plan (ARC), and MARTA.*

The following programmed project was considered in the analysis under the specified scenarios for roadway geometry and vehicular analysis parameters:

- SR 8/US 278 from SR 280 to CS 6701/Stiff Street (PI #0017926): Existing condition – project under construction/nearing completion

It should be noted that this programmed project is not anticipated to impact the roadway geometry or signal timings that are currently in place. Thus, no updates were made from the Existing to the No-Build synchro model.

The following projects shown in **Table 8** are planned to occur near the development.

Table 8: Planned Projects

Project Name	From / To Points:	Potential Sponsor	GDOT PI #	ARC ID # (TIP)	Project Timeline	Planning Document
North Avenue Corridor Bus Rapid Transit	MARTA North Avenue Rail Station to MARTA Bankhead Rail Station	MARTA	-	AR-491B	2041-5050	ARC Document
Atlanta Streetcar – Northwest Beltline Corridor	Near Intersection of Westview Drive at Langhorn Street to MARTA Bankhead Rail Station	MARTA	-	AR-490F	2041-2050	ARC Document
Atlanta BeltLine Street Framework Plan – Subarea 10	Multiple new roadway connections/ alignments in the vicinity of the project	Atlanta BeltLine	-	N/A	TBD	Atlanta BeltLine Subarea 10 Master Plan
MARTA Bankhead Station Transit Oriented Development	MARTA Bankhead development	MARTA	-	-	-	-
Envisioned City of Atlanta and BeltLine Partnership Development	Site south of North Avenue, east of Chappell Road, and north of Mayson Turner Road	City of Atlanta	-	-	-	Chappell-Maddox Site Redevelopment Summary

It is notable that this development is adjacent to land owned by the City of Atlanta Public Works. This particular development falls within the footprint of land currently owned by the Atlanta BeltLine. However, the area plan envisioned with both the Atlanta BeltLine property and City of Atlanta Public Works property has been shared as a combined vision in the *Chappell-Maddox Site Redevelopment Summary* (August 2024). This particular DRI is subject only to the property owned by the Atlanta BeltLine. Future development on the adjacent parcel owned by the City of Atlanta is not currently programmed.

Available fact sheets for projects listed in the table above can be found in **Appendix D**.

2.6 Level-of-Service Overview

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. LOS analyses were conducted at all intersections within the study network using *Synchro 12*.

LOS for signalized intersections is reported for the intersection as a whole. One or more movements at an intersection may experience a low LOS while the intersection as a whole may operate acceptably.

LOS for unsignalized intersections with all-way stop control is reported for all approaches.

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

2.7 Level-of-Service Standards

Per GRTA Development of Regional Impact Review Procedures, a LOS standard of 'E' is applicable to the following intersections based on Study Network located within ½-mile of the Bankhead MARTA rail station:

- Donald Lee Hollowell Parkway at Chappell Road
- Donald Lee Hollowell Parkway at Pierce Avenue

All other study intersections are located in the Maturing Neighborhoods area as specified in the Atlanta Regional Commission's Unified Growth Policy Map. Therefore, for the purposes of this traffic analysis, a LOS standard of D was assumed for all other intersections not listed above per section 3.2.2.1 of the GRTA *Development of Regional Impact Review Procedures,* and as specified in the LOU.

GDOT Intersection Control Evaluation (ICE) Stage 1 is required for GDOT-maintaining intersections or approaches that do not meet LOS standards and where the project is increasing trips to the approach by twenty (20) percent or more.

- It is notable that GDOT-maintained intersections studied for this DRI meet LOS standards and therefore do not require GDOT ICE Stage 1.

3.0 TRIP GENERATION

Gross trips associated with the proposed development were estimated using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition*, using equations and rates as documented in the Methodology Meeting Packet and discussed in the Methodology Meeting. Reductions to gross trips including mixed-use reductions, alternative transportation mode reductions, and pass-by reductions for retail uses are considered in the analysis based on methodology outlined in the GRTA Letter of Understanding (LOU).

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. Mixed-use reductions were taken in this analysis per the LOU.

Alternative modes reductions are taken when a site can be accessed by modes other than vehicles (walking, bicycling, transit, etc.). Alternative modes reductions were taken in this analysis per the LOU.

Pass-by reductions are considered when traffic already 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 continue to travel the same route regardless of the build-out of the new development. Therefore, the pass-by trips visiting retail and restaurants would not be a new trip on the adjacent roadway but would contribute to new trips on the driveways. Pass-by reductions were taken in this analysis per the LOU.

Table 9 summarizes the gross trip generation, reductions, net trip generation, and driveway volumes for the proposed *425 Chappell Road DRI* development.

Table 9: Trip Generation

Land Use	Density	Daily Traffic			AM Peak Hour		PM Peak Hour	
		Total	Enter	Exit	Enter	Exit	Enter	Exit
Proposed Project Trips								
220 - Multifamily Housing (Low-Rise)	140 dwelling units	972	486	486	16	50	51	30
221 - Multifamily Housing (Mid-Rise)	630 dwelling units	2,958	1,479	1,479	61	205	150	96
223 – Affordable Housing	330 dwelling units	1,370	685	685	25	62	90	62
822 – Strip Retail Plaza (<40K)	5,000 SF	440	220	220	7	5	24	24
Gross Project Trips		**5,740**	**2,870**	**2,870**	**109**	**322**	**315**	**212**
Mixed-Use Reductions		*-88*	*-44*	*-44*	*-2*	*-2*	*-8*	*-8*
Alternative Mode Reductions (25%)		*-1,413*	*-707*	*-706*	*-27*	*-80*	*-77*	*-52*
Pass-by Reductions (Retail - 40%)		*-118*	*-59*	*-59*	*0*	*0*	*-6*	*-6*
New Trips		**4,121**	**2,060**	**2,060**	**80**	**240**	**224**	**146**

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

4.0 TRIP DISTRIBUTION AND ASSIGNMENT

The distribution of new project trips was based on the project land uses, a review of land use densities and road facilities in the area, engineering judgement, and methodology discussions with GRTA, ARC, GDOT, City of Atlanta, Atlanta BeltLine and other local stakeholders.

The anticipated distribution and assignment of the trips throughout the study roadway network for non-residential land uses is shown in **Figure 5.** The anticipated distribution and assignment of the trips throughout the study roadway network for residential land uses is shown in **Figure 6**. These trip assignment percentages were applied to the net project trips expected to be generated by the development, and the volumes were assigned to the roadway network. The peak hour project trips are shown by turning movement throughout the study network in **Figure 7**.

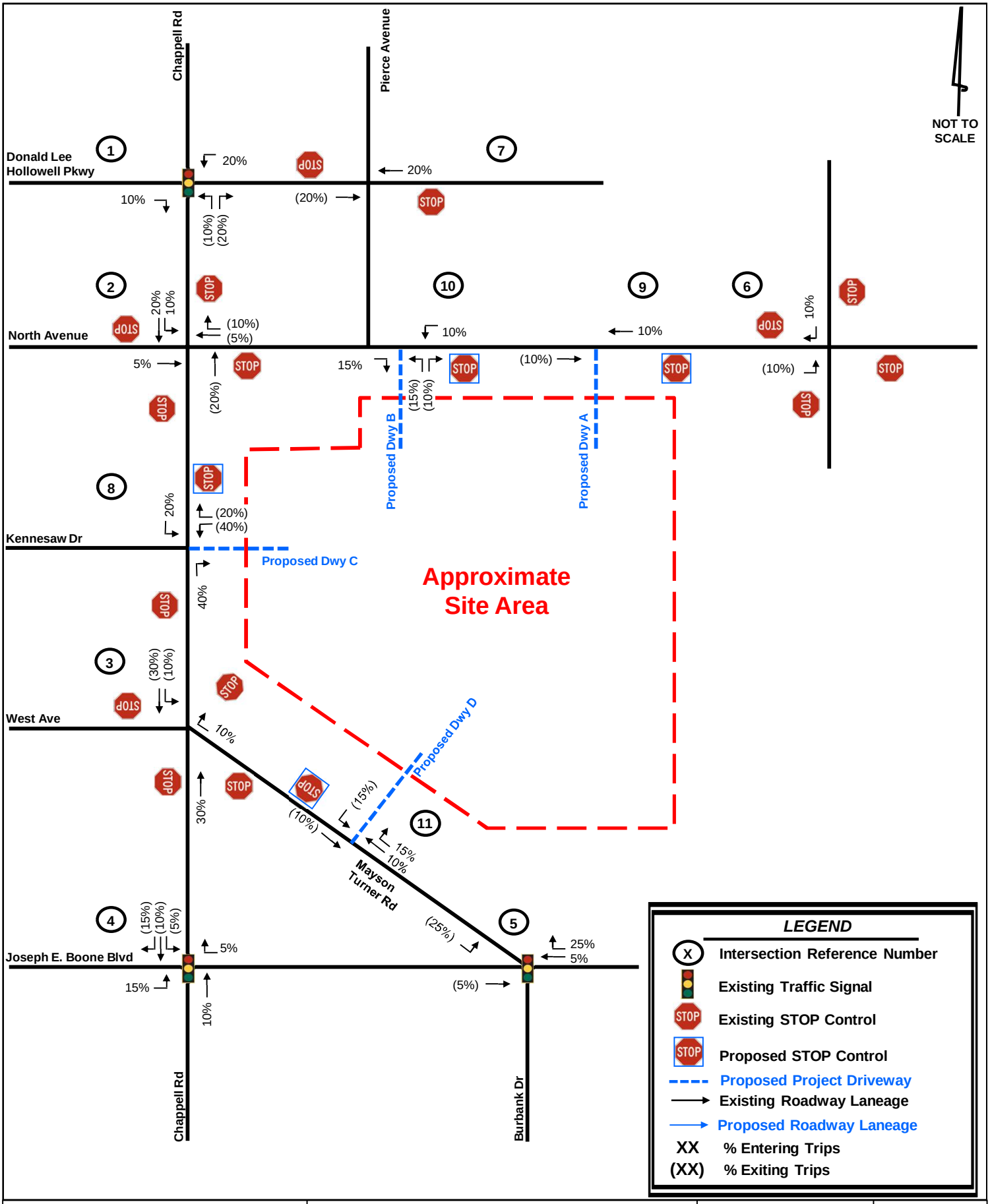
Detailed intersection volume worksheets are provided in **Appendix C**.

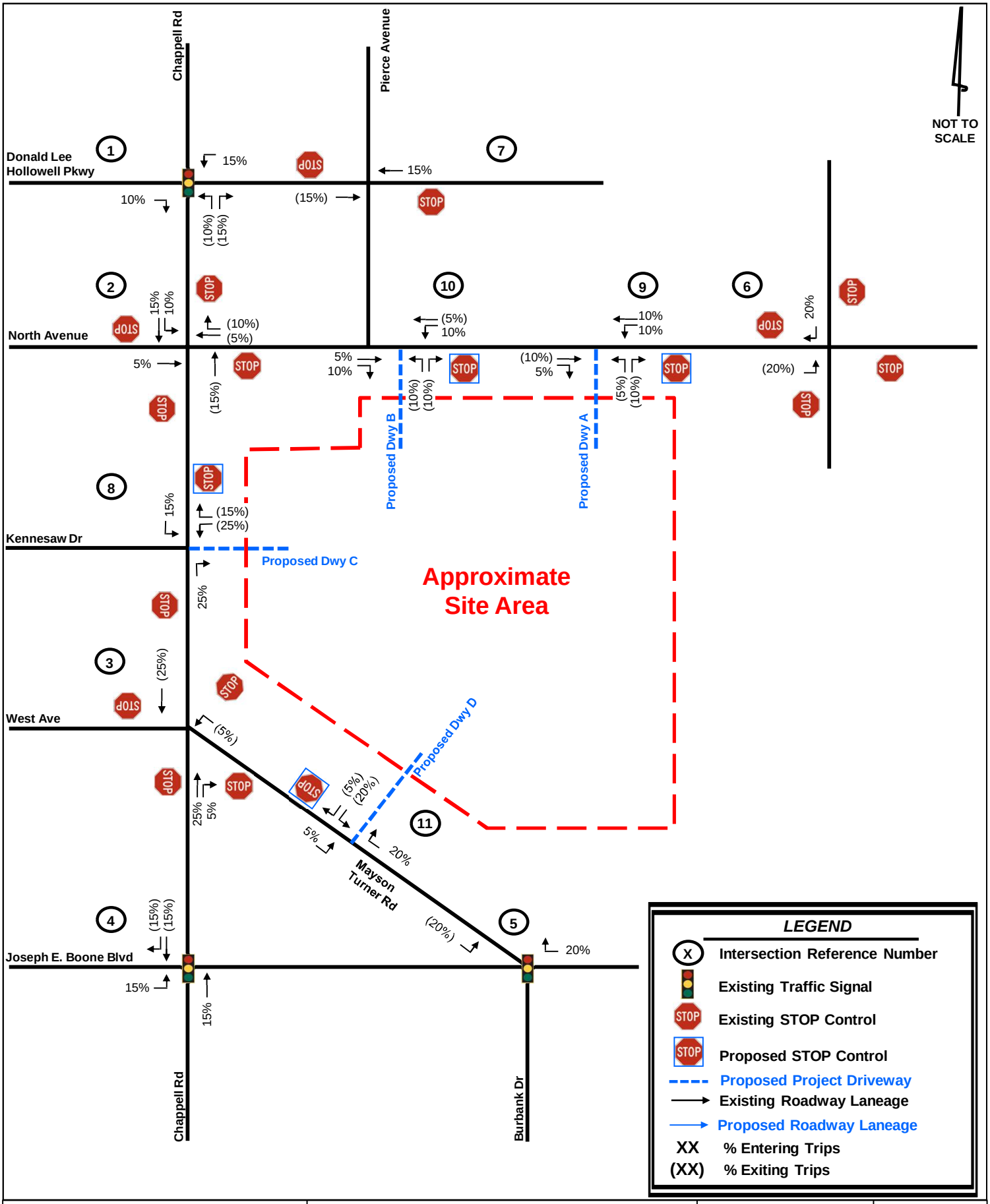
5.0 TRAFFIC ANALYSIS

Capacity analyses were performed using *Synchro 12* for the AM and PM peak hours under the Existing 2024 conditions, 2030 No-Build conditions, and 2030 Build conditions. The capacity analyses were performed using methodologies from the *Highway Capacity Manual (HCM), 6th Edition* unless otherwise noted.

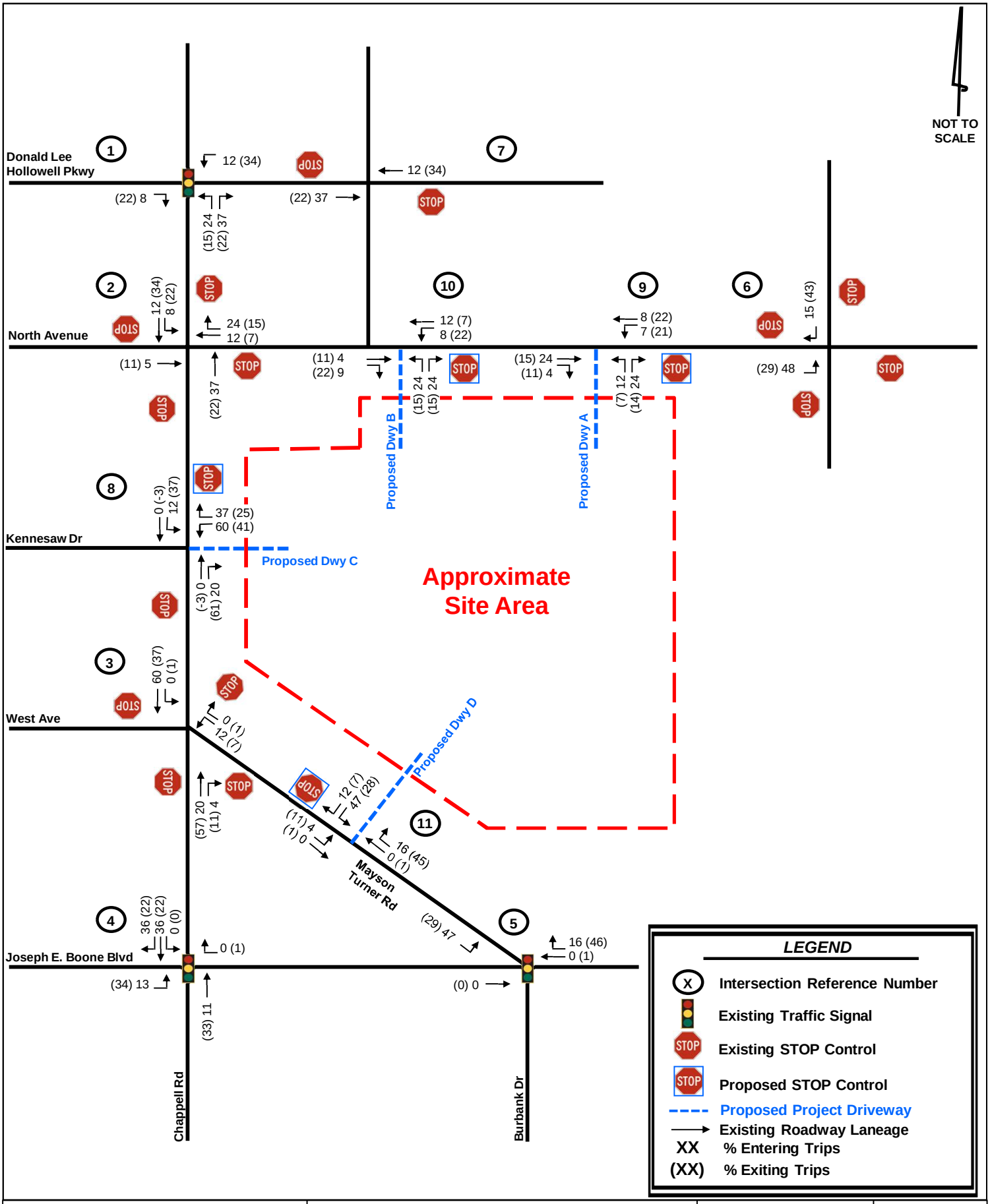
These analyses included existing roadway laneage for each of the scenarios because no programmed roadway geometry changes were identified that would be installed prior to the 2030 build out of the development. The traffic volumes and roadway laneage used for each scenario are shown in **Figure 8** for Existing 2024 conditions, **Figure 9** for 2030 No-Build conditions, and **Figure 10** for 2030 Build conditions.

Sections 5.1 – 5.11 provide the results of the capacity analyses are presented for each study intersection and site driveway including projected LOS, delay, and queue lengths.


Chappell Rd
Pierce Avenue
NOT TO SCALE
Donald Lee Hollowell Pkwy
North Avenue
Kennesaw Dr
West Ave
Joseph E. Boone Blvd
Chappell Rd
Burbank Dr
Mayson Turner Rd
Proposed Dwy A
Proposed Dwy B
Proposed Dwy C
Proposed Dwy D
Approximate Site Area
1
2
3
4
5
6
7
8
9
10
11
20%
(10%)
(20%)
(20%)
10%
5%
(10%)
(5%)
15%
(15%)
(10%)
(10%)
(20%)
(40%)
40%
(30%)
(10%)
30%
(15%)
(10%)
15%
10%
(25%)
25%
5%
(5%)
STOP
LEGEND
X Intersection Reference Number
Existing Traffic Signal
Existing STOP Control
Proposed STOP Control
Proposed Project Driveway
Existing Roadway Laneage
Proposed Roadway Laneage
XX % Entering Trips
(XX) % Exiting Trips



Kimley»Horn	425 Chappell Road DRI #4295 Transportation Analysis	Residential Trip Distribution & Assignment	Figure 6
			Page 20



Kimley»Horn	425 Chappell Road DRI #4295 Transportation Analysis	Project Trips	Figure 7
			Page 21

5.1 Donald Lee Hollowell Parkway/SR 8 at Chappell Road (Intersection 1)

Intersection 1 is located within ½-mile of the Bankhead MARTA station, therefore per GRTA *Development of Regional Impact Review Procedures,* Section 3.2.2.1 guidance, the LOS standard for the study intersection is LOS E.

Overall LOS Standard: E Approach LOS Standard: E			Chappell Rd			Chappell Rd			Donald Lee Hollowell Parkway/SR 8			Donald Lee Hollowell Parkway/SR 8		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2024 EXISTING (SIGNAL)	AM	Overall LOS	B (19.4)											
		Approach LOS	E (73.9)			A (0.0)			B (11.1)			A (7.3)		
		Storage		125				75	75			175		
		50th Queue	65	195		0		0	0	398		35	73	
		95th Queue	118	310		0		0	0	560		60	130	
	PM	Overall LOS	B (14.1)											
		Approach LOS	E (77.2)			A (0.0)			A (4.2)			A (7.6)		
		Storage		125				75	75			175		
		50th Queue	108	130		0		0	0	108		58	278	
		95th Queue	190	223		0		0	0	193		105	413	
2030 NO-BUILD (SIGNAL)	AM	Overall LOS	C (23.4)											
		Approach LOS	E (72.8)			A (0.0)			B (17.5)			B (10.5)		
		Storage		125				75	75			175		
		50th Queue	70	213		0		0	0	640		55	98	
		95th Queue	125	333		0		0	0	848		98	175	
	PM	Overall LOS	B (16.1)											
		Approach LOS	E (76.5)			A (0.0)			A (5.1)			B (11.2)		
		Storage		125				75	75			175		
		50th Queue	118	140		0		0	0	143		80	438	
		95th Queue	205	235		0		0	0	243		143	610	
2030 BUILD (SIGNAL)	AM	Overall LOS	B (18.2)											
		Approach LOS	E (76.5)			A (0.0)			B (11.7)			A (7.4)		
		Storage		125				75	75			175		
		50th Queue	100	138		0		0	0	455		53	68	
		95th Queue	183	235		0		0	0	630		93	123	
	PM	Overall LOS	B (12.5)											
		Approach LOS	E (74.9)			A (0.0)			A (4.7)			B (10.3)		
		Storage		125				75	75			175		
		50th Queue	135	13		0		0	0	135		95	393	
		95th Queue	233	20		0		0	0	233		170	555	

The existing signalized intersection of Donald Lee Hollowell Parkway/SR 8 at Chappell Road (Intersection 1) is projected to meet GRTA's standards per approach and for the overall LOS under the 2024 Existing conditions, 2030 No-Build conditions, and 2030 Build conditions during the AM and PM peak hours.

5.2 Chappell Road at North Avenue (Intersection 2)

Overall LOS Standard: D Approach LOS Standard: D			Chappell Road Northbound			Chappell Road Southbound			North Avenue Eastbound			North Avenue Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2024 EXISTING (AWSC)	**AM**	Overall LOS	B (10.4)											
		Approach LOS	B (11.6)			A (8.7)			A (8.5)			A (9.0)		
		Storage												
		50th Queue												
		95th Queue		58			15			8			8	
	PM	Overall LOS	C (16.0)											
		Approach LOS	C (15.9)			C (15.6)			B (10.1)			C (17.2)		
		Storage												
		50th Queue												
		95th Queue		78			83			8			93	
2030 NO-BUILD (AWSC)	**AM**	Overall LOS	B (11.0)											
		Approach LOS	B (12.6)			A (8.9)			A (8.7)			A (9.2)		
		Storage												
		50th Queue												
		95th Queue		70			18			8			10	
	PM	Overall LOS	C (19.8)											
		Approach LOS	C (19.5)			C (19.3)			B (10.8)			C (21.7)		
		Storage												
		50th Queue												
		95th Queue		108			113			8			128	
2030 BUILD (AWSC)	**AM**	Overall LOS	B (12.3)											
		Approach LOS	B (14.7)			A (9.6)			A (9.2)			A (9.8)		
		Storage												
		50th Queue												
		95th Queue		93			23			10			15	
	PM	Overall LOS	D (27.3)											
		Approach LOS	D (25.4)			D (30.0)			B (12.1)			D (28.6)		
		Storage												
		50th Queue												
		95th Queue		143			188			13			168	

The existing all-way stop-controlled intersection of Chappell Road at North Avenue (Intersection 2) is projected to meet GRTA's LOS standards per approach and for the overall LOS under the 2024 Existing conditions, 2030 No-Build conditions, and 2030 Build conditions during the AM and PM peak hours.

5.3 Chappell Road at Mayson Turner Road / West Avenue (Intersection 3)

Overall LOS Standard: D Approach LOS Standard: D			Chappell Road Northbound			Chappell Road Southbound			West Avenue Eastbound			Mayson Turner Road Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2024 EXISTING (AWSC)	**AM**	Overall LOS	A (9.2)											
		Approach LOS	A (9.5)			A (9.3)			A (7.8)			A (7.9)		
		Storage												
		50th Queue												
		95th Queue		33			30			0			8	
	PM	Overall LOS	B (12.6)											
		Approach LOS	A (9.5)			B (14.8)			A (8.6)			A (9.0)		
		Storage												
		50th Queue												
		95th Queue		28			110			0			15	
2030 NO-BUILD (AWSC)	**AM**	Overall LOS	A (9.6)											
		Approach LOS	A (9.9)			A (9.7)			A (8.0)			A (8.1)		
		Storage												
		50th Queue												
		95th Queue		40			35			0			8	
	PM	Overall LOS	B (14.3)											
		Approach LOS	A (10.0)			C (17.3)			A (8.8)			A (9.3)		
		Storage												
		50th Queue												
		95th Queue		30			140			0			18	
2030 BUILD (AWSC)	**AM**	Overall LOS	B (10.5)											
		Approach LOS	B (10.6)			B (10.9)			A (8.3)			A (8.7)		
		Storage												
		50th Queue												
		95th Queue		48			53			0			10	
	PM	Overall LOS	C (16.9)											
		Approach LOS	B (11.4)			C (21.4)			A (9.2)			A (9.9)		
		Storage												
		50th Queue												
		95th Queue		48			180			0			20	

The existing all-way stop-controlled intersection of Chappell Road at Mayson Turner Road / West Avenue (Intersection 3) is projected to meet GRTA's LOS standards per approach and for the overall LOS under the 2024 Existing conditions, 2030 No-Build conditions, and 2030 Build conditions during the AM and PM peak hours.

5.4 Joseph E Boone Boulevard at Chappell Road (Intersection 4)

Overall LOS Standard: D Approach LOS Standard: D			Chappell Road			Chappell Road			Joseph E Boone Boulevard			Joseph E Boone Boulevard		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2024 EXISTING (SIGNAL)	AM	Overall LOS	C (23.3)											
		Approach LOS	D (35.3)			C (26.3)			B (14.3)			B (18.2)		
		Storage							100					
		50th Queue	145			50			13	73		15	63	
		95th Queue	245			88			23	130		28	110	
	PM	Overall LOS	C (23.8)											
		Approach LOS	C (23.2)			C (31.9)			B (12.4)			C (20.3)		
		Storage							100					
		50th Queue	78			173			3	35		23	98	
		95th Queue	140			280			5	60		43	175	
2030 NO-BUILD (SIGNAL)	AM	Overall LOS	C (24.3)											
		Approach LOS	D (38.1)			C (26.6)			B (15.8)			B (19.6)		
		Storage							100					
		50th Queue	168			53			13	105		15	85	
		95th Queue	275			98			25	190		30	153	
	PM	Overall LOS	C (24.9)											
		Approach LOS	C (22.4)			C (33.3)			B (14.0)			C (23.4)		
		Storage							100					
		50th Queue	85			195			3	50		28	148	
		95th Queue	153			310			8	88		48	240	
2030 BUILD (SIGNAL)	AM	Overall LOS	C (25.3)											
		Approach LOS	D (39.4)			C (29.5)			B (15.6)			B (19.6)		
		Storage							100					
		50th Queue	178			93			18	105		15	85	
		95th Queue	288			168			30	190		30	153	
	PM	Overall LOS	C (26.5)											
		Approach LOS	C (22.1)			D (37.4)			B (14.4)			C (24.2)		
		Storage							100					
		50th Queue	95			233			13	50		28	150	
		95th Queue	173			358			20	93		50	240	

The existing signalized intersection of Northside Drive/SR 3 at Joseph E Boone Boulevard at Chappell Road (Intersection 4) is projected to meet GRTA's LOS standards per approach and for the overall LOS under the 2024 Existing conditions, 2030 No-Build conditions, and 2030 Build conditions during the AM and PM peak hours.

5.5 Joseph E Boone Boulevard at Mayson Turner Rd / Burbank Drive (Intersection 5)

Overall LOS Standard: D Approach LOS Standard: D			Burbank Drive			Mayson Turner Road			Joseph E Boone Boulevard			Joseph E Boone Boulevard		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2024 EXISTING (SIGNAL)	**AM**	Overall LOS	A (8.8)											
		Approach LOS	C (28.0)			C (28.3)			A (0.6)			A (6.4)		
		Storage												
		50th Queue	40			45			5			28		25
		95th Queue	73			80			10			50		48
	PM	Overall LOS	A (9.8)											
		Approach LOS	C (23.0)			C (24.6)			A (0.3)			A (7.1)		
		Storage												
		50th Queue	25			48			3			35		33
		95th Queue	48			85			5			60		58
2030 NO-BUILD (SIGNAL)	**AM**	Overall LOS	A (8.4)											
		Approach LOS	C (28.4)			C (28.6)			A (0.9)			A (6.6)		
		Storage												
		50th Queue	45			48			8			33		33
		95th Queue	80			88			13			60		58
	PM	Overall LOS	A (9.6)											
		Approach LOS	C (23.1)			C (25.0)			A (0.4)			A (7.5)		
		Storage												
		50th Queue	28			53			3			45		40
		95th Queue	53			95			5			80		75
2030 BUILD (SIGNAL)	**AM**	Overall LOS	A (9.8)											
		Approach LOS	C (28.3)			C (31.5)			A (0.9)			A (6.7)		
		Storage												
		50th Queue	45			80			8			35		35
		95th Queue	80			143			13			63		63
	PM	Overall LOS	B (10.3)											
		Approach LOS	C (23.1)			C (26.3)			A (0.4)			A (7.8)		
		Storage												
		50th Queue	28			68			3			50		45
		95th Queue	50			120			5			90		83

The existing signalized intersection of Joseph E Boone Boulevard at Mayson Turner Road / Burbank Drive (Intersection 5) is projected to meet GRTA's LOS standards per approach and for the overall LOS under the 2024 Existing conditions, 2030 No-Build conditions, and 2030 Build conditions during the AM and PM peak hours.

5.6 North Avenue at North Avenue / Private Driveways (Intersection 6)

Overall LOS Standard: D Approach LOS Standard: D			Private Driveway Northbound			North Avenue Southbound			North Avenue Eastbound			Private Driveway Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2024 EXISTING (AWSC)	**AM**	Overall LOS	A (7.6)											
		Approach LOS	A (7.4)			A (7.5)			A (7.4)			A (8.1)		
		Storage												
		50th Queue												
		95th Queue		3			3			5			5	
	PM	Overall LOS	A (8.1)											
		Approach LOS	A (7.7)			A (8.1)			A (8.0)			A (7.5)		
		Storage												
		50th Queue												
		95th Queue		3			35			5			0	
2030 NO-BUILD (AWSC)	**AM**	Overall LOS	A (7.6)											
		Approach LOS	A (7.4)			A (7.5)			A (7.4)			A (8.2)		
		Storage												
		50th Queue												
		95th Queue		3			3			5			5	
	PM	Overall LOS	A (8.3)											
		Approach LOS	A (7.7)			A (8.4)			A (8.1)			A (7.6)		
		Storage												
		50th Queue												
		95th Queue		3			40			5			0	
2030 BUILD (AWSC)	**AM**	Overall LOS	A (7.9)											
		Approach LOS	A (7.6)			A (7.7)			A (8.0)			A (8.3)		
		Storage												
		50th Queue												
		95th Queue		3			5			13			5	
	PM	Overall LOS	A (8.9)											
		Approach LOS	A (7.9)			A (9.0)			A (8.6)			A (7.8)		
		Storage												
		50th Queue												
		95th Queue		3			50			10			0	

The existing all-way stop-controlled intersection of North Avenue at North Avenue / Private Driveways (Intersection 6) is projected to meet GRTA's LOS standards per approach and for the overall LOS under the 2024 Existing conditions, 2030 No-Build conditions, and 2030 Build conditions during the AM and PM peak hours.

5.7 Donald Lee Hollowell Parkway (SR 8) at Pierce Avenue / Private Driveway (Intersection 7)

Intersection 7 is located within ½-mile of the Bankhead MARTA station, therefore per GRTA *Development of Regional Impact Review Procedures,* Section 3.2.2.1 guidance, the LOS standard for the study intersection is LOS E.

Overall LOS Standard: E Approach LOS Standard: E			Pierce Avenue			Private Driveway			Donald Lee Hollowell Parkway (SR 8)			Donald Lee Hollowell Parkway (SR 8)		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2024 EXISTING (TWSC)	**AM**	Overall LOS	(0.5)											
		Approach LOS	D (27.6)			A (0.0)			A (0.0)			B (11.5)		
		Storage							150			150		
		50th Queue												
		95th Queue	13			0			0			0		
	PM	Overall LOS	(0.3)											
		Approach LOS	C (21.4)			A (0.0)			A (0.0)			A (9.0)		
		Storage							150			150		
		50th Queue												
		95th Queue	8			0			0			3		
2030 NO-BUILD (TWSC)	**AM**	Overall LOS	(0.6)											
		Approach LOS	E (36.0)			A (0.0)			A (0.0)			B (12.6)		
		Storage							150			150		
		50th Queue												
		95th Queue	18			0			0			0		
	PM	Overall LOS	(0.4)											
		Approach LOS	D (26.1)			A (0.0)			A (0.0)			A (9.3)		
		Storage							150			150		
		50th Queue												
		95th Queue	13			0			0			3		
2030 BUILD (TWSC)	**AM**	Overall LOS	(0.6)											
		Approach LOS	E (37.9)			A (0.0)			A (0.0)			B (12.9)		
		Storage							150			150		
		50th Queue												
		95th Queue	20			0			0			0		
	PM	Overall LOS	(0.4)											
		Approach LOS	D (27.2)			A (0.0)			A (0.0)			A (9.4)		
		Storage							150			150		
		50th Queue												
		95th Queue	13			0			0			3		

The existing two-way stop-controlled intersection of Donald Lee Hollowell Parkway (SR 8) at Pierce Avenue / Private Driveway (Intersection 7) is projected to meet GRTA's LOS standards per approach and for the overall LOS under the 2024 Existing conditions, 2030 No-Build conditions, and 2030 Build conditions during the AM and PM peak hours.

5.8 Chappell Road at Kennesaw Drive / Proposed Driveway C (Intersection 8)

Overall LOS Standard: D Approach LOS Standard: D			Chappell Road			Chappell Road			Kennesaw Drive			Proposed Driveway C		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2024 Existing (TWSC)	AM	Overall LOS	(0.3)											
		Approach LOS	A (7.6)			A (0.0)			B (11.0)			A (0.0)		
		Storage												
		50th Queue												
		95th Queue	0			0			3			0		
	PM	Overall LOS	(0.2)											
		Approach LOS	A (8.5)			A (0.0)			C (15.7)			A (0.0)		
		Storage												
		50th Queue												
		95th Queue	0			0			3			0		
2030 NO-BUILD (TWSC)	AM	Overall LOS	(0.3)											
		Approach LOS	A (7.9)			A (0.0)			B (11.3)			A (0.0)		
		Storage												
		50th Queue												
		95th Queue	0			0			3			0		
	PM	Overall LOS	(0.2)											
		Approach LOS	A (8.7)			A (0.0)			C (17.9)			A (0.0)		
		Storage												
		50th Queue												
		95th Queue	0			0			3			0		
2030 BUILD (TWSC)	AM	Overall LOS	(2.7)											
		Approach LOS	A (7.9)			A (8.1)			B (12.0)			C (15.4)		
		Storage												
		50th Queue												
		95th Queue	0			0			3			23		
	PM	Overall LOS	(2.0)											
		Approach LOS	A (8.7)			A (8.2)			C (21.1)			C (23.6)		
		Storage												
		50th Queue												
		95th Queue	0			3			3			28		

The existing two-way stop-controlled intersection of Chappell Road at Kennesaw Drive (Intersection 8) is projected to meet GRTA's LOS standards per approach and for the overall LOS under the 2024 Existing conditions and 2030 No-Build conditions during the AM and PM peak hours.

Proposed Driveway C will become the 4th leg to the existing two-way stop-controlled intersection of Chappell Road at Kennesaw Drive. The modified two-way stop-controlled intersection of Chappell Road at Kennesaw Drive / Proposed Driveway C (Intersection 8) is projected to meet GRTA's LOS standards per approach and for the overall LOS under the 2030 Build traffic conditions during the AM and PM peak hours.

The recommended lane configuration for Proposed Driveway C is one lane entering the site and one lane exiting the site operating under driveway stop-control, as shown in the site plan. The recommended build improvements are shown in **Figure 10.**

5.9 North Avenue at Proposed Driveway A (Intersection 9)

Overall LOS Standard: D Approach LOS Standard: D			Proposed Driveway A						North Avenue			North Avenue		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2030 BUILD (TWSC)	AM	Overall LOS	(2.3)											
		Approach LOS	A (9.2)						A (0.0)			A (7.4)		
		Storage												
		50th Queue												
		95th Queue	5						0			0		
	PM	Overall LOS	(0.8)											
		Approach LOS	B (10.0)						A (0.0)			A (7.4)		
		Storage												
		50th Queue												
		95th Queue	3						0			3		

The proposed two-way stop-controlled intersection of North Avenue at Proposed Driveway A (Intersection 9) is projected to meet GRTA's LOS standards per approach and for the overall LOS under the 2030 Build traffic conditions during the AM and PM peak hours.

The recommended lane configuration for Proposed Driveway A is one lane entering the site and one lane exiting the site operating under driveway stop-control, as shown in the site plan. The recommended build improvements for each alternative are shown in **Figure 10.**

5.10 North Avenue at Proposed Driveway B (Intersection 10)

Overall LOS Standard: D Approach LOS Standard: D			Proposed Driveway B						North Avenue			North Avenue		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2030 BUILD (TWSC)	AM	Overall LOS	(3.0)											
		Approach LOS	A (9.3)						A (0.0)			A (7.4)		
		Storage												
		50th Queue												
		95th Queue	5						0			0		
	PM	Overall LOS	(1.1)											
		Approach LOS	B (10.7)						A (0.0)			A (7.5)		
		Storage												
		50th Queue												
		95th Queue	5						0			3		

The proposed two-way stop-controlled intersection of North Avenue at Proposed Driveway B (Intersection 10) is projected to meet GRTA's LOS standards per approach and for the overall LOS under the 2030 Build traffic conditions during the AM and PM peak hours.

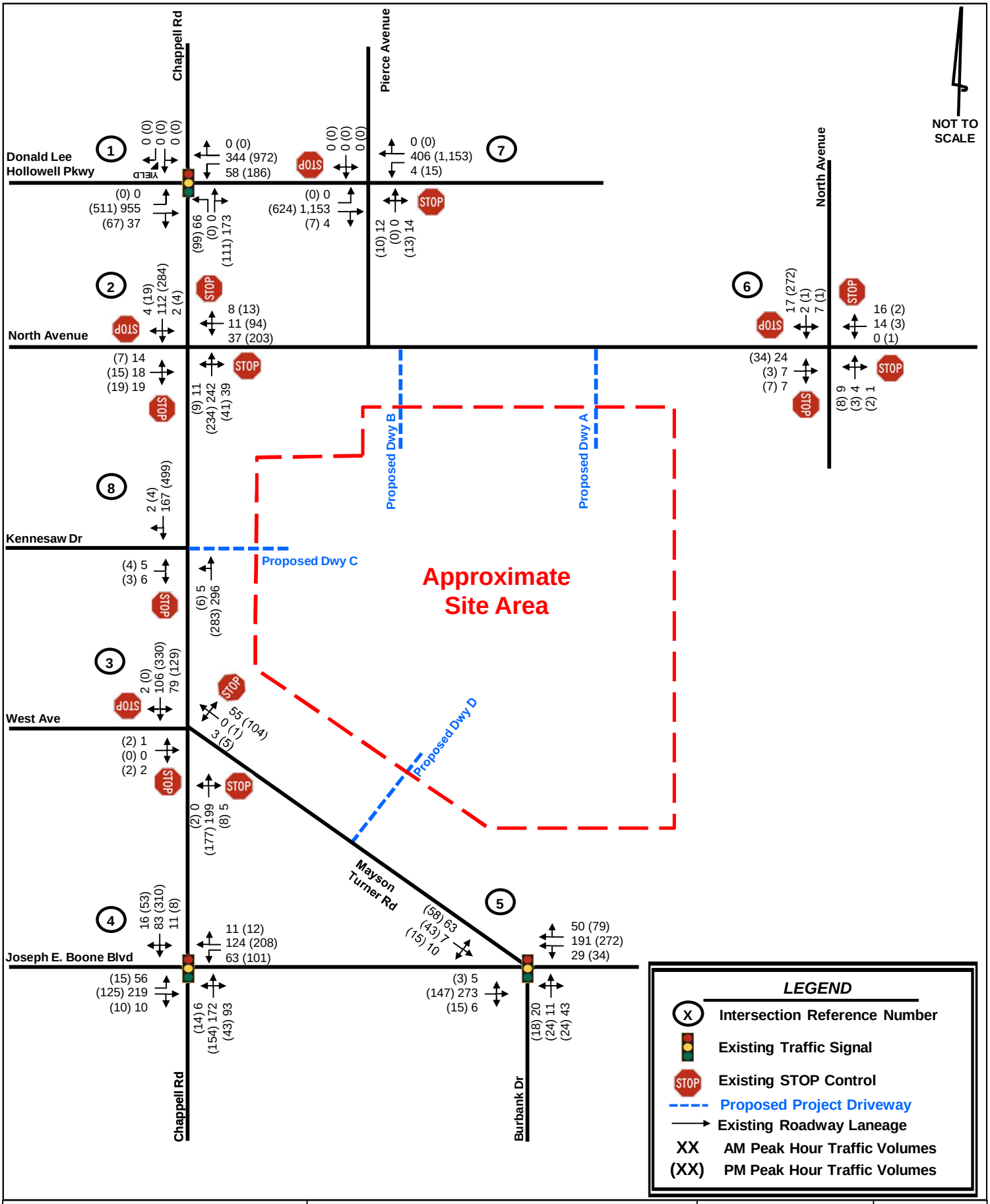
The recommended lane configuration for Proposed Driveway B is one lane entering the site and one lane exiting the site operating under driveway stop-control, as shown in the site plan. The recommended build improvements are shown in **Figure 10.**

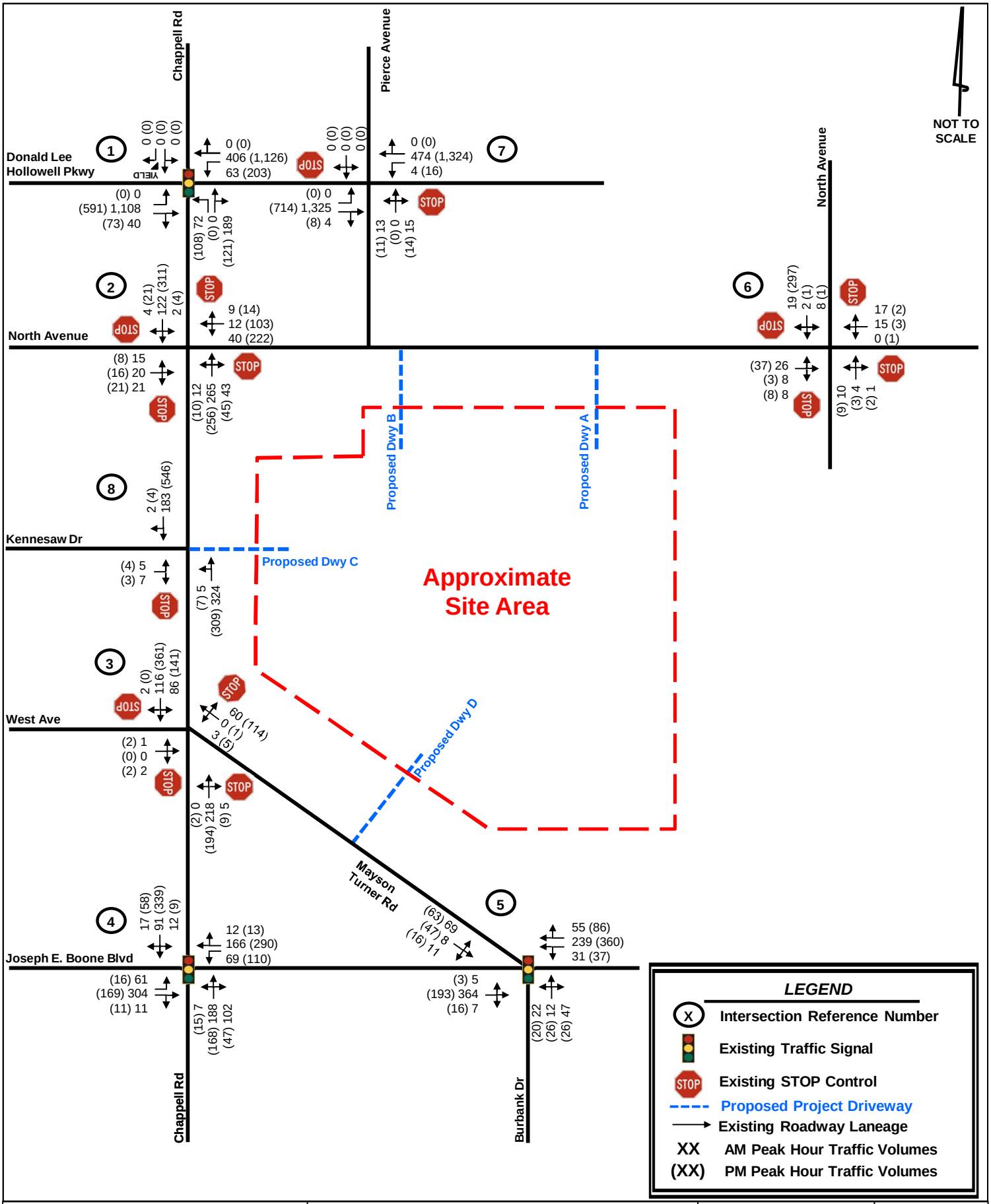
5.11 Mayson Turner Road at Proposed Driveway D (Intersection 11)

Overall LOS Standard: D Approach LOS Standard: D				Proposed Driveway D			Mayson Turner Road			Mayson Turner Road		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2030 BUILD (TWSC)	AM	Overall LOS	(2.6)											
		Approach LOS				A (9.9)			A (7.4)			A (0.0)		
		Storage												
		50th Queue												
		95th Queue				8			0			0		
	PM	Overall LOS	(1.2)											
		Approach LOS				B (10.5)			A (7.6)			A (0.0)		
		Storage												
		50th Queue												
		95th Queue				5			0			0		

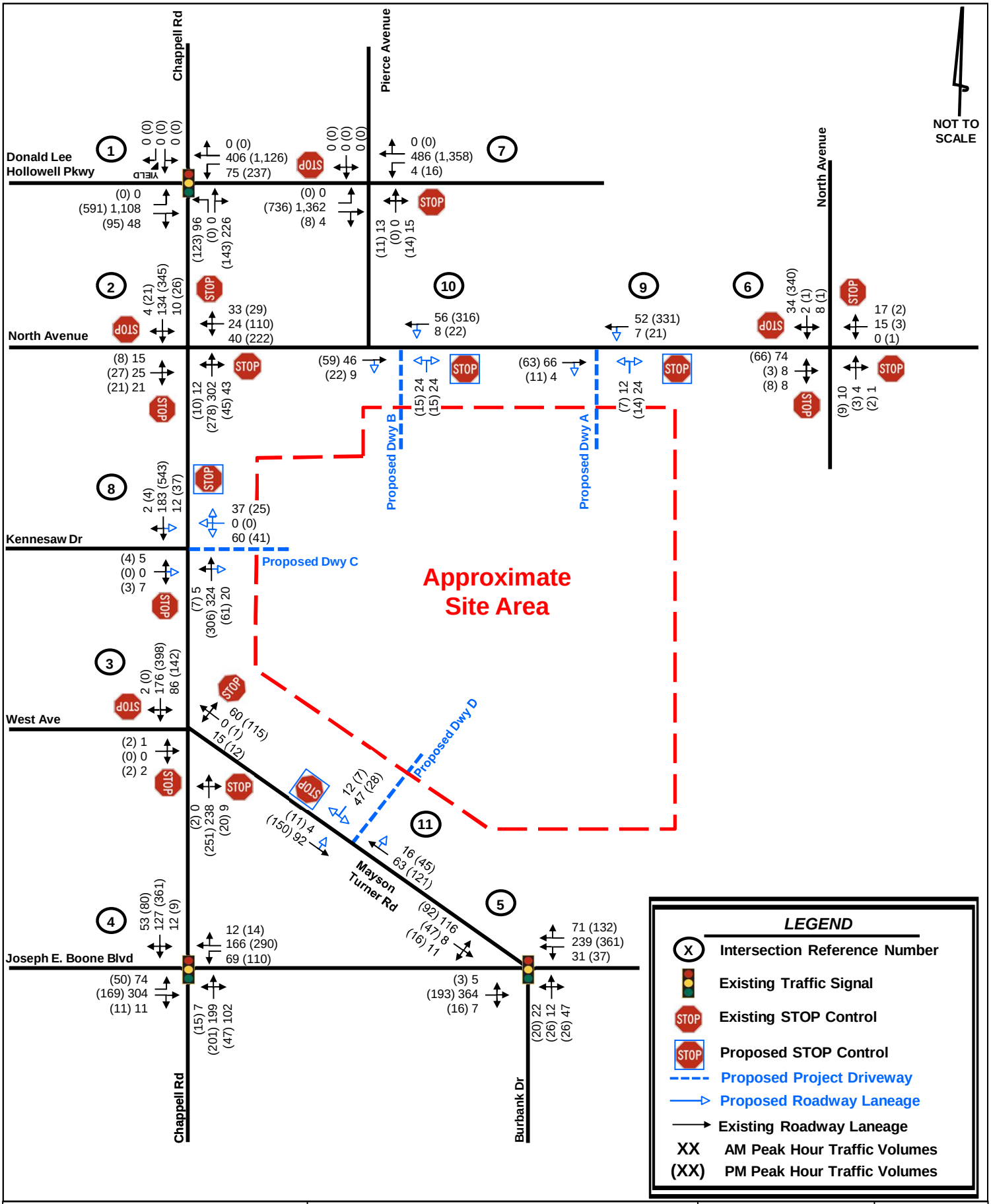
The proposed two-way stop-controlled intersection of Mayson Turner Road at Proposed Driveway D (Intersection 11) is projected to meet GRTA's LOS standards per approach and for the overall LOS under the 2030 Build traffic conditions during the AM and PM peak hours.

The recommended lane configuration for Proposed Driveway D is one lane entering the site and one lane exiting the site operating under driveway stop-control, as shown in the site plan. The recommended build improvements are shown in **Figure 10.**


Chappell Rd
Pierce Avenue
North Avenue
Donald Lee Hollowell Pkwy
North Avenue
Kennesaw Dr
West Ave
Joseph E. Boone Blvd
Chappell Rd
Burbank Dr
Mayson Turner Rd
Proposed Dwy A
Proposed Dwy B
Proposed Dwy C
Proposed Dwy D
Approximate Site Area
NOT TO SCALE
1
2
3
4
5
6
7
8
0 (0)
344 (972)
58 (186)
406 (1,153)
4 (15)
(0) 0
(511) 955
(67) 37
(624) 1,153
(7) 4
(99) 66
(0) 0
(111) 173
(10) 12
(0) 0
(13) 14
4 (19)
112 (284)
2 (4)
8 (13)
11 (94)
37 (203)
17 (272)
2 (1)
7 (1)
16 (2)
14 (3)
0 (1)
(7) 14
(15) 18
(19) 19
(9) 11
(234) 242
(41) 39
(34) 24
(3) 7
(7) 7
(8) 9
(3) 4
(2) 1
2 (4)
167 (499)
(4) 5
(3) 6
(6) 5
(283) 296
2 (0)
106 (330)
79 (129)
55 (104)
0 (1)
3 (5)
(2) 1
(0) 0
(2) 2
(2) 0
(177) 199
(8) 5
16 (53)
83 (310)
11 (8)
11 (12)
124 (208)
63 (101)
(58) 63
(43) 7
(15) 10
50 (79)
191 (272)
29 (34)
(15) 56
(125) 219
(10) 10
(14) 6
(154) 172
(43) 93
(3) 5
(147) 273
(15) 6
(18) 20
(24) 11
(24) 43
LEGEND
X Intersection Reference Number
Existing Traffic Signal
STOP Existing STOP Control
Proposed Project Driveway
Existing Roadway Laneage
XX AM Peak Hour Traffic Volumes
(XX) PM Peak Hour Traffic Volumes

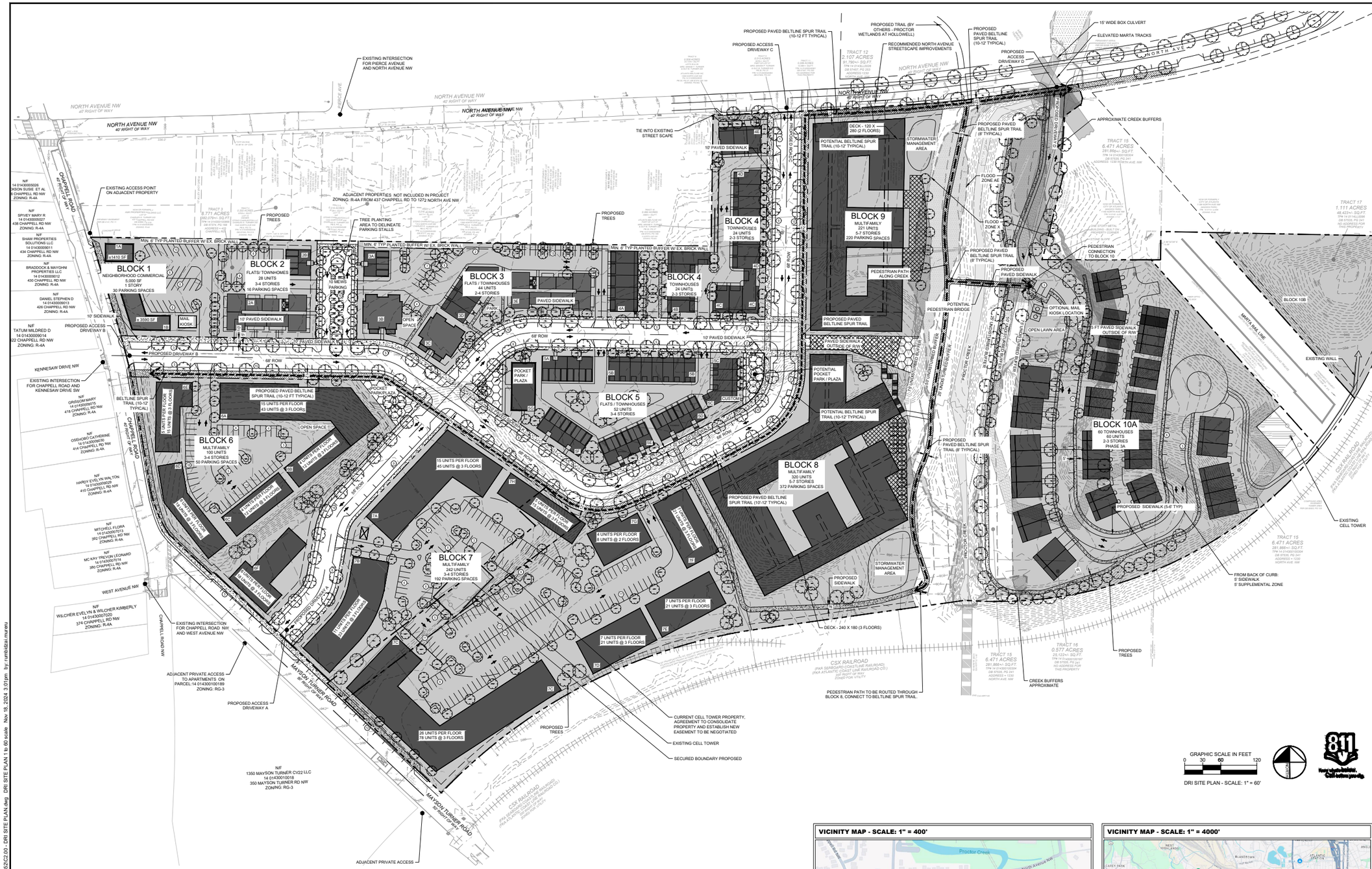


Kimley»Horn	425 Chappell Road DRI #4295 Transportation Analysis	Projected 2030 No-Build Traffic Conditions	Figure 9
			Page 34



Kimley»Horn	425 Chappell Road DRI #4295 Transportation Analysis	Projected 2030 Build Traffic Conditions	Figure 10
			Page 35

Proposed Site Plan



PROPOSED LAND USES AND DENSITIES

Block	Land Use	Residential (Units)				Commercial	Parking
		MF-Low-Rse	MF-Mid-Rse	Affordable	TOTAL	(SF)	Spaces
1	Commercial	-	-	-	-	5,000	30
2	Residential	20	-	8	28	-	16
3	Residential	32	-	12	44	-	33
4	Residential	17	-	8	25	-	34
5	Residential	28	-	12	40	-	35
6	Residential	-	84	36	120	-	46
7	Residential	-	168	74	242	-	218
8	Residential	-	223	97	320	-	372
9	Residential	-	155	66	221	-	220
10	Residential	43	-	17	60	-	60
On Street Parking							208
TOTAL		140	630	330	1,100	5,000	1,272

SITE DEVELOPMENT SUMMARY

OWNER: ATLANTA BELTLINE, INC.

DRI NUMBER: 4295

OVERALL SITE AREA: 31.00 ACRES
CURRENT ADDRESS: 425 CHAPPELL ROAD
CURRENT ZONING: PD-MU, BELTLINE OVERLAY
PROPOSED ZONING: PD-MU, BELTLINE OVERLAY (UPDATED ZONING CONDITIONS)

PROGRAM:

RESIDENTIAL UNITS: 1,100 (30% MINIMUM AFFORDABLE)
DENSITY: 1100 UNITS / 31 ACRES = 35.48 UNITS/ACRE

RETAIL/COMMERCIAL: 5,000 SF
COMMERCIAL FAR = 0.174

PARKING:

REQUIRED: 1,860 SPACES (MAXIMUM ALLOWABLE)
PROVIDED: 1,272 SPACES

SITE NOTES

1. THE BUILDING FOOTPRINTS, STREET LOCATIONS, OPEN SPACE LOCATIONS, SIDEWALK DESIGNS AND PARKING LOCATIONS ON THIS CONCEPTUAL SITE PLAN ARE FOR ILLUSTRATIVE PURPOSES. THEIR SHAPES, LOCATIONS, AND AMOUNTS MAY VARY AS ALLOWED FOR BY DISTRICT REGULATIONS.
2. SHARED PARKING STRATEGIES WILL BE USED WHERE POSSIBLE TO REDUCE THE TOTAL NUMBER OF PARKING SPACES PROVIDED.
3. LOCATION DEDICATED TO LOADING OR PICK / DROP-OFF AREAS FOR RIDE-HAILING, MOVING TRUCKS, PACKAGE DELIVERY, AND/OR OTHER HEAVY VEHICLE DELIVERIES, WILL MEET CITY OF ATLANTA CODE REQUIREMENTS.
4. PARKING DETAILS ARE PRELIMINARY AND WILL BE DETERMINED FURTHER IN THE SITE DEVELOPMENT PROCESS.

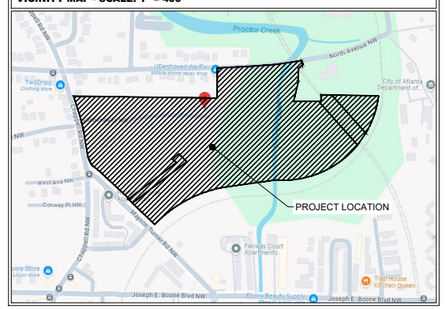
PROJECT CONTACTS

CLIENT/APPLICANT: ATLANTA BELTLINE, INC.
100 PEACHTREE STREET, NW, SUITE 2300
ATLANTA, GA 30303
CONTACT: CHELSEA ARKIN
PHONE: 404-477-3003

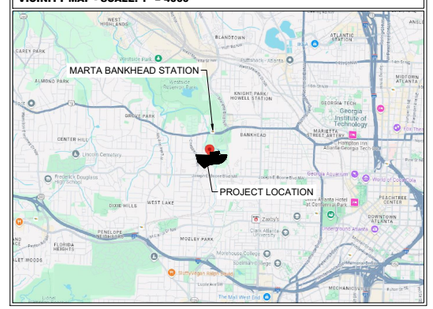
TRAFFIC CONSULTANT: KIMLEY-HORN & ASSOCIATES, INC.
1200 PEACHTREE STREET, NE
SUITE 800
ATLANTA, GA 30309
CONTACT: ANA EISENMAN
PHONE: 404-201-6155

SITE DESIGNER: TSW
1447 PEACHTREE STREET NE
SUITE 850
ATLANTA, GA 30309
CONTACT: RYAN SNODGRASS
PHONE: 404-873-6730

VICINITY MAP - SCALE: 1" = 400'



VICINITY MAP - SCALE: 1" = 4000'



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SUITE 800
ATLANTA, GEORGIA 30309
PHONE 404.419.8700
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© 2024 KIMLEY-HORN AND ASSOCIATES, INC.

ATLANTA BELTLINE, INC.
100 PEACHTREE STREET, NW, SUITE 2300
ATLANTA, GA 30303
PHONE: 404-477-3003

No	REVISION DESCRIPTIONS	DATE	BY
1	DRAFT DRI SITE PLAN	09/23/2024	RTM
2	FINAL DRI SITE PLAN	11/18/2024	RTM

425 CHAPPELL ROAD
DRI #4295

425 CHAPPELL ROAD, ATLANTA, GA 30318
LAND LOT 143, 14th DISTRICT
PARCEL ID: 14 014300100866

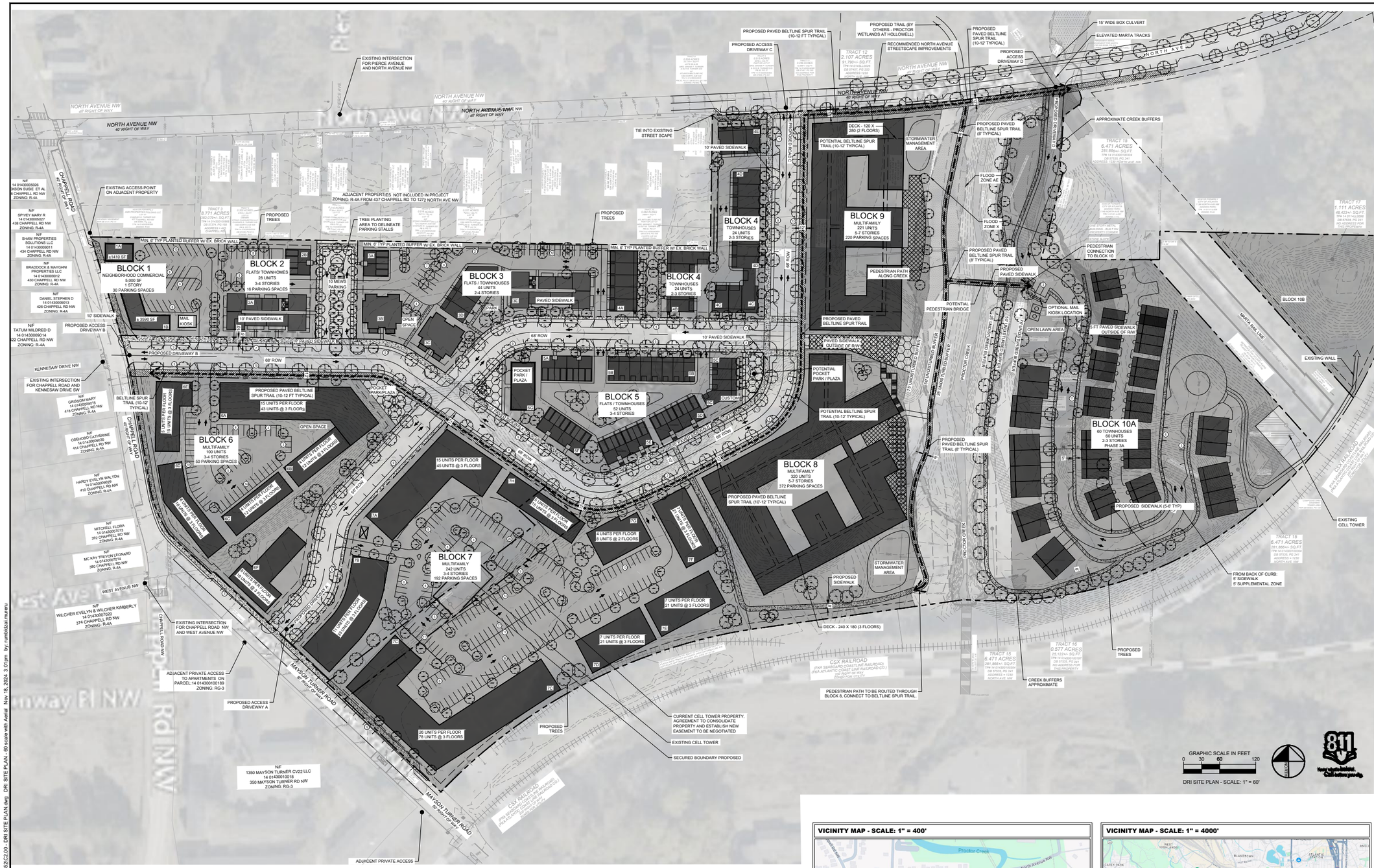
PROJECT

GSWCC CERT. (LEVEL II) 0000000000
DRAWN BY
DESIGNED BY
REVIEWED BY
DATE 11/18/2024
PROJECT NO. 013404002

TITLE
DRI SITE PLAN

SHEET NUMBER
C0.20

Drawing name: C:\Users\RUMBO~1.MUR\AppData\Local\Temp\AcPublish_14852\C2.00 - DRI SITE PLAN.dwg DRI SITE PLAN 1 to 60 scale Nov 18, 2024, 3:01pm by rumbo2an.murenu



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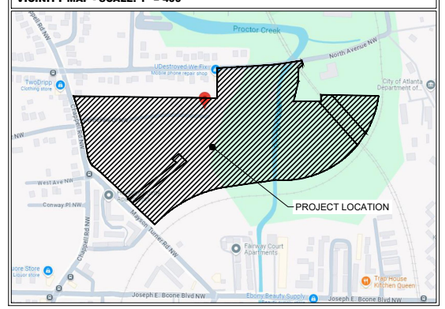
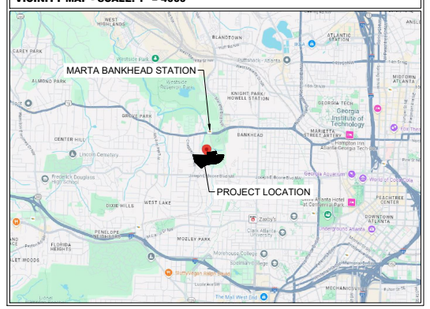
DRI SITE PLAN - SCALE: 1" = 60'

VICINITY MAP - SCALE: 1" = 400'



VICINITY MAP - SCALE: 1" = 4000'



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Block	Land Use	Residential (Units)				Commercial	Parking
		MF-Low-Rse	MF-Mid-Rse	Affordable	TOTAL	(SF)	Spaces
1	Commercial	-	-	-	-	5,000	30
2	Residential	20	-	8	28	-	16
3	Residential	32	-	12	44	-	33
4	Residential	17	-	8	25	-	34
5	Residential	28	-	12	40	-	35
6	Residential	-	84	36	120	-	46
7	Residential	-	168	74	242	-	218
8	Residential	-	223	97	320	-	372
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On Street Parking							208
TOTAL		140	630	330	1,100	5,000	1,272

SITE DEVELOPMENT SUMMARY

OWNER: ATLANTA BELTLINE, INC.

DRI NUMBER: 4295

OVERALL SITE AREA: 31.00 ACRES
CURRENT ADDRESS: 425 CHAPPELL ROAD
CURRENT ZONING: PD-MU, BELTLINE OVERLAY
PROPOSED ZONING: PD-MU, BELTLINE OVERLAY (UPDATED ZONING CONDITIONS)

PROGRAM:

RESIDENTIAL UNITS: 1,100 (30% MINIMUM AFFORDABLE)
DENSITY: 1100 UNITS / 31 ACRES = 35.48 UNITS/ACRE

RETAIL/COMMERCIAL: 5,000 SF
COMMERCIAL FAR = 0.174

PARKING:

REQUIRED: 1,860 SPACES (MAXIMUM ALLOWABLE)
PROVIDED: 1,272 SPACES

SITE NOTES

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4. PARKING DETAILS ARE PRELIMINARY AND WILL BE DETERMINED FURTHER IN THE SITE DEVELOPMENT PROCESS.

PROJECT CONTACTS

CLIENT/APPLICANT: ATLANTA BELTLINE, INC.
100 PEACHTREE STREET, NW, SUITE 2300
ATLANTA, GA 30303
CONTACT: CHELSEA ARKIN
PHONE: 404-477-3003

TRAFFIC CONSULTANT: KIMLEY-HORN & ASSOCIATES, INC.
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Kimley»Horn
PHONE 404 419 8700
WWW.KIMLEY-HORN.COM
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SUITE 800
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ATLANTA BELTLINE, INC.
100 PEACHTREE STREET, NW, SUITE 2300
ATLANTA, GA 30303
PHONE: 404-477-3003

No.	REVISION DESCRIPTIONS	DATE	BY
1	DRAFT DRI SITE PLAN	09/23/2024	RTM
2	FINAL DRI SITE PLAN	11/18/2024	RTM

425 CHAPPELL ROAD
DRI #4295

425 CHAPPELL ROAD, ATLANTA, GA 30318
LAND LOT 143, 14th DISTRICT
PARCEL ID: 14 014300100866

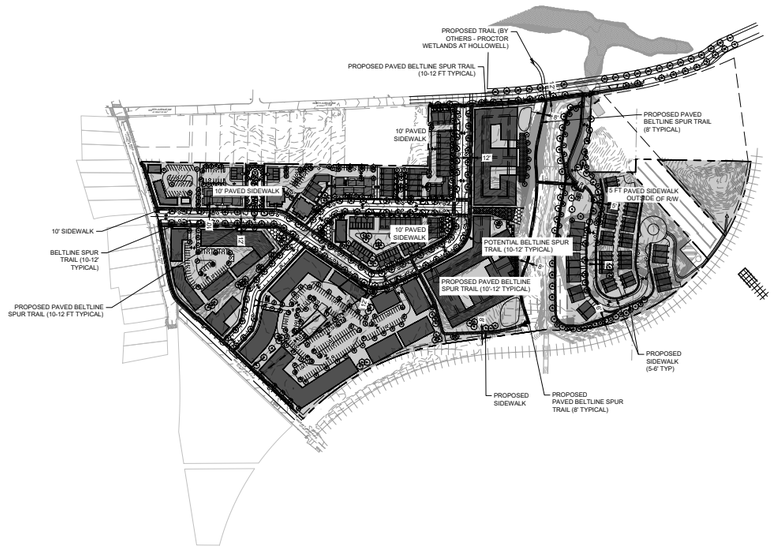
PROJECT

GSWCC CERT. (LEVEL II) 0000000000
DRAWN BY
DESIGNED BY
REVIEWED BY
DATE 11/18/2024
PROJECT NO. 013404002

TITLE
DRI SITE PLAN

SHEET NUMBER
C0.20

Drawing name: C:\Users\RUMBO~1.MUR\AppData\Local\Temp\AcPublish_14852\C2.00 - DRI SITE PLAN.dwg - 60 scale with Aerial - Nov 18, 2024, 3:01pm - by: rumbo\tzar.murenu



DRI SITE PLAN - SCALE: 1" = 200'

GRAPHIC SCALE IN FEET
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PROPOSED LAND USES AND DENSITIES

Block	Land Use	Residential (Units)				Commercial	Parking
		MF Low-Rise	*MF Mid-Rise*	*Affordable*	TOTAL	(SF)	Spaces
1	Commercial	-	-	-	-	5,000	30
2	Residential	*20*	-	*8*	**28**	-	16
3	Residential	*32*	-	*12*	**44**	-	33
4	Residential	*17*	-	*8*	**25**	-	34
5	Residential	*28*	-	*12*	**40**	-	35
6	Residential	-	*84*	*36*	**120**	-	46
7	Residential	-	*168*	*74*	**242**	-	218
8	Residential	-	*223*	*97*	**320**	-	372
9	Residential	-	*155*	*66*	**221**	-	220
10	Residential	*43*	-	*17*	**60**	-	60
	On Street Parking						208
	TOTAL	*140*	*630*	*330*	**1,100**	**5,000**	**1,272**

SITE DEVELOPMENT SUMMARY

OWNER: ATLANTA BELTLINE, INC.

DRI NUMBER: 4295

OVERALL SITE AREA: 31.00 ACRES
CURRENT ADDRESS: 425 CHAPPELL ROAD
CURRENT ZONING: PD-MU, BELTLINE OVERLAY
PROPOSED ZONING: PD-MU, BELTLINE OVERLAY (UPDATED ZONING CONDITIONS)

PROGRAM:

RESIDENTIAL UNITS: 1,100 (30% MINIMUM AFFORDABLE)
DENSITY: 1100 UNITS / 31 ACRES = 35.48 UNITS/ACRE

RETAIL/COMMERCIAL: 5,000 SF
COMMERCIAL FAR = 0.174

PARKING:

REQUIRED: 1,860 SPACES (MAXIMUM ALLOWABLE)
PROVIDED: 1,272 SPACES

SITE NOTES

1. THE BUILDING FOOTPRINTS, STREET LOCATIONS, OPEN SPACE LOCATIONS, SIDEWALK DESIGNS AND PARKING LOCATIONS ON THIS CONCEPTUAL SITE PLAN ARE FOR ILLUSTRATIVE PURPOSES. THEIR SHAPES, LOCATIONS, AND AMOUNTS MAY VARY AS ALLOWED FOR BY DISTRICT REGULATIONS.
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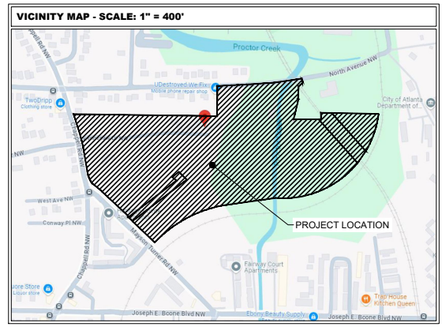
ATLANTA, GA 30309
CONTACT: RYAN SNODGRASS
PHONE: 404-873-6730

VICINITY MAP - SCALE: 1" = 400'



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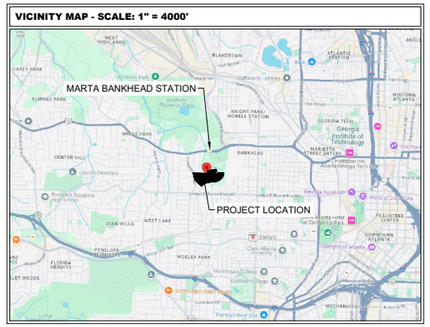

Kimley»Horn
1200 PEACHTREE STREET, NE
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ATLANTA, GEORGIA 30309
PHONE 404.419.8700
WWW.KIMLEY-HORN.COM

ATLANTA BELTLINE, INC.
100 PEACHTREE STREET, NW, SUITE 2300
ATLANTA, GEORGIA 30303
PHONE: 404-477-3003

No.	REVISION DESCRIPTIONS	DATE	BY
1.	DRAFT DRI SITE PLAN	09/23/2024	RTM
2.	FINAL DRI SITE PLAN	11/18/2024	RTM

PROJECT
425 CHAPPELL ROAD
DRI #4295

425 CHAPPELL ROAD, ATLANTA, GA 30318
LAND LOT 143, 14th DISTRICT
PARCEL ID: 14 014300100866

GSWCC CERT. (LEVEL III) 0000000000
DRAWN BY
DESIGNED BY
REVIEWED BY
DATE 11/18/2024
PROJECT NO. 013404002

TITLE
DRI SITE PLAN

SHEET NUMBER
C0.20

Drawing name: C:\Users\RUMBEA~1.MUR\AppData\Local\Temp\AcPublish_14852\C2.00 - DRI SITE PLAN.dwg DRI SITE PLAN 1 to 200 scale Nov 18, 2024 3:01pm by rumbeiza.murenu

DRI SITE PLAN - SCALE: 1" = 200'

GRAPHIC SCALE IN FEET
0 100 200 400

PROPOSED LAND USES AND DENSITIES

Block	Land Use	Residential (Units)				Commercial	Parking
		MF Low-Rise	*MF Mid-Rise*	*Affordable*	TOTAL	(SF)	Spaces
1	Commercial	-	-	-	-	5,000	30
2	Residential	*20*	-	*8*	28	-	16
3	Residential	*32*	-	*12*	44	-	33
4	Residential	*17*	-	*8*	25	-	34
5	Residential	*28*	-	*12*	40	-	35
6	Residential	-	*84*	*36*	120	-	46
7	Residential	-	*168*	*74*	242	-	218
8	Residential	-	*223*	*97*	320	-	372
9	Residential	-	*155*	*66*	221	-	220
10	Residential	*43*	-	*17*	60	-	60
On Street Parking							208
TOTAL		*140*	*630*	*330*	1,100	5,000	1,272

SITE DEVELOPMENT SUMMARY

OWNER: ATLANTA BELTLINE, INC.

DRI NUMBER: 4295

OVERALL SITE AREA: 31.00 ACRES
CURRENT ADDRESS: 425 CHAPPELL ROAD
CURRENT ZONING: PD-MU, BELTLINE OVERLAY
PROPOSED ZONING: PD-MU, BELTLINE OVERLAY (UPDATED ZONING CONDITIONS)

PROGRAM:

RESIDENTIAL UNITS: 1,100 (30% MINIMUM AFFORDABLE)
DENSITY: 1100 UNITS / 31 ACRES = 35.48 UNITS/ACRE

RETAIL/COMMERCIAL: 5,000 SF
COMMERCIAL FAR = 0.174

PARKING:

REQUIRED: 1,860 SPACES (MAXIMUM ALLOWABLE)
PROVIDED: 1,272 SPACES

SITE NOTES

1. THE BUILDING FOOTPRINTS, STREET LOCATIONS, OPEN SPACE LOCATIONS, SIDEWALK DESIGNS AND PARKING LOCATIONS ON THIS CONCEPTUAL SITE PLAN ARE FOR ILLUSTRATIVE PURPOSES. THEIR SHAPES, LOCATIONS, AND AMOUNTS MAY VARY AS ALLOWED FOR BY DISTRICT REGULATIONS.
2. SHARED PARKING STRATEGIES WILL BE USED WHERE POSSIBLE TO REDUCE THE TOTAL NUMBER OF PARKING SPACES PROVIDED.
3. LOCATION DEDICATED TO LOADING OR PICK / DROP-OFF AREAS FOR RIDE-HAILING, MOVING TRUCKS, PACKAGE DELIVERY, AND/OR OTHER HEAVY VEHICLE DELIVERIES, WILL MEET CITY OF ATLANTA CODE REQUIREMENTS.
4. PARKING DETAILS ARE PRELIMINARY AND WILL BE DETERMINED FURTHER IN THE SITE DEVELOPMENT PROCESS.

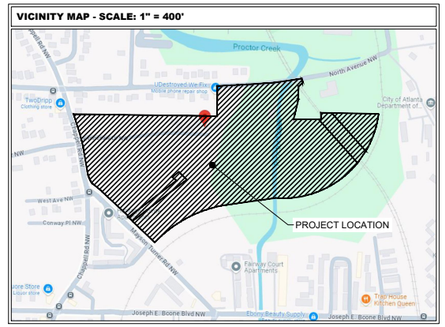
PROJECT CONTACTS

CLIENT/APPLICANT: ATLANTA BELTLINE, INC.
100 PEACHTREE STREET, NW, SUITE 2300
ATLANTA, GA 30303
CONTACT: CHELSEA ARKIN
PHONE: 404-477-3003

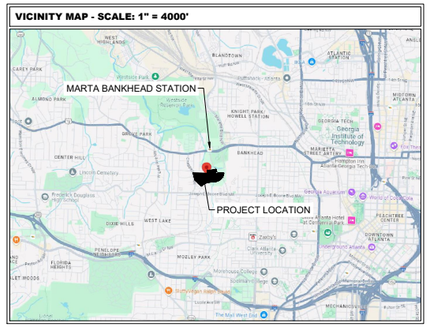
TRAFFIC CONSULTANT: KIMLEY-HORN & ASSOCIATES, INC.
1200 PEACHTREE STREET, NE
SUITE 800
ATLANTA, GA 30309
CONTACT: ANA EISENMAN
PHONE: 404-201-6155

SITE DESIGNER: TSW
1447 PEACHTREE STREET NE
SUITE 850
ATLANTA, GA 30309
CONTACT: RYAN SNODGRASS
PHONE: 404-873-6730

VICINITY MAP - SCALE: 1" = 400'



VICINITY MAP - SCALE: 1" = 4000'



Kimley»Horn
1200 PEACHTREE STREET, NE
SUITE 800
ATLANTA, GEORGIA 30309
PHONE 404.419.8700
WWW.KIMLEY-HORN.COM

ATLANTA BELTLINE, INC.
100 PEACHTREE STREET, NW, SUITE 2300
ATLANTA, GA 30303
PHONE: 404-477-3003

NO.	REVISION DESCRIPTIONS	DATE	BY
1	DRAFT DRI SITE PLAN	09/23/2024	RTM
2	FINAL DRI SITE PLAN	11/18/2024	RTM

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APPENDIX B

Trip Generation Analysis

Trip Generation Analysis (11th Ed. With *2nd Edition Handbook* Daily IC & *3rd Edition* AM/PM IC)
425 Chappell Rd DRI
City of Atlanta, GA

Land Use		Setting	Density		Daily Trips			AM Peak Hour			PM Peak Hour		
					Total	In	Out	Total	In	Out	Total	In	Out
Proposed Project Trips													
220	Multifamily Housing (Low-Rise)	General Urban/Suburban	140	dwelling units	972	486	486	66	16	50	81	51	30
221	Multifamily Housing (Mid-Rise)	General Urban/Suburban	630	dwelling units	2,958	1,479	1,479	266	61	205	246	150	96
223	Affordable Housing	General Urban/Suburban	330	dwelling units	1,370	685	685	87	25	62	152	90	62
822	Strip Retail Plaza (<40k)	General Urban/Suburban	5,000	Sq. Ft. GFA	440	220	220	12	7	5	48	24	24
Gross Project Trips					**5,740**	**2,870**	**2,870**	**431**	**109**	**322**	**527**	**315**	**212**
Residential Trips					5,300	2,650	2,650	419	102	317	479	291	188
	Mixed-Use Reductions				*-44*	*-22*	*-22*	*-2*	*-1*	*-1*	*-8*	*-6*	*-2*
	Alternative Mode Reductions				*-1,313*	*-657*	*-656*	*-104*	*-25*	*-79*	*-118*	*-71*	*-47*
	Adjusted Residential Trips				3,943	1,971	1,972	313	76	237	353	214	139
Retail Trips					440	220	220	12	7	5	48	24	24
	Mixed-Use Reductions				*-44*	*-22*	*-22*	*-2*	*-1*	*-1*	*-8*	*-2*	*-6*
	Alternative Mode Reductions				*-100*	*-50*	*-50*	*-3*	*-2*	*-1*	*-10*	*-6*	*-5*
	Pass By Reductions (Based on ITE Rates)				*-118*	*-59*	*-59*	*0*	*0*	*0*	*-12*	*-6*	*-6*
	Adjusted Retail Trips				178	89	89	7	4	3	18	10	7
Mixed-Use Reductions - TOTAL					*-88*	*-44*	*-44*	*-4*	*-2*	*-2*	*-16*	*-8*	*-8*
Alternative Mode Reductions - TOTAL					*-1,413*	*-707*	*-706*	*-107*	*-27*	*-80*	*-128*	*-77*	*-52*
Pass-By Reductions - TOTAL					*-118*	*-59*	*-59*	*0*	*0*	*0*	*-12*	*-6*	*-6*
New Trips					**4,121**	**2,060**	**2,061**	**320**	**80**	**240**	**371**	**224**	**146**
Driveway Volumes					**4,239**	**2,119**	**2,120**	**320**	**80**	**240**	**383**	**230**	**152**

APPENDIX C

Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #1

GA-8 Donald Lee Hollowell Pkwy NW (West)/GA-8 Donald Lee Hollowell Pkwy NW (East) at Chappell Rd NW/Driveway

AM PEAK HOUR

	Chappell Rd NW Northbound				Driveway Southbound				GA-8 Donald Lee Hollowell Pkwy NW (West) Eastbound				GA-8 Donald Lee Hollowell Pkwy NW (East) Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	66	0	173	0	0	0	0	0	0	955	37	0	58	344	0
Count Balancing																
Pedestrians			0				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
Conflicting Bicycles				0				0				1				0
Heavy Vehicles	0	4	0	6	0	0	0	0	0	0	52	2	0	3	33	0
Heavy Vehicle %	2%	6%	2%	3%	2%	2%	2%	2%	2%	2%	5%	5%	2%	5%	10%	2%
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2024 Volumes	0	66	0	173	0	0	0	0	0	0	955	37	0	58	344	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Background Growth Trips	0	6	0	16	0	0	0	0	0	0	89	3	0	5	32	0
1060 DLH DRI #4187											64				30	
2030 No-Build Traffic	0	72	0	189	0	0	0	0	0	0	1,108	40	0	63	406	0
2030 No-Build Heavy Vehicle %	2%	6%	2%	3%	2%	2%	2%	2%	2%	2%	5%	5%	2%	5%	10%	2%
2030 No-Build Pedestrians			0				0				0				0	
2030 No-Build Conflicting Pedestrians		0		0		0		0		0		0		0		0
Trip Distribution IN												10%		15%		
Trip Distribution OUT		(10%)		(15%)												
Balancing Adjustment																
Residential Trips	0	24	0	36	0	0	0	0	0	0	0	8	0	11	0	0
Trip Distribution IN												10%		20%		
Trip Distribution OUT		(10%)		(20%)												
Balancing Adjustment																
Retail Trips	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0
Trip Distribution IN												10%		20%		
Trip Distribution OUT		(10%)		(20%)												
Balancing Adjustment																
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Primary Site Trips	0	24	0	37	0	0	0	0	0	0	0	8	0	12	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	24	0	37	0	0	0	0	0	0	0	8	0	12	0	0
2030 Build Traffic	0	96	0	226	0	0	0	0	0	0	1,108	48	0	75	406	0
2030 Build Heavy Vehicle %	2%	5%	2%	3%	2%	2%	2%	2%	2%	2%	5%	5%	2%	4%	9%	2%
2030 Build Pedestrians			0				0				0				0	
2030 Build Conflicting Pedestrians		0		0		0		0		0		0		0		0

PM PEAK HOUR

	Chappell Rd NW Northbound				Driveway Southbound				GA-8 Donald Lee Hollowell Pkwy NW (West) Eastbound				GA-8 Donald Lee Hollowell Pkwy NW (East) Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	99	0	111	0	0	0	0	0	0	511	67	0	186	972	0
Count Balancing																
Pedestrians			0				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
Conflicting Bicycles				0				0				3				0
Heavy Vehicles	0	3	0	3	0	0	0	0	0	0	30	6	0	3	57	0
Heavy Vehicle %	2%	3%	2%	3%	2%	2%	2%	2%	2%	2%	6%	9%	2%	2%	6%	2%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2024 Volumes	0	99	0	111	0	0	0	0	0	0	511	67	0	186	972	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Background Growth Trips	0	9	0	10	0	0	0	0	0	0	48	6	0	17	91	0
1060 DLH DRI #4187											32				63	
2030 No-Build Traffic	0	108	0	121	0	0	0	0	0	0	591	73	0	203	1,126	0
2030 No-Build Heavy Vehicle %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2030 No-Build Pedestrians			0				0				0				0	
2030 No-Build Conflicting Pedestrians		0		0		0		0		0		0		0		0
Trip Distribution IN												10%		15%		
Trip Distribution OUT		(10%)		(15%)												
Balancing Adjustment																
Residential Trips	0	14	0	21	0	0	0	0	0	0	0	21	0	32	0	0
Trip Distribution IN												10%		20%		
Trip Distribution OUT		(10%)		(20%)												
Balancing Adjustment																
Retail Trips	0	1	0	1	0	0	0	0	0	0	0	1	0	2	0	0
Trip Distribution IN												10%		20%		
Trip Distribution OUT		(10%)		(20%)												
Balancing Adjustment																
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Primary Site Trips	0	15	0	22	0	0	0	0	0	0	0	22	0	34	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips		15	0	22	0	0	0	0	0	0	0	22	0	34	0	0
2030 Build Traffic	0	123	0	143	0	0	0	0	0	0	591	95	0	237	1,126	0
2030 Build Heavy Vehicle %	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	6%	7%	2%	2%	6%	2%
2030 Build Pedestrians			0				0				0				0	
2030 Build Conflicting Pedestrians		0		0		0		0		0		0		0		0

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #2

Chappell Rd NW (South)/Chappell Rd NW (North) at North Avenue NW (West)/North Avenue NW (East)

AM PEAK HOUR

	Chappell Rd NW (South) Northbound				Chappell Rd NW (North) Southbound				North Avenue NW (West) Eastbound				North Avenue NW (East) Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	11	242	39	0	2	112	4	0	14	18	19	0	37	11	8
Count Balancing																
Pedestrians			0				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	3	11	2	0	0	4	2	0	0	1	1	0	4	6	5
Heavy Vehicle %	2%	27%	5%	5%	2%	2%	4%	50%	2%	2%	6%	5%	2%	11%	55%	63%
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2024 Volumes	0	11	242	39	0	2	112	4	0	14	18	19	0	37	11	8
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Background Growth Trips	0	1	23	4	0	0	10	0	0	1	2	2	0	3	1	1
1060 DLH DRI #4187																
2030 No-Build Traffic	0	12	265	43	0	2	122	4	0	15	20	21	0	40	12	9
2030 No-Build Heavy Vehicle %	2%	27%	5%	5%	2%	2%	4%	50%	2%	2%	6%	5%	2%	11%	55%	63%
2030 No-Build Pedestrians			0				0				0				0	
2030 No-Build Conflicting Pedestrians		0		0		0		0		0		0		0		0
Trip Distribution IN						10%	15%				5%					
Trip Distribution OUT			(15%)												(5%)	(10%)
Balancing Adjustment																
Residential Trips	0	0	36	0	0	8	11	0	0	0	4	0	0	0	12	24
Trip Distribution IN																
Trip Distribution OUT																
Balancing Adjustment																
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN						10%	20%				5%					
Trip Distribution OUT			(20%)												(5%)	(10%)
Balancing Adjustment																
Retail Trips	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
Trip Distribution IN						10%	20%				5%					
Trip Distribution OUT			(20%)												(5%)	(10%)
Balancing Adjustment																
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Primary Site Trips	0	0	37	0	0	8	12	0	0	0	4	0	0	0	12	24
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	37	0	0	8	12	0	0	0	5	0	0	0	12	24
2030 Build Traffic	0	12	302	43	0	10	134	4	0	15	25	21	0	40	24	33
2030 Build Heavy Vehicle %	2%	27%	4%	5%	2%	2%	3%	55%	2%	2%	4%	5%	2%	11%	27%	17%
2030 Build Pedestrians			0				0				0				0	
2030 Build Conflicting Pedestrians		0		0		0		0		0		0		0		0

PM PEAK HOUR

	Chappell Rd NW (South) Northbound				Chappell Rd NW (North) Southbound				North Avenue NW (West) Eastbound				North Avenue NW (East) Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	9	234	41	0	4	284	19	0	7	15	19	0	203	94	13
Count Balancing																
Pedestrians			0				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	2	5	4	0	0	8	1	0	0	0	2	0	2	2	1
Heavy Vehicle %	2%	22%	2%	10%	2%	2%	3%	5%	2%	2%	2%	11%	2%	2%	2%	8%
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2024 Volumes	0	9	234	41	0	4	284	19	0	7	15	19	0	203	94	13
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Background Growth Trips	0	1	22	4	0	0	27	2	0	1	1	2	0	19	9	1
1060 DLH DRI #4187																
2030 No-Build Traffic	0	10	256	45	0	4	311	21	0	8	16	21	0	222	103	14
2030 No-Build Heavy Vehicle %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2030 No-Build Pedestrians			0				0				0				0	
2030 No-Build Conflicting Pedestrians		0		0		0		0		0		0		0		0
Trip Distribution IN						10%	15%				5%					
Trip Distribution OUT			(15%)												(5%)	(10%)
Balancing Adjustment																
Residential Trips	0	0	21	0	0	21	32	0	0	0	10	0	0	0	7	14
Trip Distribution IN						10%	20%				5%					
Trip Distribution OUT			(20%)												(5%)	(10%)
Balancing Adjustment																
Retail Trips	0	0	1	0	0	1	2	0	0	0	1	0	0	0	0	1
Trip Distribution IN						10%	20%				5%					
Trip Distribution OUT			(20%)												(5%)	(10%)
Balancing Adjustment																
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Primary Site Trips	0	0	22	0	0	22	34	0	0	0	11	0	0	0	7	15
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips		0	22	0	0	22	34	0	0	0	11	0	0	0	7	15
2030 Build Traffic	0	10	278	45	0	26	345	21	0	8	27	21	0	222	110	29
2030 Build Heavy Vehicle %	2%	22%	2%	10%	2%	2%	3%	5%	2%	2%	2%	10%	2%	2%	2%	4%
2030 Build Pedestrians			0				0				0				0	
2030 Build Conflicting Pedestrians		0		0		0		0		0		0		0		0

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #3

Chappell Rd NW (South)/Chappell Rd NW (North) at West Ave NW/Mayson Turner Rd NW

AM PEAK HOUR

	Chappell Rd NW (South) Northbound				Chappell Rd NW (North) Southbound				West Ave NW Eastbound				Mayson Turner Rd NW Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	0	199	5	0	79	106	2	0	1	0	2	0	3	0	55
Count Balancing																
Pedestrians			0				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				1				0				0				0
Heavy Vehicles	0	0	14	1	0	2	10	0	0	0	0	0	0	0	0	3
Heavy Vehicle %	2%	2%	7%	20%	2%	3%	9%	2%	2%	2%	2%	2%	2%	2%	2%	5%
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2024 Volumes	0	0	199	5	0	79	106	2	0	1	0	2	0	3	0	55
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Background Growth Trips	0	0	19	0	0	7	10	0	0	0	0	0	0	0	0	5
1060 DLH DRI #4187																
2030 No-Build Traffic	0	0	218	5	0	86	116	2	0	1	0	2	0	3	0	60
2030 No-Build Heavy Vehicle %	2%	2%	7%	20%	2%	3%	9%	2%	2%	2%	2%	2%	2%	2%	2%	5%
2030 No-Build Pedestrians			0				0				0				0	
2030 No-Build Conflicting Pedestrians		0		0		0		0		0		0		0		0
Trip Distribution IN			25%	5%												
Trip Distribution OUT							(25%)							(5%)		
Balancing Adjustment																
Residential Trips	0	0	19	4	0	0	59	0	0	0	0	0	0	12	0	0
Trip Distribution IN																
Trip Distribution OUT																
Balancing Adjustment																
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN			30%													10%
Trip Distribution OUT						(10%)	(30%)									
Balancing Adjustment																
Retail Trips	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
Trip Distribution IN			30%													10%
Trip Distribution OUT						(10%)	(30%)									
Balancing Adjustment																
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Primary Site Trips	0	0	20	4	0	0	60	0	0	0	0	0	0	12	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	20	4	0	0	60	0	0	0	0	0	0	12	0	0
2030 Build Traffic	0	0	238	9	0	86	176	2	0	1	0	2	0	15	0	60
2030 Build Heavy Vehicle %	2%	2%	6%	12%	2%	3%	6%	2%	2%	2%	2%	2%	2%	2%	2%	5%
2030 Build Pedestrians			0				0				0				0	
2030 Build Conflicting Pedestrians		0		0		0		0		0		0		0		0

PM PEAK HOUR

	Chappell Rd NW (South) Northbound				Chappell Rd NW (North) Southbound				West Ave NW Eastbound				Mayson Turner Rd NW Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	1	1	177	8	1	128	330	0	0	2	0	2	0	5	1	104
Count Balancing																
Pedestrians			0				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				2				0				0				0
Heavy Vehicles	0	0	4	0	0	4	4	0	0	0	0	0	0	0	0	5
Heavy Vehicle %	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%	5%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2024 Volumes	1	1	177	8	1	128	330	0	0	2	0	2	0	5	1	104
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Background Growth Trips	0	0	17	1	0	12	31	0	0	0	0	0	0	0	0	10
1060 DLH DRI #4187																
2030 No-Build Traffic	1	1	194	9	1	140	361	0	0	2	0	2	0	5	1	114
2030 No-Build Heavy Vehicle %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2030 No-Build Pedestrians			0				0				0				0	
2030 No-Build Conflicting Pedestrians		0		0		0		0		0		0		0		0
Trip Distribution IN			25%	5%												
Trip Distribution OUT							(25%)							(5%)		
Balancing Adjustment																
Residential Trips	0	0	54	11	0	0	35	0	0	0	0	0	0	7	0	0
Trip Distribution IN			30%													10%
Trip Distribution OUT						(10%)	(30%)									
Balancing Adjustment																
Retail Trips	0	0	3	0	0	1	2	0	0	0	0	0	0	0	0	1
Trip Distribution IN			30%													10%
Trip Distribution OUT						(10%)	(30%)									
Balancing Adjustment																
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Primary Site Trips	0	0	57	11	0	1	37	0	0	0	0	0	0	7	0	1
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips		0	57	11	0	1	37	0	0	0	0	0	0	7	0	1
2030 Build Traffic	1	1	251	20	1	141	398	0	0	2	0	2	0	12	1	115
2030 Build Heavy Vehicle %	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%	5%
2030 Build Pedestrians			0				0				0				0	
2030 Build Conflicting Pedestrians		0		0		0		0		0		0		0		0

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #4

Joseph E. Boone Blvd NW (West)/Joseph E. Boone Blvd NW (East) at Chappell Rd NW (South)/Chappell Rd NW (North)

AM PEAK HOUR

	Chappell Rd NW (South) Northbound				Chappell Rd NW (North) Southbound				Joseph E. Boone Blvd NW (West) Eastbound				Joseph E. Boone Blvd NW (East) Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	6	172	93	0	11	83	16	0	56	219	10	0	63	124	11
Count Balancing																
Pedestrians			0				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	9	1	0	0	0	6	0	5	6	0	0	1	6	0
Heavy Vehicle %	2%	2%	5%	2%	2%	2%	2%	38%	2%	9%	3%	2%	2%	2%	5%	2%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2024 Volumes	0	6	172	93	0	11	83	16	0	56	219	10	0	63	124	11
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Background Growth Trips	0	1	16	9	0	1	8	1	0	5	20	1	0	6	12	1
1060 DLH DRI #4187																
2030 No-Build Traffic	0	7	188	102	0	12	91	17	0	61	239	11	0	69	136	12
2030 No-Build Heavy Vehicle %	2%	2%	5%	2%	2%	2%	2%	38%	2%	9%	3%	2%	2%	2%	5%	2%
2030 No-Build Pedestrians			0				0				0				0	
2030 No-Build Conflicting Pedestrians		0		0		0		0		0		0		0		0
Trip Distribution IN			15%							15%						
Trip Distribution OUT							(15%)	(15%)								
Balancing Adjustment																
Residential Trips	0	0	11	0	0	0	36	36	0	11	0	0	0	0	0	0
Trip Distribution IN																
Trip Distribution OUT																
Balancing Adjustment																
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN			10%							15%						5%
Trip Distribution OUT						(5%)	(10%)	(15%)								
Balancing Adjustment																
Retail Trips	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
Trip Distribution IN			10%							15%						5%
Trip Distribution OUT						(5%)	(10%)	(15%)								
Balancing Adjustment																
Restaurant Trips	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
Total Primary Site Trips	0	0	11	0	0	0	36	36	0	13	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	11	0	0	0	36	36	0	13	0	0	0	0	0	0
2030 Build Traffic	0	7	199	102	0	12	127	53	0	74	239	11	0	69	136	12
2030 Build Heavy Vehicle %	2%	2%	5%	2%	2%	2%	2%	12%	2%	7%	3%	2%	2%	2%	5%	2%
2030 Build Pedestrians			0				0				0				0	
2030 Build Conflicting Pedestrians		0		0		0		0		0		0		0		0

PM PEAK HOUR

	Chappell Rd NW (South) Northbound				Chappell Rd NW (North) Southbound				Joseph E. Boone Blvd NW (West) Eastbound				Joseph E. Boone Blvd NW (East) Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	14	154	43	0	8	310	53	0	15	125	10	0	101	208	12
Count Balancing																
Pedestrians			0				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Conflicting Bicycles				0				0				0				1
Heavy Vehicles	0	1	2	0	0	0	5	0	0	2	7	1	0	3	8	0
Heavy Vehicle %	2%	7%	2%	2%	2%	2%	2%	2%	2%	13%	6%	10%	2%	3%	4%	2%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2024 Volumes	0	14	154	43	0	8	310	53	0	15	125	10	0	101	208	12
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Background Growth Trips	0	1	14	4	0	1	29	5	0	1	12	1	0	9	19	1
1060 DLH DRI #4187																
2030 No-Build Traffic	0	15	168	47	0	9	339	58	0	16	137	11	0	110	227	13
2030 No-Build Heavy Vehicle %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2030 No-Build Pedestrians			0				0				0				0	
2030 No-Build Conflicting Pedestrians		0		0		0		0		0		0		0		0
Trip Distribution IN			15%							15%						
Trip Distribution OUT							(15%)	(15%)								
Balancing Adjustment																
Residential Trips	0	0	32	0	0	0	21	21	0	32	0	0	0	0	0	0
Trip Distribution IN			10%							15%						5%
Trip Distribution OUT						(5%)	(10%)	(15%)								
Balancing Adjustment																
Retail Trips	0	0	1	0	0	0	1	1	0	2	0	0	0	0	0	1
Trip Distribution IN			10%							15%						5%
Trip Distribution OUT						(5%)	(10%)	(15%)								
Balancing Adjustment																
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Primary Site Trips	0	0	33	0	0	0	22	22	0	34	0	0	0	0	0	1
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips		0	33	0	0	0	22	22	0	34	0	0	0	0	0	1
2030 Build Traffic	0	15	201	47	0	9	361	80	0	50	137	11	0	110	227	14
2030 Build Heavy Vehicle %	2%	7%	2%	2%	2%	2%	2%	2%	2%	4%	6%	10%	2%	3%	4%	2%
2030 Build Pedestrians			0				0				0				0	
2030 Build Conflicting Pedestrians		0		0		0		0		0		0		0		0

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #5

Joseph E. Boone Blvd NW (West)/Joseph E. Boone Blvd NW (East) at Burbank Dr NW/Mayson Turner Rd NW

AM PEAK HOUR

	Burbank Dr NW Northbound				Mayson Turner Rd NW Southbound				Joseph E. Boone Blvd NW (West) Eastbound				Joseph E. Boone Blvd NW (East) Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	20	11	43	1	62	7	10	0	5	273	6	4	25	191	50
Count Balancing																
Pedestrians			0				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	2	0	0	0	2	0	0	0	0	5	2	1	1	5	2
Heavy Vehicle %	2%	10%	2%	2%	2%	3%	2%	2%	2%	2%	2%	33%	25%	4%	3%	4%
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2024 Volumes	0	20	11	43	1	62	7	10	0	5	273	6	4	25	191	50
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Background Growth Trips	0	2	1	4	0	6	1	1	0	0	26	1	0	2	18	5
1060 DLH DRI #4187																
2030 No-Build Traffic	0	22	12	47	1	68	8	11	0	5	299	7	4	27	209	55
2030 No-Build Heavy Vehicle %	2%	10%	2%	2%	2%	3%	2%	2%	2%	2%	2%	33%	25%	4%	3%	4%
2030 No-Build Pedestrians			0				0				0				0	
2030 No-Build Conflicting Pedestrians		0		0		0		0		0		0		0		0
Trip Distribution IN																20%
Trip Distribution OUT						(20%)										
Balancing Adjustment																
Residential Trips	0	0	0	0	0	46	0	0	0	0	0	0	0	0	0	15
Trip Distribution IN																
Trip Distribution OUT																
Balancing Adjustment																
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN															5%	25%
Trip Distribution OUT						(25%)					(5%)					
Balancing Adjustment																
Retail Trips	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Trip Distribution IN															5%	25%
Trip Distribution OUT						(25%)					(5%)					
Balancing Adjustment																
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Primary Site Trips	0	0	0	0	0	47	0	0	0	0	0	0	0	0	0	16
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	0	0	0	47	0	0	0	0	0	0	0	0	0	16
2030 Build Traffic	0	22	12	47	1	115	8	11	0	5	299	7	4	27	209	71
2030 Build Heavy Vehicle %	2%	10%	2%	2%	2%	2%	2%	2%	2%	2%	2%	31%	27%	4%	3%	3%
2030 Build Pedestrians			0				0				0				0	
2030 Build Conflicting Pedestrians		0		0		0		0		0		0		0		0

PM PEAK HOUR

	Burbank Dr NW Northbound				Mayson Turner Rd NW Southbound				Joseph E. Boone Blvd NW (West) Eastbound				Joseph E. Boone Blvd NW (East) Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	18	24	24	0	58	43	15	1	2	147	15	1	33	272	79
Count Balancing																
Pedestrians			0				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
Conflicting Bicycles				1				0				0				0
Heavy Vehicles	0	0	0	0	0	1	0	0	0	0	7	0	0	0	8	2
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	5%	2%	2%	2%	3%	3%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2024 Volumes	0	18	24	24	0	58	43	15	1	2	147	15	1	33	272	79
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Background Growth Trips	0	2	2	2	0	5	4	1	0	0	14	1	0	3	25	7
1060 DLH DRI #4187																
2030 No-Build Traffic	0	20	26	26	0	63	47	16	1	2	161	16	1	36	297	86
2030 No-Build Heavy Vehicle %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2030 No-Build Pedestrians			0				0				0				0	
2030 No-Build Conflicting Pedestrians		0		0		0		0		0		0		0		0
Trip Distribution IN																20%
Trip Distribution OUT						(20%)										
Balancing Adjustment																
Residential Trips	0	0	0	0	0	27	0	0	0	0	0	0	0	0	0	43
Trip Distribution IN															5%	25%
Trip Distribution OUT						(25%)					(5%)					
Balancing Adjustment																
Retail Trips	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	3
Trip Distribution IN															5%	25%
Trip Distribution OUT						(25%)					(5%)					
Balancing Adjustment																
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Primary Site Trips	0	0	0	0	0	29	0	0	0	0	0	0	0	0	1	46
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips		0	0	0	0	29	0	0	0	0	0	0	0	0	1	46
2030 Build Traffic	0	20	26	26	0	92	47	16	1	2	161	16	1	36	298	132
2030 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	5%	2%	2%	2%	3%	2%
2030 Build Pedestrians			0				0				0				0	
2030 Build Conflicting Pedestrians		0		0		0		0		0		0		0		0

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #6

North Avenue NW (West)/Driveway (East) at Driveway (South)/North Avenue NW (North)

AM PEAK HOUR

	Driveway (South) Northbound				North Avenue NW (North) Southbound				North Avenue NW (West) Eastbound				Driveway (East) Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	9	4	1	0	7	2	17	0	24	7	7	0	0	14	16
Count Balancing																
Pedestrians			0				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	0	0	0	2	0	7	0	0	1	0	0	0	9	12
Heavy Vehicle %	2%	2%	2%	2%	2%	29%	2%	41%	2%	2%	14%	2%	2%	2%	64%	75%
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2024 Volumes	0	9	4	1	0	7	2	17	0	24	7	7	0	0	14	16
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Background Growth Trips	0	1	0	0	0	1	0	2	0	2	1	1	0	0	1	1
1060 DLH DRI #4187																
2030 No-Build Traffic	0	10	4	1	0	8	2	19	0	26	8	8	0	0	15	17
2030 No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	29%	2%	41%	2%	2%	14%	2%	2%	2%	64%	75%
2030 No-Build Pedestrians			0				0				0				0	
2030 No-Build Conflicting Pedestrians		0		0		0		0		0		0		0		0
Trip Distribution IN								20%								
Trip Distribution OUT										(20%)						
Balancing Adjustment																
Residential Trips	0	0	0	0	0	0	0	15	0	47	0	0	0	0	0	0
Trip Distribution IN																
Trip Distribution OUT																
Balancing Adjustment																
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN								10%								
Trip Distribution OUT										(10%)						
Balancing Adjustment																
Retail Trips	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
Trip Distribution IN								10%								
Trip Distribution OUT										(10%)						
Balancing Adjustment																
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Primary Site Trips	0	0	0	0	0	0	0	15	0	48	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	0	0	0	0	0	15	0	48	0	0	0	0	0	0
2030 Build Traffic	0	10	4	1	0	8	2	34	0	74	8	8	0	0	15	17
2030 Build Heavy Vehicle %	2%	2%	2%	2%	2%	27%	2%	23%	2%	2%	14%	2%	2%	2%	66%	77%
2030 Build Pedestrians			0				0				0				0	
2030 Build Conflicting Pedestrians		0		0		0		0		0		0		0		0

PM PEAK HOUR

	Driveway (South) Northbound				North Avenue NW (North) Southbound				North Avenue NW (West) Eastbound				Driveway (East) Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	8	3	2	0	1	1	272	0	34	3	7	0	1	3	2
Count Balancing																
Pedestrians			0				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	1	1	0	0	0	0	5	0	0	2	0	0	0	1	0
Heavy Vehicle %	2%	13%	33%	2%	2%	2%	2%	2%	2%	2%	67%	2%	2%	2%	33%	2%
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2024 Volumes	0	8	3	2	0	1	1	272	0	34	3	7	0	1	3	2
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Background Growth Trips	0	1	0	0	0	0	0	25	0	3	0	1	0	0	0	0
1060 DLH DRI #4187																
2030 No-Build Traffic	0	9	3	2	0	1	1	297	0	37	3	8	0	1	3	2
2030 No-Build Heavy Vehicle %	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
2030 No-Build Pedestrians			0				0				0				0	
2030 No-Build Conflicting Pedestrians		0		0		0		0		0		0		0		0
Trip Distribution IN								20%								
Trip Distribution OUT										(20%)						
Balancing Adjustment																
Residential Trips	0	0	0	0	0	0	0	42	0	28	0	0	0	0	0	0
Trip Distribution IN								10%								
Trip Distribution OUT										(10%)						
Balancing Adjustment																
Retail Trips	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
Trip Distribution IN								10%								
Trip Distribution OUT										(10%)						
Balancing Adjustment																
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Primary Site Trips	0	0	0	0	0	0	0	43	0	29	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips		0	0	0	0	0	0	43	0	29	0	0	0	0	0	0
2030 Build Traffic	0	9	3	2	0	1	1	340	0	66	3	8	0	1	3	2
2030 Build Heavy Vehicle %	2%	12%	36%	2%	2%	2%	2%	2%	2%	2%	73%	2%	2%	2%	36%	2%
2030 Build Pedestrians			0				0				0				0	
2030 Build Conflicting Pedestrians		0		0		0		0		0		0		0		0

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #7

GA-8 Donald Lee Hollowell Pkwy NW (West)/GA-8 Donald Lee Hollowell Pkwy NW (East) at Pierce Ave NW/Driveway

AM PEAK HOUR

	Pierce Ave NW Northbound				Driveway Southbound				GA-8 Donald Lee Hollowell Pkwy NW Eastbound				GA-8 Donald Lee Hollowell Pkwy NW (East) Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	12	0	14	0	0	0	0	0	0	1,153	4	0	4	406	0
Count Balancing																
Pedestrians			0				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
Conflicting Bicycles				0				0				1				1
Heavy Vehicles	0	0	0	1	0	0	0	0	0	0	58	0	0	0	36	0
Heavy Vehicle %	2%	2%	2%	7%	2%	2%	2%	2%	2%	2%	5%	2%	2%	2%	9%	2%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2024 Volumes	0	12	0	14	0	0	0	0	0	0	1,153	4	0	4	406	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Background Growth Trips	0	1	0	1	0	0	0	0	0	0	108	0	0	0	38	0
1060 DLH DRI #4187											64				30	
2030 No-Build Traffic	0	13	0	15	0	0	0	0	0	0	1,325	4	0	4	474	0
2030 No-Build Heavy Vehicle %	2%	2%	2%	7%	2%	2%	2%	2%	2%	2%	5%	2%	2%	2%	9%	2%
2030 No-Build Pedestrians			0				0				0				0	
2030 No-Build Conflicting Pedestrians		0		0		0		0		0		0		0		0
Trip Distribution IN															15%	
Trip Distribution OUT											(15%)					
Balancing Adjustment																
Residential Trips	0	0	0	0	0	0	0	0	0	0	36	0	0	0	11	0
Trip Distribution IN																
Trip Distribution OUT																
Balancing Adjustment																
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN															20%	
Trip Distribution OUT											(20%)					
Balancing Adjustment																
Retail Trips	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
Trip Distribution IN															20%	
Trip Distribution OUT											(20%)					
Balancing Adjustment																
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Primary Site Trips	0	0	0	0	0	0	0	0	0	0	37	0	0	0	12	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	0	0	0	0	0	0	0	0	37	0	0	0	12	0
2030 Build Traffic	0	13	0	15	0	0	0	0	0	0	1,362	4	0	4	486	0
2030 Build Heavy Vehicle %	2%	2%	2%	7%	2%	2%	2%	2%	2%	2%	5%	2%	2%	2%	8%	2%
2030 Build Pedestrians			0				0				0				0	
2030 Build Conflicting Pedestrians		0		0		0		0		0		0		0		0

PM PEAK HOUR

	Pierce Ave NW Northbound				Driveway Southbound				GA-8 Donald Lee Hollowell Pkwy NW Eastbound				GA-8 Donald Lee Hollowell Pkwy NW (East) Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	10	0	13	0	0	0	0	0	0	624	7	0	15	1,153	0
Count Balancing																
Pedestrians			0				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
Conflicting Bicycles				0				0				1				0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	33	0	0	0	60	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	5%	2%	2%	2%	5%	2%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2024 Volumes	0	10	0	13	0	0	0	0	0	0	624	7	0	15	1,153	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Background Growth Trips	0	1	0	1	0	0	0	0	0	0	58	1	0	1	108	0
1060 DLH DRI #4187											32				63	
2030 No-Build Traffic	0	11	0	14	0	0	0	0	0	0	714	8	0	16	1,324	0
2030 No-Build Heavy Vehicle %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2030 No-Build Pedestrians			0				0				0				0	
2030 No-Build Conflicting Pedestrians		0		0		0		0		0		0		0		0
Trip Distribution IN															15%	
Trip Distribution OUT											(15%)					
Balancing Adjustment																
Residential Trips	0	0	0	0	0	0	0	0	0	0	21	0	0	0	32	0
Trip Distribution IN															20%	
Trip Distribution OUT											(20%)					
Balancing Adjustment																
Retail Trips	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0
Trip Distribution IN															20%	
Trip Distribution OUT											(20%)					
Balancing Adjustment																
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Primary Site Trips	0	0	0	0	0	0	0	0	0	0	22	0	0	0	34	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips		0	0	0	0	0	0	0	0	0	22	0	0	0	34	0
2030 Build Traffic	0	11	0	14	0	0	0	0	0	0	736	8	0	16	1,358	0
2030 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	5%	2%	2%	2%	5%	2%
2030 Build Pedestrians			0				0				0				0	
2030 Build Conflicting Pedestrians		0		0		0		0		0		0		0		0

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #8

Chappell Rd NW (South)/Chappell Rd NW (North) at Kennesaw Dr NW (West)/Site Driveway C

AM PEAK HOUR

	Chappell Rd NW (South) Northbound				Chappell Rd NW (North) Southbound				Kennesaw Dr NW (West) Eastbound				Site Driveway C Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	5	296	0	0	0	167	2	0	5	0	6	0	0	0	0
Count Balancing																
Pedestrians			0				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	1	14	0	0	0	12	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	20%	5%	2%	2%	2%	7%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2024 Volumes	0	5	296	0	0	0	167	2	0	5	0	6	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%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Background Growth Trips	0	0	28	0	0	0	16	0	0	0	0	1	0	0	0	0
1060 DLH DRI #4187																
2030 No-Build Traffic	0	5	324	0	0	0	183	2	0	5	0	7	0	0	0	0
2030 No-Build Heavy Vehicle %	2%	20%	5%	2%	2%	2%	7%	2%	2%	2%	2%	2%	2%	2%	2%	2%
2030 No-Build Pedestrians			0				0				0				0	
2030 No-Build Conflicting Pedestrians		0		0		0		0		0		0		0		0
Trip Distribution IN				25%		15%										
Trip Distribution OUT														(25%)		(15%)
Balancing Adjustment																
Residential Trips	0	0	0	18	0	11	0	0	0	0	0	0	0	59	0	36
Trip Distribution IN																
Trip Distribution OUT																
Balancing Adjustment																
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN				40%		20%										
Trip Distribution OUT														(40%)		(20%)
Balancing Adjustment																
Retail Trips	0	0	0	2	0	1	0	0	0	0	0	0	0	1	0	1
Trip Distribution IN				40%		20%										
Trip Distribution OUT														(40%)		(20%)
Balancing Adjustment																
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Primary Site Trips	0	0	0	20	0	12	0	0	0	0	0	0	0	60	0	37
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	0	20	0	12	0	0	0	0	0	0	0	60	0	37
2030 Build Traffic	0	5	324	20	0	12	183	2	0	5	0	7	0	60	0	37
2030 Build Heavy Vehicle %	2%	22%	5%	2%	2%	2%	7%	2%	2%	2%	2%	2%	2%	2%	2%	2%
2030 Build Pedestrians			0				0				0				0	
2030 Build Conflicting Pedestrians		0		0		0		0		0		0		0		0

PM PEAK HOUR

	Chappell Rd NW (South) Northbound				Chappell Rd NW (North) Southbound				Kennesaw Dr NW (West) Eastbound				Site Driveway C Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	6	283	0	0	0	499	4	0	4	0	3	0	0	0	0
Count Balancing																
Pedestrians			0				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				1				0				0				0
Heavy Vehicles	0	0	10	0	0	0	12	0	0	1	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	4%	2%	2%	2%	2%	2%	2%	25%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2024 Volumes	0	6	283	0	0	0	499	4	0	4	0	3	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%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Background Growth Trips	0	1	26	0	0	0	47	0	0	0	0	0	0	0	0	0
1060 DLH DRI #4187																
2030 No-Build Traffic	0	7	309	0	0	0	546	4	0	4	0	3	0	0	0	0
2030 No-Build Heavy Vehicle %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2030 No-Build Pedestrians			0				0				0				0	
2030 No-Build Conflicting Pedestrians		0		0		0		0		0		0		0		0
Trip Distribution IN				25%		15%										
Trip Distribution OUT														(25%)		(15%)
Balancing Adjustment																
Residential Trips	0	0	0	54	0	32	0	0	0	0	0	0	0	35	0	21
Trip Distribution IN				40%		20%										
Trip Distribution OUT														(40%)		(20%)
Balancing Adjustment																
Retail Trips	0	0	0	4	0	2	0	0	0	0	0	0	0	3	0	1
Trip Distribution IN				40%		20%										
Trip Distribution OUT														(40%)		(20%)
Balancing Adjustment																
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Primary Site Trips	0	0	0	58	0	34	0	0	0	0	0	0	0	38	0	22
Pass-By Trips	0	0	-3	3	0	3	-3	0	0	0	0	0	0	3	0	3
Total Vehicular Project Trips		0	-3	61	0	37	-3	0	0	0	0	0	0	41	0	25
2030 Build Traffic	0	7	306	61	0	37	543	4	0	4	0	3	0	41	0	25
2030 Build Heavy Vehicle %	2%	2%	4%	2%	2%	2%	2%	2%	2%	27%	2%	2%	2%	2%	2%	2%
2030 Build Pedestrians			0				0				0				0	
2030 Build Conflicting Pedestrians		0		0		0		0		0		0		0		0

INTERSECTION VOLUME DEVELOPMENT
INTERSECTION #9
North Avenue at Site Driveway A

AM PEAK HOUR

	Site Driveway A Northbound				Southbound				North Avenue Eastbound				North Avenue Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	38	0	0	0	40	0
Count Balancing																
Pedestrians																
Conflicting Pedestrians																
Bicycles																
Conflicting Bicycles																
Heavy Vehicles											1				16	
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	40%	2%
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2024 Volumes	0	0	0	0	0	0	0	0	0	0	38	0	0	0	40	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Background Growth Trips	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0
1060 DLH DRI #4187																
2030 No-Build Traffic	0	0	0	0	0	0	0	0	0	0	42	0	0	0	44	0
2030 No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	40%	2%
Trip Distribution IN												5%		10%	10%	
Trip Distribution OUT		(5%)		(10%)							(10%)					
Balancing Adjustment																
Residential Trips	0	12	0	24	0	0	0	0	0	0	24	4	0	7	8	0
Trip Distribution IN															10%	
Trip Distribution OUT											(10%)					
Balancing Adjustment																
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN															10%	
Trip Distribution OUT											(10%)					
Balancing Adjustment																
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Primary Site Trips	0	12	0	24	0	0	0	0	0	0	24	4	0	7	8	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	12	0	24	0	0	0	0	0	0	24	4	0	7	8	0
2030 Build Traffic	0	12	0	24	0	0	0	0	0	0	66	4	0	7	52	0
2030 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	34%	2%

PM PEAK HOUR

	Site Driveway A Northbound				Southbound				North Avenue Eastbound				North Avenue Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes											44				283	
Count Balancing																
Pedestrians																
Conflicting Pedestrians																
Bicycles																
Conflicting Bicycles																
Heavy Vehicles											2				7	
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	5%	2%	2%	2%	2%	2%
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2024 Volumes	0	0	0	0	0	0	0	0	0	0	44	0	0	0	283	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Background Growth Trips	0	0	0	0	0	0	0	0	0	0	4	0	0	0	26	0
1060 DLH DRI #4187																
2030 No-Build Traffic	0	0	0	0	0	0	0	0	0	0	48	0	0	0	309	0
2030 No-Build Heavy Vehicle %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												5%		10%	10%	
Trip Distribution OUT		(5%)		(10%)							(10%)					
Balancing Adjustment																
Residential Trips	0	7	0	14	0	0	0	0	0	0	14	11	0	21	21	0
Trip Distribution IN															10%	
Trip Distribution OUT											(10%)					
Balancing Adjustment																
Retail Trips	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
Trip Distribution IN															10%	
Trip Distribution OUT											(10%)					
Balancing Adjustment																
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Primary Site Trips	0	7	0	14	0	0	0	0	0	0	15	11	0	21	22	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips		7	0	14	0	0	0	0	0	0	15	11	0	21	22	0
2030 Build Traffic	0	7	0	14	0	0	0	0	0	0	63	11	0	21	331	0
2030 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%

INTERSECTION VOLUME DEVELOPMENT
INTERSECTION #10
North Avenue at Site Driveway B

AM PEAK HOUR

	Site Driveway B Northbound				Southbound				North Avenue Eastbound				North Avenue Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	38	0	0	0	40	0
Count Balancing																
Pedestrians																
Conflicting Pedestrians																
Bicycles																
Conflicting Bicycles																
Heavy Vehicles											1				16	
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	40%	2%
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2024 Volumes	0	0	0	0	0	0	0	0	0	0	38	0	0	0	40	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Background Growth Trips	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0
1060 DLH DRI #4187																
2030 No-Build Traffic	0	0	0	0	0	0	0	0	0	0	42	0	0	0	44	0
2030 No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	40%	2%
Trip Distribution IN											5%	10%		10%		
Trip Distribution OUT		(10%)		(10%)											(5%)	
Balancing Adjustment																
Residential Trips	0	24	0	24	0	0	0	0	0	0	4	8	0	8	12	0
Trip Distribution IN												15%		10%		
Trip Distribution OUT		(15%)		(10%)												
Balancing Adjustment																
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Trip Distribution IN												15%		10%		
Trip Distribution OUT		(15%)		(10%)												
Balancing Adjustment																
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Primary Site Trips	0	24	0	24	0	0	0	0	0	0	4	9	0	8	12	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	24	0	24	0	0	0	0	0	0	4	9	0	8	12	0
2030 Build Traffic	0	24	0	24	0	0	0	0	0	0	46	9	0	8	56	0
2030 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	31%	2%

PM PEAK HOUR

	Site Driveway B Northbound				Southbound				North Avenue Eastbound				North Avenue Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes											44				283	
Count Balancing																
Pedestrians																
Conflicting Pedestrians																
Bicycles																
Conflicting Bicycles																
Heavy Vehicles											2				7	
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	5%	2%	2%	2%	2%	2%
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2024 Volumes	0	0	0	0	0	0	0	0	0	0	44	0	0	0	283	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Background Growth Trips	0	0	0	0	0	0	0	0	0	0	4	0	0	0	26	0
1060 DLH DRI #4187																
2030 No-Build Traffic	0	0	0	0	0	0	0	0	0	0	48	0	0	0	309	0
2030 No-Build Heavy Vehicle %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN											5%	10%		10%		
Trip Distribution OUT		(10%)		(10%)											(5%)	
Balancing Adjustment																
Residential Trips	0	14	0	14	0	0	0	0	0	0	11	20	0	21	7	0
Trip Distribution IN												15%		10%		
Trip Distribution OUT		(15%)		(10%)												
Balancing Adjustment																
Retail Trips	0	1	0	1	0	0	0	0	0	0	0	2	0	1	0	0
Trip Distribution IN												15%		10%		
Trip Distribution OUT		(15%)		(10%)												
Balancing Adjustment																
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Primary Site Trips	0	15	0	15	0	0	0	0	0	0	11	22	0	22	7	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips		15	0	15	0	0	0	0	0	0	11	22	0	22	7	0
2030 Build Traffic	0	15	0	15	0	0	0	0	0	0	59	22	0	22	316	0
2030 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	2%	2%	2%

INTERSECTION VOLUME DEVELOPMENT
INTERSECTION #11
Mayson Turner Road at Site Driveway D

AM PEAK HOUR

	Northbound				Site Driveway D Southbound				Mayson Turner Road Eastbound				Mayson Turner Road Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	84	0	0	0	58	0
Count Balancing																
Pedestrians																
Conflicting Pedestrians																
Bicycles																
Conflicting Bicycles																
Heavy Vehicles											3				3	
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	2%	5%	2%
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2024 Volumes	0	0	0	0	0	0	0	0	0	0	84	0	0	0	58	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Background Growth Trips	0	0	0	0	0	0	0	0	0	0	8	0	0	0	5	0
1060 DLH DRI #4187																
2030 No-Build Traffic	0	0	0	0	0	0	0	0	0	0	92	0	0	0	63	0
2030 No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	2%	5%	2%
Trip Distribution IN										5%						20%
Trip Distribution OUT						(20%)		(5%)								
Balancing Adjustment																
Residential Trips	0	0	0	0	0	47	0	12	0	4	0	0	0	0	0	15
Trip Distribution IN															10%	15%
Trip Distribution OUT						(15%)					(10%)					
Balancing Adjustment																
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Trip Distribution IN															10%	15%
Trip Distribution OUT						(15%)					(10%)					
Balancing Adjustment																
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Primary Site Trips	0	0	0	0	0	47	0	12	0	4	0	0	0	0	0	16
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	0	0	0	47	0	12	0	4	0	0	0	0	0	16
2030 Build Traffic	0	0	0	0	0	47	0	12	0	4	92	0	0	0	63	16
2030 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	2%	5%	2%

PM PEAK HOUR

	0 Northbound				Site Driveway D Southbound				Mayson Turner Road Eastbound				Mayson Turner Road Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes											136				110	
Count Balancing																
Pedestrians																
Conflicting Pedestrians																
Bicycles																
Conflicting Bicycles																
Heavy Vehicles											4				5	
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	5%	2%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2024 Volumes	0	0	0	0	0	0	0	0	0	0	136	0	0	0	110	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Background Growth Trips	0	0	0	0	0	0	0	0	0	0	13	0	0	0	10	0
1060 DLH DRI #4187																
2030 No-Build Traffic	0	0	0	0	0	0	0	0	0	0	149	0	0	0	120	0
2030 No-Build Heavy Vehicle %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN										5%						20%
Trip Distribution OUT						(20%)		(5%)								
Balancing Adjustment																
Residential Trips	0	0	0	0	0	27	0	7	0	11	0	0	0	0	0	43
Trip Distribution IN															10%	15%
Trip Distribution OUT						(15%)					(10%)					
Balancing Adjustment																
Retail Trips	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	2
Trip Distribution IN															10%	15%
Trip Distribution OUT						(15%)					(10%)					
Balancing Adjustment																
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Primary Site Trips	0	0	0	0	0	28	0	7	0	11	1	0	0	0	1	45
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips		0	0	0	0	28	0	7	0	11	1	0	0	0	1	45
2030 Build Traffic	0	0	0	0	0	28	0	7	0	11	150	0	0	0	121	45
2030 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	5%	2%

APPENDIX D

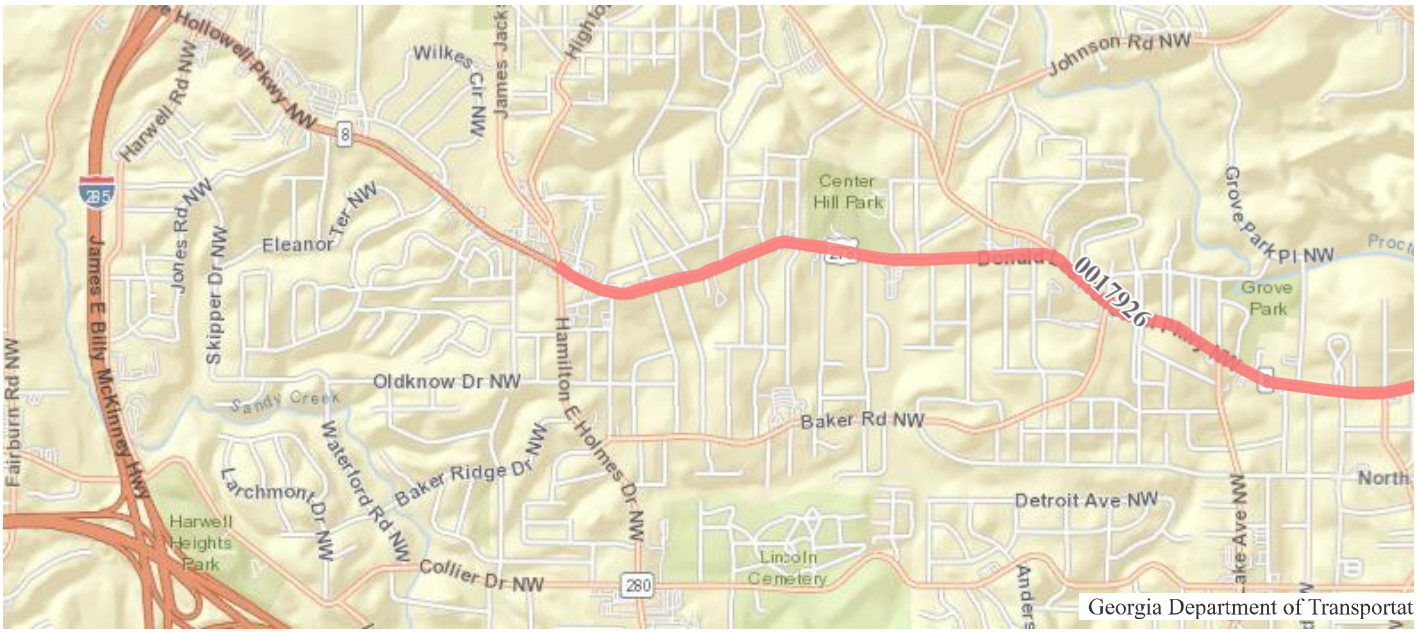
Programmed and Planned Projects Fact Sheets

SR 8/US 278 FROM SR 280 TO CS 6701/STIFF STREET

Project ID:	**0017926**	Notice to Proceed Date:	7/3/2023
Project Manager:	Nakeeta Batson	Construction Percent Complete:	59.36%
Office:	Program Delivery	Current Completion Date:	3/31/2024
County:	Fulton	Work Completion Date:	
Congressional District:	005	Construction Contract Amount:	
State Senate District.:	006, 038	Construction Contractor:	SMART ROAD TECHNOLOGY LLC
State House District:	055, 060	**Preconstruction Status Report**	
Project Type:	Safety	**Construction Status Report**	
Project Status:	Under Construction		
Right of Way Authorization:		Contact Us	

Project Description:
The project proposes to road diet DL Hollowell from 4 to 3 lanes by re-striping and relocate signal heads within project limits.

Activity	Program Year	Cost Estimate	Date of Last Estimate
PE (Preliminary Engineering)	2022	$680,908.08	
CST (Construction)	2023	$3,303,553.05	



Project Documents
There are no items to show in this view.

Georgia Department of Transportation

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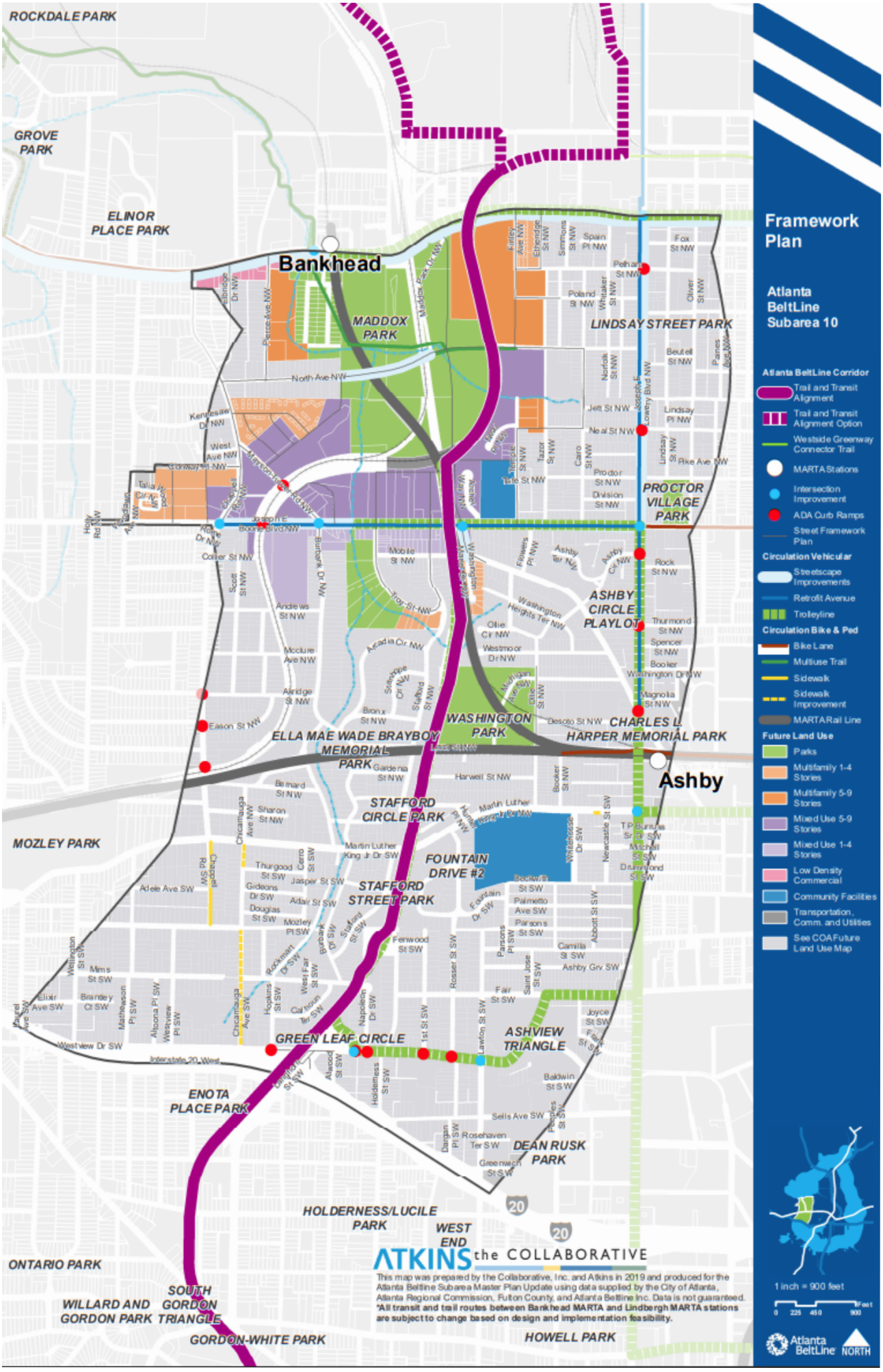
600 West Peachtree NW
Atlanta, GA 30308
(404) 631-1990 Main Office

Contact Us

Employment

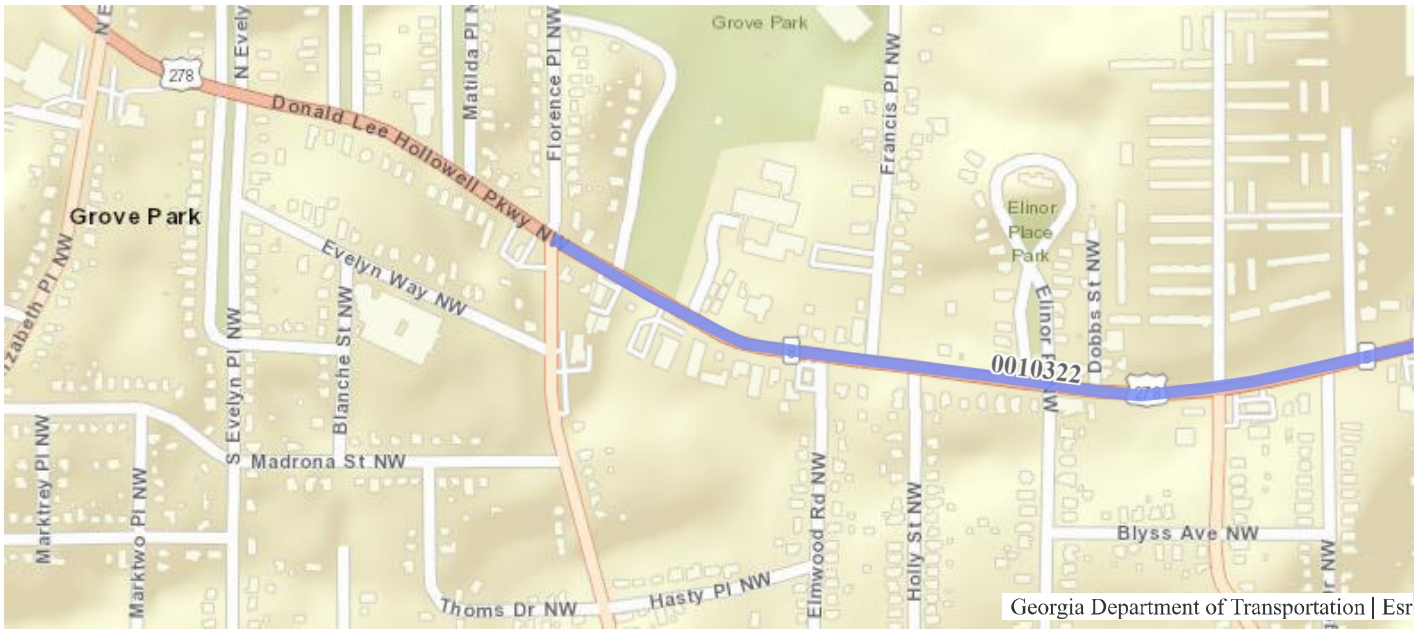
Privacy Policy


ROCKDALE PARK
GROVE PARK
ELINOR PLACE PARK
Bankhead
MADDOX PARK
LINDSAY STREET PARK
PROCTOR VILLAGE PARK
ASHBY CIRCLE PLAYLOT
WASHINGTON PARK
CHARLES L HARPER MEMORIAL PARK
ELLA MAE WADE BRAYBOY MEMORIAL PARK
Ashby
STAFFORD CIRCLE PARK
MOZLEY PARK
FOUNTAIN DRIVE #2
STAFFORD STREET PARK
GREEN LEAF CIRCLE
ASHVIEW TRIANGLE
ENOTA PLACE PARK
DEAN RUSK PARK
HOLDERNESS/LUCILE PARK
WEST END
ONTARIO PARK
WILLARD AND GORDON PARK
SOUTH GORDON TRIANGLE
GORDON-WHITE PARK
HOWELL PARK
North Ave NW
Interstate 20 West
Framework Plan
Atlanta BeltLine Subarea 10
Atlanta BeltLine Corridor
Trail and Transit Alignment
Trail and Transit Alignment Option
Westside Greenway Connector Trail
MARTA Stations
Intersection Improvement
ADA Curb Ramps
Street Framework Plan
Circulation Vehicular
Streetscape Improvements
Retrofit Avenue
Trolleyline
Circulation Bike & Ped
Bike Lane
Multiuse Trail
Sidewalk
Sidewalk Improvement
MARTA Rail Line
Future Land Use
Parks
Multifamily 1-4 Stories
Multifamily 5-9 Stories
Mixed Use 5-9 Stories
Mixed Use 1-4 Stories
Low Density Commercial
Community Facilities
Transportation, Comm. and Utilities
See COA Future Land Use Map
ATKINS the COLLABORATIVE
This map was prepared by the Collaborative, Inc. and Atkins in 2019 and produced for the Atlanta Beltline Subarea Master Plan Update using data supplied by the City of Atlanta, Atlanta Regional Commission, Fulton County, and Atlanta Beltline Inc. Data is not guaranteed.
*All transit and trail routes between Bankhead MARTA and Lindbergh MARTA stations are subject to change based on design and implementation feasibility.
1 inch = 900 feet
0 225 450 900 Feet
Atlanta BeltLine
NORTH

There are no items to show in this view.

There are no items to show in this view.

Activity	Program Year	Cost Estimate	Date of Last Estimate
There are no items to show in this view.			



Project Documents
Approved Concept Reports
0010322_RevCR_JAN2024.pdf
Project Outreach Archive
DL Hollowell Parkway - Fact Sheet I.pdf

DL Hollowell Sidewalks

TYPE	PROJECT NUMBER
SIDEWALKS	**3060**

Scope

Includes sidewalk construction on DL Hollowell Pkwy NW from Proctor Creek to W Lake Ave NW and represents a scope reduction from ATLDOT's existing project No. 3003.

PAID **$0**

PROJECT START **May 2022**

Disclaimer: Project schedules and scopes are subject to change.

PHASE

Not Started

Preconstruction

Procurement

Construction

Complete

Additional Project Information

ATLANTA DEPARTMENT OF TRANSPORTATION (ATLDOT)

Atlanta Department of Transportation (ATLDOT)
Atlanta City Hall
55 Trinity Avenue SW, Suite 4400
Atlanta, GA 30303
By Appointment Only

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OFFICES

Office of the Commissioner

Office of Transportation Infrastructure Management

Office of Capital Delivery

Office of Strategy and Planning

SR 8 FROM PROCTOR CREEK GREENWAY TO ATLANTA BELTLINE - VRU

Project ID:	**0020200**	Notice to Proceed Date:	
Project Manager:	Stenley K. Mack	Construction Percent Complete:	%
Office:	Traffic Operations	Current Completion Date:	
County:	Fulton	Work Completion Date:	
Congressional District:	005	Construction Contract Amount:	
State Senate District.:	006, 039	Construction Contractor:	
State House District:	055, 056	**Preconstruction Status Report**	
Project Type:	Safety	**Construction Status Report**	
Project Status:	Construction Work Program		
Right of Way Authorization:		Contact Us	

Project Description:

Activity	Program Year	Cost Estimate	Date of Last Estimate
UTL (Utilities)		$25,000.00	
PE (Preliminary Engineering)		$20,000.00	
CST (Construction)		$1,575,000.00	

Project Documents
There are no items to show in this view.

Georgia Department of Transportation

Georgia Department of Transportation
One Georgia Center
600 West Peachtree NW
Atlanta, GA 30308
(404) 631-1990 Main Office

Contact Us

Employment

Privacy Policy

Rider Alert:

Mon 4/29 - Fri 5/3: All rail lines will operate on 12-20 minute special single tracking schedules. | Learn More

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MARTA Airport Station closed for renovation April 8 - May 19.
Shuttle provided between College Park Station and North Terminal Lower Level. View rail schedules and additional details here.

Projects

Bankhead Station Platform Extension

Current Status: Design. Scheduled for completion in 2027.

Overview

This a More MARTA Atlanta project in partnership with the City of Atlanta to renovate the existing Bankhead Station and extend the platform to accommodate eight cars instead of the current two cars (matching the capacity of the other 37 rail stations).

This location is also being considered for future Transit-Oriented Development (TOD). To learn more about TOD master planning for this location, visit bankheadmasterplan.com.

Project Renderings

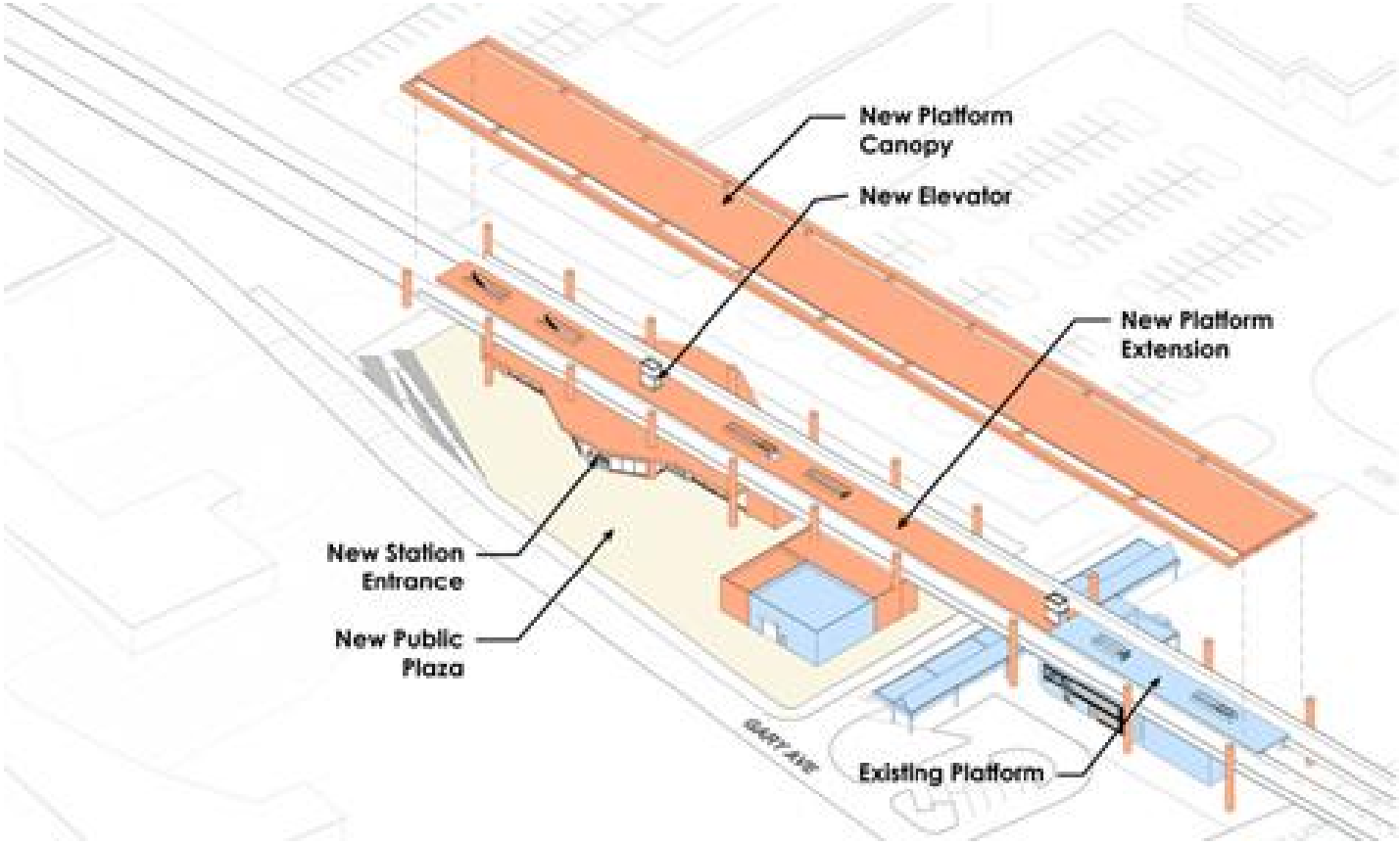


Image description: This illustration shows what MARTA's Bankhead Station will look like after it is renovated and the platform is extended. The existing station is shown in blue and the new extended platform, canopy and station entrance is shown in orange.

Image description: This illustration shows the proposed new entrance plaza on the west side of MARTA's Bankhead Station. The new extended platform and glass walls are in the background. In the foreground, people are entering and exiting the station. On the right, people are sitting on a new bench.

Image description: This illustration shows the platform level of the proposed expansion of MARTA's Bankhead Station. A MARTA train extends along the left side. People are standing on the platform waiting to board the train. An escalator descends in the middle of the platform.

Project Features

- Extension of the existing platform to accommodate eight rail cars rather than the current two rail cars
- Public pedestrian plaza with enhanced entrances and exits for customers, pedestrians and motorists
- New canopy on the platform
- New elevator and escalator
- Designed for integration with future Transit-Oriented Development

Resources

Public Meetings

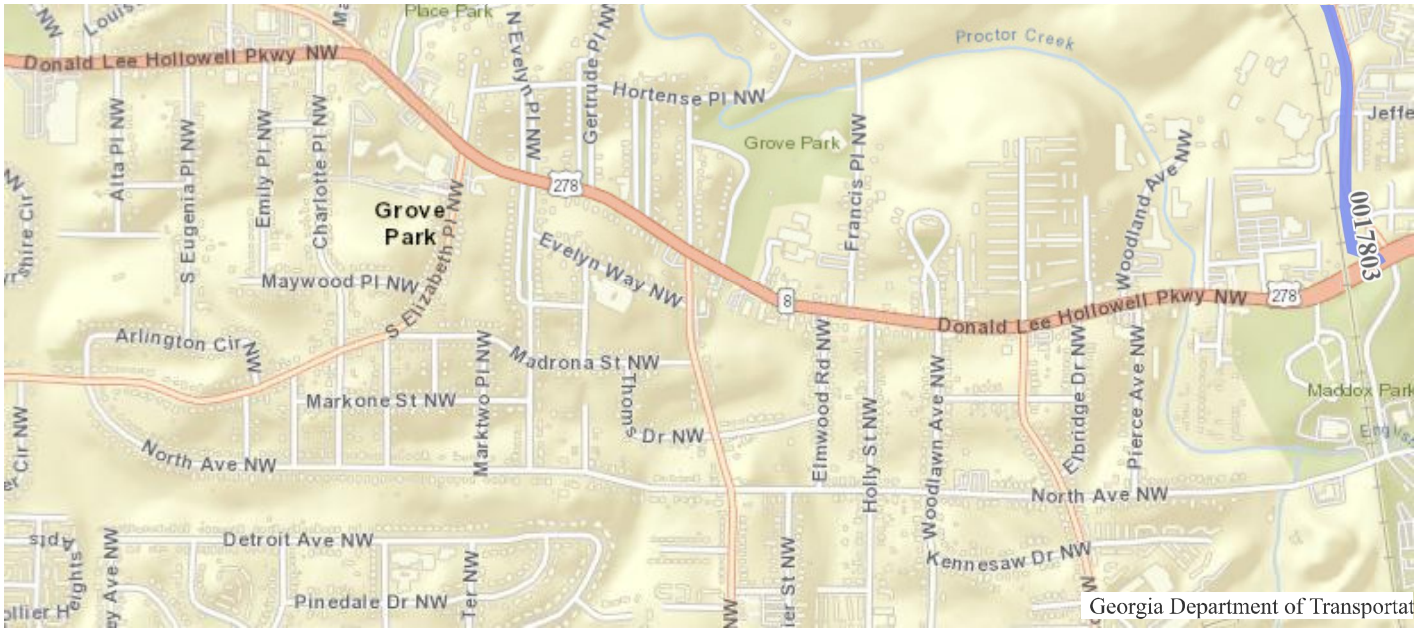
CS 716/CS 3498/MARIETTA BLVD FROM CS 13/CORONET WAY TO SR 8

Project ID:	**0017803**	Notice to Proceed Date:	
Project Manager:	Elliott Vernon Bryson III	Construction Percent Complete:	%
Office:	Program Delivery	Current Completion Date:	
County:	Fulton	Work Completion Date:	
Congressional District:	005	Construction Contract Amount:	
State Senate District.:	038	Construction Contractor:	
State House District:	053, 055	**Preconstruction Status Report**	
Project Type:	Other	**Construction Status Report**	
Project Status:	Construction Work Program		
Right of Way Authorization:		Contact Us	

Project Description:

This project will reconstruct and resurface the corridor between Coronet Way NW and DL Hollowell Parkway NW. The Pavement Condition Index (PCI) score varies from 37 to 58. The corridor is on the Regional Freight Route and is a major North-South connection for the City of Atlanta.

Activity	Program Year	Cost Estimate	Date of Last Estimate
SCP (Scoping)	2021	$6,250.00	



Project Documents
There are no items to show in this view.

Georgia Department of Transportation

Georgia Department of Transportation
One Georgia Center
600 West Peachtree NW
Atlanta, GA 30308
(404) 631-1990 Main Office

Contact Us

Employment

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THE STARTING POINT

Connectivity

The 425 Chappell Road site is uniquely situated to nearby neighborhood destinations. Within walking distance, the site has proximity to a MARTA rail station, Maddox Park, the Proctor Creek Greenway, and the future Atlanta BeltLine Westside Trail. Further out, both Grove Park and the Westside Reservoir Park lie to the northwest. Overall, the site has excellent access to transit and greenspace — an ideal site for added housing opportunities.

Despite the proximity, accessing these transit and trail assets in the site's current condition is challenging. The following framework of existing, planned, and proposed connectivity projects aims to improve access and connectivity.

Existing Connectivity Framework

Connectivity is important to the overall plan for this site as well as to the community. Safe bike and pedestrian accessibility was a chief community concern; thus, the first step to the development plan involved creating a connectivity framework. This framework maps existing and planned connections in and around the site, ensuring they all work together. Multiple entities — including the City of Atlanta Watershed Department, MARTA, the Georgia Department of Transportation (GDOT), the Atlanta Department of Transportation (ATLDOT), and Friends of Maddox Park — have planned bike and pedestrian projects that impact the area's connectivity. Along with ABI's proposed connectivity improvements, the connectivity map on the facing page illustrates how these multiple projects will act cohesively to achieve the community's desire to have a more walkable and bikeable community.

Atlanta BeltLine Westside Trail and Spur Trail

Running north-to-south, the Atlanta BeltLine Westside Trail — also called "mainline"— follows the former rail line east of the site, directly adjacent to the City of Atlanta Public Works property. This part of the trail, specifically Westside Trail Segment 4, kicked off construction in March of 2023 and is expected to open in summer of 2025.

The development framework for 425 Chappell Road proposes an Atlanta BeltLine spur trail to better connect the site and the broader neighborhood to the mainline trail. The route facilitates access from the BeltLine to 425 Chappell Road but also, Maddox Park and its proposed trails connecting to the Bankhead MARTA station and the mixed use development opportunity on the existing City of Atlanta Public Works site. This spur trail appears as a sidepath running parallel to North Avenue and the proposed street connections through the site.

City of Atlanta Watershed Department Projects

The City of Atlanta Watershed department has a number of forthcoming projects designed to restore Proctor Creek and its tributaries. Each of them include trail plans that the connectivity plan integrates into the broader trail network. All of these projects have finalized designs and await implementation or are being constructed. These projects include:

- **Proctor Creek Wetlands at Hollowell:** constructed wetlands featuring a pedestrian trails and boardwalks will collect and clean stormwater before it enters Proctor Creek. Property acquisition is underway.
- **Mosquito Hole**: restoration and bank stabilization of the Mosquito Hole Tributary and confluence with Proctor Creek.
- **Valley of the Hawks Constructed Wetlands**: constructed wetlands to capture and filter stormwater before releasing it into Proctor Creek, preventing flooding and improving water quality. The first phase of construction is complete.
- **Proctor Creek Restoration at Hunter Hills**: restoration of a portion of Proctor Creek that was routed into a concrete channel in the 1960's. The restored stream and reconnected floodplain will manage stormwater, improve water quality, and restore natural habitats. Construction is anticipated to begin in the summer of 2024.

MARTA, GDOT, and ATLDOT

GDOT and ATLDOT are currently implementing a road diet along Donald Lee Hollowell Parkway that will add a bike lane on the north side of the street. The road improvements also feature bike and pedestrian crossings to the Bankhead MARTA station and its planned TOD development. These critical crossings will in turn, provide much needed bike and pedestrian access between the future TOD at Bankhead Station, Maddox Park, and ultimately, Atlanta BeltLine mainline trail.

Friends of Maddox Park

The civic group Friends of Maddox Park worked with Park Pride, a non-profit that advocates for parks and park improvements, to develop proposed park improvements to Maddox Park. One key project includes a lap trail.

The connectivity plan integrates this lap trail within the broader trail network As shown, the lap trail connects to the BeltLine spur trail and provides direct access to MARTA via the new park entrance on Donald Lee Hollowell Parkway.

Creating a True Gateway

Another critical connectivity need was to create a true "front door," or gateway, from the main road that would draw people into the development. This development plan recommends creating a front door to the site via Maddox Park Drive. This connection point will allow for direct access to the entire site via Donald Lee Hollowell Parkway and will provide access to the Bankhead MARTA station. Because the topography at this connection point involves extreme grade changes of more than 30 feet, the focus of any development at this front door will be internal.

To accomplish this, ABI must enter into agreements with the City of Atlanta Parks and Recreation Department and Public Works Department to swap portions of Maddox Park and a public works site. The next chapter discusses this proposed land swap.

NEIGHBORHOOD CONNECTIVITY

LEGEND

- ABI Subject Site
- Proposed Bike Lanes
- Proposed Trail Projects by Others
- Proposed Atlanta BeltLine Spur Trail
- Atlanta BeltLine Trails
- Bike/Ped Crossing
- Proposed Street Connections
- MARTA Rail Line
- CSX Heavy Rail Line
- Creeks
- Piped Creek
- Flood Plain

AR-491B

ARC MTP DRAFT PROJECT FACT SHEET

Short Title	NORTH AVENUE CORRIDOR BUS RAPID TRANSIT FROM MARTA NORTH AVENUE RAIL STATION TO MARTA BANKHEAD RAIL STATION
GDOT Project No.	N/A
Federal ID No.	N/A
Status	Long Range
Service Type	Transit / BRT Capital
Sponsor	MARTA
Jurisdiction	City of Atlanta
Analysis Level	In the Region's Air Quality Conformity Analysis

Existing Thru Lane	N/A	**LCI**		**Network Year**	2050
Planned Thru Lane	N/A	**Flex**		**Corridor Length**	TBD miles

Detailed Description and Justification

This project will provide high capacity premium transit service along the North Avenue corridor between MARTA's North Avenue and Bankhead heavy rail stations.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	Local Jurisdiction/Municipality Funds		LR 2041-2050	**$62,900,000**	$0,000	$0,000	$0,000	$62,900,000
				$62,900,000	**$0,000**	**$0,000**	**$0,000**	**$62,900,000**

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

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

Report Generated: 9/26/2023

AR-490F

ARC MTP DRAFT PROJECT FACT SHEET

Short Title	ATLANTA STREETCAR - NORTHWEST BELTLINE CORRIDOR FROM NEAR INTERSECTION OF WESTVIEW DRIVE AT LANGHORN STREET TO MARTA BANKHEAD RAIL STATION
GDOT Project No.	N/A
Federal ID No.	N/A
Status	Long Range
Service Type	Transit / Rail Capital
Sponsor	MARTA
Jurisdiction	Regional - Central
Analysis Level	In the Region's Air Quality Conformity Analysis

Existing Thru Lane	N/A	**LCI**		**Network Year**	2050
Planned Thru Lane	N/A	**Flex**		**Corridor Length**	TBD miles

Detailed Description and Justification

This project constructs a new streetcar line along the Beltline corridor between the intersection of Westview Drive and Langhorn Street to the MARTA Bankhead heavy rail station

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 2041-2050	**$96,900,000**	$48,450,000	$0,000	$0,000	$48,450,000
				$96,900,000	**$48,450,000**	**$0,000**	**$0,000**	**$48,450,000**

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

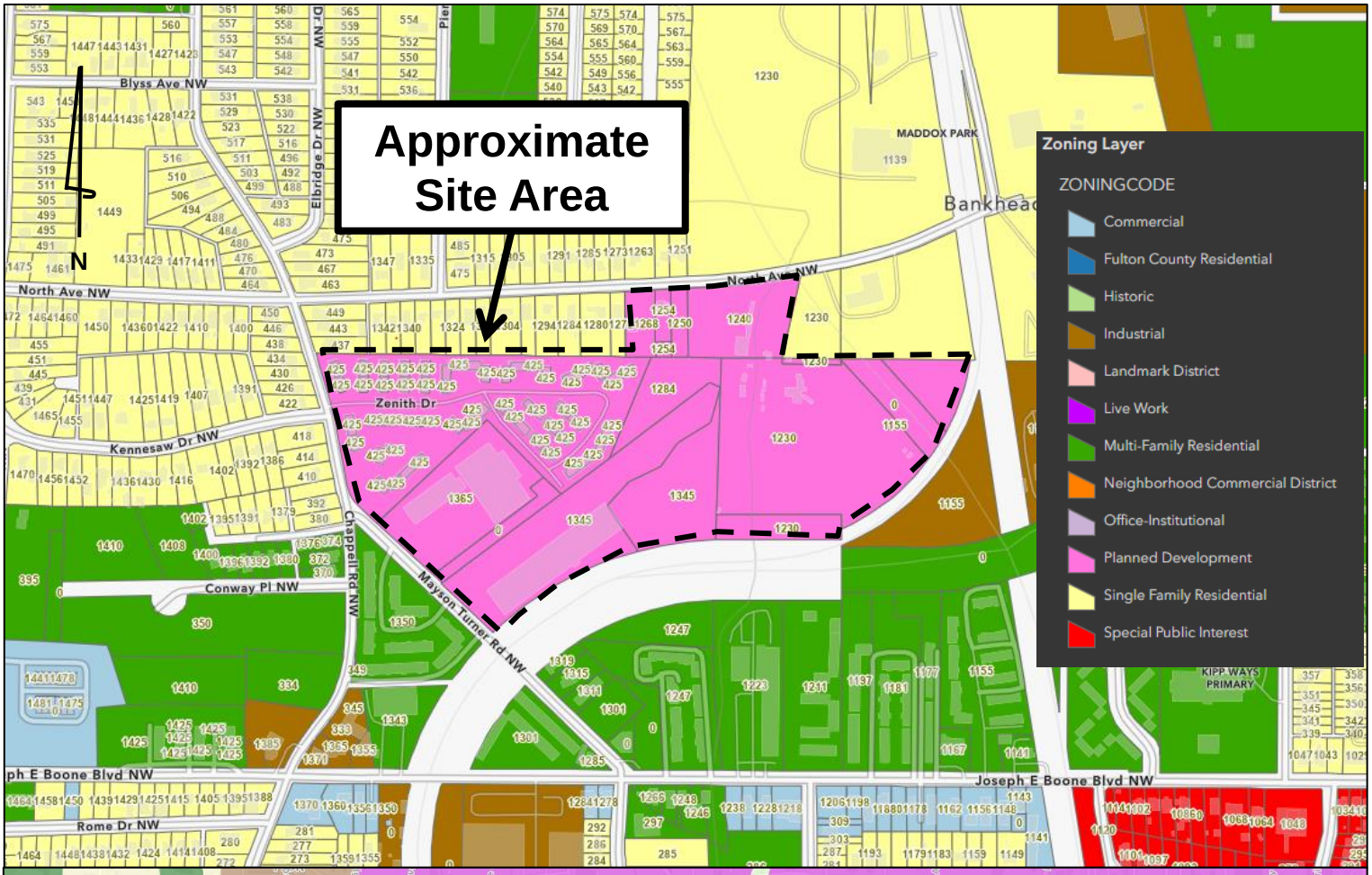
? For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.

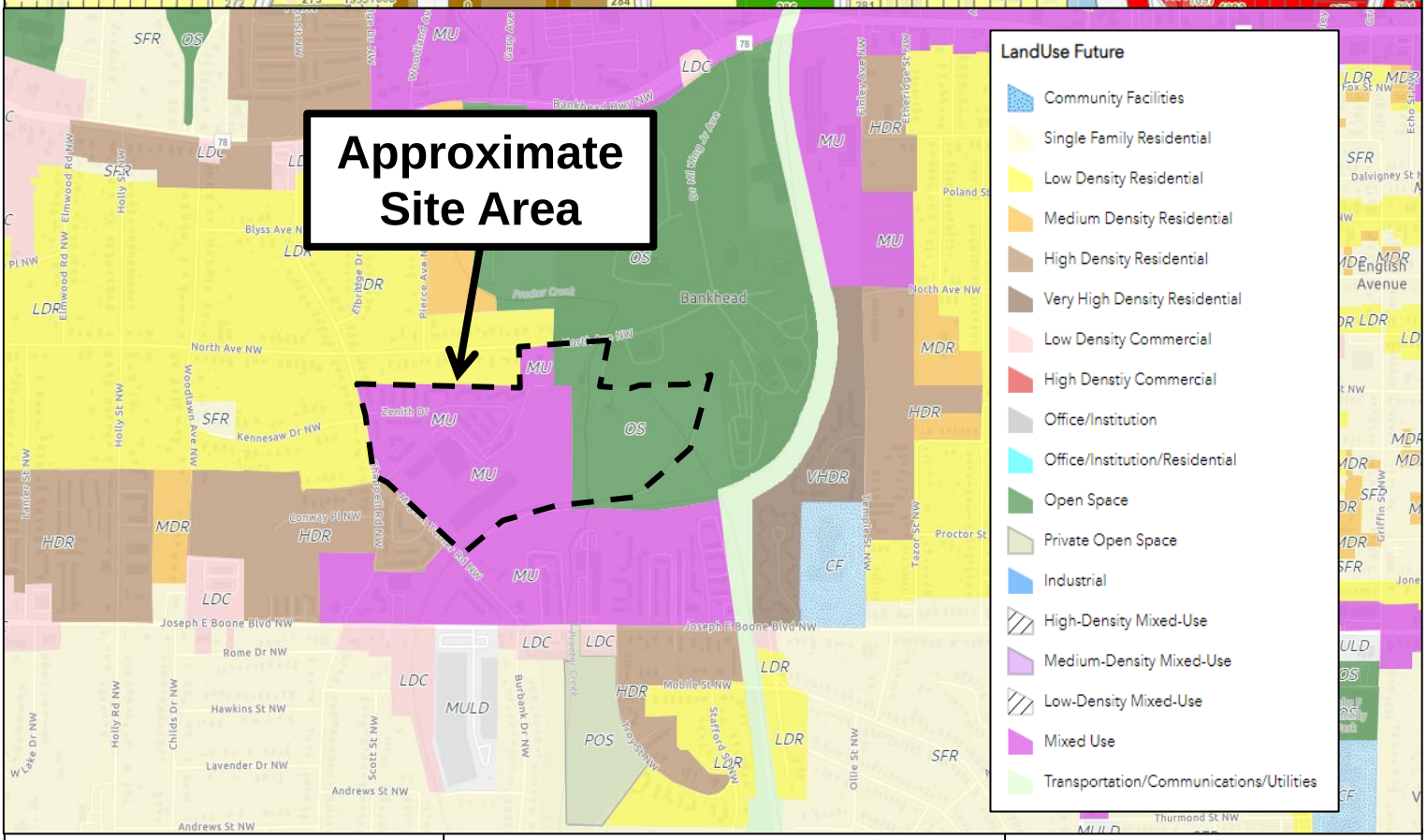
Report Generated: 9/26/2023


Concept Study For:
Chappell Site
for: Atlanta BeltLine, Inc
by: TSW
11.10.2023
MARTA
Bankhead Station
Donald Lee Hollowell Pkwy
Maddox Park
BeltLine Spur Trail.
Bridge
North Ave
Commercial plaza
Public access to BeltLine
Potential for vehicular
City of Atlanta
Pedestrian commercial
Typical amenity deck.
Public Park Space.
Existing Cell Tower
Mail Kiosk
Block 1
Block 2
Block 3
Block 4
NORTH
SCALE: 1" =100'

Image: TSW

Land Use and Zoning Maps





Kimley»Horn

425 Chappell Road
DRI #4295
Transportation Analysis

Land Use and Zoning Map